Town Planning Report

PDA Development Permit for Material Change of Use for Research and Technology Industry with ancillary uses

10 South Sea Islander Way, Maroochydore

Submitted to Economic Development Queensland
On behalf of NEXTDC Limited

Prepared by Ethos Urban, a Colliers Company.

18 March 2025 | 7240010

'Gura Bulga'

Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.

'Dagura Buumarri'

Liz Belanjee Cameron

'Dagura Buumarri' – translates to Cold Brown Country. Representing Victoria.

'Gadalung Djarri'

Liz Belanjee Cameron

'Gadalung Djarri' – translates to Hot Red Country. Representing Queensland.

Ethos Urban acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We pay our respects to their Elders past, present and emerging.

In supporting the Uluru Statement from the Heart, we walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people for a better future.

In March 2025, Ethos Urban took a major step toward future growth by partnering with leading professional services firm, Colliers. While our name evolves, our commitment to delivering high-quality solutions remains unchanged—now strengthened by broader access to property and advisory services and expertise.

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This document has been prepared by:		**This document has been reviewed by:**	
Meg Luton	18 March 2025	Ben Weaver	18 March 2025

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Contents

Figures

Tables

Attachments

Attachment		Author
A.	**Application Form, Owner's Consent**	*Ethos Urban*
B.	**Title Search**	*Ethos Urban*
C.	**Architectural Plans**	*Architectus*
D.	**Design Report**	*Architectus*
E.	**Landscape Concept Report**	*Lat Studios*
F.	**Civil Engineering Report**	*ARUP*
G.	**Stormwater Management Plan**	*ARUP*
H.	**Waste Management Plan**	*Encycle*
I.	**Traffic Impact Assessment**	*TTM*
J.	**Standby Generator Air Emission Assessment**	*ARUP*
K.	**Noise Impact Assessment**	*ARUP*
L.	**Hazardous Goods Report**	*ARUP*
M.	**Survey Plan**	*ONF Surveyors*
N.	**Section 2.4 Notice**	*Sunshine Coast Council*
O.	**Geotechnical Report**	*Butler Partners*
P.	**Lighting Concept Report**	*Electrolight*

Executive Summary

This PDA development application (DA), prepared by Ethos Urban, is made to the Minister of Economic Development Queensland (MEDQ) on behalf of NEXTDC Limited (Applicant). The DA is lodged over land at 10 South Sea Islander Way, Maroochydore, formally described as Lot 10 on SP305311 (the site).

The site is located within the Maroochydore City Centre Priority Development Area (PDA) which covers an area of 60 hectares (ha). Development within the PDA is regulated by the *Economic Development Act 2012* (ED Act) and the relevant planning instrument, being the Maroochydore City Centre PDA Development Scheme (the Development Scheme) which commenced on 11 July 2014 and was amended in April 2016, August 2019 and 15 March 2024. Under the Development Scheme, the site is identified as being within the Core Business Precinct, which is intended to be the focus for a wide range of commercial, civic and administrative uses to support the city centre's economic role and function.

This DA seeks approval for a PDA Development Permit for a Material Change of Use for Research and Technology Industry with ancillary uses (the proposal). The proposal comprises a five (5) level data centre facility, accommodating data halls and ancillary offices, breakout spaces, front of house facilities and standby power generators. The proposed development adjoins the existing NEXTDC data centre facility (known as SC1) at 44 Maud Street and is unique in being co-located with the international submarine cable landing station. The cable places the Sunshine Coast on the international business map as a leading investment destination for commerce and industry for the world's biggest data users and those looking for a location with superior telecommunications and data infrastructure. The proposed data centre (to be known as SC2) is an important next step in helping to realise this ambition and providing the critical infrastructure that is required to meet the growing demands of the rapidly growing city centre and economic growth within an increasingly digital world.

In accordance with the relevant categories of assessment table (Table 3) of the Development Scheme, the proposal is PDA Assessable Development, requiring assessment by the MEDQ pursuant to section 85 of the ED Act and considering the matters outlined in section 87 of the ED Act.

It is considered that the proposal complies with all matters relevant to the assessment of the DA, including the provisions of the ED Act and relevant State interests, and is consistent with the Land Use Plan within the Development Scheme.

Table 1 below provides a summary of the application.

Table 1 Application Summary

Application Summary	
Applicant	NEXTDC Limited C/- Ethos Urban Contact: Meg Luton | Ben Weaver
Proposal	Development Permit for Material Change of Use for a Research and Technology Industry with ancillary uses
Site Address	10 South Sea Islander Way, Maroochydore
Real Property Description	Lot 10 on SP305311
Site Area	3711m^2
Easements	Nil
Priority Development Area	Maroochydore City Centre Priority Development Area (PDA)
Development Scheme	Maroochydore City Centre Priority Development Area Development Scheme
Precinct	Core Business Precinct
Relevant Overlays	**Local:** • Nil **State:** • Coastal Area - Medium storm tide inundation area

Application Summary	

	• Flood Hazard area
	  - Local government flood mapping area
	• Electricity Infrastructure
	  - Energex Easement

Category of Assessment	PDA Assessable development
Public Notification	To be determined by EDQ, as referenced in Section 2.3.11 of the Development Scheme

1.0 Preliminary

1.1 Introduction

This DA prepared by Ethos Urban, is made to MEDQ on behalf of NEXTDC Limited and seeks a PDA Development Permit for Material Change of Use for a Research and Technology Industry with ancillary uses. More specifically, the proposal involves a five (5) storey data centre facility, accommodating data halls and ancillary offices, breakout spaces, front of house facilities and standby generators. The DA is lodged over land at 10 South Sea Islander Way, Maroochydore, legally described as Lot 10 on SP305311.

The site is located within the Core Business Precinct of the Maroochydore City Centre Priority Development Area, which is intended to be the focus for a wide range of commercial, civic and administrative uses to support the city centre's economic role and function, as the Sunshine Coast's pre-eminent centre.

This report sets out the following:

- Site characteristics
- Proposed development
- State planning instruments
- Local planning instruments
- Key planning considerations
- Conclusion

The DA demonstrates the proposal accords with the relevant provisions of the ED Act, aligns with key State interests and complies with all relevant provisions in the PDA development requirements of the development scheme and, as such, is taken to be consistent with the Land Use Plan. Approval of the proposal is therefore requested, subject to reasonable and relevant conditions.

1.2 About NEXTDC

NEXTDC is an ASX 100-listed technology company enabling business transformation through innovative data centre outsourcing solutions, connectivity services and infrastructure management software. It is Australia's leading certified colocation data centre provider, with 13 data centres strategically located across Australia, with additional facilities in development or planning phases both nationally and overseas. NEXTDC is Australian owned and headquartered out of Brisbane

NEXTDC has direct access to sea cable landing stations on both the east and west coasts (including at Maroochydore), providing fast connections to Asia and the most direct connectivity between Perth and Sydney. This makes NEXTDC Australia's most-cloud connected data centre provider, delivering critical power, security and connectivity for global cloud platform providers, enterprise and government markets. Its customisable data centre solutions include colocation, mission critical spaces, disaster recovery and business continuity and edge data centres, making a significant contribution to the digital economy.

1.3 Application Approach

The PDA development application is subject of assessment pursuant to the *Economic Development Act 2012* (ED Act). The applicable planning instrument is the Maroochydore City Centre Development Scheme (the Development Scheme).

The proposal is identified as PDA Assessable Development in the Development Scheme. Section 87 of the ED Act prescribes the matters to be considered when deciding the application, which are contained within this report.

The application represents the culmination of extensive engagement with EDQ Development Assessment including a series of pre-lodgement meetings that commenced in 2024. Refer to Section 4 of the report for further information. The Applicant also worked closely with SunCentral in the preparation of the design to support the city's vision and enhance the city centre as an area of economic growth, technological innovation and world-class urban design.

The application is also supported by a comprehensive suite of plans, technical assessments and supporting material, namely:

- Attachment A – Development Application Form, Owner's Consent
- Attachment B – Title Search
- Attachment C – Architectural Plans prepared by Architectus
- Attachment D – Design Report prepared by Architectus
- Attachment E – Landscape Concept Report prepared by Lat Studios
- Attachment F – Civil Engineering Report prepared by ARUP
- Attachment G – Stormwater Management Plan prepared by ARUP
- Attachment H – Waste Management Plan prepared by Encycle
- Attachment I – Traffic Impact Assessment prepared by TTM
- Attachment J – Standby Generator Air Emission Assessment prepared by ARUP
- Attachment K – Noise Impact Assessment prepared by ARUP
- Attachment L – Hazardous Goods Report prepared by ARUP
- Attachment M – Survey Plan prepared by ONF Surveyors
- Attachment N – Section 2.4 Notice prepared by Sunshine Coast Council
- Attachment O – Geotechnical Report prepared by Butler Partners
- Attachment P – Lighting Concept Report prepared by Electrolight

2.0 Data Centres and the Digital Economy

2.1 Introduction

Data centres have a critical role to play in the modern economy from post-COVID adjustments to the way we work ('work-from-anywhere') to the recent advances in Artificial Intelligence (AI) systems. They are the newest form of critical infrastructure for modern-day economies, cities and regions that rely on digital connectivity, speed and security. Data centres are on a rapid growth trajectory as demand continues to surge, initiated by companies migrating data storage from on-premises to the cloud, and further propelled by advances in cloud computing and the meteoric rise of A.I.

Issues of speed and security are becoming increasingly relevant to the delivery and operation of data centres as the expansion of 'content distribution networks' require identical information to be hosted in multiple locations. The nearest location containing the data is directed to serve the information to the user, decreasing the lag between request and receipt.

Users are also becoming more sensitive to data theft by commercial competitors or foreign agents. This has led to some organisations placing restrictions on the physical location in which certain digital information may be held. For example, Australian government agencies may specify that all data must be hosted on servers physically located within Australia.

Detailed research has been undertaken by NEXTDC to identify suitable locations for additional data centres in South East Queensland. The unique characteristics of data centres require careful site selection, including proximity and access to their customers, appropriate built form controls and reliable and secure power infrastructure. Consideration also needs to be given to potential environmental impacts, including acoustics and air quality.

2.2 Why this site?

The proposed SC2 Data Centre was subject to a careful site selection process based on the abovementioned criteria. The key characteristics of the proposed site which make it suitable for the new facility can be summarised as follows:

- The site is strategically located within the rapidly growing Maroochydore City Centre, in a Priority Development Area and within the Core Business Precinct under the PDA development scheme. The site is also immediately adjacent to the existing NEXTDC SC1 data centre and co-located with the international submarine cable landing station, offering enhanced cable connectivity.
- The Maroochydore City Centre is evolving rapidly and in 2032, the city centre will play an important role as it shares in the staging of the Olympic and Paralympic Games. The city centre will include an athlete's village located on a short distance from the SC2, providing an opportunity to support the infrastructure and showcase the city centre as an area of economic growth and technological innovation.
- The site is suitably located and sized to accommodate a data centre development, with established infrastructure and services, and is not physically constrained by environmental matters. The development can also be accommodated within its context without resulting in unacceptable impacts in terms of traffic, noise, air quality or visual impacts.
- The data centre has been designed to respond to its local context, including the activation of the ground plane and the introduction of generous landscaping. The ground floor front of house facilities, including meeting rooms and office spaces will help to activate precinct, adding interest and vitality to this part of the city centre.
- The site is well located regarding its accessibility to public transport and the road network.

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3.0 Site Characteristics

3.1 Site Details and Location

The site for the proposed SC2 data centre is located at 10 Sea Islander Way, Maroochydore (the site) to the immediate west of the existing NEXTDC SC1 data centre facility site (at 44 Maud Street) (refer to **Figure 2** below). The site is more properly described as Lot 10 on SP305311. Currently the site is vacant and does not include any permanent buildings or structures.

The site is adjacent to The Corso, an apartment complex to the west, as well as an approved 19 storey mixed use residential tower to the north. The land to the north beyond this approval comprises of numerous commercial uses. The eastern boundary is also adjacent to various low-medium density residential uses, comprising of predominantly single storey unit complexes. The land to the north comprises of numerous commercial uses.

The SC1 data centre at 44 Maud Street, is co-located with the landing of the international submarine cable. The cable is laid out or buried under the sea floor and connects to the NEXTDC SC1 data centre to serve the new Maroochydore City Centre. The data centre houses the connection point for the international submarine cable with landside communication networks. The cable places the Sunshine Coast on the international business map as a leading investment destination for commerce and industry for the world's biggest data users and those looking for a location with superior telecommunications and data infrastructure. The proposed SC2 data centre is an important next step in helping to realise this ambition.

The site is within the Maroochydore City Centre PDA. Its location in relation to the boundary is provided in **Figure 1** below.

