

### 3.3 Planning Area No. 3 Sippy Downs

#### 3.3.1 Location and Role

The Sippy Downs Planning Area comprises the site of the University of the Sunshine Coast, lands designated as “Major Activity Centre” and “Urban” by the Strategic Plan, and adjoining lands along the Shire boundary.

Under the South East Queensland Regional Plan 2005-2026, the Sippy Downs Town Centre is identified as a Major Activity Centre. As a Major Activity Centre Sippy Downs Town Centre is subordinate to Maroochydhore which is identified in the South East Queensland Regional Plan 2005-2026 as the Principal Activity Centre on the Sunshine Coast.

This Planning Area is intended to provide for the ongoing development of the University of the Sunshine Coast, in conjunction with a new Town Centre for the surrounding residential communities. It is also intended to recognise and provide for the protection of the significant environmental values of the Mooloolah River National Park.

#### 3.3.2 Vision Statement

(1) The University of the Sunshine Coast was created on a 100 hectare greenfield site, near the intersection of the Sunshine Coast’s two major road systems, the Bruce Highway and the Sunshine Motorway. The establishment of the University of the Sunshine Coast is an important milestone in the growth and development of the region, and has become the primary development focus of the Planning Area.

(2) The vision for the Sippy Downs Planning Area is that there is:

*... a discrete, significant, vibrant and ecologically sustainable township at Sippy Downs, focusing on and enhancing the University of the Sunshine Coast and resulting in a richer and more diverse quality of life for the Sippy Downs community and the Sunshine Coast.*

(3) In keeping with this vision, the following is intended.

##### (a) Sunshine Coast Context

##### (i) Sippy Downs Complementing the Maroochydhore Principal Activity Centre

The Sippy Downs Town Centre is to function as a Major Activity Centre which:

- services the needs of the Sippy Downs Township and also services the residents and employees in nearby areas south of Sippy Downs, south of Buderim and west of Mooloolaba and that part of the Kawana Estates development in the Planning Scheme area; and

- is subordinate to the function of Maroochydhore as the Principal Activity Centre under the South East Queensland Regional Plan 2005-2026; and
- does not have an adverse impact on the function of the Major Activity Centre’s at Kawana Waters and at Nambour, and the identified Major Development Area in Nambour Central.

The University of the Sunshine Coast will provide the focus for education, research and specialist cultural activities on the Sunshine Coast, complementing and supporting Maroochydhore’s role as a Principal Activity Centre by stimulating a range of related economic opportunities and activities.

Provision will be made for a range of specialist industrial and employment opportunities, in locations on the university campus, within walking distance of the Town Centre and the university campus, as well as in dwelling units as home-based businesses.

The knowledge-based sector will be targeted (complementing the more traditional and tourist-based economy centred around Maroochydhore), working with the university adding technical, intellectual and market value to local products and services, and thereby providing employment for local residents, opportunities for the university and economic linkages to the Principal Activity Centre and the broader Sunshine Coast Region.

Opportunities will also be available in specified locations for retail and cultural activities, drawing on the particular requirements of the anticipated day population of the University of the Sunshine Coast and the daily needs of the anticipated population of the Sippy Downs Township.

##### (ii) Intra-regional Connections

The locational advantages of the Sippy Downs Town Centre (being at the junction of the Bruce Highway and the Sunshine Motorway) will be maximised through the rationalisation of interchanges with the Bruce Highway and Sunshine Motorway. Further access to the Sunshine Motorway will be provided by a new interchange connecting Claymore Road, Dixon Road and Sippy Downs Drive as indicated by the Future Links designation on the Road Hierarchy Map (Map 2.2, Volume 2 refers).

A network of higher order roads and streets will provide good circulation through the Planning Area and allow for a flexible and efficient distribution of buses and increased pedestrian and cycling usage.

(b) Sippy Downs Township

(i) A University Town

This Planning Area may ultimately comprise a number of discrete, but connected communities, each containing a diversity of housing types, a range of business, retail and employment facilities, schools, parks, social and cultural facilities, all within easy walking distance.

The Sippy Downs Township will comprise a Town Centre Core Precinct and a Town Centre Frame Precinct and will be characterised by a strong relationship with the University of the Sunshine Coast.

In addition to the Town Centre Precincts (1 & 2), the Sippy Downs Township will comprise:

- Precinct 3 – University and Other Education (Special Purpose);
- Precinct 4 – Stringybark Road East (Master Planned Community);
- Precinct 5 – Stringybark Road West (Master Planned Community);
- Precinct 6 – Chancellor Park North (Neighbourhood Residential);
- Precinct 7 – Chancellor Park Local Centre (Local Centre); and
- Precinct 8 – Chancellor Park South (Master Planned Community).

The Town Centre Core Precinct will provide the main retail, commercial, cultural, entertainment, and civic uses for the Sippy Downs Township. Adjoining the Town Centre Core Precinct will be a Town Centre Frame Precinct which comprises a number of sub-Precincts that collectively support the Town Centre Core Precinct. These sub-Precincts include the following:

- Sippy Downs West Neighbourhood sub-Precinct – This sub-Precinct will provide most of the residential population within the Sippy Downs Town Centre and will be developed almost exclusively for residential purposes;
- Chancellor Park West sub-Precinct – This sub-Precinct will include a local neighbourhood centre, that provides a support role to the Town Centre Core Precinct by providing for day-to-day shopping and personal services needs of Chancellor Park residents and nearby employees only; and
- Sippy Downs Business and Technology sub-Precinct, – This sub-Precinct will provide a ‘knowledge-based’ employment precinct, which has a strong nexus with the University of the

Sunshine Coast and provides opportunities to incubate and grow businesses.

Connectivity within the Sippy Downs Town Centre will be provided by an appropriately developed street network, providing safe access for pedestrians and cyclists, as well as the efficient movement of vehicles and, in particular, public transport.

In order to maximise the potential of the Sippy Downs Town Centre, the level of interactions with and benefit from the University of the Sunshine Coast and viability of the transportation strategy, the Sippy Downs Township would best be characterised by:

- a wide range, and relatively ‘fine-grain’ mix, of uses with an emphasis on uses complementary to, and synergistic with, the university and serving the residents and employees of the catchment area;
- street focussed development that results in the creation of a traditional Town Centre rather than a ‘shopping centre’ type development;
- relatively high densities of development (particularly residential development) and a wide range of residential types (including the provision of student accommodation);
- high levels of accessibility for pedestrians, cyclists and public transport, and less reliance on private cars;
- high levels of amenity in the public realm and in respect of individual developments;
- physical development which evokes the landscape character of the Sunshine Coast;
- vitality and evidence of enterprise and a rich social/cultural setting; and
- a relatively high degree of self-containment with respect to retail, commercial, other forms of business and employment and community services.

(ii) Efficient Transport Choices

The communities will be served by well designed, interconnected movement networks, increasing connections between local streets and higher order roads in order to improve access to and movement of, in particular, public transport, pedestrians and cyclists.

The resulting network of streets, paths and cycleways is to be safe and interesting, allowing alternative routes and encouraging pedestrian and cycle use by the creation of more intimate, attractive spaces defined by buildings, trees and lighting and avoiding walled roads, thereby allowing constant

passive surveillance and discouraging high-speed traffic.

It is desirable that a public transportation terminus serving residents and students, and providing efficient connections to other Sunshine Coast communities (in particular, the Principal Activity Centre at Maroochydore), be located close to the Sippy Downs Town Centre Core Precinct and preferably on the campus of the University of the Sunshine Coast.

This transport terminus will be supported by a mix of higher density residential and commercial uses within walking distance of the terminus and will increase the efficiency of public transportation.

(iii) An Ecologically Sustainable Network of Habitats

The Sippy Downs Township is to be framed by a network of interlinked, ecologically and culturally significant habitats so as to protect local biodiversity.

This network of habitats, extending across the Planning Area, includes:

- the Mooloolah River National Park (recognised in the Conservation Strategy - Maroochy Shire Vegetation Management Plan as Core Area 1);
- the Mooloolah River and creek systems; and
- areas of remnant rainforest and open forest (some of which are recognised in the Conservation Strategy – Maroochy Shire Vegetation Management Plan as Mosaic 2 Buderim Rainforest Remnants and Mosaic 3 Buderim South - Eudlo/Ilkley).

