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Department of  
**State Development,  
 Manufacturing,  
 Infrastructure and Planning**

Our reference: 1712-3012 SRA  
 Applicant reference: RP135440  
 Council reference: MCU17/2169

14 February 2018

The Chief Executive Officer  
 Sunshine Coast Regional Council  
 Locked Bag 72  
 Sunshine Coast Mail Centre Qld 4560  
 mail@sunshinecoast.qld.gov.au

Attention: Rebecca Reitano

Dear Sir

**Referral agency response—no requirements**(Given under section 56 of the *Planning Act 2016*)

The development application described below was properly referred to the Department of State Development, Manufacturing, Infrastructure and Planning on 22 December 2017.

**Applicant details**

Applicant name:	Abacus Funds Management Limited (ACN 007 415 590) ATF Abacus Mooloolaba Trust c/- RPS Australia East Pty Ltd
Applicant contact details:	1 Innovation Parkway Birtinya QLD 4575 sophie.williams@rpsgroup.com.au

**Location details**

Street address:	7, 9, 13 and 15 First Avenue, 11 Smith Street and Brisbane Road, Mooloolaba
Real property description:	Lot 64 RP52440, Lot 65 RP52440, Lot 66 RP52440, Lot 67 RP52440, Lot 68 RP52440, Lot 69 RP52440, Lot 73 RP73433, Lot 92 RP73433, and Lot 93 RP73433
Local government area:	Sunshine Coast Regional Council

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South East Queensland (North) regional office  
 Mike Ahern Building, Level 3, 12 First Avenue, Maroochydore  
 PO Box 1129, Maroochydore QLD 4558

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#### Application details

Development permit	Material change of use for a Parking Station, Car Wash, Shop (including full line supermarket), Food & Drink Outlet, Shopping Centre, Multiple Dwellings, Retirement Facility, Residential Care Facility, Short-Term Accommodation, Function Facility, Hotel, Bar, Indoor Sport & Recreation and Resort Complex
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#### Referral triggers

The development application was referred to the department under the following provisions of the Planning Regulation 2017:

- 10.9.4.1.1.1 Infrastructure - state transport infrastructure
- 10.18.1.1 Urban design

#### No requirements

Under section 56(1)(a) of the *Planning Act 2016*, the department advises it has no requirements relating to the application.

#### Advice – urban design outcomes for significant projects

The department provides advice from the Office of the Queensland Government Architect on urban design outcomes for significant projects—see Attachment 1.

A copy of this response has been sent to the applicant for their information.

For further information please contact Celeste Bownds, Senior Planning Officer, on 5352 9707 or via email SEQNorthSARA@dilgp.qld.gov.au who will be pleased to assist.

Yours sincerely



Garth Nolan  
Manager (Planning)

cc Abacus Funds Management Limited (ACN 007 415 590) ATF Abacus Mooloolaba Trust c/- RPS Australia East Pty Ltd, sophie.williams@rpsgroup.com.au

enc Attachment 1—Advice

Attachment 1—Advice

Urban design outcomes for significant projects	
State Code 24: Urban Design Key Principles	Corresponding QDesign Principles and Key Strategies
General	<p>The overall massing, bulk and scale of the proposed development is supported and the Office of the Queensland Government Architect (OQGA) commends the goal of the applicant to transform a centrally located and vacant piece of land, used for at grade car parking, into a mix used, high quality development.</p> <p>It is noted from the architectural design statement that <i>'this is a complex multi-use development with many conflicting requirements'</i>. The proposal seeks to balance the large floorspace requirements of a full line supermarket with associated carparking floorplates against the finer grain retail, hotel, retirement and residential functions.</p> <p>The following urban design advice focuses on street, awning, podium façade and tower strategies already embedded in the design and identifies a number of opportunities and improvements for further consideration.</p>
Be responsive to local climatic conditions and patterns	<p>It is acknowledged that the overall siting and proposed tower forms respond to local climatic conditions such as prevailing winds and solar orientation. The OQGA commends the applicant for incorporating a range of climatic responsive aspects in their design, including appropriate building separation and siting, the use of green walls and operable façade treatments. It should however be noted that the three proposed tower forms have incorporated minimal vertical and/or horizontal shading devices and screening (identified as SC2 and SC5 on the architectural elevations). Greater consideration should be given to incorporating these elements to reduce the heat load on the western and eastern facing façades, an overreliance on the thermal properties of the selected glass or the proposed mechanical cooling systems for the building.</p>
Be inspired by local places and incorporate locally significant character and cultures	<p>Direct reference to the surrounding coastal geomorphology and landscape in the development of the podium form is commended. The proposed development advances the residential tower type that has evolved over a number of decades on the Sunshine Coast. The introduction of contrasting podium materiality, such as smooth and textured precast, timber and more natural finishes and fixtures is considered a welcome addition to the more standard palette of rendered concrete masonry, often found in coastal tourism locations.</p> <p>It is critically important that the materials and finishes identified on the submitted drawings are retained during the documentation and eventual construction of the proposed development.</p>
Consider, incorporate and enhance the natural landscape	<p>The use of mature native species in both the street and podium level landscaping is critical to the success of the scheme. The inclusion of large street trees such as <i>Araucaria heterophylla</i> to Brisbane Road is strongly supported. The use of <i>Banksia integrifolia</i> to First Avenue and <i>Cupaniopsis anacardioides</i> to Smith Street, are more domestic in scale but are supported on the basis that these species are consistent with the Sunshine Coast Regional Council's Masterplan.</p> <p>It is noted that the proliferation of vehicle set down areas to all three</p>