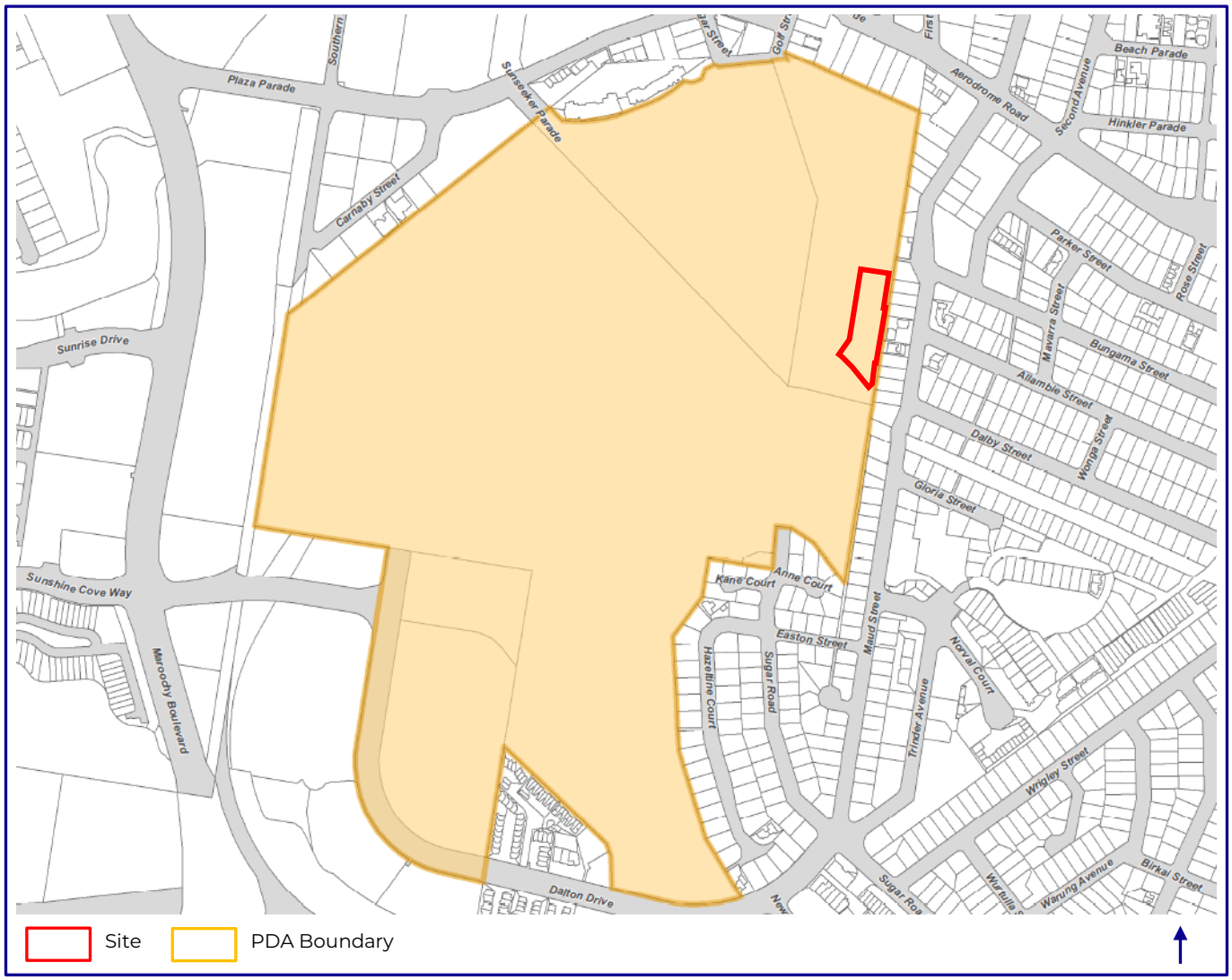


Figure 1 Maroochydore City Centre PDA Boundary Map

Source: Economic Development Queensland, 2025

3.2 Surrounding Uses

The site is currently vacant and unofficially utilised as an overflow carpark. The following land uses are in the nearby vicinity of the site.

- **North:** Vacant lots (19 storey approval), wellness centre, engineering consultancy.
- **South:** Maroochy River, open space.
- **East:** NEXTDC SC1 facility, low-medium density residential dwellings
- **West:** Multiple dwellings, vacant land

An aerial image of the site and its surrounds is provided in **Figure 2** below.

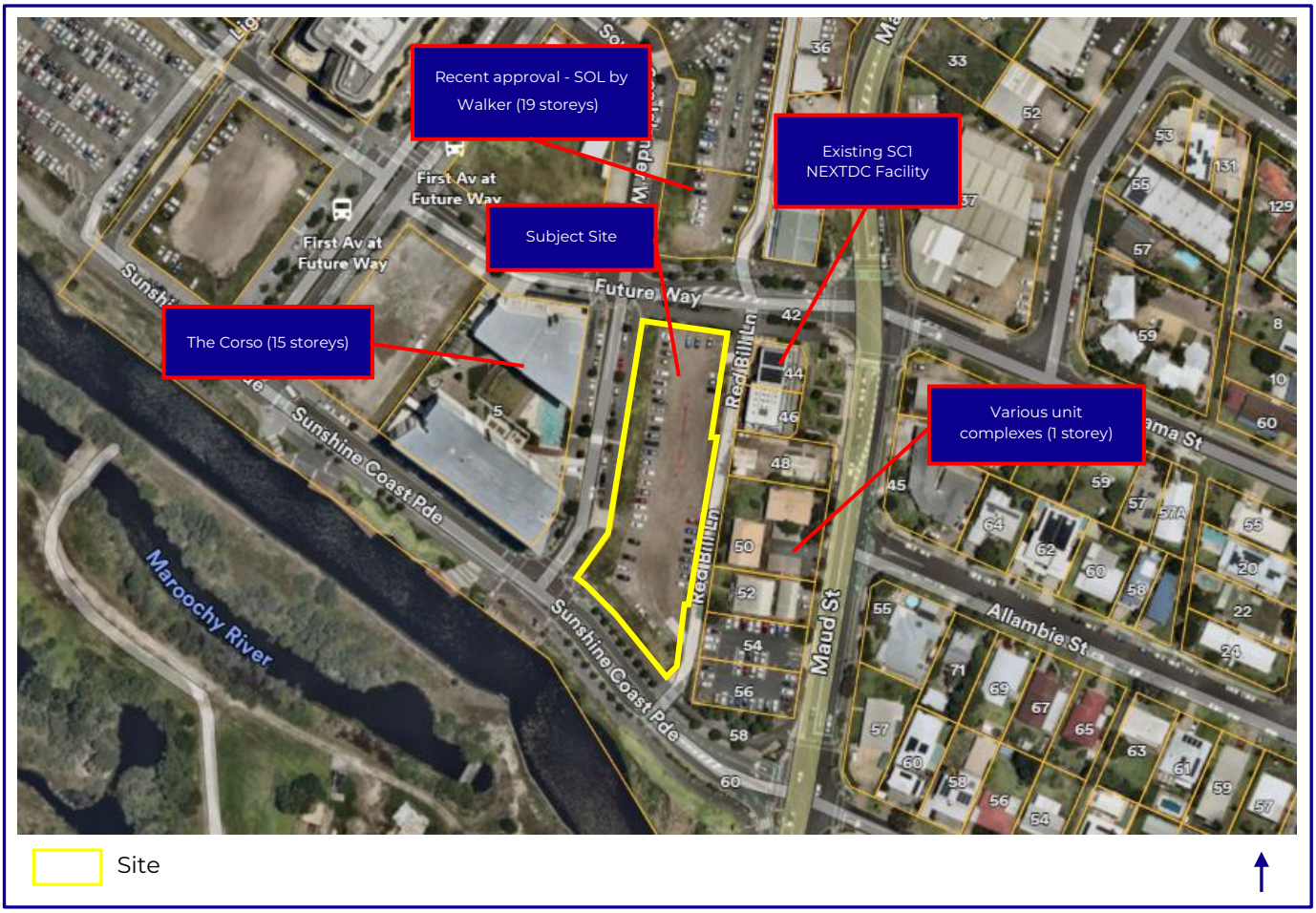


Figure 2 Aerial View of Site and Surrounds

Source: Nearmap, 2025

3.3 Site Tenure and Easements

The site is owned by NEXTDC LIMITED as identified in the Title Search provided under **Attachment A**. The Title Search, in addition to a review of Queensland Globe, determined the lot is not burdened by any easements

3.4 Development Approval History

A review of all available development approvals relevant to the site has been undertaken using the online search portals provided by Australian Government's Department of Climate Change, Energy, the Environment and Water (EPBC Act Public Portal) and the Queensland Government's Department of State Development, Infrastructure, Local Government and Planning (EDQ's Current applications and approvals).

From the review, no publicly available approvals have been identified.

3.5 Neighbouring Approval History

Table 2 provides an overview of the existing approvals over the nearby sites.

Table 2 Neighbouring Approval History

Approval Reference No.	Address	Approval Date	Description
DEV2024/1553	Future Way, First Avenue and South Sea Islander Way, Maroochydore (Lot 50 on SP305312, Lot 600 on SP321692 and Part of Road Reserve adjoining Lot 600 on SP321692)	20 December 2024	Multiple Dwellings, (251 Dwellings). Short Term Accommodation, Office, Food and Drink Outlet, Bar and Shop
DEV2019/1004/3	South Sea Islander Way and First Avenue, Maroochydore (Lots 30 and 40 on SP305312)	28 June 2024	Material Change of Use for (Interim) Retail Uses, Bar, Food and Drink Outlet, Market, and Community Use
DEV2021/1232/4	Market Lane, Maroochydore (Lot 110 on SP305312)	6 December 2023	Parking Station, Shop, Food and Drink Outlet and Community Use
DEV2023/1385	12 South Sea Island Way, Maroochydore (Lot 20 on SP305311)	29 May 2023	Reconfiguring a Lot
DEV2021/1251/1	Mundoo Boulevard, Maroochydore (Part of Lot 201 on SP305312)	16 March 2022	Material Change of Use for Shop, Food and Drink Outlet, Health Care Services and Hospital

3.6 Infrastructure Delivery

The site is currently serviced by water and sewerage infrastructure, as outlined below.

3.6.1 Access

As the site is currently vacant and utilised as an overflow car park, with two existing crossovers. South Sea Islander Way and Red Bill Lane currently provide street/lane access to the site.

3.6.2 Water

There is a single 150 mm water main located adjacent to the South Sea Islander Way site boundary. A desktop study of the existing water main network suggests that this 150 mm main is supplied from multiple directions ensuring a resilient flow path from the utility network. The potable water main also has isolation valves along the length and at all branch-off points, allowing maintainable pipe sections without losing flow through the pipework.

Refer to **Attachment F** for additional details.

3.6.3 Sewer

There are two 225 mm gravity sewer lines and manholes along Red Bill Lane which tie into a single 450 mm gravity sewer main located along the South Sea Islander Way site boundary before flowing into the wider network.

Refer to **Attachment F** for additional details.

4.0 Pre-lodgement Engagement

Prior to the lodgement of this DA, extensive pre-lodgement engagement has been undertaken with EDQ and SunCentral over the course of 12 months. The key outcomes of the meetings with EDQ are outlined in the below subsections of this report.

4.1 Economic Development Queensland

An initial pre-lodgement meeting was held with EDQ on 31 July 2024. A response to each of the key items raised is provided in **Table 3** below.

Table 3 Summary of EDQ Pre-lodgement Meeting 1

Key Feedback Item	Response
Planning Considerations	
Land Use Categorisation: *Research and Technology Industry definition is appropriate. Offices, breakout areas, and standby power generators are ancillary and fit within the land use framework (noting that the visual appearance and impact of the generators will be considered in detail as part of the assessment of any development application).*	The PDA development application comprises of the following: • PDA Development Permit for Material Change of Use for Research and Technology Industry with ancillary uses.
Diesel Storage: *Clarify storage quantities and ERA thresholds.*	The Hazardous Goods Report, prepared by ARUP, assesses the storage of Diesel (**Attachment L**). The diesel storage for SC2 comprises 2 x 65kL above-ground tanks, each located on Lower Ground Level (the level with direct street access), in individual fire-rated rooms. The total available fuel for SC2 is estimated to be ~128kL across both tanks, including 6kL for gen day tanks at Roof Level. Refer to **Attachment L** for the location of the diesel storage tanks.
Air Conditioning Noise: *Confirm soundproofing measures.*	A Noise and Vibration Impact Assessment has been carried out by ARUP (**Attachment K**) in accordance with the requirements of the *Queensland Environmental Protection Act 1994* and other relevant planning regulations and guidelines. As per the assessment, the cooling towers will be selected such that the total sound power level does not exceed the total sound power level as nominated within the project equipment and schedule, and free of tonal, impulsive and modulating noise characteristics.
Air Quality, Noise, and Hazardous Goods Storage: *Design must respect and not impact on nearby residential and sensitive land uses.*	The Noise and Vibration Impact Assessment states that compliance is predicted at all assessment locations under all scenarios for all time periods with the recommended noise mitigation measures (**Attachment K**).
PDA Wide Criteria: *Further design consideration is to be given to how the building addresses the primary road frontages, and provides activation in accordance with the Development Scheme. The inclusion of awnings, glazing and a varied building façade should form part of the design. The applicant is to consider and assess the proposal against all PDA Wide Criteria of the Development Scheme.*	Since the first prelodgement meeting, further consideration and refinement of the building's façade has been undertaken to provide an enhanced design as illustrated in the Architectural Plans (**Attachment C**). Notably, the proposed design has been refined to deliver an activated and highly articulated façade, including the introduction of an awning over the exterior of the western façade, above the ground floor. The ground level also provides glazing across the western frontage and south elevation, maximising activation along the key frontages of South Sea Islander Way and Sunshine Coast Parade. In addition, the refined design also reflects an improved pedestrian access arrangement from these key road frontages, further enhancing activation opportunities. The design aspects of the proposed façade have also been refined and enhanced since the first prelodgement meeting, reflecting a built form design with an array of varied materials

Key Feedback Item	Response
	and façade treatments, as outlined below in further detail in the below Building Form and Mass section.
Waste: *Integration with the Automatic Waste Collection System (AWCS) is under consideration. The applicant will investigate this further with SunCentral.*	It is confirmed that the development's general waste and commingled recycling will use the Automatic Waste Collection System (AWCS). The AWCS inlet points will be located in the waste room. The system will only be required at ground level where the majority of waste is generated. The AWCS will only take general waste and commingled recycling generated in the office spaces with items less than 300mm without folding. Refer to **Attachment H** for further details.
Flooding	
The applicant's submitted material outlines that the Probable Maximum Flood (PMF) level is 4.96m AHD and proposes a design with a plinth raised approximately 1.5m above the footpath on South Sea Islander Way and roughly 2.0m above the laneway on Red Bill Lane. Consequently, critical infrastructure is proposed to be situated above the PMF level, while non-critical areas such as car parks, loading docks etc. appear to be located at a lower level. It is recommended that the applicant confirm the applicable PMF level as the above stated level appears to differ from that found in the 2023 Calibre Flood Study undertaken for the latest Development Scheme Amendment. *The applicant is required to satisfy the Development Scheme and EDQ requirements with respect to Flooding, such as demonstrating flood free access (immune to 1% AEP), DDA compliant access is achieved and flood immunity for basement car parking areas is met.*	The outcome of the assessment completed by ARUP indicates that the on-site flood risk to the proposed data centre is minimal, with the ground floor level being above the Council's Probable Maximum Flood (PMF) level (**Attachment F**). The Maud Street Canal and broader Cornmeal Creek catchments dictate flood levels up to approximately the 1 in 2000 AEP event (present climate). For events of larger magnitude, including the 1 in 2000 annual exceedance probability (AEP) event (2100 Climate Scenario) and the PMF event, backflow from the Maroochy River dominates the peak flood level. Refer to **Attachment F** for further details.
Landscaping	
The applicant is to prepare and submit a detailed landscaping concept report by a qualified landscape architect to ensure high-quality landscaping is integrated into development and the Precinct. The report must address section 2.6.3.2.7 of the Development Scheme and include design concepts, plant selections, and layout plans for the landscape buffer and outdoor terrace along Sunshine Coast Parade. It should also outline how the design meets all specified requirements and include information on implementation and maintenance to ensure long-term quality and sustainability.	A Landscape Concept Report has been prepared by Lat Studios (**Attachment E**), demonstrating the integration of high-quality landscaping into the development. The report provides a design concept that retains existing street trees where practicable and proposes carefully positioned new planting to soften the built form. The planting strategy divides the landscape into sections based on aspect and natural light. Plant mixes are developed for areas that receive full sun, partial sun, and full shade. Refer to **Attachment E** for the full planting palette and landscape plan.
Access and Parking	
EDQ has reviewed the architectural plans and have identified that the manoeuvrability into the loading zones maybe problematic, particularly given issues encountered with other developments utilising laneways for servicing. Further consideration is to be given to this design and a detailed traffic report prepared to demonstrate that on site manoeuvring is acceptable.	A Traffic Engineering Report has been prepared by TTM (**Attachment I**) to assess the proposed development. The assessment confirms that the parking layout provides efficient and safe internal manoeuvring. A Swept Path Analysis has been provided in **Attachment I**, demonstrating the acceptable onsite manoeuvring.
Car parking: *The proposed on site car parking is limited and justification is required to be provided to demonstrate that the proposed car parking is sufficient for the proposed data center. This report is also to consider the suitability of all car parking be provided as tandem parking.*	Although the Maroochydore City Centre Development Scheme 2024 (Development Scheme) states that for a Research and Technology Industry Use, car parking rates are to be determined by a car parking management plan, the Traffic Engineering assessment (**Attachment I**) has referred to the rate for non-residential development within Precinct 3 with a GFA up to 20,000m^2, as well as Sunshine Coast Council's (Council) rate.