This network of habitats will be supplemented by conserving locally significant existing remnant vegetation and by rehabilitation and revegetation, thereby increasing the extent and biodiversity of the existing habitat. Development is also to provide for the retention, rehabilitation and maintenance of a considerably wide riparian buffer area throughout all Precincts that Mountain Creek traverses.

In select places within the broad Mooloolah River floodplain, regional recreational uses may be provided, but in such a manner as to preserve the ecological integrity of the surrounding habitats.

(c) **University of the Sunshine Coast**

- (i) The University of the Sunshine Coast is expected to make a major contribution to economic growth on the Sunshine Coast. This growth will occur through:
  - the recognition of the university as the dominant focus of tertiary education on the Sunshine Coast;

- the fostering of the dynamic, expanding knowledge based sectors of the economy by encouraging appropriate forms of business and employment associated with the university activities and research programs; and
- the rapid growth of the university student population and staff, and encompassing a range of complementary retail and commerce, business and employment opportunities.

(ii) The University of the Sunshine Coast has actively promoted itself as a community-based university. This is to be achieved by:

- physically integrating the university with the community through the arrangement of land uses, by maximising transport and access connectivity and through a building and landscape program which encourages the development of a local identity and sense of place;
- establishing strong economic and cultural linkages with the community including the provision of on-campus building and research opportunities, the establishment of a strong telecommunication network, with administrative and academic support systems, and the delivery of community relevant educational, cultural, recreational and sporting programs, with all sectoral groups within the community; and
- facilitating a wide range of quality services, both on campus and within the community, sufficient to attract a high number of students and a high calibre of academic staff.

**3.3.3 Key Character Elements**

(1) **Intent**

Detailed structure plans are intended to assist in determining the appropriateness of proposed land uses and road standards for development.

(2) **District Overview**

(a) **Preferred Dominant Land Uses**

In the Sippy Downs District Structure Plan (Figure 3-3.3.3 {a}), the following preferred dominant land uses have been determined.

(i) Urban

The areas shown as “Urban” are the Sippy Downs Township, the Crosby Hill Road urban area and that part of the Kawana Estates land in the Planning Scheme area.

These are areas considered suitable for residential development of varying densities but provide for in specified locations limited retail, commercial, community service and limited compatible industrial activities that

are required to serve the day-to-day needs of the local community.

Where land within the urban area has significant environmental values, sensitive development options are required to adequately incorporate this land into the urban fabric with minimal impact on the significant environmental values. This may include the reservation of such land for conservation purposes. Development within the 'urban area' should also provide for adequate buffers and separation distances to productive agricultural uses, major roads and uses which may have adverse impacts on amenity.

Development within the urban area is intended to be of a form and character which embraces the concept of an urban village, that is, the development of complete and integrated community containing housing, shops, employment, schools, parks and civic facilities.

The focus of the community is to be the Sippy Downs Town Centre Core Precinct, an easily identifiable central place, which contains retail, commercial, community facilities and civic spaces. An essential ingredient in the design of transit oriented development is the development of public transport options and the central location of a public transport terminus.

In order to maximise the economic viability and vitality of the Town Centre Core Precinct and the public transport terminus and to minimise the use of private vehicles:

- the community must be provided with a high quality interconnected access network which provides a choice of pedestrian friendly streets and focuses on the Town Centre Core Precinct; and
- there is a need to encourage higher densities of development throughout the Sippy Downs Town Centre with an increase in intensity in land use towards the Town Centre Core Precinct.

#### (ii) Rural

While it is intended that rural uses and the retention of valued habitat be the dominant activities, a range of other uses suited to establishing in rural areas may be favourably considered. These uses may include, but are not limited to, rural industries, tourist and accommodation facilities appropriate to a rural area, and limited animal husbandry.

#### (iii) Conservation

Areas requiring environmental protection are shown as "Conservation" both in the Sippy Downs Township Structure Plan and on the Strategic Plan Map. Development approvals will be restricted to legitimate environmental management activities.

#### (iv) Ecological Links

Ecological links have been identified based on corridors which contain significant environmental or scenic values and which are worthy of protection.

These ecological links are to be retained and rehabilitated in a natural state as wildlife habitat to provide for the movement and dispersal of native animal and plant species and to protect the visual amenity.

#### (b) Transport Network

##### (i) Road Network

The road network for the Sippy Downs Township is shown on Figure 3-3.3.3 (b). This Figure shows the Principal Streets that must be provided in the locations shown and Local Access Streets that must be provided generally in the locations shown. An essential component of this inter-connected road network is a new east-west connector street, 'A' Street, that will run roughly parallel to and north of, Sippy Downs Drive.

Other significant features of the proposed road network include:

- The establishment of a number of new connections into the University of the Sunshine Coast, to accommodate peak traffic flows to and from the university.
- A network of Principal and Local Access Streets serving the Sippy Downs Town Centre and proposed public transport routes and stops.
- The retention of the existing interchange with the Sunshine Motorway at the western end of Sippy Downs Drive.
- A new Sunshine Motorway interchange connecting Claymore Road, Dixon Road and Sippy Downs Drive.
- The connection of Dixon Road to Stringybark Road and Stringybark to Crosby Hill Road.
- A new Sunshine Motorway overpass connecting Sippy Downs Drive to Power Road.

##### (ii) Road Hierarchy

The road network (other than the Bruce Highway and the Sunshine Motorway) is to comprise a network of Principal and Local Access Streets as shown on Figure 3-3.3.3 (b) and (c).

A feature of the proposed road layout through the Sippy Downs Town Centre is the location of the Principal Streets and the Local Access Streets one block in from current property boundaries (approximately 30 metres), to allow each lot to develop independently if desired, yet ensure streets are aligned across adjoining lots.

A sequence of open spaces is provided serving recreational and environmental functions. These are located in strategic positions, including areas where vegetation should be retained.

(iii) Road Character

Principal Streets, and Local Access Streets particularly through the Sippy Downs Town Centre, need to develop the character of a vibrant sub-tropical Town Centre. This means that:

- off-street car parking should be hidden and not dominate the streetscape by being located behind buildings and not between buildings and the street frontages; and
- vegetation planting on verges and in the median strip's must be provided.

This should be enhanced by appropriate building form and structure, street furniture and paving.

(iv) Public Transport

The street layout of the Sippy Downs Town Centre provides for a number of direct routes for buses from north, south, east and westerly directions to and within the Sippy Downs Town Centre. A public transport terminus and bus layby is proposed in the campus of the University of the Sunshine Coast, by upgrading the existing bus stop. All buses travelling through the Sippy Downs Township should stop at the public transport terminus.

Major public transport interchanges at the Sunshine Motorway are not needed. Sippy Downs will have access by bus to the proposed Caloundra-Maroochydore rail extension, with potential direct connections to the Mooloolaba and Parrearra rail stations.

(v) Pedestrian and Cyclist Facilities

A network of safe and convenient cycle and pedestrian paths is to be provided to minimise private car usage within the Planning Area. The pathways should directly link major community focal points such as the Sippy Downs Town Centre, local neighbourhood centre and local convenience centres, the University of the Sunshine Coast and schools. Further connections are to be provided to appropriate locations outside the Planning Area.

The cycle and pedestrian paths are to utilise local streets and open spaces, as appropriate, and be enhanced by appropriate street lighting, vegetation, furniture and facilities. Pedestrian and cyclist facilities are to be designed to take into account the needs of people with disabilities.

**3.3.4 Statements of Desired Precinct Character**

The locations of the Precincts are shown on Planning Area Map No 3-3. Figure 3-3.3.3 (b) and Figure 3-3.3.3 (c) show a further break down of these Precincts in the form of a Township Structure Plan and a Town Centre Precinct Plan.

**(1) Sippy Downs Central**  
*(Precinct Class = Town Centre Core)*

*Intent*

This precinct is intended to become the commercial and community centre for the Sippy Downs Township and also serve residents and employees in nearby areas south of Buderim.

