

# ORIGINAL MARYBOROUGH SITE MASTER PLAN

## MASTER PLAN REPORT

PREPARED FOR FRASER COAST REGIONAL COUNCIL  
NOVEMBER 2014



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## EXECUTIVE SUMMARY

This document is intended to act as a guide for the future development of land within the Original Maryborough Site for residential purposes.

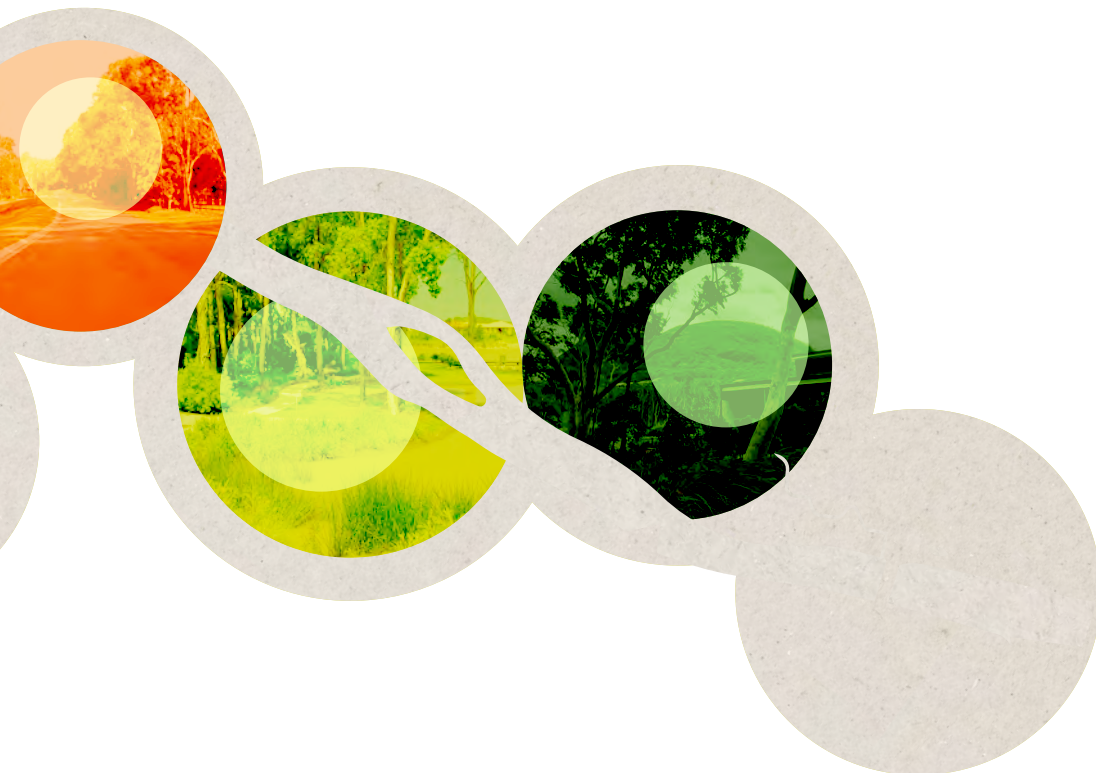
The over arching vision for the Original Maryborough Site Master Plan is for an integrated heritage, residential and parkland precinct that respects the historical significance of the site whilst allowing environmentally sensitive development to occur in a managed way.

The Master Plan draws together important features of the site and seeks to integrate:

- / Innovative residential design
- / Historic parkland setting
- / Active and safe public open spaces
- / A showcase of the historic Original Maryborough Site

The key design principles and values that have guided the formation of the Master Plan include:

- / Preservation and enhancement of the listed heritage features of the Heritage Parklands through appropriate physical and visual integration between the design and heritage values of the parkland and the residential estate
- / Establishment of a parkland setting that combines residential living and open space that showcases the community significance of the site
- / The achievement of an optimised, feasible layout that is both financially and practically viable. Promote a mix and variety of appropriately designed house types that provide a positive outlook to the Original Maryborough Site and future parkland
- / Activation of the Heritage Parklands and the Residential Development site through passive surveillance achieved from the new residential development and active recreation trails accessible for the whole community
- / Celebration of the linkages of the site with the Mary River and the waterways and creeks that connect to it





The project will benefit from the excellent profile that Maryborough has established as a place of heritage importance in Queensland and from the historical significance of the site in the context of the local area. The location of the Residential Development site, immediately adjacent to the Mary River and surrounding parkland, presents an unparalleled opportunity for residential amenity and positions the project as an exclusive development opportunity.

The Master Plan exhibits some of the following features:

- / Walkable parkland trails
- / Historical parkland interface
- / New public parkland facilities
- / A variety of housing choices
- / Water Sensitive Urban Design (WSUD)
- / Subtropical architectural built form.



Original Maryborough Site Master Plan



- |  |                                   |   |
|--|-----------------------------------|---|
| 1 Proposed residential subdivision           | 5 Boardwalk to edge seating nodes | 9 Picnic area look out point                    |
| 2 Open grassland                             | 6 Picnic area existing fig tree   | 10 Existing bamboo grove                        |
| 3 Pedestrian and bike track access under hwy | 7 Rehabilitation zone             | 11 Parking                                      |
| 4 Lake                                       | 8 Informal walking trails         | 12 Wetland area boardwalk to edge seating nodes |
|  |                                   | 13 Future investigations area                   |

# 1.0 INTRODUCTION

# 1.0

The Original Maryborough Site, settled in 1847 and vacated in the 1850s, is a large vacant tract of land on the banks of the Mary River. A range of Master Planning exercises and investigations have been undertaken for the site over the past decade.

AECOM Australia Pty Ltd (AECOM) has been commissioned by Fraser Coast Regional Council (FCRC) to review the existing Original Maryborough Site Master Plan (The Master Plan).

The key elements of the Master Plan comprise:

- / Confirming a viable residential development and subdivision layout
- / Demonstrating potential options for enhancement of the historic park across the Original Maryborough Site

This Master Plan provides a conceptual physical outcome which balances the need to respect the heritage and environmental values of the Heritage Parklands whilst ensuring that the site's prime residential development potential is capitalised upon.

This is achieved by:

- / The protection and appropriate buffering of the heritage building site
- / The sensitive siting of medium density residential lots interspersed with low density residential lots
- / The compatible siting and design of the development's built form which responds to the environmental and contextual characteristics of the site
- / Undertaking a staged approach to development that will meet the likely market demand
- / Demonstrating the compatibility of new development with an enhanced historic parkland

The outcomes described within this Master Plan represent the desirable outcomes for the site, and reflect the aspirations of FCRC, the Old Maryborough Town Site Sub-Committee and the broader community.

## THE STRUCTURE OF THE DOCUMENT

The structure of the document is set out in the following sections:

- / **The Site:** Overview of site characteristics, opportunities and challenges
- / **History:** Review of the historical significance of the site
- / **Site Analysis:** Assessment of the physical connection, development options and concept
- / **Residential Master Plan Concept:** Overview of the preferred Master Plan concepts and design guidelines
- / **Residential Design Guidelines:** Overview of the intended design outcomes for new homes
- / **Parkland Concept:** Outline of options for the historical parkland, including connections with the residential estate

## REVIEW PROCESS

The review of the Master Plan followed a series of steps as outlined below:

- / **Step 1 Review:** The project undertook to visit the project site, review background documentation and assess previous Master Plan options
- / **Step 2 Refine:** This stage sought to test alternative layout concepts through a workshop with FCRC an on going dialogue with the Original Maryborough Site Sub-committee
- / **Step 3 Update:** Following feedback from the FCRC Sub Committee, the Master Plan layout and supporting documents were updated to reflect the preferred direction for the future development of the site
- / **Step 4 Consult:** The revised Master Plan was presented to the FCRC Council for endorsement and available for comment at Community Information Sessions and during the public consultation process
- / **Step 5 Finalise:** Following community and Committee feedback the final document was issued.

