

Brisbane Road Carpark Redevelopment

Urban Design, Architectural &
CPTED Assessment Report

MCU 17/2169

February 2018

Issue A

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14 February 2018

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RE: Final Urban Design, Architectural and CPTED Assessment of Brisbane Road Carpark Redevelopment, Mooloolaba - MCU 17/2169

Introduction

Deicke Richards have been commissioned by Ethos Urban to provide independent urban design, architectural and CPTED (Crime prevention through environmental design) assessment advice of the development application for the mixed-use development proposed for Sunshine Coast Council's Brisbane Road car park site bounded by Smith Street, First Avenue and Brisbane Road at Mooloolaba.

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Following is urban design and architectural response to RFI plans provided to us by the proponents (06.02.18). This follows a series of meetings with the proponents following the issuing of the RFI.

This specialist advice has been prepared to assist Ethos Urban to make its final decision on the application as independent assessment manager.

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Figure 1 The proposed development



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Overview

The proposed development delivers a complex mix of uses on a larger than average development site for Mooloolaba. The proposed uses are consistent with the Planning Scheme and the general arrangement of the uses is consistent with broader built form intent of the scheme. The scale of the car park and large format retail shopping uses have compromised some critical aspects of the urban form, namely:

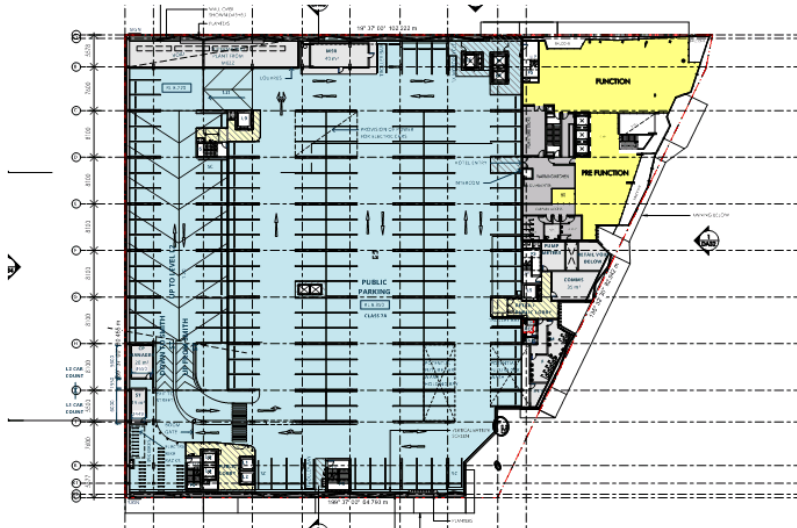
- The ability to achieve high quality active street frontages on all sides;
- Concealing car parking behind active uses; and
- Providing greater connectivity to the local centre.

While a reduction in the amount of required public car parking and the size of the supermarket would enable a better built form outcomes (in the design of the podium) we accepted early on in the assessment process that this is unlikely, and our assessment has proceeded accordingly.

The extent of the supermarket means the basement car parking is not directly linked to the podium car parking by internal ramps. This is likely to cause confusion to those unfamiliar with the parking arrangements who enter from Brisbane Rd and expect to be able to circulate throughout to find a car park.

The mix of public parking, hotel, retail aged care and residential uses is uniquely complex within a regional setting but (as mentioned above) it is the scale of these uses places significant pressure on the design of the podium and the way it interacts with the street. The form of the podium is the most significant aspect of the built form. The need to achieve a specific target for car parking (approx 700 spaces), compromises the placement of lift and service cores. This in turn compromises street setbacks and ideal locations for pedestrian entry into the public car park. A total of 500 public car spaces would have eased pressure on the scheme and most likely allowed the podium and towers to have a better interface with the public realm.

Figure 2 Extent of carparking impacts on floor plates to provide inactive podium edges



The proponents' design team have been generally responsive to feedback from the assessment team notwithstanding the commercial imperatives of the scheme. The positive aspects assessment process and the scheme include:

- Location and design of the hotel and supermarket entry on First Avenue;
- The use of variety into the podium scheme using a wide range of materials, forms and planting;
- The general arrangement of the 3 towers;
- Removal of the 'In-street' basement access option in preference of on-site basement entry;
- The arrangement of the uses to prioritise Brisbane Rd and First Avenues;
- Design development of the 'public plaza' to ensure it is truly active and useful community space; and
- The use of a dock-manager to minimise the impact of the loading on the site/Smith Street.

