

Proposed Maroochydore City Centre Priority Development Area (PDA) Development Scheme Amendment (No. 2)



Car Parking

Introduction

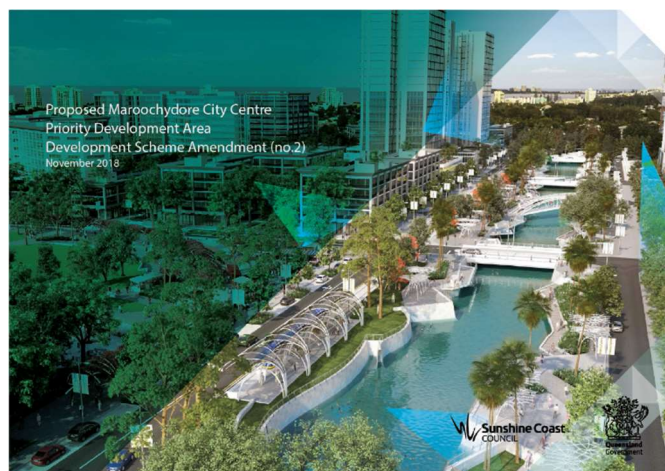
Under delegation from the Minister for Economic Development Queensland, Council is proposing an amendment to the Maroochydore City Centre Priority Development Area Development Scheme, referred to as the *Proposed Maroochydore City Centre Priority Development Area Development Scheme Amendment (no.2) 2018*.

This information sheet provides details on proposed changes to the on-site car parking provisions, as part of this amendment.

About the proposed amendment

A significant review of the Maroochydore City Centre Priority Development Area Development Scheme has not been undertaken since the commencement of the development scheme in 2014. The amendment therefore seeks to ensure:

- the efficient operation of the development scheme
- the development scheme advances the key policy directions of the South East Queensland Regional Plan 2017
- supports the intended primacy of the Maroochydore Principal Regional Activity Centre.



Why amend the on-site car parking provisions?

The Maroochydore City Centre is designed using principles of transit oriented development with high density, compact urban form. This is reflected in the slow speed and pedestrian friendly characteristic of the adopted road design. The overall design moves away from a car-orientated transport model and seeks to incorporate a comprehensive active transport network and provides for bus services and future CAMCOS passenger rail and light rail, as the primary transit hub for the Sunshine Coast.

Part of the overarching transit oriented development strategy is managing car parking supply.

The car parking management strategy for the Maroochydore City Centre is based on providing a reduced on-site car parking supply supplemented by consolidated public parking facilities (multi-deck parking). In addition to the car parking spaces provided within each private development, the Maroochydore City Centre Infrastructure Agreement requires the provision of an additional 2000 public car parking spaces.

The amendment seeks to provide for transitional arrangements for the car parking within individual private developments which will assist to promote development and investment in the early stages of the development until the first multi-deck public car parking facility is triggered.

What amendment to the on-site car parking rates is proposed?

A revised table of car parking rates is proposed which replaces the non-residential car parking rate from a flat rate for land uses to a cascading rate for non-residential uses.

This provides flexibility and commercial attractiveness in the early stages of development until the first multi-deck public car parking facility is delivered.

Certain land uses such as Government, Service and Community, and Research and Technology uses require a specialised car parking rate due to their unique nature and business needs. The amendment ensures that the specific on-site car parking

requirements can be tailored to suit the specific services being provided.

Existing Table 1: Maroochydore City PDA Car Parking Rates

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Land Use	Interim (minimum rates) (prior to the provision of first high capacity mass transit ⁸ public transport service)	Long Term (maximum rates) (after the provision of first high capacity mass transit ⁸ public transport service)
Residential	1 space per dwelling unit	1 space per dwelling unit
Commercial	1 space per 40m ² GFA on-site Minimum 50% to be provided on-site Up to 50% may be provided in a shared centrally located and managed interim car parking facility or fees paid in lieu of off-site car parking, in accordance with a car parking infrastructure agreement.	1 space per 80m ² GFA
Retail	1 space per 50m ² GFA where use is a Showroom; OR 1 space per 20m ² GFA for all other Retail uses Minimum 30% to be provided on-site Up to 70% may be provided in a shared centrally located and managed interim car parking facility or fees paid in lieu of off-site car parking, in accordance with a car parking infrastructure agreement.	1 space per 50m ² GFA (showroom) 1 space per 40m ² GFA
Services, community and other uses	1 space per 20m ² GFA Where the applicant can provide technical assessment that demonstrates suitable alternative car parking provision for uses under this category, the alternative rates will be assessed by the assessment manager based on relevant merit.	1 space per 20m ² GFA

Proposed amended Table 2: On-site car parking rates

Table 2: On-site car parking rates

Land use	On-site parking rate
Residential	Maximum 1 space per dwelling
Precincts 1-7 Non-Residential	First 20,000m ² GFA approved - Maximum 1 space per 60m ² GFA* Subsequent 30,000m ² GFA approved - Maximum 1 space per 100m ² GFA* Any subsequent GFA approved - Maximum 1 space per 200m ² GFA*
Precinct 8 Non-Residential	Maximum 1 space per 50m ² GFA for showroom Maximum 1 space per 80m ² GFA for commercial uses Maximum 1 space per 40m ² GFA for retail uses
Government/ Service and Community Uses/Research and Technology Industry Uses **	Car parking rates to be determined by a car parking management plan submitted at the time of Development Application.

* GFA thresholds excludes any premises used for Government/Service and Community Uses/Research and Technology Industry Uses ** as separately identified above.

Need further information?

Further details on the proposed amendment (full documentation) can be:

- viewed and/or purchased at Council's Development Information Counter in Maroochydore or at Council's administration buildings in Nambour and Caloundra; or
- downloaded from Council's website – <https://haveyoursay.sunshinecoast.qld.gov.au/open-consultation>

The website also provides details on how to make a written submission about the proposed amendment. Submissions must be received by Council no later than 4.30pm on Monday 14th January 2019.

For further information, please contact Council's Urban Growth Projects Branch on (07) 5420 8003 or email planningscheme@sunshinecoast.qld.gov.au