The Town Centre Core Precinct is to develop the form, characteristics and qualities evident in the main streets of traditional townships. The central main street for the Sippy Downs Town Centre is to be formed around the intersection of 'A' Street and Stringybark Road. This main street is characterised by the incremental growth of a wide range of integrated uses and building types and an attractive and 'user-friendly' pattern of public and semi-public spaces of high amenity and accessibility. The arrangement and type of land uses, pedestrian spaces and scale of development evident in Hastings Street, Noosa is a more appropriate model than the large scale free-standing developments surrounded by car parking areas that typify many contemporary district and regional shopping centres. The latter are the antithesis of the intent of the Sippy Downs Town Centre.

This Precinct should contain a range of private and public sector uses which allow for the Sippy Downs community to be relatively self-contained with respect to services. The scale and range of uses in the Town Centre Core Precinct are to ensure that the Sippy Downs Town Centre functions as a Major Activity Centre, which is subordinate to Maroochydore as the Principal Activity Centre and the focus of retail, commercial and government services and facilities for the region.

The Sippy Downs Town Centre Core Precinct is to contain people-intensive uses needed to service the Sippy Downs Township and contribute towards activity in the Town Centre. These include both job-intensive and customer-intensive uses and preferably those uses which have extended hours of operation, to ensure that the Town Centre Core Precinct remains an active and safe place beyond traditional trading hours. Major retail facilities and a wide range of smaller shops, as well as local markets, together with government and commercial offices, key civic and community facilities (e.g. town park, community health centre, public library, etc.) and appropriate university uses are to be situated in this Precinct. Cultural and entertainment uses, child-

care, tourist accommodation, restaurants and cafes, taverns and motel are also appropriate.

The Principal Streets within the Town Centre Core Precinct are those parts of 'A' Street, Sippy Downs Drive and Stringybark Road located within the Town Centre Core Precinct. The Principal Streets are to be the focus of the Town Centre Core Precinct in that they are flanked by the retail, civic and community uses.

The University Park is to be located adjacent to the Town Centre Core Precinct south of Sippy Downs Drive, on the eastern corner of the entrance road to the University of the Sunshine Coast. The University Park is to provide a visual and physical link between the Town Centre Core Precinct and the University of the Sunshine Coast.

Stringybark Road is to be the main pedestrian axis that connects the University of the Sunshine Coast with the Town Centre Core Precinct. Development along Stringybark Road is to provide a continuous active frontage at the ground storey with at least two levels of residential or non-residential uses above the ground floor.

Development is to comprise mixed use developments other than along Local Access Streets where development may be entirely residential in use. Mixed use developments should mix uses vertically with medium and high density residential uses being accommodated above compatible non-residential uses but may be mixed horizontally only where a continuous active frontage can be maintained at ground level. Significant development for residential uses is to be provided to support the functions of the Town Centre Core Precinct and to contribute towards the creation of an active and lively Town Centre Core Precinct.

The total gross lettable area of all existing and approved retail premises in the Sippy Downs Town Centre Core Precinct is not to exceed 25,000m<sup>2</sup> gross floor area.

Development within the Sippy Downs Town Centre Core Precinct is to ensure that:

- the siting and design of large floor plate retail uses, associated car parking areas and structured car parking and servicing areas contributes to the achievement of a Main Street Town Centre retail environment;
- large floor plate retail uses are located to provide key anchor points and maximise pedestrian movement to and from the University of the Sunshine Coast;
- pedestrian permeability is maximised by the achievement of pedestrian through block linkages in addition to the street-based pedestrian network;
- public open spaces are provided including a Town Square and Mini Plazas;

- a community facility is provided at a location which has strong connections with other public open spaces; and
- active building frontages with retail premises, cafes, outdoor dining, personal service and other high pedestrian generating uses at street level.

#### *Preferred and Acceptable Uses*

The preferred uses within this Precinct are those referred to in the Supplementary Table of Development Assessment (Refer Vol 1).

The preferred built form is mixed use development including multi-storey buildings where uses are mixed vertically such as apartments above shops and offices. Uses may only be mixed horizontally such as housing behind or next to commercial uses, where a continuous active frontage is to be maintained at ground level. Large scale commercial uses such as a supermarket or a discount department store will be required as the Sippy Downs Town Centre develops and will only be located in specific locations within the Town Centre Core Precinct. Transitional or temporary uses that are land consumptive, are not people intensive and do not provide for active frontages are not preferred in this Precinct.

#### *Access and Movement Network*

Important elements of the desired access and movement network include:

- Streets and traffic: Sippy Downs Drive, Stringybark Road and the new 'A' Street are the Principal Streets in the Precinct and are fixed in their location. Additional Local Access Streets are to be created at approximately 70 metre to 100 metre intervals to link Sippy Downs Drive and Stringybark Road to adjoining Precincts in the locations identified on Figure 3-3.3.3(c). Slightly larger spacings of streets may be required to integrate large scale commercial uses 'sleeved' with other street facing uses.
- Public transport: The design of the Principal Streets throughout the Town Centre Core Precinct should provide for bus stops at regular intervals and taxi ranks in suitable locations. A public transport terminus is to be located on the campus of the University of the Sunshine Coast.
- Pedestrians and cyclists: The design of streets and adjacent development should foster safe and convenient pedestrian and cyclist access throughout the Town Centre Core Precinct.
- Car parking: Development should provide for car parking within the development and in all adjoining streets. Development may also provide for public or shared car parking stations which can serve a variety of nearby uses at the rear of buildings. Development

is not to locate car parking areas between buildings and street frontages. Areas of open paved car park areas are to be generously planted with shade trees and landscaped to minimise environmental and visual impacts.

#### *Landscape and Built Form*

Significant elements of the desired landscape and built form include:

- **Streets:** Sippy Downs Drive, Stringybark Road and 'A' Street should become attractive tree-lined streets with high quality lighting, planting and street furniture. Other new streets should also incorporate avenue tree-planting on their verges.
- **Public and semi-public spaces:** The University Park is to be provided at the entrance to the University of the Sunshine Coast, east of the university entrance road and south of Sippy Downs Drive. It is intended to be the principal open space for the Town Centre Core Precinct. A large paved pedestrian plaza shaded by a large structure is proposed to act as a focal point for the park, contribute to the character of the Sippy Downs Town Centre and to provide a welcoming framed view of the University of the Sunshine Coast from Stringybark Road. The University Park is intended to include bushland, existing trees, gardens and outdoor performance facilities.

A Town Square is to be incorporated on the south-west corner of the intersection of Stringybark Road and 'A' Street. It is to be fronted by active retail and commercial developments at street level with multi-storey residential uses above.

A number of landscaped Mini Plazas are to be located throughout the Town Centre Core Precinct created through articulated building form. These small public urban spaces are to be located along footpaths to provide opportunities for social interaction and refuge within the urban environment.

- **Siting and setbacks:** Sippy Downs Drive and Stringybark Road and 'A' Street should be defined by continuous building frontages punctuated by Local Access Streets, arcades and access ways to internal car parking areas where necessary. Frontages are to incorporate appropriately designed wide verandahs, colonnades or awnings.

Buildings are to be located along or very close to frontages to streets and public and semi-public spaces. A variety of small landscaped spaces are to be provided between adjacent developments to facilitate access to prevailing breezes and contribute to the sub-tropical character of the Sippy Downs Town Centre. Large car parking areas are to have access to street frontages, but are to be located at the rear of buildings, not along the street frontages.

- **On-site landscaping and site coverage:** Wherever reasonably practicable, examples of healthy existing trees are to be retained and incorporated in the design of new development. Landscaping is to generally involve low maintenance groundcovers rather than areas of lawn. New planting is to enhance the sub-tropical image and character desired for the Sippy Downs Town Centre and is to include mature, dense shade trees.

A site's ecological value needs to be ascertained prior to site development and site clearing. Some ecologically significant species, including rare, vulnerable or endangered flora and fauna, and aesthetically significant stands of habitat remain. The retention of such areas may be successfully incorporated within the designated landscaping or within the public open spaces proposed for this precinct.

- **Building form:** Buildings are to demonstrate a practical and appealing response to the Sippy Downs Township's subtropical environment and are to evoke the character of the Sunshine Coast, drawing on the architecture established by buildings within the campus of the University of the Sunshine Coast. The building form is to be a perimeter form of development, as opposed to a tower form of development with the mass of the building spread horizontally with greater site cover rather than vertically.