Key Issues

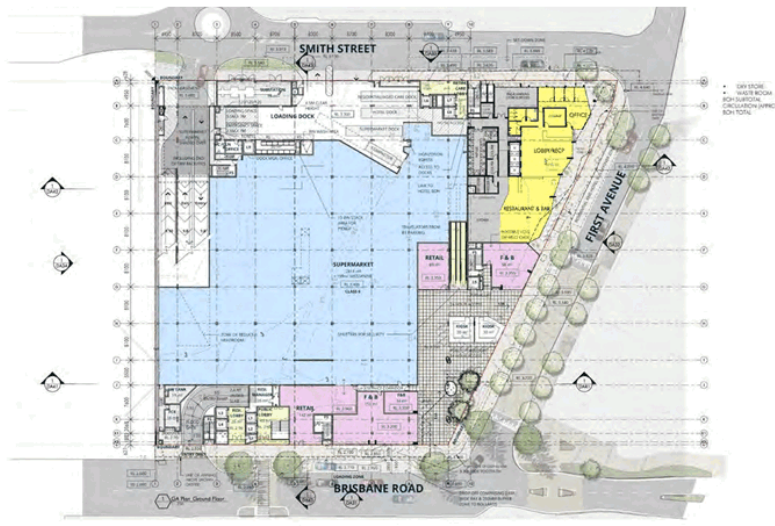
The arrangement of the built form and the design of the architecture presented a range of key issues when assessed against the planning scheme.

Tower setbacks and building bulk

The scheme proposes reduced tower setbacks to the streets and southern boundary. A concern is that the towers will impact unnecessarily on the amenity (noise, overshadowing and visual privacy) of the adjoining neighbours.

Two of the three towers are over 40m in length. These towers make a significant contribution to Brisbane Road and Smith Streets which should have a character of relaxed coastal urbanism. Assessment must ensure that they do not create a sense of over-crowding (when viewed from the street) or a perception of being too bulky and unnecessarily shading the street. This must

Figure 3 Extent of retail limits connectivity and active edges to all streets



be balanced against the needs to achieve suitable orientation and amenity for the users. The design of the southern elevation of these towers and the way the length of the towers may be mitigated are important to this assessment. The degree of articulation through sun-shading and other applied treatments is also part of considerations.

Podium design

The impact the podium has on the character of the streetscape is the dominant design issue for the project. The applicants are proposing a podium to nearly 100% of the site which is supported and is the general intent of the Planning Scheme. The key issue is the extent to which the podium form activates and energises the streetscape. Various parts of the scheme prefer carparking (the dominant use in the podium) to be screened by uses or located underground.

Due to the commercial requirements of project, the proponents have elected to make only the upper levels of the podium active on First Avenue. The development uses an articulated screen with planters to the outside of the podium to shield the visual impact of the carpark. The key issue here is whether this treatment is sufficiently vibrant and active and is consistent with intended character of the streetscape.

This assessment notes the increased height (in storeys of the podium). The key test is whether the proposed podium is consistent with expected development outcomes on adjacent sites.

Activation of Streets

The Planning Scheme reflects good urban practice by requiring the development to provide active uses on all street frontages. The proposal successfully achieves this on the two most important street frontages (Brisbane Road and First Avenue) by using hotel and retail uses and by the placement of the 'village square/plaza' space. Smith St has some activity towards the corner, but this elevation is largely dominated by service requirements, the loading dock and main carpark access/egress.

Landmark Design

The Planning Scheme calls for a 'landmark' design response for the whole project, one that befits the strategic importance of the site. The key measure for this is (as stated in the Scheme) is the delivery of an 'outstanding' architectural design. While 'outstanding' is not defined, in

Figure 4 Extent of supermarket limits connectivity and active edges to all streets



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Attachment 4 Architecture Assessment

order to guide the applicants I have suggested that the measure of this is whether the scheme would be considered of outstanding architectural merit by professional (architectural) peers. This merit is assessed on a local regional level (not state or national) and should take into account contemporary urban responses within the local context.

'Public-ness' of the corner-plaza/forecourt

PO8 of the Local Plan Code calls for a communal meeting place, village square or plaza. The proponents have placed a 'public forecourt' on the corner of Smith St and Brisbane Rd. This is the right location as it sits on the key desire-line to the Esplanade. The activation by shops and the supermarket entry is positive although there is some concern about the value of this space after hours when supermarket is closed. Given the plaza's prominence it would reasonable for a visitor to assume this plaza is also the key access to the public car park. While one access is located here, it is not the key access point which is located further along Brisbane Rd.

Legible and convenient access to public uses

There has been ongoing dialogue with the applicants about the 'legibility' of access to the public car park and the ability of the public to navigate their way from key surrounding destinations using strong visual cues and without relying on signage, as required by the Mooloolaba Local Plan Code. This movement also must be visually open, allow 24/7 access, be safe and of a high amenity.