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	<p>road frontages tends to erode the public realm and soft planting opportunities. Whilst it is acknowledged that these set down areas are driven by a commercial desire to serve the retirement, residential and hotel functions contained within the development, the deletion of one or more of these areas would enable a more regularly spaced and connected canopy of street trees.</p> <p>At a podium level, the verdant and communal gardens, interspersed with native groves of trees and palms is supported. The level of deep soil planting required for this podium landscape strategy is not clearly communicated and may require further investigation. Similarly, it is critical that nominated 'hanging, spillover and climbing' plants used on the podium façade are proven green wall species.</p>
<p>Work with and respond to natural systems and processes (i.e. hydrology and ecology)</p>	<p>As noted above, podium level landscaping, inclusive of green walls, are often a difficult element to detail well within a harsh coastal and/or subtropical environment. The use of landscaping to the podium façade, pool deck and entertainment areas often requires extensive irrigation. The use of water harvesting technology is important to ensure the continued maintenance of this landscape strategy and to maintain the overall design intent and look and feel of the development. Integration of Water Sensitive Urban Design (WSUD) principles is encouraged across the suite of street, green wall and podium landscape treatments.</p> <p>The tower design aims to capture breezes to naturally cool the apartments. This consideration and incorporation of natural ventilation is commended and supported.</p> <p>The generic metal and concrete roof areas of the three towers, with screened but open air mechanical plant represents a significant and underutilised proportion of the site area. A desire to maximise the number of storeys under the 45m height limit results in a roof form that makes a minimal contribution to the quality, character and experience of the proposed development. As already incorporated in tower C, the customisation to level 13 floor plates for both tower's A and B would greatly assist in improving the articulation of these large roof areas.</p> <p>Greater consideration should be given to this roof form (including material selection and heat load) together with the significant opportunity for onsite solar power generation and/or inclusion of more sustainable green infrastructure initiatives.</p> <p>While it is unclear whether solar power is envisaged as part of the development at this stage, consideration should be given in the design and planning phase to enable the future incorporation of solar power into the development without difficulty. Given the dynamic rate of change in solar technology including ongoing downward pressure on costs, consideration should also be given to onsite battery storage opportunities during the detailed design phase for the project.</p>
<p>Create functional, well defined, legible and connected streets and spaces</p>	<p>The desire to enliven the precinct through fine grain retail and restaurant activation is supported. It is critical that the ground plane treatments to Brisbane Road, First Avenue and Smith Street are carefully designed to maintain clear pedestrian desire lines through and within the site whilst avoiding conflict between pedestrians, diners, private motor vehicles and service vehicles. The high number of food and beverage outlets, coupled with the pressures of street trees and furniture results in an acceptable but relatively tight footpath of approximately 3 metres in width. This leaves little space</p>