Key Feedback Item	Response
While it is noted that the applicant clarified (at the prelodgement meeting) that tandem parking is effective in data centers, as the parking is managed and pre-booked by staff and contractors, rather than being open to the public, further justification is required. The applicant is requested to provide detailed justification for car parking numbers and office densities in the traffic report, noting that the Scheme does not specify rates for the research and technology industry, leaving this to a car parking management plan.	The proposal includes provision for 20 parking spaces (two of which are electric changing spaces). As the development scheme does not prescribe a rate for Research and technology industry, the provision has been justified in the Traffic Impact Assessment as sufficient to meet the needs of the proposed data centre. Six tandem parking spaces (twelve spaces) are provided, with all the parking to be managed by NEXTDC.
Access: *Red Bill Lane is one-way, and TTM has been engaged to assess traffic patterns. The applicant confirmed that an 8.8 MRV (Medium Rigid Vehicle) and an 11m waste truck can manoeuvre into the loading dock from Sunshine Coast Parade.* *Additionally, a 20m articulated fuel tanker can access the diesel tanks in the lower ground. EDQ Engineers advised that the laneways were not initially intended as primary access points and suggested considering the crossover on South Sea Islander Way, which was designed for Council services. The applicant intends however to replace this crossover with landscaping and redirecting vehicle access through the laneway. The proposed access arrangement requires justification which will be reviewed by EDQ IS and detailed drawings are required of the proposed works and manoeuvrability plans for the laneway.*	**Attachment I** confirms that the site provides access for an MRV within the development. Access is provided from Red Bill Lane into the loading dock for a waste truck to collect refuse. This loading dock is located adjacent to the waste room and unpacking area. The diesel tanks are located on the Lower Ground Level, which provides direct street access and access to the loading zone for fuel tankers. Refer to **Attachment C** for the location.
Building form and mass	
The proposed built form and massing of the building requires further design development. The proposed building's length of 90-metres and lack of articulation, as currently shown on the provided drawings, result in an imposing structure within the highly urban context of the city centre. The absence of significant articulation or variation in the building's façade does not align with the scheme's requirement for buildings to be articulated and fenestrated to enhance architectural interest and functionality (Section 2.6.3.1.4). *The applicant has suggested that introducing articulation and re-orienting the entrance to align with the landscape design will activate the ground level and enhance visual appeal. However, EDQ does not consider these modifications sufficient to address the issue of activation. Furthermore, Section 2.6.3.1.2 emphasises the importance of building heights and design that maximise views and do not overshadow public spaces, which is not adequately addressed in the current design.* *Further, the site is bordered by high-rise residential developments, such as the Corso and Walkers projects and consequently, the design should complement and integrate with the mixed-use nature of the city centre. Additionally, as the site is in a prominent location and highly first visible from outside of the PDA, and therefore the design needs to appropriately address all frontages and vantage points.* *The Maroochydore City Centre Development Scheme, Section 2.6.3.1.2 on building heights, and Section 2.6.3.2.1 on primary frontages highlight that the building should contribute positively to the city centre's aesthetic and functionality, which is not fully realised in the current proposal. The lack of detailed articulation and*	The built form and mass have been refined and further progressed to demonstrate an enhanced outcome incorporating greater articulation to break up the bulk and scale of the development. This decreases the imposition of the structure on the surrounding locality. Notably, the western building façade now comprises a more defined, centrally located recess that assists with variation along this longer building's façade. This vertical strip in the centre of the western façade provides an appropriately located break in the façade. In the centre of the eastern façade, an abutting vertical strip is incorporated. The eastern and western façades also provide red panelling to assist in creating articulation across the frontages. Further the materiality of all building facades has been advanced and reflects a series of varied elements including aluminium panelling, alternating between NEXTDC's grey and red colour palette, and between each floor level, further enhancing architectural interest and functionality. The southern façade and southwestern corner of the development provide additional activation on the ground level. The southern façade comprises of an altered pedestrian walkway design, with the new design comprising of a jagged shape, as opposed to a straight line. We acknowledge that the site is in a prominent location and visible from outside of the PDA. As such, the design has considered all frontages and vantage points, with the facades providing visual interest and articulation. Therefore, the view of the building from all angles delivers an interesting built form, sensitive to its context.

Key Feedback Item	Response
insufficient adaptation to the surrounding urban environment are significant concerns, demonstrating non-compliance with the Development Scheme's built form parameters. *Setbacks:* *The proposed building has been designed to include a 3-metre setback from South Sea Islander Way, in line with the Corso apartments under construction, and a setback from Sunshine Coast Parade to create an external breakout space with views over the adjacent inlet. The front-of-house area will feature uses such as a collaborative work area, meeting rooms, a small auditorium, breakout spaces, and a kitchen.* *To prevent water from entering the electrical data halls, the design includes external service risers positioned along Red Bill Lane, ensuring that the South Sea Islander Way side remains a clean architectural feature. Red Bill Lane will feature architectural elements and incorporate necessary service risers, including hydraulic, mechanical, and fuel risers, connecting from the lower ground tanks to the roof tanks, which will help to break up the façade visually.* *As noted above, EDQ's key concern relates to building articulation and the interface with the surrounding residential and mixed-use development. The built form design is required to complement the surrounding land uses and respond to the prominent location of this site. In terms of design, the applicant has cited examples of successful integration with residential areas and emphasized that data centres have stringent security measures, with managed access points that differ significantly from other building types.*	

A following pre-lodgement meeting was held with EDQ on 14 October 2024 to discuss the progressed built form and design matters. A response to each of the key items raised is provided in **Table 4** below.

Table 4 Summary of EDQ Pre-lodgement Meeting 2

Key Feedback Item	Response
Streetscape activation	
The subject site has four street frontages – three of which are proposed to contain some form of activation. The eastern part of the building on ground floor is not proposed to be activated, as this area is designated for vehicle access, servicing loading docks, Energex room, etc. *A proposed 3-metre landscaping setback along South Sea Islander Way is consistent with the Corso residential apartments on the opposite side of the street. A larger setback along Sunshine Coast Parade is intended to enhance landscaping and create an outdoor breakout space. DDA ramp access is provided from the visitor drop-off bays to the main entrance of the building.* *All street frontages, excluding Red Bill Lane, feature glazed meeting rooms, breakout spaces, and office areas, with the amount of glazing and landscaping supported by EDQ. The western frontage of the building along South Sea Islander Way now includes glazing complemented by an awning structure and landscaping, which enhances ground floor activation and provides transparency into the building's active spaces.* *The ground floor plan is improved with increased glazing, awning, landscaping. There is a second access point at the northern end of the building on Future Way, providing*	Following consultation and design advice, changes to the building's façade have been incorporated into the design to improve streetscape activation. To ensure distinction between the lower and upper levels of the building, the office, breakout and front of house components have been located along South Sea Islander Way and Sunshine Coast Parade to maximise the amount of glazing along these frontages. This strategic layout also maximises views out of these areas to the landscaping buffer and provides passive surveillance to the streets. The second access point located at the northern end of the building on Future Way provides similar embellishment to that of the southern access through its landscaping design and red interior. The inclusion of the red interior stands out amongst the grey wall and adjacent panelling. It is noted that the design of this secondary entrance is appropriately scaled as it is not for public use. A vertical windowpane has been introduced on the previously blank wall on Future Way, which will allow for further surveillance and activation of this frontage. Additionally, further activation opportunities have been utilised across the development, with the landscape design

Key Feedback Item	Response
access for employees only. This access is currently unembellished; it is recommended that this access point be further articulated or embellished in accordance with section 2.6.2.3 Activation and surveillance of the Development Scheme to provide some relief to an otherwise large blank wall.	featuring bench seats along the footpaths to provide shaded rest stops for pedestrians. The southern façade and southwestern corner of the development provide additional activation on the ground level. The southern façade comprises of an altered pedestrian walkway design, with the new design comprising of a jagged shape, as opposed to a straight line. Refer to **Attachment C** for further details.
Building articulation and mass	
Feedback from the first prelodgement meeting indicated that the proposed building was lacking in articulation and varied building materials. The applicant was referred to section 2.6.3 'Built Form' of the Development Scheme for guidance on the requirements for the built form within the Core Business Precinct, as well as the remaining PDA-wide criteria outlined in section 2.6 and the relevant precinct provisions in section 2.10.1. *Despite the changes presented in the latest iteration of the plans, it is still considered that the building façade lacks adequate articulation and visual interest noting that the built form does not include any variation in the façade and rather proposes only limited variation in materials, colour, and texture. The design still presents as a large monolithic building and does not satisfactorily respond to the context in which it is located and does not complement surrounding development, failing to reinforce the city centre as Sunshine Coast's pre-eminent centre.* *The changes made to the building - including the vertical strip incorporated into the western façade, the 'window element' on the eastern façade, and the 'bookend' elements at the northern and southern ends of the building, do not effectively improve or increase the articulation of the building. Specifically, the vertical strip on the western façade is considered to be narrow and does not provide a significant break in the massing of the building. Similarly, the window elements on the eastern façade are flat panels that do not add any texture or variation to the built form.* *Furthermore, it has not been adequately demonstrated that the proposed materials and colour palette will provide sufficient visual appeal within the context of the Core Business Precinct.* *As currently proposed, the built form design is not considered to be consistent with the Development Scheme and further revisions are necessary to achieve compliance with the outlined criteria within the Development Scheme.* *The re-designed entry at the southern end of the site is an improvement however the design and quality of* *the landscaped area will be critical to the success of this corner.* *In accordance with the Development Scheme, particularly section 2.6.3.1.4, which emphasises the need for buildings to be articulated and fenestrated for functionality, climatic response, and architectural interest, the applicant is requested to amend the design. This should include additional articulation and variation on all elevation faces, addressing this relevant section of the Development Scheme. EDQ seeks more distinction in articulation between the lower and upper levels to enhance the overall aesthetic and functionality of the building. Consideration also needs to be given to all facades, noting that the site is visually prominent at the edge of the PDA.*	Since the previous prelodgement meeting, further consideration and refinement of the building's articulation has been undertaken to provide an enhanced design, as illustrated in the updated Design Report **(Attachment D)**. Amended façade panelling with increased horizontal banding has also been introduced across the building's façade. The height of the bands, between 3-4m, now reflects a more residential scale to align with developments to the north and west. A comparison with surrounding residential buildings has been presented in **Attachment D**, demonstrating NEXTDC's reflection of the nearby design language. The profiled aluminium facade panels of varying format are a contemporary alternative to corrugated cladding, which provides greater texture, variation and articulation to the large data hall facades. The panelling and band lighting also allows for light play across the building from day to dusk to night. To satisfy the massing concerns, the two 45m data hall elements incorporate a shorter regressed panel between the halls. This allows for clear separation between the elements and visually breaks up the building mass. The design has considered all frontages and vantage points, with the facades providing visual interest and articulation. Therefore, the view of the building from all angles delivers an interesting built form, paying testament to the site's context within the Core Business Precinct of the PDA. Further, with respect to building mass and the height of the proposal, it is also acknowledged that the proposal is located on the perimeter of the PDA. In this regard, the building height of the proposal is contextual responsive, allowing the proposal to function as a landmark entry and gateway to the core business precinct, while remaining sensitive to the surrounding low-rise residential buildings to the East. The building's height provides a sensitive and responsive transition from the lots along Maud Street, which have a reduced building height allowance, to increased building heights of anticipated and existing developments, such as the Corso Residences, to the West and the rest of the PDA.

