

Maroochydore City Centre Priority Development Area

Precinct 4 (Commercial) Plan

PLANS AND DOCUMENTS
referred to in the PDA
DEVELOPMENT APPROVAL

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SunCentral[®]
Maroochydore

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1. Introduction

1.1. Document purpose

A Precinct Plan must be:

- a. lodged for approval as part of the first development application for a material change of use or reconfiguration of a lot within each of the precincts nominated on Map 4 (Zone and Precincts Plans); and
- b. approved before:
 - (i) permissible development can occur within that precinct;
 - (ii) any subsequent development application for permissible development can be approved for that precinct; and
 - (iii) any Plan of Development can be approved for that precinct.

Any amendment to an approved precinct plan will require a new precinct plan which must be accompanied by a PDA development application.

The Precinct Plan lodged for approval must demonstrate:

- a. how the precinct provisions are achieved, including maximum development yields, and the scale and distribution of land uses; or
- b. if one or more aspects of the precinct provisions are not achieved, other than maximum development yields, how the non-achievement is consistent with relevant aspects of the PDA-wide development criteria and zone intent; or
- c. if the maximum development yields are proposed to be exceeded, how an accompanying infrastructure network analysis and economic impact assessment

achieve the outcomes stated in the precinct provisions (see footnotes 17-24 in section 3.5) or

- d. if none of the above applies:
 - (i) how the precinct plan does not conflict with the PDA vision; and
 - (ii) how there are sufficient grounds to justify approval of the precinct plan despite not achieving one or more relevant aspects of the precinct provisions, PDA wide development criteria, zone intents or stated outcomes from the infrastructure network analysis or economic impact assessment.

The term 'grounds' has the same meaning as in section 3.2.4.

An approved Precinct Plan prevails over the PDA-wide development criteria, zone intent and other aspects of precinct provisions to the extent of any inconsistency.

1.2. Development Application

To the extent the PDA Vision, PDA-wide development criteria, zone intents, precinct provisions, precinct plans and the DSDIP guidelines are relevant, they are to be taken into account in the preparation of a PDA development application and the assessment of the application by the MEDQ.

The Infrastructure Plan and Implementation Strategy may include further information which should be taken into account in the preparation, design and feasibility of development proposals.

1.3. Development consistent with the scheme

PDA assessable development is consistent with the scheme if:

- a. the development complies with all relevant PDA-wide development criteria, zone intent, precinct provisions and precinct plan; or
- b. the development does not comply with one or more of the relevant aspects of the PDA-wide development criteria, zone intents, precinct provisions or precinct plan but:
 - (i) the development does not conflict with the PDA vision; and
 - (ii) there are sufficient grounds to justify the approval of the development despite the non-compliance with the PDA-wide development criteria, zone intents, precinct plan or the precinct provisions.

In this section 'grounds' means matters of public interest which include the matters specified as the main purposes of the Act as well as:

- a. superior design outcomes; and
- b. overwhelming community need.

The term 'grounds' does not include the personal circumstances of an applicant, owner or interested third party.

1.4. Development inconsistent with the scheme

Under the Act, development that is inconsistent with the scheme cannot be granted approval.

PDA prohibited development is inconsistent with the scheme.

1.5. Demonstrating development is consistent with the scheme

Development does not provide for residential uses, other than caretakers accommodation.

Development applications for PDA assessable development must demonstrate how the proposed development is consistent with the scheme in accordance with section 3.2.4. The application should also demonstrate that development will not compromise or unreasonably prejudice opportunities for the development of the remaining area in the precinct. Suggested ways applicants may demonstrate this is through a preliminary approval or Plan of Development (PoD).

1.6. Site and context

The precinct is 6.494 ha in area.

Figure 1 indicates the precinct location within the PDA.

1.7. Precinct Intent

The Commercial Precinct is intended predominantly for medium intensity commercial development and employment uses providing an employment hub for the activity centre.

1.8. Development potential

The Development Scheme encourages medium intensity commercial development consisting of office and entertainment uses, integrating with transit station and interchange.

The maximum development yields for the precinct are the following:

- Retail – 3,900m² GFA; and,
- Commercial – 30,000m² GFA.