The built form is to adopt a general principle of an articulated 4 storey wall of buildings with taller 5 and 6 storey elements in strategic locations such as corners, along Principal Streets and at terminating vistas to help emphasise corners as gateways, entries and landmark locations. Buildings are to contribute to varied and interesting streetscapes and demonstrate energy efficiency through appropriate orientation and use of natural light and ventilation. Buildings are also to be designed to communicate their purpose and to achieve a comfortable pedestrian scale and quality in the public realm.

#### *Preferred Minimum Density*

The preferred minimum density provisions for the Town Centre Core Precinct are identified in Volume 4 of this Planning Scheme in Code 7.3, Code for Development in the Sippy Downs Town Centre.

#### **(2) Sippy Downs Mixed Use (Precinct Class = Town Centre Frame)**

##### *Intent*

The Sippy Downs Town Centre Frame Precinct is intended to be developed for a wide range of uses including university related uses, limited retail premises and residential uses that support the Town Centre Core Precinct and the University of the Sunshine Coast.

This Precinct is to be developed for uses that are located within three sub-Precincts including: the Sippy Downs West Neighbourhood sub-Precinct, the Chancellor Park West sub-Precinct and the Sippy Downs Business and Technology sub-Precinct.

Developments with the same land uses are to be of a similar built form and are to be located to face each other across streets, in order to create an appropriate streetscape character.

Developments with different land uses are to have a common rear boundary so that the uses back on to each other, or are to be located around street corners, where Principal and Local Access Streets intersect.

Development of premises which adjoin premises used for or intended to be used for residential uses, are to be sited and designed to protect the visual and general amenity of the adjoining residential premises.

Existing industries which are incompatible with the desired future character of this Precinct should gradually be replaced by more intensive and appropriate uses.

#### *Preferred and Acceptable Uses*

Preferred uses within this Precinct are those referred to in the Supplementary Table of Development Assessment (Refer Vol 1).

In order to ensure uses are appropriately located within this Precinct, a number of sub-Precincts have been identified.

#### *Sippy Downs Business and Technology sub-Precinct*

The Sippy Downs Business and Technology sub-Precinct allows for a range of commercial uses and residential uses as a spill over area from the Town Centre Core Precinct. This sub-Precinct is envisioned to include research facilities, certain types of laboratories, research and technology based industries, offices and consulting rooms, studios, media production facilities, education related uses and tourist and conference accommodation. This sub-Precinct and its uses should have a strong nexus with the University of the Sunshine Coast and provide opportunities to incubate and grow businesses as a result of university activities and enterprises.

A wide range of housing types including the provision of student accommodation and medium-density residential development should also be encouraged throughout the sub-Precinct. Housing should be located along Local Access Streets and as part of mixed use developments. Mixed use developments incorporating residential and non-residential uses either vertically such as apartments above offices or horizontally such as housing behind or next to commercial uses are encouraged. Home based businesses are also encouraged.

A smaller node of activity with a Main Street function is to be located fronting the southern side of the Town

Plaza. This Main Street should be a highly pedestrian oriented space including cafes, some limited retail premises and more intensive commercial uses to create an attractive and social space for business and social networking. The Main Street will terminate with the Town Plaza, which should provide a range and mix of landscaped spaces to allow for passive recreation as well as opportunities for outdoor dining.

#### *Sippy Downs West Neighbourhood sub-Precinct*

The Sippy Downs West Neighbourhood sub-Precinct is to provide most of the residential population within the Sippy Downs Town Centre, generally in the form of long term accommodation such as apartments.

This sub-precinct is to develop into a residential area around a large central park. The retail needs for this area are to be served by the Town Centre Core Precinct and the Neighbourhood Centre in the Chancellor Park West sub-Precinct. Medium density residential development is encouraged throughout the sub-Precinct in preference to low rise detached houses which are not appropriate in this sub-Precinct. Commercial uses are not considered appropriate in this sub-Precinct.

#### *Chancellor Park West sub-Precinct*

The Chancellor Park West sub-Precinct provides for a local neighbourhood centre that supports the Town Centre Core Precinct and comprises a variety of uses including showrooms, supermarket, service industry, bulky goods adjacent to the Sunshine Motorway, medical, small offices, indoor entertainment such as indoor sports facilities and residential uses. Residential uses above and near these facilities should be incorporated along Principal Streets and be designed to avoid unreasonable amenity conflicts.

Buildings should reflect the support role of sub-Precinct. Some mixed use development on the ground level along Chancellor Village Boulevard is acceptable however the building form should be residential in nature.

A central open space corridor which defines a drainage path is to assist in providing amenity and setting for the residential development.

#### *Access and Movement Network*

Important elements of the desired access and movement network include:

- Streets and traffic: Sippy Downs Drive and 'A' Street are Principal Streets within the Town Centre Frame Precinct and are fixed in their location. These streets provide access to the Town Centre Core Precinct and the broader Sunshine Coast area through connections to the Sunshine Motorway and Claymore Road interchanges. Additional Local Access Streets are to be created at approximately 70 metre intervals to link to Sippy Downs Drive and Stringybark Road

and to adjoining sub-Precincts. The pattern and design of streets should discourage heavy vehicles in any predominantly residential streets.

No direct access is to be provided to the Sunshine Motorway or the Bruce Highway.

- Public transport: Bus stops are to be provided at regular intervals along the Principal Streets and where required along other Local Access Streets.
- Pedestrians and cyclists: The design of streets and adjacent development is to foster safe and convenient pedestrian and cyclist access throughout the Town Centre Frame Precinct.
- Car parking: Car parking is to be provided in all public streets and in development sites as the Council may require. Provision of car parking stations integrated with development which can serve a variety of nearby uses is to be encouraged. Large areas of open paved car park are to be avoided in favour of groups of smaller, landscaped facilities designed to minimise environmental and visual impacts. Parking is to be placed behind buildings rather than between buildings and street frontages.

#### *Landscape and Built Form*

Significant elements of the desired landscape and built form include:

- Streets: Sippy Downs Drive and 'A' Street are to be the most significant public streets in the Town Centre Frame Precinct and are to be landscaped accordingly. They are to be attractive tree-lined streets with high quality lighting, planting, pedestrian footpaths and street furniture. Additional new Local Access Streets are to be designed to incorporate high quality lighting and landscaped verges and medians (where desirable) and on-street car parking to provide flexibility for both business and residential uses.
- Public and semi-public spaces: Public open space is to be provided within each sub-Precinct in the form of parks, urban plazas or mini plazas to serve the nearby employees and residents. Parks are located in both the Sippy Downs West Neighbourhood sub-Precinct and the Sippy Downs Business and Technology sub-Precinct. These parks are to contain a combination of treed and open areas providing opportunities for both passive and active recreation. All parks are to allow for both pedestrian and cycle access and circulation. A number of urban plazas should be located throughout the sub-Precinct. Created through articulated building form, these are to provide opportunities for a variety of landscaped areas for passive recreation and gathering as well as opportunities for social interaction, refuges from the urban environment and outdoor dining.

- Siting and setbacks: Sippy Downs Drive and 'A' Street are to be defined by relatively continuous building frontages punctuated by Local Access Streets, arcades and access ways for internal car parking areas where necessary. Buildings are to be located along, or very close to, frontages to streets and public and semi-public spaces. A variety of small landscaped spaces may be provided between adjacent developments to facilitate access to prevailing breezes and contribute to the sub-tropical character of the Township. Large car parking areas are to have access to street frontages, but are to be located at the rear of buildings, not along the street frontages.

- On-site landscaping and site coverage: Wherever reasonably practicable, examples of healthy existing trees are to be retained and incorporated in the design of new development. Additional or supplementary planting is to be provided to enhance the subtropical image and character desired for the Sippy Downs Town Centre. A landscaped buffer strip is to be provided along the boundary to the Sunshine Motorway to assist in visual attenuation and stormwater conveyance.

- Building form: Buildings are to demonstrate a practical and appealing response to the Sippy Downs Township's subtropical environment and are to evoke the character of the Sunshine Coast, drawing on the architecture established by buildings within the University of the Sunshine Coast. The building form is to be a perimeter form of development, as opposed to a tower form of development, with the mass of the building spread horizontally with greater site cover rather than vertically.