Key Feedback Item	Response
Roof Plant Design	
The current roof plant design, which the applicant states is 'efficiently organised to meet the data centre's design requirements', is visually dominant and not consistent with the Development Scheme. The plant, and in particular the antenna array, is visible from the street and from the adjacent residential development. All mechanical equipment, including the antenna array, is to be suitably screened to minimise visibility and ensure compliance with section 2.6.2.1.8 of the Development Scheme, which mandates that service cabinets do not visually dominate and are screened from view where practical. *In accordance with the Development Scheme, EDQ recommends further screening options of the roof plant equipment to reduce the visual prominence of the equipment and to enhance the architectural quality of the building. The design is to focus not only on functionality but also on its visual impact from multiple viewpoints, ensuring that it aligns with the intent of creating a visually appealing and contextually appropriate structure within the PDA.*	NEXTDC have further amended the design of the roof plant to decrease the prominence of the mechanical equipment and visual dominance. Previously, the various plant rooms would abut 4m above the roof line. The revised design allows only the antenna to exceed the building. Refer to **Attachment C** and **Attachment D** for the amended roof plant design.
Access and Car Parking	
The applicant sought feedback for the proposed car parking and access arrangements. EDQ supports the tandem car parks on the basis that these are to be managed by NEXTDC. *The applicant has engaged a traffic engineer to confirm swept paths and intends to pave the entire width of the Red Bill Lane reserve to facilitate vehicle movement. EDQ inquired whether the applicant intends to dedicate new road reserve to accommodate the widening of the pavement. If the laneway qualifies as new public infrastructure, it should be included within the road reserve rather than private land. The submitted development application should clarify this.*	A Traffic Engineering Report has been prepared by TTM and is provided under **Attachment I**. Of the twenty (20) parking spaces provided, there are six tandem parking spaces (twelve spaces) provided, which will be managed by NEXTDC. The carpark layout is demonstrated in Attachment I.
Electric Vehicle (EV) Charging)	
EDQ requires all new developments within PDA's to be EV-ready. For the proposed car parking area, the applicant must provide electrical capacity for EV charging (such as conduits and wiring) for 20% of all carparking spaces. In addition, EV chargers must be installed in 4% of all car parking spaces. For further information, refer to Electric Vehicle (EV) Charging Infrastructure – Practice note – November 2018.	It is noted that the proposed site has twenty (20) parking spaces, two of which are electric charging spaces (**Attachment I**).
Automatic Waste Collection System (AWCS)	
The applicant has integrated an AWCS into the building on lower ground which connects into one of the 'end caps' that is provided. The applicant has engaged a specialist consultant for the AWCS. Approval from Sunshine Coast Council is required for the AWCS before the development application is lodged to EDQ.	Sunshine Coast Council (SCC) have provided approval for the proposed Automatic Waste Collection System (AWCS), provided under **Attachment N**.

A third pre-lodgement meeting was held with EDQ on 14 March 2025 to present the progressed built form and design matters in advance of lodgement of the DA.

5.0 Proposed Development

5.1 Overview

This DA seeks approval for a PDA Development Permit for a Material Change of Use for Research and Technology Industry with ancillary uses over land located at 10 South Sea Islander Way, Maroochydore, legally described as Lot 10 on SP305311.

The proposal involves developing the site for a new data centre facility, comprising of data halls and ancillary NEXTDC offices, breakout, front of house facilities and generators. The levels are separated into upper and lower levels. The breakdown is summarised as follows:

- Lower levels: Office, breakout and front of house components
- Upper levels: Data halls, batteries, chillers, switch rooms, generators

A numerical overview of the proposal is provided in **Table 5**.

Architectural Plans have been prepared by Architectus and are provided under **Attachment C**. The proposal is also illustrated in **Figure 3, Figure 4** and **Figure 5** below.

Table 5 Numerical Overview

Characteristic	Proposed
Site cover:	74.2%
Impervious surface area:	13.3%
Gross floor area:	7347.73m^2
Building height:	26.22m (vertical distance from natural ground level to parapet)
Setbacks:	• South Sea Islander Way (west): 3m • Sunshine Coast Parade (south): 2.8m • Red Bill Lane (east): 0m • Future Way (north): 0m
Landscaping:	478.5m^2
Car parking:	20

Figure 3 Proposed Site Plan

Source: Architectus, 2025

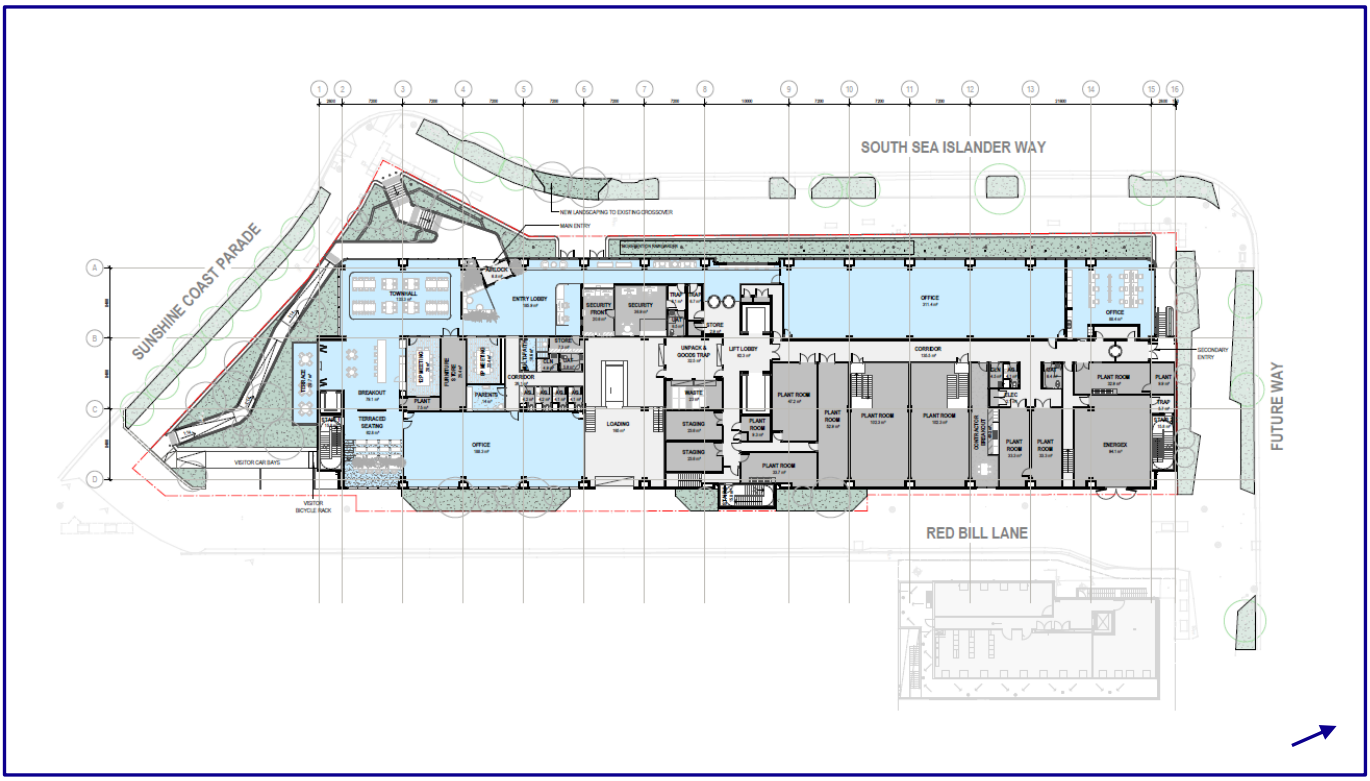


Figure 4 Proposed Ground Floor Plan

Source: Architectus, 2025

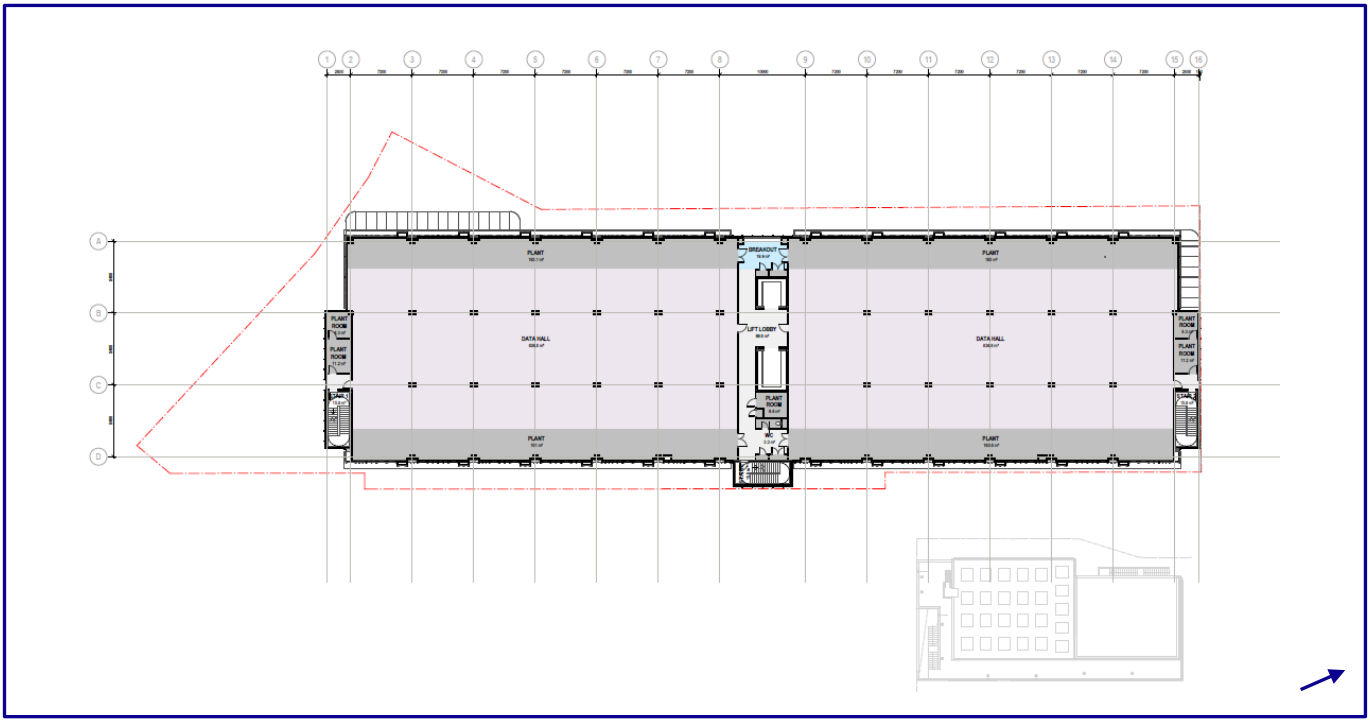


Figure 5 Proposed Level 1 Plan

Source: Architectus, 2025

5.2 Design

5.2.1 Built form

The proposal presents as a five (5) level building plus roof plant, extending to a parapet height of 26.22m (28.76m AHD). The ground level comprises of office, breakout and front of house components, as well as various plant rooms. The lower ground features predominantly plant rooms and storage, as well as the carpark and end of trip facilities. The upper four levels are made up of the data halls, batteries, chillers and switch rooms.

It is acknowledged that the proposal is located on the perimeter of the PDA. In this regard, the building height of the proposal is contextually responsive, allowing the proposal to function as a landmark entry and gateway to the core business precinct, while remaining sensitive to the surrounding low-rise residential buildings to the East. The building's height provides a sensitive and responsive transition from the lots along Maud Street, which have a reduced building height allowance, to increased building heights of anticipated and existing developments, such as the Corso Residences, to the West and the rest of the PDA.

The concept has been designed to align with the desired ground level setbacks identified in the development scheme for South Sea Islander Way (3m), Future Way (0m) and Red Bill Lane (0m). Although Future Way provides 0m setback to the frontage, from the viewpoint of South Sea Islander Way, a side setback of 2.8m to Future Way is presented. For Sunshine Coast Parade, although a 2.8m setback is provided, the concept responds to the shape of the lot with differing setbacks that align more to the desired tower setback of 6m. Refer to **Figure 4** for the setback arrangements.

The proposal does not follow a typical podium and tower typology due to the nature of the use and its functional requirements. Nevertheless, attention has been paid to creating a distinctive lower and upper element of the building, with strong active elements to the ground level and a visually distinct element set above an awning line on the more visible South Sea Islander Way frontage.

5.2.2 Building Articulation and Mass

The two 45m data hall elements incorporate a shorter regressed panel between the halls, allowing for clear separation between the elements and visually breaking up the building mass.

Façade panelling with horizontal banding has also been proposed across the building's façade to reflect the nearby design language. The height of the bands, between 3-4m, reflects a more residential scale to align with developments to the north and west. A comparison with surrounding residential buildings has been presented in **Attachment D**. The profiled aluminium facade panels of varying format are a contemporary alternative to

corrugated cladding, which provides texture, variation and articulation to the large data hall facades. The panelling and band lighting also allows for light play across the building from day to dusk to night **(Figure 6)**.

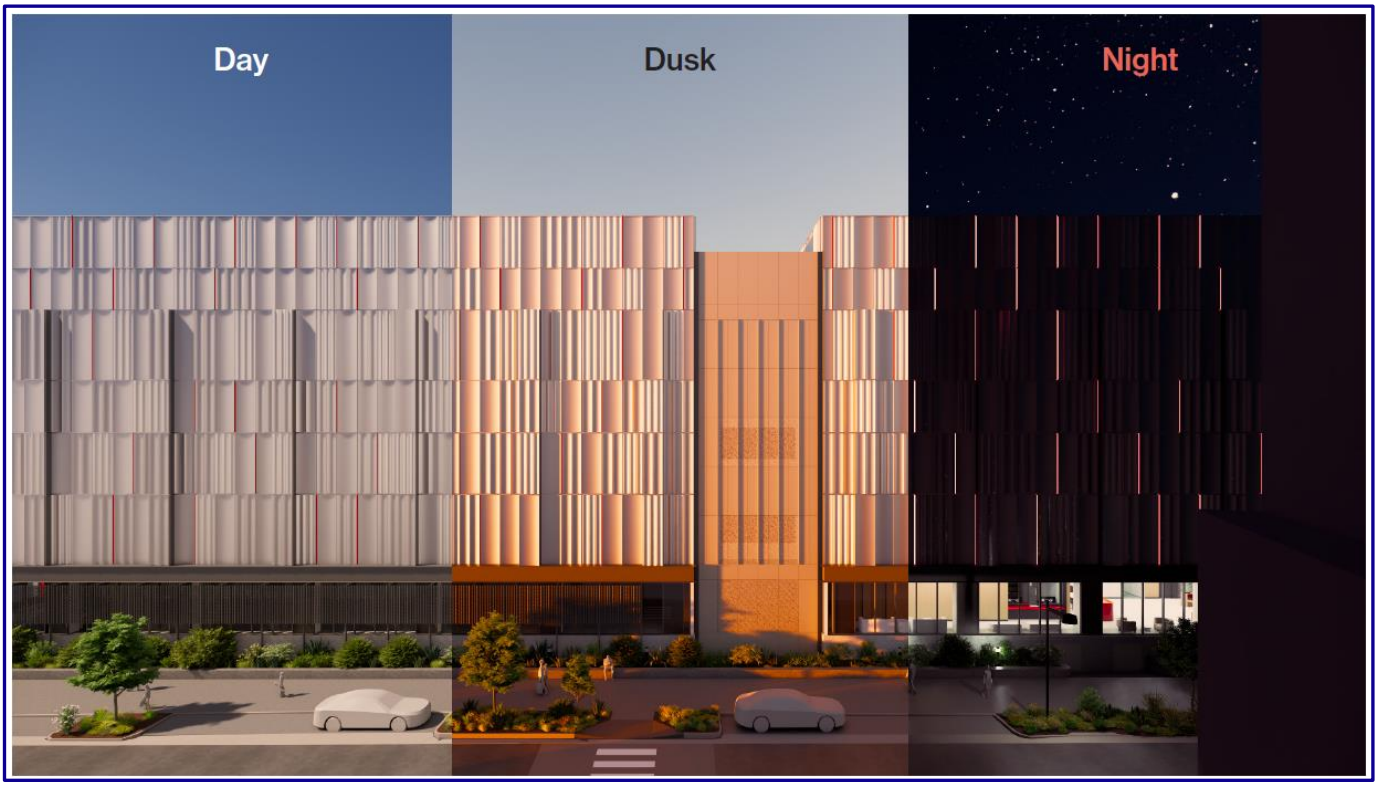


Figure 6 Band lighting across facade

Source: Architectus, 2025

5.3 Landscaping

A Landscape Concept Plan has been prepared by Lat Studios and is provided under **Attachment E**. The plan demonstrates that the proposal will deliver an enhanced landscaped outcoming, providing buffer planting to adjacent sites, streetscape interfaces, building arrival experience and integrated landscape. The Landscape Concept Plan is illustrated in **Figure 7** below.