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	<p>to resolve conflicts between pedestrian circulation and alfresco dining. Ideally, a more generous footpath would assist to resolve such conflicts.</p> <p>The conversion of one or more of the vehicle set down areas (as noted above) into tree and alfresco dining buildouts would alleviate some of these public realm pressures. Alternately, the typical lobby interface (section 01 on DWG10630_DA45 Rev2) utilises a small setback within the nominated 1425mm façade zone. This approach delivers a slightly wider footpath zone when compared to the build to boundary retail glazing line used elsewhere across the site (as shown on section 02 on DWG10630_DA45 Rev2).</p> <p>Similar spatial pressures exist at the 'cave-like' public plaza located on the corner of Brisbane Road and First Avenue. The form and scale of this public plaza is limited somewhat by the pressures of the 3000m<sup>2</sup> supermarket floor plate and the truncated nature of the site. Consideration should be given to reconfiguring some of the smaller food and beverage outlets to reduce the potential for pedestrian and diner conflict at this key corner location and provide a more generous transitional space. Contextually, this prominently located but relatively small undercroft, functions as a lower order retail space, rather than the public plaza role and key 'focus for the development' as envisaged in the urban design report.</p> <p>The adjacent pedestrian prioritisation and upgrades to First Avenue is of greater importance to the overall success of the development than this relatively small plaza space. Critically, these adjacent streetscape enhancements will create a more generous public realm and destination of local significance. It is noted that these upgrades are not included as part of the application, however consideration should be given to the delivery of these adjoining works in a timely manner.</p> <p>It is noted that the ability to pull servicing and car circulation through the rear of the site (from Brisbane Road to Smith Street) is not possible due to the large supermarket floor plate. The resulting service dock configuration, combined with substation, carpark entries and back of house hotel functions effectively sterilises the Smith Street building edge. The consolidation of servicing functions in one location is supported but it is important that pedestrian movement along Smith Street and the quality of the public realm in this location is not compromised.</p> <p>Canopies and awnings over the footpath provide both weather protection and a sense of intimacy for both diners and retail customers. The sectional drawings (10630_DA45 Rev2) describe two awning types contained in the development:</p> <ol style="list-style-type: none"> <li>1. A high level, sculptural extension of the podium form offering little sun and rain protection.</li> <li>2. A lower level and more traditional awning type.</li> </ol> <p>Further consideration as to the extent and overlapping of these two awnings types is required. The importance of awning type 2 in providing continuous cover to the public realm with a generous width should be prioritised over the more sculptural and visually interesting awning type 1. The careful management of tenancy signage within awning type 2 is also commended.</p>
<p>Deliver diverse and well integrated development</p>	<p>The development contributes positively to the Mooloolaba built form and streetscape. It is noted that the applicant has considered the</p>

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<p>density and land use mix, sympathetic to local settings and values</p>	<p>possibility of redevelopment on adjoining sites and the positioning and setbacks of the proposed towers reflects these considerations. The OQGA encourages the applicant to undertake further 3D modelling of the proposed development with Sunshine Coast Regional Council to better understand the possible future built form and view sheds.</p> <p>The resolution of the podium form, comprising supermarket, retail shops and food and beverage operations, with four levels of carparking, remain the most challenging aspect of the proposal. The level of design consideration afforded to the carparking podium façade is commended. It is critical that the attention to detail and materiality of this podium façade is retained noting the challenge of screening car parking plates in an urban context.</p> <p>The First Avenue and Smith Street hotel corner is considered the most successful building and podium edge condition, largely due to the concealment and integration of the podium carpark with hotel functions in a vertical form. Elsewhere, nine-storey rectilinear towers sit over a five-storey podium form (with screened car parking) resulting in a proportionally challenging elevation that requires further exploration and refinement. The intensification of existing soft planting and screening opportunities at key street, podium and tower locations may assist in reducing the overall scale and bulk of these elevations.</p>
<p>Consider and embed opportunities for adaption and change</p>	<p>It is noted that the design of the proposed residential, hotel and age care units should incorporate a level of adaptation and change, allowing for modifications to unit configuration to meet changes in market demand or user needs over time. The potential adaptive re-use of the four-podium level carparking levels should also be considered.</p>
<p>Be innovative, creative and forward-thinking</p>	<p>It is commended that the proposed development incorporates a number of climatically responsive design features that advance the concept of mixed use on the Sunshine Coast. Notwithstanding, there are additional opportunities for the development to go to 'the next level' and incorporate contemporary and environmentally responsive design features including solar power and water harvesting that respond to the sub-tropical and coastal setting.</p>

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**Statement of reasons for application 1712-3012 SRA**

(Given under section 56 of the *Planning Act 2016*)

Departmental role: Referral agency

**Applicant details**

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Birtinya QLD 4575  
sophie.williams@rpsgroup.com.au

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**Assessment matters**

Aspect of development requiring code assessment	Applicable codes
10.9.4.1.1.1 Infrastructure - state transport infrastructure	State code 6: Protection of state transport networks
10.18.1.1 Urban design	State code 24: Urban design outcomes for significant projects

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**Reasons for the Department of Infrastructure, Local Government and Planning's decision**

The reasons for the decision are:

- Traffic generation and minor road works required as a result of the proposed development will not impact on state transport infrastructure. There are no upgrades to the state-controlled road network required due to traffic generated by the development.
- There are no concerns about hydraulic effects on the state-controlled road network from filling and excavation associated with the development.
- The Office of the Queensland Government Architect has considered the proposed development against urban design principles for significant development and provided advice and recommendations. These are included in Attachment 1 – Advice of the referral agency response.

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**Response**

Nature of Approval	Nature of Response	Date of Response
Development Permit	No requirements	13 February 2018

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**Relevant material**

- *Planning Act 2016*
- Planning Regulation 2017
- State Development Assessment Provisions
- DA Rules
- Development application, including site plans
- Technical agency response provided by the Department of Transport and Main Roads
- Technical agency response provided by the Office of the Queensland Government Architect, Department of State Development, Manufacturing, Infrastructure and Planning.