

PLANNING SCHEME POLICY NO.15**Maroochydore Principal Activity Centre Structure Plan****Contents**

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1 Introduction

1.1 Purpose

The purpose of this planning scheme policy is to:-

- (a) state standards identified in the Maroochydore Structure Plan Area Code;
- (b) provide guidelines and advice about satisfying assessment criteria in the Maroochydore PAC Structure Plan; and
- (c) state the additional information which the Council may request in respect of an application for a development application in a Master Plan Unit.

1.2 Application of Policy

- (1) This planning scheme policy applies to the following:-
 - (a) an application for a master plan in a Master Plan Unit;
 - (b) an application for compliance assessment;
 - (c) a development application for assessable development in the Master Planned Area.
- (2) The provisions of the Maroochydore PAC Structure Plan Planning Scheme Policy prevail over the provisions of any other planning scheme policy to the extent of any inconsistency.

1.3 Relationship to Maroochydore PAC Structure Plan

This planning scheme policy is to be read in conjunction with the Maroochydore PAC Structure Plan.

1.4 Definitions

- (1) In this planning scheme policy:-

‘Active frontage’ means a part of a building which forms a close relationship with the street and contains a visually permeable facade such as a shop front, retail store, cafe, outdoor dining, personal service and other high pedestrian generating use at street level.
- (2) Other terms used in this planning scheme policy that are also used in the Maroochydore PAC Structure Plan have the meaning given in the Maroochydore PAC Structure Plan.

2 Road Transport Infrastructure Network Outcomes

2.1 Preliminary

This section applies to the road transport infrastructure outcomes in Specific Outcomes O9 to O11 in **Section 2.5.26** of the Maroochydore Structure Plan Area Code (road transport infrastructure outcomes).

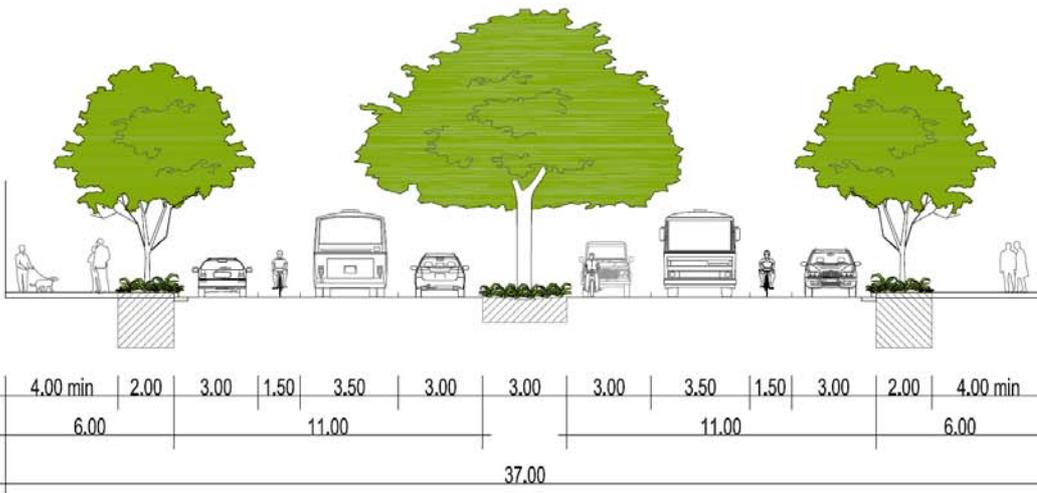
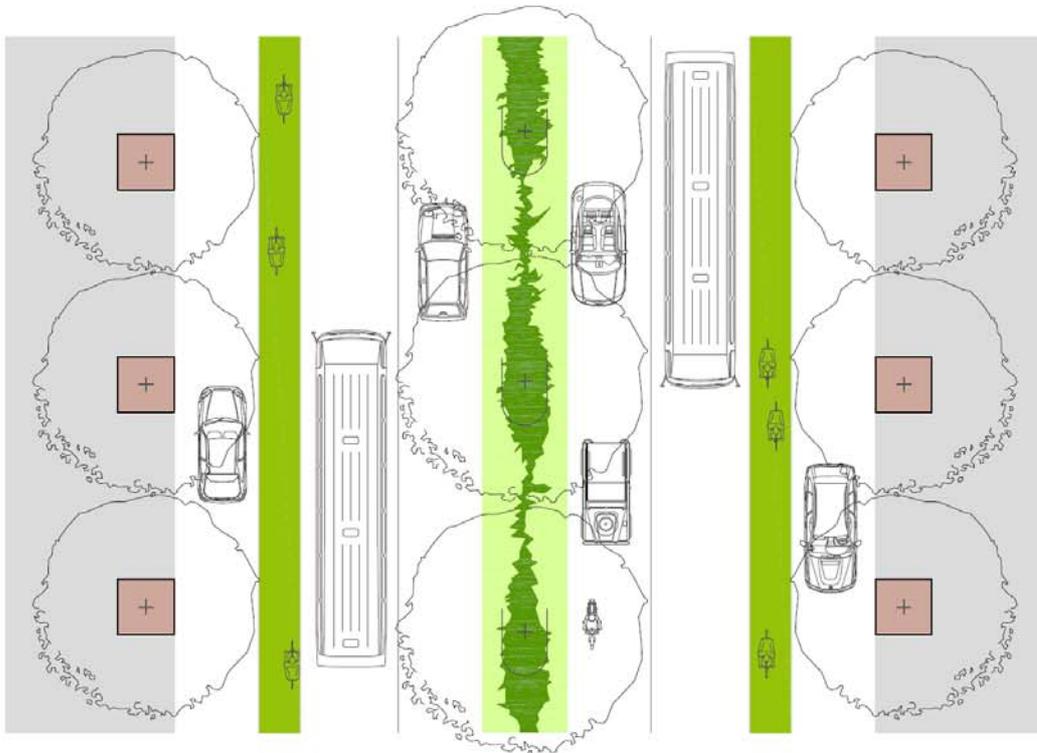
2.2 Standards for Road Transport Infrastructure Network Outcomes

For the purposes of Specific Outcome O9(b) in Section 2.5.26 of the Maroochydore Structure Plan Area Code the following are the standards identified in the code for the road transport infrastructure network:-

- (a) Development provides for a road in the Maroochydore Central Precinct (Master Plan Unit) to have a configuration and operational characteristics in accordance with the:-
 - (i) the typical cross sections specified on **Figures 2.1 to 2.6** for roads the reference points of which are specified on **Map 5.8 Maroochydore PAC Master Planned Area Road Transport Infrastructure Network**; and
 - (ii) the design characteristics for roads specified in **Appendix A (Maroochydore Central Precinct Road (Master Plan Unit) and Street Design Characteristics)**.
- (b) Development provides for a road in another part of the Master Planned Area to have a configuration and operational characteristics in accordance with *Planning Scheme Policy No. 6 – Transport, Traffic and Parking* and *Planning Scheme Policy No. 5 – Operational Works*.
- (c) Development provides for roads which comply with the following:-
 - (i) cross sections and reserve widths vary to suit intersections, public transport priority treatments, turning lanes, bus stops, pedestrian crossing treatments, sewer pit requirements, lighting and other requirements;
 - (ii) bus priority is provided at major

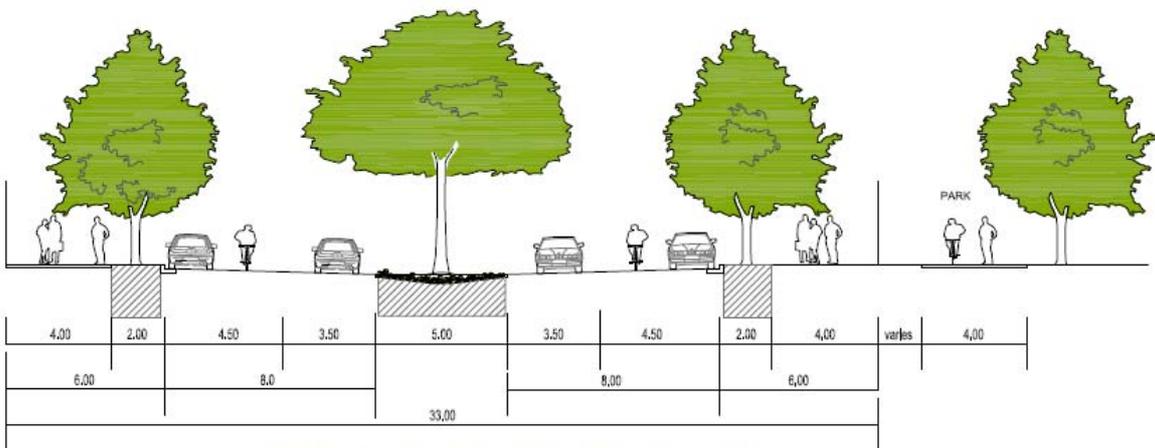
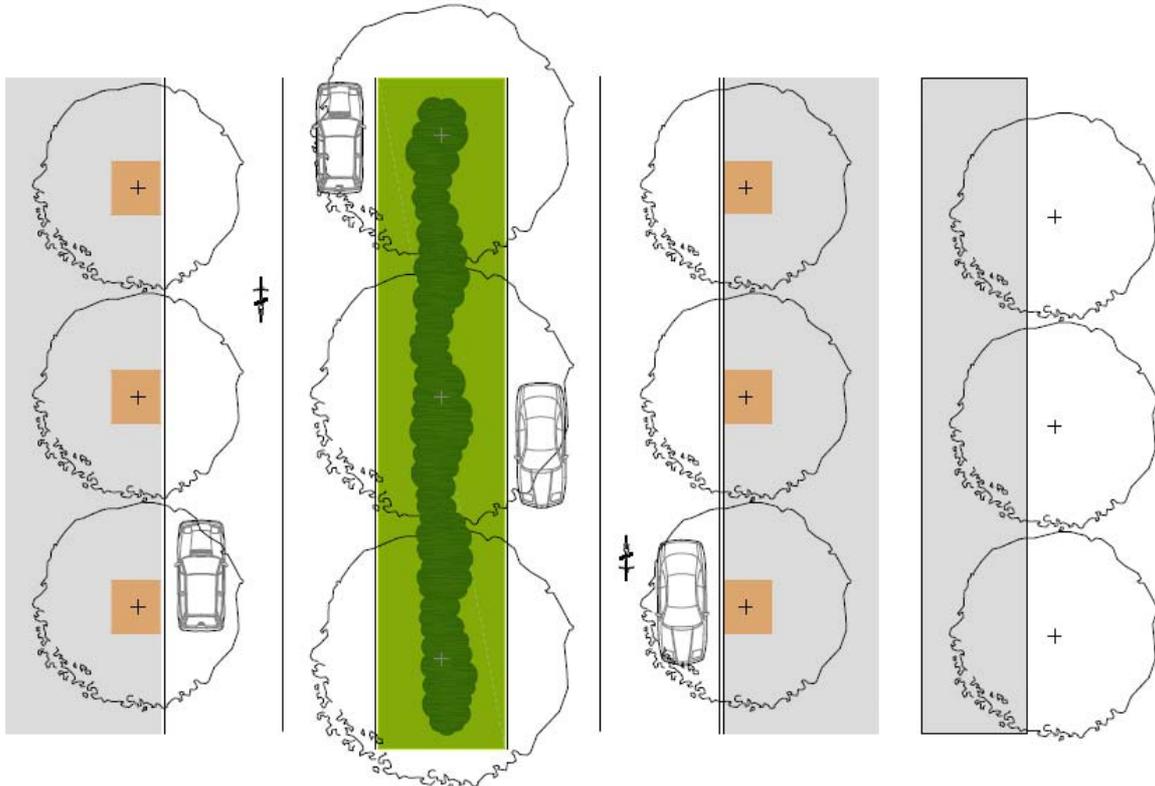
- intersections;
- (iii) verge areas are paved and landscaped in accordance with the applicable typical cross sections;
- (iv) where medians are provided, street lighting is accommodated within the medium;
- (v) where provided, on road cycle lanes are incorporated into the road shoulder and continued through intersections with right turn cycle lanes provided along with advance storage boxes at controlled intersections;
- (vi) where parking lanes are incorporated, the kerb is built out into the parking lanes to create landscaped kerb build-outs at regular intervals without impinging on cycle lanes;
- (vii) driveways are constructed as part of the development road works for lots with a kerb build-out on their frontage;
- (viii) priority channelised intersections are provided where possible with the use of roundabouts minimised on higher order roads;
- (ix) legible, directional and informational signage is supplied as necessary;
- (x) landscaping and stormwater treatment on verge areas and medians does not inhibit direct pedestrian access to on-site parking or pedestrian movement across streets;
- (xi) landscaping includes appropriate root barrier protection to kerbs and adjacent services;
- (xii) medians contain pedestrian refuge areas;
- (xiii) pedestrian refuge areas allow for functioning of stormwater treatments (i.e. median swales) where applicable;
- (xiv) additional landscaping consistent with the sub-tropical landscape character desired for the Maroochydore Principal Activity Centre.