Figure 7 Proposed Landscape Concept Plan

Source: Lat Studios, 2025

5.4 Infrastructure

A Civil Engineering Report has been prepared by ARUP and is provided under **Attachment F**. The proposed servicing arrangements for the proposal are discussed in the subsections below.

5.4.1 Water

A single 150mm water main exists adjacent to the South Sea Islander Way site boundary and allows a resilient flow path from the utility network. The four existing water connections (three from South Sea Islander Way and one from Future Way) are sufficient in size to accommodate the required flow rate to the site. Refer to **Attachment F** for further details.

5.4.2 Sewer

There are two 225mm gravity sewer lines and manholes along Red Bill Lane which tie into a single 450mm gravity sewer main located along the South Sea Islander Way site boundary before flowing into the wider network. Two new 100mm sewer connections are proposed to the existing sewer manholes on Red Bill Lane.

5.5 Stormwater

A Stormwater Management Plan (SMP) has been developed by ARUP to support the proposal (**Attachment G**).

This plan has the following key outcomes:

- Stormwater detention is not proposed for the development due to proximity to outfall to waterway via piped trunk stormwater infrastructure and demonstrating that the stormwater infrastructure can accommodate the unattenuated flows.
- Water Quality Objectives have been achieved through provision of bioretention raingardens with ~142m^2 filter area, greater than the required 1.5% of the development site area. Where the layout constraints of the site prevent catchments from utilising the proposed bioretention raingardens across the site, proprietary treatment devices are proposed and MUSIC modelling has been undertaken to demonstrate that this achieves the Water Quality Objectives for the site.
- Installation of erosion and sediment control measures during the construction phase shall be undertaken to minimise soil erosion and control sediment discharge from the site.

Refer to **Attachment G** for further details.

5.6 Waste and Servicing

A Waste Management Plan has been developed by Encycle and is provided under **Attachment H**. The quantity and management of waste and recycling has been considered for the demolition phase, construction phase and operational phase.

5.7 Traffic and Transport

A Traffic Impact Assessment (TIA) has been prepared by TTM and is provided under **Attachment** I. The TIA provides an assessment of the car parking provisions, access requirements, servicing arrangements and the impact of the proposal on the external road network. The key findings from the assessment are summarised in the below subsections of this report.

5.7.1 Access

Access to the site is provided via Red Bill Lane. Red Bill Lane is a concrete access laneway that provides access from Sunshine Coast Parade to the south via an access driveway. Compliance with the proposed access driveway requirements is demonstrated in **Attachment I**.

5.7.2 Parking

The proposal provides a total of 20 spaces. On the lower ground level, 17 parking spaces are proposed, two of which are electric changing spaces. There is an additional PWD bay, meaning there is a total of 18 spaces within the internal car park. In addition to the internal car park, two visitor parallel bays are located on Red Bill Lane.

In conjunction to the above, there are three motorcycle parking bays provided to encourage alternative travel modes to the development.

Refer to **Attachment I** for the car park layout and design.

5.7.3 Trip Generation

Based on the generated trips from the proposed development, there will be 11 trips in the morning peak hour and 8 trips in the evening peak hour, which equates to approximately 1 trip in every 6 minutes in the morning peak hour and 1 every 7.5 minutes during the evening peak hour.

Based on the estimated trips from the proposed development, it is expected that the development would not have a significant impact on the operations of the local road network.

5.8 Acoustics

A Noise Impact Assessment has been prepared by ARUP and is provided under **Attachment K**.

The operational noise assessment established noise planning criteria, identified the primary noise generating items of plant and equipment, established key assessment scenarios, summarised noise prediction results and investigated in principle noise mitigation measures necessary to satisfy the most stringent planning criteria.

Compliance is predicted at all assessment locations under all scenarios for all time periods with the recommended noise mitigation measures. Refer to **Attachment K** for the detailed noise assessment.

5.9 Air Quality

A Standby Generator Air Emission Assessment has been prepared by ARUP and is provided under **Attachment J**.

The purpose of assessment was to examine and identify the potential impact from the operation of the proposal on local air quality at nearby sensitive receivers. The primary source of emissions to air during the operational phase are the standby generators that are included for in the proposal, as an insurance policy, to absolute guarantee the need for 100% uptime if there was ever a failure of the primary and secondary power supply to the site. The proposal site is designed for a total of four standby generators to supply the data centre critical loads, with a total IT capacity target of 6MW.

The report outlines mitigation and management measures that are recommended to assist in minimising any air quality impact from the development. Maintenance and regular testing are highly recommended to limit any likelihood that the generators will need to be utilised.

Refer to **Attachment J** for a detailed assessment of all possible (and unlikely) scenarios, as well as further mitigation measures.

5.10 Hazardous Goods

A Hazardous Goods Report has been prepared by ARUP and is provided under **Attachment L**.

Due to the nature of the proposal, a limited number of hazardous goods are required to be kept onsite. This comprises of diesel, lithium-ion batteries, gaseous fire suppression cylinders. Refer to **Attachment L** for the storage locations, strategies, and usage.

5.11 Geotech

A Geotechnical Report has been prepared by Butler Partners and is provided under **Attachment O**. Assessment of the site was undertaken to establish the anticipated ground conditions. The geotechnical investigation comprised the drilling and sampling of twelve bores with a truck mounted Hydrapower Scout drilling rig, to depths varying between 1.5m and 30.5m approximately. The bores were drilled using a combination of solid flight auger and washbore drilling methods. Strata identification was based on inspection of cuttings and recovered from the augers, supplemented with inspection of 'undisturbed' thin wall tube and 'disturbed' Standard Penetration Test (SPT) samples, recovered at selected depths.

Refer to **Attachment O** for in depth results and discussion of ground conditions.

5.12 Outdoor Lighting

A Lighting Concept Report has been prepared by Electrolight and is provided under **Attachment P**. The report outlines the specialist lighting design services for the proposal, which uses the latest in LED technology to be energy and cost effective. Refer to **Attachment P** for the details of the facade, landscape, entry canopy and interior lighting concept.

6.0 State Planning Instruments

6.1 Economic Development Act 2012

Section 87 of the ED Act identifies matters the MEDQ and their delegates must consider in deciding a PDA development application. This includes:

1) In deciding the application, MEDQ must consider—
   (a) *Main purpose of this Act; and*
   (b) *Any relevant state interests; and*
   (c) *Any submissions made to it about the application, during the submission period; and*
   (d) *the following instruments—*
      (i) *for an application for development in, or PDA-associated development for, a provisional priority development area—*
         (A) *if a provisional land use plan is in effect for the area when the application is decided—the provisional land use plan; or*
         (B) *otherwise—the draft provisional land use plan for the area;*
      (ii) *for an application for development in, or PDA-associated development for, another priority development area—*
         (A) if a development scheme is in effect for the area when the application is decided—the development scheme; or
         (B) if a development scheme is not in effect for the area when the application is decided, but there is a proposed development scheme for the area—the interim land use plan for the area and the proposed development scheme; or
         (C) if a development scheme is not in effect for the area when the application is decided and there is no proposed development scheme for the area—the interim land use plan for the area; and
   (e) *any PDA preliminary approval in force for the relevant land; and*
   (f) *any preliminary approval under the* Planning Act *in force for the relevant land.*
   (g) *if the application is for development in a place* renewal area—
      (i) *a place renewal framework in effect for the area under part 4A when the application is decided; and*
      (ii) *any advice* sought by MEDQ in relation to the place renewal framework or the application.

2) Also, in deciding an application for development in, or PDA-associated development for, a priority development area other than a provisional priority development area, if-
   (a) there is—
      (i) a development scheme or interim land use plan for the area; and
      (ii) a proposed development scheme for the area; and
   (b) the proposed development scheme was prepared after the development scheme or interim land use plan took effect;

An assessment of each matter is provided below.

6.1.1 Main Purpose of the Act

Pursuant to section 87(1)(a) of the ED Act, assessment must consider the main purpose of the ED Act:

> *'The main purpose of the Act is to facilitate economic development, and development for community purposes, in the State.'*

The proposal complies with main purpose of the Act by facilitating economic development.

With the rising needs of the modern world, the proposal contributes significantly to supporting the economic and technological advances. Data Centres are the newest form of critical infrastructure, for modern-day cities and regions. Data centres are on a rapid growth trajectory as demand continues to surge, initiated by companies migrating data storage from on-premises to the cloud, and further propelled by advances in cloud computing and the meteoric rise of A.I.

6.1.2 State Interests

Pursuant to Section 87(1)(b) of the ED Act, the assessment must consider any relevant state interests. The Development Scheme does not specify whether state interests have been incorporated into it, therefore state interests are considered below.

Pursuant to the ED Act, a state interest is defined as:

(a) an interest relating to the main purpose of this Act; and

(b) an interest that, in MEDQ's opinion, affects an economic, community or environmental interest of the State or a region.

For the purposes of completeness, the proposal has been considered against the following state interests:

- *South East Queensland Regional Plan 2023* (SEQRP 2023)
- *State Planning Scheme Policy* (SPP)
- *State Development Assessment Provisions* (SDAP)

An assessment of these state interests is provided below.

6.2 South East Queensland Regional Plan 2023

The South East Queensland Regional Plan 2023 (SEQRP) is a statutory planning instrument that represents the pre-eminent strategy for managing growth within the SEQ region. The SEQRP prevails to the extent of any inconsistency with individual planning schemes.

The development site is located within the urban footprint of the SEQRP, which preserves land capable of meeting current and future urban development needs. Under Schedule 10, Part 16 of the Regulation, a material change of use undertaken within the urban footprint is not prescribed assessable development.

The proposal complies with Chapter 3 of the SEQRP given its location, use and design. An assessment against the SEQRP has been undertaken and an assessment demonstrating compliance with relevant components is provided below (**Table 6**).

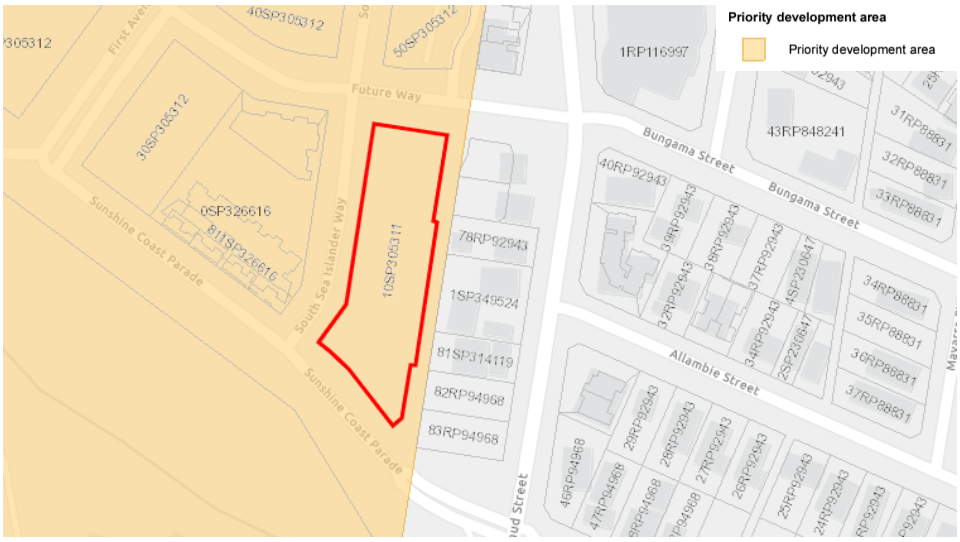
Table 6 Assessment of ShapingSEQ Chapter 3, The next 25 years

Component	Discussion
Part A	
Goal 1, Element 1: Efficient land use	The proposal occurs within the Urban Footprint and contributes to the provision of urban development in suitable locations within the Urban Footprint that are underutilised.
Goal 2, Element 1: High-performing outward-focused economy	The proposal facilitates the newest form of critical infrastructure. As companies migrate their data storage from on-premises to the cloud, the demand for data centres is rapidly growing. The proposal therefore provides for a high-performing, outward-focused economy.
Part B	
Urban Footprint	The proposal occurs within the Urban Footprint and will deliver critical infrastructure to an otherwise underutilised, vacant site. As such the proposal is consistent with the intent of the Urban Footprint by promoting an integral component of a well-planned urban environment.

6.3 State Planning Policy

The SPP, dated July 2017 identifies the state interests for a variety of matters. The SPP provides supporting mapping to assist in spatially representing policies and requirements contained within the SPP. The site is identified as containing the state planning interests as shown in **Table 7**.

