

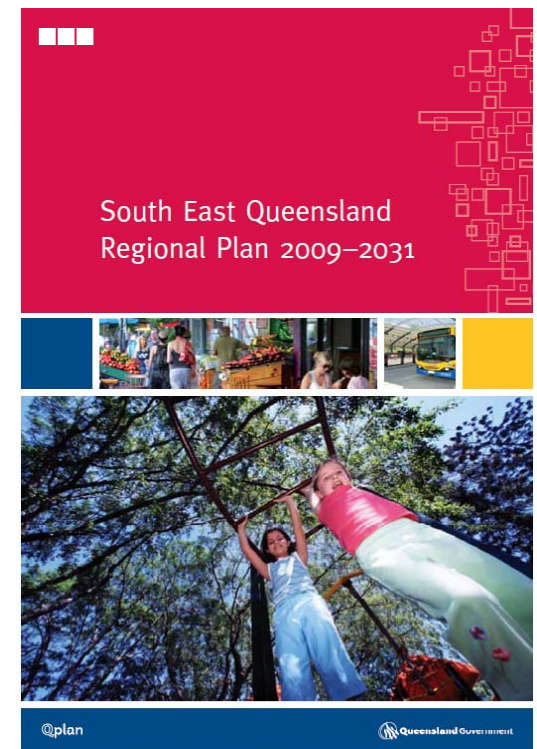
SEQ Regional Plan 2009-2031:

Implications for the Gold Coast

SDGCI Conference, 27/8/09

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Acting Executive Coordinator Regional
Planning & Urban Design

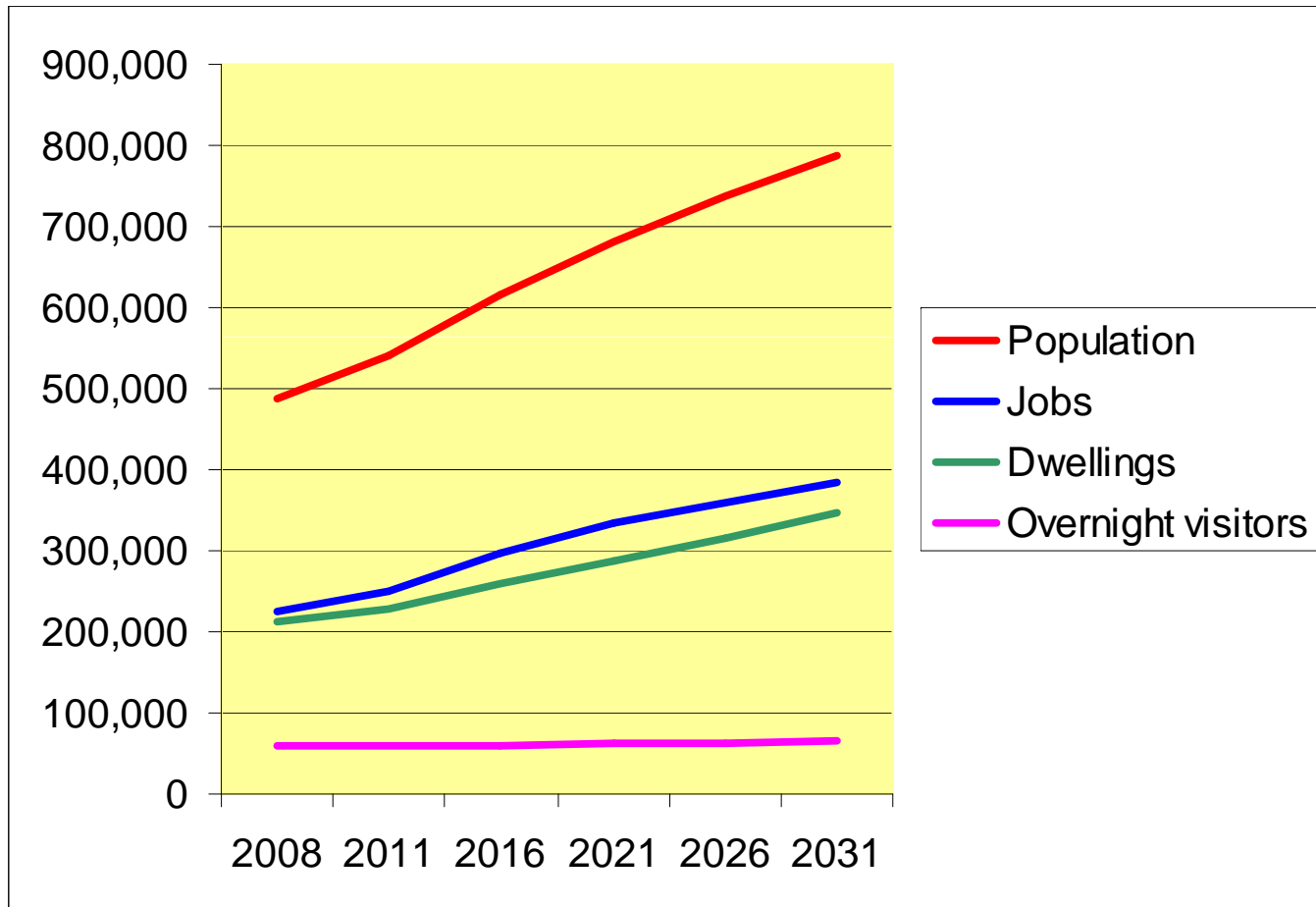


Key Regional Plan Statistics

Population 2006:	466,500
Indicative planning population 2031:	749,000
<i>Below the DIP Medium Series (2.1% av. growth) 788,231</i>	
Dwellings 2006:	202,500
Forecast additional dwellings by 2031:	143,000
Infill and redevelopment:	97,000
Balance:	46,000