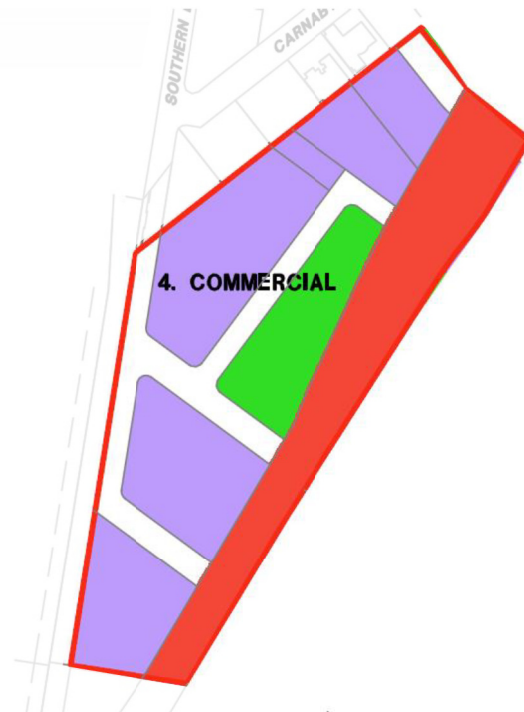


Figure 1 – Precinct 4 – Commercial

2. Precinct Plan

2.1. Key Outcomes

The key outcomes for the precinct are as follows:

- Ensures architectural design elements reflect Maroochydore's contemporary coastal identity but with a unique translation of its future urbanisation and commercial identity in the City Centre.
- Ensures lots that are of a type and scale consistent with the desired built form outcomes of the precinct;
- Ensures buildings address and overlook the street and open spaces, with specific attention to the interfaces and outlook from the first three levels
- Achieves a range of building types, uses, densities and heights within the Precinct Plan that will respond to future market conditions and building economics.
- Incorporates primarily transit orientated development optimising access to public transit convenience (CAMCOS, light rail, cycle ways and buses);
- Achieves active retail frontages where nominated (refer Figure 7);
- Displays high quality, sub-tropical landscape design;
- Ensures the incorporation of public art;
- Sleeves or screens car parking from street view;

- Delivers quality public spaces and streets with a high level of pedestrian and cyclist accessibility, and connection to surrounding precincts; and,
- Provides for sculptural and articulated architectural building design.

2.2. Staging

The precinct will be delivered in a number of stages which are shown indicatively in Figure 2 – Staging Plan.

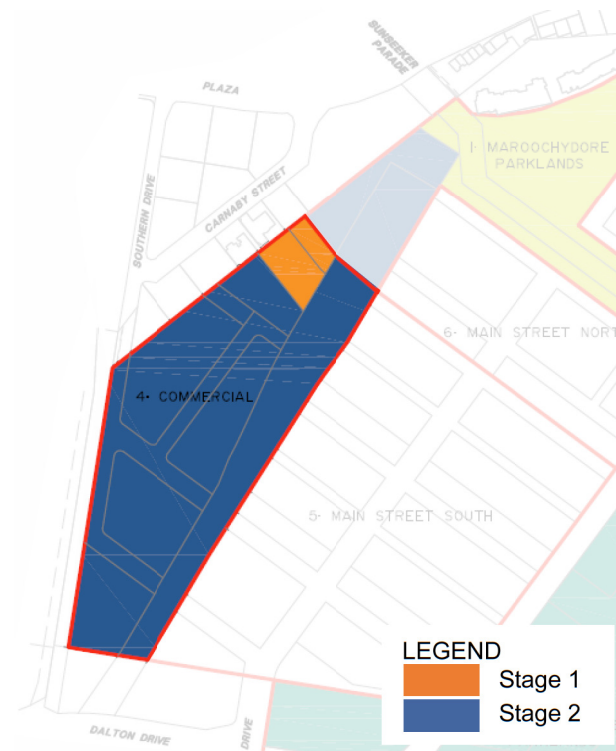


Figure 2 – Staging Plan



3. Development Criteria

3.1. Element 1 - Access, Movement and Parking

3.1.1. Street Network

The development is to provide for a well-designed street and movement network which:

- i. Creates an accessible precinct, well connected to the surrounding precincts and urban area;
- ii. Provides a range of street typologies that respond to the development intent of the precinct and are consistent the Figure 3 - Road Hierarchy Plan and the cross sections identified in Figures 4-5;
- iii. Provides a clear structure and maximises walking, cycling and public transport effectiveness in that pedestrian and cyclist links are direct, convenient, legible, comfortable and safe;
- iv. Connects to and takes into consideration impacts to existing networks, ensuring acceptable levels of amenity and minimising negative impacts of through traffic;
- v. Provides well designed lighting, pavement treatment and materials, clear sight lines and landscaping; and,
- vi. Streets are designed to fulfil a connecting role in addition to becoming unique places in themselves.