Table 7 State Planning Policy Components

Planning Scheme Overlays	
Agriculture Agricultural land classification – class A and B	
Development and Construction Priority development area	
Natural Hazards Risk and Resilience Flood hazard area - Local Government flood mapping area	

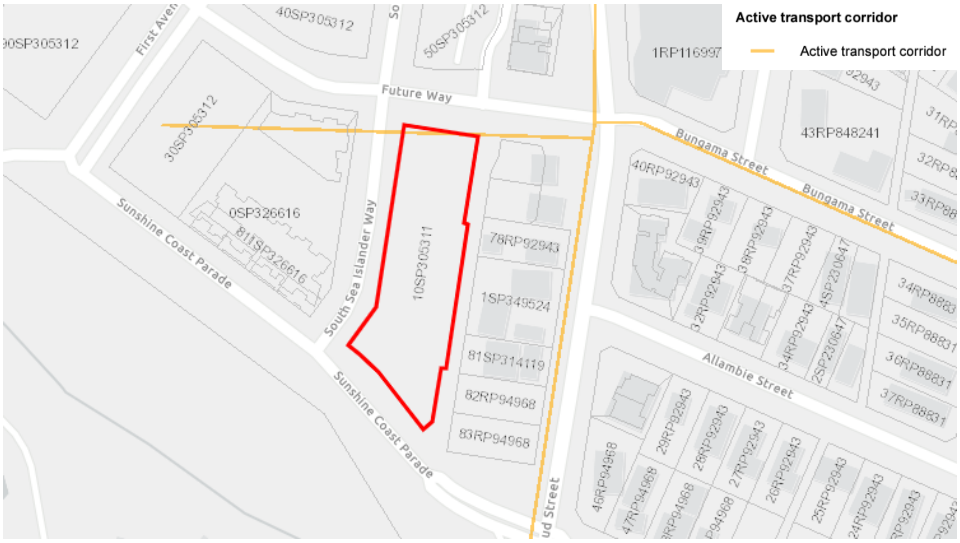
Planning Scheme Overlays

Natural Hazards Risk and Resilience

Medium storm tide inundation area

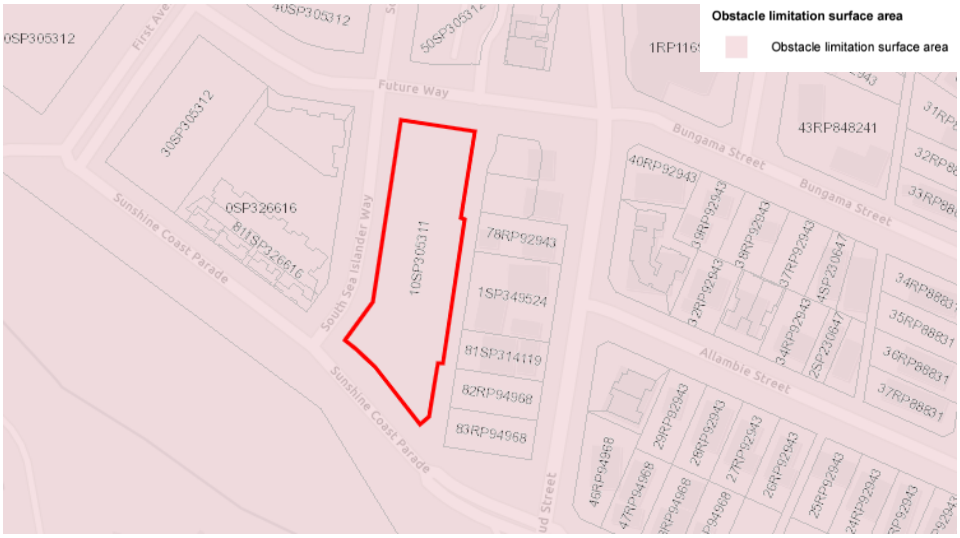
Transport Infrastructure

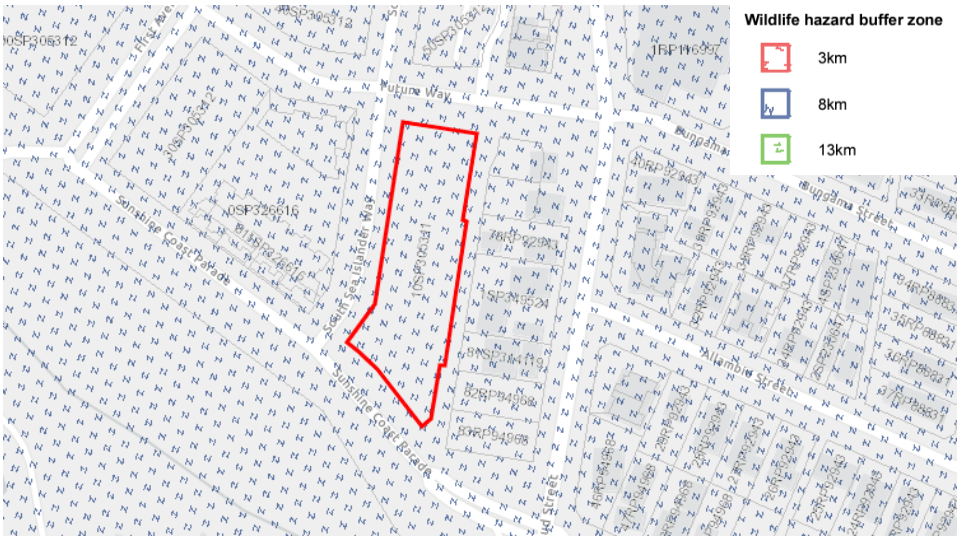
Active transport corridor



Strategic Airports and Aviation Facilities

Obstacle limitation surface area



Planning Scheme Overlays	
Strategic Airports and Aviation Facilities Wildlife hazard buffer zone	

A summary of these State interests and consideration of **Part E** of the SPP is provided in **Table 5** below.

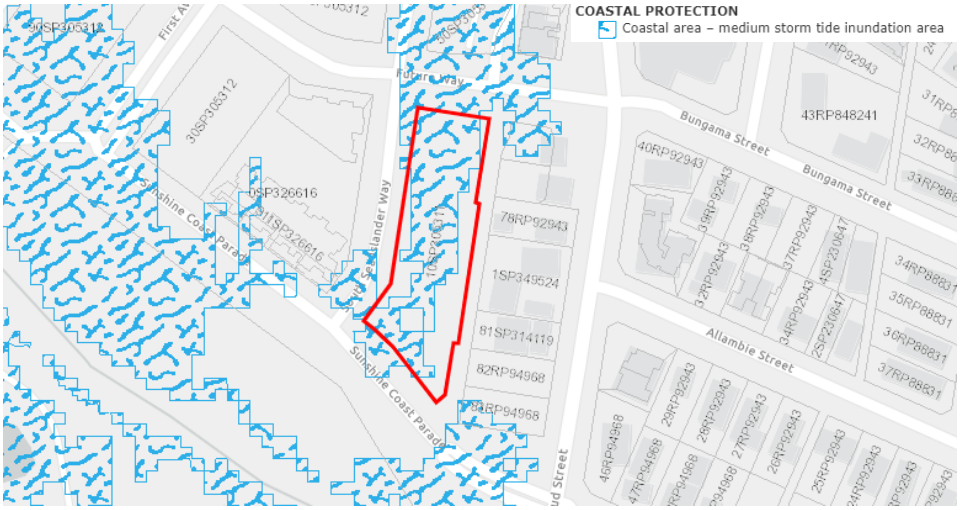
Table 8 State Planning Policy assessment

State Interest	Comment
Planning for economic growth • Agriculture • Development and Construction	The site is located in the Agricultural land classification, however, the site is clear of vegetation. The proposal comprises of a carefully designed development that will have minimal impact on the surrounding agricultural land uses. The proposal encourages economic development opportunities for the PDA through the implementation of critical infrastructure, which provides for the projected economic demand and future needs of the community.
Planning for safety and resilience to hazards • Natural hazards, risk and resilience	The proposal has taken into account the natural hazards, risks and resilience through careful planning of the design and infrastructure elements. This application provides a mitigation and management process to minimise the impact on the environment, specifically air quality.
Planning for infrastructure • Transport infrastructure • Strategic airports and aviation facilities	The northern boundary of the site adjoins an Active Transport Corridor. The proposal does not interfere with this existing corridor. As such, the proposal will not impact the health, wellbeing and quality of life of the community gained through this active transport corridor. The proposal will not impact on the operation of the airport because it does not have a height greater enough to protrude into operational airspace. Further, the proposal will not emit light which would impact on airport operation or attract animals which would increase the likelihood aircraft strike.

State Development Assessment Provisions

The Development Assessment Mapping System illustrates what State Development Assessment Provisions (SDAP) are triggered for the proposal. As shown below in **Table 9** the site is affected by the Water resource planning area boundaries and medium storm tide inundation area. The provisions located on the site are not identified in Schedule 10 of the Regulation and therefore do not trigger referral.

Table 9 Development Assessment Mapping System Overlays

Planning Scheme Overlays	
Water Resources Water resource planning area boundaries	
Coastal Protection Coastal area – medium storm tide inundation area	

Source: Development Assessment Mapping System

6.3.1 Submissions made about the application

Pursuant to section 87(1)(c) of the ED Act, assessment of the application must consider any submissions made about the application during the submission period, should notification be required. As part of the prelodgement discussions, EDQ has confirmed that public notification for this application is not required having regard to the levels of compliance with the development scheme.

7.0 Planning Assessment

Pursuant to section 87 of the ED Act, when deciding an application the MEDQ must consider:

- The Development Scheme (item 1, d, ii, A).
- Any PDA preliminary approval in force for the relevant land (item 1, e).
- Any PDA preliminary approval in force under *Planning Act 2016* the relevant land (item 1, f).

7.1 Maroochydore City Centre PDA Development Scheme

Section 86 of the ED Act states that the MEDQ:

> *"cannot grant the PDA development approval applied for if the relevant development would be inconsistent with the land use plan for the relevant priority development area."*

This section provides a comprehensive assessment against all relevant development requirements contained within the Maroochydore City Centre PDA Development Scheme and is evidenced by reports of relevant consultants where indicated. General consistency with the Scheme is demonstrated throughout. Section 2.3.5 of the Development Scheme states:

> *'To the extent the Vision, PDA-wide criteria, Precinct provisions and the Guidance material 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 (Section 3) and Implementation Strategy (Section 4) may include further information which should be taken into account in the preparation, design, and feasibility of development proposals."*

7.1.1 Precinct

The site is located within the Core Business precinct as illustrated in **Figure 8** below.

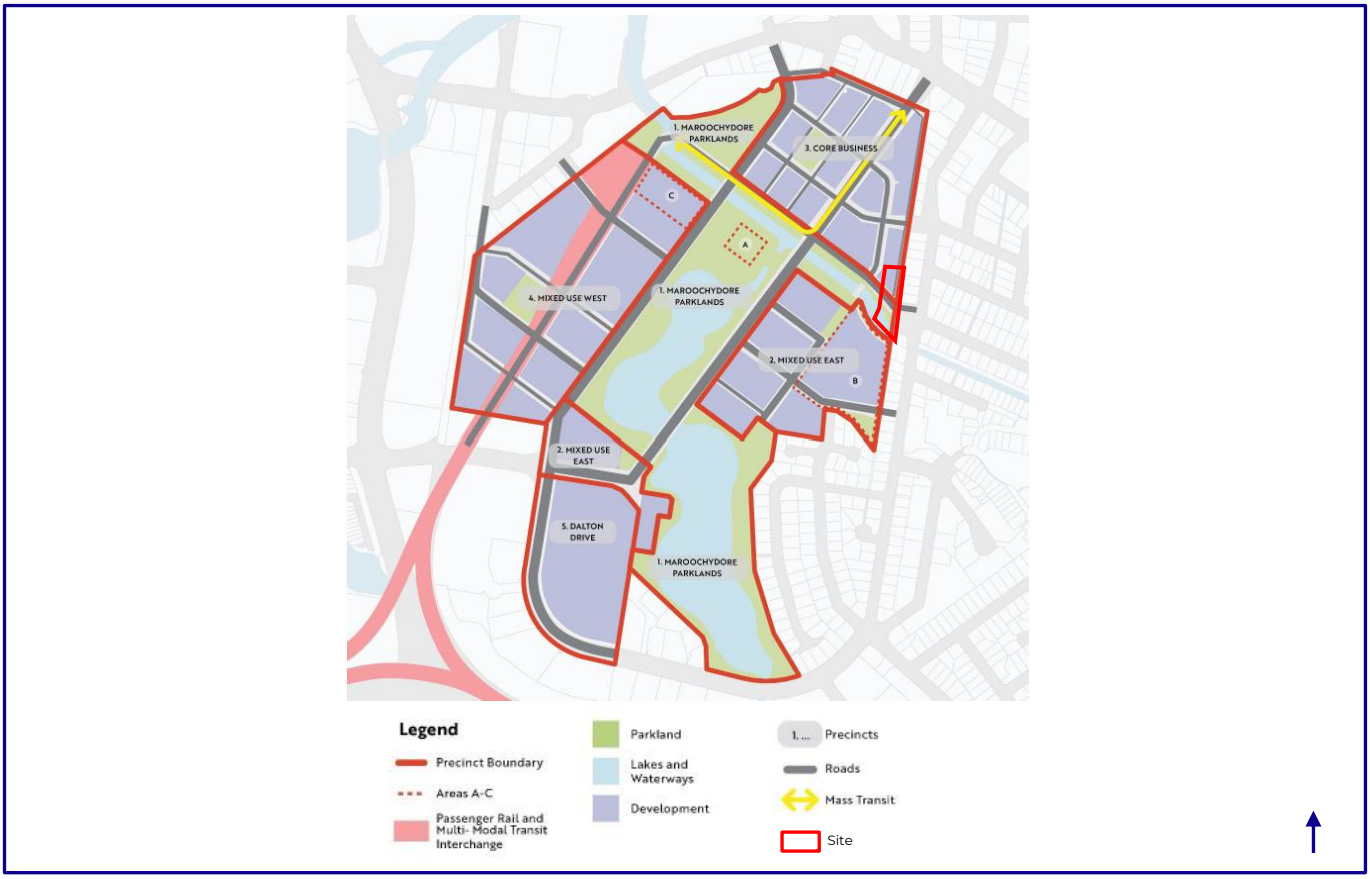


Figure 8 Zoning

Source: Maroochydore City Centre PDA Development Scheme, 2024

7.2 Land Use Plan

The Land Use Plan establishes categories of assessment and the requirements which regulate development to achieve the vision for the Development Scheme. These development requirements are expressed as:

- PDA-wide criteria
- Precinct provisions

7.2.1 Categories of Assessment

Land uses

The definitions in Schedule 2 of the Development Scheme apply to the development. The land use definition that applies to the proposal are outlined below in **Table 10.**

Table 10 Land use definitions for the proposal

Use	Development Scheme Definition
Research and technology industry	*Means the use of premises for innovative or emerging industry that involves researching, assembling, manufacturing, maintaining, storing, or testing, machinery or equipment.*

Categories of Development

Categories of development (Section 2.3.2) of the Development Scheme identifies PDA accepted development PDA assessable development and PDA prohibited development. According to Section 2.6.10 of the Development Scheme, the proposal is PDA assessable development (Column 2A), because it is:

- Not listed in schedule 1 as PDA accepted development (Column 1), or
- Not listed as prohibited development (Column 2B).