The built form is to adopt a general principle of an articulated wall of buildings with taller elements in strategic locations such as corners, along Principal Streets and at terminating vistas to help emphasise corners as gateways, entries and landmark locations. Buildings are to contribute to varied and interesting streetscapes and demonstrate energy efficiency through appropriate orientation and use of natural light and ventilation. Buildings are also to be designed to communicate their purpose and to achieve a comfortable pedestrian scale and quality in the public realm.

#### *Preferred Minimum Density*

The preferred minimum density provisions for this Precinct are identified in Volume 4 of this Planning Scheme in Code 7.3, Code for Development in the Sippy Downs Town Centre.

(3) **University and Other Education**  
(*Precinct Class = Special Purpose*)

*Intent*

This Precinct is intended to be a focus of university and education facilities and services on the Sunshine Coast. It should also be a significant focus of cultural and similar facilities which are likely to be extensively used by the University of the Sunshine Coast and the community. The Precinct should develop in the manner of an ‘urban village’ with a distinctive image and character. However, it should also be integrated with respect to uses, streets, paths, open spaces and built form with development in adjoining precincts.

University of the Sunshine Coast academic and administration uses are intended to predominate together with ancillary university uses such as recreation facilities and student housing. Other uses which would serve both students and staff, as well as the wider community, should also be encouraged in appropriate locations. These include cultural and entertainment facilities, research facilities, consulting rooms, offices, a medical centre and child-care facilities, small-scale specialist shops such as computer supplies and technology shop, cafes and a tavern. Additional uses which may be appropriate in certain locations include convention and visitor accommodation, and medium-density housing. Business-related uses should be encouraged along the Sippy Downs frontage, particularly east of Stringybark Road. They should be developed to be a catalyst for business development in the Business and Technology sub-Precinct.

The University Park is intended to be the principal open space and landscape resource for the Sippy Downs Township as well as the University of the Sunshine Coast. It is intended to accommodate a wide range of university-related passive and active recreation and leisure facilities in a predominantly open but diverse landscape. Such uses are expected to include university gardens, sports facilities, park and play areas and areas to be landscaped or planted for research and educational purposes.

The University Park and the majority of its facilities are intended to be used by the local and regional communities, as well as the University of the Sunshine Coast.

The University Park is also required to fulfil a critical role in the retention and treatment of stormwater from the University of the Sunshine Coast and some adjacent land and, through appropriate revegetation, landscaping and design, to retain and enhance its status as a fauna habitat. This will involve the creation of a lake or series of lakes.

This Precinct also includes the State Primary School and Siena Catholic College to the West of the University of the Sunshine Coast.

*Movement Network*

Important elements of the desired access and movement network include:

- Streets and traffic: Claymore Road should be designed to ensure that adverse ecological impacts on the Mooloolah River National Park are minimised. Strategies to be incorporated include:
  - the facilitation of fauna movement between the University of the Sunshine Coast and the adjacent Mooloolah River National Park through appropriately designed fauna underpasses and fauna fencing;
  - appropriate stormwater management techniques which ensure water quantity entering the National Park is maintained at current levels and that water quality is maintained or improved.

The street system should be designed to discourage regional through traffic and inappropriate behaviour by drivers whilst maintaining a high degree of accessibility between Precincts and within the University of the Sunshine Coast.

- Public transport: The main bus stop in the Sippy Downs Town Centre will be an upgraded terminus at the present University of the Sunshine Coast bus stop location. Buses will mainly access the terminus via the University of the Sunshine Coast circular drive, but will also use the proposed street connection south to Chancellor Park.
- Pedestrians and cyclists: Pedestrian movement should have priority over vehicular traffic in the Precinct. The design of streets and adjacent development should foster safe and convenient pedestrian and cyclist access throughout the Precinct.
- Car parking: Open street level car parking areas should be phased out and replaced by well-designed multi-level car parking stations (and parking below buildings where practicable) as the University of the Sunshine Coast matures. Car parking facilities should be shared between the University of the Sunshine Coast and other town centre uses wherever possible. Large open paved car parking areas should be avoided in favour of groups of smaller, landscaped facilities designed to minimise environmental and visual impacts.

*Preferred and Acceptable Uses*

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the Special Purpose precinct class, in this case the University of the Sunshine Coast, schools and other complementary uses.

The following uses may be considered consistent with the intent and desired character of this precinct where appropriately located, sited and designed:

- Accommodation building
- Car park
- Child care centre
- Multiple dwelling units
- Outdoor recreation

#### *Landscape and Built Form*

Significant elements of the desired landscape and built form include:

- **Streets:** Streets should be created in a manner consistent with Figure 7.3.3 (Road/Street Designations) of Code 7.3, Code for Development in the Sippy Downs Town Centre. The main boulevards should incorporate well-lit wide footpaths and facilities for cyclists, as well as high quality lighting, street furniture and planting.
- **Public and semi-public spaces:** A major axial colonnade should be created to link the Town Centre and the University of the Sunshine Coast. This colonnade should start from Stringybark Road, at its intersection with Sippy Downs Drive, follow the curvilinear entrance street to the University of the Sunshine Coast and extend into the heart of the University of the Sunshine Coast. The open space contained within the circular drive should predominantly be retained as open space to serve the whole town, along with the new University Park.

A linear series of landscaped squares should form an axial focus for the University of the Sunshine Coast. The squares should establish a transition from a formal urban environment appropriate to the University of the Sunshine Coast's interface with the Town Centre to the informal landscaped environment of the University Park to the south-east. A range of additional informal squares, courtyards and arcades should also be created to provide a variety of comfortable and attractive outdoor spaces.

- **Siting and setbacks:** Significant buildings should be located such that they define and enclose the principal open space axis of the University of the Sunshine Coast. As the University of the Sunshine Coast matures additional buildings should be developed along the frontages to the peripheral boulevard which forms the interface between the University of the Sunshine Coast's Core and Frame Precincts to create a significant 'sense of address' for the boulevard and the University of the Sunshine Coast. Infill buildings should link those defining the central open space axis to the peripheral development where appropriate.

Buildings should form relatively continuous frontages to the central open space and the peripheral boulevard being punctuated only by small scale pedestrian links and local streets except at the northern end of the axis where larger landscaped open spaces may

be appropriate. Some variations to reflect different functions and enhance interest and identity are desired.

At the University Park, buildings should generally be grouped in small clusters and designed as pavilions in a parkland setting. Buildings should avoid sensitive wetland areas, and particular attention should be given to facilitating safe pedestrian access and screening service areas from valued views.

On the Primary School site, future development of buildings should be located relatively close to Scholars Way to assist access and casual surveillance and reinforce the image of the locality as an annex to the adjacent Chancellor Park Local Centre. On the Catholic College site buildings along Sippy Downs Drive should address the street particularly buildings which are part of the wider community, for example a church.

- **On-site landscaping and site coverage:** Sites intended for development should incorporate a high proportion of landscaped open space. A variety of landscaped spaces should be developed. Wherever reasonable, healthy existing vegetation, including trees, shrubs and groundcovers should be retained and incorporated into the design of new development. Supplementary plantings should include a high proportion of indigenous species. Preference should be given to low maintenance groundcovers over areas of lawn.
- **Building height:**
  - Buildings abutting the central open space axis should be limited to two storeys (but not more than 12 metres).
  - Buildings on sites adjacent to Chancellor Park should be limited to four storeys (but not more than 15 metres) in height.
  - School buildings should be no higher than 3 storeys (but not more than 12 metres).
  - Otherwise buildings within the Precinct may be up to 6 storeys (but not more than 25 metres) provided they are consistent with the desired character of the University of the Sunshine Coast and do not impair the amenity of landscaped open spaces or adjacent development.
- **Building form:** Buildings should demonstrate an intelligent and appealing response to the University of the Sunshine Coast's sub-tropical environment. They should also be designed to communicate their purpose and achieve a comfortable pedestrian scale. Buildings on sites adjacent to Chancellor Park should display a residential character and scale, while clusters or groups of buildings arranged to define courtyards and open spaces are preferred on the school sites.

- **Water Management:** The undergrounding of stormwater should be minimised by using permeable paving grassed swales and natural flow paths to retention lakes and bio-filtration ponds. Pondered stormwater should be used when practical to irrigate planted areas. Water treatment and nutrient stripping functions are to be incorporated into the design of the University of the Sunshine Coast lakes.

