

Maroochydore City Centre Priority Development Area

Precinct 6 (Main Street North) 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 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 of the Development Scheme.

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 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 3.8 ha in area.

Figure 1 indicates the precinct location within the PDA.

1.7. Precinct Intent

The Main Street North Precinct is intended to be a 'frame' to the Core Business Precinct and will deliver predominantly a mix of retail, commercial and residential uses.

1.8. Development potential

Development within the Main Street North Precinct achieves the following:

- i. High intensity residential uses with some capacity for commercial and retail uses at ground and podium;
- ii. Integration with the transit plaza and the transit station and interchange (CAMCOS), other bicycle and pedestrian infrastructure, the urban open space infrastructure in the

Maroochydore Parklands Precinct, Core Business Precinct

- iii. The maximum development yields for this precinct are expected to be in the order of:
 - Retail – 10,000m² GFA; and,
 - Commercial – 13,000m² GFA.
- iv. Approximately 250 residential dwellings.

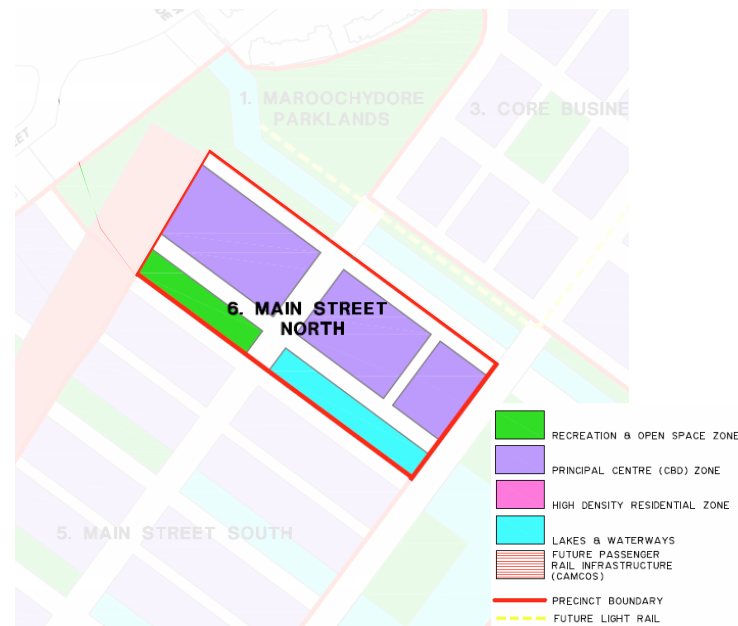


Figure 1 – Precinct 6 – Main Street North

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 9);
- 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;
- Ensures the establishment of entertainment and leisure activities (e.g. bars, restaurants and cafes) along the southern Corso; and,
- Provides for sculptural and articulated architectural building design.



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 2 - Road Hierarchy Plan and the cross sections identified in Figures 3-7;
- 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.