## BACKGROUND DOCUMENTS

The review of the Master Plan included the following background documents:

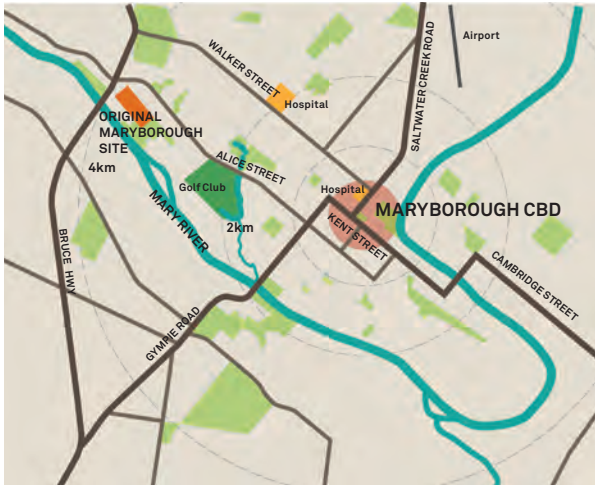
- / Concept Master Plan prepared by Gillespies, March 2003
- / Preliminary Excavation Report, Old Maryborough Township Precinct prepared by Archaeo, May 2007
- / Civil Engineering Report prepared by Opus Qantec McWilliam, January 2008
- / Subdivision Layout Plan prepared by Saunders Havill Group, February 2008
- / Conservation Management Plan prepared by Ruth Woods, February 2008
- / Stormwater Management Plan prepared by Opus Qantec McWilliam, February 2008
- / Landscape Concept Report prepared by EDAW/ AECOM February 2008
- / Traffic Impact Assessment prepared by Cardno, June 2008
- / Road Traffic Noise Assessment prepared by GHD dated November 2013

## ORIGINAL MARYBOROUGH SITE SUB-COMMITTEE

- / Cr George Seymour
- / Cr Phil Truscott
- / Cr Chris Loft
- / Lisa Desmond, CEO
- / Peter Smith, Director of Community & Development
- / Tracey Genrich, Manager Priority Projects
- / Marian Graham, Community Representative
- / Greig Bolderrow, Community Representative



## 2.0 THE SITE



City Context

### 2.1 LOCATION

The Original Maryborough Site is located approximately 4km to the north-west of the Maryborough CBD and more specifically, immediately south of the Alice Street/Bruce Highway intersection. The site is framed by George Street to the north-east of the site and the Mary River to the south-west of the site.

Surrounding land uses include low density residential areas and community facilities including the Riverside Christian College and Maryborough Wesleyan Church to the north of the site. Several tracts of parkland are located in close proximity to the site including Andrew Petrie Park and the Bernard Corser Park alongside the Mary River.

### 2.2 PHYSICAL CHARACTERISTICS

The broader 20.7 hectare site is characterised by undulating open grassland in the heart of the site and groves of both exotic and native trees identified as remnant vegetation.

Existing levels on the site range from approximately RL 5.75 metres (AHD) to RL 22.5 metres (AHD) with the site falling towards the south.

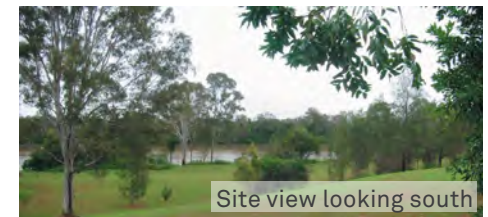
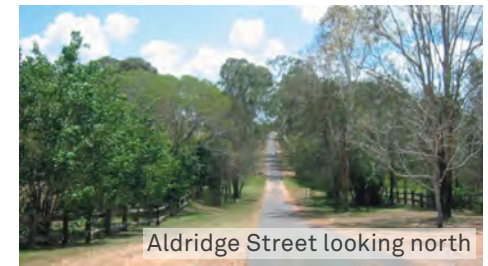
A small creek (Muddy Creek) flows through the site and drains into the Mary River. The site is subject to backwater flooding of the Mary River with a 100 year ARI flood level event (RL 13m AHD) likely to inundate a significant portion of the existing open space and the gully running through the subject site up to George Street.

Various physical markers and structural remains of the original town settlers are evident on the site including marked grave site, stone foundations to the former Bush Inn owned by Aldridge and a historical timber beam in Muddy Creek thought to be the location of an old bridge.

# 2.0







Original Maryborough Site Location

- Original Maryborough Site
- Open Space
- Residential Development site
- Heritage Area





### 2.3 PLANNING CONSIDERATIONS

The full extent of the Residential Development site, located on Lot 2 on SP239101, is identified within the Low density residential zone of the Fraser Coast Planning Scheme 2014. It is noted that the Residential Development site is bordered by an open space zoning designation on Lot 1 on SP239101. In terms of land tenure, the developable component of the Master Plan site is made up of 7.759 hectares of freehold land whilst Lot 1 on SP239101 comprises of 12.98 hectares of Reserve for park and recreation.

Development of a single dwelling house within the low density residential zone is exempt under the planning scheme. However, multiple dwelling developments within the Residential Development site would be subject to impact assessment under the FCRC Planning Scheme 2014.

In terms of the reconfiguration of a lot component of the development, the subdivision will be subject to code assessment if all lots meet the minimum lot size of 500m<sup>2</sup>.

The Master Plan Residential Development site is subject to several planning overlays in the Fraser Coast Planning Scheme including:

- / Acid Sulfate Soils overlay(land above 5m and below 20m AHD
- / Infrastructure overlay (Major road corridor buffer area and high voltage sub-trans line buffer area)
- / Biodiversity overlay (MSES – regulated vegetation, other remnant vegetation)
- / Bushfire Hazard overlay (high bushfire hazard area, medium bushfire hazard area, potential impact buffer area)
- / Coastal Protection overlay (Coastal zone, Coastal management district)
- / Flood Hazard overlay

The implications of these overlays for the future development of the Residential Development site are further detailed within the Opportunities and Challenges section (2.5).



Fraser Coast Regional Council - Zoning Map



- Residential Development Area
- Low Density Residential
- Medium Density Residential
- Open Space
- Environmental Management & Conservation
- Community Facilities



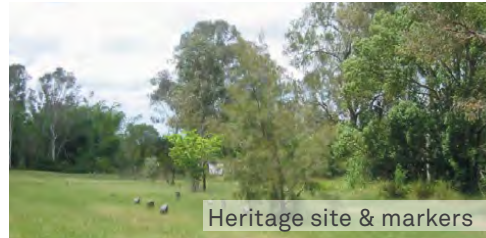
## 2.4 CULTURAL AND HERITAGE VALUES

The Master Plan area represents a significant historical site in the context of the early settlement of Maryborough. The site forms part of the original Maryborough Town Centre which is listed on the Queensland State Heritage Register.

The Original Maryborough Town site was occupied between 1848 and 1855 and functioned as the main port and centre of commerce for the region. The site provides evidence of the early settlement of the Wide Bay District and is unique amongst the pre-1859 towns of Queensland in that it retains most of its originally occupied town site in a relatively undeveloped state (State Heritage Register, 2014).

The full extent of the historical township area extends outside the registered state heritage boundary for the site. The area outside the heritage listing encompasses approximately one-third of the settlement and accommodated a variety of residential, commercial, administrative and pastoral land uses. Significant structures that were located within this area include Palmer's Inn, Palmer's Store, Blackman's hut, store and enclosed yard, the gaol, Emmanuel Thorpe's hut and enclosed yard, and several huts (State Heritage Register, 2014).

Early building remnants and physical markers serve as a reminder of the original town settlers that occupied the site with several pieces of physical evidence remaining on the site including marked



grave sites, stone building foundations, saw pits, archaeological materials and bridge remnants.





The proposed layout of the Master Plan respects the historical heritage values of the site by:

- / Providing a 10m setback from the R. Palmers heritage building site
- / Building around the heritage sites, where possible
- / Designing small clusters of residential buildings with a prevailing architectural built form which respects the surrounding Reserve for parkland and recreation.



Fraser Coast Regional Council - Heritage Map



-  Residential Development Area
-  Part only of State Heritage Place
-  Adjoining Heritage Lot
-  Heritage Building Site

**2.5 OPPORTUNITIES & CHALLENGES**

The Master Plan site presents a number of opportunities that need to be capitalised upon as well as a number of challenges that need to be addressed through appropriate design and siting arrangements.

These key issues have formed part of ongoing discussions with FCRC and have actively guided outcomes for the Master Plan.

**2.6 OPPORTUNITIES**

**Maximisation of the Residential Development site’s river-front aspect**

The Master Plan presents an opportunity to showcase and celebrate the linkage of the site with the Mary River and the waterways and creeks that connect to it. The site presents a rare real estate opportunity with a large river frontage that can still provide flood immune allotments.

**Preservation and respect of the heritage areas**

An opportunity exists to preserve and enhance the important listed heritage features of the Original Maryborough Site through appropriate physical and visual integration between the design and heritage values of the parkland and the proposed residential estate. Furthermore, the historical heritage story positions the land as a place of significance and adds to the sense of uniqueness of the development.

**Unique Residential Development**

This Residential Development site represents an opportunity to promote high quality public realm and residential design outcomes that supports housing variety and choice through the provision of new multiple dwellings.

