



TOWN PLANNING REPORT CODE ASSESSABLE DEVELOPMENT APPLICATION

DEVELOPMENT PERMIT FOR
MATERIAL CHANGE OF USE
FOR MULTIPLE DWELLING (114 TOWNHOUSES)
UPON LAND AT
1 CLARKE STREET, SOUTHPORT QLD 4215
LOT 7 ON SP275512

ON BEHALF OF
AZURE PROJECT 47 PTY LTD

OUR REFERENCE: 251023



PROJECT DETAILS

Applicant: Azure Project 47 Pty Ltd

Project Address: 1 Clarke Street, Southport 4215

TPA Project Number: 251023

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DOCUMENT CONTROL

Document Version

VERSION	DATE	AUTHOR	DESCRIPTION	REVIEWED BY
1	05/12/2025	CHE	Draft	VN
2	14/12/2025	CHE	Final	VN
3	30/01/2026	CHE	Final	VN

Distribution

NO OF COPIES	VERSION NO	DESTINATION
1	3	Town Planning Alliance Pty Ltd
1	3	Economic Development Queensland
1	3	Azure Project 47 Pty Ltd

TABLE OF CONTENTS

1	EXECUTIVE SUMMARY	4
2	PROJECT OVERVIEW	5
3	BACKGROUND & SITE CHARACTERISTICS	7
3.1	Site Details	7
3.2	Location.....	7
3.3	Site Characteristics	8
3.4	Site History	9
3.5	Prelodgement Consultation.....	9
4	Proposal.....	10
4.1	Development Overview.....	10
4.2	Urban Design Principles.....	11
4.3	Development Staging.....	30
4.4	Townhouse Types	30
4.5	Building Height	34
4.6	Residential Density	35
4.7	Landscaping	35
4.8	Private Open Spaces	36
4.9	Communal Open Space	41
4.10	Wayfinding.....	43
4.11	Traffic Considerations	43
4.12	Civil Infrastructure	46
4.13	Acoustics.....	47
5	LEGISLATIVE FRAMEWORK.....	48
5.1	Economic Development Act 2012	48
5.2	<i>ShapingSEQ</i> – South East Queensland Regional Plan 2023	48
5.3	Planning Instruments.....	48
5.4	Parklands PDA Development Scheme	49
5.5	PDA Guidelines & Practice Notes	67
5.6	Response to Prelodgement Advice.....	76
6	CONCLUSIONS	99

1 EXECUTIVE SUMMARY

This report has been prepared on behalf of *Azure Project 47 Pty Ltd* in support of their development application over land located at 1 Clarke Street, Southport QLD 4215 and more particularly described as Lot 7 on SP275512 (subject site). The development application seeks Economic Development Queensland (EDQ) approval for a Development Permit for a Material Change of Use for a Multiple Dwelling Development (114 Townhouses).

The report addresses all relevant town planning issues associated with the current proposal. It addresses the merits of the proposed development with regards to the provisions of *Parklands Priority Development Area (PDA) Development Scheme* and the application will be assessed in accordance with the provisions of the *Economic Development Act 2012* (ED Act).

Under the *Parklands PDA Development Scheme*, the subject site is located within Precinct 2 - Residential. The proposal seeks to establish a new Multiple Dwelling use on the site, involving 114 townhouses, which aligns with the intent of Precinct 2 and the broader residential outcomes for the Parklands PDA. The proposed development involves a two (2) to three (3) storey built form that adopts a high-quality architectural style, with articulation, modulation and building recesses, as well as the variation of materials and finishes to present as a development with high aesthetic value.

The proposal is identified as achieving the various development requirements under the *Parklands PDA Development Scheme*. In particular:

- The intent of Precinct 2 is to provide a variety of residential development types, including attached dwellings, in a range of densities that reflect the urban nature of development within the PDA. The proposed townhouse development represents a medium density residential outcome, and offers a product type that achieves a point of difference in the local area, contributing to housing choice;
- With respect to the envisaged net residential density of Precinct 2 – Residential of 30-100 dwellings per hectare, the proposed development achieves a residential density of 65.8 dwellings per hectare, offering a mix of unit types ranging from one-bedroom to three-bedroom units;
- The proposed development achieves a mix of two and three storey buildings, in compliance with the envisaged building height limits for Precinct 2 – Residential of generally between 2 and 10 storeys, with building height intensity tapering down to the east and south to ensure an appropriate interface with existing low density residential development in the surrounding area;
- The development form achieves a high degree of street address and to the primary street frontages of Clarke Street and Village Boulevard (i.e. 'Hospital Boulevard'), with windows, balconies, activated front courtyards, and articulated design features orientated towards the street; and
- The proposal incorporates substantial areas of landscaping, communal open spaces and private open spaces, ensuring a quality balance between built form and open space. This supports the high-quality interface with the streetscape and neighbouring uses.

Overall, the proposal is identified as meeting the relevant requirements of the *Parklands PDA Development Scheme*. As such, the application should be approved subject to reasonable and relevant conditions.

2 PROJECT OVERVIEW

Applicant Name	Azure Project 47 Pty Ltd			
Site Address	1 Clarke Street, Southport			
Real Property Description	Lot 7 on SP275512			
Area of Site	17,330m ²			
Local Government Area	City of Gold Coast Council (GCCC)			
Applicable Act	Economic Development Act 2012			
Priority Development Area	Parklands Priority Development Area (PDA)			
Development Scheme	Parklands PDA Development Scheme			
PDA Precinct	Precinct 2 – Residential			
Proposed Development	Material Change of Use for Multiple Dwelling (114 townhouses)			
Details of Proposal	Material Change of Use			
	Units	114 units	Car Parks	143 spaces
	Building Height	6.1m-12.1m	Storeys	2-3 storeys
	Site Cover	48.4%	Net Density	65.8 dw/ha
	Communal Open Space	1,502m ²	Private Open Space	4,102m ²
Application Type	Aspects of Development	Type of Approval Required		
		Preliminary Approval	Development Permit	
	Material Change of Use		✓	
	Reconfiguration of a Lot			
	Building Work			
	Operational Work			
Level of Assessment	Permissible Development			
Pre-lodgement / Consultation History	EDQ Ref: PRE2025/915 (16 September 2025; 28 October 2025; 7 November 2025 and 27 November 2025)			
Public Notification	N/A			
Referral Agencies	Referral Agency		Trigger	
	N/A		N/A	

Specialist Report	▪ Architectural Package prepared by <i>Plus Architecture</i> ▪ Urban Design Report prepared by <i>Plus Architecture</i> ▪ Statement of Landscape Intent prepared by <i>LAUD Ink</i> ▪ Civil Engineering Services Report prepared by <i>Hurley Consulting</i> ▪ Traffic Report prepared by <i>QTraffic</i> ▪ Noise Impact Assessment prepared by <i>ATP</i> ▪ ESD Report prepared by <i>Ashburner Francis</i> ▪ Operational Waste Management Plan prepared by <i>Colliers</i>
Applicant Contact	Vu Nguyen / Claudia Heiner
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3 BACKGROUND & SITE CHARACTERISTICS

3.1 Site Details

Site Address	1 Clarke Street, Southport
Real Property Description	Lot 7 on SP275512
Area of Site	17,330m ²
PDA Precinct	Precinct 2 – Residential



Figure 1: Aerial Photograph of Subject Site and Surrounding Area

3.2 Location

The subject site is located at 1 Clarke Street, Southport 4215, more particularly described as Lot 7 on SP275512. The site is located within proximity to the Smith Collective, Gold Coast University Hospital, Griffith University Campus and Musgrave Park. The site is well located in terms of access to urban centres, major roads, public transport and open space.

Under the *Parklands PDA Development Scheme*, the site is identified within Precinct 2 – Residential. Refer to Figure 2 below.

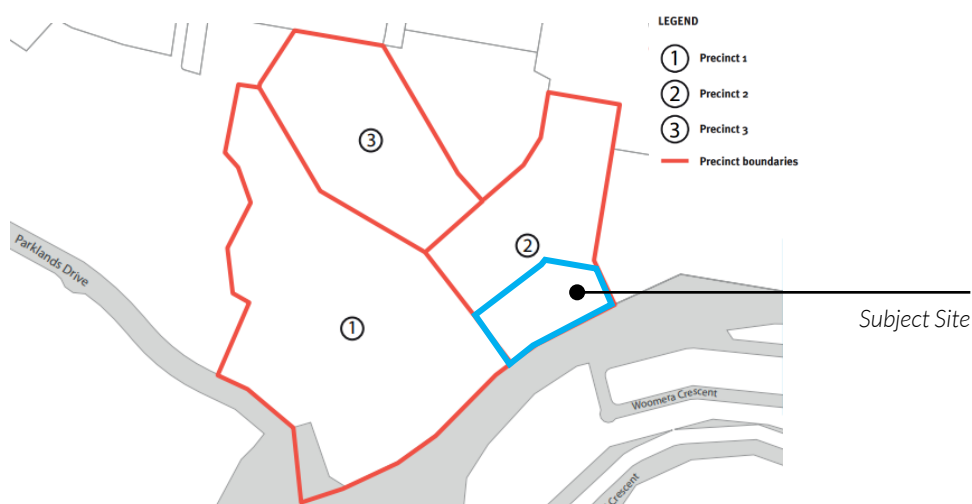


Figure 2: Parklands PDA Development Scheme - Precinct Map

Pursuant to Map 2 – Structural Elements Plan of the *Parklands PDA Development Scheme*, the site is identified to the east of the Hospital Boulevard extension, and there is a western force rising main traversing the site from north to south. Refer to Figure 3 below.

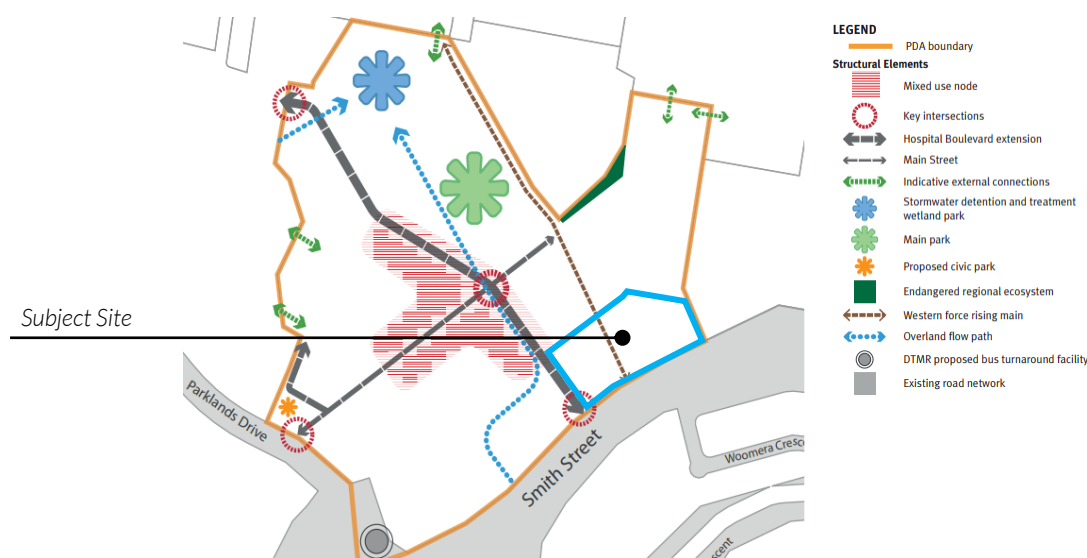


Figure 3: Parklands PDA Development Scheme – Structural Elements Map

3.3 Site Characteristics

As shown in Figure 1 above, the subject site reflects an irregular configuration, with an area of 17,330m². The site has frontage to three roads – to Clarke Street in the north of approximately 127m, to Village Boulevard in the west of approximately 91m, and to Smith Street in the south of approximately 183m. The site is currently utilised as a parking facility, with vegetated and cleared areas.

3.3.1 Access

Access to the site is currently gained via two existing commercial entry-only and exit-only crossovers from the eastern part of the Clarke Street frontage. The proposed access point is identified in a similar location.

3.3.2 Topography

The site presents a substantial topographical variance across the site with an average grade of approximately 5%-6%. The site generally falls from the south-eastern corner (approximately 22m AHD) to the north-western corner and the intersection of Clark Street and Village Boulevard (approximately 10m AHD).

3.3.3 Flooding

The site is not identified as being susceptible to flooding from any source.

3.3.4 Vegetation

Some ornamental vegetation is contained on-site, however the site is not identified under any State or local vegetation protections.

3.3.5 Infrastructure

The site is located within an established urban area and can be readily connected to all necessary urban services including water, sewer, stormwater, electricity and telecommunications. A 6m wide sewer easement runs through the centre of the site, benefiting Gold Coast City Council. This easement contains an existing DN1000 PE trunk sewer rising main that flows south-east to north-west and a redundant main.

3.4 Site History

The site is subject to recent development approvals, as set out below.

- **DEV2023/1440** – Preliminary Approval

On 20 May 2024, MEDQ approved a Preliminary Approval for a Material Change of Use for various uses including community facility, dual occupancy, dwelling house, food premises (where located at ground level of a building within the residential use class), home based business, hostel, multiple dwelling, office (where located at ground level of a building within the residential use class), residential care facility, shop (where located at ground level of a building within the residential use class) over the subject site.

The approval included a Plan of Development (POD) and a Preliminary Approval Document (PAD). The PAD secured varied provisions for Precinct 2, including increase in density of 300-500 dwellings per hectare or up to a maximum of 769 bedrooms per hectare; a total sewer & water EP of 837 for the western site (1A) and 673 for the eastern site (1B); maximum traffic generation of 140 AM and 170 PM; and additional built form provisions such as setbacks, site cover and building height.

- **DEV2024/1528** – Material Change of Use

Following MEDQ approval of the Preliminary Approval, on 15 October 2024, MEDQ approved a Development Permit for a Material Change of Use for Multiple dwelling, Shop and Food and drink premises at the subject site, in accordance with the provisions of DEV2023/1440. The approval includes four residential buildings up to 15 storeys in height; comprising 878 units, with 176 of those being for affordable housing and a further 87 units for accessible housing; and a total of 724 car parks (including 50 visitor car parks)

3.5 Prelodgement Consultation

A series of Prelodgement Meetings have been held with EDQ through the preparation of this development application (EDQ Ref: PRE2025/915), as follows:

- **Prelodgement Meeting #1** – Development Concept Introduction – 16 September 2025
- **Prelodgement Meeting #2** – Urban Design Strategy – 28 October 2025
- **Prelodgement Meeting #3** – Engineering Technical Meeting – 7 November 2025
- **Prelodgement Meeting #4** – Architectural Design 2 Meeting – 27 November 2025

The key advice received from EDQ during prelodgement engagement, and a detailed assessment against/response to this advice, is provided in Section 5.6 of this report.

4 PROPOSAL

4.1 Development Overview

Azure Development Group (Azure) have an extensive history of development within the South-East Queensland corridor and have raised the benchmark of residential living and architectural excellence in the locality with eye-catching contemporary designs, generous landscaping embellishments, abundance of open space, high standard of communal amenities, and pedestrian-friendly links throughout their developments. Azure pride themselves on delivering and maintaining a product consistent with their pre-build marketing material. Azure maintains management rights over all their residential stock to ensure the final product retains its iconic aesthetic for the life of the development.

This development application seeks to establish a Multiple Dwelling development in the form of 114 townhouses, ranging from one-bedroom units to three-bedroom units in a two- to three-storey built form. The terrace-style townhouses reflect a high quality and visually interesting architectural design, incorporating variation in façade types, whilst maintaining a holistic design approach reflective of Azure's signature architectural aesthetic, a consistent datum line and common themes to materiality and colour. Internal roads are designed as open avenues with shade tree plantings to provide shaded amenity throughout the estate. The proposed development Master Plan is shown in Figure 6 below, and an architectural representation of the development form in Figure 7.



Figure 4: Master Plan – Site Layout



Figure 5: Proposed Development

Under the *Parklands PDA Development Scheme*, the site is contained within Precinct 2 – Residential. The intent for this precinct is to provide a “variety of residential development types which may include detached and attached dwellings and apartments in a range of densities that reflect the urban nature of development within the PDA”. Net residential densities between 30-100 dwellings, and building heights generally between 2 and 10 storeys are envisaged. The proposed Multiple dwelling development delivers a terrace-style townhouse development of medium density and intensity, at 65.8 dwellings per hectare, and building heights varying between two and three storeys, in accordance with the intended development outcomes for Precinct 2 – Residential.

4.2 Urban Design Principles

Given the scale of the project, the proposed development’s master planning, spatial layout and architectural aesthetic has evolved through a synergy of five key urban design pillars, which have been curated and applied to inform a considered and successfully masterplanned residential community:

1. Identity;
2. Connectivity;
3. Interface;
4. Amenity; and
5. Design response.

These design pillars are further elaborated in the following sections, and visually presented in the Urban Design Report prepared by *Plus Architecture*.

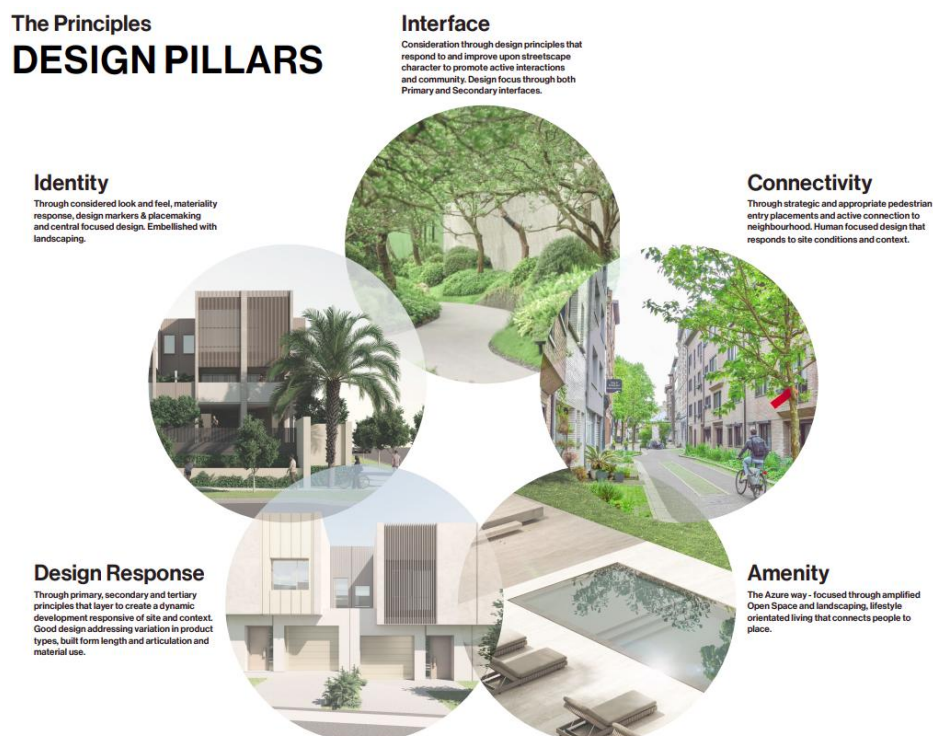


Figure 6: Design Pillars

4.2.1 Design Pillar 1 – Identity

The identity of the proposed development reflects themes of Coastal Urbanism, Relaxed Sophistication and Creating Place. The 'look and feel' of the proposal incorporates feature landscape embellishments distinctive to the Azure identity, design markers for placemaking, and materials and textures tailored to the overarching design themes.

Look & feel and materiality

The proposed 'look and feel' of the design reflects themes of Coastal Urbanism, Relaxed Sophistication and Creating Place, emphasised through indulgent yet unpretentious design elements that are naturally softened to suit urban living. Key materials and textures adopted include vertical weatherboard with expressed joints, vertical groove fibre cement sheet, folded aluminium hoods, powdercoated aluminium battens and painted render, with landscape embellishments throughout the Master Plan to naturally soften the aesthetic.

This palette of materials and textures is distinctive of the Azure identity, yet curated to reflect the coastal context and design vision for the project.

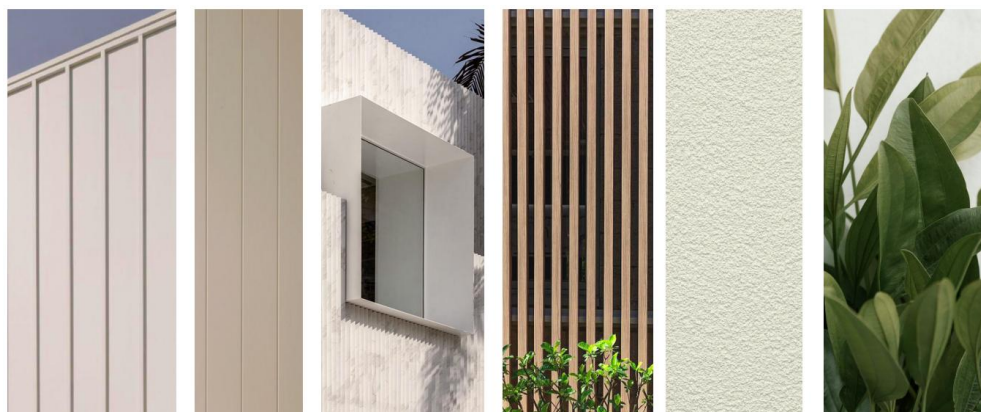


Figure 7: Materiality palette

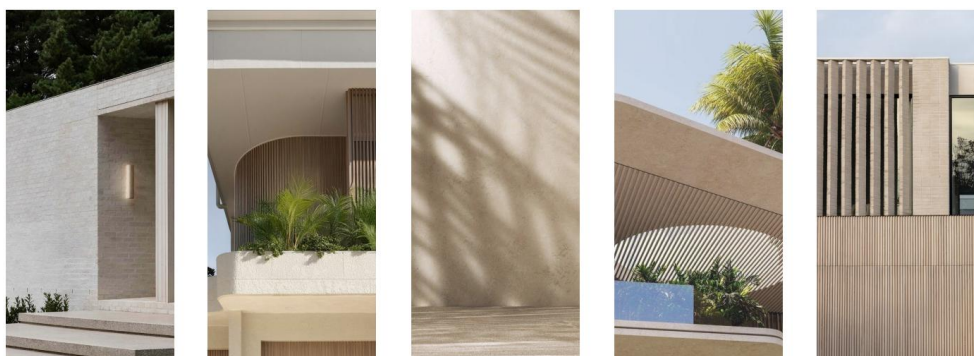


Figure 8: Look & feel design drivers

Landscape vision

A key theme of Azure's identity within South East Queensland to create vibrant communities that enrich lives and stand the test of time lies in their landscape vision and landscape design language. Landscape is at the forefront of Azure's design philosophy of creating extraordinary, people-centric environments where architecture, landscape and community life are inseparable parts of a unified vision and identity. Outdoor spaces, greenery, and built form are designed to work as one whole. The holistic integration of natural and built environments ensures that landscape is part of the architectural expression, not separate from it. Landscape spaces support community and lifestyle through organic, human-scaled design and creating connection to place and context reflecting and enhancing the natural and urban contexts of each project.

The Master Plan incorporates a layered combination of hardscape and softscape elements that establish a user-hierarchy through contrasting surface finishes and greenscaping, to support legible, safe movement through the site.

Hardscape

- The internal road finish clearly defines primary vehicle movement along the ring road;
- Internal driveways and pedestrian paths are a contrasting surface finish to emphasise threshold changes and define pedestrian priority within the shared zone of the internal road, ensuring safe and clear pedestrian movement to all townhouse entries, communal open spaces and pedestrian entry points.



Figure 9: Landscape Response – Hardscape

Softscape

- Large feature marker trees (Canary Island Date Palms – *Phoenix canariensis*) define critical points of the development site both internally and externally;
- All streetscape interfaces are softened with a layered landscape outcome to ensure high visual amenity for the community and the streetscape;
- Internally, roadways are softened by an avenue of shade trees underplanted with Star Jasmine;
- The centrally located communal open space offers expansive green lawns and recreational amenities, bolstered by a landscape offering of feature palms and shade trees
- Pocket parks with shade trees supplement the amenity provided by the primary communal open space;
- Private open spaces of each townhouse offers generous lawns and shade trees in each courtyard for privacy and amenity.



Figure 10: Landscape Response – Softscape

Design markers

The identity and character of the residential community is communicated through design markers at key intersections at either end of Village Boulevard, providing opportunity to promote a sense of address:

- Landscape marker trees at the Smith Street/Village Boulevard intersection creates an urban node that defines the entrance to the Parklands PDA and the Smith Collective precinct, and a similar landscape marker at the corner of Village Boulevard and Clarke Street defines the prominent corner of the development site and enhances streetscape amenity;
- The two design markers 'bookend' the development site along Village Boulevard, positioning the estate as an identifiable focal point at the entry to the Smith Collective;
- Provide visual prominence with landscape features external to the boundary fencing treatments;
- Creates an identifiable 'sense of entry' at the gateway to the Smith Collective precinct; and
- The corner design markers propose feature palms (Canary Island Date Palm) underplanted with shrubs and groundcovers.



Figure 11: Design Marker – SW corner



Figure 12: Design Marker – NW corner

Designing place

The Azure brand is driven by the demonstrated notion of creating communities that enrich lives and stand the test of time. The result is a vibrant residential estate that lasts, offering safe, functional and human-centric design that connects people and place.

- High quality communal amenities – swimming pool, pool deck with sun lounges and umbrellas, turf lawns in a landscaped setting;
- Shade trees and landscaped embellishments;
- Pedestrian pathways and connections throughout site;
- The surrounding context offers a range of open spaces, parklands, sporting facilities and gyms for residents of the estate to enjoy. The offering of available facilities in the locality promotes engagement with the local community and ensures optimal opportunity for active and passive recreation outside of the development site and well as within it.

For further details of how the design direction is informed by the Azure identity, refer to the Urban Design Report prepared by *Plus Architecture*.

4.2.2 Design Pillar 2 – Connectivity

The spatial layout of the Master Plan supports connectivity within the site and to the broader precinct, with adoption of a centric loop road design, and considered placement of pedestrian entries to prioritise pedestrian movement into and within the development.



Figure 13: Connectivity and circulation

Centric loop road design

Given the scale and configuration of the development site, the Master Plan capitalises off the ability to create a centric estate to support efficient, comfortable and easily navigable movement throughout the site, comprising:

- **Sense of arrival** – A primary access point located on Clarke Street, framed with feature landscaping, to be greeted with a green amenity open space for a sense of arrival;
- **Centralised communal facilities** – The heart of the development located at the estate's entry to enhance placemaking, and be easily navigated to throughout the estate;
- **Centric connectivity** – A clear road hierarchy comprising the primary loop road that borders the centralised communal facilities, with secondary laneways to the outer parts of the site;

- **Green pedestrian spine through centre of site** – A landscaped amenity pathway traverses the middle of the site, providing shaded pedestrian connectivity throughout the Master Plan and to the central facilities, offering break-out green spaces with seating for respite and passive recreation, creating nodes and assisting with wayfinding;
- **Optimise site efficiency** – The loop road is double-loaded with private driveways to townhouses off each side of the centric road, optimising site density and efficiency of the layout.



Figure 14: Centric loop road

Each townhouse has a private garage and private entry into their home from the loop road and associated laneways, lined with soft landscaping. The landscaping is strategically located and specified to foster amenity and interactions throughout the site. This is counterbalanced by hedges, shade trees and climbers for privacy, creating a balanced outcome.