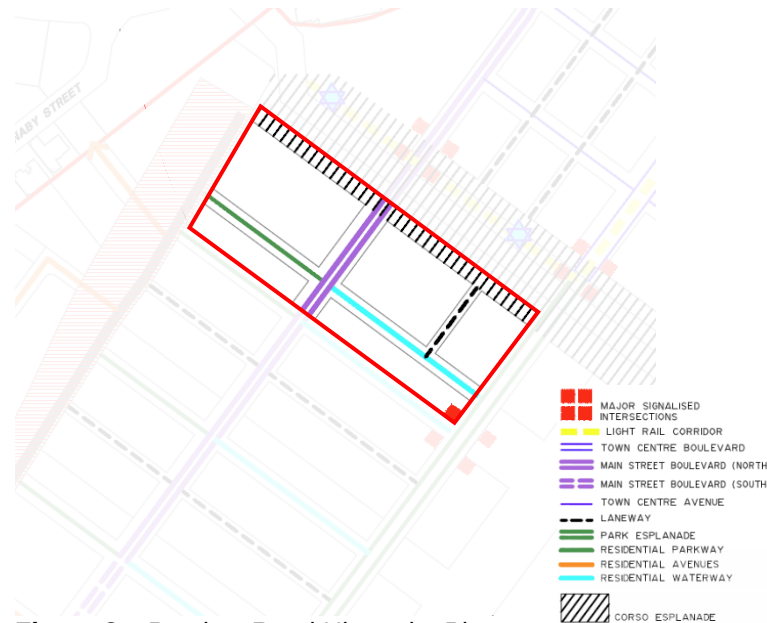


Figure 2 – Precinct Road Hierarchy Plan



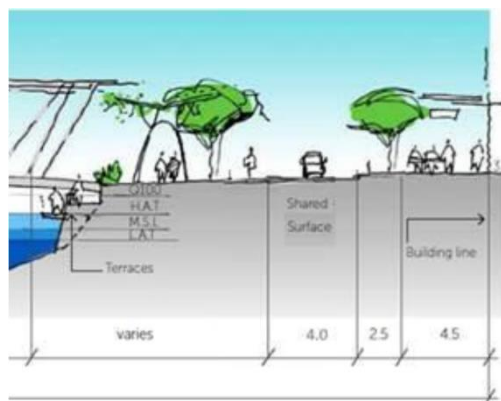


Figure 3- Corso Esplanade (between Main Street Boulevard and Town Centre Boulevard) (Looking East)

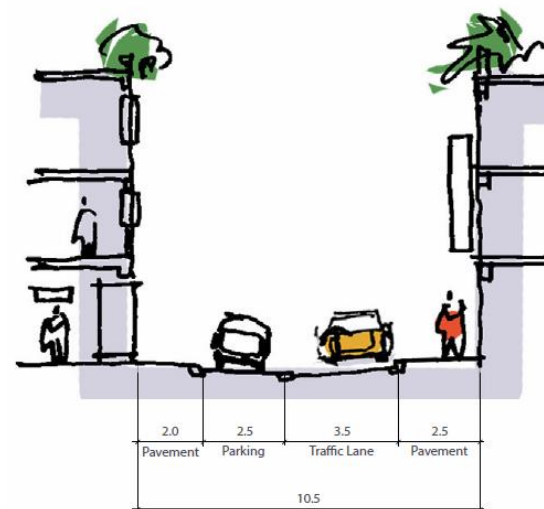


Figure 5 – One Way Laneway

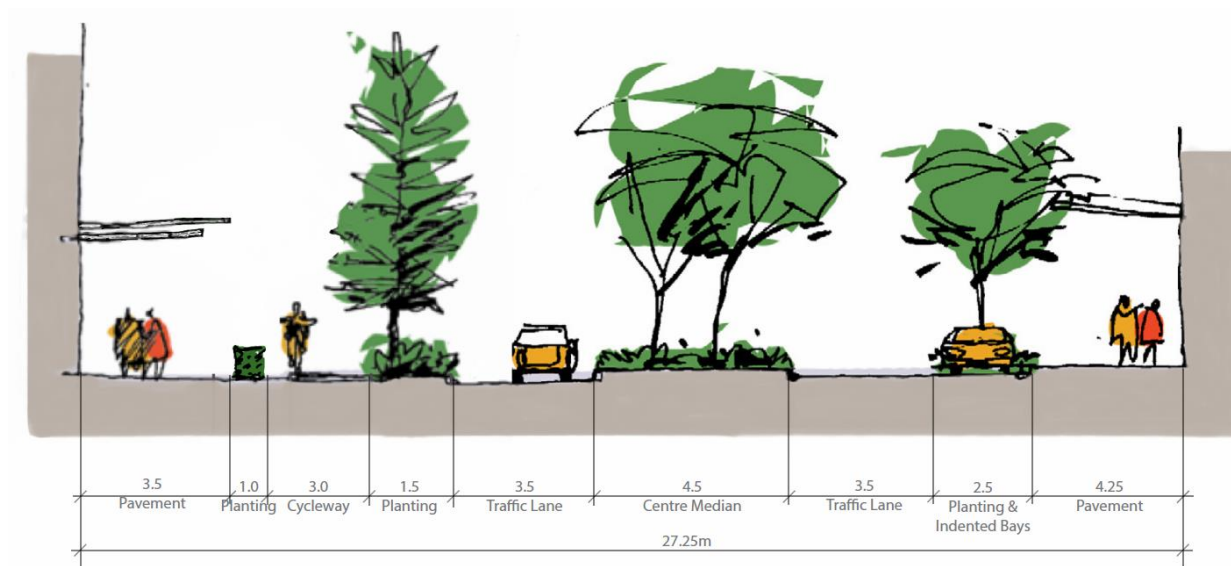


Figure 4 - Main Street Boulevard (North)