Figure 3 – Precinct Road Hierarchy Plan

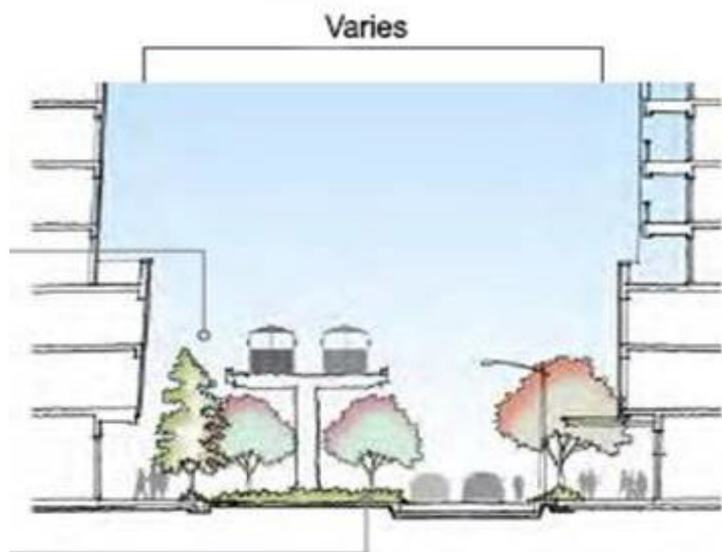


Figure 4 - Railway Street

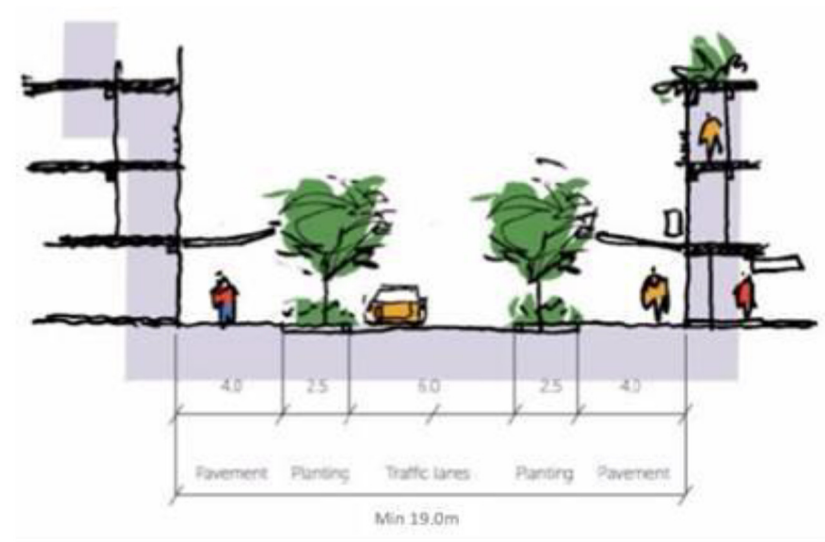


Figure 5 - Residential Avenue

3.1.2. Parking

Development outcomes:

- i. Parking is to be provided in a combination of on site development parking, off street consolidated parking and on street convenience parking;
- ii. For Non Residential development – provide on-site car parking for the development in accordance with Table 2 Column 2;
- iii. Provide onsite parking in basements and podiums. All podium car parks are sleeved with residential and/or non-residential uses on primary frontages as indicated in Figure 7 and screened on all other frontages; and,
- iv. Provide the opportunity for a consolidated parking station in the general location identified on Figure 7, which are suitably sleeved and screened.

Table 2: Precinct 4 - Car Parking Rates

Column 1	Column 2
Land Use	On Site Parking Rate
Non Residential	Maximum 1 space per 200m ² GFA



3.1.3. Pedestrian / Cycle Network

Development is to create a safe, walkable and active City Centre that provides pedestrians and cyclists with legible, direct, comfortable and safe connections between major land uses and transit infrastructure across the City Centre and wider Maroochydore area.

Development outcomes

- i. Deliver active transport connections as identified in Figure 6 – Pedestrian & Cycle Network Plan, that provide opportunities to access other precincts and areas adjoining the PDA;
- ii. Provide end of trip facilities for pedestrians and cyclists, as part of development for non-residential uses including secure undercover bicycle storage facilities, showers and lockers, in accordance with Queensland Development Code MP4.1 – Sustainable Buildings.
- iii. Provide cycle parking integrated into the public realm.