Figure 2.1(a) Typical Cross Section – 4 Lane Sub Arterial Distributor Road



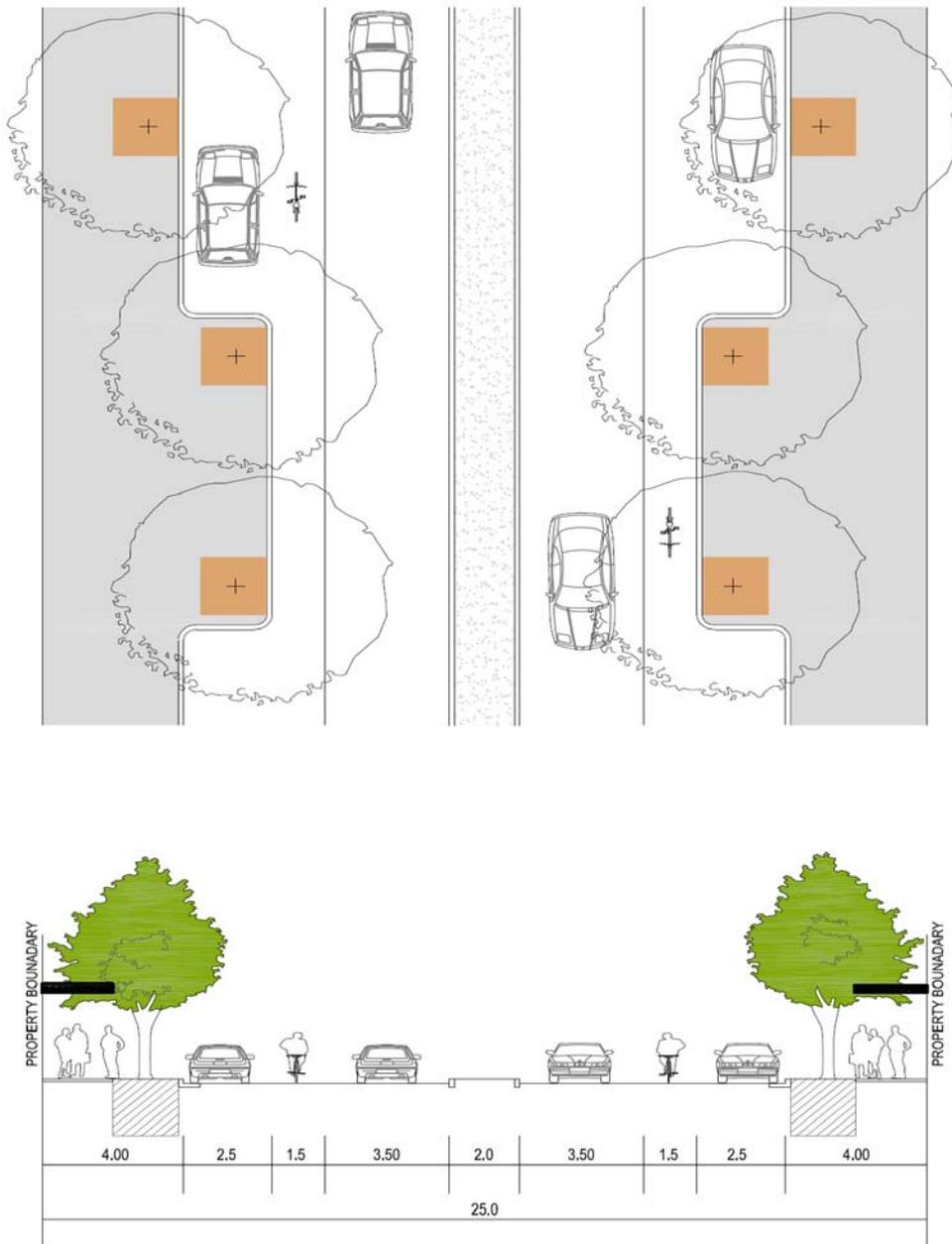
Sub-Arterial - Distributor Road (25-15-26-28-29)

Figure 2.1(b) Typical Cross Section – 2 Lane Sub Arterial Distributor Road



Sub-Arterial- Distributor Road
(23-46-24)

Figure 2.1(c) Typical Cross Section – 2 Lane Sub Arterial Main Street



Sub-Arterial- Main Street
(7-29)
(29-9)