Broadhectare land - largely exhausted by 2016

Population, Jobs, Dwellings & Visitors to 2031

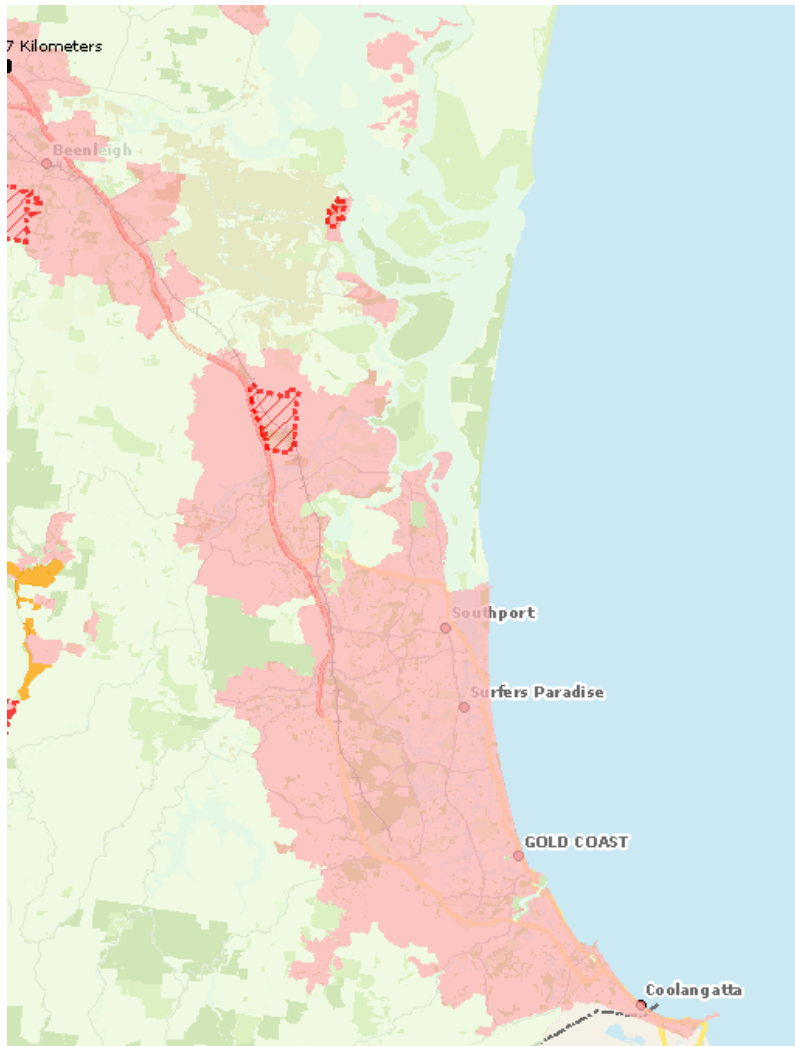


Per annum
6840 Jobs
5720 Dwellings

Approx 1.2 jobs
Per dwelling

Recent pop'n
growth 2003-
2008: 3.4%pa

Urban Footprint



- Minimal Change
- Land at Steiglitz added to the Urban Footprint – Local Development Area (Employment), for marine industry purposes
- Coomera declared a Regional Development Area
- Identified Growth Area outside the Urban Footprint – Ormeau, west of the proposed intra-regional transport corridor and east of the M1
- Urban Footprint approx 35% of Gold Coast's land area

Activity Centres

Principal

- Robina
- Southport

Dwelling density
40-120 dwellings
p/ha or greater

Major

- Broadbeach
- Bundall
- Coolangatta
- Coomera
- Helensvale
- Nerang
- Surfers Paradise

Dwelling density
30-80 dwellings
p/ha or greater

Specialist

- Gold Coast Health and Knowledge Precinct
- Gold Coast Airport



GC Health & Knowledge Precinct

- GC University Hospital - \$1.8 billion, 750 bed, tertiary hospital
- Griffith University rapidly expanding, from 15K to 30K students over the next 20 years
- Additional 20-25K jobs in the precinct in the next 20 years
- 200 ha precinct

GC Rapid Transit System

- Approx \$1 billion project
- \$120m investment from GCCC
- \$365 from federal govt
- Initial 13km route from Griffith Uni to Broadbeach
- Will carry an estimated 40K workers into Southport, Surfers Paradise and Broadbeach
- Operational early 2014



Integrated Transport

- Compact urban settlement pattern requires a strong emphasis on public transport
- Jobs should be located in highly accessible locations such as activity centres
- Greater containment of trips within Gold Coast
- Transport Oriented Development (TODs) as a principle for all developments rather than stand alone projects



Implications for the GC

- Higher densities in centres and greenfield development
- Greater focus on infill development with broadhectare supply largely exhausted by 2016
- More focus on integrated transport – opportunities associated with the Gold Coast Rapid Transit
- 1.2 new jobs for every new dwelling

Thank you