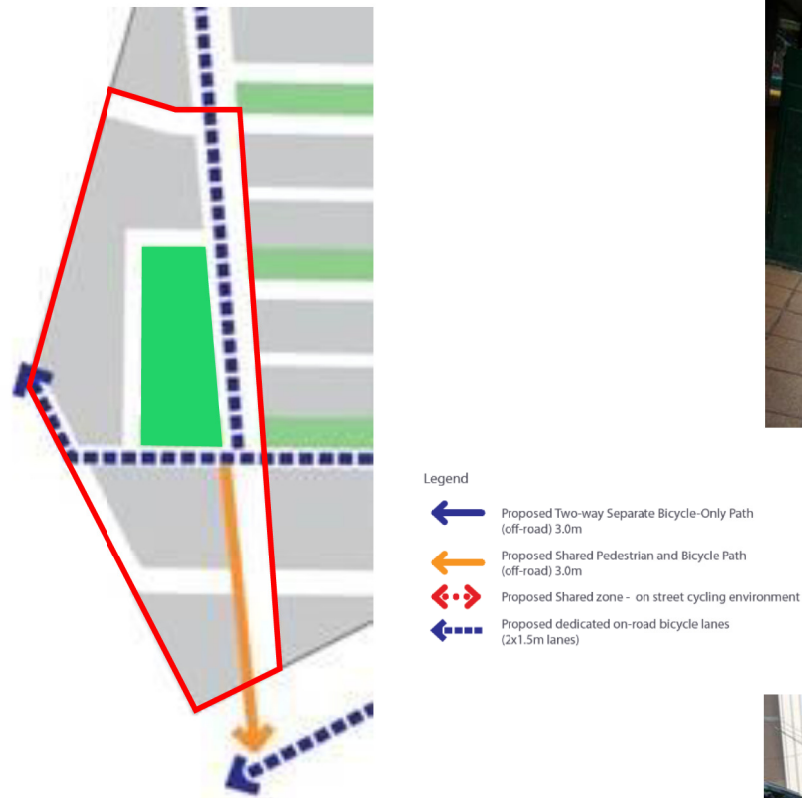


Figure 6 –Pedestrian & Cycle Network Plan



3.1.4. Public Transport

Provide for an efficient and effective multi-modal public transport system that supports the Maroochydore City Centre PDA as the business, community services and employment focus for the Sunshine Coast.

Development outcomes:

- i. Provide land for the CAMCOS rail corridor and Multi-modal Transport Facility;
- ii. The CAMCOS rail corridor and associated infrastructure should provide for pedestrian and bike paths both along and across it and not be a barrier for movement or visually; and,
- iii. Provide for bus stops at appropriate locations along the Railway Street in conjunction with Translink.



3.2. Element 2 - Land Use and Activation

The Maroochydore City Centre PDA will create a new mixed use city 'heart' for the Sunshine Coast with a range of land uses, activities and destinations that are integrated and well connected to the surrounding urban fabric and supportive of Maroochydore's role as the Principal Regional Activity Centre of the Sunshine Coast.

Commercial Area

- Developed predominantly for a range of medium to high intensity commercial, educational and government uses.
- Limited retail uses to street corners or open space frontages.

3.2.1. Preferred Land Use

Preferred Land Uses within the Precinct include:

- Office
- Health Care Services
- Indoor Sport and Recreation
- Food and Drink Outlet
- Nightclub entertainment facility
- Hardware and Trade Supplies
- Centralised Data Centre
- Education Establishment
- Showroom

The level of assessment for a use is in accordance with Precinct 4 Commercial Precinct: Levels of Assessment in the Development Scheme.



3.2.2. Activation

Development is to ensure safe, active and vibrant interfaces between the built form and the public realm, relative to their use, activities, location and outlook.

Development outcomes:

- i. Where fronting a primary frontage (as identified in Figure 7) the ground storey level:
 - a. Buildings are to be built to the street frontage boundary;
 - b. Present a minimum 65% of building frontage as windows/glazed doors and a maximum of 35% as solid façade; and
 - c. Provide clear or relatively clear windows and, where provided, grille or translucent security screens rather than solid shutters, screens or roller-doors.
- ii. Building entries and key ground floor plazas are to be located generally in the locations identified in Figure 7.
- iii. Buildings are accessed and serviced generally in the locations identified in Figure 7.