Figure 2.2 Typical Cross Section – Main Street Boulevard

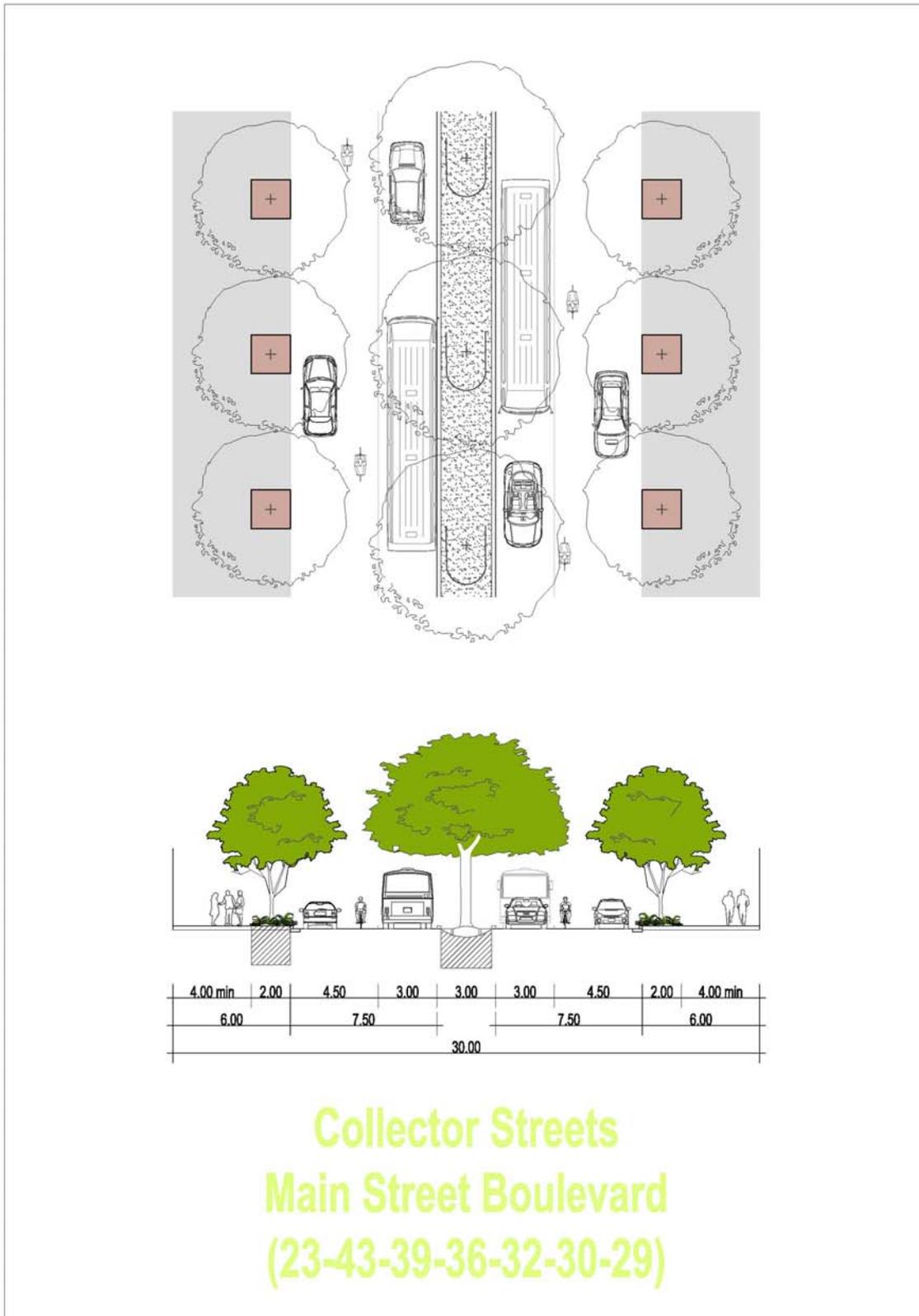


Figure 2.3 Typical Cross Section – Main Street Collector

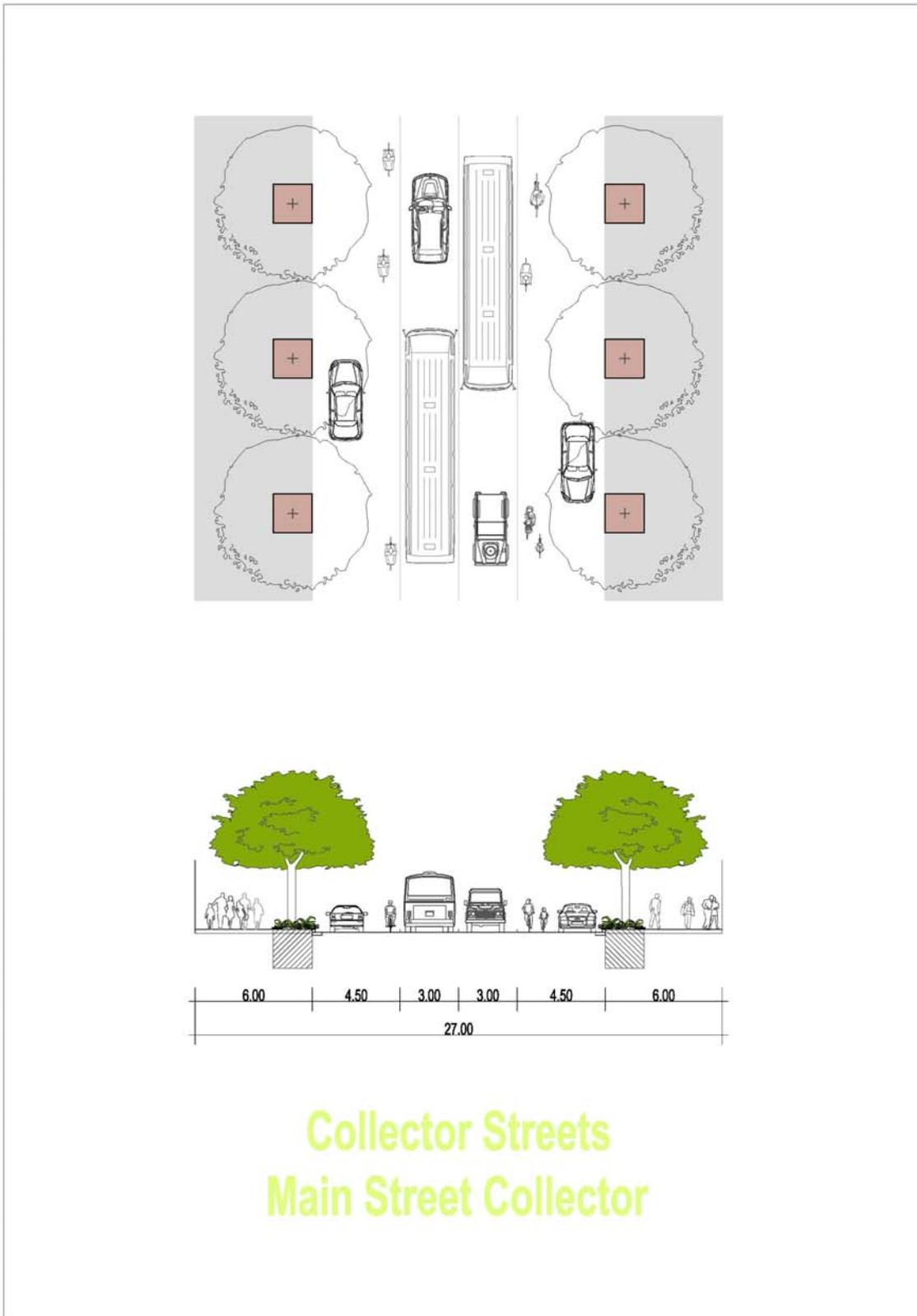


Figure 2.4 Typical Cross Section – District Collector

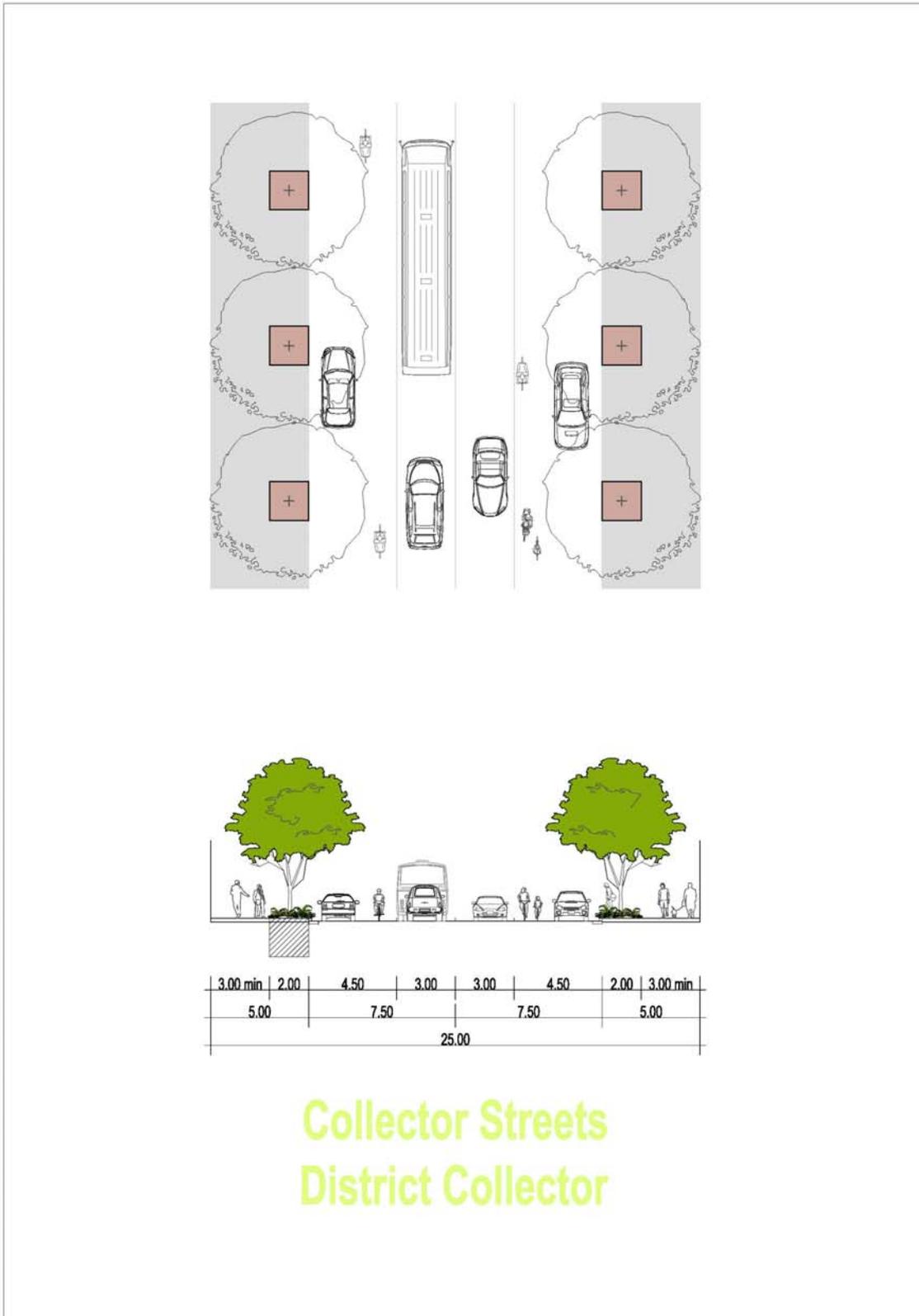
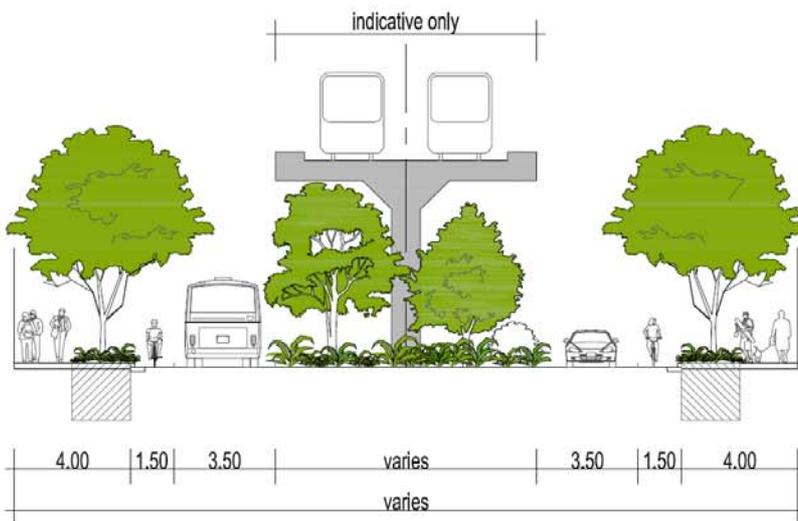
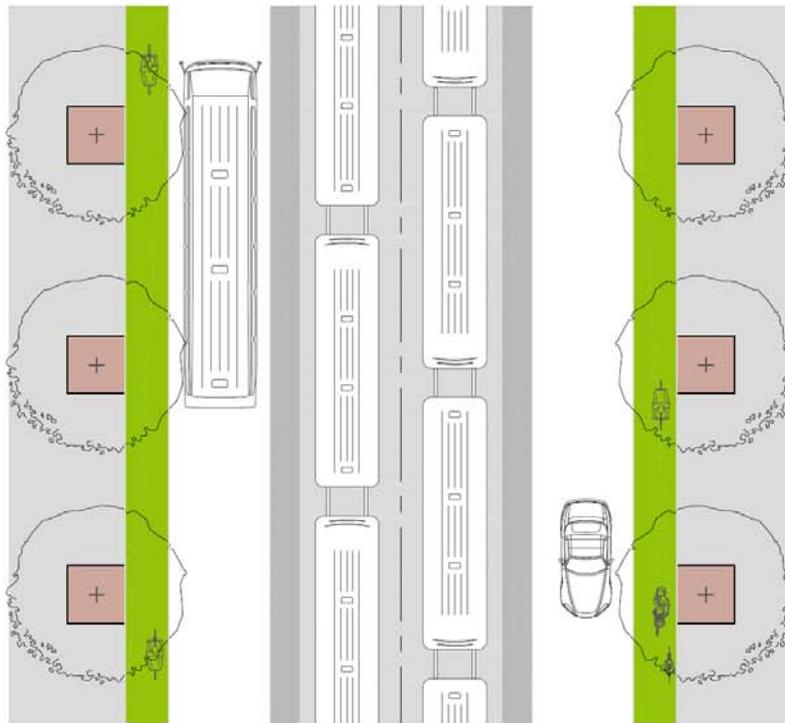
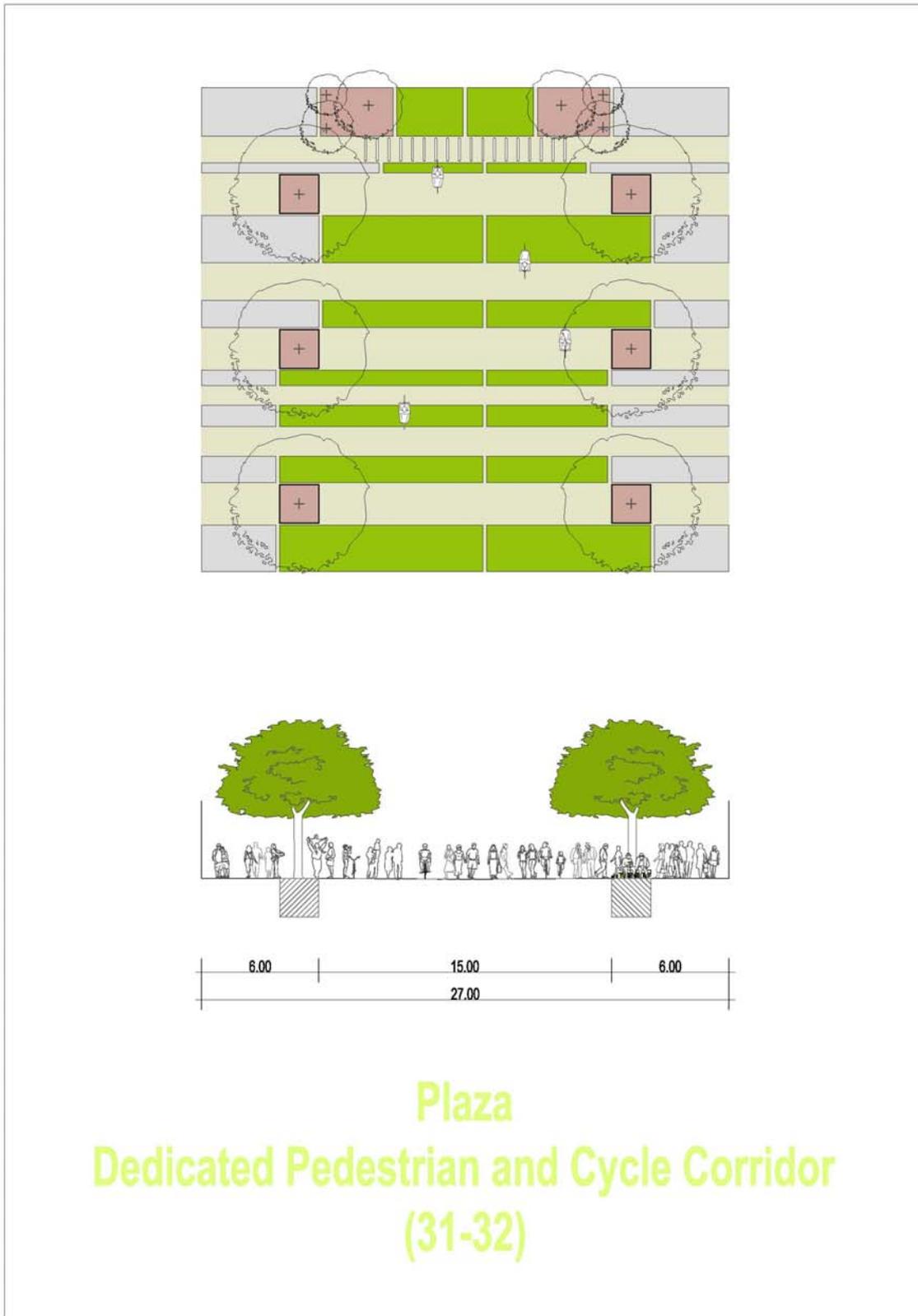


Figure 2.5 Typical Cross Section – Rail Corridor Collector



Collector Streets
 Rail Corridor Collector
 (42-40-35-33-6A)

Figure 2.6 Typical Cross Section – Plaza



3 Public Transport Infrastructure Network Outcomes

3.1 Preliminary

This section applies to the public transport infrastructure network outcomes in Specific Outcomes O12 to O14 in **Section 2.5.26** of the Maroochydore Structure Plan Area Code (**public transport infrastructure network outcomes**).

3.2 Standards for Public Transport Infrastructure Network Outcomes

For the purposes of Specific Outcome O12(b) in Section 2.5.26 of the Maroochydore Structure Plan Area Code the following are the standards identified in the code for the public transport infrastructure network:-

- (a) Development in the Maroochydore Central Precinct (Master Plan Unit) provides for roads and streets to include a 4.5 metre wide kerbside shared lane to accommodate bus stops along local routes as specified in **Figures 2.1 to 2.6 in Section 2 (Road Transport Infrastructure Network Outcomes) and Appendix A (Maroochydore Central Precinct (Master Plan Unit) Road and Street Design Characteristics)**.

4 Bicycle and Pedestrian Infrastructure Network Outcomes

4.1 Preliminary

This section applies to the bicycle and pedestrian infrastructure network outcomes in Specific Outcomes O17 to O20 in **Section 2.5.26** of the Maroochydore Structure Plan Area Code (**bicycle and pedestrian infrastructure outcomes**).

4.2 Standards for Bicycle and Pedestrian Infrastructure Network Outcomes

For the purposes of Specific Outcome O17(b) in Section 2.5.26 of the Maroochydore Structure Plan Area Code the following are the standards identified in the code for the bicycle and pedestrian infrastructure network:-

- (a) Development provides for the bicycle and pedestrian infrastructure network to be designed and constructed in accordance with the **AUSTROADS Guide to Road Design** Parts 2,3,4,4A,6A & 6B and **AUSTROADS Guide to Traffic Management** Parts 3,4,6,7,8,10,11 & 12, **Planning Scheme Policy No.6 – Transport, Traffic and Parking, Queensland Streets** Section 4.0, and **Department of Main Roads Standards** except as modified by this planning scheme policy.
- (b) Development provides for pathways to be constructed of reinforced concrete and in accordance with the Council's standard drawings unless otherwise approved by the Council.
- (c) Development provides for pathways to be joined to the kerb and channel via a kerb ramp when located on a road verge.
- (d) Development provides for pram and wheelchair crossings to be provided at all kerbs including facilities for sight impaired people in accordance with the **AUSTROADS Guide to Road Design** Parts 2,3,4,4A,6A & 6B and **AUSTROADS Guide to Traffic Management** Parts 3,4,6,7,8,10,11 & 12.
- (e) Development provides for potential conflict points or junctions to be widened in high use areas in accordance with the recommended widths in the **AUSTROADS Guide to Traffic Engineering Practice** Part 14 Figure 6.19.
- (f) Development provides for pathways to be constructed above the flow of a Q10 flood event.
- (g) Development provides for the lighting of pathways in accordance with the **AS1583.1 Road Lighting – Pedestrian Area** (Category P lighting) to ensure visibility, safety and security.
- (h) Development provides supporting facilities for cyclists and pedestrians along pathways including the following:-
 - (i) shade structures and seating;
 - (ii) bicycle parking facilities, designed in accordance with **AUSTROADS Guide to Traffic Management** Part 11;
 - (iii) drinking fountains;
 - (iv) public toilets.
- (i) Development provides for a fence, bollard or grab rail along a pathway to be in accordance with the **AUSTROADS Guide to Road Design** Part 6A Section 10.
- (j) Development provides for trees to be used to provide summer shade to a pathway.
- (k) Development provides for on road bicycle lanes in accordance with the applicable typical road and street cross sections.
- (l) Development provides for on road bicycle lanes to be constructed in accordance with the **AUSTROADS Guide to Road Design**, Parts 3, 4 & 4A, **AUSTROADS Guide to Traffic Management** Parts 6 & 10, **MUTCD** Part 9 and **Queensland Streets**.
- (m) Development provides for on road bicycle lanes at intersections to be in accordance with the **AUSTROADS Guide to Road Design**, Parts 3, 4 & 4A, **AUSTROADS Guide to Traffic Management** Parts 6 & 10 and **MUTCD** Part 9 with consideration to the movement patterns of cyclists, in particular the movement stages of midblock, transition approach, storage, through and departure.
- (n) Development provides for green on road bicycle lanes to be installed at sections which are frequently crossed by motor vehicles and where safety is a concern particularly at left turn slip lanes in order to reduce the chance of conflict between motor vehicles and cyclists, enhance the visibility and recognition of bicycle lanes, improve cyclists' safety in high conflict areas and increase the skid resistance of the pavement in a critical area for cyclists.