#### (4) Stringybark Road East (*Precinct Class = Master Planned Community*)

##### *Intent*

Mountain Creek runs west to east through this precinct through an extensively forested corridor. Urban development should be concentrated on lands to the south of the creek, with little, if any urban residential development occurring north of the creek.

In the area to the north of the creek, the established Matthew Flinders Anglican College and Ballinger Park Sports Complex are intended to remain and expand as appropriate. Both these facilities are set within a well forested landscape setting which is intended to be protected.

To the south of the creek, land in this precinct is intended to develop as a compact 'urban village' which takes advantage of its proximity to the town centre and university. The precinct should contain high quality residential development in accordance with a Local Area Structure Plan or other comprehensive Plan of Development approved by Council. A range of compatible business could also be established in this area. The precinct should be developed in accordance with transit-orientated development principles to establish a robust and legible urban environment which is integrated with development of lands in surrounding precincts.

Any new development should provide for the protection of remnant native forest areas, and the maintenance and/or enhancement of the existing diversity of vegetation types, especially in the area adjoining, and in areas north of, Mountain Creek.

Any new development should provide for the protection of the environmental values of Mountain Creek. This is intended to involve preservation of the quality of water in and entering the creek, preservation of the creek banks from any erosion or other disturbance, and maintenance of a sustainable vegetation/open space corridor along the creek.

Uses in the area south of the creek should comprise a range of dwelling types and densities, business uses and local centre facilities meeting the day-to-day convenience shopping needs of residents. This local (convenience) centre is intended to establish and mature with a focus to a new connecting street passing through the precinct

to link Crosby Hill Road with Dixon Road as shown on Figure 3-3.3.3(c). Business uses that are compatible with housing could also be located within the local centre. These may include research facilities, certain types of service and light manufacturing activities, offices, studios, tourist and conference accommodation provided they are not at a scale which would compete with the University incubator and the Business and Technology sub-precinct in Sippy Downs Town Centre.

Within the local centre, mixed use developments incorporating residential and non-residential uses are encouraged. Medium-density housing, in the form of apartments, terrace houses, retirement villages and unit developments, should be encouraged adjacent to the centre within 400 metres (a five minute walk) where there is high accessibility to commercial and community facilities and public transport routes, but development should be designed to avoid unreasonable amenity conflicts.

Development should incorporate a suitable buffer to the electricity substation determined by relevant industry standards. Generally a landscaped buffer of 50m is considered acceptable.

Large scale uses such as retirement villages and primary schools should be in locations that provide safe and direct pedestrian routes to local centres.

Important elements of the desired access and movement network include:

- **Streets and traffic:** Access should be achieved primarily from Stringybark Road and Dixon Road and a new street connecting these roads. The pattern and design of streets should discourage heavy vehicles and through traffic in predominantly residential streets.
- **Public transport:** Bus access should be provided for services using Stringybark Road, Dixon Road and the proposed new connecting street.
- **Pedestrians:** The design of streets and adjacent development should foster safe and convenient pedestrian access throughout the precinct.
- **Car parking:** Car parking should be provided in all public streets and in development sites as Council may require. Large areas of open paved car park should be avoided in favour of groups of smaller, landscaped facilities designed to minimise environmental and visual impacts.

##### *Preferred and Acceptable Uses*

Preferred uses within this precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the Master Planned Community precinct class.

The following uses may be considered consistent with the intent and desired character of this Precinct, and suitable for inclusion in detailed master planning, where appropriately located, sited and designed:

- Detached houses
- Display home
- Dual occupancy
- Fast food store (in a Local (convenience) Centre)
- Home-based business
- Medical centre (in a Local (convenience) Centre)
- Multiple dwelling units
- Retirement village
- Shop (in a Local (convenience) Centre)

#### **Landscape and Built Form**

Significant elements of the desired landscape and built form include:

- Streets: New local streets should be designed to incorporate high quality lighting and landscaped verges and medians (where desirable) and on-street car parking.
- Public and semi-public spaces: The design of the local centre should incorporate a small public or semi-public outdoor area for the benefit of visitors and employees. This should be a focus of the centre. After hours use should be encouraged by the appropriate location of a cafe and other suitable stores around the space. A number of small landscaped parks should be provided in the Precinct to serve residents and nearby employees.
- Siting and setbacks: Buildings should be located close to frontages to streets and public and semi-public spaces: A variety of small landscaped spaces may be provided between developments to facilitate access to prevailing breezes and contribute to the sub-tropical character of the Precinct.
- On-site landscaping: Wherever reasonably practicable, examples of healthy existing trees should be retained and incorporated in the design of new development. A site's ecological values need to be ascertained prior to site development or redevelopment. Ecologically significant vegetation (in particular, swamp stringybark *Eucalyptus conglomerata*) is known to exist in the Precinct. Such areas will need to be retained and incorporated in future development.
- Building Height: Buildings should be 2-3 storeys in height and should not exceed 8.5m for a 2 storey building, or 12m for a 3 storey building. Buildings of 3 storeys are encouraged in the local centre.

#### **Preferred Maximum Density for multi-unit residential premises**

Slope of land	Maximum plot ratio	Site area per dwelling for calculating the DUF <sup>1</sup>
all sites	0.6	180

<sup>1</sup>DUF = Dwelling Unit Factor (as defined in section 3.2 of this planning scheme)

#### **(5) Stringybark Road West (Precinct Class = Master Planned Community)**

##### **Intent**

This Precinct comprises relatively new detached housing on large lots. Due to the proximity of the southern part of this Precinct to the town centre and university, and the anticipated future provision of good bus services along Stringybark Road and Crosby Hill Road, it is intended that further new housing and infill development should be allowed in the future to achieve a wider range of residential dwelling types and densities.

Further north, the land is used for a number of low density rural related activities while the land within the Mountain Creek floodplain has been retained in a semi-natural state.

The Precinct should contain high quality residential development in accordance with a Local Area Structure Plan or other comprehensive Plan of Development approved by Council.

Small lot housing should be allowed at suitably accessible locations and medium-density housing development should be located close to the public transport facilities. Any development of this Precinct should be designed to minimise impacts on the surrounding rural residential areas.

The retention and rehabilitation of an ecologically sustainable riparian corridor along Mountain Creek is required for this Precinct. Passive and active recreational facilities should be encouraged where such uses are unlikely to undermine the environmental integrity of the riparian corridor.

Pedestrian and cycling tracks will need to be incorporated for at least part of the corridor, and vehicular access points maximised.

Meads Street after Crosby Hill Road and Stringybark Road will provide the primary points of access to the Precinct. Provision will need to be given to signalling the proposed intersection.

The proposed street network in the northern part of the Precinct will include:

- a new residential street connecting the proposed boulevard with Greenwood Close to be designed in such a way as to minimise any adverse impacts on Greenwood Close;
- an upgrade to Crosby Hill Road incorporating construction of a new interchange and a major bus stop.

A network of paths is to be constructed to facilitate safe and attractive pedestrian and cyclist movement within the Ironbark Road urban area and to provide suitable access between Crosby Hill and Stringybark Roads. This network is to comprise both exclusive paths and utilise the street system. Pedestrian and cyclist facilities shall be designed to take into account the needs of people with disabilities.

A range of significant public or semi-public open spaces is to be created in the area and a number of ecological values preserved or enhanced, including:

- a linear park along Mountain Creek;
- a linear park within the residential area Precinct;
- passive landscaped areas at the interface of the local centre and residential area Precinct with the Mountain Creek Precinct.

In assessing development applications in this Precinct, particular consideration will be given to:

- retention and/or rehabilitation of remnant vegetation, in particular rainforest and eucalypt open forests and interface communities;
- protection of steep slopes and floodplain areas; and
- minimisation of impact on visual amenity.

#### *Preferred and Acceptable Uses*

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the Master Planned Community Precinct Class.

The following uses may be considered consistent with the intent and desired character of this Precinct, and suitable for inclusion in detailed master planning, where appropriately located, sited and designed:

- Detached houses
- Display home
- Dual occupancy
- Fast food store (in a Local (convenience) Centre)
- Home-based business
- Medical centre (in a Local (convenience) Centre)
- Multiple dwelling units
- Retirement village
- Shop (in a Local (convenience) Centre)
- Educational Establishment (Primary School).