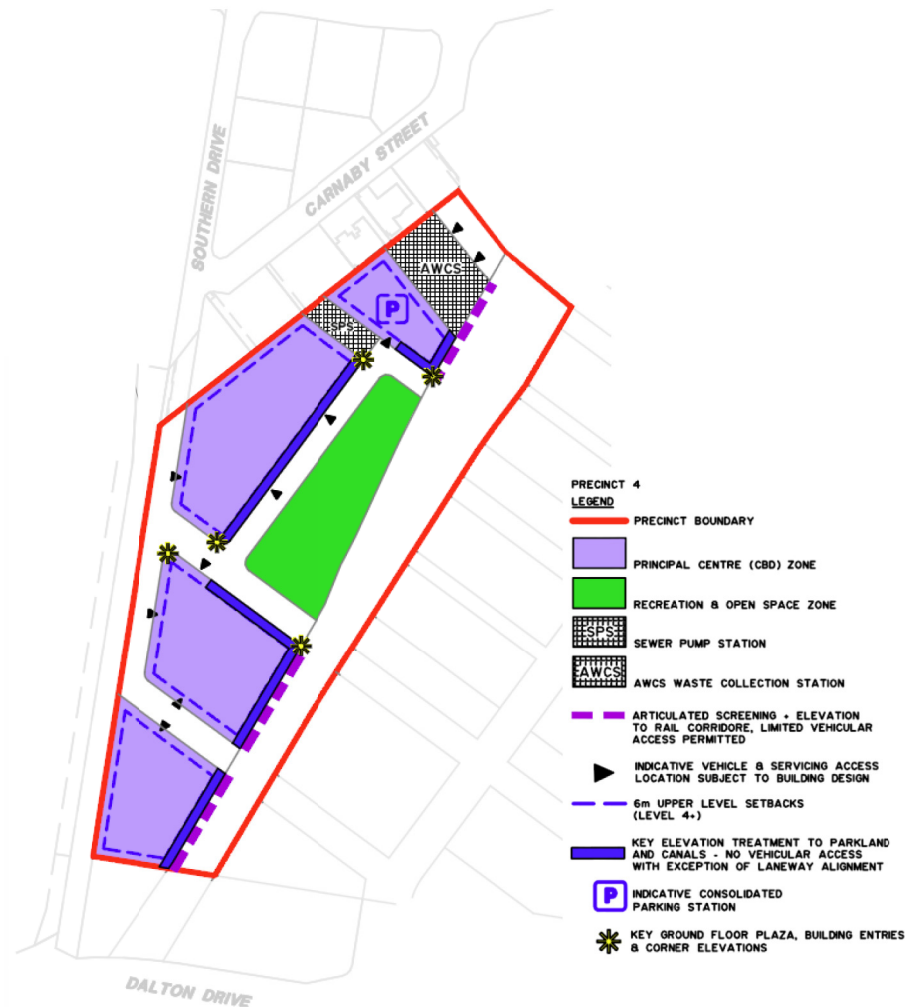


Figure 7 – Built Form Interfaces Plan

3.3. Element 3 - Built Form

Development is to provide a transition in built form from the adjacent low scale commercial development in Carnaby Street with taller campus style commercial buildings in a 'business park' setting.

3.3.1. Density

Form and scale of buildings will be generally consistent across the Precinct with any retail uses at ground floor addressing the Commercial Precinct Park.

Development outcomes:

- i. Maximum retail uses – 3,900m² GFA
- ii. Commercial – 30,000m² GFA.

3.3.2. Building Height

Development outcomes:

- i. Maximum building heights are to comply with Figure 8 - Building Height Plan.
- ii. Development is to be generally consistent with PDA Guideline No.8 – Medium and high rise buildings (May 2015) with respect to separation between towers.



Figure 8 –Building Height Plan

3.3.3. Building Setbacks

Development provides for buildings which create an attractive street front address and coherent streetscape alignment with other buildings.

Development outcomes:

- i. Development is generally built to the street frontage to a maximum 3 storey podium with a 6m setback to tower elements above the third storey, as indicated in Figure 7.
- ii. Otherwise setbacks are as identified in PDA Guidelines No. 8 – Medium and high rise buildings (May 2015).

3.3.4. Awnings

Development provides for weather protection along road frontages.