- (o) Development provides adequate bicycle parking, shower cubicles and lockers to meet the needs of users and to encourage bicycle use as an alternative to private vehicle trip.
- (p) Development provides bicycle parking facilities that comply the Schedule 1 of the **Transport, Traffic and Parking Code**, other than for:-
 - (i) a commercial use, which is to be at the rate of 1 bicycle parking space per 100m² of gross floor area; and
 - (ii) a multiple dwelling unit, where resident parking spaces will be Class 1 only.
- (q) Development for an office, shop or shopping complex also provides the following for employees:-
 - (i) a minimum of 5 bicycle parking spaces;
 - (ii) 1 locker per 2 bicycle parking spaces;
 - (iii) 1 shower cubicle with ancillary change rooms per ten bicycle spaces or part thereof, with a minimum of 1 shower, with provision for both females and males.
- (r) Development provides for bike parking facilities which are:-
 - (i) to be located at public transport stops and other strategic locations;
 - (ii) in the form of parking rails, racks, u-bars or other similar devices;
 - (iii) arranged as angled parking, in parallel or end-to-end;
 - (iv) located where possible under cover, adjacent to building entrances and within site of an activity area where passive surveillance is available.

5 Stormwater Management Infrastructure Network Outcomes

5.1 Preliminary

This section applies to stormwater management infrastructure network outcomes in Specific Outcomes O33 to O42 in **Section 2.5.26** of the Maroochydore Structure Plan Area Code (stormwater management infrastructure network outcomes).

5.2 Standards for Stormwater Management Infrastructure Network Outcomes

(1) For the purposes of Specific Outcome O33(b)(i) in **Section 2.5.26** of the Maroochydore Structure Plan Area Code the following are the standards identified in the code for rainwater capture and harvesting:-

- (a) Development provides for the following on-site rainwater capture and harvesting:-
 - (i) all building roof drainage is directed to a rainwater storage device;
 - (ii) collection systems are screened to exclude leaf litter and insects;
 - (iii) 1st flush devices are provided;
 - (iv) the overflow from a roofwater tank is diverted to a stormwater tank;
 - (v) storage is provided in tanks either buried under landscaped areas or car parks or integrated into the design of the building;
 - (vi) harvested rainwater or roofwater is pumped throughout the building for non-potable uses and limited garden irrigation;
 - (vii) a roofwater storage which is used for non-potable uses is connected to a reticulated water supply main for top up when the available supply is less than or equal to 10%.

(2) For the purposes of Specific Outcome O33(b)(ii) in **Section 2.5.26** of the Maroochydore Structure Plan Area Code the following are the standards identified in the code for the use of water for garden and

landscape irrigation:-

- (a) Development provides for harvested rainwater or stormwater or a recycled water supply (third pipe) system to be used for garden watering and landscape irrigation.
 - (b) Development does not provide for drinking water to be used for garden watering and landscape irrigation.
 - (c) Development provides signage displayed in appropriate private and public areas advising that drinking water is prohibited for use for garden watering and landscape irrigation.
- (3) For the purposes of Specific Outcome O33(b)(iii) in **Section 2.5.26** of the Maroochydore Structure Plan Area Code the following are the standards identified in the code for stormwater capture, storage and reuse:-
- (a) Development provides a stormwater harvesting system for external irrigation which:-
 - (i) satisfies the relevant state and national water quality standards for the intended use;
 - (ii) is screened to exclude rubbish and leaf litter;
 - (iii) uses a combination of open ponds and infiltration systems or storage tanks either buried under landscaped areas or car parking areas or integrated into the design of the building; and
 - (iv) includes a high flow bypass to allow high volumes of intense or extended rainfall to bypass the storage facility and a bio-retention area.
- (4) For the purposes of Specific Outcome O33(b)(iv) in **Section 2.5.26** of the Maroochydore Structure Plan Area Code the following are the standards identified in the code for stormwater pollutant management:-
- (a) Development provides for the treatment of stormwater runoff through a combination of on-site treatment, roadside swales, vegetated buffers, biofiltration and extended detention areas.

- (b) Development provides for the following:-
 - (i) a portion of runoff from both roofs and the site to be captured and stored for use;
 - (ii) excess runoff from roofs and the site to be treated before discharge to the road corridor conveyance;
 - (iii) conveyance within the road corridor is via a combination of kerb and channel flow, street tree bioretention pods, bioretention swales and pipe drainage;
 - (iv) events up to the Q100 storm event are conveyed within the road corridor.
- (c) Development provides for stormwater quality treatment devices to be designed in accordance with the **Healthy Waterways Partnership's Water Sensitive Urban Design Technical Design Guidelines for South East Queensland.**
- (d) Development of a site which adjoins a buffer to a waterway or wetland ensures that the water quality objectives are met prior to the water entering the buffer.
- (e) Development complies with the water quality objectives in the approved Integrated Water Management Plan on the basis that due to the tidal nature of the waterways within the Master Planned Area, on site stormwater quality design objectives are not required to be met for Frequent Flow Management and Waterway Stability Management as set out in the **South East Queensland Regional Plan 2009-2031 Implementation Guideline No. 7: Water Sensitive Urban Design**

6 Climate Change Adaptation Outcomes

6.1 Preliminary

This section applies to the following climate change adaptation outcomes:-

- (a) Acceptable Solution S22.1 in **Section 2.5.3** of the Maroochydore Structure Plan Area Code; and
- (b) Specific Outcome O39 in **Section 2.5.26** of the Maroochydore Structure Plan Area Code.

6.2 Standards for Climate Change Adaption Outcomes

For the purposes of Acceptable Solution S22.1 in **Section 2.5.3** of the Maroochydore Structure Plan Area Code the following are the standards identified in the code for minimum floor levels and climate change adaption:-

- (a) Development is designed in accordance with the following hydrologic parameters:-
 - (i) a 30% increase in the design rainfall intensities of Australian Rainfall and Runoff 1987 for all Average Recurrence Intervals (ARIs)¹;
 - (ii) for locations dominated by storm tide inundation, increases in mean sea level, over time of 819 mm above current design standards on the basis of **Figure 6.1 (Rise in Mean Sea Level)**²;
 - (iii) the stormwater inundation levels and flood events as specified in a Flood Search Certificate given by the Council;
 - (iv) the estimated mean sea level rise of 819 mm is to be added to the current design standards relating to sea level and storm tide inundation where the dominant flood level is from storm tide inundation.
- (b) Development provides infrastructure which is designed to include the 30% increase in design rainfall intensity and the estimated mean sea level rise.

(c) Development provides the following minimum floor levels:-

- (i) 2.5m AHD plus an allowance for mean sea level rise of 819 mm to provide protection from a storm tide;
- (ii) for development which is:-

(A) an emergency service or hospital, a floor level which is a minimum of 1000mm above the 100 year ARI storm tide or freshwater flood level taking into account the projected increases in design rainfall intensities and mean sea level; or

(B) a residential, commercial and industrial building, a floor level which is a minimum of 400mm above the 100 year ARI storm tide or freshwater flood level taking into account the projected increases in design rainfall intensities and mean sea level;

- (iii) for a Drainage Deficiency Area specified on **Regulatory Map 1.5** the minimum floor level specified by the Council;
- (iv) an opening to a basement carpark has a minimum floor level equal to the 100 Year ARI storm tide or freshwater flood level.

(d) Development is designed on the basis that the current flood immunity of the existing road transport infrastructure network and the capacity of the existing stormwater infrastructure network will decrease over time as mean sea levels rise and rainfall intensities increase.

(e) Development provides pedestrian pathways beyond the road reserve at the adjacent building ground floor levels within the areas of the primary and secondary active frontages to maintain a functioning community, critical pedestrian linkages to support local commercial activities and to facilitate the safe and convenient movement of residents.

¹ This increase in design rainfall intensities is not to be used for sizing water harvesting infrastructure.

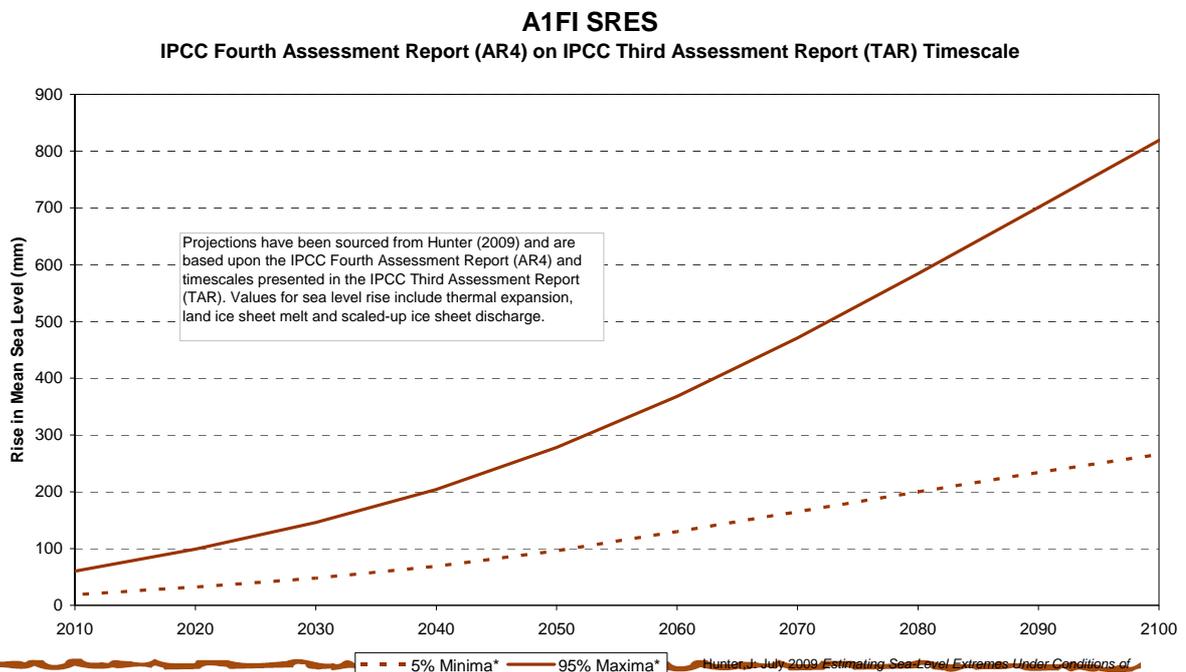
² Estimates for mean sea level rise have been sourced from Hunter (2009) *Estimating Sea Level Extremes under Conditions of Uncertain Sea Level Rise* Antarctic Climate and Ecosystems Cooperative Research Centre. They are based upon the IPCC 4th Assessment Report (AR4) and timescales presented in the IPCC 3rd Assessment Report (TAR). Values for Sea Level Rise include thermal expansion, land ice sheet melt and scaled up ice sheet discharge. Projections are based upon the 95th percentile of the A1FI Emission Scenario.

- (f) Development in respect to the Maud Canal is to comply with the following:-
 - (i) Maud Canal is to be a tidal waterway which extends downstream from Dalton Drive through the Maroochydore Central Parkland Sub-Precinct of the Maroochydore Central Precinct (Master Plan Unit) connecting to the existing Maud Street Drain and the main branch of Cornmeal Creek at the Sunshine Plaza confluence;
 - (ii) Maud Canal is to have a formalised vertical edge treatment for both sides of its entire length;
 - (iii) that part of Maud Canal from Dalton Drive to the Maud Street Drain is to be no less than 25m in width and that part from Maud Street Drain to the Cornmeal Creek confluence is to be no less than 40m in width;
 - (iv) the level of the bed of Maud Canal is to be at a minimum elevation of -2.0m AHD with at least one tidal barrage to be located within the reach from Dalton Drive to the Maud Street Drain to maintain a minimum water level of 0.0m AHD;
 - (v) a recirculation system is to draw inflow from downstream of the confluence with the Maud Street Drain and discharge it at the head of the Maud Canal immediately downstream of Dalton Drive;
 - (vi) the urban open space area adjacent to the Maud Canal between Dalton Drive and the Maud Street Drain is to provide the following levels of flood immunity (inclusive of the provision for climate change specified in this section):-
 - (A) 5 Year ARI within the formal waterway;
 - (B) 10 Year ARI within the lower pathways adjacent to the formal waterway;
 - (C) 20 Year ARI for the recreational areas above the lower pathways;
 - (D) 100 Year ARI for the formal open space areas;
 - (vii) a waterway crossing of the Maud Canal is not to increase the anticipated flood levels (inclusive of the provision for climate change specified in this section) beyond the limits of the Parkland Sub-Precinct in the Maroochydore Central Precinct (Master Plan Unit).

6.3 Guidance for Climate Change Adaption Outcomes

- (1) Section 6.2 provides advice for satisfying Specific Outcome 039 in **Section 2.5.26** of the Maroochydore Structure Plan Area Code.

Figure 6.1 Rise in Mean Sea Level



7 Urban Open Space Infrastructure and Community Facilities Infrastructure Network Outcomes

7.1 Preliminary

This section applies to the following outcomes:-

- (a) the urban open space infrastructure outcomes in Specific Outcomes O43 to O52 in **Section 2.5.26** of the Maroochydore Structure Plan Area Code (**the urban open space infrastructure outcomes**);
- (b) the community facilities infrastructure outcomes in Specific Outcomes O53 to O56 in **Section 2.5.26** of the Maroochydore Structure Plan Area Code (**the community facilities infrastructure outcomes**).