Figure 15: Section – Internal loop road with pedestrian-priority pathways



Figure 16: Perspective – Internal loop road with pedestrian-priority pathways

Clarke Street pedestrian entries

Private pedestrian entries are provided to townhouses fronting Clarke Street (within Buildings 1 and 8) to create an activated frontage that addresses the street and provides 'front door' access. Layered, low-height retaining walls and permeable fences are introduced to address topographical changes over the site, allowing visual connection to street. Mailboxes are also housed at private pedestrian entries, further providing moments of pedestrian interaction and chance encounters – the foundations of creating community. This arrangement prioritises access to the Portavilla townhouses from the surrounding precinct, promoting a visually interesting, activated edge to the public whilst ensuring CPTED principles are considered.



Figure 17: Private pedestrian entries to Portavilla units in Buildings 1 and 8 on Clarke Street



Figure 18: Landscape elevation of Clarke Street streetscape with private pedestrian entries

Village Boulevard pedestrian entry

A shared pedestrian entry is located at the northern part of Village Boulevard, providing a cross-connecting corridor that leads towards the communal open space at the heart of the Master Plan. This secondary access point connects the development internally to aid accessibility, and also outwards towards the northern/western mix of uses and local amenities within the precinct. The visually permeable entry point promotes activity and establishes Village Boulevard as an important community link. An external footpath that runs parallel to Village Boulevard and connects with Clarke Street activates the edge with landscaping consistently along the boundary for amenity and privacy.



Figure 19: Pedestrian entry to Village Boulevard in NW part of site



Figure 20: Landscape elevation of Village Boulevard pedestrian entry and streetscape

Clarke Street vehicular entry

The main vehicle access point is located off Clarke Street, the lowest order frontage. The vehicle entry offers an interface that serves as a functional yet aesthetic statement. A vehicle entry gate, required for community security and privacy, is recessed into the site and reflects a lightweight, permeable design that does not offend local neighbourhood character. Feature trees located on either side of the site entry serve as defining characteristics that invite entry to the site, establishing the primary loop road with a surface finish change.

Located on the western side of the vehicle entry is the primary pedestrian entry gate to Clarke Street, a visually prominent entryway with a landscaped arbour, promoting pedestrian connectivity along Clarke Street and to the broader precinct. Wayfinding signage is provided at the site entry to support clear navigation and legibility for residents and visitors throughout the site.



Figure 21: Vehicle and pedestrian entry from Clarke Street



Figure 22: Vehicle and pedestrian entry from Clarke Street

For further details of connectivity to the surrounding precinct and within the proposed community, refer to the Urban Design Report prepared by *Plus Architecture*.

4.2.3 Design Pillar 3 – Interface

The subject site consists of five distinctly different frontages/boundaries, thus varying interface treatments to each boundary is proposed to achieve appropriate contributions to the streetscape relationship and relationship with adjoining properties.

Clarke Street interface

Clarke Street along the site's northern boundary is the primary 'home address' frontage of the development site. The proposal has been designed to deliver the highest level of architectural articulation and activation, with variation in building height and form, landscape relief and visual amenity, and materiality change all contributing to a dynamic and responsive façade that addresses the existing street conditions.

The proposed concept contributes to the Clarke Street streetscape as follows:

- **Transitional building height relationship** – The placement of three-storey Portavilla unit types along Clarke Street, offers a more intensified built form presence, to interact with and complement the scale and massing of the existing 7 storey development on the opposite side of Clarke Street. The elevated internal site levels (approximately 1m-2.5m maximum above street level) further contribute to a sense of built form intensity along this frontage.

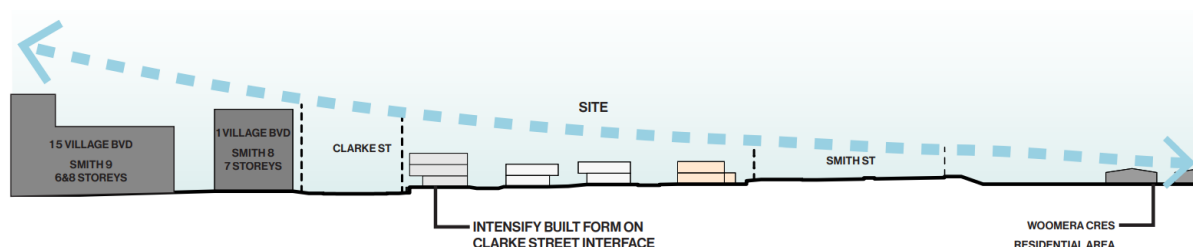


Figure 23: Transitional building height gradation across precinct

- **Layered edge treatment** – A layered retaining wall design is embellished with landscape features along the boundary, within private courtyards and in external verge, balancing with and softening the built form and enhancing the streetscape aesthetic.
- **Pedestrian entries** – Private pedestrian entryways to units in Buildings 1 and 8 to enhance the sense of street address to Clarke Street and encourage pedestrian movement along the key route. Paired stairs with gates at the finished surface level, and landscaped arbours (Ornamental grape vines) over the stairs create visual prominence which defines the entry points. Mailboxes are housed within the front wall, further emphasising the sense of address and 'front door' feel of Clarke Street.
- **Activated street frontage** – The three-storey Portavilla design orientates livable spaces towards the street to promote casual surveillance, CPTED principles and opportunities for interaction with the street:
 - Ground level – Elevated private courtyards with low level semi-transparent fencing, extending usable space right to the property boundary to best relate to the street;
 - First floor – Street-facing balconies from living spaces for interaction with the street;
 - Second floor – Front bedrooms with large street-facing windows for casual surveillance from habitable spaces.
- **Primary façade design and treatments** – Townhouses fronting Clarke Street incorporate well considered, dynamic architecture and primary façade treatments, presenting as the 'front interface' to the public realm. The highly articulated building design includes mirrored pairs of dwellings at a 2-to-1 ratio to emphasise the deep recesses in the front building interface, with a darker tone within the recess to accentuate its contrast and enhance the shadow effect, as well as variation in parapet heights, and a mix of materials and finishes.



Figure 24: Clarke Street interface – Building 1 with private pedestrian entries

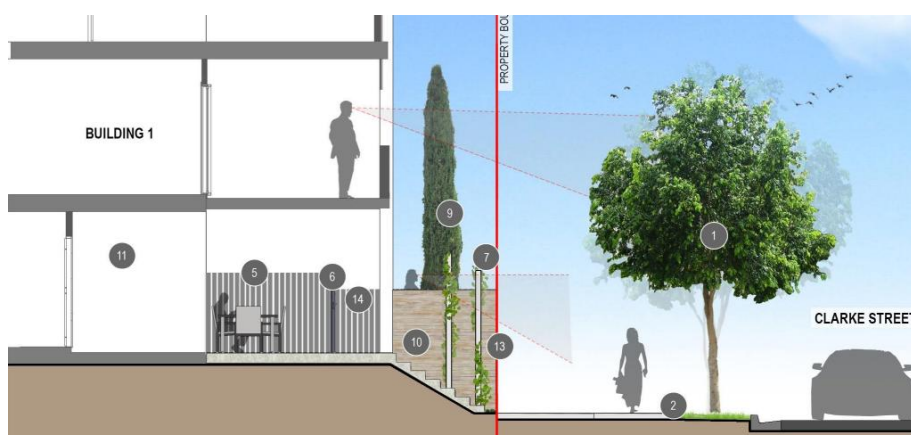


Figure 25: Clarke Street section – Building 1 with pedestrian entries

- **Design marker** – A landscape feature on the corner of Clarke Street and Village Boulevard creates an identification marker and enhances sense of place.
- **Primary street address** – The main vehicle and pedestrian entry point is located on Clarke Street representing the ‘front door’ to the development, with elevated landscape arbours, marker trees, and group mailbox for sense of address.

Retaining wall interface design

The height of retaining walls has been rationalised across the site, where possible. The height of retaining structures along boundaries remains generally in the order of 0.5m-2m. At the highest point within the north-western corner, at the intersection of Clarke Street and Village Boulevard, the height of retaining is 2.5m, the maximum height considered acceptable by EDQ during prelodgement consultation. This sensitive interface is managed with a well-developed urban design outcome, incorporating the following elements:

- A tiered retaining wall design, with low-height rendered wall to the site frontage, creating opportunity for multi-tiered landscape planting;
- Feature brick vertical blade walls to break up the horizontal length;
- Integrated landscaping outcomes with planting at multiple levels, incorporating street level planting strip, buffering shrubs, feature trees and climbing ficus species to minimise the perceived height and soften the visual effect of the walls screen boundary treatments and provide amenity to streetscape;
- Paired pedestrian entries with stairs and individual mailboxes, providing direct street access and connection to the community; and
- Landscaped entry arbours with Ornamental Grape vines over pedestrian entries.



Figure 26: Clarke Street interface – Building 2



Figure 27: Clarke Street section – Building 2

Village Boulevard interface

Village Boulevard is the site's secondary road frontage. Due to the topography of the site, the product typology proposed along Village Boulevard (Building 3) incorporates a 'front door' internal to the site, and the rear of the units are used for private open space, orientated towards the street. Despite this product typology, the Mason A1 units of Building 3 achieve a sense of street address to the Village Boulevard frontage through the following key design features:

- **Architectural response** – The Village Boulevard interface makes an architectural contribution to the streetscape, through the 'lantern patio' design projection on rear interfaces of alternating dwellings:
 - A double-height patio roof incorporating batten screen design, to formulate an architectural language at the first floor, creating a visually interesting design, in particular at night when lanterns are illuminated from the inside.
 - The outward facing lantern design creates a dynamic form, that visually connects to Village Boulevard by reaching above fence line and addressing the street.
 - The lanterns elevate the Village Boulevard interface and provide a direct address from the subject site.
 - Furthermore, the lantern patio design contributes to street lighting of the public realm.



Figure 28: Architectural response – 'Lantern' patio design for visual interest and articulation



Figure 29: 'Lantern' patio design illuminated at night

- **Communal pedestrian entry** – A visually emphasised gatehouse with double arbour structure and feature landscaping supports pedestrian movement to/from Village Boulevard, promoting connection and activation of the street.



Figure 30: Village Boulevard communal pedestrian entry gatehouse

- **Private courtyards orientated towards the street** – Orientating external living spaces towards the street frontage promotes interaction with Village Boulevard. Boundary fencing is a 1.5m high stepped residential fence (timber paling full/half transparency), to achieve suitable level of privacy in internal courtyards but allow for some outlook to and interaction with the public realm. Fencing incorporates self-adhering climbing species on the external face of the fence, to create a soft landscaped vertical green screen.

- **Casual surveillance** – Large windows to first-floor bedrooms overlook Village Boulevard, providing opportunities for passive surveillance from habitable spaces.
- **Built form variation** – In addition to the architectural lantern design which articulates the building interface along Village Boulevard, the design of townhouses incorporates variation at the roof line from parapet projections and stepped built form; and a mix of materials, colours and textures for visual interest.
- **Landscape embellishments** – A landscape buffer is planted along the external fence line, incorporating buffering shrubs to soften boundary fencing and provide amenity to the streetscape. Further, the development proposes planting of new street trees (Kauri and Weeping Lilly Pilly) within the verge, to be underplanted with Star Jasmine groundcovers, to improve the streetscape environment and provide shaded amenity to the external footpath. Finally, the landscape design markers on either end of Village Boulevard (north and south) bookend the development site's position along Village Boulevard and create identification markers that contribute to a sense of place.

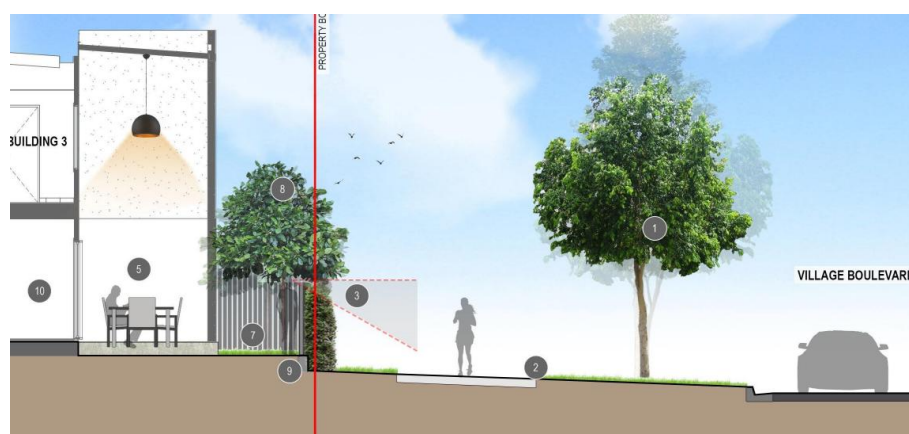


Figure 31: Village Boulevard Section – Private courtyards, mid-height fencing for outlook, landscape embellishments

Smith Street interface

The Smith Street major arterial corridor runs along the site's southern boundary, and thus the development is required to consider impacts relating to acoustics, security and interface. Due to proximity to this transport corridor, an acoustic barrier is proposed along Smith Street and the Village Boulevard return, with a variable height varying between 2.4m-2.8m. The proposed concept has considered the visual amenity impacts of the acoustic barrier, both externally and internally, as follows:

- **Landscape design marker** – A landscape marker is proposed at the south-western corner of the site, external to boundary fencing treatments including acoustic fencing, marking entry to Smith Collective precinct and assisting to visually screen the acoustic barrier.
- **Acoustic barrier materiality** – Black timber acoustic fencing integrates with architectural aesthetic of the development.
- **External landscape embellishments** – Climbing ficus species trained to base of acoustic barrier, to create effect of a green wall to soften the barrier. In addition, new street trees are to be planted along Village Boulevard and Smith Street to enhance streetscape and provide visual screening to acoustic barrier. Furthermore, additional landscape treatments (buffering shrubs) proposed along Village Boulevard to screen and soften the visual impact of the acoustic barrier.
- **Oversized private open spaces** – Private courtyards are oversized above the minimum requirements prescribed in the PDA Guidelines, with a covered patio and lawn area for each

dwelling. Separation between patios and acoustic barrier allows for sunlight/daylight into each private courtyard at various hours of the day depending on orientation of townhouses.

- **Internal landscape features** – Feature shade trees are provided in each private courtyard to soften visual impact of acoustic barrier.



Figure 32: Intersection – Smith Street / Village Boulevard design marker and Smith Street planting

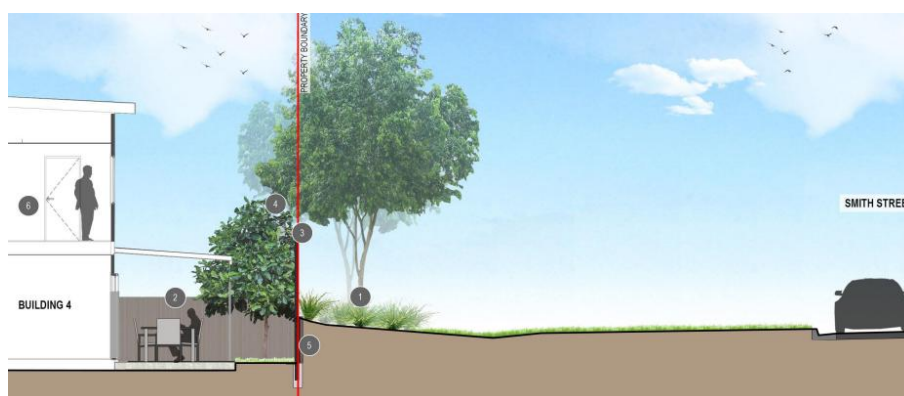


Figure 33: Smith Street Section – Private courtyards, acoustic fencing, internal and external landscape embellishments

Eastern boundary interfaces

The subject site adjoins Musgrave Park to the east, and an 8-storey apartment building (“Smith 19”) to the north-east.

Eastern interface to park:

- **Product typology** – Where the development site faces Musgrave Park, the 2.5 storey Ember townhouse product is proposed, with sunken garages beneath ground level and two storeys of residential living above. This unit typology is strategically proposed in this location to manage the topography in this part of the site.
- **Green outlook** – To the rear of each Ember unit is a secondary outdoor space extending from the living room and offering direct outlook to the vegetation in Musgrave Park to the east of the site. The private courtyards have a small porch with awning and shade trees to further contribute to the green outlook from the internal living spaces.

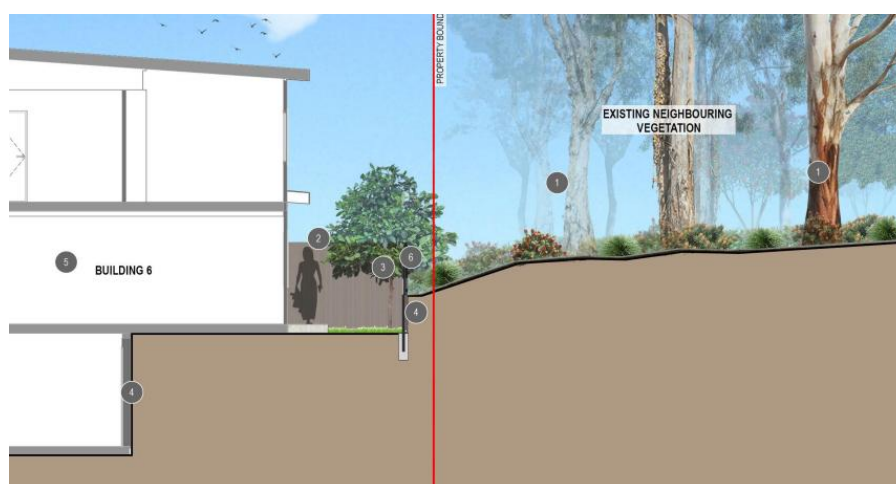


Figure 34: Musgrave Park Section – Green outlook to vegetation in park

North-eastern interface to Smith 19:

- **Building separation** – Where the development site adjoins the Smith 19 apartment building, the proposed Mason townhouses are set back minimum 5m from the side boundary, achieving a building separation from the adjoining 8 storey building of approximately 11m, exceeding the standard prescribed minimum building separation of 9m between facing buildings. This achieves sufficient distance to provide a suitable level of privacy between adjoining developments.
- **Landscape features** – To further enhance privacy and amenity, the proposal incorporates a densely planted row of columnar shade trees along the north-eastern boundary, creating a landscape buffer between the two adjoining residential developments.
- **Neighbouring relief** – The building setback and neighbouring relief also provides appropriate openness to backyards, allowing both direct and indirect lighting for improved residential amenity.



Figure 35: Smith 19 Section – Building separation and landscape features

For further details of the varying interface treatments of each frontage and boundary, refer to the Urban Design Report prepared by *Plus Architecture*.

4.2.4 Design Pillar 4 – Amenity

The development proposal has been designed with a focus on amenity – site planning, high quality communal open spaces, functional private open spaces, and access to sunlight and shade as required.

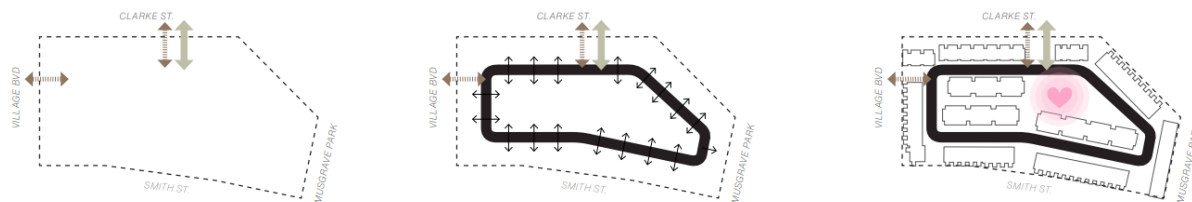


Figure 36: Site Planning

The spatial planning of the development site with a centric loop road presents an opportunity to locate the communal open space in a centralised location for equitable access for all residents, representing the 'beating heart' of the community. Located at the site entry, a sense of arrival is achieved by the statement green space, reinforcing placemaking and identity of the estate.

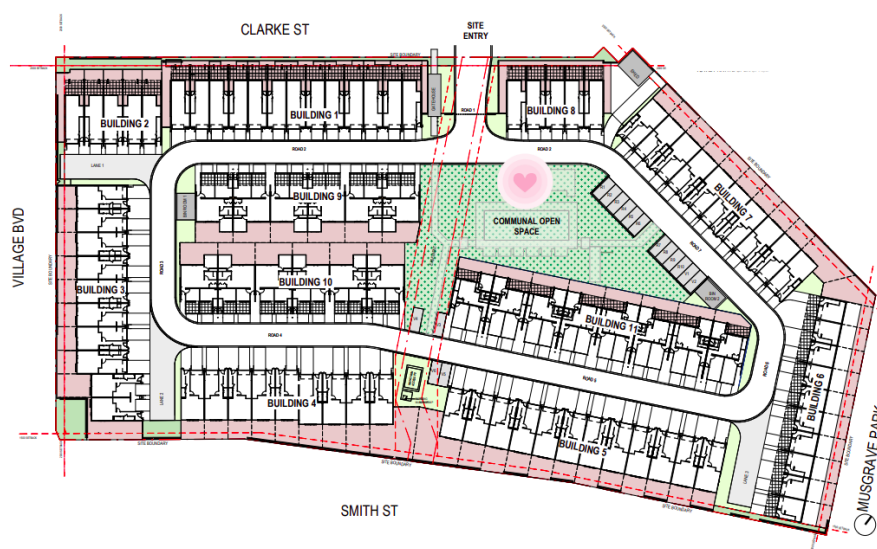


Figure 37: Open Space Plan

The communal area provides high-standard amenities and facilities, including a swimming pool, pool deck with sun lounges and umbrellas, and turfed lawns in a landscaped setting. The central communal facilities provide residents with an area for a variety of recreational, leisure and relaxation activities, as well as social gatherings, picnics and ball games, to meet the varied active and passive recreational needs of future residents of the development.

Private open spaces are an integral element to the amenity of the site, creating independent recreation areas for residents with landscape buffers to ensure privacy and amenity. The delivery of quality private open space is of critical importance to the development and is emphasised through generous overprovision, well exceeding the minimum rates nominated in PDA Guidelines. Private courtyards are landscaped with shade trees and buffering shrubs, and orientated to maximise solar access where possible. Permeable fencing is utilised to external boundaries where practical, promoting casual surveillance and community interaction.

Site-wide, internal paths and soft landscaping, managed and maintained by *Azure Living*, promote interactions and movement throughout the site to link between the townhouses and communal spaces. Small landscape garden beds between driveways and hardstand areas soften the built form interface and offer relief. Open spaces throughout the site promote resident encounters and connection, as well as visual security for residents.

With respect to the surrounding context, the subject site is located within close proximity to a range of open spaces, parklands, sporting facilities and gyms for residents of the estate to enjoy. The offering of high quality amenities and facilities available in the locality promotes engagement with the community and ensures optimal opportunity for active and passive recreation outside of the development site and well as within it.

For further details of the prioritisation of amenity in the proposed design, refer to the Urban Design Report prepared by *Plus Architecture*.

4.2.5 Design Pillar 5 – Design Response

The development reflects a layering of design variation elements to achieve a high quality design response. Through primary, secondary and tertiary design principles, the proposed development creates a dynamic outcome responsive to the site and surrounding context. Variation in design is addressed through the following key principles.

Primary – Variation in townhouse types

With 114 townhouses, the development represents four key unit typologies – Portavilla, Mason, Ember and Goshawk. Of these four key typologies, each type has multiple variations throughout the development site, achieving variety in design across the site.

- **Primary changes in built form** – Number of storeys, roofline/parapet heights, window types, sunhoods and screening elements
- **Change in level** – The change in finished levels across the site further plays on building height and variation.
- **Primary façade treatments** – All townhouses present with a primary façade to the internal loop road, with ‘front door’ architecture, providing visual amenity to residents. Additionally, dwellings fronting Clarke Street and Village Boulevard also reflect primary frontage architecture to external boundaries, to achieve a sense of address to the public realm.
- **Variation in unit configuration** – The development involves a total of eight different unit sub-types, offering one, two and three bedroom floor plans in mixed configurations, promoting product variation, housing choice and affordability.



Figure 38: Townhouse Types

Secondary – Variation in building form

The second layer of architectural consideration relates to variation in building form, and is expressed through:

- **Mirrored building pairs** that emphasise architectural gestures and establish a balanced 2:1 proportional relationship.
- **Consolidated and recessed elements** that enhance depth and articulation of the built form.
- **Defined building breaks** that reduce perceived terrace length and respond to the established neighbourhood character.
- **Variation in architectural language** through differentiated lantern design.
- **Stepped parapet heights** achieved through variation in roof form.



Figure 39: Variation in building form

Portavilla unit types – Characterised by vertical proportions that speak to higher neighbouring Smith Collective buildings opposite Clarke Street. Pairing of townhouses at a 2:1 ratio for larger gestures and to break down perceived building length and mass.



Figure 40: Portavilla building form variation

Mason unit types – Characterised by proportion of upper level, that speaks to the height of both 3 storey Portavillas and 2 storey products across the site. Variation in form, materiality and texture.



Figure 41: Mason building form variation

Ember unit types – Characterised by vertical expression that grounds in landscape. A 2.5 storey building form, with a sunken garage and two storeys of residential living above that manages site topographical constraints.



Figure 42: Ember building form variation

Goshawk unit types – Characterised by expressed forms, steps in facade and between levels. Front balconies articulate the internal front elevation and enhance sense of openness.



Figure 43: Goshawk building form variation

Tertiary – Variation in colour, tone and materiality

The development reflects a high quality palette of façade treatments that reflects the coastal context, yet is distinguishable as the Azure identity. The combination of façade treatments, materials and textures are applied with consideration throughout the estate, achieving a cohesive design outcome and reinforcing the sense of identity. The key materiality elements are:

- Vertical board and batten with expressed joints;
- Vertical groove fibre cement sheet;
- Folded aluminium hoods;
- Powdercoated aluminium battens;
- Render and paint; and
- Landscape embellishments to soften the built form.



Figure 44: Portavilla façade treatments



Figure 45: Mason façade treatments



Figure 46: Ember façade treatments



Figure 47: Goshawk façade treatments (G3 & G4)

Refer to the Urban Design Report prepared by Plus Architecture for further details.