**Re-establishment of landscape character**

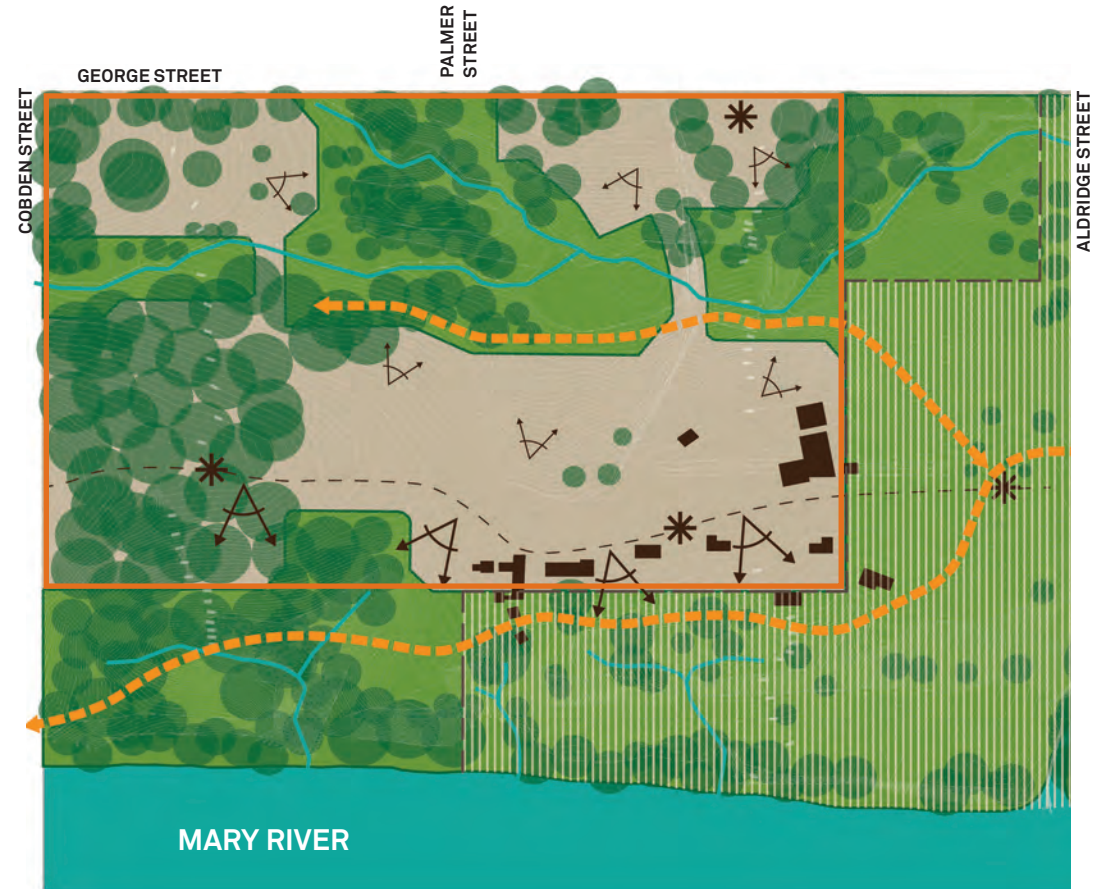
The Master Plan area has extensive open space and landscaping potential with a semi-rural outlook and feel. The site provides the opportunity for a strong emphasis on rural and river views and the overall visual character of the site. Retention and improvement of existing natural qualities where possible is to be considered.

**Provision of an integrated open space system**

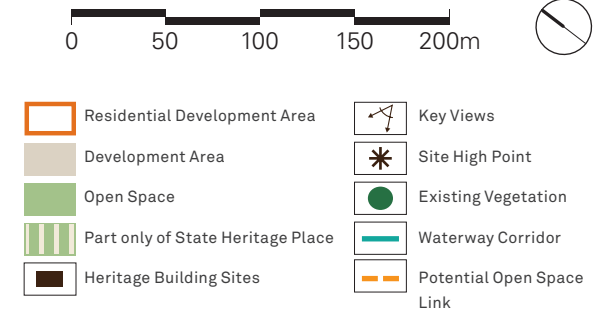
Integration with the surrounding parkland and open space recognised through the existing Master Plan presents an opportunity to increase future activation of the parkland. Through increased passive surveillance from the new residential development and active recreational trails connecting with the local community, the site will be more highly valued as a community asset.

**Creation of an accessible low-medium density residential community exhibiting sustainable design principles**

The Residential Development site has an opportunity to capitalise on its location in close proximity to the Bruce Highway on/off ramp and support an inclusive community with a high level of residential amenity. The site is compatible with modern subtropical architectural design outcomes.



Opportunities Plan





## 2.7 CHALLENGES

### Flood mitigation

The site's susceptibility to flooding is a significant challenge associated with the design and siting of new development. An acceptable level of flood immunity will need to be achieved through effective use of fill to elevate residential development sites (above Q100 flood immunity – approximately RL 13m) and the implementation of stormwater drainage and water sensitive urban design strategies.

### Environmental Management

The development of the Residential Development site will require a sensitive interface with a number of existing environmental issues including:

#### - Vegetation Management

It is noted that the northern extent of the site is mapped as containing Category B Regulated Vegetation. Vegetation on the Residential Development site will need to be sensitively cleared and retained where possible.

#### - Acid Sulfate Soils

The Residential Development site includes land above 5m and below 20m AHD and therefore has the potential to consist of acid sulfate soils. Appropriate testing will need to be conducted prior to the undertaking of bulk earthworks.

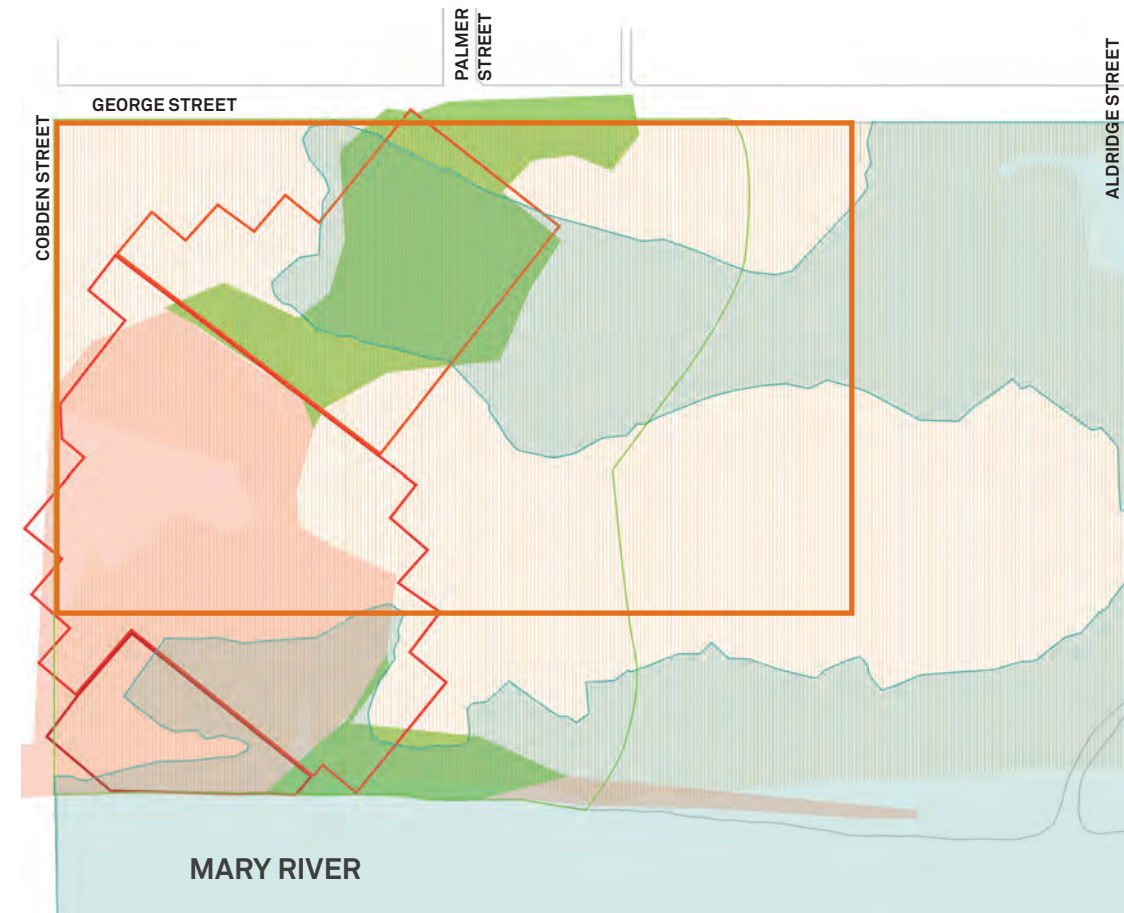
#### - Bushfire Hazard

The site is mapped within a high bushfire hazard area. Appropriate bushfire hazard management strategies will need to be put in place to mitigate the threat of bushfire on the proposed development

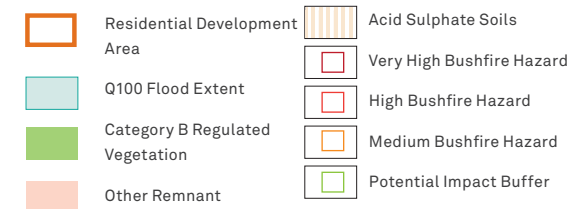
### Site Servicing and Infrastructure Provision

The provision of utility services to the Residential Development site including waste, sewer, power, communication systems and water is a critical consideration in the context of the design and siting requirements of the development.