Development outcomes:

- i. Development is to provide a continuous awning along the entire road frontage for a minimum 3 metres over footpath, for all road frontages.

3.3.5. Building Articulation

Development provides for articulated building form.

Development outcomes:

- i. The first 3 levels display a scale that interfaces and addresses the street with upper levels differentiated through setbacks, materials, articulation, balconies or architectural elements.

- ii. Avoidance of long blank frontages or elevations, where possible with high quality screening or cladding of eastern interface with the CAMCOS rail corridor.
- iii. Windows and balconies provide a visual interest through continuous vertical pattern or architectural outcomes such as horizontal or vertical repetitious pattern.
- iv. Buildings include recessed or protruding vertical elements to break up building mass.
- v. Specific attention is given to corner elevations, especially at key intersections or prominent vistas to create interest.
- vi. Corner elevations and frontages to provide building entries and articulated building form to create visual interest and activity along the CAMCOS rail corridor.
- vii. Roof forms should be articulated to break up building mass, as viewed against the skyline screening roof plant and equipment.
- viii. Roof pitch should provide visual interest and create a profile to the top floor and overall building mass.
- ix. Mezzanine and split level floorplates create enclosed building entries and foyers in key locations, visible from the street.

3.3.6. Building Orientation and Siting

Development provides for the siting and orientation of buildings having regard to solar access and pedestrian permeability.

Development outcomes:

- i. Allow cross ventilation and natural lighting through narrower floor plate widths and building orientation.
- ii. Integrate indoor and outdoor spaces at ground, podium and roof level, through balconies, recesses, use of glass and wide openings.
- iii. Urban blocks should be legible and permeable, with mid-block linkages provided where feasible.

3.3.7. Address & Interfaces

Development provides for building to address and interface with the public realm.

Development outcomes:

- i. Podium levels along the street frontages allow roof gardens, terraces and courtyards, overlooking the street and providing vertical relief.
- ii. Plazas, public open space and private courtyards are integrated into development parcels creating value adding frontages, landscape amenity and place making opportunities.
- iii. Street frontages include recesses to provide informal dining or defined building entries.
- iv. Corner elevations are articulated to provide visual interest and gateway effects.

- v. Windows overlook streets and park lands providing passive surveillance.
- vi. Equitable access is provided between public and private spaces and changes of grade.
- vii. Provide high quality screening or cladding of buildings interface with the future rail passenger rail infrastructure (CAMCOS).
- viii. Provide a high degree of landscape, lighting and pedestrian access along the Railway Street Frontage in order to activate the street.
- ix. Respond to corner elevations and frontages to provide building entries and articulated building form to create visual interest and activity along the rail corridor.

3.3.8. Subtropical Landscape Design and Open Space

Development provides for and incorporates subtropical landscape elements.

Development outcomes:

- i. Landscape design should consider integration of the ground plane with the first three levels to effectively anchor buildings within their setting.
- ii. Upper level podiums, roof gardens and internal courtyards present the opportunity for sub-tropical design that integrates indoor and outdoor space and overlooks the street.

3.3.9. Building Innovation

Development is to incorporate the innovative use of building materials, systems and technologies to achieve architectural and artistic outcomes.

Development outcomes:

- i. Buildings should incorporate best practice energy efficiency, relative to use and location.
- ii. Floor plates and ceiling heights should provide for flexibility and adaptation considering future technologies and uses.
- iii. Buildings should integrate artistic and sculptural elements to create vibrancy and character.
- iv. A range of building materials, patterns and colours should be incorporated into the architectural design to create visual interest and uniqueness.

3.3.10. Waste Collection Facility

The waste collection facility for the automated waste collection system (AWCS) servicing the PDA should be located as per Figure 7.

Development outcomes:

The building and site will be designed:

- i. To provide access for collection vehicles to load and unload bins, including wash-down area;

- ii. To incorporate a small component of office space and services appropriate to the staff operating the facility;
- iii. To provide a visually interesting and articulated façade acknowledging the role, and function of such a building;
- iv. With the opportunity to be built to the front boundary with overhanging elements, so long as these do not obstruct pedestrian movement along the adjacent verge;
- v. With setbacks from side and rear boundaries as required to provide for vehicle circulation; and
- vi. Without the need to incorporate an awning or glazing to the frontage façade.

3.4. Element 4 - Open Space and Public Realm

Development creates high quality, safe and enjoyable public open space, parklands and open space linkages that surrounding land uses and buildings are oriented around and connect to.