4.3 Development Staging

To manage the orderly sequence of construction and settlement of townhouses, it is proposed to stage the development in two separate stages:

- **Stage 1 – Eastern portion:**
 - 53 townhouses (TH38-74 and TH99-114)
 - Main vehicle entry
 - Central communal open space
 - 6 visitor car parks
 - Eastern refuse storage enclosure
- **Stage 2 – Western portion:**
 - 61 townhouses (TH1-37, TH75-98)
 - Western refuse storage enclosure

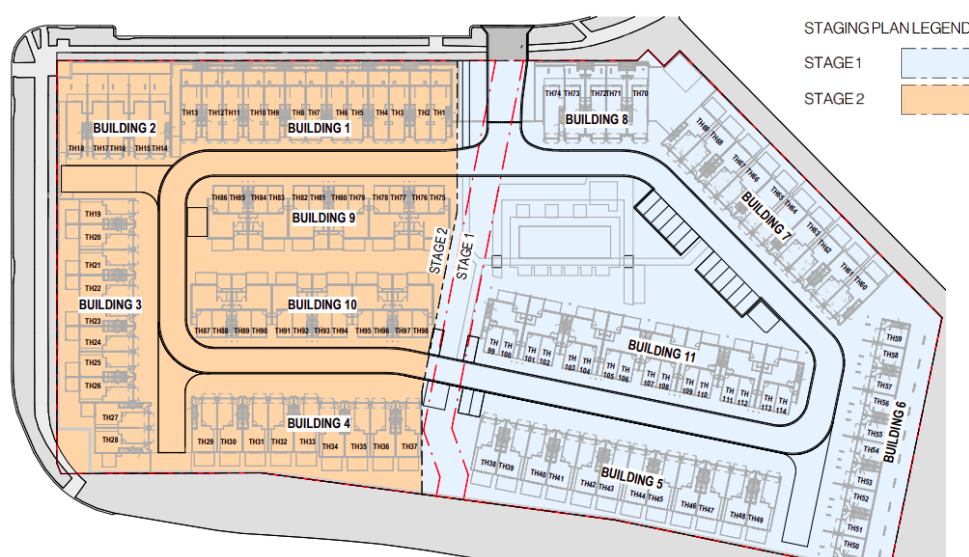


Figure 48: Proposed Staging Plan

Notably, the site layout and staging line has been designed to ensure that Stage 1 can operate independently until Stage 2 is completed, in terms of sufficient vehicle turnaround capacity, resident and visitor car parking provision and refuse storage capacity. Refer to Staging Plan in the Architectural Package by *Plus Architecture* for further information.

4.4 Townhouse Types

A total of 114 townhouse units are proposed across the site, with four key unit typologies to provide a mix of units to appeal to the entire spectrum of the lifecycle. Specifically, the following unit types are proposed:

UNIT TYPE	NO. UNITS	STOREYS	BATHROOMS	GARAGE
Portavilla	23	3	2.5	Tandem
Mason	41	2	2.5	Single
Ember	10	2.5	2.5	Single
Goshawk G1 (1-bed)	12	2	1	Single
Goshawk G2 (2-bed)	12		2	Single
Goshawk G3 (1-bed reverse)	8		1	Single
Goshawk G4 (2-bed reverse)	8		2	Single
TOTAL YIELD	114 units			137 res parks

Three of the unit types (Portavilla, Mason and Ember) are three-bedroom units with varying internal configurations and floor plans. The Goshawk unit types will provide a duplex/apartment style typology, with a one-bedroom unit (G1 and G3) at ground level and a two-bedroom unit (G2 and G4) at first floor within each 'box'. Goshawk G3/G4 offers a reversed product of G1/G2, allowing the upper level balconies of the G4 units to overlook the communal open space.

The proposed built form will comprise building heights ranging from two to three storeys across the development site. Irrespective of configuration, each unit will be delivered with the following:

- One, two or three bedrooms with high-quality internal finishes;
- Generous open plan living/kitchen/dining areas;
- Covered terrace and courtyard area in the rear garden for Mason, Ember and Portavilla and Goshawk G1 and G3 units; and upper level balconies for Goshawk G2 and G4 units; and
- Secure garage for either one or two vehicles (majority of dwellings also have space in the driveway for additional resident or visitor parking).

Architectural renders and typical floor plans of each townhouse type is provided below.

4.4.1 Portavilla Unit Type (Buildings 1, 2 and 8)



Figure 49: Portavilla Unit Type

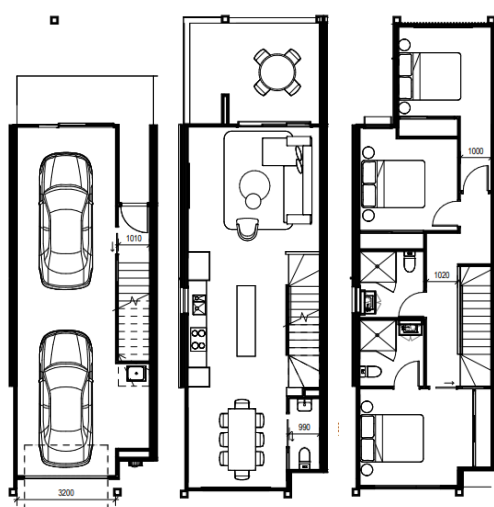


Figure 50: Floor Plans – Portavilla Unit Type Typical (P1)

4.4.2 Mason Unit Type (Buildings 3, 4, 5 and 7)



Figure 51: Mason Unit Types

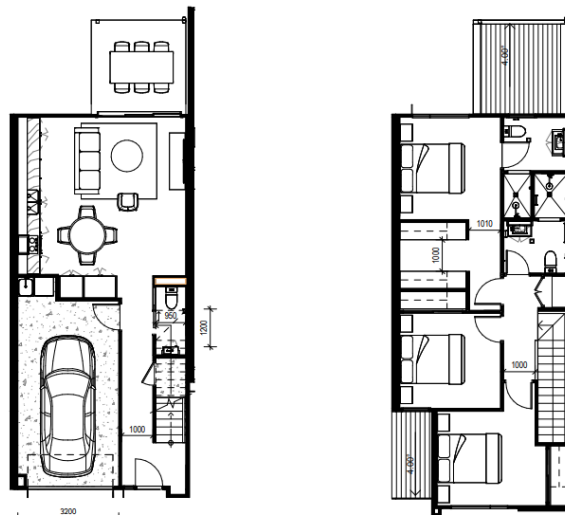


Figure 52: Floor Plans – Mason Unit Type Typical (M1)

4.4.3 Ember Unit Type (Building 6)



Figure 53: Ember Unit Type

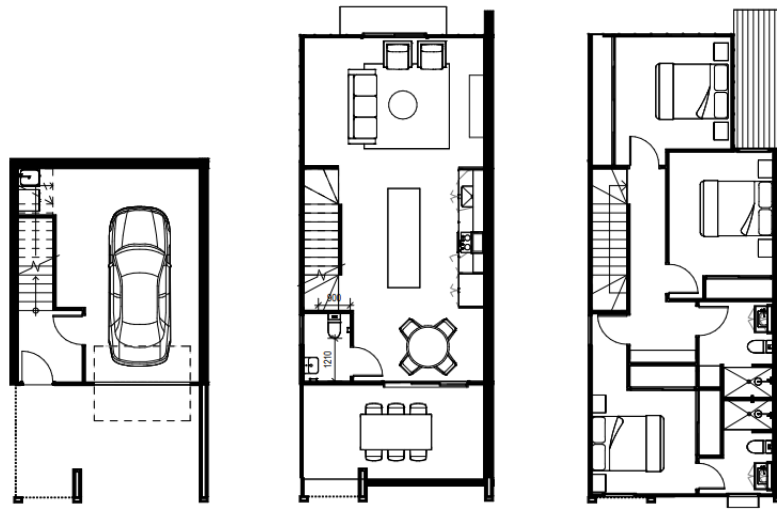


Figure 54: Floor Plans - Ember Unit Type

4.4.4 Goshawk Unit Types G1 and G2 (Buildings 9 and 10)



Figure 55: Goshawk G1/G2 Unit Types

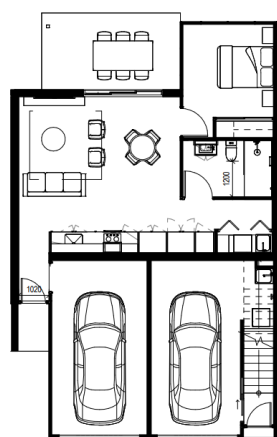


Figure 56: Goshawk G1 (one-bed unit) at GF

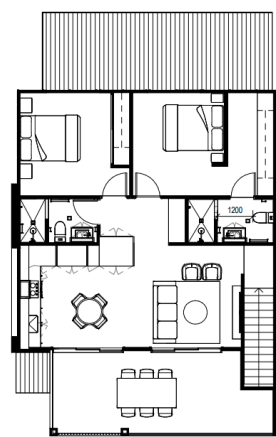


Figure 57: Goshawk G2 (two-bed unit) at FF

4.4.5 Goshawk Unit Types G3 and G4 (Building 11)



Figure 58: Goshawk G3/G4 Unit Types

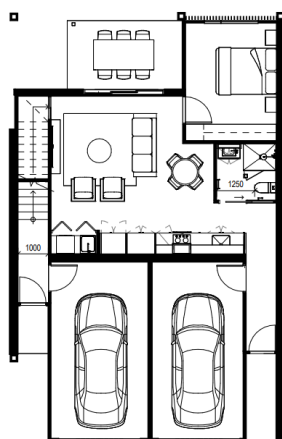


Figure 59: Goshawk G3 (one-bed unit) at GF

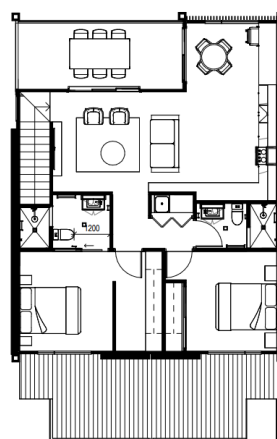


Figure 60: Goshawk G4 (two-bed unit) at GF

Refer to the Architectural Package prepared by *Plus Architecture* for further details on the proposed townhouse types and floor plans.

4.5 Building Height

The *Parklands PDA Development Scheme* identifies building heights of generally between 2 and 10 storeys within Precinct 2 – Residential. The proposed development represents a mixed height form ranging from two to three storeys, in compliance with the envisaged building heights for development in this precinct.

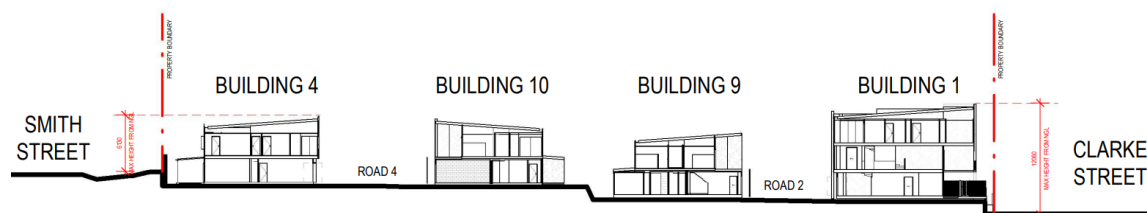


Figure 61: Building height – Site section reading south to north

The topography of the site varies significantly, with up to 11m variance in existing site levels across the site. The design of the proposed development seeks to rationalise site levels to create a developable pad for building construction and appropriate driveway grades. Building height varies across the development by virtue of the mix of unit types, façade designs and roof forms, to create variation to the development skyline. Notwithstanding, a defined and consistent datum line is utilised, to ensure continuity across the site and present as a cohesive estate.

When considering the surrounding context at a macro level, the proposed built form contributes to a transition in building height across the precinct, from the existing higher intensity buildings to the north of the subject site, across to the existing low set dwellings to the south. Specifically, the three storey residential products (Portavilla unit types), which are elevated above street level by 1m-2.5m, are deliberately focused on the northern part of the site, to create a relationship with and transition between the existing 7-storey “Smith 8” building on the northern side of Clarke Street, gradating down to the existing dwelling houses on the southern side of Smith Street.

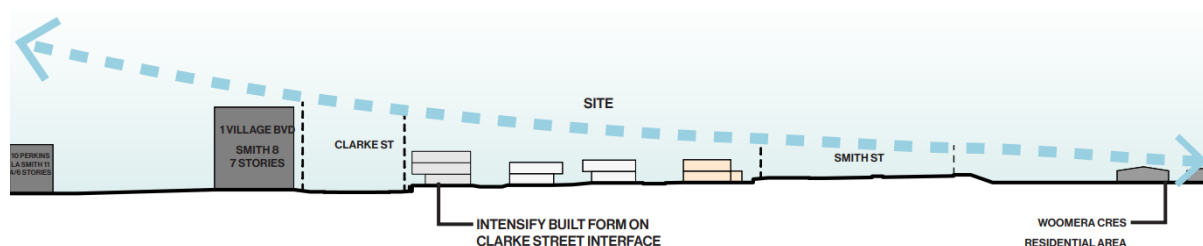


Figure 62: Site section – Building height transition

The Ember unit types incorporate a 2.5 storey building form, with a sunken garage and two storeys of residential living above, and are strategically located in the south-eastern extent of the site where proposed earthworks in cut are at the greatest extent.

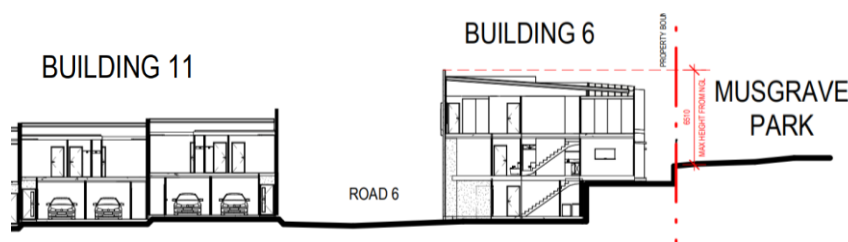


Figure 63: Site section – Ember unit type

In consideration of the building height range envisaged for Precinct 2 – Residential, the proposed development achieves a compliant building height, contributing to the mixed character, intensity and amenity of the surrounding area.

4.6 Residential Density

Pursuant to the *Parklands PDA Development Scheme*, Precinct 2 – Residential envisages net residential densities ranging from 30 to 100 dwellings per hectare. The development proposes 114 units across 1.733ha, representing a net residential density of 65.8 dwellings per hectare, in compliance with the envisaged range.

The development proposal involves a mix of unit types ranging from one-bedroom to three-bedroom units, in mixed forms and configurations, contributing to housing diversity and housing supply in the local area.

4.7 Landscaping

The proposal seeks to provide generous landscaping and green spaces throughout the development, to balance with the built form, soften the interface of the development and contribute to shaded amenity and privacy. The following key landscape features are proposed:

- Landmark feature landscape nodes at the Smith Street/Village Boulevard intersection and the Clarke Street/Village Boulevard intersection, creating identification design markers that announce entry to the Smith Collective and the development site;
- Landscape buffers along external site boundaries;

- Shade trees along internal roads;
- Expansive open spaces and site landscaping between buildings;
- Landscaped pedestrian pathways throughout site;
- Feature trees with groundcovers within private open space areas; and
- Small landscape garden beds between driveways and hardstand areas.



Figure 64: Landscape Concept Plan

Refer to the supporting Statement of Landscape Intent prepared by LAUDInk, which provides further details regarding the landscaping intent, fencing types and planting schedule.

4.8 Private Open Spaces

Pursuant to PDA Guideline 7 – Low Rise Buildings, residential dwellings are prescribed a minimum private open space area of 12m² for three or more bedroom dwellings, 9m² for two-bedroom dwellings and 5m² for one-bedroom dwellings. All proposed dwellings are provided with generous private open space, well above the minimum stipulated per-dwelling requirements. Across the entirety of the site, the proposal provides over 4,100m² of private open space across 114 dwellings, amounting to an average of approximately 36m² per dwelling.

Private open spaces vary across each unit type, and are provided in the form of rear courtyards, front-facing courtyards, and upper level balconies. The various private open spaces for each unit type are described below.

Portavilla Unit Types

The Portavilla units along Clarke Street (Buildings 1, 2 and 8) have a front courtyard orientated towards the street. The front fence line is located atop the retaining wall, extending the usable space right to the property boundary for maximum opportunity to activate and interact with the street. The proposed fencing is low in height (1.2m) and formed of timber battens with 50% transparency to maintain activation and support passive surveillance of the street. Shade trees are planted along the fence line to create a green buffer. A covered patio provides space for passive recreation. The front courtyards are accessible from Clarke Street via stairs with feature landscaped arbours emphasising the entry points, and mailboxes are integrated into the front wall, creating a sense of street address to Clarke Street.

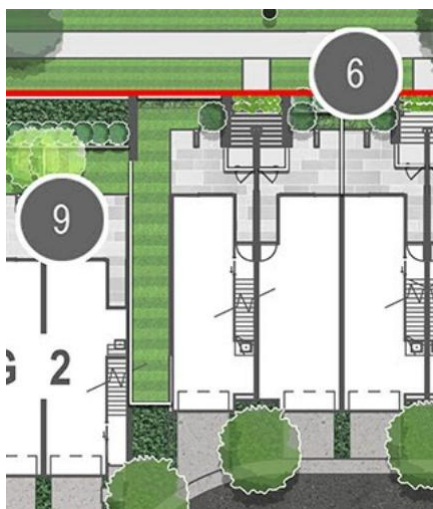


Figure 65: Buildings 1 and 2 – Private courtyards



Figure 66: Building 1 – Private courtyard and balcony

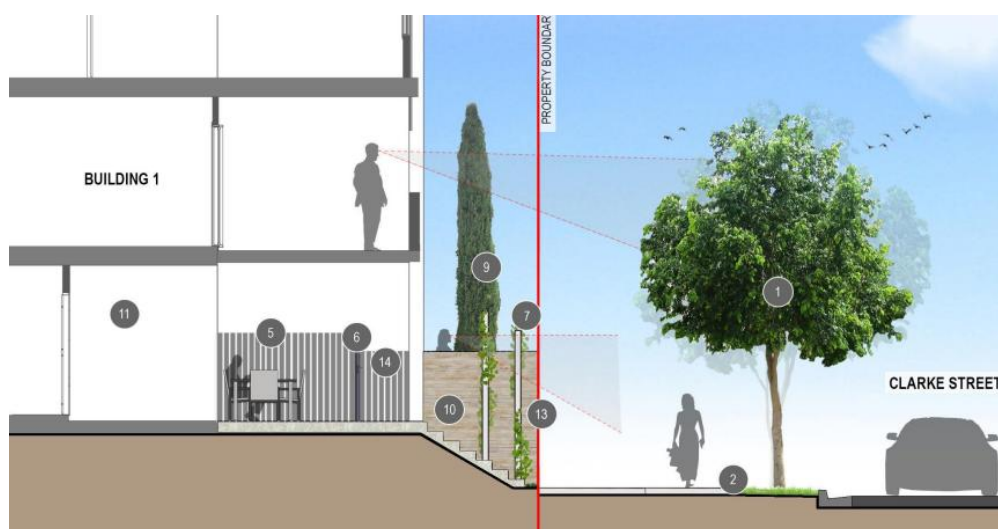


Figure 67: Building 1 – Streetscape section

Above ground, front-facing balconies of over 13m² in area are orientated towards the street, providing further opportunity for casual surveillance. The balconies extend from the main living spaces, offering a space for outdoor dining and socialising, and contribute to cross ventilation through the townhouses.

Mason Unit Types

The Mason unit types are located on the western (Building 3), southern (Buildings 4 and 5) and north-eastern (Building 7) parts of the site. Private open space for the Mason unit types is provided in the form of a courtyard located at the rear of the dwelling, ranging in size from approximately 25m² to 109m²

The ground level courtyards offer a covered terrace (approx. 3m x 3m), turfed lawn and feature shade trees within each courtyard, to create a soft landscape screen/buffer around the rear courtyards. All private rear courtyards are contained within minimum 1.8m high residential fencing between allotments to achieve appropriate screening for privacy and amenity.



Figure 68: Building 4 - Private courtyards

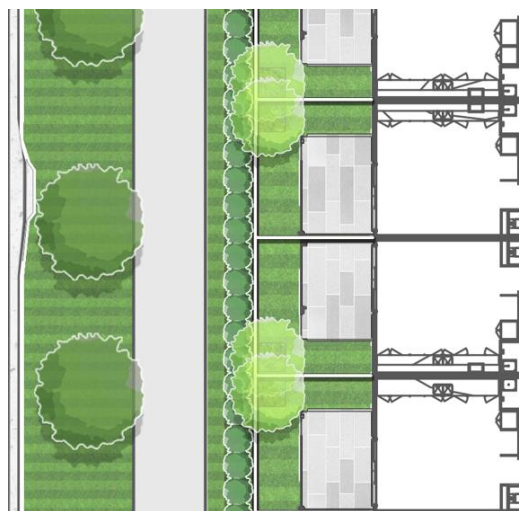


Figure 69: Building 3 - Private courtyards

For the units Building 3 orientated towards Village Boulevard, private open spaces have mid-height 1.5m stepped fencing along the western boundary, in a timber paling semi-transparent (half-full) form, to allow for a reasonable level of casual surveillance of the public realm and contribute to an activated frontage, whilst maintaining a suitable level of privacy and amenity within the private courtyards. Alternating dwellings have 'lantern patio' designs, with a double height patio roof incorporating a batten screen design, to create a visually interesting design that provides shade and cross-ventilation.

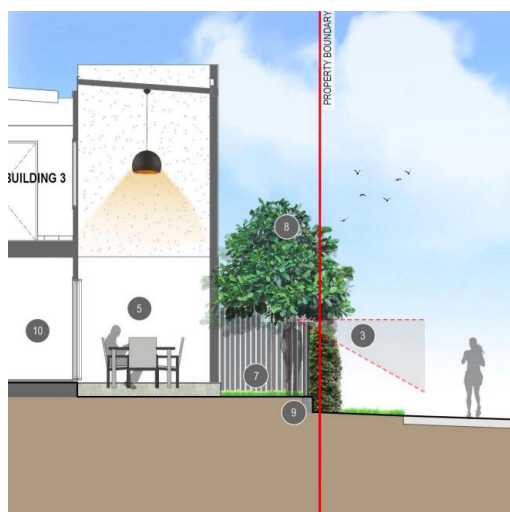


Figure 70: Section of Building 3 private courtyard

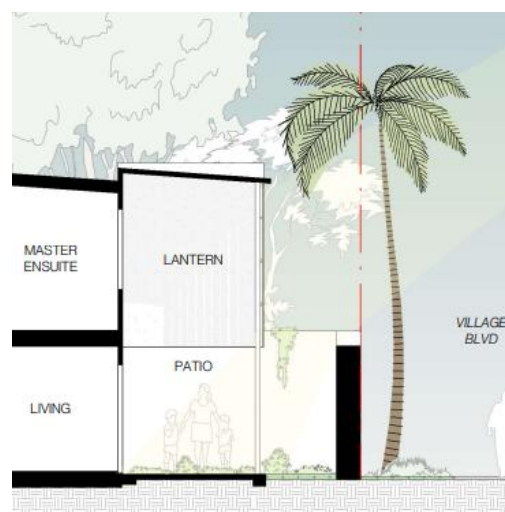


Figure 71: Solar diagram of west-facing courtyard

Buildings 4 and 5 along Smith Street have south-facing courtyards, with covered patios set back 2m from the boundary. Acoustic barriers along this boundary, necessary to achieve appropriate acoustic attenuation from the Smith Street transport corridor, vary in height along the boundary. Notwithstanding, the rear courtyards are provided with a covered patio, turfed lawn and feature trees that provide high amenity to the outdoor spaces. As demonstrated in the Solar Shading diagrams within the Urban Design Report, the gardens of units in Buildings 4 and 5 achieve sufficient sunlight despite being orientated towards the south.

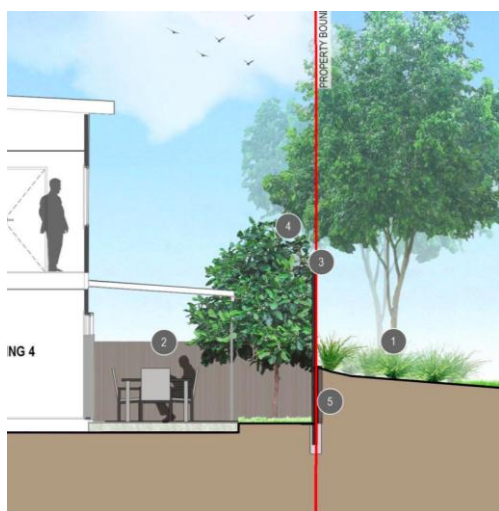


Figure 72: Section of Building 4 private courtyard

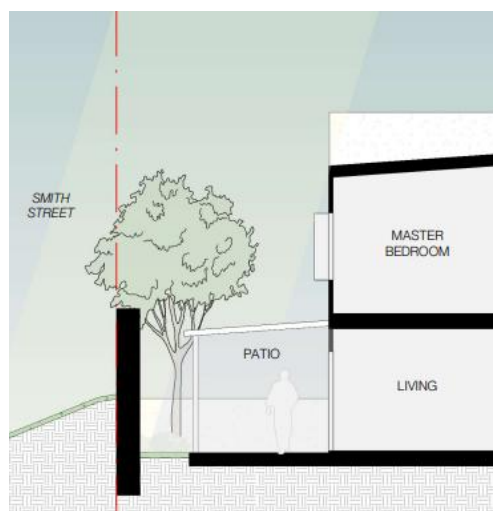


Figure 73: Solar diagram of south-facing courtyard

The units of Building 7 have private courtyards orientated to the north-eastern boundary, which adjoins an existing 8 storey building (Smith Nineteen). To ensure a high level of privacy and amenity is maintained within the rear courtyards of the units in Building 7, a landscape buffer of columnar shade trees (Eumundii Quandong and Native Gardenia) is planted along the common boundary.

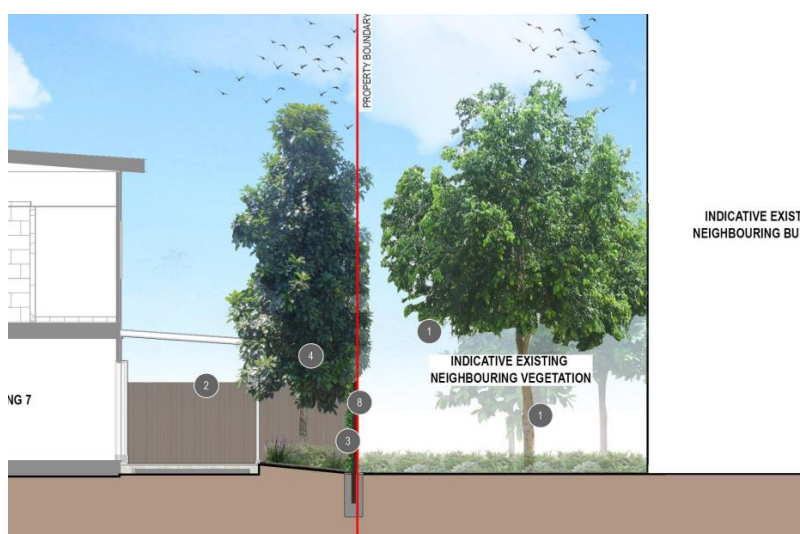


Figure 74: Section of Building 7 private courtyard



Figure 75: Landscape buffer

Ember Unit Types

The Ember units in Building 6 in the eastern part of the site incorporate front-facing balconies orientated to the internal street, extending from the kitchen and dining spaces of the units. Each balcony measures approximately 14m² in area, and provides opportunities for outdoor dining and recreation. To the rear of each Ember unit is a secondary outdoor space extending from the living room and offering direct outlook to the vegetation in Musgrave park to the east of the site. The private courtyards have a small porch with awning and shade trees to further contribute to the green outlook from the internal living spaces.