A number of practical engineering outcomes will be required that respond to the contextual constraints of the Residential Development site such as the undulating topography. Other factors that will need to be carefully considered include stormwater design, bulk earthworks, erosion and sediment control.



Constraints Plan



## 3.0 HISTORY

The following timeline and accompanying text provides a summary of site development and significant site events for the Original Maryborough Site from European settlement through to the present.

In **1842**, the same year that Moreton Bay was opened to free settlement, Andrew Petrie was commissioned to explore the Wide Bay district. With a group of men that included Henry Stewart Russell, the explorer, pastoralist and historian, Petrie travelled by boat to explore the Mary River (then unnamed).

March/April **1843** Stephen Simpson the commissioner of Crown Lands travelled overland from Ipswich and identified subject land on the Mary River as 'well adapted for a settlement'.

**1847** JC Burnett government surveyor examined the site and the river known as Wide Bay River and confirmed its suitability for a town

**1847** George Furber arrived in the district and established a store, shanty and wharf on the river opposite the site.

**1848** Aldridge, Henry and Palmer established their own enterprises opposite Furber.

A post office was established on 23 January **1849**, and the settlement then became known as Maryborough. That same year J.C Ricketts built an inn in Maryborough.

**1850** HR Labatt arrives to survey and recommend a suitable location for a town. Subsequently recommended an alternative site where the existing town is now located based mainly on its greater suitability for shipping.

**1854** Aldridge establishes extensive gardens, expands land holdings and later builds Baddow House.

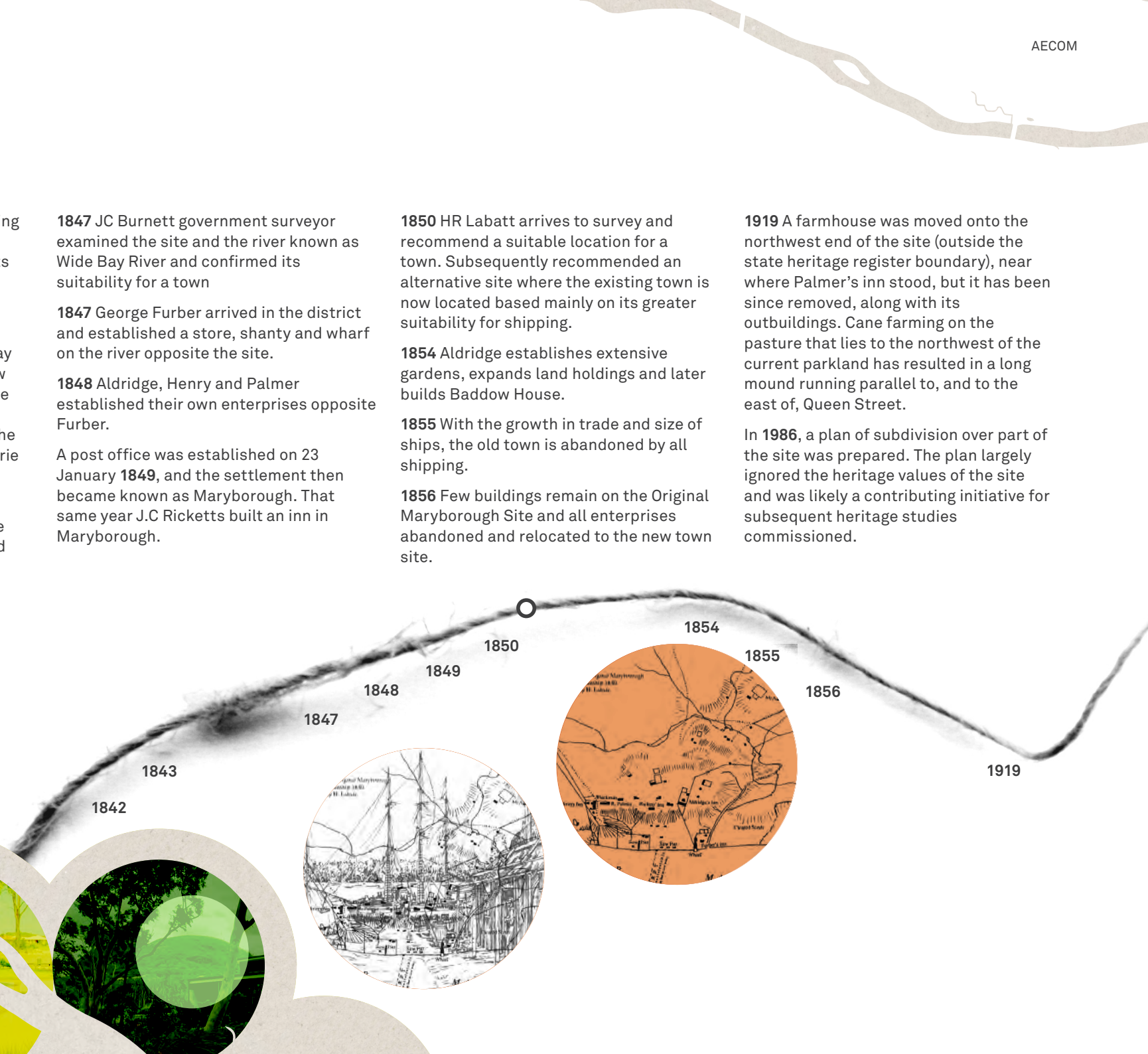
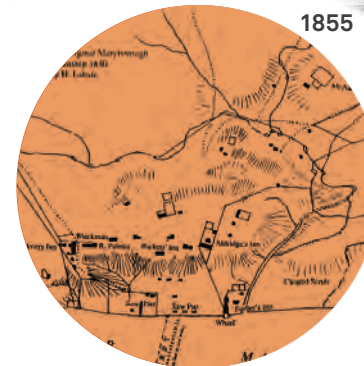
**1855** With the growth in trade and size of ships, the old town is abandoned by all shipping.

**1856** Few buildings remain on the Original Maryborough Site and all enterprises abandoned and relocated to the new town site.

**1919** A farmhouse was moved onto the northwest end of the site (outside the state heritage register boundary), near where Palmer's inn stood, but it has been since removed, along with its outbuildings. Cane farming on the pasture that lies to the northwest of the current parkland has resulted in a long mound running parallel to, and to the east of, Queen Street.

In **1986**, a plan of subdivision over part of the site was prepared. The plan largely ignored the heritage values of the site and was likely a contributing initiative for subsequent heritage studies commissioned.

# 3.0



In **1987** the City received a grant from the Australian Bicentennial Authority for a program of activity to assist with the contemporary interpretation of the site. As part of the Bicentennial Grant, a study was commissioned by Thom Blake and Richard Allom. The work: "Original Maryborough Site: An Historical Study" was published by the Maryborough City Council in 1988 and remains in print.

In **2002**, the Site was nominated for inclusion on the register of the Queensland Heritage Council.