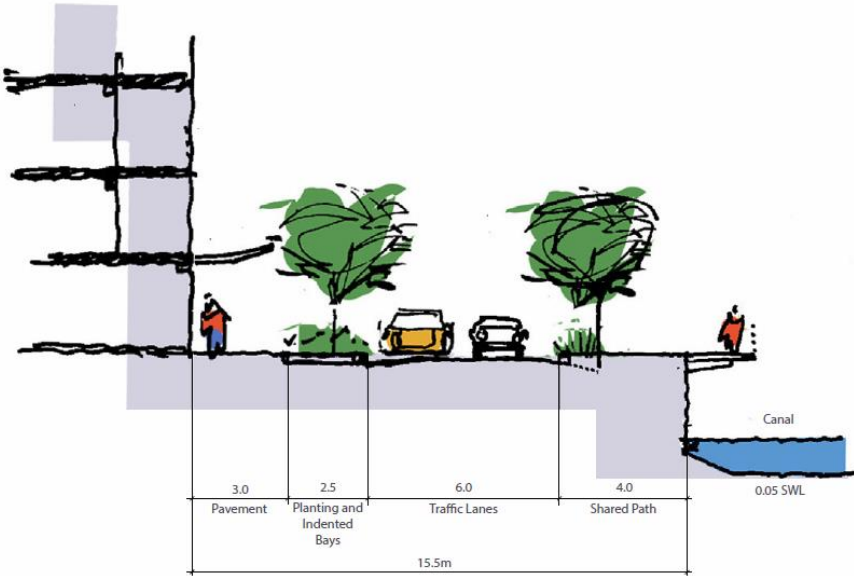


Figure 6 – Residential Waterway

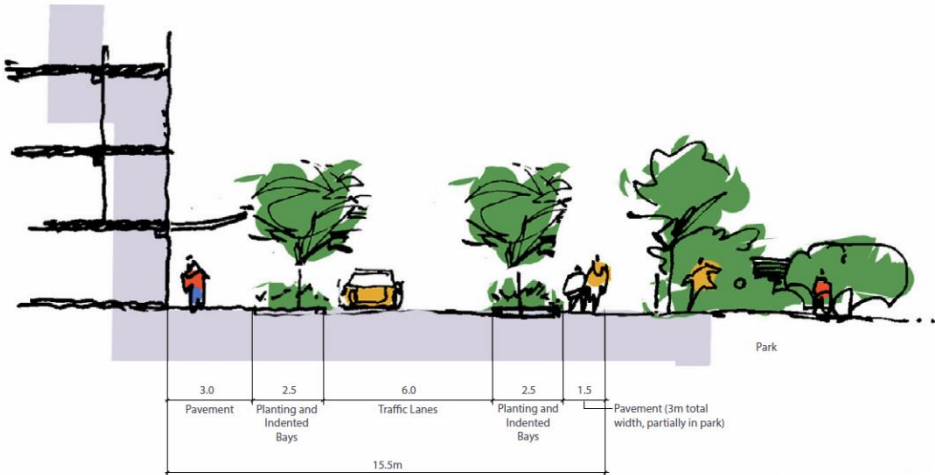


Figure 7 – Residential Parkway

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; and,
- 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 9 and screened on all other frontages.
- iv. The Non-residential On Site Parking Rate contained within Table 2 has been set in recognition of the desire to manage the overall supply of parking across the PDA to support a transport mode shift toward increased public and active transport outcomes. On Site parking will be supplemented by consolidated parking provision delivered in accordance with the Car Parking Management Strategy and related Infrastructure Agreement which provide transitioning consolidated supply across the lifespan of the PDA's development.

Table 2: Precinct 6 - Car Parking Rates

Column 1	Column 2
Land Use	On Site Parking Rate
Residential	Maximum 1 space per dwelling unit
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 8 – 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 8 –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 where identified;
- 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.

Mixed Use Area

- Developed predominantly for high intensity residential uses with some commercial capacity at ground and podium levels as well as café and retail uses to activate the ground floor frontages.



3.2.1. Preferred Land Use

Preferred Land Uses within the Precinct include:

- Shop
- Office
- Hotel
- Indoor Sport and Recreation
- Food and Drink Outlet
- Multiple dwelling

The level of assessment for a use is in accordance with Precinct 6 – Main Street North 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 9) 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 9.
- iii. Buildings are accessed and serviced generally in the locations identified in Figure 9.