Figure 76: Ember front balconies

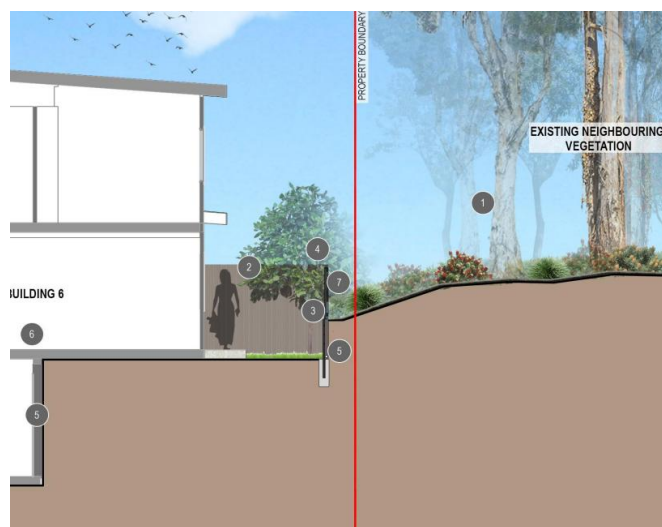


Figure 77: Section of Building 6 green outlook to Musgrave Park

Goshawk Unit Types

The Goshawk units in Buildings 9, 10 and 11 provide a one-bedroom self-contained unit at ground level (G1 or G3) and a two-bedroom self-contained unit at first floor (G2 or G4). The ground level units are provided with a private courtyard to the rear of each dwelling, measuring approximately 35m², with a covered patio, turfed garden and shade trees for amenity.

While the rear courtyards of Buildings 9 and 10 are orientated towards each other, it is noted that there is a significant change in levels between these two buildings. This step in the site levels, coupled with 1.8m high residential fencing and landscape features in the gardens, ensures that both private courtyards are afforded a high level of privacy and amenity, with no direct overlooking between private open spaces.

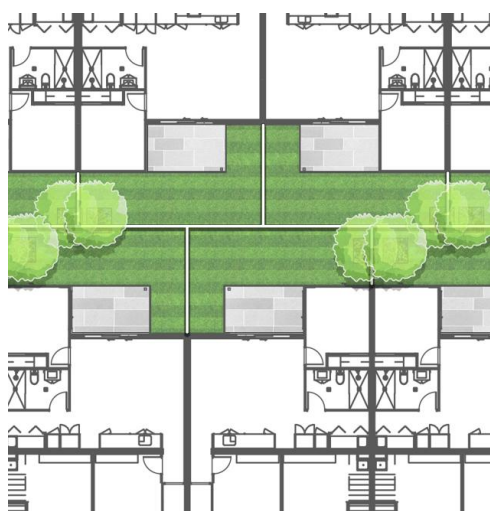


Figure 78: Building 9&10 private courtyards



Figure 79: Solar diagram of Goshawk G1 courtyard

The two-bedroom units at first floor level of the Goshawk unit types have private open space in the form of a balcony which extends from the living spaces. The upper level balconies of Buildings 9 and 10 (G2 units) measure approximately 20m² in area, and are orientated towards the internal street. Privacy screening is provided to minimise overlooking between dwellings, however it is noted that front-facing balconies of Goshawk units are separated from the facing dwellings on the opposite side of the street (Building 1 and Building 4) by 10m-13m, creating sufficient separation to mitigate loss of privacy.



Figure 80: Goshawk G2 units – Front-facing balconies

The two-bedroom Goshawk G4 units of Building 11 have 12m² balconies orientated towards the north, to capitalise on overlooking the communal open space and landscaped areas.



Figure 81: Goshawk G4 units – Rear balconies facing communal open spaces

All private open spaces proposed throughout the development site are of area and dimensions which will exceed the minimum requirements as stipulated in PDA Guideline 7 – Low Rise Buildings, to offer useable and functional spaces for outdoor living or entertaining. All private open spaces are accessible from a living room, are appropriately sized and designed to accommodate a table, chair, barbecue (if required) and planting (where applicable). All spaces are provided with a covered awning/roof to offer protection from the sun and rain, while allowing for cross-flow ventilation and access to light and breezes, in response to subtropical design and local character. For further details, please refer to the Architectural Package and the Urban Design report prepared by *Plus Architecture*.

4.9 Communal Open Space

Azure prides itself on its delivery of high quality communal open spaces, and places a strong emphasis on the generous allocation of communal amenities, open spaces and landscaped gardens throughout the estate.

The development involves a centrally located communal open space, liberally sized at over 1,500m². The central communal open space is deliberately located at the site entrance, creating a statement green space upon arrival at the estate. The communal area provides high-standard amenities and facilities, including a swimming pool, pool deck with sun lounges and umbrellas, and turfed lawns in a landscaped setting. The central communal facilities provide residents with an area for a variety of recreational, leisure and relaxation activities, as well as social gatherings, picnics and ball games, to meet the varied active and passive recreational needs of future residents of the development. The central facilities are designed as a well landscaped setting, incorporating shade trees and landscaped embellishments for high amenity. The communal open space is accessible via several pathways to the surrounding internal roads, facilitating convenient pedestrian access for all residents throughout the development.



Figure 82: Central communal open space

At over 1,500m² in area, the central facilities comprise an area of approximately 8.7% of the site. In addition to the primary communal open space, the development layout provides a number of secondary communal green spaces scattered throughout site, offering landscaped amenity pathways, shaded lawns and gardens with seating for respite and passive recreation. The secondary communal green spaces throughout development represent an additional 578m² or 3.4% of the site area. In addition, landscape buffers, soft landscaping and deep planting throughout the site further contribute to sense of open space and greenery. In total, over 14.1% of the site area is dedicated to communal open spaces and gardens.

It is acknowledged that PDA Guideline 7 – Low Rise Buildings nominates that 25% of the site area should be dedicated to communal open space. The proposed provision of communal open space is considered appropriate for the following reasons:

- The PDA Guidelines are documents which provide guidance for development design within PDAs. Strict adherence to every outcome is not considered necessary, when a balanced design can be achieved through alternative well-considered outcomes that suit the site conditions and surrounding context.
- Azure has extensive market history in delivering high quality townhouse developments with exceptionally designed central facilities, and have a deep understanding of the needs of residents of their communities. This knowledge, as well as regard to the scale and yield of this development, has driven the design and allocation of the proposed communal facilities and open spaces. Despite a numerical shortfall from the excessive prescribed rate of 25% site area for communal open space, the proposal incorporates high quality amenities and spaces that Azure is confident will satisfy all recreational and leisure needs of their future residents. Refer to the range of reference imagery of other Azure projects provided in the Urban Design Report and Statement of Landscape Intent for further details of the quality of communal open spaces that Azure delivers.
- A compliant provision of 25% communal open space may be achievable for a residential apartment building with communal facilities on the rooftop, however in a low-set townhouse development concept, 25% communal open space is unattainable, in particular in this case where residential density is to be optimised. Furthermore, where a built form site coverage of up to 75% is permitted, a 25% provision of communal open space is not an achievable or realistic metric to comply with, given development sites also require circulation areas.
- The built form represents a notably modest site coverage of approximately 48% (allowable up to 75%). The balance of the site is made up of private open spaces, internal roads and landscaping. The

proposal does not reflect a highly intense built form, and is broken up with green spaces, internal streets and breaks between buildings and hardstand wherever possible.

- Having regard to the surrounding context, the subject site is located within close proximity to a range of open spaces, parklands, sporting facilities and gyms for residents of the estate to enjoy. The offering of high quality facilities available in the locality promotes engagement with the community and ensures optimal opportunity for active and passive recreation outside of the development site and well as within it.
- Importantly, the development incorporates a generous overprovision of private open space, well exceeding the minimum rates nominated in PDA Guideline 7 – Low Rise Buildings on a per-dwelling basis, with over 4,100m² of private open space across the site. When considering the allocation of open space broadly (combining communal open spaces and private open spaces), over 6,537m² or 37.7% of the site area is dedicated to open space. Having regard to the proposed typology of low-scale housing, the significant overprovision of private open spaces balances with a numerical shortfall of functional communal open space across the site.

In view of the above, the proposal provides a generous allocation of well designed open spaces, that are capable of supporting a broad range of active and passive recreation opportunities for future residents within the estate.

4.10 Wayfinding

The proposed design utilises various design elements to support wayfinding and encourage a sense of place throughout the development. These include:

- Wayfinding signage;
- House numbering;
- Circuit road layout;
- Central communal open space;
- Pedestrian connections to external roads;
- 'Precincts' of buildings with the same unit types, incorporating variation in façade treatments;
- Contrasting hardstand treatments and finishes to define threshold changes; and
- Landscaping and deep planting.

The proposal establishes pedestrian links throughout the site, as well as connections to the surrounding streets and nearby parkland, contributing to an attractive pedestrian network.

4.11 Traffic Considerations

The proposed access, parking and servicing arrangements have been designed in consideration of the relevant requirements and policies of the planning scheme.

4.11.1 Access

The proposal involves a single two-way access crossover from Clarke Street in the northern part of the site, appropriately separated from nearby intersections. Streetlight relocation and potentially modifications to the existing speed platform at the site frontage are proposed to facilitate the new driveway crossover. No permanent impacts are proposed to the existing car parking bays in Clarke Street.

The internal street layout has been designed to achieve a circuitous loop road throughout the site, with small driveway extensions in the corners of the site to provide access to end-of-row dwellings. The internal roads are proposed to have a minimum width of 5.8m to facilitate two-way traffic flow and car parking aisle widths in accordance with AS2890 requirements.

The main vehicle entry from Clarke Street involves a secure gated entry arrangement, for residents' security and privacy. Residents would be provided with remote controls to open the entry gate, with only visitors required to stop and use the intercom for access to the site. This will minimise the potential for queuing, and ensure efficiency of access/egress. The gate structure at the vehicle entry involves an open batten style fence for visual permeability.

4.11.2 Pedestrian Access/Movement

Pedestrian connectivity to the site is achieved via logical connection points to both Clarke Street and Village Boulevard. The primary pedestrian connection point is via the entry statement co-located with the vehicular entry to Clarke Street, designed with an identifiable landscaped portal that promotes a sense of welcome. The secondary pedestrian entry is provided to Village Boulevard to the north of Building 3, with a gatehouse emphasised by a landscaped arbour. The two key pedestrian entries contribute to integration with the wider PDA precinct and promote pedestrian activity along the key frontages.

In addition, the dwellings of Buildings 1 and 8 are afforded individual pedestrian entries directly to Clarke Street, enhanced with feature rendered brick walls and landscaped arbours that emphasise the entry points.

Pedestrian movement throughout the development is supported by pedestrian-prioritised footpaths in a contrasting surface finish along the internal loop road, ensuring all routes are easily navigable. In addition, a series of interconnecting pathways are proposed through the communal open spaces, using site landscaping to subtly zone and direct pedestrians. The footpaths are of an exposed aggregate finish and are landscaped with turf and shade trees that define the transition from street to open space.

4.11.3 Car Parking

With respect to car parking, the development concept has had regard to the minimum and maximum car parking rates nominated in the *Parklands PDA Development Scheme*, being:

- | | |
|---|--|
| <ul style="list-style-type: none"> ▪ <u>Minimum:</u> <ul style="list-style-type: none"> ○ 0.75 spaces per 1 or 2 bedroom dwelling; ○ 1 space per 3 bedroom dwelling; ○ 1 visitor space per 20 dwellings. | <ul style="list-style-type: none"> ▪ <u>Maximum:</u> <ul style="list-style-type: none"> ○ 1 space per 1 or 2 bedroom dwelling; ○ 2 spaces per 3 bedroom dwelling; ○ 1 visitor space per 10 dwellings. |
|---|--|

The development proposes 114 townhouses comprising a mix of one, two and three bedroom units. Based on the above rates, the development requires a minimum provision of 104 resident spaces and 6 visitor spaces; and a maximum provision of 188 resident spaces and 12 visitor spaces.

The proposed parking provisions consist of 137 resident parking spaces and 6 visitor parking spaces, in compliance with the minimum and maximum parking rates nominated under the *Parklands PDA Development Scheme*.

The majority of units are designed with a single car parking space (Buildings 3-6 and 9-11). The Portavilla unit types (Buildings 1, 2 and 8) are afforded tandem garages for up to two vehicles. The Mason unit types of Building 7 have a single garage as well as an 'allocated resident' car park in front of the building, near the communal open space. The 10 units of Building 7 are offered as a 'premium Mason product', with two resident car parking spaces to meet product variation across the development site, promoting housing choice and affordability. It is noted that all garages are single width, with no double-width garages proposed across the site, in accordance with PDA Guideline 7 – Low Rise Buildings.

The development provides 6 bona fide visitor car parking spaces, scattered around the central communal facilities, for flexible use by all visitors. It is noted that all visitor parking is delivered in Stage 1 of the development.

The site is located less than 500m walking distance from the Griffith University light rail and bus station, offering public transport connections to all major areas of the Gold Coast. To the west of the subject site (1-2 minute walk) is the Smith Collective Village, which offers a Woolworths supermarket, various dining

options, shops, health care facilities and other community services. The site is also within walking distance of the Griffith University Campus, Gold Coast University Hospital and Private Hospital, and numerous sporting, recreational and open space facilities. The site is therefore considered to be very well located within context to a number of urban services and facilities. The proposed parking rate is suitable for the nature of the development, and in accordance with the *Parklands PDA Development Scheme*.

4.11.4 Servicing and Waste Management

With respect to the nature and scale of the proposed development, servicing requirements would be limited. With the exception of regular refuse collection (discussed below), the only large service vehicles expected to require access to the site include the occasional delivery or removalist vehicle.

The design and layout of the proposed development incorporates a circuitous loop road, allowing for all vehicles, including an MRV or RCV, to enter and exit the site in a forward gear.

Regarding waste arrangements, bulk bins are proposed for the development, with the bins stored in two refuse storage rooms on the eastern and western parts of the site. The bins will be serviced from the internal loop road next to each refuse storage room, by either a front-loading or rear-loading refuse collection vehicle. A swept path analysis of the vehicle movements into and out of the site are provided below.



Figure 83: Swept path analysis – Refuse collection vehicle

Communal bin storage rooms allow for maximised landscaping and open space throughout the site, rather than requiring additional hardstand pads for individual wheelie bin servicing, individual screened bin enclosures for each dwelling, and the visual amenity impacts of having bins presenting to internal streets on servicing days.

It is noted that the waste strategy has been designed to function in stages, i.e. Stage 1 can operate independently, until such a time that Stage 2 is complete, in terms of sufficient refuse vehicle turnaround and refuse storage capacity. Refer to swept path analysis included in Appendix B of the Traffic Report prepared by QTraffic for details of how a refuse truck will manoeuvre through the Stage 1 development site.

For further details, refer to the Operational Waste Management Plan prepared by Colliers.

Overall, the development involves access, parking and servicing arrangements in accordance with the provisions of the *Parklands PDA Development Scheme* and relevant PDA Guidelines. For further details regarding the traffic, access, parking and servicing arrangements, please refer to the Traffic Report prepared by QTraffic and Operational Waste Management Plan prepared by Colliers.

4.12 Civil Infrastructure

4.12.1 Civil Services

The subject site forms part of the Lumina masterplan precinct (Sites 1A and 1B), whereby all necessary urban infrastructure, including water, sewer, stormwater, electricity and telecommunications, is readily available within the precinct. The proposed connection to these existing services is further discussed in the Civil Engineering Services Report prepared by *Hurley Consulting Engineers*.

Of note, it is proposed to widen the existing 6m wide sewer easement that runs through the centre of the site, benefiting Gold Coast City Council, to a 10m wide easement for future maintenance access to the rising main. This is further discussed in the Civil Engineering Services Report prepared by *Hurley Consulting Engineers*.

4.12.2 Stormwater Drainage

The recent Lumina Masterplan Development Area has been designed with downstream stormwater infrastructure and stormwater quality treatment devices, constructed to satisfy Council and State stormwater quality and quantity objectives. The existing stormwater quantity and quality infrastructure has been designed to accommodate developed runoff from the subject site. The approved design assumed that runoff from the subject site would be split in two directions – to the north-east and the north-west.

All runoff from the proposed development will be captured and conveyed to a lawful point of discharge, consistent with the proposed catchment plan and master drainage strategy, by connecting to the existing two stormwater drainage connections in Clarke Street.

For further information regarding the proposed stormwater management arrangements, refer to the Civil Engineering Services Report prepared by *Hurley Consulting Engineers*.

4.12.3 Earthworks

The site presents a substantial topographical variance across the site with an average grade of approximately 5%-6%. Earthworks and retaining walls are proposed within the site to provide appropriate driveway grades and level pads for building construction.

Of note, filling is proposed in the north-western corner of the site that will result in a retaining wall facing Clarke Street with a maximum height of approximately 2.5m. It is noted that this visual interface is managed with a well-developed urban design outcome, as discussed in Section 4.2.3 of this report and visually detailed within the Urban Design Report prepared by *Plus Architecture*.

External to the site, minor earthworks are proposed within the verge to Smith Street, to fill an existing drain that enters the site, and to lower the existing ground levels in the south-western corner of the site. These proposed earthworks have been discussed with DTMR and agreed 'in principle', subject to formal applications.

All filling will be undertaken in accordance with City of Gold Coast planning scheme requirements and the requirements of AS3798 for Level 1 filling. Refer to the Civil Engineering Services Report prepared by *Hurley Consulting Engineers* for further information.

4.12.4 Corner truncation

In accordance with advice from EDQ, the proposed development adopts a land dedication for a corner truncation on the south-western corner of the site at Smith Street and Village Boulevard. The truncation achieves the required 6.0m wide verge measured from the back of kerb of the property boundary.

4.13 Acoustics

The subject site has frontage to Smith Street, a State controlled road and transport noise corridor. In consideration of the potential acoustic impacts associated with this transport noise corridor, a Noise Impact Assessment has been prepared by ATP, to identify and assess the key acoustic design principles associated with the Smith Street transport corridor. The report recommends the construction of a variable-height noise barrier (2.4m-2.8m in height) along the Smith Street frontage and the eastern return along Musgrave Park; as well as façade design treatments in accordance with QDC MP4.4 as required.

The acoustic barrier is designed to achieve a high quality visual appearance, both internally and externally. The fence will be painted black and screened by landscape embellishments including climbing ficus trained to the base of the fence, buffering shrubs and new street trees within the road verges. Refer to the Primary Fencing Plan in the Statement of Landscape Intent for further details of “Type 5 – TMR Acoustic Barrier”.

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Overall, the proposed development is considered to meet the requirements of the *Parklands PDA Development Scheme* and all relevant assessment benchmarks. As such, the proposed development is considered capable of EDQ support, subject to reasonable and relevant conditions.

5 LEGISLATIVE FRAMEWORK

5.1 Economic Development Act 2012

The main purpose of the *Economic Development Act 2012* (ED Act) is to facilitate economic development, development for community purposes, the provision of diverse housing, including, for example, social housing and affordable housing and the provision of premises for commercial or industrial uses.

The ED Act establishes that development within a PDA is to be assessed under the provisions of a relevant development instrument for that area. For the Parklands PDA, the relevant instrument is the *Parklands PDA Development Scheme*. The development scheme became effective on 6 December 2013.

MEDQ has not delegated their powers under the ED Act to assess and decide PDA development applications, therefore EDQ is the assessment manager for this proposal.

5.2 ShapingSEQ – South East Queensland Regional Plan 2023

The subject site is identified within the Urban Footprint designation of *ShapingSEQ*. Land within the Urban Footprint is intended to incorporate the full range of urban uses including housing, industry, business, infrastructure, community facilities and other integral components of well-planned urban environments, such as local areas for sport and recreation and urban open space.

5.3 Planning Instruments

5.3.1 Parklands PDA Development Scheme

The site is contained within the Parklands PDA, which is located approximately 3km west from the Southport CBD and 3.6km east of the Pacific Motorway. This PDA was declared to facilitate development as a legacy of the Gold Coast 2018 Commonwealth Games and related to the Gold Coast Health and Knowledge Precinct. The *Parklands PDA Development Scheme* is the relevant instrument for assessing works within the Parklands PDA.

As previously noted, the site is identified within Precinct 2 – Residential under the *Parklands PDA Development Scheme* (refer to Figure 2 above). In accordance with Section 3.4.3 of the Development Scheme, the intent for this precinct is to provide a “variety of residential development types which may include detached and attached dwellings and apartments in a range of densities that reflect the urban nature of development within the PDA”. A Multiple dwelling is identified as a preferred land use. Net residential densities between 30-100 dwellings, and building heights generally between 2 and 10 storeys are envisaged.

In consideration of the above, the proposed Multiple dwelling development delivers a terrace-style townhouse development of medium density and intensity, at 65.8 dwellings per hectare, and building heights varying between two and three storeys, in accordance with the intended development outcomes for Precinct 2 – Residential.

Under Schedule 2 of the *Parklands PDA Development Scheme*, the proposed land use is defined as:

Multiple dwelling means ‘Premises which contains three or more dwellings where the use is primarily residential.’

The proposal involves a Material Change of Use for Multiple dwelling in the form of 114 townhouses.

5.3.2 Category of Assessment

In accordance with Table 1 of the *Parklands PDA Development Scheme*, Multiple Dwelling within Precinct 2 is categorised in Column 3A as ‘PDA assessable development which is permissible’.

5.3.3 Public Notification

Pursuant to section 3.2.8 of the *Parklands PDA Development Scheme*, a PDA development application will require public notification if the application:

- includes a proposal for development which does not comply with Maps 2 and 3 or the precinct provisions;
- is for development which in the opinion of the MEDQ, may have adverse impacts on the amenity or development potential of adjoining land under separate ownership, including development for a non-residential use adjacent to land approved for or accommodating a residential use in the residential precinct.

The MEDQ may require public notification in other circumstances if the development application is for a use, or of a size or nature which, in the opinion of the MEDQ, warrants public notification.

In this instance, the proposed development has demonstrated compliance with the structural elements identified on Map 2, is for residential uses in Precinct 2 identified on Map 3 and aligns with the land use precinct provisions for Precinct 2. The development is of a residential nature and is not considered to result in any undue amenity impacts to adjoining properties or residents and offer a consistent and strategic outcome for the site. On this basis, it is anticipated that public notification is not required.

5.3.4 PDA Development Requirements

The proposal has been assessed against the *Parklands PDA Development Scheme*. This scheme consists of a vision and PDA development requirements, which include PDA-wide criteria and Precinct provisions. An assessment against the PDA-wide criteria and precinct provisions is provided in the below sections.

5.4 Parklands PDA Development Scheme

5.4.1 Parklands PDA Vision

The Vision Statement for development in Parklands is outlined in Section 2.2. of the *Parklands PDA Development Scheme*, and incorporates two components:

- achieving the delivery of the Commonwealth Games Village (CGV) for the Gold Coast 2018 Commonwealth Games (GC2018) as detailed in Section 2.2.1
- promoting opportunities for longer term development to occur as detailed in Section 2.2.2.

The key aspects of the vision and themes, and the manner in which the proposal supports these outcomes, are summarised below.

VISION STATEMENT – PURPOSE	RESPONSE
THE PARKLANDS PDA VISION	
The delivery of the CGV must meet the requirements of the Commonwealth Games Federation (CGF) however the way the CGV is delivered will contribute to and affect opportunities for longer term development on the site. Development for the CGV may incorporate permanent and or temporary structures and in this regard reference to longer term development includes both permanent development provided for use during GC2018 as well as development which is undertaken after the event. In the event that there is a conflict between the principles for delivery of the CGV and longer term development, the delivery of the CGV will take precedence. The key structural elements required to facilitate the delivery of the vision are detailed in Section 2.2.3 and Map 2.	

VISION STATEMENT – PURPOSE		RESPONSE
2.2.1 COMMONWEALTH GAMES VILLAGE		
The CGV will accommodate up to 6,500 people during GC2018 in accordance with CGF guidelines. The principles for delivery of the CGV include:		
meeting the CGF guidelines requirements	The Parklands PDA has supported the delivery of the Commonwealth Games Village for the Commonwealth Games in 2018. The Parklands PDA now promotes the delivery of long-term development within the precinct. Refer to below responses.	
providing access to efficient and effective transport networks that enable access to games venues and facilities		
maximising opportunities to address both CGV needs and the longer term development of the PDA through permeable and legible street and block layouts and appropriate infrastructure provision		
creating a sense of place with communal areas providing opportunities for networking and social interaction		
provision of permanent and / or temporary structures.		
2.2.2 LONGER TERM DEVELOPMENT		
Development of the CGV will allow for the achievement of an enduring legacy for the Gold Coast in line with the vision for the Health and Knowledge Precinct to be a vibrant, world-renowned community of ideas, life and innovation. Permanent development will support a mix of land uses including retail, residential, community facilities, office, health care and research and technology related development, which will build on the positive relationship with the Gold Coast University Hospital, future Gold Coast Private Hospital and Griffith University. The principles for delivery of longer term development include:		
development which is complementary to the Gold Coast Health and Knowledge Precinct	The proposed residential development will complement and enhance the function of the Gold Coast Health and Knowledge Precinct, offering high quality residential living within proximity to a range of uses.	
supporting an integrated, vibrant mixed use node, featuring a diverse mix of complementary uses including research and technology, office, retail, residential, recreational and community facilities	The proposal contributes to the mixed use nature of the precinct, through additional residential housing supply that supports the mix of activities and uses in the area.	
creating an accessible and connected place, featuring high quality public transport integrated with a safe and convenient walking and cycling network	The development reflects a well-integrated residential development that supports public transport and active transport alternatives including pedestrian and cycle movement, through the incorporation of pedestrian access points to the external street network (to Village Boulevard and Clarke Street), promoting pedestrian movement to The Smith Collective, Musgrave Park, GCLR station, and other surrounding areas. Further, the development accommodates communal bike parking areas, to promote the use of bicycles to move through the precinct.	

VISION STATEMENT – PURPOSE	RESPONSE
▪ establishing new and distinct transit supported development providing a vibrant place for living, working and learning.	The residential development makes a positive contribution to the mixed use nature of the precinct, providing high quality residential living choice to support workers and students based in the locality.
2.2.3 STRUCTURAL ELEMENTS	
The structural elements are identified in Map 2 - Structural elements plan. The structural elements show how the vision will be physically expressed in the PDA. Development within the PDA should support the delivery of the following elements:	
Mixed use node	
▪ create a mixed use node that is a focal point for the community, located close to the intersection of 'Main Street' and Hospital Boulevard, where key active uses including retail are focused and active frontages are provided.	Not applicable – The site is not contained within the Mixed use node.
Street and movement network	
▪ extend Hospital Boulevard to connect to Smith Street	“Hospital Boulevard” has been extended to connect to Smith Street, now identified as Village Boulevard, which runs along the subject site’s western boundary.
▪ provide an all movement, signalised intersection at Hospital Boulevard and Smith Street	An all-movements signalised intersection has been provided at the intersection of Village Boulevard and Smith Street.
▪ establish an all movements signalised intersection at the commencement of the extension of Hospital Boulevard	An all-movements signalised intersection has been provided at the commencement of the extension of Village Boulevard.
▪ create a new 'Main Street' that runs between Hospital Boulevard and Parklands Drive	“Main Street”, now identified as Nexus Way, has been created, between Village Boulevard and Parklands Drive.
▪ provide access to the Gold Coast Private Hospital on a new street off 'Main Street'	Not applicable to the development site.
▪ establish an all movements signalised intersection at 'Main Street' and Hospital Boulevard with phase changes that facilitate pedestrian crossing in all directions	Not applicable to the development site.
▪ provide an all movements, signalised intersection at 'Main Street' and Parklands Drive	Not applicable to the development site.
▪ promote vehicular, pedestrian and cycle connections at identified preferred access points, that provide opportunities to access areas adjoining the PDA	The development incorporates vehicular, pedestrian and cycle connections at appropriate locations, promoting movement throughout the PDA.
▪ has regard to the need for supportive public transport infrastructure, such as a Department of Transport and Main Roads (DTMR) bus layover and turnaround facility and associated driver facilities, with appropriate access to and from specific bus services.	Not applicable to the development site.