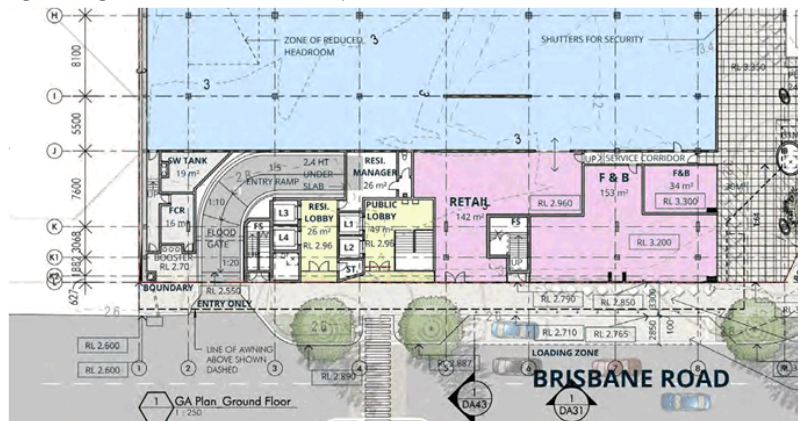
Civically appropriate access

Pre-lodgement meetings with the applicants have highlighted the need for general lobbies and staircases from the public car park to be commensurate with this civic/highly public use. Proposed staircases from the upper levels of the car park are shared with residential fire escapes. This makes them inaccessible (ie: locked) from the street or lobby and also not sufficiently generous for peak public (holidays, weekend) use. The staircases and associated lobbies should be open, safe and generous to allow the carrying of beach equipment (boards, beach gear etc) without impeding general circulation.

Legible access to units

The residential/retirement uses are accessed through 2 separate lobby areas. Assessment must consider how visitors may legibly access the facility and individual units. The Residential Care Facility and Retirement Facility Code requires the design of retirement facilities to promote legibility, individuality and a sense of belonging. As an example there is no provision for the location of resident letterboxes.

Figure 5 Legible and convenient access to public uses



Safety within car parks

Given the public use of the car park, pedestrian movements within this space must be assessed more rigorously than for other uses. Earlier versions of the proposal prioritised car movements over pedestrian movements and there is some concern about safety and legibility within the space.

Sunshading and protection of building

The proposed development must demonstrate an appropriate local climatic design response demonstrate a strategy to reduce the demand on non-renewable energy for cooling. Buildings with long east and west elevations require a specific strategy to exclude sun and rain impacts on rooms and private open spaces. This right design response can also positively influence the design character of the building. This assessment must also review how the building design minimises the production of greenhouse gas emissions particularly through the use of solar or other renewable energy systems.

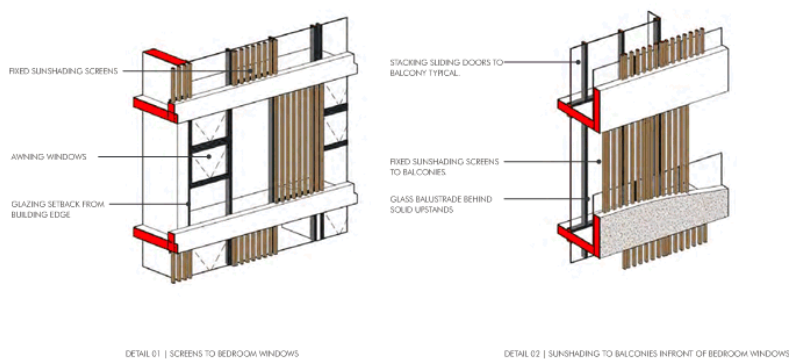
Unit design and Balcony sizes

This assessment must take into account the suitability of unit layouts and the adequacy of balcony sizes and treatments. Many of the unit balconies appear to be as small as 9sqm which impacts on the functionality of the units (clothes drying, outdoor living, etc) as outlined in PO11 and PO14/15 of the Multi-Unit Residential Uses Code and PO8 of the Residential Care Facility and Retirement Facility Code. The critical issue is ensuring that the area for the balcony is consolidated and designed to be useable. Key part of local design response is the practice of outdoor living and its influence on the design of buildings.

Aged Care recreation

Assessment must determine that the project delivers adequate provision for appropriate management, supervised care and social and recreational facilities to support the needs of residents of the aged care facility as per Performance Outcome PO10 of the Residential care facility and retirement facility code.

Figure 6 Sunshading and rain protection



Response to RFI

A list of the key urban design and architecture issues raised in the RFI are outlined below. A summary of the response by the applicant follows for each issue.

1. *Demonstration that the podium and tower setbacks to the southern boundary provide for suitable acoustic and visual amenity for adjoining sites*

The proponents have increased the initial southern setbacks (from 3m) to a varied setback of 5-6m. The visual interest and articulation of the southern elevations has also increased. Their arguments regarding the negligible impact on the neighbouring properties and general compliance with the 6m setback in the Business Uses and Centres Design Code are reasonable. The information provided by the applicants was sufficient to complete assessment against the codes.

