

- (a) the retail function of the Town Centre does not adversely impact upon or compete with Maroochydore, the Principal Activity Centre, or the Major Activity Centre's of Nambour or Kawana;
- (b) the retail and business function of the Town Centre is not dominated by large format retail premises but rather characterised by a high proportion of street-based premises; and
- (c) the urban form and layout of the Town Centre is not constrained by large floor plate buildings and is able to develop as a diverse and highly permeable area.

4.3.3 Vehicle Access Points

Vehicle access points to car parking areas associated with large floor plate retail premises should be located toward the periphery of the Town Centre Core Precinct to minimise vehicle movements on 'A' Street and Stringybark Road and to maximise pedestrian movements throughout the precinct.

4.3.4 Rear/Service Lanes

Rear or service lanes should be established to provide intra-block connectivity, access to car parking areas and loading docks. Lanes should be established to create an additional movement network within blocks whilst being designed to limit unintended through traffic using the lanes as a shortcut. Rear service lanes must be configured to allow adequate access for service and waste collection vehicles.

4.3.5 Land for Community Facility

Council requires land for the provision of an integrated community facility to meet the needs of the Sippy Downs community. **The provision of land for this community facility is of crucial importance to the role of the Sippy Downs Town Centre and the functioning of the local community.**

As a minimum, Council requires 1,500m² of land for the provision of this facility. Ownership of the land shall be transferred to Council in fee simple. Infrastructure credits will apply to the value of the land in accordance with the applicable infrastructure charging instrument.

Figure 7.3.2 (Sippy Downs Town Centre Core Plan) of Code 7.3 identifies the preferred location of land required for this facility. Any proposal to change the location must ensure that the alternative location is on 'A' Street and has direct street frontage. The facility is intended to provide for a number of functions including:

- (a) branch library;
- (b) multipurpose community centre;
- (c) youth facility; and
- (d) community information space.

It is estimated that a gross floor area of 2,500m² will provide for the various components over more than one level. **The Sippy Downs integrated community facility is to be a free standing, significant, cultural building located with an urban plaza providing a public gathering space external to the building.**

4.4 Sippy Downs West Neighbourhood sub-Precinct

4.4.1 General Store

A small scale 'General store' may be provided in the West Neighbourhood sub-Precinct. It is important that this store be limited in size to ensure that it only serves a very local convenience function. The gross floor area of this store is limited to 100m². This store should be located at the ground floor of a residential building on either corner of the intersection of 'A' and 'V' Streets with primary frontage to 'A' street.

4.4.2 Restaurant

In addition to the 'General store' referred to above, some small scale restaurant premises may be provided in the West Neighbourhood sub-Precinct. Such premises may include a café, coffee shop, take-away, deli, ice creamery etc. Such premises should be co-located and situated at the ground floor of a residential building on either corner of the intersection of 'A' and 'V' Streets, with primary frontage to 'A' street. Outdoor dining associated with such premises may be appropriate where located on the frontage to 'A' Street only. The total floor area of all such premises in the sub-Precinct shall not exceed 100m² exclusive of any outdoor dining area.

5 Connectivity and Movement

This section is relevant to the assessment of compliance with Element 3 (Connectivity and Movement) of the Code for Development in the Sippy Downs Town Centre. The requirements of this section are in addition to the requirements of *Planning Scheme Policy No. 6 – Transport, Traffic and Parking*. Where discrepancies exist between the two documents, the requirements of this section take precedence.

5.1 General

The Sippy Downs Town Centre must establish a highly interconnected and permeable movement network to allow for:

- (a) reduced concentration of local traffic on the major road corridors;
- (b) increased pedestrian and bicycle movement; and
- (c) increased access to public transport.

All streets are crucial elements of the public realm and therefore must be dedicated as road reserve.

5.2 Town Centre Street Network

The Town Centre Street Network has been designed with a priority focus on public transport and pedestrian movement. The Town Centre Street Network is comprised of all streets within the Sippy Downs Central (Town Centre Core) and Sippy Downs Mixed Use (Town Centre Frame) Precincts. This network of streets comprises Principal Streets and Local Access Streets as identified in Figure 3-3.3.3(c) of Volume 3. The role and function of Principal Streets and Local Access Streets is identified below.

All streets identified in the Town Centre Street Network are to be designed and constructed in accordance with the relevant provisions of this Planning Scheme Policy, *Planning Scheme Policy No. 6 – Transport, Traffic and Parking* and *Planning Scheme Policy No. 5 – Operational Works*.

5.2.1 Principal Streets

A number of Principal Streets must be established to make allowance for vehicle movement into and away from the Town Centre Core Precinct. Principal Streets are fixed in their location. All Principal Streets are designed to accommodate the efficient movement of buses as they form the basis of the public transport system for the Sippy Downs Town Centre, linking all Precincts and the University of the Sunshine Coast.

Direct vehicular access should not be provided to Sippy Downs Drive or Stringybark Road. Direct vehicular access to other Principal Streets should only be provided where vehicular access cannot be obtained from a Local Access Street. In the case where direct vehicular access to 'A' Street is required, because access to a property is not possible from a Local Access Street or another Principal Street, the vehicle access to 'A' Street is limited to left-in/left-out movements only.

5.2.2 Local Access Streets

To support the function of the Principal Streets, and to facilitate movement and connectivity, a number of Local Access Streets are required. Local Access Streets are not fixed in their location. Their location can be altered slightly depending on the design of individual development parcels, however all Local Access Streets must be provided. The key functions of Local Access

Streets must be maintained as part of any change to their location. These functions include:

- (a) establishing a street block pattern with a depth of around 70-80m;
- (b) providing access to individual developments;
- (c) providing for additional on-street car parking; and
- (d) allowing for increased pedestrian and cycle movement and permeability.

Additional Local Access Streets or service lanes may be provided as necessary.

5.3 Street Cross Sections

All streets in the Town Centre Street Network are further defined in a hierarchy of streets identified in Figure 7.3.3 (Road/Street Designations) of Code 7.3. The designations under this hierarchy differentiate each street for the purpose of identifying the relevant street cross section. Each cross section identifies street and footpath widths, on street parking, on street cycle ways, and landscape treatments. Street cross sections are identified below.

The requirements of the street cross sections identified in this Planning Scheme Policy take precedence over the relevant cross section requirements of *Planning Scheme Policy No. 6 – Transport, Traffic and Parking*. For all streets:

- (a) the relevant cross section applies as indicated by Figure 7.3.3 (Road/Street Designations) of Code 7.3;
- (b) cross section and reserve widths may vary to suit intersections, turning lanes, bus stops, pedestrian crossing treatments and other requirements;
- (c) verge areas are to be paved in accordance with Section 7.8 of this Planning Scheme Policy;
- (d) subsurface drainage may be required and must be connected to trunk stormwater;
- (e) landscaping and drainage treatments on verge areas and medians must not inhibit direct pedestrian access to on street parking or pedestrian movement across streets;
- (f) landscaping must include appropriate root barrier protection to kerbs and adjacent services;
- (g) medians must contain pedestrian refuge areas as required. Refuge areas must allow for functioning of stormwater treatments (i.e. median swale); and
- (h) additional landscaping is encouraged and should be consistent with the desired landscape character.