7.2.2 Vision

The Vision (Section 2.4) of the Development Scheme is:

The PDA will be the business, community services and employment focus for the Sunshine Coast, with a diverse range and choice in housing and efficient and effective multi-modal public transport system.

Development in the Marooochydore City Centre PDA achieves the vision of the Development Scheme by complying or coordinating with vision elements 1 to 9. The assessment in **Table 11** below demonstrates the proposals contributes towards several vision elements and therefore demonstrates alignment with the vision.

Table 11 Response to the PDA Development Scheme vision

Vision Element	Development Response
1. *Create a city heart for Maroochydore and the Sunshine Coast*	**Complies** The proposal contributes to creating a city heart for Maroochydore and the Sunshine Coast through contributing to the Sunshine Coast Council's development of a smart city. Stage 1 is nearing full capacity such that the second NEXTDC data centre facility is required to meet the demand. The site is in a prominent location and is highly visible from outside of the PDA. The design has considered all frontages and vantage points, with the facades providing visual interest and articulation. Therefore, the view of the building from all angles delivers an interesting built form, paying testament to the site's context.
2. *Deliver fully approved and serviced land for commercial, retail, residential, civic, cultural and community uses,*	**Complies** The proposal utilises existing infrastructure and connections, whilst proposing some new connections. As such, the land will be fully serviced.

Vision Element	Development Response
3. *Build publicly accessible waterways as defining features,*	**Not applicable** The site does not feature a waterway.
4. *Facilitate public transport via the Sunshine Coast passenger rail and local mass transit,*	**Complies** The proposal does not impact the existing public transport network, nor does it inhibit future public transport infrastructure opportunities.
5. *Create a multi-modal public transport system,*	**Not applicable** The proposal does not comprise of a multi-modal transport system.
6. *Deliver a new road network to provide additional capacity to the existing road network in Maroochydore,*	**Not applicable** The proposal does not include a new road network.
7. *Create urban environments that support opportunities for art, culture and innovation,*	**Complies** The proposal includes a small-scale auditorium within the ground floor. This space has capacity to hold industry events, local startups for adjacent and relevant industries.
8. *Provide interconnected public open space, and*	**Complies** The landscape design on the Sunshine Coast Parade frontage features bench seats along the footpaths to provide shaded rest stops for pedestrians.
9. *Establish a central Sunshine Coast location for regional convention facilities.*	**Complies** The proposal includes a small-scale auditorium within the ground floor. This space has capacity to hold industry events, local startups for adjacent and relevant industries.

7.2.3 Structural Elements

Section 2.5 of the Development Scheme includes the structural elements plan (**Figure 9**) which indicatively illustrates the highest-order physical components that are critical to achieving the vision.

The structural elements plan indicatively outlines:

- A new city centre
- An integrated retail function
- Residential value
- Parklands and water
- Community assets
- Road and infrastructure network

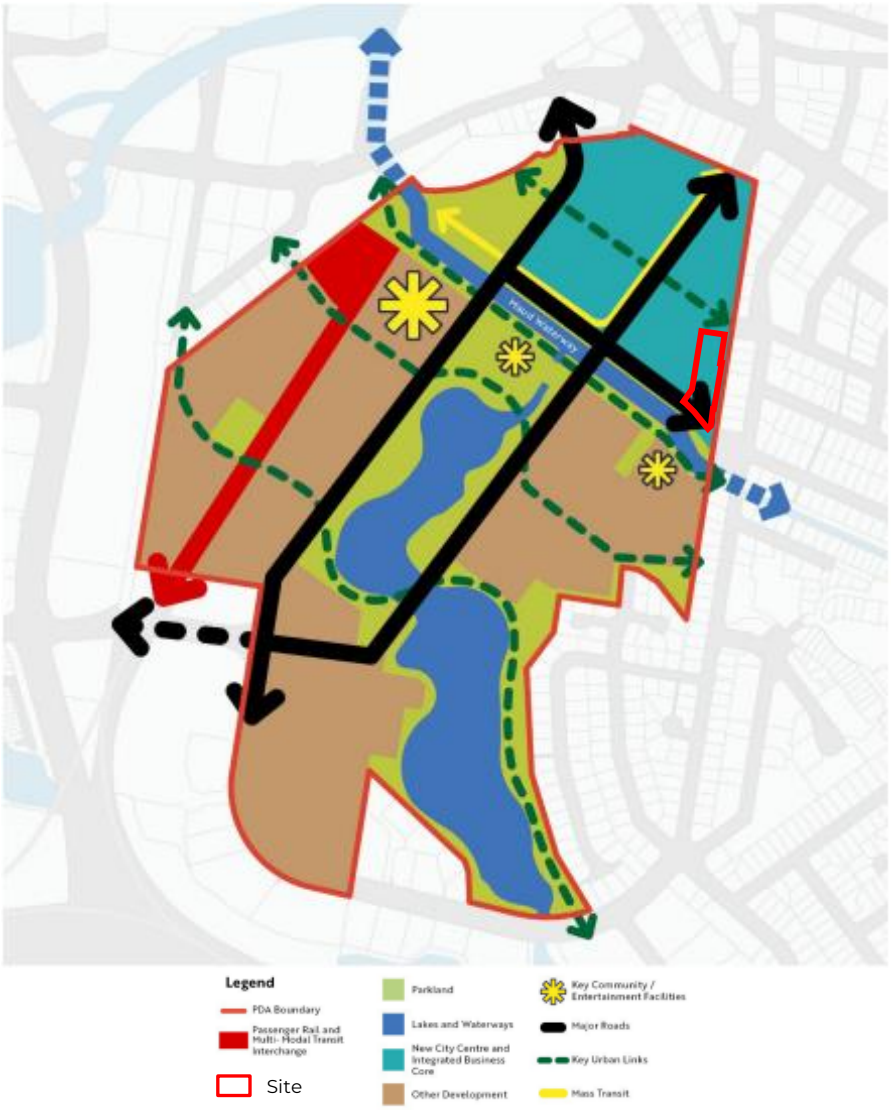


Figure 9 Structural elements plan

Source: Maroochydore Development Scheme PDA, 2024

Section 2.5 of the Development Scheme, outlines that the structure elements plan is indicative only, which allows for some variation, providing the vision is still achieved.

The proposal aligns with the vision of the development scheme through its location in the New City Centre and Integrated Business Core and proposed use. Additionally, the major road to the south of the site is not impeded on and will continue to operate as normal.

The proposal is entirely consistent with the Structural elements plan.

7.2.4 PDA-wide Criteria

The proposal complies with all components of the PDA-wide criteria (Section 2.6) and a summary of compliance is provided below. **Table 12** below demonstrates how the proposal responds to the PDA-wide Criteria.

Table 12 PDA-Wide Criteria

PDA-Wide Criteria	Assessment
2.6.1 Centre design and function	**Complies** The Sunshine Coast Design book, prepared by the Sunshine Coast Council to promote good design for the region, introduces ten main principles for designers. These principles provide a strong base point from which the current proposal has been generated, ensuring the development sits appropriately within its context and delivers the vision for Maroochydore and the Sunshine Coast.

<table>
<tr><th>PDA-Wide Criteria</th><th>Assessment</th></tr>
<tr><td></td><td>The proposal aligns with the growing needs of the locality. The current NEXTDC data centre facility, referred to as SC1, which adjoins the site at 44 Maud Street, has been greatly successful for the city centre and is nearing full capacity. As such, a second facility is very appropriate for meeting the growing demands of the rapidly growing city centre.

The proposal prioritises activated spaces, such as front of house areas and office components on the primary frontage to enliven the street, add visual interest and natural surveillance.

For the functionality of the proposal, vehicular access is proposed from Red Bill Lane for both cars and for servicing, allowing remaining frontages to be kept intact for pedestrian movement and greater levels of activation. The proposal provides twenty (20) parking spaces, adequately meeting the needs of NEXTDC.</td></tr>
<tr><td>2.6.2 Urban design</td><td>Complies
A clear and robust urban design rationale underpins the design of the proposal (Refer to Design Report in Attachment D).
The proposal addresses the form, type and arrangement of the streets and spaces within this part of the PDA. The building height of the proposal is contextually responsive, allowing the proposal to function as a landmark entry and gateway to the core business precinct, while remaining sensitive to the surrounding low-rise residential buildings to the East. The building's height provides a sensitive and responsive transition from the lots along Maud Street, which have a reduced building height allowance, to increased building heights of anticipated and existing developments, such as the Corso Residences, to the West and the rest of the PDA.
Extensive subtropical landscaping, including a bioretention rain gardens, is located within the building setback along South Sea Islander Way. This extends the green corridor from the Maroochy River Inlet and parklands to the north up the street.
Additionally, deep planting zones on the southern end of the site provide large areas of shade to the footpath along Sunshine Coast Parade, which will be a key thoroughfare in the future.
The proposal supports the movement network through allows for free-flowing pedestrian movement around the entirety of the lot, addressing activation and CPTED principles. The Sunshine Coast Parade frontage provides seating and open space opportunities for the public. The breakout terrace along Sunshine Coast Parade also contributes to the activation of the street.</td></tr>
<tr><td>2.6.3 Built Form</td><td>Complies
The built form, façade and landscaping is contextually responsive, allowing the proposal to function as a landmark entry and gateway to the core business precinct, while remaining sensitive to the surrounding low-rise residential buildings to the East and higher density residential developments (both existing and proposed) to the west and north.
The proposal complies with the Building Parameter Guidelines as summarised below:
<table>
<tr><th colspan="2">Building Parameters</th><th>Compliance</th></tr>
<tr><td rowspan="2">Maximum building height</td><td>Podium</td><td>20m maximum</td><td rowspan="2">Complies
The proposal does not comprise of a conventional podium and tower typology with distinctive components. In overall terms, the proposal presents as a five (5) level building plus roof plant, extending to a parapet height of 26.95m (31.5m AHD), well within the maximum building height of 60m.</td></tr>
<tr><td>Tower</td><td>15 storeys and no more than 60m maximum</td></tr>
<tr><td rowspan="2">Building envelope</td><td>Podium setback</td><td>0-3m</td><td rowspan="2">Complies
As the proposed does not comprise a conventional podium and tower form, a site specific response to setbacks</td></tr>
<tr><td>Tower setback</td><td>North, south and west: 6m</td></tr>
</table></td></tr>
</table>

<table>
<tr><th>PDA-Wide Criteria</th><th>Assessment</th></tr>
<tr><td></td><td>
<table>
<tr><td></td><td></td><td>East: 0-6m</td><td>has been adopted. The concept has been designed to align with the desired ground level setbacks identified in the development scheme for South Sea Islander Way, Future Way and Red Bill Lane. For Sunshine Coast Parade, the concept responds to the shape of the lot with differing setbacks that align more to the desired tower setback of 6m.
The setbacks can be summarised as follows:
• South Sea Islander Way (west): 3m
• Sunshine Coast Parade (south): 2.8m (at smallest point)
• Red Bill Lane (east): 0m
• Future Way (north): 0m</td></tr>
<tr><td>Tower separation</td><td colspan="2">Minimum 12 metres between habitable and non-habitable rooms, or
Minimum 18 metres between a habitable room and another habitable room</td><td>The distance between the western lot (Lot 0 on SP326616) boundary and the subject lot boundary is approximately 20m.
The distance between the northern lot (Lot 50 on SP305312) boundary and the subject lot boundary is approximately 25m.</td></tr>
<tr><td>Tower footprint</td><td colspan="2">1,200m^2 maximum GFA</td><td>Complies
The GFA schedule is as follows:
• Lower Ground - 1861.38m^2
• Ground - 2266.42 m^2
• Level 1 - 981.62m^2
• Level 2 - 981.31m^2
• Level 3 – 890.08m^2
• Level 4 – 366.93m^2
As shown above and in Attachment C, the above ground levels do not exceed the maximum tower footprint prescribed as 1,200m^2.</td></tr>
</table>
Careful consideration has also been given to the selection of materials, which are high quality, durable, robust, low maintenance and avoid reflectivity and glare. References are made to the Sunshine Coast Design book to ensure materials are suitable for this sub-tropical and coastal environment.
It is noted that there is a desire to include provision for a cross block link on sites that are longer than 100m. The site has a site length to South Sea Islander Way of under 100m, such that a cross block link is not required nor would a link provide a direct connection to a point of interest, having regard to the boundary of the PDA.
</td></tr>
<tr><td>2.6.4 Maximum development yields</td><td>Complies
This section of the development scheme outlines the maximum development yields of retail, commercial and residential uses. It is considered that the proposed development sits well within the overall maximum development yield for commercial uses within the precinct, having regard to the scale of development (being less than envisaged under the development scheme) and the preponderance of recent residential development within the precinct.</td></tr>
</table>

<table>
<tr><th>PDA-Wide Criteria</th><th>Assessment</th></tr>
<tr><td>2.6.5 Street and movement network</td><td>Complies
Vehicular access is proposed from Red Bill Lane for both cars and for servicing, allowing remaining frontages to be kept intact for pedestrian movement and greater levels of active transport, therefore, supporting the movement network. The Sunshine Coast Parade frontage provides seating and open space opportunities for the public.
As confirmed through assessment of the proposed development, it is indicated that the development trips will not have a significant impact on the future road network (Attachment I). Significantly, the proposal allows Sunshine Coast Parade to operate as a major road, continuing as a frequent thoroughfare and a public transport route.
It is noted that the proposal complies with Table 2 of the Development Scheme in terms of car parking provision, as shown below:
<table>
<tr><th>Land Use</th><th>On site parking rate</th><th>Compliance</th></tr>
<tr><td>Research and technology industry</td><td>Car parking rates to be determined by a car parking management plan submitted with the PDA development application</td><td>The proposal comprises of 20 car parking spaces, which includes 2 visitor spaces and 1 PWD space.

Additionally, 3 motorcycle parking bays are provided.