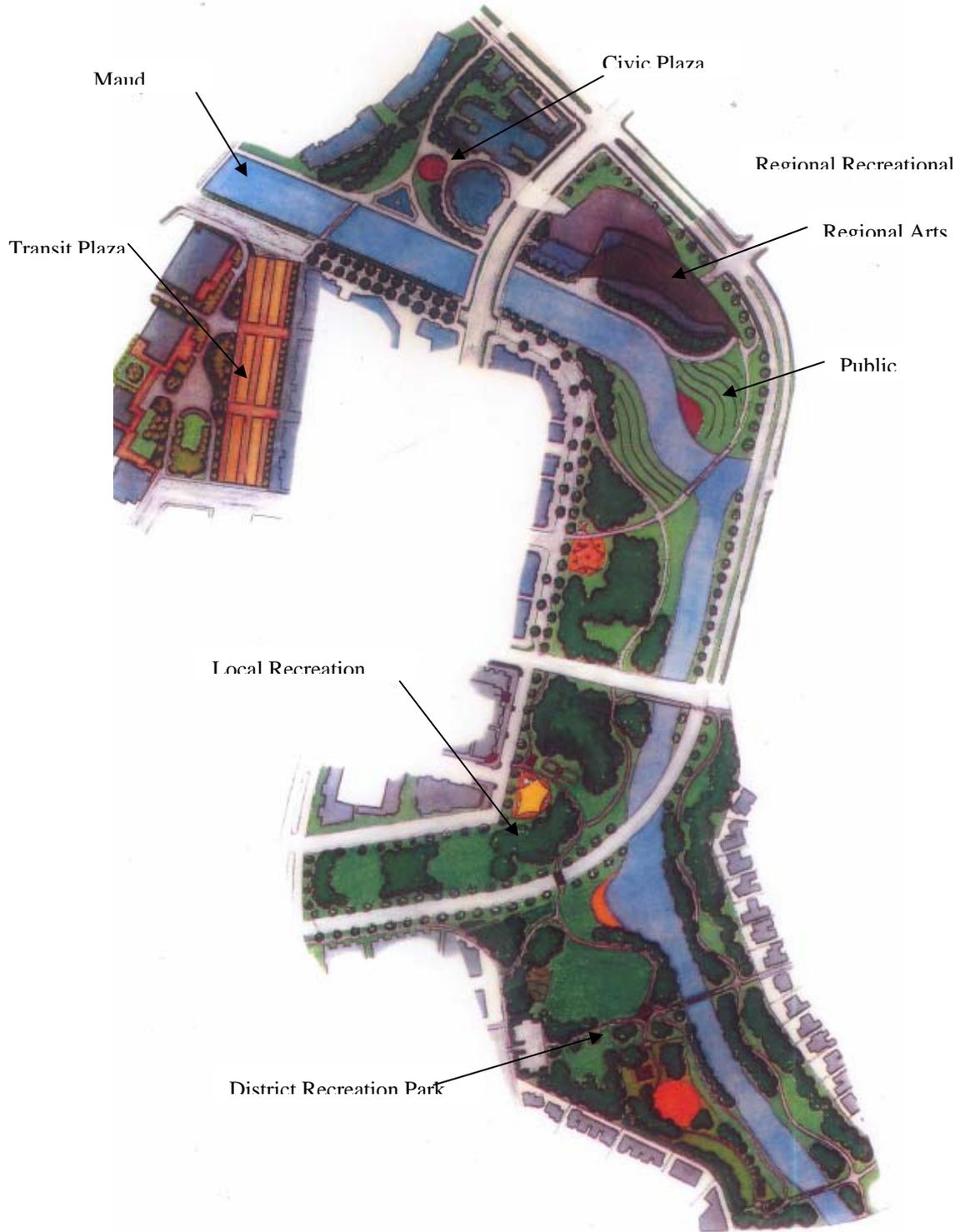
7.2 Standards for Urban Open Space Infrastructure Network Outcomes

- (2) For the purposes of Specific Outcome O43(b) in **Section 2.5.26** of the Maroochydore Structure Plan Area Code the following are the standards identified in the code for urban open space infrastructure generally:-
 - (a) Development in the Maroochydore Central Precinct (Master Plan Unit) provides for the urban open space areas identified conceptually for the Maroochydore Central Precinct (Master Plan Unit) and identified specifically outside of the Maroochydore Central Precinct (Master Plan Unit) on **Map 5.14**

(Maroochydore PAC Master Planned Area Urban Open Space Infrastructure Network) to be developed generally in accordance with the concepts depicted on **Figure 7.1 (Urban Open Space and Community Facilities Infrastructure Concept Plan for Maroochydore Central Precinct [Master Plan Unit])**.

- (b) Development ensures that the urban open space areas:-
 - (i) provide for active and passive recreation and social and cultural activities that are connected by bicycle and pedestrian infrastructure (including pedestrian through block linkages);
 - (ii) provide visual connectivity between public realm open space areas, major streets, waterways and civic buildings;
 - (iii) provide for well vegetated, shaded and usable open space areas that reflect local climatic conditions, promote outdoor use and support biodiversity values; and
 - (iv) provide for an accessible and diverse range of activities.
- (c) Except where additional standards are specified in this planning scheme policy, development provides for embellishment of urban open space areas in accordance with the desired standard of service specified in **Planning Scheme Policy DC5 (Public Parks Infrastructure)**.

Figure 7.1 Urban Open Space and Community Facilities Infrastructure Concept Plan for Maroochydore Central Precinct (Master Plan Unit)



(3) For the purposes of Specific Outcome O43(b) in **Section 2.5.26** of the Maroochydore Structure Plan Area Code the following are the standards identified in the code for the design and development of the Civic Plaza:-

- (a) Development provides for the Civic Plaza to function as the cultural and civic heart of the Maroochydore Principal Activity Centre providing a vibrant and active community gathering space and celebration area that offers access and views to the water and supports the functions of surrounding uses.
- (b) Development provides for the Civic Plaza to have a high level of visual interest and to be integrated with the adjoining community facilities such as the proposed regional library and local community centre to address and activate the civic plaza.
- (c) Development provides for the Civic Plaza to accommodate outdoor activity and utilise material and vegetation which supports the expected function and level of activity expected of the plaza.
- (d) Development provides for the Civic Plaza to have a highly urbanised form incorporating outdoor seating, shade, public art, plantings, lighting and other infrastructure which supports and promotes its use as an area having a high level of pedestrian amenity.
- (e) Development provides for the Civic Plaza to be well connected by pathways or board walks with sufficient shade and shelter, providing ease of access for pedestrians and cyclists to other urban plazas and public open space areas and associated uses within the Maroochydore Principal Activity Centre.
- (f) Development provides for the Civic Plaza to be developed in accordance with the concept design illustrated on **Figure 7.2 (Indicative Civic Plaza Concept Design)** or an alternative comparable concept design that satisfies the design objectives (a) to (e) above for the Civic Plaza.

Figure 7.2 Indicative Civic Plaza Concept Design



Figure 7.2 Indicative Civic Plaza Concept Design



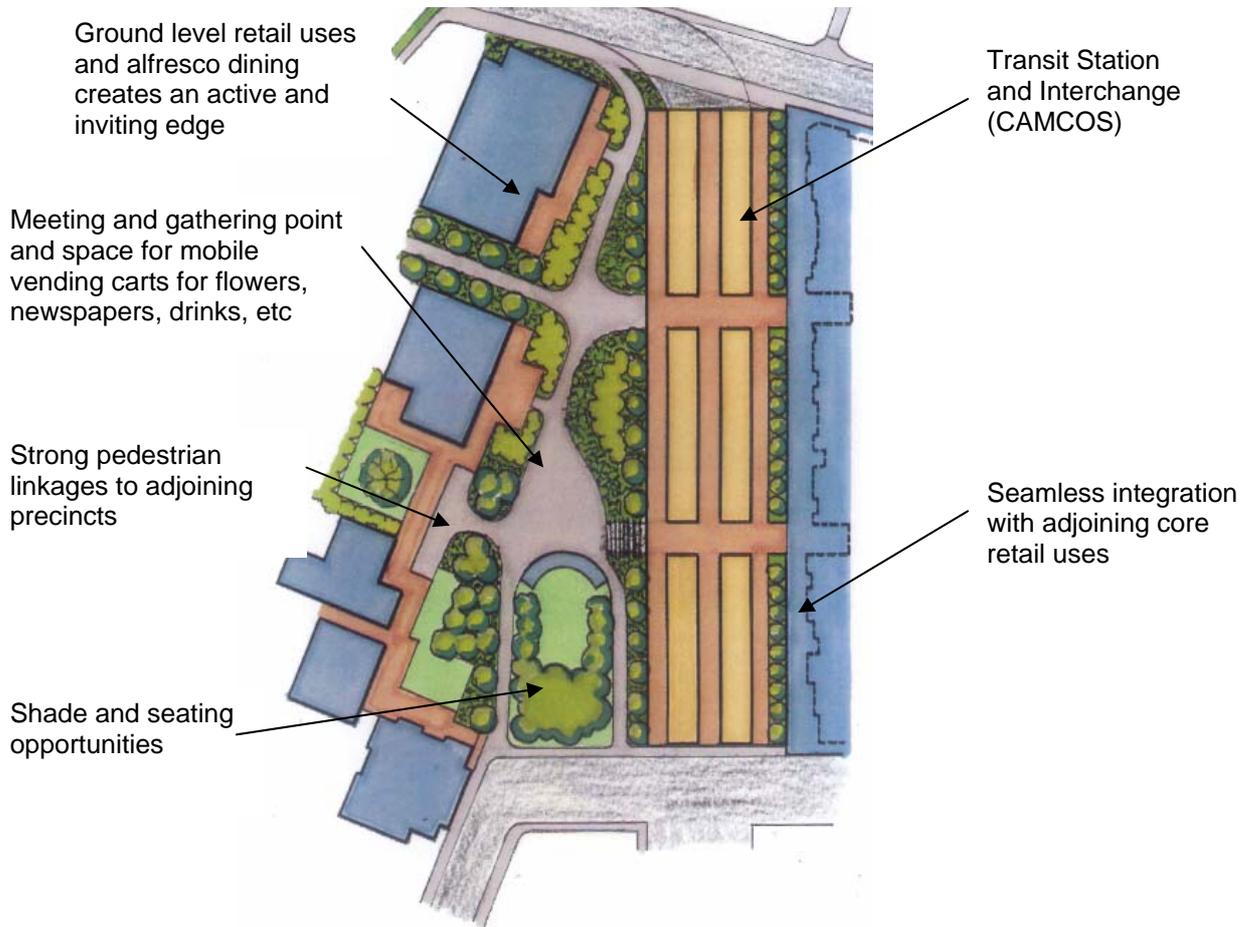
(4) For the purposes of Specific Outcome O43(b) in **Section 2.5.26** of the Maroochydore Structure Plan Area Code the following are the standards identified in the code for the design and development of the Transit Plaza:-

- (a) Development provides for the Transit Plaza to function as an arrival point and gathering space for locals, workers and visitors to the Maroochydore Principal Activity Centre.
- (b) Development provides for the Transit Plaza to be co-located with the transit station and interchange (CAMCOS) and integrated with the Civic Plaza through strong bicycle and pedestrian links and appropriate urban design treatments.
- (c) Development provides for the Transit Plaza to be designed to benefit from the surrounding commercial and retail uses and to incorporate adequate lighting and other elements to make the space feel safe and active during evening hours.
- (d) Development provides for the Transit Plaza to incorporate CPTED principles for the late night activity expected of a transit centre.
- (e) Development provides for the Transit Plaza to be a meeting place which incorporates sufficient seating and themed landscaping with mature trees for shading.
- (f) Development provides for the Transit Plaza to achieve the following

architectural and urban design outcomes:-

- (i) to create an arrival and circulation space that connects the major modes of transportation on site;
- (ii) to provide travelers with opportunities for shelter from weather while keeping the area light and spacious;
- (iii) to allow for ground-level retail opportunities to adjoin the Transit Plaza to further enhance the vitality of the space;
- (iv) to provide visibility of pedestrian activities;
- (v) to define public space, including pedestrian corridors, plazas or areas to facilitate pedestrian traffic;
- (vi) to encourage pedestrian access to structures and uses along public streets, footpaths and plazas;
- (vii) to maintain sky exposure through transparency and minimal structures;
- (viii) to provide safe pedestrian access, streetscapes and amenities;
- (ix) to create active and inviting edges by providing opportunities for street-level retail and outdoor dining activities;
- (x) to provide ample seating with benches, tables and chairs, movable seating and seating walls and complementary site furnishings such as bollards, rubbish bins and banners;
- (xi) to provide shade with building canopies and awnings, shade trees and shade structures;
- (xii) to provide space for retail vendors and carts for food, flowers, newspapers, arts and crafts and coffee and drinks;
- (xiii) to provide public art such as sculptures, paving design, fountains, interactive art and wall art;
- (xiv) to provide interest in the pedestrian environment and respond to the sub tropical climate through building materials;
- (xv) to provide access points for various public transportation modes;
- (xvi) to provide a wireless access point for computer internet access within the public space;
- (xvii) to provide infrastructure for performances and events;
- (xviii) to create visual interest and focal points with fountains and moving water;
- (xix) to work with adjacent off-site businesses to promote activity around the site.
- (g) Development provides for the Transit Plaza to be developed in accordance with the concept design illustrated on **Figure 7.3 (Indicative Transit Plaza Concept Design)** or an alternative comparable concept design that satisfies the design objectives (a) to (f) above for the Transit Plaza.