2. *Demonstration of 'outstanding design' commensurate with landmark position of the site and of the Sustainable Design Code*

The applicants have provided updated design statements and a statement of design excellence. They have used criteria adapted from the Australian Institute of Australia's Core Evaluation Criteria for a Regional Design Commendation to attempt to demonstrate significant architectural skill in support of the 'outstanding' architectural design.

But while the overall building design is competent and well resolved it could not be defined as an 'outstanding' building. The conceptual framework is solid but references sand and rock themes that are hardly original nor sophisticated in their interpretation. The public and cultural benefits do not go above and beyond what the Planning Scheme calls for. The Statement of excellence does not compare the built form to any the local context and it does not place the architecture within the significant local architectural continuum. The program resolution refers to an internal design competition and collaborative processes throughout the assessment, but does highlight any ground breaking ideas or obvious innovations. No evidence is offered to support a process of sustainable design excellence. The response to user needs offers no special insights into the users or how their needs may be met in unique ways.

3. *Demonstration of suitable size of 'village square/plaza' space and clarity about public access hours*

The design of the 'Village square/plaza' space has been revised to make its effective space larger and increase visual permeability and legibility to the public lifts and stairs. New information shows which sections of the forecourt now have 24/7 access and the design provides greater area for and likelihood for 24/7 use. The information provided by the applicants was sufficient to complete assessment against the codes.

4. *Demonstration of legible access to the public car-park without signage*

The applicants have provided a CPTED report to demonstrate compliance with PO10 of the Local Code however the report makes very little mention of visual design clues. The analysis is largely text with plans and includes no street based 3D visual analysis. An assessment is made against the available material.

5. *Suitably civic amenity of staircases to public car-park and supply of CPTED report demonstrating safe and legible access to car-park and 'village square/plaza' space*

As per above the proponents have applied a CPTED report as material to support compliance with the Safety and Security Code. The report does demonstrate the role of active frontages in delivering public safety and security. It also realises on a significant

number of active surveillance measure, which seems incompatible with and environmental design approach.

No additional material has been provided or commentary given to address the adequacy of the public staircases to the public car park. An assessment is made against the available material.

6. Demonstration that the design of retirement (residential) facilities promotes legibility, individuality and a sense of belonging.

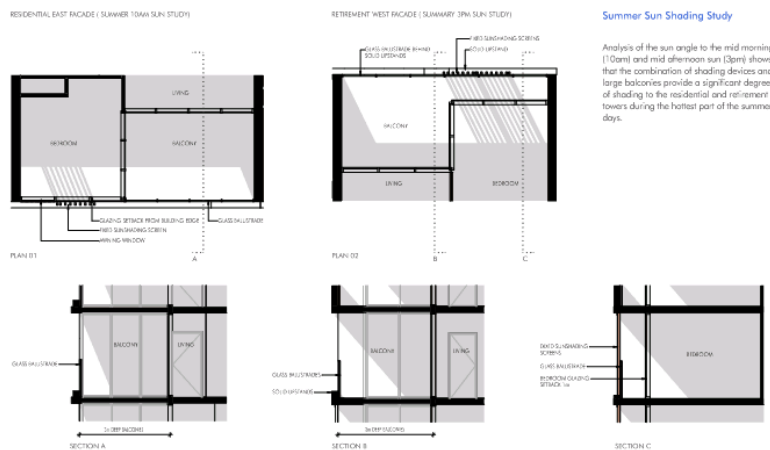
The submitted CPTED report does not satisfactorily address the issues raised in PO7 of the Residential Care Facility and Retirement Facility Code. While the issue of general legibility is raised, no mention is made of how the design foster a sense of individuality, identity and belonging amongst residents. An assessment is made against the available material.

7. Mitigating the bulk and scale of the east and west towers with articulation including appropriate sun-shading and weather protection

Development has been modified to include increased vertical screens and the Retirement Tower has a deeper recess in it. The proponents argument that it is effectively two components having an average length of 30m is not accurate, however the increased break in the elevation is acceptable.

The assertion that adequate sun-shading and window protection to all elevations in accordance with the Sustainable Design Code is not accepted. While some glazing elements have been pushed back and some windows have increased sun protection, the information provided does not demonstrate compliance. The revised drawings (refer Figure 7) clearly show summer morning and afternoon sun penetrating into habitable residential rooms. An assessment is made against the available material.

Figure 7 Extent of sun penetration into the building



8. Adequate balcony sizes for amenities

The applicants have provided additional plans and dimensions demonstrating the intended approach to typical balconies for each unit type. Whilst the information is clear, the applicant has calculated total balcony areas without taking into account minimum dimensions or the functional requirements of balconies especially when taking into consideration drying areas of P14 of the Multi-Unit Residential Design Code. Balcony size facilitates 'outdoor living' which is an important part of the coastal character of the high amenity residential development. The information provided by the applicants is sufficient to complete assessment against the code.