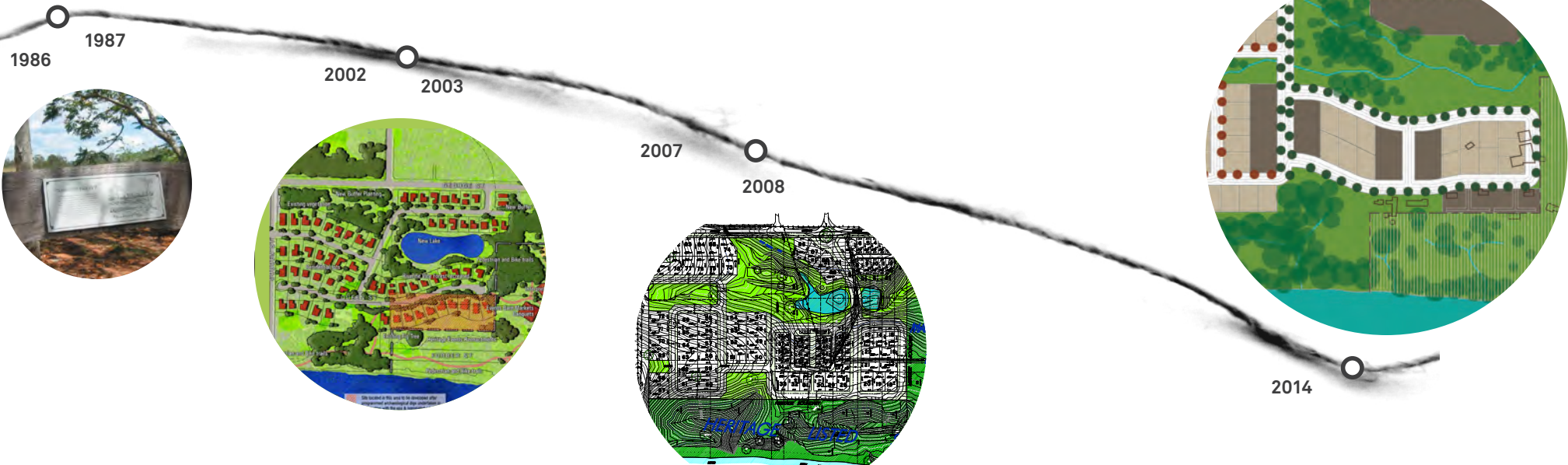
In March **2003** a concept Master Plan was prepared by Gillespies for the original Maryborough Town Site. The report was commissioned by the Maryborough City Council to obtain guidance for the future use of Council owned land on the Mary River.

In **2007** an archaeological investigation conducted within this area revealed artefacts and features dating to the historical occupation period, including deposits of bottle glass, moulded tobacco pipes, porcelain and stoneware fragments, as well as personal items such as a brass button and a copper half penny.

On **4<sup>th</sup> September 2007**, the original Maryborough Town Site was officially listed on the State Heritage Register.

**2008** a revised Master Plan and plan of development for the Original Maryborough Site was prepared and lodged with FCRC. The area of development has been recognised and provides boundaries to protect significant heritage sites and waterway corridors.

**2014** AECOM has been engaged by the Fraser Coast Regional Council to review and update the current Original Maryborough Site Master Plan.





## 4.0 SITE ANALYSIS

The following layers provided guidance to the preparation of an updated Master Plan for the Original Maryborough Site. The investigated layers define the appropriate area of development and rationalize the design process to enable various development options to be explored.

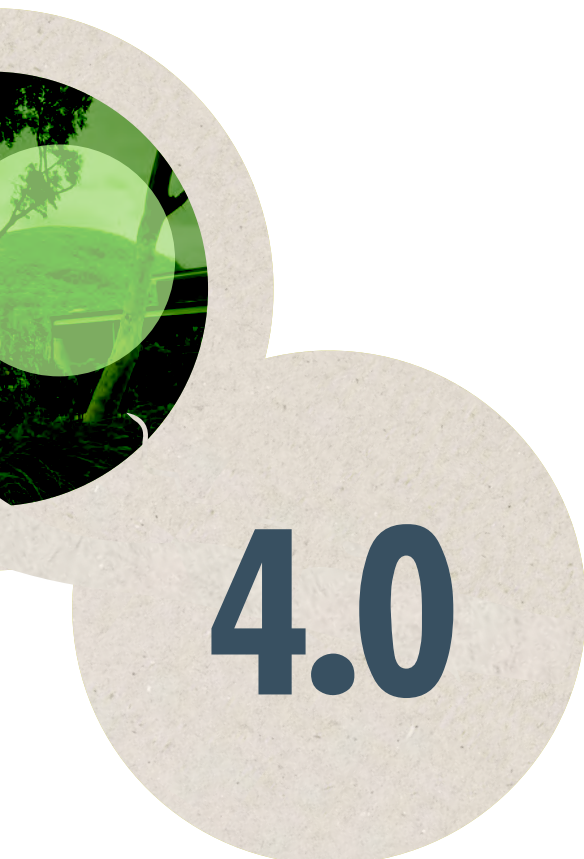
### 4.1 ACCESS AND MOVEMENT

#### Road Movements

- / The primary site access to the Original Maryborough Site has been revised to show the use of Arthur Street from George Street when connecting to Alice Street in the north.
- / It is unlikely that George Street will be connected to Aldridge Street.
- / Cobden Street in the west is unlikely to be extended any further south than the existing road.
- / The previous road alignment from George Street through and across the waterway corridor to the south is seen as undesirable due to the increased cost in road construction.
- / A more desirable location for the Residential Development site's north-south road is further to the west on the existing alignment of the plan of development.
- / Road movements are encouraged to direct traffic towards the heritage area and away from proposed residential areas.

#### Pedestrian Movements

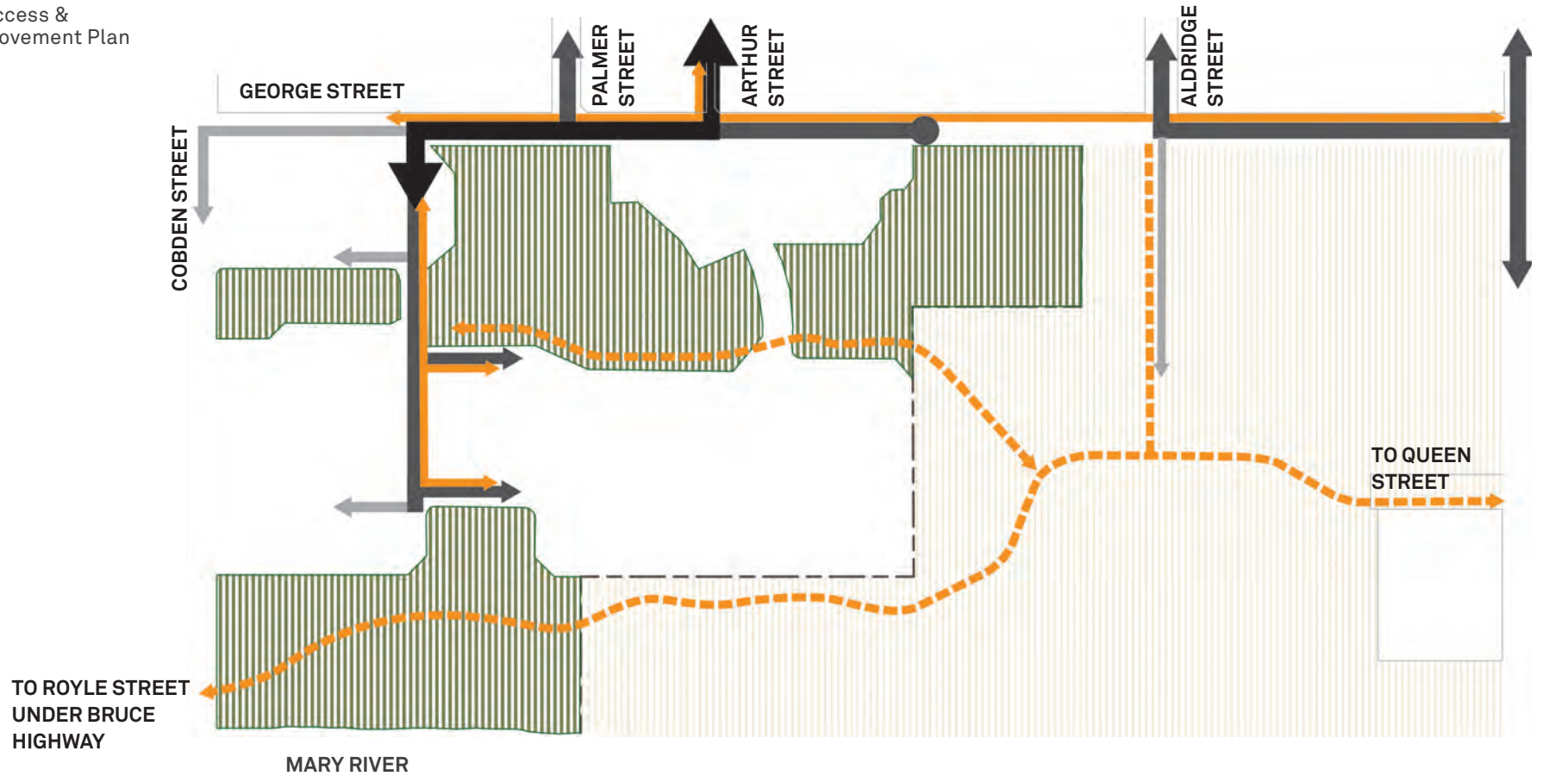
- / Footpath connections are encouraged along the alignment of George and Palmer Streets to connect into the surrounding network.
- / The new alignment of the north south road is to also feature footpath connections.
- / Future open space connections are to be created through the Original Maryborough Site heritage area to allow access to the Mary River.
- / Potential connections through the central waterway corridor of the Original Maryborough Site are encouraged to increase use of open space areas.