VISION STATEMENT – PURPOSE	RESPONSE
Open space and parks planning design	
establish appropriately sized and designed stormwater detention and treatment facilities as a wetland park	The development relies upon the existing regional treatment system of downstream development, and thus no on-site quality treatment system is proposed, in line with EDQ advice.
establish a new main park to the north of Hospital Boulevard, adjoining and integrated with the wetland area	Not applicable to the development site.
create a civic park integrated and accessible from the GCLR station and the mixed use node, which has a relationship with and is activated by adjoining mixed use development	Not applicable to the development site.
ensure development has regard to and protects endangered regional ecosystems.	Not applicable to the development site.
Service infrastructure	
has regard to the western force rising main in the location of development and infrastructure	The development has regard to the existing western force rising main. Specifically, it is proposed to widen the existing 6m wide sewer easement that runs through the centre of the site, benefiting Gold Coast City Council, to a 10m wide easement for future maintenance access to the rising main. This is further discussed in the Civil Engineering Services Report prepared by <i>Hurley Consulting Engineers</i> .
has regard to the overland flow path in the location of development and infrastructure.	Not applicable to the development site.

Overall, the development is identified to address the relevant assessment benchmarks of the Parklands PDA Vision under the *Parklands PDA Development Scheme*.

5.4.2 PDA-Wide Criteria

Section 3.3 of the Parklands PDA sets out the PDA-wide criteria. An assessment against the PDA-wide criteria is provided in the table below:

PDA-WIDE CRITERIA – PROVISIONS	RESPONSE
3.3.1 URBAN DESIGN AND SUSTAINABILITY	
The form, type and arrangement of buildings, streets and public spaces achieve good urban design and sustainability outcomes and:	
provides a community which is compact and walkable, comprising areas within a 5 minute walk (400m radius) of a community focal point. A community focal point may include a park, public transport stop, active retail use, community facility or similar	The development promotes a sense of a 'walkable community' in its well-located context, through the provision of numerous pedestrian entries connecting the site to existing amenities and services in the PDA.
creates an attractive and appealing place for residents, workers, students and visitors, with a street pattern which promotes walking and cycling and is	The development reflects an attractive environment with clear connections to the existing street network that encourages walking and cycling and integrates seamlessly with surrounding areas.

PDA-WIDE CRITERIA – PROVISIONS	RESPONSE
permeable, legible and connected to surrounding areas	
responds to local site characteristics, settings, landmarks and views, and uses built form and natural features to provide specific identity and character	The development responds sensitively to local site characteristics, settings, landmarks and views, using built form and natural features to establish a strong and distinctive identity and character.
maximise north facing orientation of buildings and streets and views to parks and bushland	The proposed development maximises north-facing orientation where possible, as well as outlook to communal open space, internal landscaped gardens, external street frontages and adjoining parkland.
supports a range of housing options and innovations within the PDA to reflect opportunities for student, live-work, and other housing types	The development supports a diverse range of housing options and innovative typologies within the PDA, including student, live-work and other housing types, to respond to varied lifestyle and accommodation needs.
delivers building heights and densities which are appropriate in the context of surrounding development and the precinct provisions in Section 3.4	The proposal achieves compliant building heights and densities as envisaged for Precinct 2 under Section 3.4 of the <i>Parklands PDA Development Scheme</i> .
ensure building edge treatments, including high quality private open space strips, reinforce streetscapes	The proposed design achieves high quality building edge treatments that reinforce local identity and contribute positively to the streetscape.
contribute to an articulated streetscape along key pedestrian and street connections; establishing linkages to key community focal points	A highly articulated streetscape interface is proposed to both Clarke Street and Village Boulevard frontages. Of note, the Clarke Street frontage incorporates pedestrian entries and an integrated landscape design frontage; and Village Boulevard provides an architectural response that elevates the streetscape and achieves a sense of address through the proposed lantern design features.
ensure residential design is of a high standard, providing adequate safety, privacy, comfort and responsiveness to Gold Coast's sub tropical climate	The development reflects a high standard of residential design, prioritising amenity, safety, privacy and comfort while being responsive to the Gold Coast's subtropical climate.
establishes public spaces and areas of open space which are connected and contribute to a variety of activities in the public realm	The development incorporates a range of communal open spaces and landscaped gardens, and leverages its locational context in proximity to a variety of existing open spaces and communal facilities in the PDA.
provides a safe environment through the application of Crime Prevention Through Environmental Design (CPTED) principles such as passive surveillance of public spaces and activated street frontages on streets	The development prioritises CPTED design principles to all external frontages through the use of large windows, balconies and activated private open spaces orientated towards street frontages.
ensures buildings address the street and integrate with the public realm to support pedestrian connectivity and activity	The development presents a high standard of street address to integrate with the public realm and promote pedestrian connectivity, interaction and activity. In particular, the Clarke Street frontage incorporates pedestrian entries with mail boxes, and an integrated landscape design frontage; and Village Boulevard provides an architectural response that

PDA-WIDE CRITERIA – PROVISIONS	RESPONSE
	elevates the streetscape and achieves a sense of address through the proposed lantern design features.
ensures adequate visual and noise amenity	The development manages visual and noise amenity through appropriate interface treatments and acoustic fencing as required.
provides a strong identity of the PDA expressed through architecture, urban design, landscaping and appropriate signage at key locations	The proposed development establishes a strong and cohesive sense of identity through high-quality architecture, integrated urban design, considered landscaping, legible pedestrian entry points and appropriate wayfinding signage at key locations.
ensures sites have sufficient dimensions to accommodate buildings, landscaping, parking access and circulation areas	The subject site is appropriately dimensioned and configured to accommodate the proposed built form, as well as quality landscaping and open space areas, sufficient car parking and well-designed circulation areas.
provides landscaping and design which responds to the subtropical climate of the Gold Coast, minimises potable water usage where possible and enhances the visual amenity of the locality and streetscape	The development incorporates landscaping and design that respond to the Gold Coast's subtropical climate, reduce potable water use where possible, and enhance the visual amenity of the streetscape and surrounding locality.
utilises energy efficient, climatically responsive design including appropriate solar orientation, shading, cross ventilation, natural lighting and passive cooling techniques	The proposal utilises climatic responsive design techniques where possible, through the considered application of solar orientation, shading, cross ventilation and cooling techniques, and access to sunlight/daylight.
makes efficient use of land and resources	The development proposal optimises the function of the land through a medium density residential outcome.
maximises recycling opportunities and reduces waste generation.	The development promotes recycling of waste and reduction of waste generation where possible.
3.3.2 CENTRES DESIGN AND FUNCTION	
Development adjoining Hospital Boulevard and 'Main Street' delivers a mixed use node which:	
establishes a mixed use node extending from the intersection of Hospital Boulevard and 'Main Street' which provides convenience retail and commercial uses such as shops, professional offices or health care services, cafes and restaurants to serve the local catchment of residents, hospital staff, hospital patients and visitors and university employees and students	The proposal contributes to the mixed use nature of the precinct, through additional residential housing supply that supports the mix of activities and uses in the area.
supports the opportunity for a community facility which is between 800m² - 1500m², in a location within 400m of the GCLR station and integrated with the mixed use node	Not applicable to the development site.
ensures adaptive building design on ground floor tenancies along Hospital	Not applicable to the development site.

PDA-WIDE CRITERIA – PROVISIONS	RESPONSE
Boulevard and 'Main Street' in the mixed use node, to create opportunities for uses to change to suit economic and social conditions over time	
establishes a defined built frontage along 'Main Street' and Hospital Boulevard to support activity and create a strong connection between the GCLR station and the new main park entrance	The development presents a defined built frontage to both Village Boulevard and Clarke Street, through a considered architectural design response, that promotes connection to surrounding areas in the precinct.
ensures any residential buildings fronting Hospital Boulevard are oriented to the street to complement development on the adjacent side of Hospital Boulevard	The proposed residential buildings along the western frontage achieve a sense of street address to Village Boulevard through the following key design features: - An architectural response that makes a contribution to the streetscape, through the 'lantern patio' design projection on rear interfaces of alternating dwellings – double-height patio roof incorporating batten screen design, to formulate an architectural language at the first floor, creating a visually interesting design, in particular at night when lanterns are illuminated from the inside. Furthermore, the lantern patio design contributes to street lighting of the public realm. The lanterns elevate Village Boulevard and provide a direct address from the subject site; - A communal pedestrian entry point to Village Boulevard, visually emphasised with a gatehouse with double arbour structure and feature landscaping; - Variation at roof line from parapet projections and stepped built form; - Large windows to first-floor bedrooms, providing opportunities for casual surveillance from habitable spaces; 1.5m high stepped residential fencing – timber paling full/half, to achieve suitable level of privacy in internal courtyards but allow for some outlook to and interaction with the public realm; - Landscape buffer planted in front of fence, incorporating buffering shrubs to soften boundary fencing and provide amenity to the streetscape; - Additional planting of street trees (Kauri and Weeping Lilly Pilly) within the verge, underplanted with Star Jasmine groundcovers; - Landscape feature urban marker on the corner of Village Boulevard and Smith Street, creating an identification design

PDA-WIDE CRITERIA – PROVISIONS	RESPONSE
	marker and sense of place, which bookends the development site along with a similar marker on the north-western corner of the site. Refer to pages 30-33 of the Urban Design Report.
ensures any residential buildings fronting 'Main Street' are oriented to the street to complement development on the adjacent side of the road and contribute to an articulated and safe streetscape connecting to the GCLR station	Not applicable to the development site.
supports office or residential uses above retail uses which overlook the street, with access to these buildings via well defined entrances at ground level	Not applicable to the proposal.
ensures buildings are designed to create integration with adjoining uses and support a human scale at the street	The development is designed with building heights ranging from 2-3 storeys, to interact with the public realm at a human scale. Various pedestrian connection points are provided across the site, promoting integration with the surrounding precinct.
ensure higher buildings incorporate podiums to assist with human scale at the street level	Not applicable to the proposal.
provides continuous awnings along the footpaths of the mixed use node and supports zero setbacks of building facades along Hospital Boulevard and 'Main Street'	Not applicable to the proposal.
contributes to an articulated streetscape with active frontages along key pedestrian and street connections	The proposal achieves a highly articulated streetscape presence to both Clarke Street and Village Boulevard. Along Clarke Street, private pedestrian entry points with mailboxes promote pedestrian activity. The Village Boulevard interface achieves an architectural response to streetscape presence through the lantern patio design, mix of materials and textures, stepped mid-height fencing and high quality landscape embellishments.
delivers the highest density of development and activities in and adjoining the mixed use node	The development represents a density of 65.8 dwellings per hectare, comfortably in compliance with the 30-100dw/ha intended for the precinct.
is an active place characterised by a high quality public realm and safe, attractive pedestrian areas which encourage community interaction and support active, healthy lifestyles	The development creates an active, engaging environment with a high-quality public realm and safe, attractive pedestrian areas that promote community interaction and support active, healthy lifestyles.
provides built form which supports a mix of land uses that supports activity during the day and at night to reflect the 24 hour nature of the surrounding Hospital, GCLR and university uses	Not applicable to the proposal, for a private residential development.

PDA-WIDE CRITERIA – PROVISIONS	RESPONSE
is where active or retail uses seeking to establish in the PDA are focussed	Not applicable to the proposal.
ensures retail uses contribute to establishing the mixed use node and are integrated with 'Main Street' or Hospital Boulevard and do not result in stand alone, disconnected retail activities	Not applicable to the proposal.
provides for generally up to 12,000m² GFA of neighbourhood scale active retail uses including a supermarket.	Not applicable to the proposal.
Development applications seeking to exceed the GFA limit specified above, must be accompanied by an economic and traffic impact assessment that demonstrates:	
how the proposed additional area will complement and not compromise the centres hierarchy on the Gold Coast	Not applicable to the proposal.
transport infrastructure can service the additional GFA and not jeopardise the road hierarchy and movement network, and	Not applicable to the proposal.
the additional GFA provides for increased employment opportunities and contributes to self containment within the PDA.	Not applicable to the proposal.
3.3.3 STREET AND MOVEMENT NETWORK	
Development delivers a well designed street and movement network which:	
supports the delivery of the primary street and movement network for the PDA through the extension and connection of Hospital Boulevard to Smith Street and the creation of a new 'Main Street', running from the Parklands Drive intersection with Engineering Drive, to the extended Hospital Boulevard	Not applicable to the development site.
promotes physical and visual connectivity with GCLR and other public transport services	The development supports pedestrian movement to the GCLR and other public transport services, through the contribution to and enhancement of the streetscape pedestrian environment, with provision of additional shade trees.
ensures the design of 'Main Street' and other key connection streets to the GCLR station supports strong pedestrian and cycle access, with wider footpaths and narrower carriageways to accommodate peak flows to and from the GCLR station in an attractive and comfortable streetscape environment	Not applicable to the development site.
ensures the intersection at 'Main Street', Hospital Boulevard and the entrance to the main park is designed and landscaped to slow traffic but maintain reasonable traffic flow and establish the intersection as a key focal point of activity within the PDA while promoting pedestrian	Not applicable to the development site.

PDA-WIDE CRITERIA – PROVISIONS	RESPONSE
movement across Hospital Boulevard between 'Main Street' and the entrance to the main park	
provides a safe and pleasant movement network for pedestrians, cyclists and vehicles that has a clear structure and maximises walking, cycling and public transport effectiveness	The development promotes pedestrian and cyclist movement through contribution to and enhancement of the streetscape pedestrian environment, with provision of additional shade trees.
provides efficient and safe street and State-controlled road networks for all users	The development maintains the efficiency and safety of the Smith Street corridor.
connects to and takes into consideration impacts to existing networks while ensuring acceptable levels of amenity and minimising negative impacts of through traffic	The development integrates with existing networks, carefully managing impacts to maintain acceptable amenity levels and minimize the adverse effects of through traffic.
provides a safe and pleasant environment through lighting, pavement treatment and materials, clear sight lines and landscaping	The development creates a safe and pleasant environment by incorporating appropriate lighting, quality pavement treatments and materials, clear sight lines, and well-designed landscaping.
ensures vehicle access and parking establishes safe and convenient access for residents, visitors and service providers	The development ensures vehicle access and parking are designed to provide safe, convenient, and efficient access for residents, visitors, and service providers.
- makes adequate provision for the number and nature of vehicles expected while promoting GCLR use through reduced provision of car parking generally incorporating a minimum of: 0.25 spaces per studio dwelling 0.75 spaces per 1 or 2 bedroom dwelling 1 space per 3 bedroom dwelling 1 visitor space per 20 dwellings 1 space per 100m² of non-residential GFA - Development may seek to provide increased provision of car parking generally up to a maximum of: 1 space per 1 or 2 bedroom dwelling 2 spaces per 3 bedroom dwelling 1 space per 25m² GFA retail use 1 visitor space per 10 dwellings 1 space per 50m² GFA of non-residential uses.	The development proposes 114 townhouses comprising a mix of one, two and three bedroom units. Based on the above rates, the development requires a minimum provision of 104 resident spaces and 6 visitor spaces; and a maximum provision of 188 resident spaces and 12 visitor spaces. The proposed parking provisions consist of 137 resident parking spaces and 6 visitor parking spaces, in compliance with the minimum and maximum parking rates nominated under the <i>Parklands PDA Development Scheme</i>.
provides for a range of off street parking options which may service both office / retail uses and residential uses, particularly in proximity to 'Main Street'	The development provides compliant on-site car parking. Furthermore, the proposal does not necessitate the removal of any on-street parking bays along Clarke Street.
ensures any car parking structures are suitably sleeved to ensure buildings relate to the street	All private car parking is located internal to the site and is not visible from the street.

PDA-WIDE CRITERIA – PROVISIONS	RESPONSE
provides for convenient, safe and attractive active transport connections to public transport services	The development provides a series of pedestrian entry points to promote convenient, safe and attractive active forms of movement.
promotes delivery of vehicular, pedestrian and cycle connections as identified in Map 2, that provide opportunities to access areas adjoining the PDA	The development promotes the active transport methods such as walking and cycling through activated entry points and bicycle parking facilities.
supports pedestrian and cycle connections within the site which link to existing facilities and the local pedestrian, cycle and road network and support movement to key district and local destinations such as shops, schools, parks and community facilities	The development prioritises pedestrian safety through the use of pedestrian-priority pathways along internal roads, connecting to the external street frontages.
supports provision of cycle parking in the public realm	The development provides bicycle parking facilities for use by residents and visitors to the estate.
supports provision of on-road cycle services where appropriate and has regard to state-controlled intersection treatment requirements	Not applicable to the proposal.
does not unreasonably constrain future provision of public transport infrastructure and does not adversely impact on the function or operation of existing or future public transport corridors and ensures potential public transport routes are constructed to a standard appropriate to accommodate these services, including footpaths and pavements	Not applicable to the proposal.
provides end of trip facilities for pedestrians and cyclists, including secure undercover bicycle storage facilities, showers and lockers are to be provided as part of development	Not applicable to the proposal.
retains existing mature trees, where possible, in streets.	The development retains existing street trees where possible, and proposes additional plantings to further enhance the streetscape.
3.3.4 ENVIRONMENT AND OPEN SPACE	
The design, siting and layout of development:	
protects endangered regional ecosystems as identified in Map 2	Not applicable to the development site.
protects other ecological values and retains where possible existing mature trees including hollow bearing trees, remnant vegetation and habitat for fauna	Not applicable to the development site.
provides opportunities to connect to open space areas within and adjoining the PDA and creates parks and open spaces that are accessible for users as indicated in Map 2	The development provides visual outlook and connection to adjoining Musgrave Park.

PDA-WIDE CRITERIA – PROVISIONS	RESPONSE
incorporates landscaping with endemic species with a preference towards retaining existing vegetation where possible	The development's landscape palette incorporates endemic species where possible.
utilises planting strategies which are site responsive and reflect the subtropical nature of the Gold Coast	The development's landscape palette responds to the subtropical nature of the Gold Coast.
maintains and improves the functioning and characteristics of the existing hydrological network (including surface and groundwater interactions) and addresses overland flow paths	The development maintains and improves the existing hydrological systems.
minimises adverse impacts on receiving waters and appropriately manages stormwater including use of total water cycle management and water sensitive urban design principles	The development appropriately manages stormwater impacts and promotes WSUD principles where possible.
Development delivers parks which:	
contribute to the achievement of an integrated, high quality open space network that caters for a variety of recreation functions and experiences to meet the needs of residents and visitors	Not applicable to the proposal.
are accessible for users	Not applicable to the proposal.
provide for multiple purposes and uses including recreational, sporting, ecological and stormwater management functions	Not applicable to the proposal.
incorporate existing natural features where possible and are landscaped to assist in creating neighbourhood identity and wayfinding	Not applicable to the proposal.
retain existing significant vegetation to the greatest extent possible	Not applicable to the proposal.
are designed and embellished to suit their anticipated use	Not applicable to the proposal.
incorporate appropriate erosion and sediment control techniques	Not applicable to the proposal.
promote innovative and efficient use of energy and water in open spaces	Not applicable to the proposal.
3.3.5 COMMUNITY SAFETY AND DEVELOPMENT CONSTRAINTS	
Development will:	
be sited, designed and constructed to avoid, minimise or withstand the incidence of a development constraint	The development has been designed to manage and appropriately balance all site constraints.
- have regard to the operation of the GCUH helipad by: - being sited, designed and constructed to ensure development does not impact the operation of the GCUH helipad	The development does not impact the operational function of the GCUH helipad.

PDA-WIDE CRITERIA – PROVISIONS	RESPONSE
- minimising potential hazards to safety of aircraft accessing the GCUH helipad - minimising potential impacts on residential and other noise sensitive uses in proximity to the GCUH helipad.	
▪ ensure that people and property are safe from potential hazards including acid sulfate soils, flooding, bushfire and landslide	The development has been designed to manage and appropriately balance all site constraints.
▪ take into consideration the predicted impacts of climate change	The development has been designed in consideration of future impacts of climate change.
▪ manage and minimise noise from transport corridors	The development appropriately manages acoustic impacts associated with the Smith Street transport corridor, through the implementation of acoustic mitigation measures.
▪ minimise adverse impacts on amenity during construction	The development will appropriately manage adverse amenity impacts during the construction phase.
▪ ensure stormwater runoff at the PDA's boundaries does not exceed that which presently exists, and there is no net worsening of flood conditions at the PDA's boundaries.	The development appropriately manages site stormwater runoff and results in non-worsening at site boundaries.
3.3.6 SERVICE INFRASTRUCTURE	
Development will protect existing or planned trunk infrastructure and ensure infrastructure and services are:	
▪ provided in a timely, orderly, integrated and coordinated manner to support urban uses and works	The proposed development is adequately serviced by existing urban infrastructure, and does not involve trunk works.
▪ available or capable of being made available (including key infrastructure such as roads, public and active transport, water supply, sewerage, drainage, park network, community facilities, energy and telecommunications)	The proposed development is adequately serviced by existing urban infrastructure, and does not involve trunk works.
▪ designed to allow for future developments in information technology	The development does not jeopardise future developments in information technology.
▪ located and designed to ensure they do not impact on the operation of the Western force rising main as indicated in Map 2	The development has regard to the existing western force rising main. Specifically, it is proposed to widen the existing 6m wide sewer easement that runs through the centre of the site, benefiting Gold Coast City Council, to a 10m wide easement for future maintenance access to the rising main. This is further discussed in the Civil Engineering Services Report prepared by <i>Hurley Consulting Engineers</i> .
▪ located and designed to maximise efficiency and ease of maintenance.	The development maximises efficiency and ease of maintenance of infrastructure.

Overall, the development is identified to address the relevant PDA-wide criteria of the *Parklands PDA Development Scheme*.

5.4.3 Precinct 2 Provisions

Section 3.4 of the Parklands PDA sets out the Precinct provisions. An assessment against Precinct 2 – Residential, is provided in the table below:

PRECINCT PROVISIONS	RESPONSE
3.4.3 PRECINCT 2 - RESIDENTIAL	
Precinct intent Precinct 2 will cater predominantly for a variety of residential development types which may include detached and attached dwellings and apartments in a range of densities that reflect the urban nature of development within the PDA. Non-residential uses generally in proximity to Hospital Boulevard and 'Main Street' and contributing to the activation of that street and the mixed use node are considered appropriate in this location. Non-residential uses are also considered appropriate along Smith Street, provided it can be demonstrated that the scale and nature of such uses do not adversely impact on adjacent residential amenity. Additional non-residential uses including home based businesses may be appropriate in Precinct 2 where they cater for the needs of the immediate community and will not undermine the viability of office and retail uses in the mixed use node or nearby centres. While there is a desire to see higher buildings located on key connector roads in order to achieve a significant population within the PDA and deliver an urban outcome, it is acknowledged that lower buildings can be designed to achieve urban built form outcomes. Development may take vehicular access from lower order streets or rear lanes, however buildings must address the primary street frontage, providing entrances and windows oriented to the street.	
Development in Precinct 2 will:	
provide anticipated net residential densities between 30-100 dwellings per hectare and create a diversity of housing types including small lot detached and terrace style development including dual occupancy up to medium and high density multiple dwelling apartments	The proposed development achieves a residential density of 65.8 dwellings per hectare, in accordance with the envisaged density provisions for Precinct 2. The development represents a medium density residential outcome, offering a mix of unit types ranging from one-bedroom to three-bedroom units. The development offers a product type that achieves a point of difference in the local area, contributing to housing choice and affordability.
establish building heights of generally between 2 and 10 storeys which are compatible with surrounding development, with higher density and taller buildings promoted closer to the intersection of 'Main Street' and Hospital Boulevard that taper down towards the eastern boundary to ensure an appropriate interface with existing low density residential development in proximity to this side of the precinct	The proposed development represents a mixed height form ranging from two to three storeys, in compliance with the envisaged building heights for development in this precinct.
establish a relationship with Hospital Boulevard and 'Main Street' that reinforces the amenity from and connection to the main park	The development establishes a relationship with Village Boulevard through a high quality architectural built form outcome and a communal pedestrian entry point promoting connection to the main park to the north.
establish a defined built frontage along Hospital Boulevard that reinforces the	The development presents a defined built frontage to both Village Boulevard and Clarke Street, through a considered architectural design response,

PRECINCT PROVISIONS	RESPONSE
role of this street and connection to 'Main Street'	that promotes connection to surrounding areas in the precinct.
establish a relationship with the mixed use node along Hospital Boulevard, extending from the intersection of 'Main Street'	The development promotes integration with the existing mixed use node and services available within the area.
allow non-residential uses to locate along Smith Street where it can be demonstrated that the scale and nature of such uses do not adversely impact on adjacent residential amenity	Not applicable to the proposal.
provide for appropriate visual or landscape buffers along Smith Street to improve amenity for businesses and residents	The development provides a run of street trees along the Smith Street frontage, to provide a visual buffer to the development site.
ensure residential buildings fronting Hospital Boulevard and 'Main Street' are oriented to the street to complement development on the adjacent side of the road	The proposed residential buildings along the western frontage achieve a sense of street address to Village Boulevard through the following key design features: - An architectural response that makes a contribution to the streetscape, through the 'lantern patio' design projection on rear interfaces of alternating dwellings – double-height patio roof incorporating batten screen design, to formulate an architectural language at the first floor, creating a visually interesting design, in particular at night when lanterns are illuminated from the inside. Furthermore, the lantern patio design contributes to street lighting of the public realm. The lanterns elevate Village Boulevard and provide a direct address from the subject site; - A communal pedestrian entry point to Village Boulevard, visually emphasised with a gatehouse with double arbour structure and feature landscaping; - Variation at roof line from parapet projections and stepped built form; - Large windows to first-floor bedrooms, providing opportunities for casual surveillance from habitable spaces; 1.5m high stepped residential fencing – timber paling full/half, to achieve suitable level of privacy in internal courtyards but allow for some outlook to and interaction with the public realm; - Landscape buffer planted in front of fence, incorporating buffering shrubs to soften boundary fencing and provide amenity to the streetscape; - Additional planting of street trees (Kauri and Weeping Lilly Pilly) within the verge,

PRECINCT PROVISIONS	RESPONSE
	underplanted with Star Jasmine groundcovers; ▪ Landscape feature urban marker on the corner of Village Boulevard and Smith Street, creating an identification design marker and sense of place, which bookends the development site along with a similar marker on the north-western corner of the site. Refer to pages 30-33 of the Urban Design Report.
▪ support opportunities for connections into adjoining areas as identified in Map 2	The development promotes connection throughout the wider precinct through the provision of several pedestrian entry points.
▪ have regard to and protect endangered regional ecosystems within and adjoining the PDA and utilise appropriate mitigation measures.	Not applicable to the development site.
Preferred land uses	
▪ community facility ▪ dual occupancy ▪ dwelling house ▪ food premises where located at ground level within the mixed use node ▪ home based business ▪ hostel ▪ multiple dwelling ▪ office where located within the mixed use node ▪ residential care facility ▪ shop where located within the mixed use node.	The proposed development is for a Multiple dwelling, being a preferred land use for Precinct 2 – Residential.

Having regard to the above, the proposed development aligns with the intent for residential development within Precinct 2 of the *Parklands PDA Development Scheme*.