9. Adequate provision of management, supervised care and social and recreational facilities in aged care uses

The applicants have provided additional information demonstrating the intended provision of management, supervised care and social and recreational facilities in the aged care uses. The information provided by the applicants is sufficient to complete assessment against the code.

Figure 8 Extent of private open space



Figure 9 Extent of private open space



Compliance with the relevant planning scheme code provisions.**Local Plan Code - Mooloolaba / Alexandra headland local plan code (Mooloolaba Hospitality Area, Key Site 1 – Brisbane Road Car-park)****PO9 - Outstanding Design**

Performance Outcome PO9 of the Mooloolaba/Alexandra Headland local plan code - Development in the District Centre Zone (Key Site 1 – Brisbane Road Car-park) requires that development of the site provides outstanding building design which is highly articulated and epitomises subtropical and sustainable design that recognizes the landmark nature of the site. The aspect of the development is not compliant but cannot be conditioned to comply.

I am not convinced that the proposed development in its current state is an outstanding piece of architecture. It is however a competent design with solid design foundations that may be capable of achieving an 'outstanding design' through the course of the design development process.

PO8 - Village Square/Plaza

PO8(c) requires the provision of:

"An attractive and pedestrian friendly central community meeting space such as a village square or plaza".

The proposed Public Forecourt has been placed in a suitable location with proximity to key desire-line (to the beach) and activation by shops and the supermarket entry will ensure this is a vibrant space. This aspect of the development is code compliant.

PO10 - Podium Height and Site Cover

The development exceeds the acceptable outcomes for podium site cover and storey height. The development incorporates a ground level site cover of 91%, podium site cover of 98% and height of five (5) storeys, and tower site cover of 53%, which on balance is generally consistent with the planning expectation; podium site cover of 90% and height of four (4) storeys, and tower site cover of 65%.

The proposed podium height of five (5) storeys consists of commercial ground floor and four (4) levels of car-parking with ceiling heights of 2.8m. The proposed configuration of podium levels results in an overall building height that is generally consistent with an alternative configuration that incorporates four (4) levels of commercial with typically large ceiling heights, consistent with the outcomes of the Local Plan.

The development achieves the overall outcomes of the code by providing a highly articulated and attractive ground level and podium that does not have the appearance of being overdeveloped, creates a strong connection with the street and allows for pedestrian permeability. The development incorporates a slender tower forms, when viewed from the southern boundary, with adequate separation between buildings reducing the appearance of building bulk and the extent of shadow cast.

This aspect of the development is code compliant.

PO16 - Amenity to Brisbane Road

PO16 of the Code requires:

(a) "A coherent a coherent and attractive street front address and achieves a high level of visual amenity, particularly along Brisbane Road; and (b) "Functional and integrated car parking and vehicular access that does not dominate the street".

The impact the podium has on the character of the streetscape is predominant design issue for the project. The key issue is the extent to which the podium form activates and energises the streetscape. The corresponding AO16(h) requires that:

"Provides on-site car parking in basements or at the rear or one side of the development, integrated with other vehicle movement areas."

Due to the commercial requirements of project the proponents have elected to make only the upper levels of the podium active on First Avenue. The development uses an articulated screen with planters to the outside of the podium to shield the visual impact of the car park. The proposed development issue here is assessed to have a sufficient level of visual amenity on Brisbane Road. The articulation, awnings and active ground level uses ensure that the car parking and vehicular access minimises the impact on the street and consistent with intended character of the streetscape.

This aspect of the development is code compliant.

PO16 - Public amenity and access to Public Car Park

The development arranges it uses to generally address the key provisions of the code. Active uses present themselves to the street at ground level offering opportunities for casual surveillance, areas sensitive to privacy are located above street level and are generally screened and public paths of travel are generally reasonable legible and open. The proponents CPTED report generally support this.

The critical aspect of concern is around access to and within the public car park. PO 16 of the Code requires:

"A high level of comfort and convenience to pedestrians".

This level of comfort and convenience would extend from the public realm into any public spaces and structures. The development generally complies with the provisions of the code where it relates to the street. However the submitted design only includes shared fire escapes for access/egress to the car park and not publicly accessible and open staircases allowing pedestrians to conveniently access the public car park from the street.

The proposed development has 2 main lift cores to access the public car park component. These are accompanied by fire escapes for access/egress to the car park not open staircases. The staircase in the main entry (on Brisbane Rd) to the upper levels of the public car park is shared with the residential fire escape shares and is not publicly accessible (except in emergency). This means there are no readily accessible, legible and convenient ways for pedestrians to access the public car park other in the case of lift failure or through choice. The inclusion of an open staircase to the main public lobby is an important civic gesture that is appropriate for a public car park, but provides an additional level of safety and convenient to the public.