This is deemed sufficient for the needs of the development. It is also noted that the provision is comparable to the equivalent rate applied by Council requirements, which would requires a provision of 18 car parking spaces, including 1 PWD space.</td></tr>
</table></td></tr>
<tr><td>2.6.6 Open Space</td><td>Complies
Although the site provides limited opportunities for open space, due to the requirements of the proposal, the Sunshine Coast Parade frontage provides seating and open space opportunities for the public to utilise.</td></tr>
<tr><td>2.6.7 Environment</td><td>Complies
Landscaping within the site has leveraged existing planting along South Sea Islander Way and Sunshine Coast Parade, by matching its character to enhance the natural environment. The amount of cut and fill has been minimised by using the existing topography of the site to create a Lower Ground level with parking and plant rooms.
The Noise Impact (Attachment K) suggests that compliance is predicted at all assessment locations under all scenarios for all time periods with the recommended noise mitigation measures.</td></tr>
<tr><td>2.6.8 Community safety and development constraints</td><td>Complies
The site sits below the probable maximum flood (PMF) level of 4.960 AHD. Therefore, the ground floor level of the building is proposed to be raised above street level to mitigate flooding risks.</td></tr>
<tr><td>2.6.9 Flood and stormwater</td><td>Complies
A Stormwater Management Plan (SMP) has been developed by ARUP to support the proposal (Attachment G).</td></tr>
</table>

PDA-Wide Criteria	Assessment
	This plan has the following key outcomes: • Stormwater detention is not proposed for the development due to proximity to outfall to waterway via piped trunk stormwater infrastructure and demonstrating that the stormwater infrastructure can accommodate the unattenuated flows. • Water Quality Objectives have been achieved through provision of bioretention raingardens with ~142m2 filter area, greater than the required 1.5% of the development site area. Where the layout constraints of the site prevent catchments from utilising the proposed bioretention raingardens across the site, proprietary treatment devices are proposed and MUSIC modelling has been undertaken to demonstrate that this achieves the Water Quality Objectives for the site. • Installation of erosion and sediment control measures during the construction phase shall be undertaken to minimise soil erosion and control sediment discharge from the site.

7.3 Precinct Provisions

Section 2.7 of the Development Scheme outlines that the PDA comprises of 5 precincts. Each precinct is provided with precinct provisions (Section 2.7.2) that comprise of:

1. the intent for the precinct,
2. the envisaged outcomes for the precinct,
3. the development yields for the precinct,
4. the key elements that support the envisaged outcomes, and
5. preferred land uses.

Together the intent, outcomes, development yields, elements and preferred uses for a precinct support the achievement of the ultimate development outcomes sought for the PDA.

The development scheme states that:

The intent of the Core Business Precinct is the primary mixed-use business hub within the PDA and reinforces Maroochydore City Centre as the Sunshine Coast's pre-eminent centre. The Core Business Precinct strengthens the existing commercial uses in Maroochydore due to proximity to the existing business and retail activity in areas adjoining the PDA.

Table 13 below demonstrates how the proposal responds to the Precinct Provisions for the Core Business Precinct (Section 2.10).

Table 13 Core Business Precinct Provisions

Precinct Provisions	Assessment
2.10.1.1 Precinct Intent	**Complies** The proposal is for a Research and Technology Industry use, that supports the role and function of the Core Business Precinct and provides a high IT load capacity, as well as office, breakout, events and meeting room spaces. The proposal includes a small-scale auditorium within the ground floor, which has capacity to hold industry events and local startups for adjacent and relevant industries. As such, the development will reinforce the reputation of the Sunshine Coast as an emerging hub for the tech industry and as a place for innovation.
2.10.1.2 Precinct Outcomes	**Complies** The proposal provides office, breakout, events and meeting room spaces on ground floor. The proposal maximises access to public transport through allowing walkability around the site's perimeter and for Sunshine Coast Parade to continue as a public transport route. Similarly, the landscape design contributes to the activation and shading on all frontages, with the Sunshine Coast Parade frontage featuring bench seats to provide shaded rest stops for pedestrians. The car parking structure also does not impact the public realm, as vehicular access is proposed from Red Bill Lane for both cars and for servicing.

Precinct Provisions	Assessment
	The proposal responds to The Corso through its orientation and design. The upper level facades feature horizontal bands of varying heights to provide articulation and reflect the design language of The Corso and surrounding Sunshine Coast buildings. Further to this, the building is set back 3m along South Sea Islander Way, matching The Corso Residences. The proposal's height is significantly lesser than The Corso, allowing many of the residents to retain their view of the ocean.
2.10.1.3 Precinct Development Yields	**Complies** This section of the development scheme outlines the maximum development yields of retail, commercial and residential uses. As a commercial use well within the development capacity of the site contemplated under the development scheme, set within a precinct that has a preponderance of residential development, it is considered that the proposed development does not cause the maximum development yield for commercial uses within the precinct to be exceeded.
2.10.1.4 Precinct Elements	**Complies** The proposal complies with the maximum building height for the site. The site is not allocated as requiring a *landmark building* or *iconic building*.
2.10.1.5 Preferred Land Uses	**Complies** Research and Technology Industry is listed as a preferred use within the Core Business Precinct.

7.4 Implementation Strategy

The ED Act requires a development scheme to include an Implementation Strategy (Section 4) to achieve the main purposes of the ED Act in a PDA, to the extent the main purposes is not achieved by the land use plan or infrastructure plan. Within the Development Scheme, the key strategies to achieve this are:

- Delivering an exemplar regional city centre
- Enabling affordable living
- Delivering a high-quality Public realm
- Delivering transit-oriented development
- Providing for the Olympic village for the 2032 Olympic and Paralympic Games
- Applying innovation and smart technologies.

The proposal delivers implementation actions within the Implementation Strategy. Notably, the proposal delivers for innovation and smart technologies through the nature of the development. Additionally, the data centre is proposed as an item of critical infrastructure for the Maroochydore City Centre, contributing to an exemplar regional city centre. The current NEXTDC data centre facility, referred to as SC1, adjoins the site at 44 Maud Street and is co-located with the international submarine cable landing. SC1 has been greatly successful for the city centre and is nearing full capacity such that a second stage is required to meet the growing demands of the rapidly growing city centre.

The proposal also showcases superior design principles through its highly considered and refined built form. Through the building's articulation, panelling, lighting, and colour scheme, the proposal provides a contemporary structure that reflects the nearby design language

8.0 Key Planning Considerations

As demonstrated in Section 7, the proposed development achieves compliance with the relevant PDA development requirements. The following section details the key planning matters considered in this application to assist EDQ and the community in understanding the project outcomes.

8.1 Land Use

The proposed development comprises a data centre, which is defined as Research and technology industry. The development scheme identifies a Research and technology industry use as PDA Assessable development within the Core Business Precinct and, importantly, a Preferred land use. It is considered that the offices, breakout and front of house facilities will be considered ancillary to the primary Research and technology industry use. Additionally, the development requires standby power generators to support the facility and the proposed critical load, which we consider also to be ancillary to the Research and technology industry use. The generators are incidental to and necessarily associated with the use of the site for Research and technology industry (data centre).

8.2 Building Form/Typology

Due to the nature of the proposal's use and functional requirements, the proposal does not follow a typical podium and tower typology. Specifically, the proposal requires functional elements on the roof and therefore cannot provide active uses in this location. Although this level comprises of roof plant elements, the layout and finishes has been refined with careful consideration of visual impact on neighbouring developments. As such, the roof overlook from specifically The Corso and the recently approved SOL by walker apartments is visually appealing. Refer to **Figure 10** for the layout and design of the roofscape.

Figure 10 Roof Overlooking

Source: Architectus, 2025

Additionally, the building height is appropriate for the site and cooperated with the surrounding built form. The proposal provides a sensitive and responsive transition from the lots along Maud Street, which have a reduced building height allowance, to increased building heights of anticipated and existing developments, such as the Corso Residences, to the West and the rest of the PDA. **Figure 11**demonstrates the smooth transition between the proposal and the surrounding built form. Further, it is also acknowledged that the proposal is located on the perimeter of the PDA. In this regard, the building height of the proposal is contextual responsive, allowing the

proposal to function as a landmark entry and gateway to the core business precinct, while remaining sensitive to the surrounding low-rise residential buildings to the East

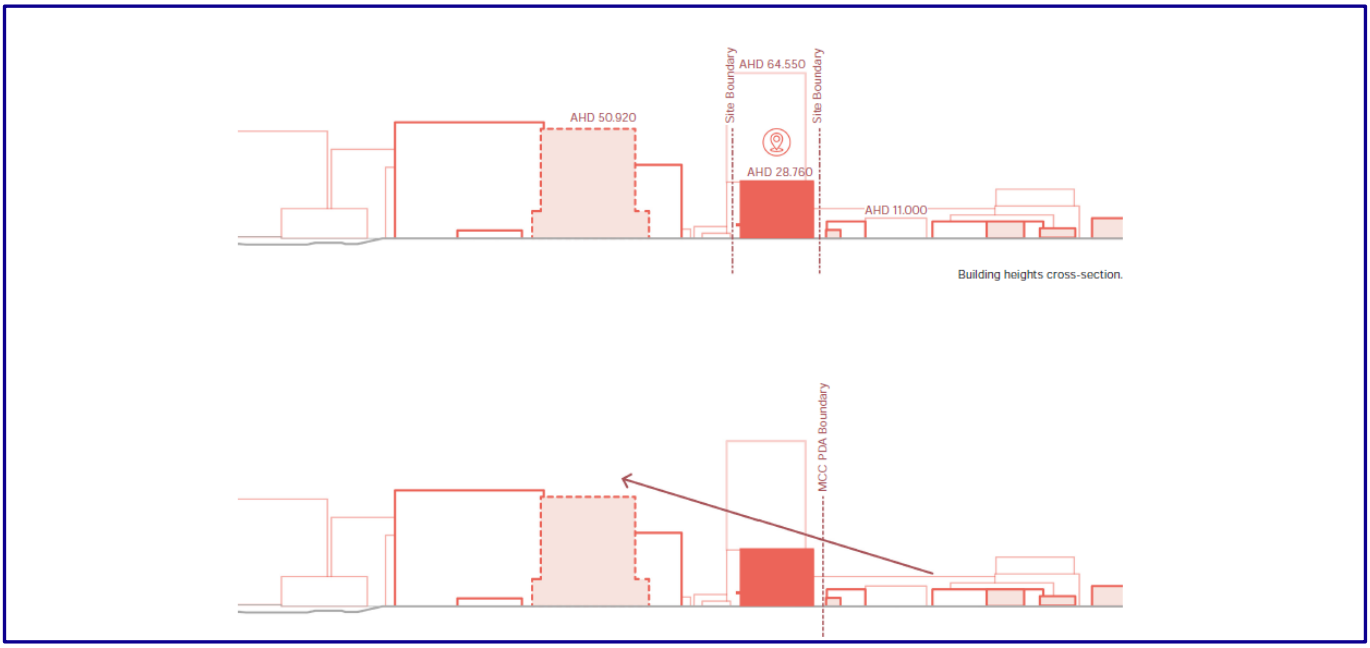


Figure 11 Building Height Transition

Source: Architectus, 2025

8.3 Activation and Articulation

The proposal has incorporated modern design techniques to ensure appropriate activation and articulation of the building and frontages.

Attention has been paid to creating a distinctive lower and upper element of the building, with strong active elements to the ground level and a visually distinct element set above an awning line on the more visible South Sea Islander Way frontage. Façade panelling with horizontal banding is proposed across the building's façade. The height of the bands, between 3-4m, closely reflects a residential scale to align with developments to the north and west. The profiled aluminium facade panels of varying format are a contemporary alternative to corrugated cladding, which provides significant texture, variation and articulation to the large data hall facades. The panelling and band lighting also allows for light play across the building from day to dusk to night.

It is also noted that the varied setbacks contribute to the building's articulation. The concept has been designed to align with the desired ground level setbacks identified in the development scheme for South Sea Islander Way (3m), Future Way (0m) and Red Bill Lane (0m). Although Future Way provides 0m setback to the frontage, from the viewpoint of South Sea Islander Way, a side setback of 2.8m to Future Way is presented, contributing to the articulation from the west. For Sunshine Coast Parade, although a 2.8m setback is provided, the concept responds to the shape of the lot with differing setbacks, with a width of up to approximately 22m. This frontage provides the ramp to the main entrance and extensive landscaping, contributing to the softening of the building's facade.

Additionally, streetscape activation opportunities have been utilised across the development, creating inviting conditions for pedestrians. Vehicular access is proposed only from Red Bill Lane for both cars and for servicing, allowing the remaining frontages to be kept intact for pedestrian movement and greater levels of activation. The landscape design contributes to the activation and shading on all frontages, with the Sunshine Coast Parade frontage featuring bench seats to provide shaded rest stops for pedestrians. Outdoor lighting is utilised across the facade to continue streetscape activation at night and enhance the safety around the development.

9.0 Conclusion

This DA is made to the MEDQ on behalf of NEXTDC Limited and proposes a PDA Development Permit for Material Change of Use (MCU) for Research and Technology Industry with ancillary uses. The application is lodged over land at 10 South Sea Islander Way, Maroochydore, legally described as Lot 10 on SP305311.

In accordance with the relevant assessment table of the Development Scheme, the proposal is PDA Assessable Development, requiring assessment by the MEDQ pursuant to section 85 of the Economic Development Act 2012 and considering the matters outlined in section 87 of the ED Act.

This report demonstrates that the proposal complies with all relevant and applicable provisions of the statutory planning framework, including the key provisions of the ED Act, State interests and the Development Scheme, including compliance with the relevant PDA development requirements. This DA demonstrates the following within the proposal:

- The proposal provides a Research and Technology Industry land use with ancillary uses that will benefit the Maroochydore City Centre and the greater Sunshine Coast area.
- The proposal accords with, and promotes, the vision for the PDA in the Development Scheme and the intent for the Core Business Precinct.
- The development will reinforce the reputation of the Sunshine Coast as an economic hub and as a place for innovation, providing critical infrastructure that responds to the needs of the digital economy.
- The design has been carefully developed to respond and sit appropriately within its context.
- Extensive landscaping has been incorporated into the site's frontages to encourage active transport and public use of the site.
- The building has been designed for maximum efficiency, to create a high-performance building with low maintenance requirements. It will create value by contributing to the Sunshine Coast Council's development of a smart city, enabling it to embed innovation into business as usual.
- The application is supported by a comprehensive suite of technical assessments that demonstrate that the proposal will not result in any potential adverse impacts on the amenity of the surrounding residents or environment.

On the basis of the assessment contained in this report, approval of the DA is therefore recommended, subject to reasonable and relevant conditions.