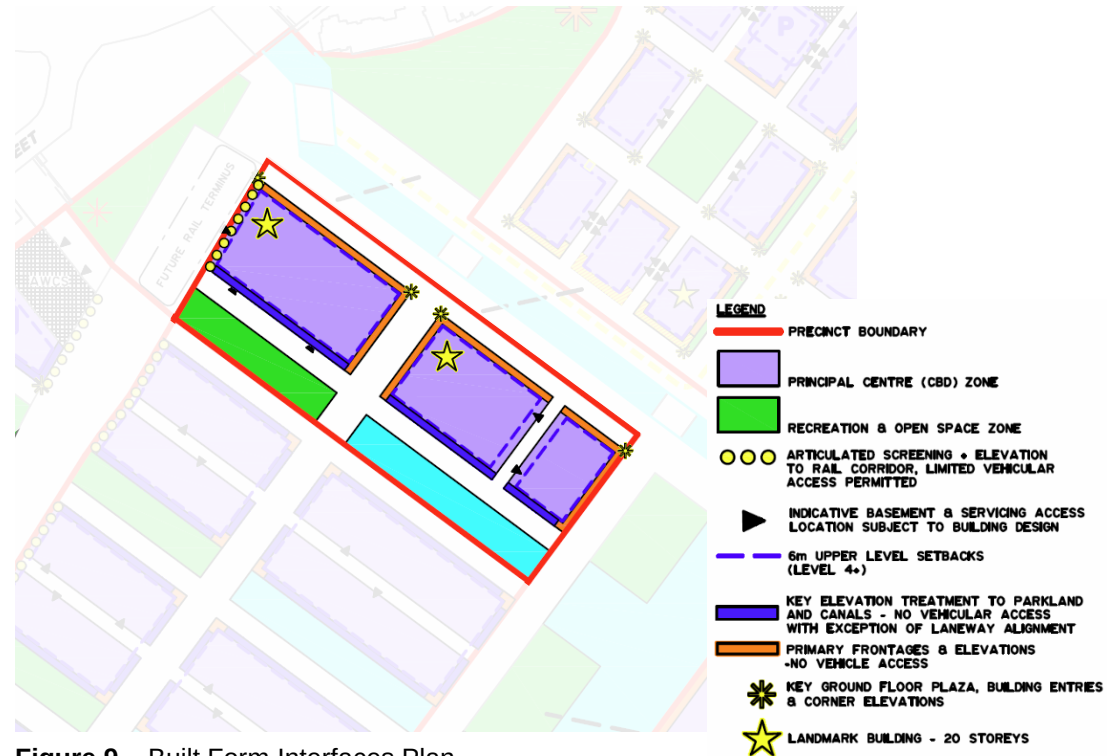


Figure 9 – Built Form Interfaces Plan



3.3. Element 3 - Built Form

Development is to provide mixed uses within this area to create a 'transition zone' with the ultimate aim to visually and physically connect and integrate the future City Centre back into the scale and mass of built form within Sunshine Plaza and along the Plaza Parade commercial and retail strip.

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 GFA – 10,000m² GFA
- ii. Maximum Commercial GFA – 13,000m² GFA.
- iii. Approximately 250 residential dwellings.

3.3.2. Building Height

Development outcomes:

- i. Maximum building heights are to comply with Figure 10 - 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.

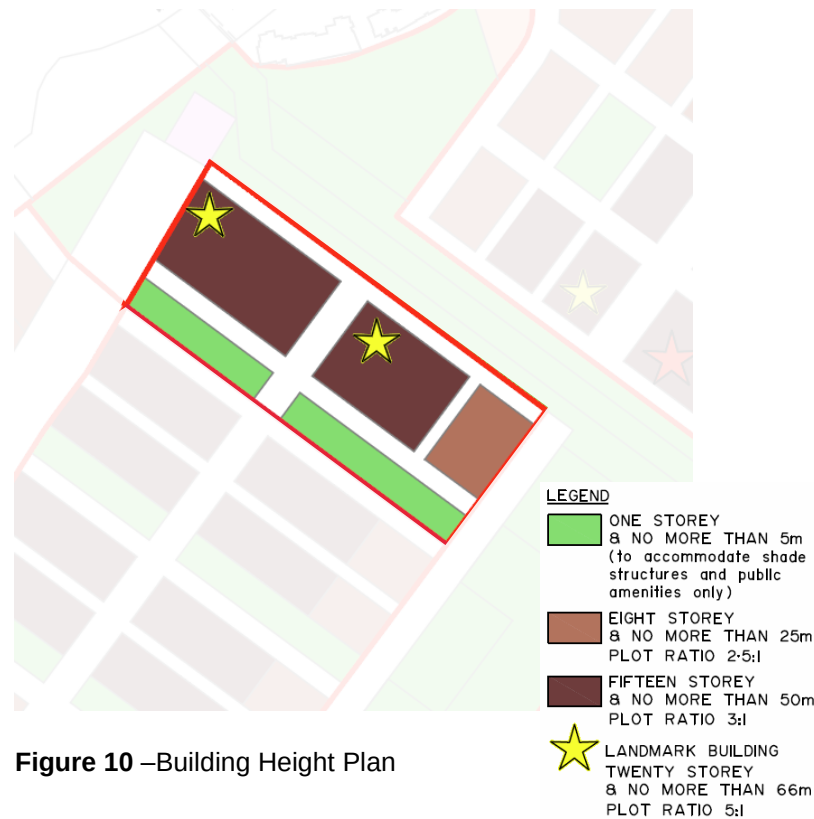
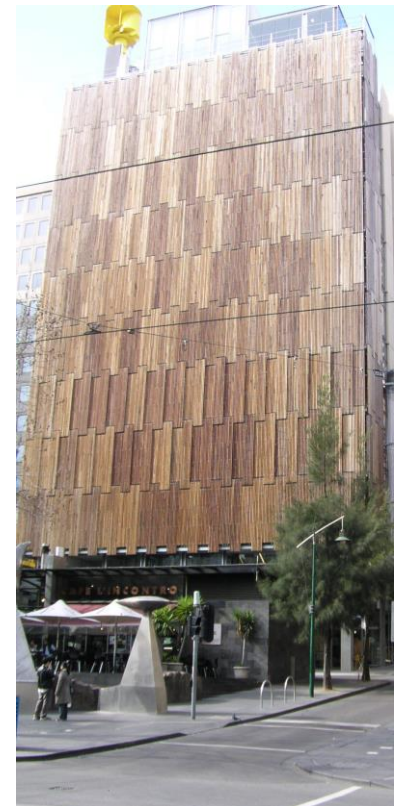