The aspect of the development is not compliant but cannot be conditioned to comply by requiring a continuous 2m wide open stair from Brisbane Road public lobby up to Level 2 of the car park.

Business Uses and Centre Design Code

The proposed development has been assessed against the Business Uses and Centre Design Code. The development generally demonstrates positive relationships to the street and public spaces, car-parking and services areas do not dominate the streetscape, secondary and primary active frontage have a high level of amenity for pedestrians, the building form creates vibrant and active streets and the building 's massing and composition enhances the character of neighbouring streets. As covered elsewhere, the buildings features and articulation have been improved to provide increased visual interest.

The development does not comply with PO7 which says the building must;

"take advantage of local climatic conditions in ways that reduce demand on non-renewable energy sources for cooling and heating"

Buildings have been designed to address the streets and take advantage of views, consequently solar orientation has been necessarily compromised. Material provided by the applicant demonstrates only partial compliance with weather protection and sun shading the east and west elevations of the Residential and Retirement Towers. Additional fixed and operable devices are required in particular to protect habitable rooms of units.

As addressed else where compliance with this PO7 of the code can be achieved with a condition requiring the inclusion of additional sun shading and weather protection structures.

Figure 10 Key view along the principal frontage - Brisbane Road



Multi-unit residential uses code

PO5 - Screening of car parks

PO5 of the Code requires:

"The multi-unit residential use is designed to screen car parking areas, services and mechanical plant."

The impact the podium car parking has on the character of the streetscape is predominant design issue for the project. The key issue is the extent to which the podium screen mitigates the car parking uses and activates and energises the streetscape.

Due to the commercial requirements of project the proponents have elected to make only the upper levels of the podium active on First Avenue. The development uses an articulated screen with planters to the outside of the podium to shield the visual impact of the car park.

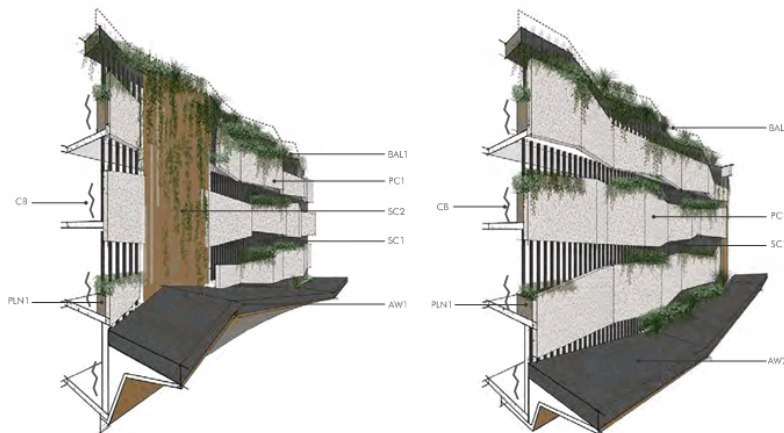
The proposed development issue here is assessed to have a sufficient level of visual amenity on Brisbane Road. The articulation, awnings and active ground level uses ensure that the car parking and vehicular access minimises the impact on the street and consistent with intended character of the streetscape.

This aspect of the development is code compliant.

PO8 Visual privacy and setbacks

Performance Outcome PO8 of the Multi-unit residential uses code requires that adequate separation is provided to adjoining uses to ensure an adequate level of amenity, visual and acoustic privacy is achieved. While the proposed setbacks for the development do not comply directly with the referred setback provisions of the 9.3.11.3.1 (for Multi-unit uses) they generally comply when considered across the whole of the scheme.

Figure 11 Carpark screening



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The reduced setbacks on the primary, secondary and street frontage are of less concern, as any encroachment is not a perceptible within the wider street reserve. The servicing/lift cores of the public car park are acknowledged constraints on the Brisbane Road and Smith Street setbacks. The reduced First Avenue setback (3m) for the hotel uses does not represent any impact in adjoining amenity or streetscape.

The tower setbacks along the southern boundary provide vary from 5-6m rather than the 8m called for in the Multi-Unit Residential Code. It is acknowledged that this varied setback is reasonably consistent with a reduced requirement of 6m in the Business Uses and Centres Design Code. The subsequent material submitted by the proponents justifying compliance is accepted. It is also noted that the arrangement of these units facing towards the street (and away from the adjoining neighbours) also reduced potential impacts and conflict. The approach is assessed as in accordance with Performance Outcome PO8 of the Multi-unit residential uses code.

This aspect of the development is code compliant.

PO11 Private Open Space

The application has not demonstrated satisfactory compliance with PO11 which says:

"The multi-unit residential use provides communal and private open space and landscapes such that residents have sufficient area to engage in communal activities, enjoy private and semiprivate spaces, and accommodate visitors."