# 4.0



Access & Movement Plan



- |   |   |
|---|---|
|  Residential Development Area      |  Future Road Link          |
|  Open Space                        |  Local Street Access       |
|  Part only of State Heritage Place |  Pedestrian Footpath Link  |
|  Major Vehicle Access              |  Potential Open Space Link |
|  Neighbourhood Street              |   |

## 4.2 NATURAL ENVIRONMENT

### Waterways

The development area of the site is impacted by a waterway corridor that divides the site into northern and southern development parcels. The northern area is further divided into eastern and western development areas due to the waterway diverging and heading under George Street as well as under Cobden Street.

The waterway further impacts on the development area due to the impacts of flooding associated with the Mary River. The 100 year flooding level (Q100) is approximately RL 13m and this has been used to determine the developable area of the site.

The previous layout options showed development within the Q100 with some earthwork to raise ground levels above the identified flood level. The revised plan will need to consider the extent of desirable earthworks and explore the option of showing development within the Q100.

The implementation of stormwater drainage and water sensitive urban design strategies with the revised scheme is also to be considered to reduce impacts on the waterway.

### Topography

The site development area is informed by the existing contours of the site. These contours vary considerably across the site and provide a unique character and quality. The large ridge to the south was clearly a primary attraction for the Original Maryborough site as it provides extensive views of the Mary River in the south.

To maximise the use of the existing topography potential the development shall:

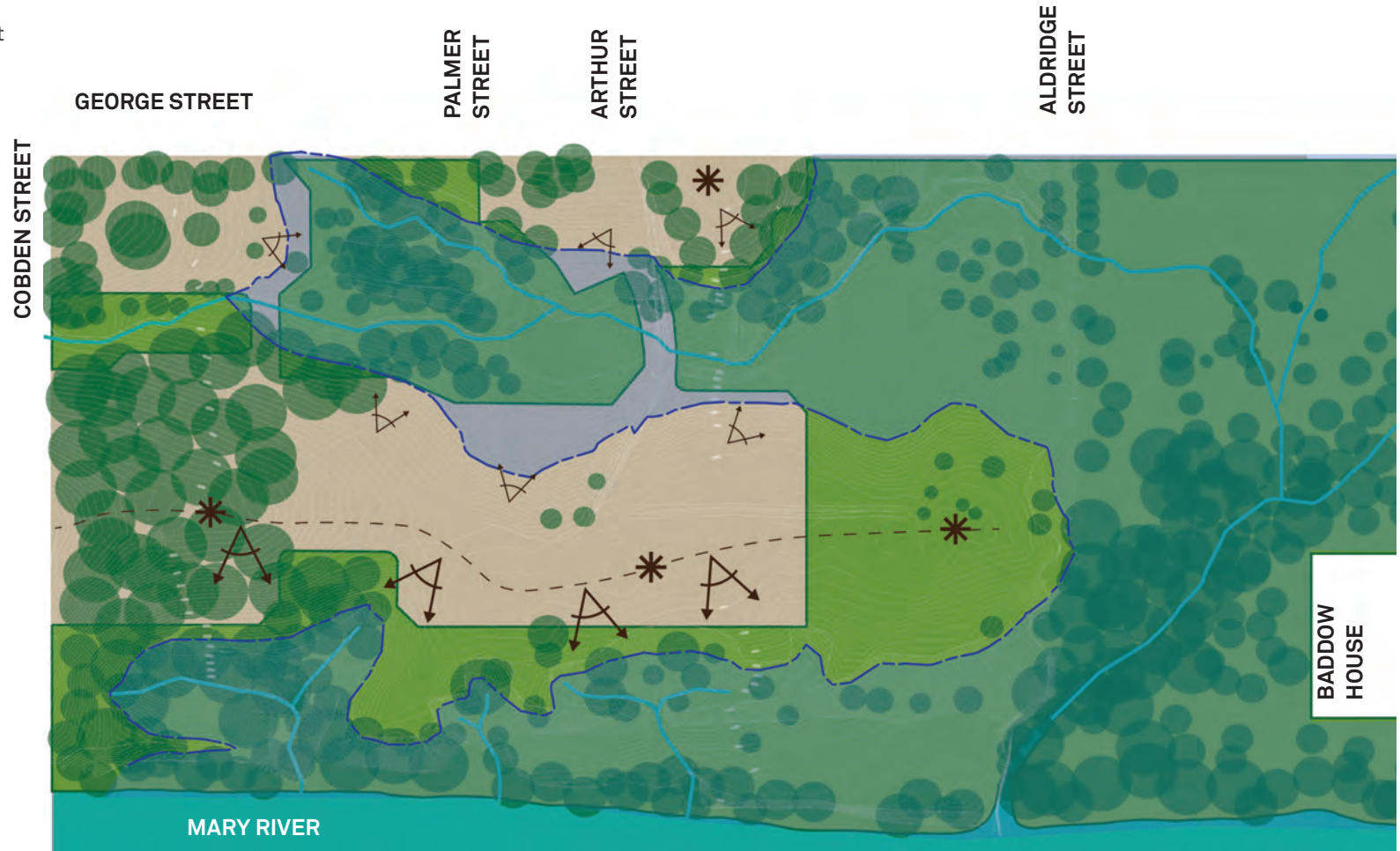
- / Maximise views to the surrounding open space and River aspects.
- / Align road corridors to the existing topography.
- / Ensure development areas adhere as much as possible to the Q100 to minimise fill requirements.

### Vegetation

Areas of existing vegetation on the site area are recognised for their higher value and contain Category B regulated vegetation and remnant vegetation. The higher quality Category B regulated vegetation areas are associated with waterway central corridor and are mostly protected by its extent.

Some non-native species contribute to the historical significance of the site having been planted by historical figures of Maryborough.

Natural Environment Plan



- |                              |                     |
|------------------------------|---------------------|
| Residential Development Area | Existing Vegetation |
| Open Space                   | Waterway Corridor   |
| Key Views                    | Q100                |
| Site High Point              |                     |

## 5.0 RESIDENTIAL MASTER PLAN

### 5.1 EXPLORING OPTIONS

The process of seeking a revised Master Plan to the current Original Maryborough Site Master Plan has been sought in response to issues raised in relation to the viability of delivering the scheme taking into account the topographical, infrastructure and other constraints associated with the residential subdivisions.

The refreshment of the Master Plan seeks to establish the guiding principles for further development and also demonstrate the expected outcomes regarding residential analysis, public realm and open space.

In order to set the direction for a revised Master Plan, a Project Workshop was held between the project consultant AECOM, Council and the Original Maryborough Site Sub-Committee on the 3rd June 2014. The outcomes of the workshop have been recorded in the *Maryborough Old Town - Master Plan Review Workshop Report* (AECOM, June 2014).

Key outcomes of the workshop informed the following:

- / Likes and dislikes of new residential development
- / A review of the sites key attributes for consideration in the development of the plan
- / Main principles that the group established being key to the success of the project.

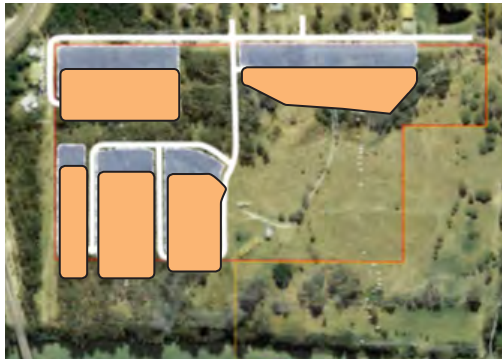
Design factors to be considered in the development of the revised Master Plan include:

- / If financially viable, exclude development from the contentious area on the ridge line where historical artefacts have been mapped.
- / Retain existing, historically significant vegetation
- / Maximise views of the Mary River
- / The central waterway feature should be retained as part of the overall project
- / Consider providing road frontage along the interface with the site of the Original Maryborough Site.
- / Do not provide road access from Aldridge to George Street.
- / Providing active links and pathways between the residential estate and park
- / Encourage the establishment of a new parking area and amenities to promote the increased use of the day use area
- / Factor in parking options for day-use visitors
- / Adopt a salt and pepper approach to mixed housing types and density throughout the development
- / Promote house types that present a principal elevation to the park or river
- / Leverage the proximity of the site to the Bruce Highway.



# 5.0





Workshop Option 1

### 5.2 WORKSHOP PLANS

Early revised sketches of the Original Maryborough Site Master Plan were presented at the workshop.

The two options explored the potential to realign the main north south road across the waterway corridor in an alternative location to connect the southern development area to George Street. The options also removed all development in the vicinity of the listed heritage boundary.