#### *Landscape and Built Form*

Significant elements of the desired landscape and built form of the centre include:

- Public and semi-public spaces: A number of small landscaped parks should be provided in the Precinct to serve residents and nearby employees.
- On-site landscaping and site coverage: Planting should enhance the sub-tropical image and character desired for the centre. A minimum of 15% of the site should comprise attractive landscaping.
- Building Height: Buildings should not exceed two storeys (8.5m) for low density residential and three storeys (12m) for the local centre and medium density residential.
- Building form: Buildings should establish attractive landmarks at the intersection of Crosby Hill Road and the proposed new boulevard and be designed to create an intimate and ‘user-friendly’ Centre.

The pattern and design of the residential neighbourhoods is intended to be in accordance with the provisions of the Planning Scheme codes.

Local parks and recreation facilities should be provided to enhance the character and amenity of the locality and serve nearby residents. Habitat should be retained and areas of cleared land rehabilitated to assist appropriate stormwater management and provide walking and cycling trails.

#### *Preferred Maximum Density for multi-unit residential premises*

Slope of land	Maximum plot ratio	Site area per dwelling for calculating the DUF <sup>1</sup>
all sites	0.6	180

<sup>1</sup>DUF = Dwelling Unit Factor (as defined in section 3.2 of this planning scheme)

**(6) Chancellor Park North (Precinct Class = Neighbourhood Residential)**

**Intent**

This Precinct is intended to continue developing as an attractive, safe and socially integrated residential area with a high degree of amenity and a wide range of residential accommodation.

A wide range of dwelling types and densities should be provided within the Precinct. Small lot housing should be allowed at appropriate locations and medium-density housing development should be located close to centres and public transport.

**Preferred and Acceptable Uses**

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the Neighbourhood Residential Precinct Class.

**Landscape and Built Form**

Significant elements of the desired landscape and built form include:

- **Streets:** The pattern and design of streets should be consistent with the provisions of the Planning Scheme codes.
- **Public and semi-public spaces:** Local parks and recreation facilities should be provided to enhance the character and amenity of the Precinct and serve nearby residents.

The location and design of open spaces should be consistent with the provisions of Planning Scheme codes.

- **Siting and setbacks:** The location of buildings should be consistent with the provisions of Planning Scheme codes.
- **On-site landscaping and site coverage:** On-site landscaping and site coverage should be consistent with the provisions of Planning Scheme codes.
- **Building form:** Building form should be consistent with the provisions of Planning Scheme codes.

**Preferred Maximum Density for multi-unit residential premises**

Slope of land	Maximum plot ratio	Site area per dwelling for calculating the DUF
All sites	1.0	200

<sup>1</sup>DUF = Dwelling Unit Factor (as defined in section 3.2 of this planning scheme)

**(7) Chancellor Local Centre (Precinct Class = Local Centre)**

**Intent**

This Precinct is primarily intended to provide for the day-to-day convenience shopping and personal services needs of nearby Chancellor Park residents.

Shops, some offices, and community and recreation facilities are appropriate in the Precinct. Residential accommodation above and near these facilities should be encouraged, provided development is designed to avoid unreasonable amenity conflicts. Small-scale tourist accommodation may also be appropriate.

Traffic access should be primarily achieved via University Way and adjacent collector streets, with buses using University Way. Within the centre, pedestrian movement should have priority over vehicular traffic.

Wherever possible, parking facilities should be shared with nearby uses. Large areas of open paved car park should be avoided in favour of groups of smaller, landscaped facilities designed to minimise environmental and visual impacts.

**Preferred and Acceptable Uses**

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 10 for the Local Centre Precinct Class).

**Landscape and Built Form**

Significant elements of the desired landscape and built form include:

- **Public and semi-public spaces:** The design of the centre facilities should incorporate a small public or semi-public outdoor area for the benefit of visitors and employees. This should be a focus of the centre. After hours use should be encouraged by the appropriate location of a café and other suitable stores around the space.
- **Siting and setbacks:** Buildings should be located close to the University Way frontage.
- **On-site landscaping:** Planting should enhance the sub-tropical image and character desired for the centre. A minimum of 15% of the site should comprise attractive landscaping.
- **Building height:** Buildings should not exceed four storeys (15m) in height.
- **Building form:** Buildings should establish attractive landmarks at the intersection of University Way and adjacent streets and be designed to create an intimate and 'user-friendly' centre.

### 3. STATEMENTS OF DESIRED CHARACTER FOR PLANNING AREAS AND PRECINCTS

#### *Preferred Maximum Density for multi-residential premises*

Slope of land	Maximum plot ratio	Site area per dwelling for calculating the DUF
All sites	1.0	200

DUF = Dwelling Unit Factor (as defined in section 3.2 of this planning scheme)

#### **(8) Chancellor Park South (Precinct Class = Master Planned Community)**

##### *Intent*

This Precinct is intended to develop as an attractive safe and socially integrated residential area with a high degree of amenity and a wide range of residential accommodation. The Precinct is intended to be developed in accordance with a Local Area Structure Plan or other comprehensive Plan of Development approved by Council.

Urban development along Sippy Creek should:

- Be above the 100 year ARI flood level;
- Allow for adequate separation distances between non-agricultural and agricultural uses;
- Allow for the riparian values of the creek to be protected.

A wide range of dwelling types and densities should be provided within the Precinct. Small lot housing should be allowed at appropriate locations and medium-density housing development should be located close to centres and public transport. Depending on the density and scale of residential development which is achieved, an additional school may be required in this area.

Where the Precinct adjoins the Mooloolah River National park adequate buffers should be provided to protect the values of the National Park.

Preferred and Acceptable uses

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the Master Planned Community Precinct Class.

The following uses may be considered consistent with the intent and desired character of this Precinct, and suitable for inclusion in detailed master planning, where appropriately located, sited and designed:

- Detached houses
- Display home
- Dual occupancy
- Home-based business
- Multiple dwelling units
- Retirement village
- Shop (in the form of a “corner store”)

- Community uses servicing a local need.

#### *Landscape and Built Form*

Significant elements of the desired landscape and built form include:

- **Streets:** The pattern and design of streets should be consistent with the provisions of the Planning Scheme codes.
- **Public and semi-public spaces:** Local parks and recreation facilities should be provided to enhance the character and amenity of the Precinct and serve nearby residents. Linear open spaces should be developed to assist appropriate stormwater management and, in appropriate locations, provide walking and cycling trails. The ecological

The ecological and environmental functions and values of Sippy Creek and university creeks should be protected and/or enhanced.

The location and design of open spaces should be consistent with the provision of Planning Scheme codes.

- **Siting and setbacks:** The location of buildings should be consistent with the provisions of Planning Scheme codes.
- **On-site landscaping and site coverage:** On-site landscaping and site coverage should be consistent with the provisions of Planning Scheme codes.
- **Building Height:** Buildings should not exceed two storeys (8.5m) for low density residential and three storeys (12m) for medium density residential, in height.
- **Building form:** Building form should be consistent with the provisions of Planning Scheme codes.

#### *Preferred Maximum Density for multi-residential premises*

Slope of land	Maximum plot ratio	Site area per dwelling for calculating the DUF
All sites	0.6	180

DUF = Dwelling Unit Factor (as defined in section 3.2 of this planning scheme)

#### (9) Sippy Downs Rural (Precinct Class = General Rural Lands)

##### *Intent*

This Precinct is located at the edges of the Planning Area between the Mooloolah River and the Mooloolah River National Park, with one area immediately to the south-east of the Sippy Downs residential area and the other at the eastern end of the National Park.

The western area is used for rural purposes and contains land identified as “good quality agricultural land” as indicated on the Strategic Plan map. Rural use of this land is intended.

The Strategic Plan indicates the potential for sewage treatment plant, to be located on this site.

The Precinct is at the edges of areas having significant environmental values which need to be recognised and protected. Buffering to the adjoining National Park will be sought from any new development in the Precinct, while the protection of water quality, and the riparian and aquatic ecosystems of the Mooloolah River is intended. This is intended to include preservation of the quality of water in and entering the river, preservation of the river banks from erosion, and maintenance of a sustainable vegetation/open space corridor along the river and to the National Park.

Within the Precinct there may be opportunities for the establishment of passive recreational facilities provided that such facilities are sustainable and consistent with the area’s environmental values.