5.4.4 Sustainability Provisions

Section 5.4 of the Parklands PDA sets out sustainability guidelines, including actions and desired outcomes. An assessment the actions and desired outcomes, is provided in the table below:

SUSTAINABILITY	RESPONSE
5.4 SUSTAINABILITY	
The land use plan requires development to address sustainability which has been shown to lead to longer term reduced development and housing costs including ongoing living costs. Energy, transport, water and access to services are major cost burdens on all household budgets. The CGV is a high profile project with a mandate to promote development which will leave a lasting legacy. A key aspect of this is how development addresses sustainability which is also an important driver for economic development and development for community purposes. Ecological sustainability will be addressed in this PDA by setting goals for a range of long term sustainability aspirations.	

SUSTAINABILITY	RESPONSE				
The land use plan is supported by guidelines which provide development standards to ensure the minimisation of adverse impacts on ecological processes and natural systems.					
THE ACTIONS EDQ will work with the City of Gold Coast, government agencies, developers, utility providers and other organisations to develop strategies that enhance the natural environment and ensure efficient use of resources including through the development of site Total Energy and Water Plans (addressing demand and supply side strategies). Development strategies for: - community education to promote the protection and enhancement of the natural environment - demand optimisation for water and energy efficiency and demand management strategies, including builder education - grid friendly local and or renewable energy generation that addresses peak demand - maximising water self containment - reducing, recycling and reusing demolition, construction and household waste - addressing urban heat island effect to ensure urban amenity and lower energy use in dwellings and buildings - promoting access to public transport services.					
DESIRED OUTCOMES <table border="1"> <tr> <td data-bbox="193 922 796 1529"> Water: reduced potable water use by 20 per cent compared to regulatory requirements </td><td data-bbox="798 922 1396 1529"> As discussed in the ESD Report prepared by <i>Ashburner Francis</i>, the development proposes to reduce potable water by 20% and optimise the use of water through: - Installation of 4-star WELS toilet and showers to residential properties; - Installation of a rainwater tank for irrigation around the community building; - To reduce evaporation, the installation of a pool blanket should a heated pool be installed; - Installation of 4-star WELS toilets and showers and 5-star WELS urinals in the community building. WELS fixtures typically yield ~20–35% water savings for showers/toilets. Rainwater for irrigation adds ~5–10% site potable reduction. The combination of the above methods reasonably supports ≥20% reduction in potable water use. </td></tr> <tr> <td data-bbox="193 1532 796 2027"> Community: reduced reliance on motor vehicles and increased walking, cycling and use of public transport as well as access to community facilities and safe and accessible buildings. </td><td data-bbox="798 1532 1396 2027"> The development reduces reliance on motor vehicles through provision of a minimum rate of car parking spaces across the development site, with typically only one space per dwelling. The site is well located within an established urban precinct, offering a range of active retail uses, community facilities, local parks and public transport options, all within a 5 minute walk (400m radius), in an effort to reduce private vehicles usage. The development encourages a mode shift to walking, cycling and the use of public transport through practical design elements including various pedestrian entries that connect to the existing footpath and cyclepath networks. </td></tr> </table>		Water: reduced potable water use by 20 per cent compared to regulatory requirements	As discussed in the ESD Report prepared by <i>Ashburner Francis</i>, the development proposes to reduce potable water by 20% and optimise the use of water through: - Installation of 4-star WELS toilet and showers to residential properties; - Installation of a rainwater tank for irrigation around the community building; - To reduce evaporation, the installation of a pool blanket should a heated pool be installed; - Installation of 4-star WELS toilets and showers and 5-star WELS urinals in the community building. WELS fixtures typically yield ~20–35% water savings for showers/toilets. Rainwater for irrigation adds ~5–10% site potable reduction. The combination of the above methods reasonably supports ≥20% reduction in potable water use.	Community: reduced reliance on motor vehicles and increased walking, cycling and use of public transport as well as access to community facilities and safe and accessible buildings.	The development reduces reliance on motor vehicles through provision of a minimum rate of car parking spaces across the development site, with typically only one space per dwelling. The site is well located within an established urban precinct, offering a range of active retail uses, community facilities, local parks and public transport options, all within a 5 minute walk (400m radius), in an effort to reduce private vehicles usage. The development encourages a mode shift to walking, cycling and the use of public transport through practical design elements including various pedestrian entries that connect to the existing footpath and cyclepath networks.
Water: reduced potable water use by 20 per cent compared to regulatory requirements	As discussed in the ESD Report prepared by <i>Ashburner Francis</i>, the development proposes to reduce potable water by 20% and optimise the use of water through: - Installation of 4-star WELS toilet and showers to residential properties; - Installation of a rainwater tank for irrigation around the community building; - To reduce evaporation, the installation of a pool blanket should a heated pool be installed; - Installation of 4-star WELS toilets and showers and 5-star WELS urinals in the community building. WELS fixtures typically yield ~20–35% water savings for showers/toilets. Rainwater for irrigation adds ~5–10% site potable reduction. The combination of the above methods reasonably supports ≥20% reduction in potable water use.				
Community: reduced reliance on motor vehicles and increased walking, cycling and use of public transport as well as access to community facilities and safe and accessible buildings.	The development reduces reliance on motor vehicles through provision of a minimum rate of car parking spaces across the development site, with typically only one space per dwelling. The site is well located within an established urban precinct, offering a range of active retail uses, community facilities, local parks and public transport options, all within a 5 minute walk (400m radius), in an effort to reduce private vehicles usage. The development encourages a mode shift to walking, cycling and the use of public transport through practical design elements including various pedestrian entries that connect to the existing footpath and cyclepath networks.				

SUSTAINABILITY	RESPONSE
	For further details, refer to the ESD Report prepared by <i>Ashburner Francis</i> .
▪ Biodiversity and ecosystems: development has sought to protect or enhance the health and sustainability of natural systems and encourage biodiversity and rehabilitation of degraded sites.	The development site is not identified as containing any significant biodiversity or ecosystem values at a State or local level. Notwithstanding, the development enhances local biodiversity through the delivery of landscaped embellishments, providing vegetation, landscape areas and turfed areas. Endemic and drought tolerant species are included in the landscape palette. The proposed stormwater management strategy seeks to minimise adverse impacts on receiving waters and appropriately manage stormwater including use of total water cycle management and water sensitive urban design principles, in line with the water discharge requirements specified in State Planning Policy 4/10 Guideline Healthy Waters and its supporting document Urban Stormwater Quality Planning Guidelines 2010.
▪ Waste: significant measures have been taken to reduce waste generation and reuse or recycle 60 per cent of construction and demolition waste.	The development seeks to reduce household waste generation, encourage waste separation and promote recycling through the incorporation of bulk bins accommodating all streams of waste. Residents will be encouraged to separate green waste from general refuse and recycling streams. Educational signage and information packs will be provided to promote correct disposal practices and discourage cross-contamination between different streams of waste. During the construction phase, scrap metal bins will be provided on site for the duration of construction, all EPS to site will also be recycled. For further details, refer to the Operational Waste Management Plan prepared by <i>Colliers</i> and the ESD Report prepared by <i>Ashburner Francis</i>.
▪ Energy: reduced peak energy demand by greater than 30 per cent and reduced greenhouse gas production by greater than 20 per cent compared with minimum compliance.	The proposed development seeks to reduce peak energy demand, reduce greenhouse gas production and promote energy efficiency practices through heat resilience measures and passive design measures. With respect to heat resilience measures, the development incorporates a combination of selecting a roof colour with a minimum SRI of 64 and landscaped areas providing vegetation, landscape features or turfed areas that achieve a 75% coverage of the site.

SUSTAINABILITY	RESPONSE
	With respect to passive design measures, the development has been designed with particular attention to passive design features to minimise both the air conditioning load on the buildings, and effective cross ventilation of the dwellings to minimise the times when AC is required. For further details, refer to the ESD Report prepared by <i>Ashburner Francis</i>.
▪ Materials: environmentally responsible materials have been used to lower environmental impacts.	The development proposes to use responsible materials where possible. Specifically: ▪ 95% of roads are constructed using asphalt which contains at least 10% reclaimed asphalt pavement (RAP) content; ▪ In line with industry best practice, all vegetative debris from the site shall be mulched and reused, and all non-contaminated topsoil shall be stockpiled and reused within the site. For further details, refer to the ESD Report prepared by <i>Ashburner Francis</i>.

Overall, the proposed development aligns with the sustainability guidelines set out in the *Parklands PDA Development Scheme*.

5.5 PDA Guidelines & Practice Notes

The provisions of the *Parklands PDA Development Scheme* detailed in the above sections of this report establish the principal planning framework and assessment criteria that is to be applied to PDA development applications. EDQ have drafted a number of supporting PDA Guidelines intended to provide specific detail and design provisions for development across all PDAs.

The following key PDA Guidelines and Practice Notes have been considered through the preparation of this development application:

- PDA Guideline 7 – Low Rise Buildings (May 2015);
- PDA Guideline 2 – Accessible Housing (May 2015);

A detailed assessment against the applicable benchmarks of these guidelines is provided below.

5.5.1 PDA Guideline 7 – Low Rise Buildings

LOW RISE BUILDINGS – PROVISIONS	RESPONSE
BUILDING SETBACKS	
The building setbacks below are measured to the outside of the wall. See PDA Guideline No. 9 – Centres, for setbacks where mixed uses aggregated in low rise centres.	The proposed design achieves generally compliant setbacks to all site boundaries, creating sufficient separation to street frontage and adjoining properties, and achieving a balance of built form and open spaces. This approach ensures a high quality

LOW RISE BUILDINGS – PROVISIONS		RESPONSE
	Lot width 20.0m+	design outcome that improves residential amenity, access to natural light, and the overall aesthetic of the streetscape and development site.
Front	Ground: 2.4m First: 2.4m	
Side	Ground: 1.2m First: 2.0m	
B-to-B	Ground: 0.0m First: 1.0m	
Rear	Ground: 1.0m First: 2.0m	
Secondary frontage	Ground: 1.5m First: 1.5m	
Park side/rear	Minimum 0.0m to verandah/balcony; otherwise 2.4m	
BUILT-TO-BOUNDARY WALL LENGTH AND LOCATION (HOUSES)		
Not Applicable – The proposal is not for a house and does not incorporate a built to boundary wall.		
ON-SITE PARKING AND DRIVEWAYS		
<u>Multiple residential</u> (where development includes more than 6 dwellings): 1 space per dwelling unit 1 visitor parking space for every 4 dwellings 1 space for car washing - Variations to car parking provision may be appropriate in close proximity to public transport stops <u>General:</u> Other than the above, in accordance with criteria and/or standards referred to in a Development Scheme or ILUP.		The development concept provides a total of 143 car parking spaces, including 6 visitor spaces, in accordance with the minimum and maximum provisions prescribed for residential uses in the <i>Parklands PDA Development Scheme</i> . Therefore, the provision of parking is considered to satisfy and cater for the anticipated demand generated by the development.
PRIVATE OPEN SPACE – RESIDENTIAL		
<u>Area and dimensions</u> (ground or upper levels): - One bedroom dwelling: minimum 5m² with minimum dimension of 1.2m - Two bedroom dwelling: minimum 9.0m² with minimum dimension of 2.4m - Three or more bedroom dwelling: minimum 12.0m² with minimum dimension of 2.4m		All proposed units are provided with a generous overprovision of private open space, well above the minimum stipulated per-dwelling requirements. Across the entirety of the site, the proposal provides over 4,100m ² of private open space across 114 dwellings, amounting to an average of approximately 36m ² per dwelling. Private open spaces vary across each unit type, and are provided in the form of rear courtyards, front-facing courtyards, and upper level balconies. Refer to Open Space Plan in the DA Architectural Package for further details.
<u>Other:</u> - Accessible from a living room - Adequate space to accommodate a table, chair, planting, barbeque and shade - Maximum gradient not exceeding 1:10		All private open space areas are accessible from the primary living spaces and are capable of accommodating a table, chair, planting, barbeque.

LOW RISE BUILDINGS – PROVISIONS	RESPONSE
<u>Communal open space:</u> - Minimum 25% of the area of the site - Provided in addition to the private open space areas - Minimum dimension of 4.0m - Has a maximum gradient not exceeding 1:10 - Designed and located so that it is subject to informal surveillance from dwellings on the site - Separated from any private areas by a fence or landscaping from	The development proposal incorporates over 6,537m² (37.7%) of open space, in the form of central communal facilities, secondary communal gardens, landscape buffers and private open spaces. While the central communal facilities represent 8.7% of the site area, thus seek a performance solution to the provisions of PDA Guideline 7, the overprovision of private open spaces throughout the development compensates for a numerical shortfall from the nominated 25% of the site area being dedicated to communal open space. Despite a numerical shortfall, the development provides a consolidated area exceeding 1,500m² of high quality communal amenities, offering: - Swimming pool; - Pool deck with sun lounges and umbrellas; - Turfed lawns for passive recreation; - Shade trees, deep planting and endemic species where possible. The site is well located within context to a generous offering of open spaces, parks, sporting facilities and gyms, that further support an active lifestyle and recreational needs. The offering of high quality facilities available in the locality promotes engagement with the community and ensures optimal opportunity for active and passive recreation outside of the development site and well as within. It is reiterated that the PDA Guidelines are documents which provide <u>guidance</u> for development design within PDAs. Strict adherence to every outcome is not considered necessary, when a balanced design can be achieved through alternative well-considered outcomes that suit the site conditions and surrounding context.
STREET ADDRESS – RESIDENTIAL	
<u>Address:</u> Letterbox clearly visible and identifiable from street or within lane	Buildings 1 and 8 have mailboxes integrated into the pedestrian entry features along Clarke Street, in clearly identifiable locations accessible from the street. For all other units, a group mailbox is provided at the site entry, clearly visible for a sense of street address.
<u>Park or second frontage:</u> - Address each street frontage or park with inclusion of two or more of the following design elements in the related facade: - Verandahs - Porches	All external interfaces incorporate a range of design elements addressing the street frontages and adjoining parkland, including articulated built form design, balconies, lantern patio designs, projecting and recessed elements, a mix of building materials, textures and colours, window hoods/awnings and

LOW RISE BUILDINGS – PROVISIONS	RESPONSE
- o Awning and shade structures - o Variation to roof and building lines - o Inclusion of window openings - o Use of varying building materials	variation in the roof line from parapet projections and a stepped built form. The combination of design elements achieves a highly articulated external interface.
STREET ADDRESS – COMMERCIAL, RETAIL, COMMUNITY	
Not Applicable – The proposal is not for a commercial, retail or community use.	
BUILDING ARTICULATION – GENERAL	
<u>Wide buildings:</u> ▪ All buildings with a width of more than 10m that are visible from a street or a park articulated to reduce the mass of the building by one or more of the following: - o Windows recessed into the facade - o Balconies, porches or verandahs - o Window hoods - o Shadow lines are created on the building through minor changes in the facade (100mm minimum).	The width of all buildings is generally in the order of 9m-11m. To break up the perceived scale and massing of the development, a series of design elements are incorporated, including: ▪ Windows recessed into end-of-run side elevations; ▪ Balconies that enhance openness of buildings; ▪ Window hoods and awnings that create articulation; and ▪ Change in building plane to create depth and shadow.
<u>Carports and garages:</u> ▪ Compatible with the main building design in terms of height, roof form, detailing, materials and colours	All residential garages are integrated into the built form, with compatible building design and materials, to reduce their visual prominence within the internal streetscape.
<u>Building diversity and climate:</u> ▪ Incorporate two or more of the following design elements: - o Verandahs - o Roof overhangs - o Window hoods/screens - o Awnings and shade structures	The development incorporates four key unit typologies and eight sub-types. Each dwelling incorporates design features including: ▪ Balconies; ▪ Roof overhangs / eaves / parapets; ▪ Window hoods / screens / awnings The combination of building design elements promotes building diversity and a climate responsive design.
<u>Narrow buildings:</u> No more than eight buildings on lots with a frontage of less than 7.5m in a row unless proposed house plans include building articulation design details such as verandahs, roof overhangs, window hoods/screens and awnings, to reduce the appearance of long runs of similar buildings fronting a street or park.	The proposed townhouse development incorporates a series of terrace runs consisting of multiple attached dwellings, broken down with appropriate building design features for articulation. Importantly, the proposed building lengths have been designed in consideration of the prevailing character of the surrounding locality, which represents a series of long, narrow building runs up to 70m in length. The proposal has sought to respond to the surrounding building lengths in the precinct, creating a local/urban boulevard, by incorporating built form of a similar lengths and site coverage as nearby residential developments, representing a near identical and compatible building footprint.

LOW RISE BUILDINGS – PROVISIONS	RESPONSE
	The proposed concept involves terrace runs of between 4 and 14 townhouses in a row, comprising narrow townhouse modules of as low as 4.5m in width each. Therefore, irrespective of the numerical number of townhouses in a building run, the overall building lengths reflect the prevailing character of the precinct, with the longest building runs between 56m and 70m, consistent with adjoining/facing buildings. It is reiterated that the PDA Guidelines are documents which provide guidance for development design within PDAs. Strict adherence to every outcome is not considered necessary, when a balanced design can be achieved through alternative well-considered outcomes that suit the site conditions. Notwithstanding the above, PDA Guideline 7 – Low Rise Buildings supports terrace runs of longer than 8 dwellings where building articulation is provided. Of particular relevance is Building 1 fronting Clarke street, comprising a total of 14 dwellings in a single row. The design of this interface incorporates significant building articulation and design elements that reduce the appearance of long runs of similar buildings fronting Clarke Street, as follows: ▪ Mirrored pairs of dwellings at a 2-to-1 ratio to emphasise the deep recesses in the front building interface; ▪ Recess reflects a deeper/darker colour to accentuate its contrast and enhance the shadow effect; ▪ Open balconies at first floor with varied balustrade treatments; ▪ Large windows at second floor with feature window hoods and screening for visual interest; ▪ Steps in parapet height for variation at roof line; ▪ Mix of materials, finishes and colours (timber batten screens, rendered concrete in textured or smooth finish, vertical weatherboard in varied colours) that create a high quality and visually interesting streetscape façade; ▪ Variation in fencing material/textures; ▪ Pedestrian entries with feature landscape arbours to dwellings in Building 1 and 8 to break up the boundary treatments; ▪ Tiered integrated landscaping outcome along Clarke Street;

LOW RISE BUILDINGS – PROVISIONS	RESPONSE
	Feature brick vertical blade walls to break up the horizontal length. Refer to pages 30-33 and 51-53 of the Urban Design Report for further details. The design of the street-facing buildings therefore incorporates architectural design features that represent significant articulation that breaks down the appearance of long building runs. Refer to architectural perspectives of Clarke Street frontage in the Urban Design Report.
FENCING	
<u>Ground level private open space facing street or park:</u> - Fencing, screening or level changes to provide privacy but still allow for overlooking of the street and park to promote casual surveillance. Front fences and walls, where provided, include one of the following: - The solid portion of front fences and walls should be no more than 1.2m high - If containing openings that make it more than 50% transparent, the maximum fence height can be 1.8m - Notwithstanding the above, solid front fences and walls may be 1.8m in height if the dwelling has a frontage to a street with traffic volumes in excess of, or projected to exceed, 10,000 vehicles per day.	The proposed fencing outcomes, as detailed in the Primary Fencing Plan in the Statement of Landscape Intent, have been designed in consideration with the relevant requirements of the PDA Guideline 7 – Low Rise Buildings. Specifically: 1.2m high semi-transparent (50%) fencing is proposed along Clarke Street frontage; 1.2m high (glass/aluminium) pool fencing is proposed to the eastern boundary, offering direct green outlook to Musgrave Park; 1.5m high full-half timber paling fencing is proposed along Village Boulevard frontage, to achieve a sense of privacy while still allowing for outlook to the public realm; - Acoustic fencing is proposed along the Smith Street frontage. Refer to the Primary Fencing Plan in the Statement of Landscape Intent for further details.
<u>Lanes:</u> Screen fence 1.8m high to private open space, car parking and service areas	Not applicable to the development.
<u>Key locations:</u> - Consistent and articulated fence design to: - Non-access roads - High visibility open space areas - Where integrated housing construction is proposed on multiple residential and grouped houses on lots with frontage less than 7.5m	The proposed development provides appropriate fencing along all boundaries of the site to ensure any potential adverse impacts are minimised against the adjacent residential uses. Please refer the Primary Fencing Plan in the Statement of Landscape Intent for further details.
LOFTS AND OTHER SMALL DWELLINGS	
Not Applicable – The proposal is not for lofts or other small dwellings.	

Overall, the development is identified to satisfy the provisions of PDA Guideline 7 – Low Rise Buildings.

5.5.2 PDA Guideline 2 – Accessible Housing

PDA Guideline 2 is a document outlining standards for the planning and design of accessible housing in PDAs. The document identifies that applicants may propose alternative, innovative solutions which do not strictly comply with the following standards, but meet the PDA-wide criteria, and is intended to complement the Livable Housing Design Guidelines. It is noted that the *Parklands PDA Development Scheme* does not identify any specific requirements relating to accessible housing in any form for development within the Parklands PDA, however the proposed development has been designed in consideration of current Livable Housing Design Guidelines.

National Construction Code 2022

PDA Guideline 2 – Accessible Housing was prepared in 2015 to promote minimum standards of accessibility and adaptability in residential development, with the intent of improving equitable access, usability, and long-term housing suitability for occupants with varying mobility needs.

Since the publication of PDA Guideline 2 – Accessible Housing (2015), accessibility requirements have been substantially updated and strengthened through amendments to the National Construction Code (NCC), most recently consolidated in NCC 2022. The NCC represents the current nationally adopted, legislated framework governing building design and construction in Australia, including accessibility, health, safety, and amenity outcomes. The NCC 2022 incorporates contemporary accessibility standards, technical research, and nationally consistent provisions, including (where applicable) updated references to Australian Standards and performance-based design pathways. As such, it reflects the federal benchmark for current best practice and statutory expectations for accessible housing.

Importantly, the proposed townhouse development has been designed to fully comply with all relevant accessibility provisions of the NCC 2022, including applicable Performance Requirements and Deemed-to-Satisfy provisions. These requirements address, among other matters:

- Accessible building entry and circulation;
- Minimum clearances and spatial provisions for mobility;
- Sanitary facilities designed for accessibility;
- Equitable access to common areas and building services; and
- Integration of accessibility within contemporary residential design outcomes.

Compliance with NCC 2022 ensures that the development meets or exceeds nationally-endorsed minimum standards for accessibility and inclusion.

Design Response to Accessible Housing

Notwithstanding the above, the overarching intent and objectives of PDA Guideline 2 – Accessible Housing are nonetheless achieved. In particular, the development:

- Delivers housing that is accessible, safe, and usable for a wide range of occupants;
- Supports inclusive design principles consistent with contemporary expectations; and
- Provides accessibility outcomes that are equal to or greater than those envisaged under the 2015 guideline.

Refer to the below table for a full assessment against the assessment benchmarks of PDA Guideline 2. In addition, the proposed design response to Accessible Housing is provided on pages 108-115 of the Architectural Package prepared by *Plus Architecture*, including dimensioned floor plans of all unit typologies and an assessment against the provisions of both PDA Guideline 2 and NCC 2022.

ACCESSIBLE HOUSING – PROVISIONS	RESPONSE
KEY OUTCOMES	
▪ Mandatory delivery of at least 10% of all dwellings as accessible ▪ Accessible housing products are to have the kitchen, living/dining area, at least one	The primary unit typology which has been designed as the accessible housing product is the Goshawk G1 and Goshawk G3 unit types, which are single storey, self-contained units. These units provide a

ACCESSIBLE HOUSING – PROVISIONS	RESPONSE
bedroom, a bathroom, and the laundry should be on the ground floor	bedroom at ground level, as well as a kitchen, living/dining area, bathroom and laundry, in compliance with the provisions of PDA Guideline 2. Of the proposed 114 dwellings, there are 20 dwellings of the Goshawk G1 and Goshawk G3 unit typology, representing 17.5% of the total yield, well exceeding the nominated 10% of yield. In addition to the above, all other unit typologies have also been designed to satisfy numerous provisions identified in PDA Guideline 2, as set out in the following sections of this table. Above all, compliance with accessibility requirements under the NCC 2022 is achieved to its full extent for all townhouse types.
ENTRY AND ACCESS	
- Access from a public space to the front entry of a dwelling should be along an accessible path with a maximum gradient of 1:8 over a distance of less than 1.5m and a maximum gradient of 1:14 over longer distances - Access from vehicle parking space to an entry into the dwelling should be level and there should be no more than 10mm change in the entry threshold level - Doorways should be at least 920mm wide and entry thresholds to all rooms in the dwelling should be level (no more than 10mm change in entry level thresholds) - A passageway to an accessible room in the dwelling should be at least 1.2m wide	With respect to entry and access, all townhouse unit designs incorporate flush entry thresholds with a 0mm change in the entry threshold level. The Goshawk G1 ground level unit typology has also been designed with doorways that are minimum 920mm in width and flush entry thresholds. Having regard to additional NCC 2022 provisions, all dwellings are also designed to achieve: - At least one entrance door to be 820mm clear; 820mm clear opening to habitable rooms and bathrooms; and - Minimum 1000mm corridor widths.
VEHICLE PARKING	
Resident parking spaces should have minimum dimensions of 3.8m by 5.5m, clear of walls or other obstructions (e.g. posts)	With respect to vehicle parking, all townhouse garages are designed with a minimum length of 5.5m. Having regard to NCC 2022 provisions, all garages are designed to satisfy minimum vehicle parking dimensions of 3200mm by 5400mm.
KITCHEN	
- The main kitchen in the dwelling should have a central area with a minimum horizontal dimension of 1,550mm that is clear of benches, storage cabinets, fixed appliances and other furnishings - Main kitchen should ideally be designed as a passageway or provide access to the rooms in the dwelling	With respect to kitchens, all townhouse unit designs provide a main kitchen with a central area with a minimum horizontal dimension of 1,550mm that is clear of benches, storage cabinets, fixed appliances and other furnishings. Additionally, all townhouse floor plans have an open plan kitchen that functions as a passageway providing access to the rooms in the dwelling.

ACCESSIBLE HOUSING – PROVISIONS	RESPONSE
BATHROOM	
- At least one bathroom in the dwelling should have minimum internal dimensions of 2,250mm by 2,300mm to accommodate a basin/cabinet, toilet and shower - This bathroom should also have a central area with a minimum horizontal dimension of 1,550mm that is clear of basins, toilet, cabinets and cupboards - The bathroom should desirable include a hobless shower with a screen or curtain that prevents overspray from the shower enclosure, and structural plywood or similar on all walls to enable the flexible location and easy retrofitting of mobility aids such as grab rails - Where a separate toilet is provided, the toilet should have minimum internal dimensions of 1800mm by 1550mm	With respect to bathrooms, the Goshawk G1 and G2 unit typologies have been designed with a bathroom with minimum internal dimensions of 2,250mm by 2,300mm to accommodate a basin/cabinet, toilet and shower. Unit types Goshawk G3, Goshawk G4, Ember and Mason have a bathroom with a central area with a minimum horizontal dimension of 1,500mm that is clear of basins, toilets, cabinets and cupboards. All townhouse unit designs incorporate: - Hobless showers with screens or curtains; and - Suitable materiality on walls to enable flexible location and easy retrofitting of mobility aids such as grab rails. Having regard to additional NCC 2022 provisions, all dwellings are also designed to achieve: - One sanitary compartment contained on ground level; 1,200mm by 900mm circulation space in front of toilet pan; 450mm clear between centre of pan and adjacent obstructions; - Hobless and step-free entry; and - Additional noggins for retrofitting of future grab rails.
BEDROOM	
- At least one bedroom in the dwelling should have minimum internal horizontal dimensions of 3700mm by 3550mm - This bedroom should also have an area (typically at the foot of the bed) with a minimum horizontal dimension of 1550mm that is clear of wardrobes, cupboards and other furnishings - The bedroom should desirably be designed to provide space for a double bed (1500mm wide by 2000mm long) and to have space on each side of the bed (at least 1200mm wide on one side and 1000mm wide on the other that is clear of furnishings except bedside tables or cabinets at the head of the bed	With respect to bedrooms, all townhouse unit designs provide bedrooms with sufficient dimensions to provide for a double bed (1,500mm wide by 2,000mm long), with 1,000mm-1,200mm wide space on at least one side of the bed that is clear of furnishings except bedside tables. The Portavilla unit typologies have been designed with a bedroom that achieves a minimum internal horizontal dimension of 3,700mm by 3,500mm, as well as an area at the foot of the bed with minimum horizontal clearance of 1,500mm that is clear of wardrobes, cupboards and other furnishings.
LIVING AREA	
Living area should have a central area with minimum horizontal dimensions of	With respect to living areas, all townhouse unit designs provide living areas with:

ACCESSIBLE HOUSING – PROVISIONS	RESPONSE
2250mm that is clear of seating, tables and other furnishings The living area should have an overall horizontal dimension in one direction of at least 3700mm to accommodate a 1000mm deep lounge chair, the 2250mm wide clear central area and other furnishings, such as a 450mm deep cabinet	- A central area with minimum horizontal dimensions of 2,250mm that is clear of seating, tables and other furnishings; and - An overall horizontal dimension in one direction of at least 3,700mm to accommodate a 1,000mm deep lounge chair, the 2,250mm wide clear central area and other furnishings, such as a 450mm deep cabinet.