Workshop Option 2

#### Option 1: Internal spine Road

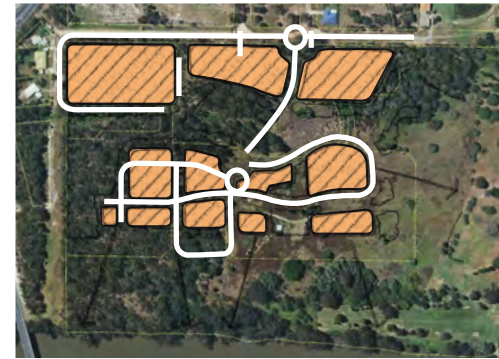
This option retains the central spine road and included the following amendments:

- / Re-alignment of central road to reduce bridge crossing
- / Avoidance of development in the immediate vicinity of the listed heritage boundary
- / Simplification of the internal road layout
- / Retention of development parcels facing George Street.

#### Option 2: Reduced Estate Roads

This option removes the central spine road and included the following amendments:

- / Removal of bridge crossing
- / Extension of George and Cobden Street
- / Simplification of the internal road layout with minimal single fronted roads
- / Avoidance of development in the immediate vicinity of the listed heritage boundary.



Preliminary Concept 2

### 5.3 PRELIMINARY CONCEPTS

The initial workshop plans were then used to guide the development of preliminary concept plans.

Two concept plans were generated that drew on the following design elements:

#### Preliminary Concept 1

- / Maintain access from Arthur Street
- / Re-locate road to reduce length of bridge crossing over the central water body
- / Retain existing, historically significant vegetation
- / Provide active links and pathways between the residential estate and park
- / Maximise views of the Mary River



Preliminary Concept 2

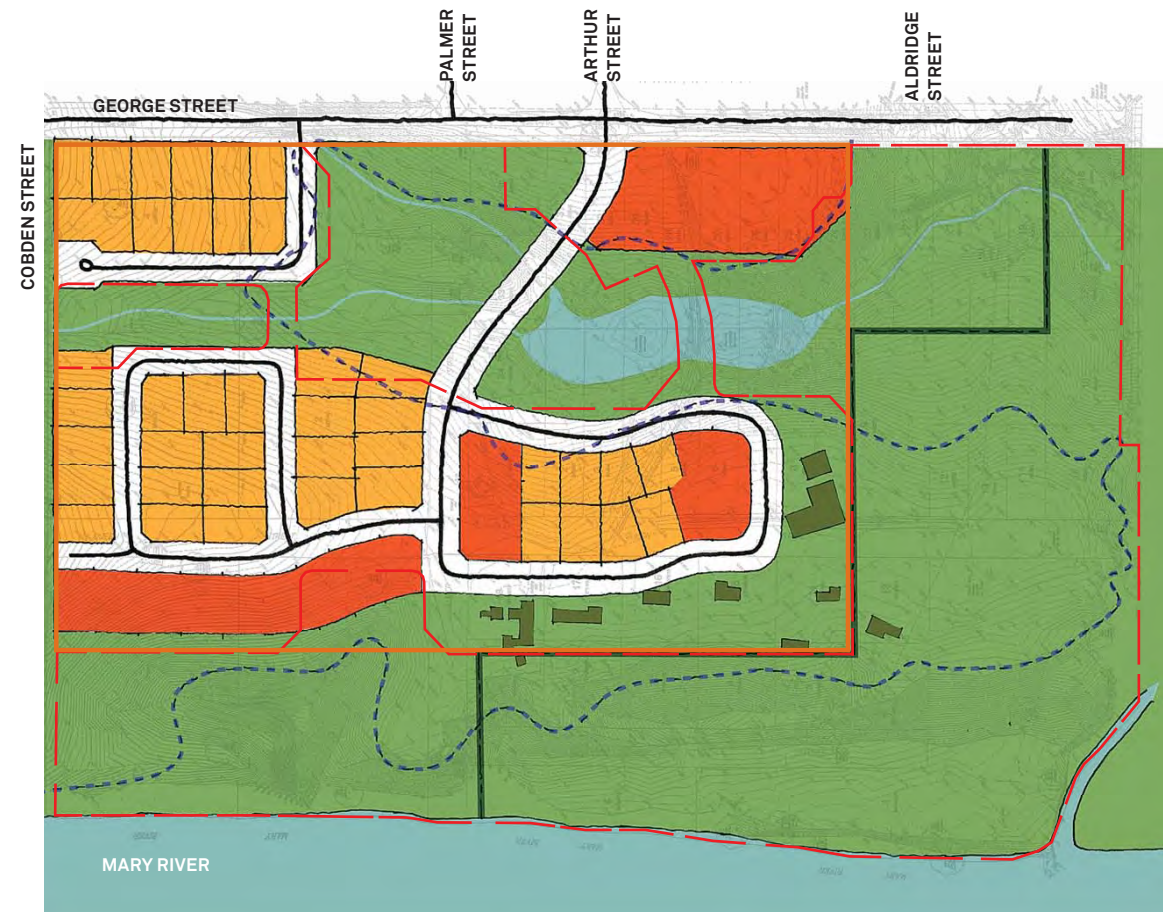
#### Preliminary Concept 2

- / Maintain access from Arthur Street
- / Consider a 4-way intersection to replace roundabouts
- / Re-locate road to reduce length of bridge crossing over the central water body
- / Consider suitable locations for residential community title developments
- / Develop a strong interface between new residential properties, parkland and listed heritage features
- / Explore layout options that are responsive to the additional area of potential historical significance (may or may not be constructed).

#### 5.4 REFINED PRELIMINARY CONCEPT

Feedback from Sub Committee enabled the refinement of the Preliminary Concept 2 to a higher degree of design consideration. The refined design sought to enable:

- / A neighbourhood design that responded to the heritage building footprints
- / Provision of a road frontage along the southern interface with the site and the Original Maryborough building footprints
- / A neighbourhood road to the heritage area that enabled traffic to loop back to the main north-south road.
- / Improved potential for lots to interface with the Mary River and adjoining open space
- / Appropriate positioning of mixed housing types and higher density development that responds to the surrounding open space and neighbourhood layout.





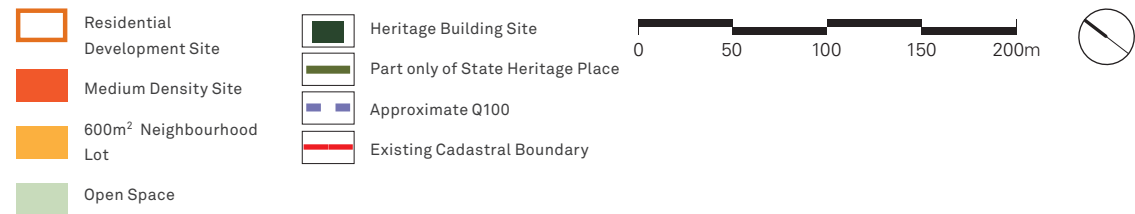
### 5.5 PREFERRED CONCEPT

A preferred neighbourhood concept was selected following further Sub Committee feedback and assessment of options to reduce development costs.

The preferred plan greatly differed from the refined preliminary concept in that the main north south road has been repositioned to align with the existing plan of development for the Original Maryborough Site Master Plan.

The preferred design seeks to:

- / Provide a strong north south link through the Residential Development site that terminates at a high point overlooking the Mary River and open space
- / Push the development footprint through on the southern parcel to the heritage boundary while still maintaining the integrity of the significant heritage building footprints outside of the heritage area
- / Extend the northern low-medium density Residential Development site fronting George Street to the west to utilise additional land not within the Q100 flood boundary while still maintaining high quality vegetation
- / Position mixed housing types and higher density development in a manner that responds to the surrounding open space and neighbourhood layout
- / Position a low-medium density residential allotment alongside the southern boundary and maintain a 10m buffer with the previously sited R. Palmers building.