##### *Preferred and Acceptable Uses*

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the General Rural Lands Precinct Class.

The following uses may be considered consistent with the intent and desired character of this Precinct where appropriately located, sited and designed:

- Major utility (relating to the sewage treatment plant).

#### (10) Mooloolah River National Park (Precinct Class = Special Purpose)

##### *Intent*

This Precinct includes the 675ha Mooloolah River National Park. The Precinct results in a substantial physical separation between the Sippy Downs township and the coastal development.

The National Park should be managed in a manner which:

- provides, to the greatest possible extent, for the permanent preservation of the area’s natural condition and the protection of the area’s cultural resources and values;

- presents the area’s cultural and natural resources and their values;

- ensures that the only use of the area is nature-based and ecologically sustainable.

To this end, the primary goal for management of land within the Precinct will be nature conservation. Management will be specifically aimed at protecting species diversity, populations of wildlife (particularly species listed as rare or threatened), rare or threatened bio-regional ecosystems and habitat values.

The National Park’s management objectives will be best achieved by the exclusion of most forms of development from this Precinct. Educational and scientific uses may be supported, along with uses connected with fire management and ecosystem monitoring.

##### *Preferred and Acceptable Uses*

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1) (refer Vol 1) for the Special Purposes Precinct Class, in this case a National Park.

#### (11) Kawana Estates (Precinct Class = Master Planned Community)

##### *Intent*

This Precinct is located west of the Mooloolah River, east and south of the Sunshine Motorway, and north of a proposed multi-modal transportation link.

This Precinct is intended to be developed as a largely self contained urban community. However, it is to be recognised as part of the much larger Kawana Waters Master Planned Community, which extends as far south as Currimundi, and as being linked to the emerging community of Sippy Downs.

Development of this Precinct is intended to result in the creation of a balanced and mixed community where people live and work, with the opportunity to remain in the community with needs adequately serviced through a number of lifestyle changes. It will have a sense of identity, strong visual character, social contact opportunities, and security.

Whilst being relatively self contained, as an extension of the existing community, it will also share and have ready access to established commercial, educational, recreational, and infrastructure amenities. It is anticipated that the area will accommodate a wide range of urban uses, densities and building types, and encourage the integration of employment opportunities into the community fabric.

The Precinct is intended to be developed in accordance with a Local Area Structure Plan or other comprehensive Plan of Development approved by Council.

Detailed master planning is intended to provide for the following:

- **Neighbourhood centre:** A neighbourhood retail centre with complementary commercial and community uses, with a maximum retail, commercial and business floorspace of 2,500m<sup>2</sup> (lettable area). This centre is intended to be the major non-residential focus for this community.

It is intended to provide for the day-to-day convenience shopping and personal services needs of the community. Shops, offices, community and recreation facilities are appropriate. Residential accommodation above and near these facilities should be encouraged, provided development is designed to avoid unreasonable amenity conflicts. Small-scale tourist accommodation may also be appropriate.

- **Sub-Precinct focus:** A focus should be provided for each sub-Precinct of the community. These should be provided in sufficient number to ensure that all residents are within convenient walking distance of one of the same. They are likely to comprise a park or some other form of open space, which provides a meeting place for the community and a venue for social interaction. These should form key elements of the pedestrian and bicycle network.
- **Medium-density housing,** in the form of apartments, terrace houses and unit developments, should be encouraged throughout the Precinct except along the frontage to the Sunshine Motorway and multi-modal link due to its likely noise impacts. Mixed-use developments incorporating residential and non-residential uses either vertically (e.g. apartments above offices) or horizontally (e.g. housing behind or next to offices) are encouraged.
- **Residential area:** Within this Precinct there is intended to develop an attractive, safe and socially integrated residential area with a high degree of amenity and a wide range of accommodation. A wide range of dwelling types and densities should be provided within the Precinct. Small lot housing should be allowed throughout the Precinct and medium-density housing development should be located close to the neighbourhood centre, sub-Precinct foci, public transport or other areas of higher amenity. Development within the Precinct should achieve an overall minimum gross density of 12 dwellings per hectare and a maximum of 15 dwellings per hectare.
- **Mixed uses:** A range of employment opportunities are supported for this Precinct. Other than as detailed

above for the neighbourhood centre, home business, particularly that which utilises information and communication technology is supported. Similarly, the integration of other employment uses, eg. Offices, into the medium-density areas is encouraged where these will not detract from the desired community amenity.

- **Other uses:** Outdoor recreation (eg. limited to uses which serve a local community need eg. bowling club and golf course) and a primary school are encouraged for the Precinct.

The major vehicular access to the site is to be in accordance with the Transport Infrastructure Agreement between the State Government, Kawana Estates and Buddina Estates.

A network of paths is to be constructed to facilitate safe and attractive pedestrian and cyclist movement. This network is to comprise both exclusive paths and utilise the street system. Pedestrian and cyclist facilities shall be designed to take into account the needs of people with disabilities. This network should link the neighbourhood centre with the sub-Precinct foci and other areas of significant public open space and other recreation opportunities.

A range of significant public or semi-public open spaces are to be created in the area and a number of ecological values preserved or enhanced, including suitable buffering to the Mooloolah River National Park and protection of the values of the Mooloolah River and its riparian corridor.

Important elements of the desired access and movement network include:

- **Traffic:** The neighbourhood centre and the focus of each sub-Precinct, is to be located at a clearly legible node. The Precinct should be served by a high quality interconnective network.
- **Public transport:** The design of the street network should enable the efficient and convenient provision of bus services and, at an appropriate location, public transport interchange facilities.
- **Pedestrians:** Pedestrian movement should have priority over vehicular traffic in the neighbourhood centre, each sub-Precinct foci and other areas offering recreation opportunities. Elsewhere, the design of streets and adjacent development should foster safe and convenient pedestrian access.
- **Car parking:** Wherever possible, parking facilities should be shared with nearby uses. Large areas of open paved car park should be avoided in favour of groups of smaller, landscaped facilities which are designed to minimise environmental and visual impacts.

#### *Preferred and Acceptable Uses*

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the Master Planned Community Precinct Class.

The following uses may be considered consistent with the intent and desired character of this Precinct, and suitable for inclusion in detailed master planning, where appropriately located, sited and designed:

- Detached houses
- Display home
- Dual occupancy
- Fast food store
- Home-based business
- Multiple dwelling units
- Office
- Outdoor recreation (limited to uses which serve local community needs eg. Bowling club and golf course)
- Restaurant
- Retirement village
- Service station
- Shop
- Special use (serving local community needs eg. Primary school).

#### *Landscape and Built Form*

Significant elements of the desired landscape and built form include:

- **Streets:** Streets should be designed to incorporate high quality lighting and landscaped verges and medians (where desirable) and on-street car parking to provide flexibility for both business and residential uses. In general, the pattern and design of streets should be consistent with the provision of the Planning Scheme codes.
- **Public and semi-public spaces:** The design of the neighbourhood centre facilities should incorporate a small public or semi-public outdoor area for the benefit of residents and employees. This should be a focus of the centre. After hours use should be encouraged by the appropriate location of a café and other suitable stores around the space. Elsewhere, small landscaped squares, small and larger parks (located and designed in accordance with the provisions of AMCORD) and recreation facilities should be provided to serve nearby residents and employees. Linear open spaces should be developed to assist appropriate stormwater management and provide walking and cycling trails.
- **Siting and setbacks:** Buildings in the neighbourhood centre should be located close to street frontages and other public and semi-public

spaces. Large car parking areas should not intrude onto street frontages but may be considered along the frontage to the Sunshine Motorway and multi-modal link. Residential buildings should be sited in accordance with the provisions of the Planning Scheme codes.

- **On-site landscaping:** Planting should enhance the sub-tropical image and character desired for the neighbourhood centre. A minimum of 15% of the site should comprise attractive landscaping in the neighbourhood centre, and a minimum of 20% in mixed use developments, and a minimum of 35% in exclusively residential sites. For residential premises, on-site landscaping should be consistent with the provisions of the Planning Scheme codes.
- **Building form:** Buildings should establish attractive landmarks and be designed to create intimate and 'user-friendly' areas. The form of residential buildings should be consistent with the provisions of the Planning Scheme codes.

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