It is reiterated that the PDA Guidelines are documents which provide guidance for development design within PDAs. Strict adherence to every outcome is not considered necessary, when a balanced design can be achieved through alternative well-considered outcomes that suit the site conditions and development outcome.

Overall, the proposal achieves a well-balanced response to the provisions of PDA Guideline 2 – Accessible Housing. For further information, refer to pages 108-115 of the Architectural Package prepared by *Plus Architecture*.

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Having regard to the assessment provided within Section 5.5 of this report, the proposal is identified as suitably responding to the relevant requirements of the key applicable PDA Guidelines.

5.6 Response to Prelodgement Advice

Throughout the preparation of this development application, the applicant has engaged in ongoing prelodgement consultation with EDQ to inform the development concept and application package.

While prelodgement advice is not a legislative assessment benchmark, a summary of the key advice received from EDQ during prelodgement engagement, and the proposal's assessment against/response to this advice, is provided below.

▪ Prelodgement Meeting #1 – Development Concept Introduction – 16 September 2025

EDQ COMMENT	PROPOSAL RESPONSE
PLANNING MATTERS	
<i>While the proposal is within the building height and residential density stipulated within the Development Scheme, EDQ encourages a greater density and height to be explored on the site to deliver additional housing.</i>	The <i>Parklands PDA Development Scheme</i> for Precinct 2 – Residential, development within this precinct is to achieve a building height of between 2 and 10 storeys, and a residential density of between 30-100 dwellings per hectare. Having regard to the above provisions, the proposal represents a building height ranging from 2 to 3 storeys, in compliance with the envisaged building heights for development in this precinct. Of note, the Portavilla unit types are located on the Clarke Street frontage, where the site is proposed to be filled above street level to contribute to a more intense built form, to achieve an appropriate

EDQ COMMENT	PROPOSAL RESPONSE
	building height transition with Smith Twelve (7 storeys) on the northern side of Clarke Street. With respect to residential density, the proposed 114 units represents a density of 65.78 dwellings per hectare, in compliance with the envisaged range. The development proposal involves a mix of unit types ranging from one-bedroom to three-bedroom units, in mixed forms and configurations, contributing to housing diversity and housing supply in the local area. The proposed development therefore achieves a compliant building height and residential density as envisaged for Precinct 2 under the <i>Parklands PDA Development Scheme</i>.
<i>The proposal will need to be designed to ensure the residential buildings are orientated to the street (primarily Clarke Street followed by Hospital Boulevard).</i>	The proposal achieves streetscape orientation through the following design elements: ▪ Pedestrian entries to units in Buildings 1 and 8, with individual mailboxes; ▪ Elevated private courtyards extending usable space right to the property boundary to best relate to the street ; ▪ First floor balconies overlooking the street ▪ Second floor large windows; ▪ High quality building design/articulation; ▪ Communal pedestrian entry point on Village Boulevard, with landscape features for visual prominence; ▪ Lantern design on Village Blvd townhouses contributes to architectural language above ground level/fence line, elevating the frontage and providing a direct address from the subject site; ▪ Suitable front boundary fencing: ○ Clarke Street: 1.2m high 50% transparent fencing; ○ Village Boulevard: 1.5m high full-half timber paling fencing; ▪ Landscaped embellishments along all street frontages, including layered plantings of feature trees, buffering hedges, shrubs and groundcovers; ▪ Main vehicle and pedestrian entry point is located on Clarke Street, representing the 'front door' to the development, with elevated landscape arbours, marker trees, and group mailbox for sense of address. Refer to pages 30-35 of the Urban Design Report.
<u>Assessment Benchmarks</u> <i>The application will be assessed against the Parklands Priority Development Area Development Scheme.</i>	The proposed design has been developed in consideration of the relevant provisions of the <i>Parklands PDA Development Scheme</i> and the

EDQ COMMENT	PROPOSAL RESPONSE
<i>Due to the high-level criteria in the Development Scheme additional guidelines are available on the EDQ website to provide further guidance on how to achieve the PDA-wide criteria and precinct provision. The key guidelines of relevance to this application are:</i> ▪ Guideline 2: Accessible Housing ▪ Guideline 7: Low Rise Buildings ▪ Guideline 13: Engineering Standards <i>A response to how the application complies with these guidelines will need to accompany any development application that is lodged.</i>	relevant PDA Guidelines. Refer to Section 5.4 and 5.5 of this report for a detailed response to all relevant assessment benchmarks.
ENGINEERING MATTERS	
▪ Land dedication for a corner truncation at Smith Street and Village Boulevard is required for a minimum 6.0m wide verge from back of kerb to the property boundary. ▪ Currently, the existing 6.0m wide sewer easement that runs through the site is required to be widened to 10.0m to allow for future sewer works. Should a reduced easement dimension be sought, this will need to be negotiated and agreed to by City of Gold Coast. ▪ Onsite stormwater quality treatment is not required as this has been catered for downstream. ▪ A Waste Management Plan is required to be submitted to demonstrate the development can be serviced by Council's waste collection vehicle. While wheelie bins are not generally preferred, should wheelie bins be sought, this will need to be detailed in the waste management plan including details of a suitable location they can be stored and displayed for EDQs consideration. ▪ There is an existing swale drain that encroaches into the southern corner of the subject site. As part of any application details will need to be provided about how this will be managed by the development. It was recommended a similar approach to that adopted by development approval DEV2024/1528 could be utilised. ▪ An acoustic report prepared by a suitably qualified person will be required to be lodged as part of the application to detail how acoustic impacts on the site will be managed. ▪ Further information will be required to be lodged with any development application to	The proposed engineering design elements have been developed in response to EDQ advice, as follows: ▪ Land dedication for a corner truncation has been provided on the south-western corner of the site at Smith Street and Village Boulevard. The truncation achieves the required 6.0m wide verge measured from the back of kerb of the property boundary ▪ The sewer easement has been widened to 10m through site, aligned with surveyed location of sewer infrastructure. Early engagement and consultation with Gold Coast Water has informed sewer easement location/alignment and has been agreed to in-principle. Refer to Appendix C of the Civil Engineering Services Report for further information. ▪ Given downstream development has catered for stormwater quality, the development relies on the existing regional treatment system, and thus no on-site quality treatment system is proposed in line with EDQ advice. ▪ An Operational Waste Management Plan has been prepared by <i>Colliers</i>. The waste strategy involves the use of bulk bins, stored in two large refuse storage enclosures on the eastern and western parts of the site, within reasonable proximity to all units. Ongoing engagement with GC Waste has informed waste strategy and has been agreed to in-principle. ▪ The development concept considers the existing swale drain in the south-western

EDQ COMMENT	PROPOSAL RESPONSE
<i>detail how sustainability measures in accordance with the Development Scheme are able to be achieved.</i>	corner of the site. Engagement with EDQ and TMR has guided the proposed works in this location, as well as additional excavation works in the Smith Street corridor, and has been agreed to in-principle by TMR. It is acknowledged that a Section 33 permit will be required for works in the TMR corridor. ▪ A Noise Impact Assessment has been prepared by ATP, to identify and assess the key acoustic design principles associated with the Smith Street transport corridor. The report recommends the construction of a variable-height noise barrier (2.4m-2.8m in height) along the Smith Street frontage and the eastern return along Musgrave Park; as well as façade design treatments in accordance with QDC MP4.4 as required. ▪ An ESD Report has been prepared by Ashburner Francis in support of the proposed development. The sustainability measures proposed align with the actions and desired outcomes identified in Section 5.4 of the <i>Parklands PDA Development Scheme</i>.

▪ Prelodgement Meeting #2 – Urban Design Strategy – 28 October 2025

EDQ COMMENT	PROPOSAL RESPONSE
CONNECTIVITY – BUILDING INTEGRATION WITH SURROUNDINGS AND CPTED PRINCIPLES (INCLUDING RETAINING WALLS, ACOUSTIC FENCING AND BOUNDARY TREATMENTS)	
<i>It is acknowledged that a careful balance is required to address significant topographical changes over the site, the necessary mitigation of noise from Smith Street, and the need to integrate the development into the existing neighbourhood (both streetscape and community).</i> <i>The material submitted in support of the prelodgement meeting indicates that retaining walls located along Clarke Street and Village Boulevard would be up to 3m high with fencing incorporated above the wall.</i> <i>The proposed height of retaining walls and fencing should be reduced as far as practicable to improve the relationship between the development and street, and address provisions within the Parklands PDA Development Scheme and EDQ PDA Guideline 7 – Low rise buildings.</i>	Having regard to the varied site constraints and considerations, the proposed concept has been developed to represent an appropriately balanced outcome. The height of retaining walls has been rationalised across the site, where possible. The height of retaining structures along boundaries remains generally in the order of 0.5m-2m. At the highest point within the north-western corner, at the intersection of Clarke Street and Village Boulevard, the height of retaining is 2.5m, the maximum height considered acceptable by EDQ during prelodgement consultation. This sensitive interface is managed with a well-developed urban design outcome which softens the perceived height of the retaining structures, through a tiered design incorporating the following elements:

EDQ COMMENT	PROPOSAL RESPONSE
	▪ A tiered retaining wall design, with low-height rendered wall to the site frontage, creating opportunity for multi-tiered landscape planting; ▪ Feature brick vertical blade walls to break up the horizontal length; ▪ Integrated landscaping outcomes with planting at multiple levels, incorporating street level planting strip, buffering shrubs, feature trees and climbing ficus species to minimise the perceived height and soften the visual effect of the walls screen boundary treatments and provide amenity to streetscape; ▪ Paired pedestrian entries with stairs and individual mailboxes, providing direct street access and connection to the community; and ▪ Landscaped entry arbours with Ornamental Grape vines over pedestrian entries. Refer to page 32 of the Urban Design Report and Drawings DA-L-9004 and DA-L-9005 of the Statement of Landscape Intent for further information. It is reiterated that the PDA Guidelines are documents which provide <u>guidance</u> for development design within PDAs. Strict adherence to every outcome is not considered necessary, when a balanced design can be achieved through alternative well-considered outcomes that suit the site conditions. <u>Fencing</u> Along Clarke Street, fencing proposed above the retaining structures represents a 1.2m high dressed timber batten fence of 50% transparency, to be painted black, with feature brick walls for visual interest. The proposed fencing along Clarke Street achieves a suitable level of residential privacy for internal courtyards fronting Clarke Street whilst providing a highly activated interface that allows for casual surveillance of the public realm and integration with the streetscape, in accordance with the provisions of PDA Guideline 7 – Low Rise Buildings. Refer to the Fencing Plan (Drawing DA-L-9002) in the Statement of Landscape Intent for further information.
<i>Section 3.4.3 of the Parklands PDA Development Scheme acknowledges that development may take vehicle access from lower order streets or lanes,</i>	The proposed development concept responds to the provisions of Section 3.4.3 of the <i>Parklands PDA</i>

EDQ COMMENT	PROPOSAL RESPONSE
<i>however buildings must address the primary street frontage and provide entrances and windows oriented to the street. This requirement would apply to the interface between the proposed development and both Village Blvd and Clarke St. Guideline 7 states that where development includes ground level private open space facing a street, the solid portion of front fence and wall should be no more than 1.2m high, and a maximum of 1.8m high if containing openings that provide more than 50% transparency.</i> <i>In consideration of the above, greater physical and visual permeability is to be provided between the proposed dwellings and the adjoining streets. Where a physical connection could not be provided to individual dwellings, the provision of communal pedestrian access points connecting the site and streets should be provided at regular intervals.</i>	<i>Development Scheme</i> and achieves a high sense of address to the primary street frontages. The <u>Clarke Street</u> frontage is the primary 'home address' frontage of the development site, incorporating the highest level of architectural articulation and activation, with variation in building height and form, landscape relief and visual interest, and materiality change. The Clarke Street frontage incorporates the following key design features: ▪ Paired pedestrian entries with stairs and individual mailboxes to all dwellings in Buildings 1 and 8; ▪ Landscaped entry arbours with Ornamental Grape vines over pedestrian entries; ▪ Feature brick vertical blade walls to break up the horizontal length; ▪ Elevated private courtyards fronting Clarke Street, extending to the property boundary to improve interaction with the street, providing a high level of activation and street presence; ▪ Low-level semi-transparent fencing (maximum 1.2m high 50% transparency) to support casual surveillance and integration with the street; ▪ First floor balconies and large second floor windows providing additional opportunities for casual surveillance from habitable spaces; ▪ A highly articulated built form, with mirrored pairs of dwellings at a 2-to-1 ratio to emphasise the deep recesses in the front building interface, with a deeper/darker colour within the recess to accentuate its contrast and enhance the shadow effect; ▪ Landscape feature urban marker on the corner of Clarke Street and Village Boulevard, creating an identification design marker and sense of place, which bookends the development site along with a similar marker on the south-western corner of the site; ▪ Main vehicle and pedestrian entry point is located on Clarke Street representing the 'front door' to the development, with elevated landscape arbours, marker trees, and group mailbox for sense of address. Refer to pages 30-31 of the Urban Design Report.

EDQ COMMENT	PROPOSAL RESPONSE
	The <u>Village Boulevard</u> frontage is the site's secondary frontage. Due to the topography of the site, the product typology proposed along Village Boulevard (Building 3) incorporates a 'front door' internal to the site, and the rear of the units are used for private open space, orientated towards the street. Despite this product typology, the Mason A1 units of Building 3 achieve a sense of street address to the Village Boulevard frontage through the following key design features: ▪ An architectural response that makes a contribution to the streetscape, through the 'lantern patio' design projection on rear interfaces of alternating dwellings – double-height patio roof incorporating batten screen design, to formulate an architectural language at the first floor, creating a visually interesting design, in particular at night when lanterns are illuminated from the inside. Furthermore, the lantern patio design contributes to street lighting of the public realm. The lanterns elevate Village Boulevard and provide a direct address from the subject site; ▪ A communal pedestrian entry point to Village Boulevard, visually emphasised with a gatehouse with double arbour structure and feature landscaping; ▪ Variation at roof line from parapet projections and stepped built form; ▪ Large windows to first-floor bedrooms, providing opportunities for casual surveillance from habitable spaces; ▪ 1.5m high stepped residential fencing – timber paling full/half, to achieve suitable level of privacy in internal courtyards but allow for some outlook to and interaction with the public realm; ▪ Landscape buffer planted in front of fence, incorporating buffering shrubs to soften boundary fencing and provide amenity to the streetscape; ▪ Additional planting of street trees (Kauri and Weeping Lilly Pilly) within the verge, underplanted with Star Jasmine groundcovers; ▪ Landscape feature urban marker on the corner of Village Boulevard and Smith Street, creating an identification design marker and sense of place, which bookends the development site along with a similar

EDQ COMMENT	PROPOSAL RESPONSE
	marker on the north-western corner of the site. Refer to pages 34-35 of the Urban Design Report.
<i>The key intersection of Smith St and Village Blvd is a gateway into the PDA and should accommodate a placemaking / landscaping node to reflect a sense of 'entry'.</i>	Given the site's location at the prominent intersection of Smith Street and Village Boulevard, there is an opportunity is to create a design marker development that announces the entry to the Smith Collective. In response to this, the development concept involves a significant landscape feature at the south-western corner of the subject site, external to boundary fencing treatments. The corner feature proposes a feature palm (Canary Island Date Palm) underplanted with shrubs and groundcovers, creating an identification design marker that reflects a 'sense of entry' at the gateway to the Smith Collective precinct. A similar outcome is proposed on the north-western corner of Village Boulevard, with a landscape design marker. This arrangement bookends the site's frontage to Village Boulevard and positions the estate as an identifiable focal point at the entry to the Smith Collective. Refer to page 21 of the Urban Design Report.
<i>The acoustic fence along Village Blvd may limit the ability to provide an attractive gateway to the PDA, an acceptable interface of new dwellings and the street, and permeable pedestrian links between the site and street. Exploration of other acoustic mitigation measures should be investigated, such as incorporating acoustic treatments into the building envelope and providing the primary area of private open space on the eastern side of the dwellings located along Village Blvd. In this regard, the 'Portavilla' or other alternative dwelling type could be used within the southern part of Village Blvd, reducing the requirement for acoustic fencing to be located within this area of the site.</i> <i>While it is acknowledged that Smith Street is a busy arterial road, the visual impact of acoustic walls should be minimised/mitigated through landscaping measures within the application site. It is noted that alternative townhouse typologies such as reverse living or courtyard layouts could reduce noise levels for occupants.</i>	To satisfy compliance with TMR requirements, the development concept requires acoustic attenuation treatments along the southern and south-western boundaries due to the Smith Street transport corridor, to manage acoustic impacts to habitable rooms and private open spaces in accordance with the provisions of SDAP Code 1. The proposed acoustic barrier has a height varying between 2.4m-2.8m along Smith Street and the Village Boulevard return. The proposed concept has considered the visual amenity impacts of the acoustic barrier, both externally and internally. Specifically: <u>Externally:</u> ▪ Landscape design marker at south-western corner of the site, external to boundary fencing treatments including acoustic fencing, marking entry to Smith Collective precinct and assisting to visually screen the acoustic barrier (refer to page 21 of the Urban Design Report); ▪ Black timber acoustic fencing integrates with architectural aesthetic of the development;

EDQ COMMENT	PROPOSAL RESPONSE
	▪ Climbing ficus species trained to base of acoustic barrier, to create effect of a green wall to soften the barrier; ▪ New street trees to be planted along Village Boulevard and Smith Street to enhance streetscape and provide visual screening to acoustic barrier; ▪ Additional landscape treatments (buffering shrubs) proposed along Village Boulevard to screen and soften the visual impact of the acoustic barrier (refer to Drawing DA-L-9001 of the Statement of Landscape Intent); ▪ Lantern design of units in Building 3 along Village Boulevard assists with an architectural language above the fence line when viewed from externally. <u>Internally:</u> ▪ Private open spaces are oversized above the minimum requirements prescribed in the PDA Guidelines, with a covered patio and lawn area for each dwelling; ▪ Landscape features including feature shade trees are provided in each private courtyard to soften visual impact of acoustic barrier (refer to page 45 of the Urban Design Report); ▪ Separation between patios and acoustic barrier allows for sunlight/daylight into each private courtyard at various hours of the day depending on orientation of townhouses (refer to page 46 of the Urban Design Report).
TERRACE LENGTH AND ARTICULATION	
<i>EDQ Guideline 7 requires that no more than eight buildings in a row on lots with frontages of less than 7.5 metres, unless proposed house plans include building articulation design details that reduce the appearance of long runs of similar buildings fronting a street or park.</i> <i>Precedent images have been provided within the submitted material, however EDQ would welcome a further discussion about the detailed design of the development to ensure that an acceptable level of articulation is incorporated into the proposal. This is of particular importance along Village Blvd and Clarke St, where opportunities to provide additional breaks in the long length of terraces should be investigated, with the option of introducing additional pedestrian links in these areas particularly if pedestrian entrances are not incorporated into individual dwellings. Any communal</i>	The proposed townhouse development incorporates a series of terrace runs consisting of multiple attached dwellings, broken down with appropriate building design features for articulation. <u>Surrounding context:</u> ▪ The proposed building lengths have been designed in consideration of the prevailing character of the surrounding locality, which represents a series of long, narrow building runs. ▪ For example, the existing Smith Twelve apartment building directly across the road to the north represents a building length of approximately 70m along Clarke Street. Similarly, the existing Smith Twelve

EDQ COMMENT	PROPOSAL RESPONSE
<i>pedestrian entrances would need to be designed in accordance with CPTED principles with sufficient overlooking and lighting.</i>	apartment building adjoining the subject site's north-eastern boundary represents a building length of approximately 58m (refer to page 33 of the Urban Design Report). ▪ The proposal has sought to respond to the surrounding building lengths in the precinct, creating a local/urban boulevard, by incorporating built form of a similar lengths and site coverage as nearby residential developments, representing a near identical and compatible building footprint (refer to page 33 of the Urban Design Report). <u>Proposed terrace length:</u> ▪ The proposed concept involves terrace runs of between 4 and 14 townhouses in a row, comprising narrow townhouse modules of as low as 4.5m in width each. Therefore, irrespective of the numerical number of townhouses in a building run, the overall building lengths reflect the prevailing character of the precinct, with the longest building runs between 56m and 70m, consistent with adjoining/facing buildings. Notwithstanding the above, PDA Guideline 7 – Low Rise Buildings supports terrace runs of longer than 8 dwellings where building articulation is provided. Of particular relevance is Building 1 fronting Clarke street, comprising a total of 14 dwellings in a single row. The design of this interface incorporates significant building articulation and design elements that reduce the appearance of long runs of similar buildings fronting Clarke Street, as follows: ▪ Mirrored pairs of dwellings at a 2-to-1 ratio to emphasise the deep recesses in the front building interface; ▪ Recess reflects a deeper/darker colour to accentuate its contrast and enhance the shadow effect; ▪ Open balconies at first floor with varied balustrade treatments; ▪ Large windows at second floor with feature window hoods and screening for visual interest; ▪ Steps in parapet height for variation at roof line; ▪ Mix of materials, finishes and colours (timber batten screens, rendered concrete in textured or smooth finish, vertical

EDQ COMMENT	PROPOSAL RESPONSE
	weatherboard in varied colours) that create a high quality and visually interesting streetscape façade; ▪ Variation in fencing material/textures; ▪ Pedestrian entries with feature landscape arbours to dwellings in Building 1 and 8 to break up the boundary treatments; ▪ Tiered integrated landscaping outcome along Clarke Street; ▪ Feature brick vertical blade walls to break up the horizontal length. Refer to pages 30-31 and 51-53 of the Urban Design Report for further details. The design of the street-facing buildings therefore incorporates architectural design features that represent significant articulation that breaks down the appearance of long building runs. Refer to architectural perspectives of Clarke Street frontage in the Urban Design Report.
CAR PARKING AND LANDSCAPING	
<i>The site is located within proximity to public transport, commercial, health and retail facilities, and local schools and sporting facilities. Car parking standards for the development should be based on the minimum car parking provision under the Parklands PDA Development Scheme – 0.75 spaces per 1 or 2 bedroom dwelling and 1 space per 3-bedroom dwelling. It is acknowledged that townhouse type ‘Masons’, ‘Ember’ and ‘Portavilla’ have two parking spaces - EDQ would support the provision of one car parking space to each dwelling.</i>	The Parklands PDA Development Scheme prescribes minimum and maximum car parking rates for residential developments. The proposed development delivers a compliant car parking provision, between the minimum and maximum parking rates. The proposed parking allocation does not exceed the maximum provisions of 1 space per 1 or 2 bedroom dwelling and 2 spaces per 3+ bedroom dwelling.
<i>The 10 parking spaces located adjacent to the communal open space should be removed from the proposal, and this space integrated into the communal open space. This would assist to bring the provision of communal open space into closer conformity with the requirements of PDA Guideline 7, which requires that 25% of the area of the site is provided as communal open space. The current proposal indicates that 10% of the site would be provided as communal open space. The communal open space should be of a size and design that positively contributes to its functionality and residential amenity. The communal open space should be designed to address the SE Qld sub-tropical climate by providing endemic plants, shade trees, and areas of deep planting. The communal open space should be separated from private areas and designed</i>	The development proposal incorporates over 6,537m² (37.7%) of open space, in the form of central communal facilities, secondary communal gardens, landscape buffers and private open spaces. While the central communal facilities represent 8.7% of the site area, thus seek a performance solution to the provisions of PDA Guideline 7, the overprovision of private open spaces throughout the development compensates for a numerical shortfall from the nominated 25% of the site area being dedicated to communal open space. Despite a numerical shortfall, the development provides a consolidated area exceeding 1,500m² of high quality communal amenities, offering:

EDQ COMMENT	PROPOSAL RESPONSE
<i>and located to enable informal surveillance from dwellings within the site.</i>	▪ Swimming pool; ▪ Pool deck with sun lounges and umbrellas; ▪ Turfed lawns for passive recreation; ▪ Shade trees, deep planting and endemic species where possible. The site is well located within context to a generous offering of open spaces, parks, sporting facilities and gyms, that further support an active lifestyle and recreational needs. The offering of high quality facilities available in the locality promotes engagement with the community and ensures optimal opportunity for active and passive recreation outside of the development site and well as within. It is reiterated that the PDA Guidelines are documents which provide <u>guidance</u> for development design within PDAs. Strict adherence to every outcome is not considered necessary, when a balanced design can be achieved through alternative well-considered outcomes that suit the site conditions and surrounding context.
<i>The internal loop road should be designed to incorporate shade tree planting for comfort and visual amenity.</i>	The proposed loop road provides a variety of shade trees to enhance internal streetscape amenity and shaded comfort for pedestrians. Refer to Statement of Landscape Intent for further information.
<i>Garages and car parking should not dominate the building frontage. Site landscaping, clearly identifiable building entrances, and undercover point of entry should be provided to each dwelling. Guideline 7 advises that double garages are not permitted on any lot less than 10m wide. Scalable plans of the 'Goshawk' dwelling type have not been provided to EDQ, however concerns are raised in relation to the parking proposals and alternatives for the provision of car parking should be explored to reduce the dominance of the garage within the building frontage and improve the active frontage of this dwelling type. It is suggested that a single parking space for the one-bedroom units are provided in close proximity to the dwellings within the street.</i>	The proposed development does not incorporate any double width garages. All townhouses provide a <u>single-width garage</u>, as follows: ▪ Portavilla unit types provide tandem parking in a single width garage; ▪ Goshawk unit types involve two individual single car garages side by side, serving the ground floor and upper floor units separately, with individual front entries; ▪ Mason unit types provide a single car garage; ▪ Ember unit types provide a single car garage. Refer to page 43 and page 50 of the Urban Design Report which illustrate the internal frontages of all unit types, and demonstrates single width garages across the estate. Furthermore, the internal streetscapes and garage design incorporate design elements, façade treatments and landscape features which further reduce the dominance of garages at building frontages, including: ▪ Vertical elements in a contrasting finish/colour between adjoining garages to

EDQ COMMENT	PROPOSAL RESPONSE
	visually break up any perception of a double garage; ▪ Landscape arbours over alternating Goshawk unit entries; ▪ Green spaces between driveways; ▪ Shade tree planting along internal loop road. Therefore, the proposed garage design across the overall development site complies with the provisions of PDA Guideline 7 – Low Rise Buildings with no double garages on lots less than 10m in width.
NEIGHBOURING CONDITIONS AND PRIVACY	
<i>The site shares a boundary with an 9-storey residential apartment building identified as 'Smith Nineteen'. This building is setback approximately 6m from the shared boundary and contains balconies that are accessed from the main living area within the dwellings. There appears to be a 5m setback between the proposed dwellings and site boundary, providing approximately 11m between the proposal and Smith Ninteen. This is considered to be a sufficient distance to provide a suitable level of privacy between the proposed two-storey dwellings and adjoining apartment building.</i>	With respect to the north-eastern adjoining property, the 9-storey residential apartment identified as 'Smith Nineteen', the proposed development achieves a setback of minimum 5m from the side boundary, and a building separation of approximately 11m between buildings. The proposal has had some regard to PDA Guideline 1 – Residential 30, a document providing generalised residential design outcomes, typically for low density developments up to 30dw/ha. It is noted that the proposal does not conform with this density, and thus PDA Guideline 1 does not strictly apply to the proposed development. Notwithstanding this, it is noted that PDA Guideline 1 prescribes a minimum building separation of 9m between facing buildings, to achieve sufficient distance to provide a suitable level of privacy between adjoining developments. As the proposed development achieves an 11m building separation from the adjoining development at 'Smith Nineteen', this is considered to be sufficient to maintain privacy and amenity between neighbouring conditions. This was agreed with EDQ via email after prelodgement consultation. Refer to page 37 of the Urban Design Report.