Figure 7.3 Indicative Transit Plaza Concept Design



(3) For the purposes of Specific Outcome O43(b) in **Section 2.5.26** of the Maroochydore Structure Plan Area Code the following are the standards identified in the code for the design and development of the Public Amphitheatre:-

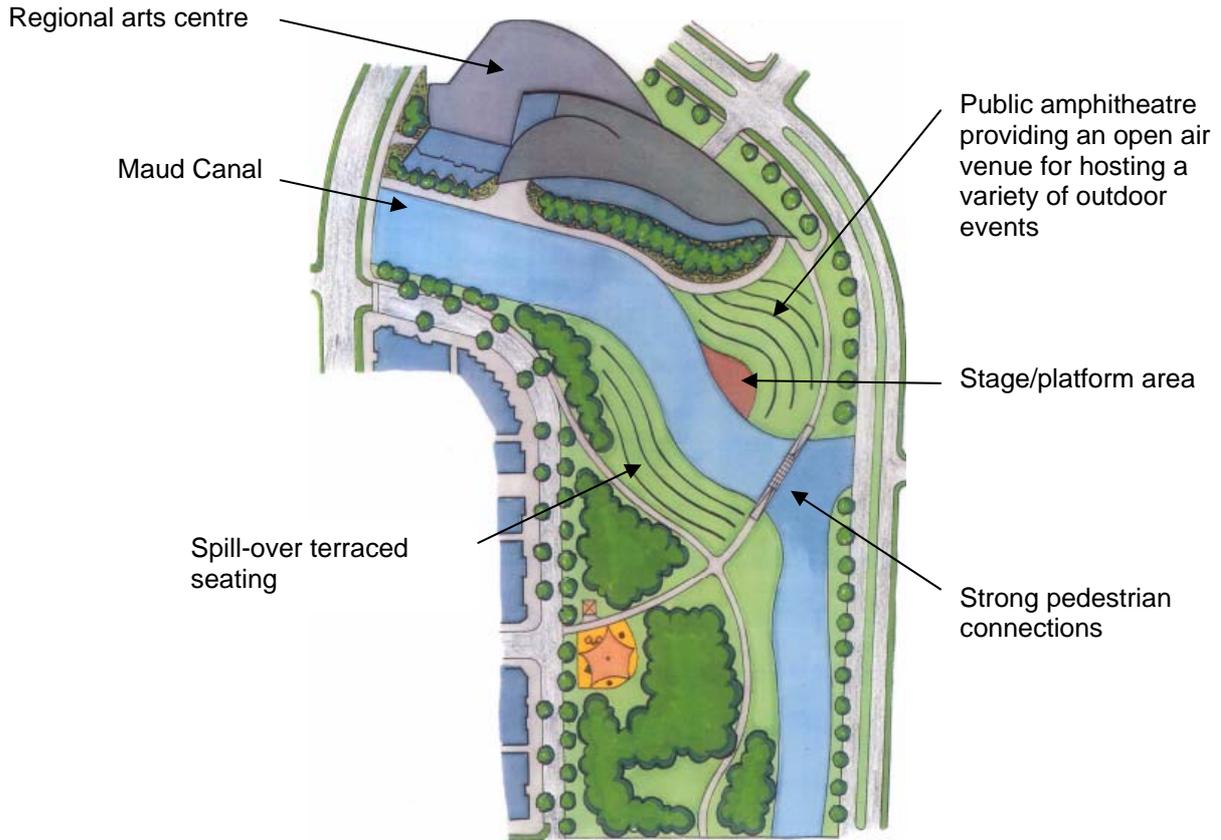
- (a) Development provides for the Public Amphitheatre to function as an open public gathering space suitable for hosting a variety of outdoor events such as drama, musical events, ceremonies and outdoor cinema or a social recreation space.
- (b) Development provides for the Public Amphitheatre to complement the adjoining Regional Arts Centre and have a relationship with the Maud Canal.
- (c) Development provides for the Public Amphitheatre to:-
 - (i) be integrated with the adjoining Regional Arts Centre;

- (ii) be flexible so that it can cater for a variety of informal outdoor events;
- (iii) comprise a mixture of hard and soft surfaces, including a stage floor;
- (iv) provide a comfortable and usable space, having regard to local climatic conditions, acoustics and amenity concerns;
- (v) be connected by bicycle and pedestrian infrastructure to other parts of the Maroochydore Principle Activity Centre;
- (vi) provide access for service equipment;
- (vii) provide power outlets (3 phase power) and lighting;
- (viii) minimise the effect of noise on sensitive receiving

- environments;
- (ix) be suitable for day and night usage; and
 - (x) incorporate CPTED principles.
- (d) Development provides for the Public

Amphitheatre to be developed in accordance with the concept design illustrated on **Figure 7.4 (Indicative Public Amphitheatre Concept Design)** or an alternative comparable concept design that satisfies the design objectives (a) to (c) above for the Public Amphitheatre.

Figure 7.4 Indicative Public Amphitheatre Concept Design

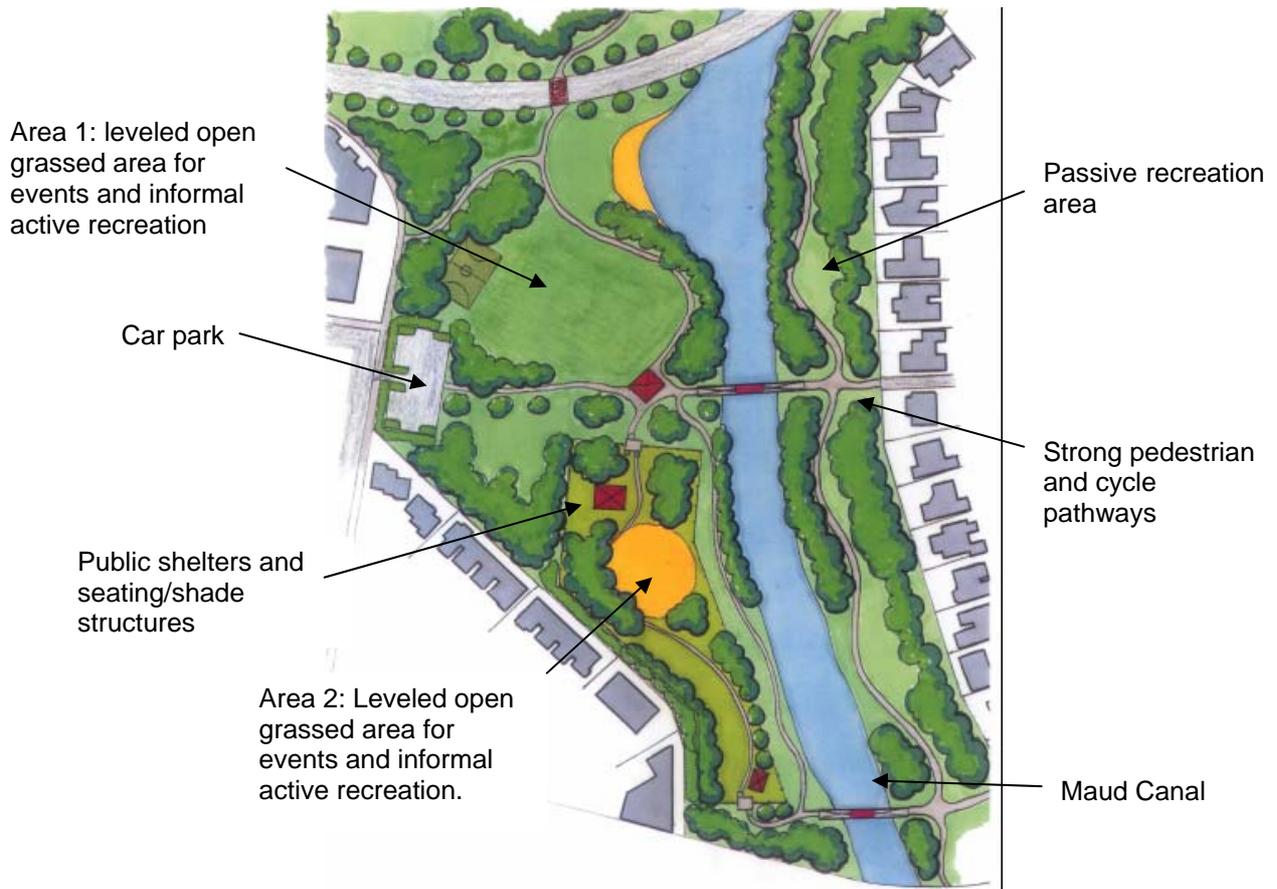


(4) For the purposes of Specific Outcome 043(b) in **Section 2.5.26** of the Maroochydore Structure Plan Area Code the following are the standards identified in the code for the design and development of the District Recreational Park:-

- (a) Development provides for the District Recreation Park to operate as a public park which services the local and wider community, enhances public access and provides an attraction for residents and visitors in the area.
- (b) Development provides for the District Recreation Park to be multi-functional providing sufficient open space for active recreational, social and cultural uses.
- (c) Development provides for the District Recreation Park to incorporate community events and gathering places together with formal gardens, natural vegetation and informal recreation and community gardens with play equipment geared towards a diverse range of users and including some youth and active infrastructure such as a half size basketball court, fitness equipment and skate elements.
- (d) Development provides for the District Recreation Park to be substantially landscaped and provide a high level of amenity with the provision of shading with mature trees, preferably native and the retention of existing mature species where possible.

- (e) Development provides for the District Recreation Park to incorporate bicycle and pedestrian infrastructure that links Dalton Drive to Maud Street and provides appropriate crossings of the Maud Canal.
- (f) Development provides for the District Recreation Park to include two unconstrained leveled open grassed areas having minimum dimensions of 100 metres by 40 metres which are appropriately landscaped with large trees.
- (g) Development provides the following embellishments for the District Recreation Park in addition to those specified for a District Recreation Park in **Table DC5.4.2 Desired Standards of Service Recreation Parks:-**
 - (i) trees to shade picnic areas and seats, play areas, pathways and key focal or nodal points;
 - (ii) shade shelters;
 - (iii) a café or kiosk;
 - (iv) picnic tables, shelters, bench seating and BBAs;
 - (v) taps and water bubblers;
 - (vi) play and fitness equipment for all ages;
 - (vii) bicycle racks and end of trip facilities;
 - (viii) public toilets;
 - (ix) public art;
 - (x) car parking spaces to service the District Recreation Park;
 - (xi) recycled water for irrigation;
 - (xii) identification and interpretative signage;
 - (xiii) external road access;
 - (xiv) vehicle access road for emergency services;
 - (xv) lighting and security lighting;
 - (xvi) a fenced dog park;
 - (xvii) landscaped gardens;
 - (xviii) a bus set down point;
 - (xix) 3 phase power points;
 - (xx) dedicated kick and play space;
 - (xxi) community gardens;
 - (xxii) water access in the form of canoe and kayak launching points.
- (h) Development provides for the District Recreation Park to be developed in accordance with the concept design illustrated on **Figure 7.5 (Indicative District Recreation Park Concept Design)** or an alternative comparable concept design that satisfies the design objectives (a) to (g) above for the District Recreation Park.

Figure 7.5 Indicative District Recreation Park Concept Design



(5) For the purposes of Specific Outcome O43(b) in **Section 2.5.26** of the Maroochydore Structure Plan Area Code the following are the standards identified in the code for the design and development of the Local Recreational Park:-

(a) Development provides the following embellishments for the Local Recreation Park in addition to those specified for a Local Recreation Park in **Table DC5.4.2 Desired Standards of Service Recreation Parks:-**

- (i) earthworks (grading, leveling & grassing);
- (ii) tree planting;
- (iii) identification and interpretative signage;
- (iv) bicycle and pedestrian paths;

(c) .

- (v) vehicle barriers/bollards
- (vi) flat mown play areas;
- (vii) fitness equipment;
- (viii) adventure play areas;
- (ix) bench seating;
- (x) picnic table/shelters;
- (xi) landscape/gardens;
- (xii) rubbish bins;
- (xiii) drainage;
- (xiv) fencing.