AO11.4 proposes above ground private open space minimum areas of 12sqm with a minimum dimension of 3m. The applicant has calculated total balcony areas and not taken into account minimum dimensions or the functional requirements of balconies especially when taking into consideration drying areas of P14. Balcony size facilitates 'outdoor living' which is an important part of the coastal character of the high amenity residential development.

Compliance with this PO11 of the code is be achieved with a condition requiring the inclusion of larger balcony sizes which are specified with minimum consolidated areas and minimum dimensions.

P14 Clothes Drying

The application has not demonstrated satisfactory compliance with P14 which says:

"Communal clothes drying facilities are provided where dwellings or rooming units are not provided with individual drying facilities"

The proposed plans shows a range of balcony sizes most of which are too small to include a dedicated drying area in addition to other consolidated outdoor amenities.

Compliance with this P05 of the code is be achieved with a condition requiring the inclusion of larger balcony sizes which are specified with minimum consolidated areas and minimum dimensions.

Residential care facility and retirement facility code

PO5 Building Bulk and Scale

The development comprises 3 residential towers. The retirement and residential towers on Smith St and Brisbane Road are approximately 48m and 50m in elevational length. PO5 addresses siting and design of development to ensure that the scale and bulk of development

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"Is compatible with surrounding development" and "does not represent an appearance of excessive bulk to the adjacent premises, the streetscape or other areas external to the site"

AO5.4 says *"Any building does not exceed 40 meters in length, with separation between buildings for the purposes of cross ventilation, articulation and light of at least 6 metres".*

While the residential tower on Brisbane Road does exceed 40m in elevational length, the building cranks to allow views to the east and with 36m of length in any one plane. This reduces the impact of the building bulk as viewed from the street and will provide additional light to the street. The Retirement Tower on Smith Street does exceed the Acceptable Outcome in length, however the development sits on a secondary frontage and is somewhat less visible. This elevation includes a good articulation and deeper recesses to break up the length. The scale of the building is generally compatible with other buildings in the vicinity of Smith St

This aspect of the development is code compliant.

PO7 Individuality and sense of belonging

The development separates the residential uses into 3 towers each with separate entrance lobbies at ground level. Lobbies to each of these areas are dedicated to each use, with some sharing between the retirement uses. PO7 of the code requires that:

"The site layout and design of buildings forming part of the residential care or retirement facility promotes legibility, individuality and a sense of belonging".

Corresponding AO7.1-3 outlines a range of measures to deal with the clustering of units with separately defined amenities and logical and direct paths. While lobbies at ground level in the development do not promote individual sense of belonging, the clustering and separation of these access points have a distinct street address allowing them to be easily located and the clusters of uses (relating to the tower) easily identified.

This aspect of the development is code compliant.

Safety and security code

PO8/P10/P12 Building Design/Movement and Access/Car-parks

The development arranges its uses to generally address the key provisions of the code. Active uses present themselves to the street at ground level offering opportunities for casual surveillance, areas sensitive to privacy are located above street level and are generally screened and public paths of travel are generally reasonable legible and open. The proponents CPTED report generally support this.

The critical aspect of concern is around access to and within the public car park. PO10 requires that:

"Development provides for pedestrian and cyclist pathways and facilities that are safe, usable and readily accessible". PO12 says that;

"Development provides car parks which are designed, located and managed to promote public safety, security and non-discriminatory access".

The proposed development has 2 main lift cores to access the public car park component. These are accompanied by fire escapes for access/egress to the car park not open staircases. The staircase in the main entry (on Brisbane Rd) to the upper levels of the public car park is shared with the residential fire escape shares and is not publicly accessible (except in emergency). This means there are no readily accessible, legible and convenient ways for pedestrians to access the public car park other in the case of lift failure or through choice. The inclusion of an open staircase to the main public lobby is an important civic gesture that is appropriate for a public car park, but provides an additional level of safety and convenient to the public.

Compliance with this PO8, P10 and P12 of code can be achieved with a condition requiring a continuous 2m wide-open stair from Brisbane Road public lobby, up to Level 2 of the car park.

Sustainable Design Code

PO2 Sun shading and weather protection

The application has not demonstrated compliance with PO2 which says:

"Development is located, designed, constructed and operated in a manner that incorporates passive design elements for cooling and heating including:

(a) Weather protection and sun shading (including eaves and overhangs that are incorporated into facades); (b) Roof forms and colours that reduce direct solar heat gain; (c) Rain protection appropriate to each facade orientation; and (d) Providing opportunities for building occupants to determine indoor climate (e.g. adjustable louvres and shading)".

Material provided by the applicant demonstrates only partial compliance with weather protection and sun shading the east and west elevations of the Residential and Retirement Towers. Additional fixed and operable devices are required in particular to protect habitable rooms of units.