- Prelodgement Meeting #3 – Engineering Technical Meeting – 7 November 2025

EDQ COMMENT	PROPOSAL RESPONSE
CIVIL ENGINEERING	
<i>Submit an Engineering Services Report prepared by a RPEQ, including concept engineering plans for bulk earthworks, civil works in the road reserve, stormwater, water and sewer connection.</i>	A Civil Engineering Services Report has been prepared by Hurley Consulting Engineers, in consideration of the relevant PDA guidelines for engineering standards. The CESR includes concept

EDQ COMMENT	PROPOSAL RESPONSE
<i>There is an existing swale drain that encroaches into the southern corner of the subject site. Concept engineering plans will need to be provided that detail how this will be managed by the development. It was recommended a similar approach to that adopted by EDQ development approval DEV2024/1528 could be utilised.</i> <i>Currently, the existing 6.0m wide sewer easement that runs through the site is required to be widened to 10.0m to allow for future sewer works. EDQ understands the applicant is consulting directly with the City of Gold Coast Council to determine the Council's requirements. Ideally, evidence of consultation with the Council should be included in the development application submission.</i> <i>Onsite stormwater quality treatment is not required as this has been catered for downstream.</i>	engineering plans for bulk earthworks, civil works in the road reserve, stormwater, water and sewer connections. The development concept considers the existing swale drain in the south-western corner of the site. Engagement with EDQ and TMR has guided the proposed works in this location, and has been agreed to in-principle by TMR. It is acknowledged that a Section 33 permit will be required for works in the TMR corridor. 10m wide sewer easement proposed through site, aligned with surveyed location of sewer infrastructure. Early engagement and consultation with GC Water has informed sewer easement location/alignment and has been agreed to in-principle. Refer to Appendix C in the Civil Engineering Services Report for further information. Given downstream development has catered for stormwater quality, no quality treatment is proposed in line with EDQ advice.
ACOUSTICS	
<i>An acoustic report prepared by a suitably qualified person will be required to be lodged as part of the application. The report is to include the traffic volume assumption on Smith Street, road pavement surface type and noise contour maps for ground floor and first floor.</i> <i>QDC MP4.4 noise mitigation category does not need to be determined as part of the MCU application, however additional detail will need to be provided prior to commencement of construction.</i> <i>The design noise criteria in accordance with SDAP State Code 1 is acceptable.</i>	This application is supported by a Noise Impact Assessment which provides information regarding the acoustic design principles and the extent of noise control measures that will be required for the design and construction of the proposed development. Prior to the commencement of construction, additional detail will be prepared demonstrating compliance with QDC MP4.4 noise mitigation category. The acoustic assessment has considered the relevant design noise criteria of SDAP State Code 1 as required.
WASTE MANAGEMENT	
<i>The submitted Waste Management Plan and swept path diagram is inconsistent. Submit a Waste Management Plan including revised swept path diagram.</i> <i>Bulk bin storage areas should be designed to integrate into the site landscaping strategy and constructed with robust materials.</i>	An Operational Waste Management Plan has been prepared by Colliers in support of this development application. The Operational Waste Management Plan identifies the location of bin storage areas, waste generation rates, refuse storage capacity and collection/servicing arrangements. Additionally, swept paths are provided within the report to demonstrate the servicing arrangements. It is noted that the waste strategy has been designed to function in stages, i.e. Stage 1 can operate independently, until such a time that Stage 2 is

EDQ COMMENT	PROPOSAL RESPONSE
	complete, in terms of sufficient refuse vehicle turnaround and refuse storage capacity.
TRAFFIC	
<i>Provide a functional layout plan for works in the road reserve to minimise the removal of on-street parking bays.</i>	The proposal does not necessitate the removal of any on-street parking bays along Clarke Street.
<i>Land dedication for the corner truncation at Smith Street and Village Boulevard will be conditioned. The corner truncation is to be minimum 6.0m wide verge from the back of kerb to the property boundary.</i>	Land dedication for a corner truncation has been provided at the south-western corner of the site at Smith Street and Village Boulevard. The truncation achieves the required 6.0m wide verge measured from the back of kerb of the property boundary.
OTHER MATTERS	
<i>The applicant is required to demonstrate sustainability measures in accordance with the Parklands PDA Development Scheme, section 5.4, such as rainwater tanks, reducing peak electricity demand (solar panels, heat pumps etc), EV charging, green concrete, use of recycled construction material. The applicant may choose a toolkit to demonstrate compliance with the Development Scheme.</i>	The application is supported by an ESD Report prepared by Ashburner Francis. The sustainability measures proposed align with the actions and desired outcomes identified in Section 5.4 of the Parklands PDA Development Scheme.
<i>A separate meeting with DTMR will be facilitated by EDQ in order to discuss the proposal to excavate an area of bund within the road reserve, which would require a separate Road Works Approval (under section 33 of the Transport Infrastructure Act 1994).</i>	With respect to excavation works within the Smith Street corridor, the applicant has engaged with EDQ and TMR to inform these proposed works, and has been agreed to in-principle by TMR. It is acknowledged that a Section 33 permit will be required for works in the TMR corridor.

▪ Prelodgement Meeting #4 – Architectural and Landscape Design Meeting – 27 November 2025

EDQ COMMENT	PROPOSAL RESPONSE
TERRACE LENGTH AND ARTICULATION, DESIGN AND FAÇADE TREATMENTS	
<i>The detailed design of terraced housing presented in the latest iteration of plans is capable of providing a high-quality addition to the Parklands PDA and would meet some of the performance outcomes of the Parklands PDA Development Scheme.</i>	The development proposal reflects a high quality architectural outcome, designed to integrate with the surrounding context in consideration of the outcomes sought under the Parklands PDA Development Scheme.
<i>However, a number of matters relating to the integration of the development into the wider-PDA, the height of retaining walls and boundary fencing, the opportunity for passive surveillance from the development, and open space and car parking provision are highlighted as matters that require further design development in order to address the performance outcomes of the Parklands PDA Development Scheme and EDQ Guidelines.</i>	Further development of the front interface to Clarke Street, including retaining wall design/treatments, boundary fencing and passive surveillance have been adopted, as follows: ▪ The alignment of the retaining wall to Clarke Street incorporates a stepped design between Buildings 1 and 2 to achieve a varied depth of landscaping and contribute to an interesting streetscape. ○ In front of Buildings 1 and 8, the retaining wall is set back from the front boundary by approximately 1m, providing a landscape buffer
<i>The introduction of a partially stepped front building line along Clarke St would assist to provide an interesting streetscape, with varied depth of</i>	

EDQ COMMENT	PROPOSAL RESPONSE
<i>landscaping and a suitable transition between the higher apartment buildings on the northern side of Clarke St and the lower-density two-storey housing within the application site. The pairing of dwellings in Building 1, 2 and 3 would create an attractive and well-articulated built form, which would assist to reduce the perceived bulk of the long run of terraces – particularly in Building 1.</i>	of buffering shrubs and groundcovers; - o In front of Building 2 in the north-western extent of Clarke Street, the retaining wall alignment is recessed 3m behind the front boundary, providing a generously planted landscape buffer that visually screens the retaining wall, and creating a change in alignment in the retaining structure. The Clarke Street retaining walls incorporate design treatments to create visual interest, as follows: ▪ A tiered retaining wall design, with low-height rendered wall to the site frontage, creating opportunity for multi-tiered landscape planting; ▪ Feature brick vertical blade walls to break up the horizontal length; ▪ Integrated landscaping outcomes with planting at multiple levels, incorporating street level planting strip, buffering shrubs, feature trees and climbing ficus species to minimise the perceived height and soften the visual effect of the walls screen boundary treatments and provide amenity to streetscape; ▪ Paired pedestrian entries with stairs and individual mailboxes; ▪ Landscaped entry arbours with Ornamental Grape vines over pedestrian entries. <u>Building height transition:</u> The proposed development achieves an appropriate building height transition to the 7 storey apartment building (“Smith Twelve”) on the northern side of Clarke Street, by locating the three-storey Portavilla townhouse products on the northern part of the site. This is further enhanced by the northern part of the site being filled to a higher level (to achieve developable levels and grades internally), which results in the Portavilla units being elevated between 1m and 2.5m higher than the street level, at an overall building height of approximately 12.6m above NGL. This intensified built form outcome creates a suitable transition to the adjoining Smith Twelve building on the northern side of Clarke Street.

EDQ COMMENT	PROPOSAL RESPONSE
	<u>Paired dwellings:</u> The Clarke Street frontage incorporates a highly articulated built form, with mirrored pairs of dwellings at a 2-to-1 ratio to emphasise the deep recesses in the front building interface, with a deeper/darker colour within the recess to accentuate its contrast and enhance the shadow effect. This design minimises the perceived length of the buildings, particularly Building 1. Refer to pages 30-31 of the Urban Design Report.
<i>The lower-scale, two-storey terraced dwellings fronting Village Blvd would have less articulation, would not provide direct pedestrian access to the street, and would also provide less opportunity for passive surveillance of the adjoining street from the upper levels of the dwellings.</i>	The Village Boulevard frontage is the site's secondary frontage. Due to the topography of the site, the product typology proposed along Village Boulevard (Building 3) incorporates a 'front door' internal to the site, and the rear of the units are used for private open space, orientated towards the street. Despite this product typology, the Mason A1 units of Building 3 achieve a sense of street address to the Village Boulevard frontage through the following key design features: ▪ An architectural response that makes a contribution to the streetscape, through the 'lantern patio' design projection on rear interfaces of alternating dwellings – double-height patio roof incorporating batten screen design, to formulate an architectural language at the first floor, creating a visually interesting design, in particular at night when lanterns are illuminated from the inside. Furthermore, the lantern patio design contributes to street lighting of the public realm. The lanterns elevate Village Boulevard and provide a direct address from the subject site; ▪ A communal pedestrian entry point to Village Boulevard, visually emphasised with a gatehouse with double arbour structure and feature landscaping; ▪ Variation at roof line from parapet projections and stepped built form; ▪ Large windows to first-floor bedrooms, providing opportunities for casual surveillance from habitable spaces; ▪ 1.5m high stepped residential fencing – timber paling full/half, to achieve suitable level of privacy in internal courtyards but allow for some outlook to the public realm; ▪ Landscape buffer planted in front of fence, incorporating buffering shrubs to soften boundary fencing and provide amenity to the streetscape;

EDQ COMMENT	PROPOSAL RESPONSE
	- Additional planting of street trees (Kauri and Weeping Lilly Pilly) within the verge, underplanted with Star Jasmine groundcovers; - Landscape feature urban marker on the corner of Village Boulevard and Smith Street, creating an identification design marker and sense of place, which bookends the development site along with a similar marker on the north-western corner of the site. Refer to pages 34-35 of the Urban Design Report.
<i>A single CGI was provided of the 'Goshhawk' dwellings elevation from the internal street. Whilst the CGI indicates that soft landscaping would be incorporated into the frontage of these dwellings, the true scale of soft landscaping would be reduced in order to provide a path to the front entrances that are recessed behind the garages.</i>	Additional architectural perspective imagery has been prepared to support the development application. All architectural perspective imagery has been coordinated with the landscape design, to ensure consistent outcomes are represented as best as possible. Specific details of soft landscaping are presented in the Statement of Landscape Intent package. Within the frontage of each dwelling are soft landscaping gardens, with driveways and pathways to the front door of each townhouse.
<i>The recessed front doors should be designed to be legible and welcoming, with sufficient lighting, and landscaping maintained to a low level to reduce potential for concealment and increase the opportunity for passive surveillance between the dwellings and adjoining street.</i>	All front doors to dwellings are designed to provide external lighting and/or sidelight windows. Entries to the Goshawk units in Buildings 9 and 10 provide landscaped arbours to alternating pairs of dwellings, to visually emphasise the entries. Landscaping around front entry pathways will be maintained to a low level, excluding the feature trees proposed to the internal road, providing shaded amenity to the streetscape. All dwellings have front-facing windows to habitable rooms which overlook the internal roads, supporting passive surveillance between dwellings.
STREET PRESENCE, PEDESTRIAN ENTRIES, RETAINING WALLS AND FENCING	
<i>The incorporation of paired pedestrian entrances to the majority of terraced housing in Buildings 1 & 8 is welcomed. EDQ would encourage the inclusion of individual post-boxes along Clarke St, as this would assist to create a street address and pedestrian activity along this edge of the development.</i>	In response to EDQ advice, individual mailboxes are proposed to the units in Buildings 1 and 8 with pedestrian entries, to enhance the sense of street address to Clarke Street. The paired stairs from street level to gates at finished surface level support pedestrian activity and integration at the edge of the development. The mailboxes are integrated into the street address, proposed on either side of the stairs. Furthermore, landscaped entry arbours with Ornamental Grape vines over pedestrian entries promote legibility and sense of entry to the individual units of Buildings 1 and 8.

EDQ COMMENT	PROPOSAL RESPONSE
<i>However, the height of the retaining wall at the corner of Clarke St / Village Blvd, combined with the omission of pedestrian entrances to the dwellings in Building 2, remains an area that requires further design development. The impact of the height of the retaining wall may be mitigated through design, including the provision of additional entrances to a proportion of the dwellings in Building 2, in combination with increasing the transparency of fencing that sits above the retaining wall. The option of providing pedestrian entrances via stairs that are parallel to the retaining wall was discussed during the meeting.</i>	Refer to pages 30-31 of the Urban Design Report. Due to the significant change in levels between Clarke Street and the finished level of Building 2 in the north-western corner, it is impractical and unfeasible to provide direct pedestrian entries to the units of Building 2. In lieu of pedestrian entries, the streetscape design features incorporated to this interface include the following: ▪ Landscape feature urban marker (Canary Island Date Palm) on the corner of Clarke Street and Village Boulevard, creating an identification design marker; ▪ A tiered retaining wall design, with low-height rendered wall to the site frontage, creating opportunity for multi-tiered landscape planting; ▪ Feature brick vertical blade walls to break up the horizontal length; ▪ Tiered garden beds (2m-3m in width) incorporating street level planting strip, buffering shrubs, feature trees and climbing ficus species to minimise the perceived height and soften the visual effect of the walls screen boundary treatments and provide amenity to streetscape; ▪ Elevated private courtyards fronting Clarke Street extending to the property boundary to improve interaction with the street, providing a high level of activation and street presence; ▪ First-floor balconies overlooking the street; ▪ Low-level 50% transparent fencing to support casual surveillance and integration with the street. Refer to pages 21, 30-31 of the Urban Design Report.
<i>The inclusion of individual pedestrian entrances and post-boxes to the dwellings located along Village Blvd would be encouraged. Pedestrian entrances to these properties would provide greater integration of the development into the wider-PDA and increase pedestrian activity along this key route. It is suggested that the design of boundary fencing could be amended so that the solid portion of the front fence is no higher than 1.2m, with openings that make it more than 50% transparent above this height to increase passive surveillance.</i>	A communally accessible pedestrian entrance is provided in the northern extent of the Village Boulevard frontage. The entry point is visually emphasised with a gatehouse with double arbour structure and feature landscaping. All dwellings of Building 3 are within approximately 10m-60m of the communal entry to Village Boulevard, which is considered a very short distance for pedestrians to move to connect to the street, thus supporting integration with the wider PDA area. The Mason product type along the Village Boulevard frontage incorporates private

EDQ COMMENT	PROPOSAL RESPONSE
<i>Reduction to the length of the acoustic fence along Village Blvd and the introduction of feature landscaping at the entrance to the PDA is welcomed.</i>	courtyards to the rear of the building, orientated towards the western boundary. To support opportunities for casual surveillance and visual integration with the surrounding area, the following design elements are proposed: ▪ An architectural response that makes a contribution to the streetscape, through the 'lantern patio' design projection on rear interfaces of alternating dwellings – double-height patio roof incorporating batten screen design, to formulate an architectural language at the first floor, creating a visually interesting design, in particular at night when lanterns are illuminated from the inside; ▪ Mid-height 1.5m high stepped fencing, in a timber paling semi-transparent (full/half) form, to contribute to an activated frontage to Village Boulevard while maintaining a suitable level of privacy and amenity within the private open spaces; ▪ Large windows to the first-floor bedrooms, providing opportunities for casual surveillance of Village Boulevard from habitable spaces; ▪ Landscape buffer planted in front of fence, incorporating buffering shrubs to soften boundary fencing and provide amenity to the streetscape. The height and length of the acoustic barrier required to the Village Boulevard has been further reduced to 2.6m, whilst still achieving compliant acoustic attenuation.
<i>The indicative 'Primary Fencing Plan' does not show proposed fencing between individual rear gardens, which would be required. This plan should be updated prior to the submission of the development application.</i>	The revised Fencing Plan (DA-L-9002) reflects proposed fencing between individual rear gardens, specifying 1.8m high good neighbour timber paling fence, painted black.
COMMUNAL OEPN SPACE – SIZE, LOCATION AND DESIGN	
<i>EDQ acknowledges the email on 28/11/2025 containing amenity space calculations and the accompanying 'Open Space Diagram'.</i> <i>The diagram identifies 'landscape buffers' and 'secondary communal spaces / gardens' that EDQ would not include in the calculation of communal open space, as the majority of these areas would not have a minimum dimension of 4.0 metres. The only exception would be the area of approximately 130m² located between Buildings 4 and 5.</i>	As shown on the Open Space Diagram prepared by Plus Architecture, the development provides the following areas of open space: ▪ Total of 2,435m² (14.1%) of communal open space, including over 1,500m² of central facilities and over 930m² of secondary communal gardens and landscaping; ▪ Total of 4,102m² (23.7%) of private open space site-wide, with all dwellings provided with generous private open space that well exceeds the minimum requirements prescribed in the PDA Guidelines;

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<i>The calculations indicate that private open space would exceed the minimum requirements of Guideline 7. Based on the calculations provided, the development would incorporate 4,148m² of private open space, well above the Guideline 7 minimum requirement of 1,168m². However, the proposed communal open space would only provide approximately 1,632m², significantly less than 25% of the application site (equal to 4,332m²).</i> <i>An increase to the area of the centrally located communal open space should be provided by reducing the visitor parking to six spaces, in accordance with the Parklands PDA Development Scheme. Indicative visitor parking spaces V10-12 and V13-V15 should ideally be retained with the remaining spaces omitted, and this area of approximately 125m² incorporated into the communal open space. Whilst this increased total area of communal open space would only account for approximately 10% of the 1.73ha application site, it is acknowledged that the combination of the private open space, communal open space, and other landscape buffers would provide attractive areas of soft landscaping (including deep landscaping) within the site that provide approximately 38% of the overall site as landscaping. Of this, approximately 33% of the site would be usable amenity space (POS + COS).</i> <i>In considering the typology of low-scale housing provided by the proposal, EDQ would support the principle of providing significantly increased private open space to individual dwellings, and a smaller (non-compliant) communal open space that will be managed by Azure in perpetuity.</i> <i>The precedent images of Azure's offering of communal open space in other projects within SE Qld provides a good reference point for the detailed design of the communal open space to be provided with the imminent development application documentation.</i>	Combined, the total open space offering amounts to 6,537m² (37.7%). The overprovision of private open spaces throughout the development compensates for a numerical shortfall from the nominated 25% of the site area being dedicated to communal open space. Despite a numerical shortfall, the development provides a consolidated area exceeding 1,500m² of high quality communal amenities, offering: ▪ Swimming pool; ▪ Pool deck with sun lounges and umbrellas; ▪ Turfed lawns for passive recreation; ▪ Shade trees, deep planting and endemic species where possible. The site is well located within context to a generous offering of open spaces, parks, sporting facilities and gyms, that further support an active lifestyle and recreational needs. The offering of high quality facilities available in the locality promotes engagement with the community and ensures optimal opportunity for active and passive recreation outside of the development site and well as within. The proposed loop road provides a variety of shade trees to enhance internal streetscape amenity and shaded comfort for pedestrians. Refer to Statement of Landscape Intent for further information. There are 10 car parking spaces located near the communal open space, which are allocated resident parks to the 10 units within Building 7 (R1-R10). The 10 units of Building 7 are offered as a 'premium Mason product', with two resident car parking spaces to meet product variation across the development site, promoting housing choice and affordability. Even if the proposal was revised to remove the 10 allocated resident spaces for additional open space, this would only increase the total communal open space by 0.7%, which is an inconsequential change given the overprovision of quality private open spaces, and the overall availability of open space and amenities in the Smith Collective precinct. The development provides 6 bona fide visitor car parking spaces, scattered around the central communal facilities, for flexible use by all visitors. The provision of 6 visitor parks complies with the

EDQ COMMENT	PROPOSAL RESPONSE
	minimum PDA requirements for 1 visitor space per 20 dwellings.
GARAGES AND DRIVEWAYS	
<i>There remains to be an inconsistency with Guideline 7 with respect to the double garage serving the multiple residential 'Goshhawk' dwelling type, due to the lot being less than 10 metres wide. It is suggested that the design of the garages is further finessed to include a setback of at least 1m behind the main face of the dwelling, architectural articulation of the garage doors, and that landscaping is provided within the frontage of the 'Goshhawk' dwellings to reduce the bulk and appearance of the garages.</i> <i>Guideline 7 requires that the width of a driveway serving a single garage shall be 3.0m width at the lot boundary. There appear to be a number of driveways throughout the masterplan that should have their width reduced to comply with Guideline 7.</i>	The proposed development does not incorporate any double width garages. All townhouses provide a <u>single-width garage</u>, as follows: ▪ Portavilla unit types provide tandem parking in a single width garage; ▪ Goshawk unit types involve two individual single car garages side by side, serving the ground floor and upper floor units separately, with individual front entries; ▪ Mason unit types provide a single car garage; ▪ Ember unit types provide a single car garage. Refer to page 43 and page 50 of the Urban Design Report which illustrate the internal frontages of all unit types, and demonstrates single width garages across the estate. Furthermore, the internal streetscapes and garage design incorporate design elements, façade treatments and landscape features which further reduce the dominance of garages at building frontages, including: ▪ Vertical elements in a contrasting finish/colour between adjoining garages to visually break up any perception of a double garage; ▪ Landscape arbours over alternating Goshawk unit entries; ▪ Green spaces between driveways; ▪ Shade tree planting along internal loop road. Therefore, the proposed garage design across the overall development site complies with the provisions of PDA Guideline 7 – Low Rise Buildings with no double garages on lots less than 10m in width. All driveways have been designed to be the minimum width where possible, to maximise opportunity for landscape planting and greening. With respect to the small number of driveways of non-standard width, this design is required to achieve compliant swept paths into garages.

ACCESSIBLE HOUSING	
<i>The proposed development should be consistent with EDQ Guideline 2: Accessible Housing. It is a requirement that 10% of all dwellings must be designed to be accessible. Of the accessible housing provision, the number of each type of dwelling should ideally be equivalent to the proportion of the type of dwelling that represents all dwellings in the project. EDQ has not undertaken a full assessment of the draft proposals against Guideline 2, but there are concerns that the inductive dwelling layouts are not capable of compliance with this guideline. Your team would be encouraged to address the requirements of Guideline 2 prior to the submission of a development application.</i>	Refer to Section 5.5.2 of this report for a detailed assessment against PDA Guideline 2 – Accessible Housing. Refer also to page 108-115 of the Architectural Package prepared by <i>Plus Architecture</i> for dimensioned floor plans of all unit typologies and an assessment against the provisions of both PDA Guideline 2 and NCC 2022. It is reiterated that the PDA Guidelines are documents which provide <u>guidance</u> for development design within PDAs. Strict adherence to every outcome is not considered necessary, when a balanced design can be achieved through alternative well-considered outcomes that suit the site conditions and development outcome. Overall, the proposal is identified as suitably responding to the relevant requirements of PDA Guideline 2 – Accessible Housing.
MUSGRAVE PARK – AIA AND TPS	
<i>The proposed earthworks located along the property boundary adjoining Musgrave Park may impact trees located in the neighbouring site. To assess and manage potential impacts on trees, an Arboricultural Impact Assessment and Tree Protection Specifications in accordance with AS 4970:2025 may be required if any of the proposed earthworks and / or development is within the Tree Protection Zone of trees located on the adjoining land.</i>	Noted. The proposed development, including earthworks and retaining structures, have been designed to minimise impacts to trees on the neighbouring site at Musgrave Park. Refer to the Statement of Landscape Intent and the Concept Civil Engineering Plans in the Civil Engineering Services Report for further information.

Overall, the proposed development has directly and comprehensively responded to all prelodgement advice given by EDQ during the preparation of this development application.

6 CONCLUSIONS

This report has been prepared on behalf of *Azure Project 47 Pty Ltd* in support of their development application over land located at 1 Clarke Street, Southport QLD 4215, and more particularly described as Lot 7 on SP275512 (subject site). The development application seeks approval for a Development Permit for a Material Change of Use for a Multiple Dwelling Development (114 Townhouses).

The report addresses all relevant town planning issues associated with the current proposal. It addresses the merits of the proposed development with regards to the provisions of *Parklands PDA Development Scheme* and the application will be assessed in accordance with the provisions of the ED Act.

The subject site is located within Precinct 2 - Residential under the *Parklands PDA Development Scheme*. The proposal seeks to establish a new Multiple Dwelling use on the site, involving 114 townhouses, which aligns with the intent of zone and the broader residential outcomes for Parklands PDA. The proposed development involves a two (2) to three (3) storey built form that adopts a high-quality architectural style, with articulation, modulation and building recesses, as well as the variation of materials and finishes to present as a development with high aesthetic value.

Overall, the proposal is identified as meeting the relevant requirements of the *Parklands PDA Development Scheme*. As such, the application should be approved subject to reasonable and relevant conditions.