(b) Development provides for the Local Recreation Park to be developed in accordance with the concept design illustrated on **Figure 7.6 (Indicative Local Recreation Park Concept Plan)** or an alternative comparable concept design

Figure 7.6 Indicative Local Recreation Park Concept Design

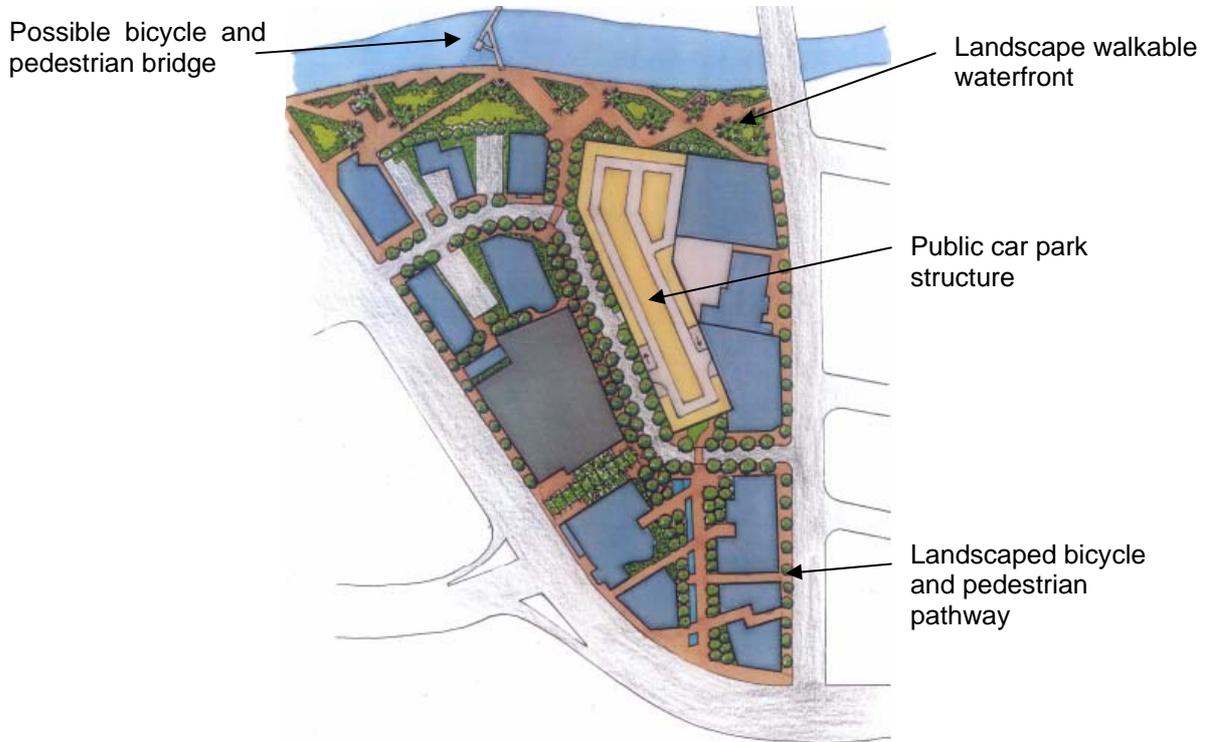


(6) For the purposes of Specific Outcome 043(b) in **Section 2.5.26** of the Maroochydore Structure Plan Area Code the following are the standards identified in the code for the design and development of the Cornmeal Creek Plaza:-

- (a) Development provides for the Cornmeal Creek Plaza to provide visual and physical connection between Cornmeal Creek and Cotton Tree Park.
- (b) Development provides for the Cornmeal Creek Plaza to provide a community meeting space and provide an aesthetic contribution to the surrounding area.
- (c) Development provides for the built form surrounding the Cornmeal Creek Plaza to appropriately frame and integrate with the Plaza creating a human scale.
- (d) Development provides for the Cornmeal Creek Plaza to incorporate a car parking station.
- (e) Development provides for the Cornmeal Creek Plaza to incorporate a series of landscaped pedestrian and cycle pathways linking the Cornmeal Creek Plaza to Horton Parade and to the Maroochydore Central Precinct (Master Plan Unit).
- (f) Development provides for the Cornmeal Creek Plaza to be

developed in accordance with the concept design illustrated on **Figure 7.7 (Indicative Cornmeal Creek Plaza Concept Design)** or an alternative comparable concept design that satisfies the design objectives (a) to (e) above for the Cornmeal Creek Plaza.

Figure 7.7 Indicative Cornmeal Creek Plaza Concept Design



7.3 Standards for Community Facilities Infrastructure Network Outcomes

(1) For the purposes of Specific Outcome O53(b) in Section 2.5.26 of the Maroochydore Structure Plan Area Code the following are the standards identified in the code for community facilities infrastructure:-

- (a) Development provides land for the provision of community facilities within the Maroochydore Central Precinct (Master Plan Unit) comprising the following:-
 - (i) A minimum of 2,500m² for a multi-storey regional community facility providing for:-
 - (A) a regional library;
 - (B) local community centre;
 - (C) meeting spaces; and
 - (D) administration space;
 - (ii) a minimum of 15,000m for a regional community facility

for the purposes of a regional arts centre providing for:-

- (A) a major theatre of 1,260 PAX capacity;
- (B) a small theatre of 350 PAX capacity;
- (C) exhibition hall of 2,200m² GFA;
- (D) art gallery of 550m² display space and 450m² storage space;
- (E) 1,500 car parking spaces; and
- (F) cafes.
- (b) Development provides for the proposed community facilities within the Maroochydore Central Precinct to be located, designed and constructed to play an important role in the development of the town centre heart.
- (c) Development provides for community facilities that are designed to:-

- (i) be iconic structures befitting their end use;
- (ii) utilise sub-tropical design;
- (iii) create a sense of place;
- (iv) ensure that the spaces around the structures contribute to the greater community environment and public space;
- (v) incorporate suitable pedestrian and user amenity features;
- (vi) integrate community arts;
- (vii) increase accessibility;
- (viii) where appropriate be multifunctional; and
- (ix) consider whole of life costs.

8 Telecommunications Infrastructure Network Outcomes

8.1 Preliminary

This section applies to telecommunications infrastructure network outcomes in Specific Outcomes O60 and O61 in **Section 2.5.26** of the Maroochydore Structure Plan Area Code (telecommunication infrastructure outcomes).

8.2 General Advice for Telecommunications Infrastructure Network Outcomes

The following is general advice about satisfying telecommunications infrastructure network outcomes:-

- (a) Development provides for 'Fibre to the Premises (FttP)' to be provided throughout the Master Planned Area which facilitates the provision of the following telecommunications capabilities to each lot:-
 - (i) optical fibre termination;
 - (ii) free to air television;
 - (iii) pay television;
 - (iv) voice, data and video access via the internet;
 - (v) internet protocol systems and integration.
- (b) Developers are encouraged to investigate opportunities for wholesale providers of cable services

and sewerage network operators to co-locate services within the gravity sewer network.

- (c) Additional information and documentation of relevant telecommunications infrastructure specifications and building arrangements can be obtained from the Council and the relevant telecommunications services authority.

9 Information Requirements

9.1 Preliminary

This section does not form part of this planning scheme policy and is included for information only.

9.2 Requirements

- (1) **Table 9.2 (Compliance Assessment Requirements)** specifies the documents which a master plan application or development application may require to be prepared and submitted for compliance assessment by the Council.
- (2) **Table 9.2** also specifies the anticipated timing of compliance assessment.
- (3) The Council may also require other supporting information in addition to that specified in **Table 9.2** depending on the nature of the master plan application or development application and the technical issues involved.
- (4) Supporting information and compliance assessment documents should be prepared by a competent person with a relevant disciplinary background.

Table 9.2 Compliance Assessment Documents

Column 1 Description of the Compliance Assessment Document	Column 2 Anticipated Timing of Compliance Assessment	Column 2 Purpose of Document	Column 3 Matters Against Which the Document is to be Assessed
Energy Management Plan	Subsequent to the approval of a District Strategy Master Plan and prior to the lodgement of a development application and a master plan application.	To demonstrate that development in the applicable master plan unit will contribute to the achievement of a target of zero net carbon emissions by 2020 for the Master Planned Area.	<p><u>Scope and Objectives</u></p> <ul style="list-style-type: none"> o Determine the scope of the Energy Management Plan and identify inclusions/exclusions in specific terms. o Identify clear and measurable objectives for how development in the Master Plan Unit is to achieve zero net carbon emissions by 2020 taking account of construction and post occupancy development phases. o Specify objectives for energy, waste, water, transport and materials components. <p><u>Data Collection and Management</u></p> <ul style="list-style-type: none"> o Identify methods for collecting and documenting carbon emission and abatement data over time, including scope of information, type and level of detail and metrics. o Identify methods for tracking carbon emission and abatement data giving consideration to accessibility, ease of use, maintenance and regular reporting that profiles carbon reduction performance. o Establish baseline and relevant carbon footprint benchmarks for comparable development based on industry average and best practice urban development examples. <p><u>Strategy and Action Plan</u></p> <ul style="list-style-type: none"> o Calculate, monitor and forecast the carbon footprint of development in the Master Plan Unit for construction and post occupancy and explain calculation methods based on known or proxy data. Highlight any significant gaps, assumptions and limitations. o Document the strategies and actions to be implemented to meet measurable objectives for the target of zero net carbon emissions by 2020. o For each carbon reduction or abatement strategy or action, define priorities, roles and responsibilities, timeframes, resources and funding requirements. o Document a communications plan to be implemented to raise awareness of carbon reduction strategies and actions. o Document other methods for building capacity through training, procedures, technologies, knowledge and information management systems and community education to assist in the success of carbon reduction and abatement strategies and actions. <p><u>Monitoring and Reporting</u></p> <ul style="list-style-type: none"> o Identify methods for analysing and monitoring carbon emissions data over time to determine trends and gain a better understanding of factors that affect performance. Identify steps to improve performance. o Document an audit strategy to review performance data based on benchmarks and targets and report findings to key stakeholders.

<p>Affordable Living Plan</p>	<p>Subsequent to the approval of a District Strategy Master Plan and prior to the lodgement of a development application and a master plan application.</p>	<p>To demonstrate that development in the applicable master plan unit will provide affordable living options for a full range of household types and make appropriate provision for a component of affordable housing and supported community housing.</p>	<p><u>General Requirements</u></p> <ul style="list-style-type: none"> o Demonstrate how the development proposes to meet the affordable living outcomes of the structure plan in relation to the following:- <ul style="list-style-type: none"> • Neighbourhood structure and design; • Provision of a variety of housing types and sizes which meet the needs of the emerging community; • Staging and release of land; • Provision of land for public and community housing; and • Sustainable design. o Outline and justify the proposed actions and measures to be implemented in order to meet the affordable living outcomes with specific reference to the following:- <ul style="list-style-type: none"> • The Sunshine Coast Housing Needs Assessment; • The Sunshine Coast Affordable Living Strategy (when completed); • Ongoing implementation and enforcement. o For each affordable living action, define priorities, role and responsibilities, timeframes, resources and funding requirements. <p><u>Monitoring and Reporting</u></p> <ul style="list-style-type: none"> o Outline proposed monitoring and reporting arrangements for the implementation of the Affordable Living Plan over time.
<p>Integrated Transport Plan</p>	<p>Subsequent to the approval of a District Strategy Master Plan and prior to the lodgement of a development application and a master plan application.</p>	<p>To demonstrate that development in the applicable master plan unit will:-</p> <ul style="list-style-type: none"> • Support transit oriented development; • Reduce reliance on the private car; • Promote walking and cycling; • Achieve a significant mode shift towards sustainable transport modes (public transport, walking and cycling); • Not create undesirable impacts on adjoining development; and • Appropriately manage carparking. 	<p><u>General Requirements</u></p> <ul style="list-style-type: none"> o Provide details of the proposed measures and actions to be implemented in order to promote sustainable transport within the development. Measures should include, but are not limited to, the following:- <ul style="list-style-type: none"> • Provision of public transport, cycle and pedestrian infrastructure and services prior to or in the early stages of development; • Neighbourhood design to promote/encourage sustainable transport modes including land use planning and configuration of transport networks to promote and achieve shorter travel times for active transport modes; • Travel demand management; • Provision of frequent public transport services; • Designing pedestrian and cycle paths and public transport stops/stations to maximise accessibility, safety, comfort and amenity for users; • Incorporation of high quality end of trip facilities for walking/cycling and public transport users; • Education and marketing to promote sustainable transport options within the community. o In preparing the Sustainable Transport Plan, consultation should be undertaken with Council, relevant State Government Departments, service providers and other

			<p>stakeholders as appropriate.</p> <ul style="list-style-type: none"> o In determining proposed measures and actions, consideration should be given to the following:- <ul style="list-style-type: none"> • Existing and proposed walking and cycling, public transport and road networks, including the TransLink Network Plan for the sub-region; • Proposed land uses/development to be undertaken within the master plan unit and existing and planned land uses/development in the remainder of the Master Planned Area and surrounding areas; • Specific requirements for school/education based travel, work based travel, and recreational use; • Specific requirements for different categories of users (e.g. the elderly); • Land use and sustainable transport integration; • Route planning to ensure integration of pedestrian and cycle networks and public transport networks; • Car parking requirements and locations, including incorporation of shared/consolidated parking facilities where appropriate; • Timing /staging of development and infrastructure/services. o Provide supporting information and documentation which supports the proposed approach. o Provide an Integrated Movement Network Plan that indicates how the proposed bicycle and pedestrian network achieves the planning requirements and how it is intended to integrate with the proposed road hierarchy and public transport network plans. o Provide a Public Transport Network Plan that indicates how the planning requirements for public transport are proposed to be achieved. The Public transport network plan needs to be undertaken in consultation with Translink Network Provider and Council. o Provide a Road Hierarchy Plan that indicates the proposed road hierarchy for the Master Plan Unit and how it integrates with the existing and planned road hierarchy for the Master Planned Area. o For each sustainable transport action, define priorities, role and responsibilities, timeframes, resources and funding requirements. <p><u>Monitoring and Reporting</u></p> <ul style="list-style-type: none"> o Outline proposed monitoring and reporting arrangements for the implementation of the Integrated Transport Plan over time.
<p>Integrated Water Cycle Management Plan</p>	<p>Subsequent to the approval of a District Strategy Master Plan and prior to the lodgement of a development application and a master plan application.</p>	<p>To demonstrate that development in the applicable master plan unit will incorporate an holistic approach to the management of water supply, wastewater and stormwater.</p>	<p><u>General Requirements</u></p> <ul style="list-style-type: none"> o Provide details in relation how the development is to aim to achieve an 80% reduction in potable water use including details of the suite of measures to be adopted. Measures may include a combination of recycled water rainwater and stormwater harvesting as well as water conservation and demand reduction measures.