Compliance with this PO2 of the code can be achieved with a condition requiring the inclusion of additional sun shading and weather protection structures.

PO5 Clothes Drying

The application has not demonstrated satisfactory compliance with PO5 which says:

"Development is designed and operated to minimise the production of greenhouse gas emissions by implementing a range of emission limiting measures including, but not limited to, the following:-

(a) Use of solar power or other non-polluting, renewable energy sources to supply part or all of the development's energy needs"; and (b) For residential development provision of a non-mechanical (natural) clothes drying area for each dwelling."

The proposed plans shows a range of balcony sizes most of which are too small to include a dedicated drying area in addition to other consolidated outdoor amenities.

Compliance with this PO5 of the code can be achieved with a condition requiring the inclusion of larger balcony sizes which are specified with minimum consolidated areas and minimum dimensions. This issue is addressed in conjunction with the Multi-unit Residential Design Code.

Conclusions

The proposed development delivers a complex mix of uses on a unique and important site in Mooloolaba. The general arrangement of the uses is sensible and delivers a built form that activates its streetscapes, provides good amenity for users and it compatible with the intended urban character of Mooloolaba. The development uses a contemporary design that is skilled but not 'outstanding'.

The achievement of excellent architecture and urban design outcomes have been partly compromised by the commercial outcomes of the project, namely the car-parking requirements and the scale of the supermarket. Concealing the podium car-parking with screen and not active uses is also a compromise although not unexpected. However the design of the podium (articulated screen and planting) has been well handled.

The varied materials palette and articulation treatments of the podium are critical to this building's success. Proponents are to note that quality design treatments that are likely to be diminished or 'watered-down' through post-approval 'value-engineering' will not be supported. The proposed feature treatment s('green-walls' and water-edge pool) are an integral part of the design and the design-development process should enhance their positive impact.

The proponents arguments have been carefully considered and largely accepted.

Convenient and legible access to the public car-park has not been adequately resolved by the proponents. The design strategies for sun shading and weather protections are insufficient as is the resolution of residential balconies. It is important that these are resolved carefully and with clever design as they are critical to the relaxed outdoor character that in defines local architecture. The successful resolution of these issues and a sensitive approach to design development of the scheme has the potential to transform it into an outstanding development.

This development will make a positive contribution to Mooloolaba and should (as intended) help Mooloolaba progress to its next level of maturity.

Figure 11 View along First Avenue



Recommendation & Conditions

The proposed development is generally compliant with the relevant architecture urban design and CPTED provisions of the planning scheme. For full compliance I recommend the following conditions be included in the notice of conditions

Balcony Sizes

Prior to any building works commencing, architectural drawings must be prepared and submitted to council for review against the Approved Plans and endorsement. The architectural drawings must show the final developed details of the facade treatment, the ground interface and the rooftop/building capping elements of the approved buildings, and must depict a higher level of documentation detail than that shown on the Approved Plans. The architectural drawings must include detailed plans at 1:100 showing the all residential balconies with the following minimum areas and dimensions:

1. (i) Typical care unit – minimum 10sqm consolidated area with a minimum dimension of 3metres; (ii) Typical 1 bed unit – minimum 12sqm consolidated area with a minimum dimension of 3metres; (iii) Typical 2 bed unit – minimum 12sqm consolidated area with a minimum dimension of 3.5metres; (iv) Typical 3 bed unit – minimum 15sqm consolidated area with a minimum dimension of 3.5metres;

Public stairs to car park

2. Include detailed plans at 1:100 showing 2m wide open staircase extending from the public lobby (on Brisbane Rd) up to Level 3;

Sunshading and weather protection

3. Include detailed plans showing fixed or operable shading devices to allow morning and evening sun exclusion from residential and care units between September and April months

Clothes drying areas

4. Each dwelling must be provided with a non-mechanical (natural) clothes drying area, or alternatively, each dwelling unit must have access to a communal outdoor clothes drying area that is fitted with a **dedicated** robust clothes lines. Where individual clothes drying areas are provided on balconies, they are to be concealed or screened from public view.

Energy efficiency

5. Solar radiation through **non-residential** external glazing must be controlled by at least one of the following: (a) a permanently fixed overhangs; (b) glazed window or door assemblies with a minimum WERS (Window Energy Rating Scheme developed by the Australasian Window Council Inc.) rating of 4 stars for cooling; (c) a permanent external assembly containing adjustable shading devices or fixed screens with a maximum transparency of 25%.

Please contact me if you require any further information in relation to this advice.

Yours sincerely



Phil Smith
Associate Director, Deicke Richards

Item 8.5.1 Development Application for a Material Change of Use (Mixed Use
Development) - Brisbane Rd & 7, 9, 13 & 15 First Ave, 11 Smith St,
Mooloolaba

Attachment 4 Architecture Assessment

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