3.4.1. Open Space

Development outcomes:

- i. Provide an Commercial Precinct Park (approximately 7,100m² in area) as identified in Figure 9.
- ii. Built form integrates with and achieves active edges to public open spaces, as identified in Figure 7.

3.4.2. Public Realm

Development outcomes:

- i. Provide key ground floor plazas as identified on Figure 7.
- ii. Provide a pedestrian friendly environment with an emphasis on safety and security.
- iii. Provide public art and gateway elements including signage elements and structures.
- iv. Provide street tree plantings that provide a positive visual and amenity contribution to the public realm and shaded pedestrian verges.
- v. Provide signage, lighting, and street furniture.

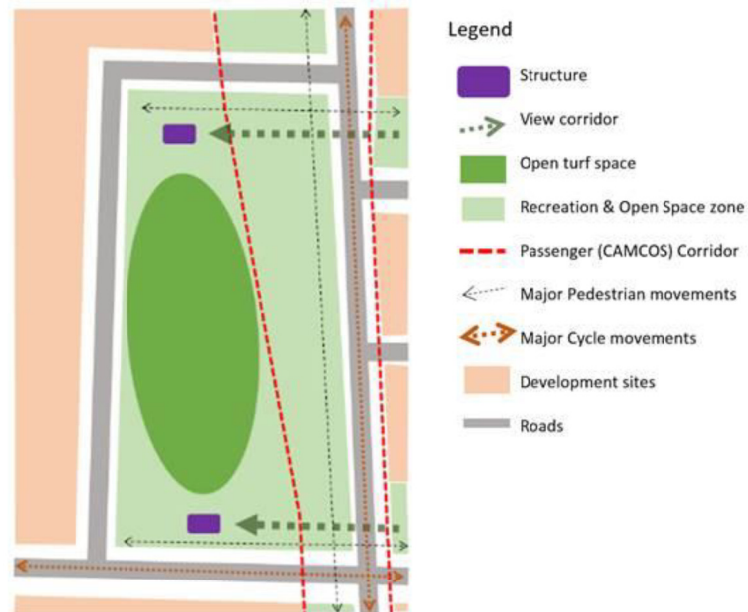
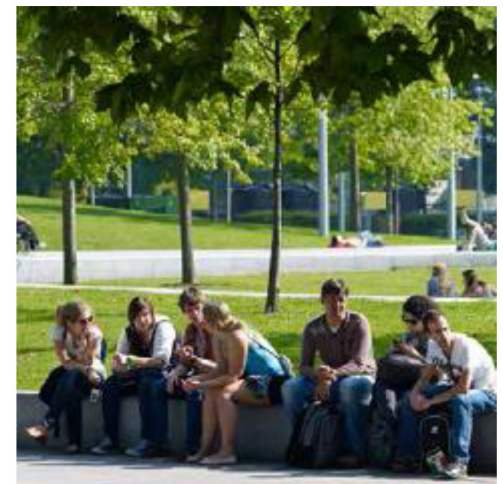
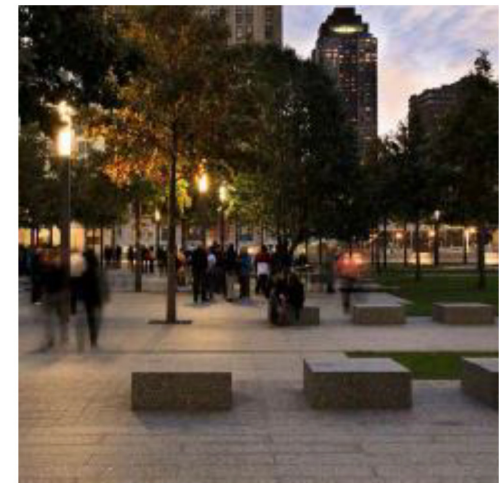


Figure 9 – Commercial Precinct Park



3.5. Element 5 - Infrastructure

Infrastructure is provided in an efficient, effective and timely manner that supports the development of the Maroochydore City Centre PDA.

Development outcomes:

- i. Pay a financial contribution for infrastructure in accordance with the Infrastructure Funding Framework or an infrastructure agreement.
- ii. Make a works contribution for trunk infrastructure in accordance with an infrastructure agreement. Trunk infrastructure delivered as part of the development may be credited against the financial contributions that would otherwise apply.