			<ul style="list-style-type: none"> o Provide supporting information including detailed end use modelling and water balance analysis which supports the proposed approach and demonstrate over a 25yr time series, the reliability of any potable substitution that is sourced from rainwater and/or recycled effluent, including and documenting the effects of climate change and how these solutions increase the applicable Sunshine Coast water organisation's desired levels of service. o Outline and justify the proposed measures to be adopted having regard to:- <ul style="list-style-type: none"> • Proven technology; • Documented public health policy at all levels of government; • Operational realities; • Projected trends regarding fixture uptake rates; • Consideration of the likely social acceptance of various measures and means of encouragement; • Consideration of the provision of measures; • Sensitivity or likelihood of success of measures or groups of measures. o Provide details of proposed uses for recycled water, potable water, rainwater, and harvested stormwater. o Demonstrate how the Environmental Values and Water Quality Objectives listed under the <i>Environmental Protection (Water) Policy 1997</i> are to be protected or enhanced. <p><u>Water Supply and Sewerage Infrastructure</u></p> <ul style="list-style-type: none"> o Provide dimensions and conceptual layouts for water supply, sewerage, and recycled water networks for the master plan unit. o Provide supporting reports and tools (models, spreadsheets etc) demonstrating the attainment of the Desired Standards of Service requirements at all stages. <p><u>Stormwater Management and Flooding</u></p> <ul style="list-style-type: none"> o Describe the existing topography, vegetation, soil conditions, and groundwater conditions for the site and identify existing creeks, streams and drainage lines. o Identify the Probable Maximum Flood extent, 100 year ARI climate change flood extent and the 20 year ARI climate change flood extent for the site, in accordance with flood modelling parameters used in the most recent flood modelling held by Council. o Provide an overall Master Stormwater Plan for the master plan unit which:- <ul style="list-style-type: none"> • Identifies the overall drainage catchment having regard to the remainder of the Master Planned Area and surrounding areas; • Identifies existing and proposed drainage sub-catchments within the overall catchment; o Provides a conceptual layout for the overall stormwater network for the development including indicative layouts for conveyance, treatment and
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			<ul style="list-style-type: none"> • storage infrastructure; • Identifies indicative numbers and locations of head of line and end of line treatment devices; and • Identifies a lawful point/s of discharge for each sub-catchment. <ul style="list-style-type: none"> ○ Outline and justify the proposed stormwater treatment and conveyance and storage methods proposed to be utilised within the development with specific reference to the following:- <ul style="list-style-type: none"> • the achievement of the outcomes identified in the Structure Plan and this policy in relation to stormwater management; • the intended outcomes for particular land use precincts including urban design outcomes; • the intended outcomes for other infrastructure networks and the need to co-locate infrastructure and services networks; • ongoing maintenance requirements including whole of life costs. ○ Identify and detail any significant earthworks proposed to be undertaken in relation to stormwater management. ○ Provide details of any proposed stormwater harvesting including catchment, proposed uses for the water, storage volumes, construction of storage devices, integration of storage devices into the development, water quality and treatment, pumping and distribution requirements. ○ Outline the proposed water quality monitoring and reporting program to be implemented to ensure the Environmental Values and Water Quality Objectives under the <i>Environmental Protection (Water) Policy 1997</i> are protected or enhanced. <p><u>Other Requirements</u></p> <p>Identify any specific requirements for lower level master plans and development applications in relation to water supply, sewerage, recycled water and stormwater infrastructure and/or management.</p>
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10 Guidelines and Advice about Satisfying Master Plan Requirements

10.1 Preliminary

This section does not form part of this planning scheme policy and is included for information only.

10.2 Overview of Master Planning Process

- (1) **Section 2.3 (Master Planned Area Master Planning Process)** of the Maroochydore PAC Structure Plan sets out requirements for the preparation of master plans in a master plan unit.
- (2) The preparation of master plans is the primary (but not only) mechanism by which the outcomes specified for a master plan unit are intended to be achieved.
- (3) The master planning process provides a site planning framework that allows for more detailed planning of a master plan unit to progress in logical stages.
- (4) The requirement to prepare a master plan for land in a master plan unit is intended to ensure that development is carried out on an integrated basis, consistent with the intent of the Maroochydore PAC Structure Plan.
- (5) The Maroochydore PAC Structure Plan provides for two levels of master planning to occur, comprising the following:-
 - (a) a district strategy master plan.
 - (b) a local development master plan.
- (6) It is the intent of the master planning process to provide a structured planning and development framework with increased amounts of detail being provided at each master plan level. However, flexibility exists for the owner/master developer of a master plan unit to determine in conjunction with Council, the number of master plan levels actually required.
- (7) The preparation of a local development master plan for each sub-precinct within a master plan unit is therefore optional depending on the level of detail incorporated within the district strategy master plan.

- (8) Where more than one layer of master planning is to be undertaken, an application for a master plan may be lodged concurrently and in conjunction with a development application (i.e. for material change of use of premises or reconfiguring a lot). However, an application for a lower order master plan and a subsequent development application cannot be approved by the under the *Sustainable Planning Act 2009* until the required master plan specified in **Section 2.3** of the Maroochydore PAC Structure Plan has been made.

10.3 Guidelines for the Preparation of a Master Plan

- (1) In order to provide a consistent framework for the preparation of a master plan the Council has prepared drafting guidelines and a preferred table of contents.
- (2) The guidelines and preferred table of contents are intended to complement **Section 2.3** of the Maroochydore PAC Structure Plan that already identifies mandatory content and other master plan requirements.
- (3) The master plan guidelines and preferred table of contents set out a recommended drafting framework for the preparation of a master plan with a view to achieving the following outcomes:-
 - (a) general consistency of drafting approach across master plans for the whole of the Sunshine Coast Sub-region.
 - (b) consistency of drafting approach between master plans and *Maroochy Plan 2000* (or its successor) as the parent planning scheme under which the master plans are to be made.
 - (c) continuity of understanding about how master plans are intended to operate and be assessed pursuant to the Maroochydore PAC Structure Plan and Chapter 4, Part 3 of the *Sustainable Planning Act 2009*.
- (4) The key objective in preparing a master plan is to develop a local planning framework that is clear, logical and user friendly and which provides certainty of the development obligations and entitlements for the master plan unit the subject of the master plan.

- (5) A master plan should be prepared by a competent person with experience in preparing local planning instruments or local area structure plans, assisted by technical experts in other disciplines.

10.3.1 Master Plan Drafting Guidelines

The following key drafting guidelines should be used to inform the preparation of master plans:-

Structure

- (a) utilise the preferred master plan table of contents as the structure for the master plan;

Technical Rigour

- (b) rely upon the use and administrative definitions incorporated in the structure plan and planning scheme;
- (c) utilise existing models as incorporated in the planning scheme or standard planning scheme provisions for the structure and layout of supplementary development assessment tables and codes;
- (d) ensure that supplementary tables of development assessment clearly identify the types of development being regulated and the applicable codes;
- (e) minimise duplication of requirements addressed in the planning scheme and clearly identify how supplementary codes relate to existing planning scheme codes;

- (f) ensure that there is a strong link between the purpose, outcomes and solutions of supplementary codes, so that these codes actually achieve the outcomes sought in their purpose statements;
- (g) ensure that supplementary codes are sufficiently specific without being overburdened with technical detail;
- (h) ensure that supplementary codes properly reference State and Federal legislation where applicable; and
- (i) ensure that maps are appropriately referenced in the master plan and have sufficient detail and clarity to identify how particular provisions apply.

10.3.2 Preferred Table of Contents for a Master Plan

- (1) A master plan should be consistent with the Council’s structure for a master plan specified in **Table 10.1 (Master Plan Preferred Table of Contents)**.
- (2) To further aid the drafting of master plans, Council may prepare a master plan template to provide more detailed guidance about the content to be included in a master plan.
- (3) An applicant is encouraged to discuss the design and drafting of a master plan with Council prior to their preparation and lodgement to ensure that they are fit for purpose.

Table 10.1 Master Plan Preferred Table of Contents

Column 1 Section Number	Column 2 Section Heading
1.	Preliminary
1.1	Citation
1.2	Type Of Master Plan
1.3	Requirement For Master Plan
1.4	Land Subject To Master Plan (Master Plan Unit)
1.5	Role of Master Plan
1.6	Content of Master Plan
1.7	Information Supporting Master Plan
1.8	Public Notification of Master Plan
1.9	When Master Plan Took Effect
1.10	Summary of Development Entitlements And Obligations Under Master Plan
1.11	When Development Undertaken In Accordance With Master Plan Is To Be Complete
2.	Application of Master Plan
2.1	Introduction
2.1	Relationship of Master Plan To Act
2.2	Relationship of Master Plan To Maroochydore PAC Structure Plan

MAROOCHYDORE PRINCIPAL ACTIVITY CENTRE STRUCTURE PLAN

Column 1 Section Number	Column 2 Section Heading
2.3	Relationship of Master Plan To Higher Order Master Plans
2.4	Relationship of Master Plan To Infrastructure Arrangement
3.	Master Plan Unit Development Intent and Tables of Development Assessment
3.1	Introduction
3.2	Description Of Master Plan Unit
3.3	Master Plan Unit Intent
3.4	Supplementary Tables Of Development Assessment
3.4.1	Supplementary Table Of Development Assessment for Material Change of Use
3.4.2	Supplementary Table Of Development for Development Other Than Material Change of Use
4.	Master Plan Code
4.1	Introduction
4.2	Variations From Maroochydore PAC Structure Plan Area Code
4.3	Supplementary Master Plan Unit Code
4.3.1	Overall Outcomes For Master Plan Unit
4.3.2	Specific Outcomes For Master Plan Unit
5.	Requirement for Lower Order Master Plans
5.1	Introduction
5.2	Additional Master Plans Required
6.	Requirement for Any Compliance Assessment Documents
6.1	Affordable Living Plan
6.2	Ecologically Sustainable Development Plan (including and Energy Management Plan)
6.3	Integrated Water Management Plan
6.4	Integrated Transport Plan
7.	Statement of Compliance with Applicable Planning and Other Instruments
7.1	Maroochydore PAC Structure Plan
7.2	Higher Order Master Plans
7.3	Infrastructure Arrangement
8.	Master Plan Maps
9.	Other

Appendices

Appendix A Maroochydore Central Precinct (Master Plan Unit) Road and Street Design
Characteristic

Sub Arterial Roads – Distributor Roads

- (a) Sub Arterial Roads are designed to accommodate the efficient movement of buses as they form the basis of the public transport system.
- (b) Sub Arterial Roads are fixed in their location and alignment.
- (c) Sub Arterial Roads intersections are to be under traffic signal control and are to incorporate right turn lanes on intersection approaches.
- (d) Direct vehicular access to Sub Arterial Roads to and from abutting properties or from additional local access streets is limited only to:-
 - (i) a local access street or a driveway to a major development which does not compromise the safe and efficient movement of pedestrians, bicycles or vehicles; and
 - (ii) left-in and left-out movements.

Collector Streets – Main Street Collectors

- (a) Collector Streets provide access to the local area and individual developments.
- (b) Collector Streets are generally fixed in their location to allow pedestrian and cycle permeability and maintain the appropriate scale for the street block pattern but may be varied slightly to suit individual development design.
- (c) Collector Street intersections are generally to be under traffic signal control particularly where pedestrian and cycle demand is high or where four-way intersections are proposed. Priority control may also be required for T intersections.
- (d) Additional local access streets may be required to facilitate consolidated service vehicle access. Consideration is to be given to the spacing of local access streets and driveways so that the on-street car parking and landscaping outcomes are not compromised along the length of the local access street.

Collector Streets – Rail Corridor Collector

- (a) The Rail Corridor Collector is a modified Collector Street to accommodate the possible provision of an elevated dedicated transit corridor (CAMCOS) centrally above the roadway.

- (b) The Rail Corridor Collector cross section width is to be dictated by the rail and station design requirements.
- (c) The Rail Corridor Collector provides the major access point to the transit station and interchange by local and regional bus services and taxi services travelling northbound.
- (d) The Rail Corridor Collector is designed to give priority to the operation of buses.
- (e) Other vehicles may be restricted along parts of the Rail Corridor Collector, particularly from points 45 to 42, and points 33 to 6A and 6 as specified on **Map 5.8 (Maroochydore PAC Master Planned Area Road Transport Infrastructure Network)**.
- (f) That part of the Rail Corridor Collector which is beneath the dedicated transit corridor (CAMCOS) overhead structure may be used for car parking, bus layover and driver facilities, taxi ranks and the like.

Proposed Dedicated Pedestrian and Cycle Corridor (Plaza)

- (a) The proposed dedicated pedestrian and cycle corridor is designed:-
 - (i) to give continuity to the pedestrian and cycle network;
 - (ii) to incorporate frontages and other complementary activities that create a vibrant space;
 - (iii) to limit vehicular access to specific types of service vehicles associated with abutting land uses or activities along the corridor or other vehicles at particular times of day or by permit;
 - (iv) so that an off street parking area is not accessed from this corridor.

**Main Street
Boulevard**

- (a) The Main Street Boulevard is a Main Street Collector extending from Dalton Drive to Aerodrome Road through the Retail Sub-precinct of the Maroochydore Central Precinct (Master Plan Unit).
- (b) The Main Street Boulevard is designed to:-
 - (i) carry trips which deliver people into the mixed use retail core area;
 - (ii) provide a balance between vehicle movement and the provision of a pedestrian friendly environment;
 - (iii) act as a key connection linking the mixed use retail core area in the Maroochydore Central Precinct (Master Plan Unit) to the existing mixed use retail core area in the Sunshine Plaza Precinct (Master Plan Unit), the transit station and interchange and the walkable waterfront.

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