Figure 10 – Building Height Plan



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;
- ii. Above the podium, a 6m setback to tower elements is required (refer Figure 9). Encroachments into the 6m setback may be considered where they are minor in nature and where the building form is satisfactorily articulated through stepping, changes in texture/material or the use of other architectural elements; and/or
- iii. 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 primary frontages, as indicated on Figure 9, and/or where commercial or retail uses interface directly with the street frontages; and
- ii. Awnings, where required, should have a minimum width of 3 metres, which may overhang the footpath.

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 gateway and feature building design response to corners.

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.

3.4. 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 a Residential Park (approximately 3,000m² in area) as identified in Figure 11.
- ii. Built form integrates with and achieves key elevational treatments to public open spaces, as identified in Figure 11.

3.4.2. Public Realm

Development outcomes:

- i. Provide key ground floor plazas as identified on Figure 9.
- 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.

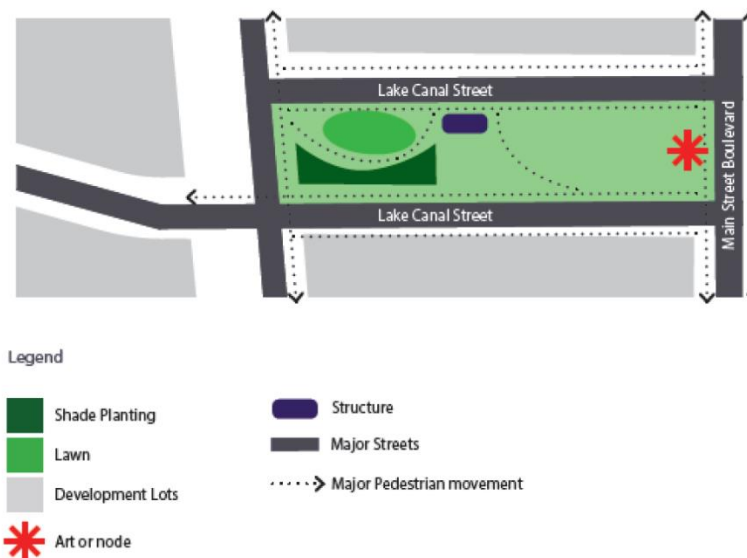
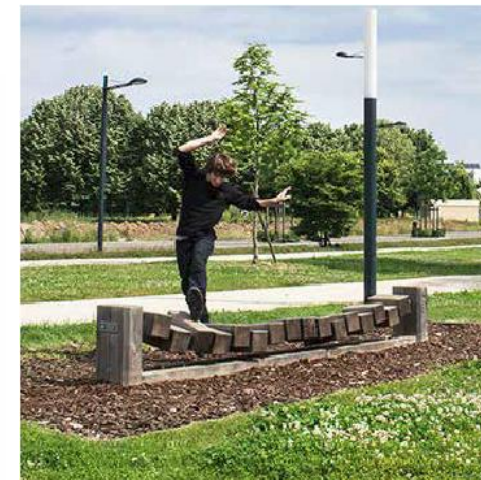


Figure 11 – Northern Residential Park



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.