### 5.6 REVISED MASTER PLAN

#### Development Area

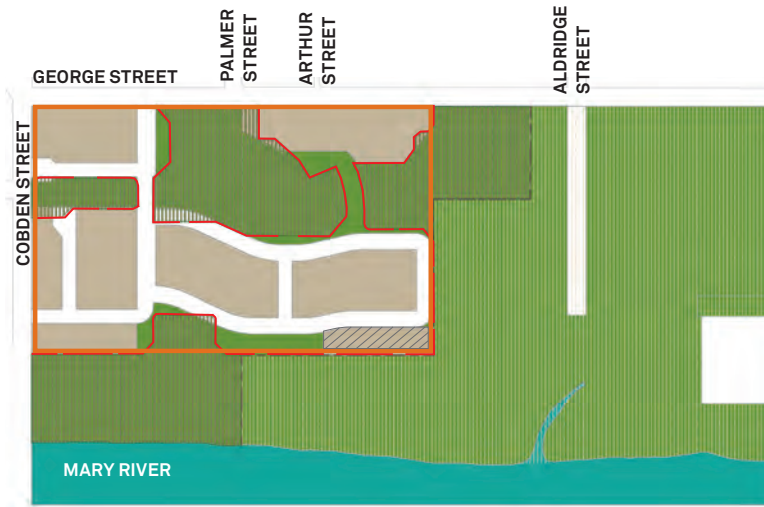
The revised neighbourhood design has altered the footprint for the Original Maryborough Site Master Plan. The new development area:

- / Improves the orientation of the Residential Development site towards the Mary River
- / Optimises the economic development potential of the Residential Development site whilst respecting the physical/ environmental constraints
- / Provides an internal access arrangement that responds to the topography and flooding susceptibility of the Residential Development site
- / Provides a mix of low density neighbourhood lots and low-medium density residential lots that support a range of dwelling types

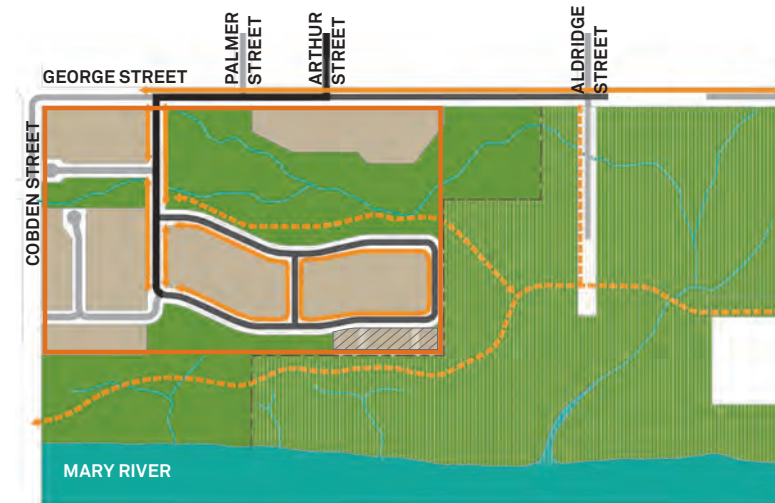
#### Access & Circulation

The revised Master Plan layout provides ease of access for vehicles and pedestrians alike. The layout:

- / Provides two access points to the Residential Development site from George Street to the north and Cobden Street to the west which facilitates circulation
- / Incorporates pedestrian footpath links into the design that integrate with potential open space links within the adjacent heritage and open space areas



Revised Development Area Plan

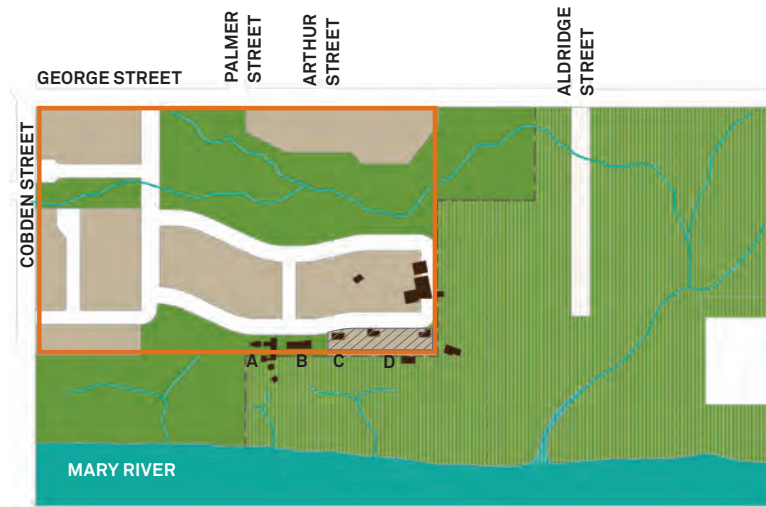


Access & Circulation Plan

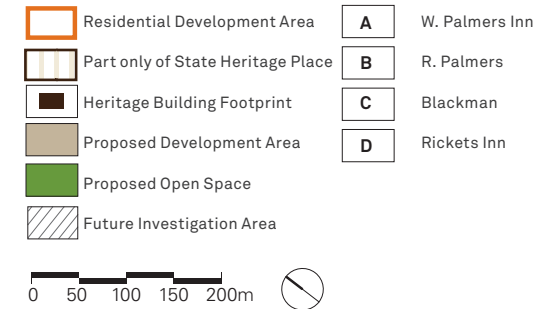
**Heritage Consideration**

The revised Master Plan footprint responds to the adjacent heritage area and:

- / Improves the Residential Development site's integration with the heritage features located outside the defined State Heritage area including W. Palmers Inn, R Palmers building site, Blackman and Ricketts Inn
- / Provides a 10m buffer to the previously sited R. Palmers building
- / Integrates the open space network with surrounding heritage features, creating an interesting pedestrian trail



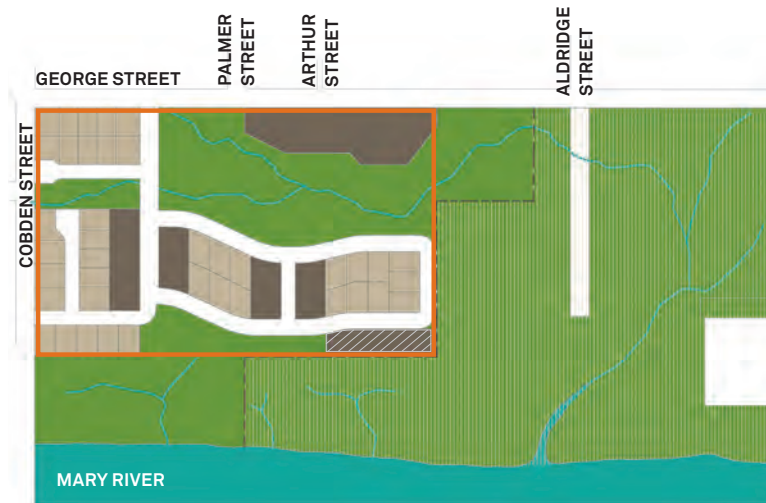
Heritage Consideration Plan



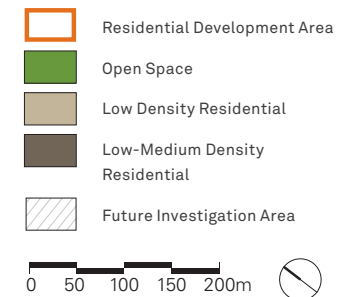
**Land Use**

The revised Master Plan footprint:

- / Improves the balance between low density residential development, low-medium density residential development, open space and parkland
- / Provides an interspersed mix of large multi-unit lots and low density residential lots
- / Ensures that open space and parkland areas act as a buffer between residential lots and surrounding land uses



Land Use Plan



### Open Space

The revised neighbourhood design has resulted in a new concept for the design of the open space areas and interface with the heritage area. The new design:

- / Improves the interface between the residential allotments and the adjoining open space/parkland area
- / Ensures that land susceptible to flooding forms part of the open space provision of the development
- / Maximises the retention of significant vegetation areas
- / Creates the opportunity for pedestrian open space links that overlook natural assets including the Mary River, waterway corridor and densely vegetated areas



Revised Development Area Plan



## 5.7 STREETScape CONSIDERATIONS

### Streets

The Master Plan layout recognises three distinct street typologies in keeping with the surrounding street network hierarchy.

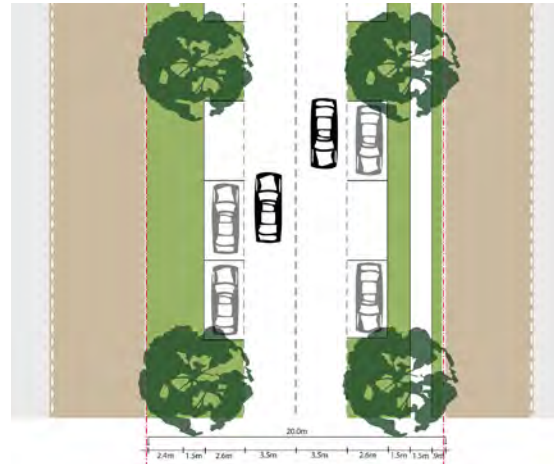
The design and layout of the streets also need to provide a defined boundary between the residential estate and parkland. The transition between road and park will be shown as a landscaped verged to ensure a soft transition.




### 20m Neighbourhood Street

The 20m Neighbourhood Street links the development from George Street in the north along a strong axis through to the southern river park area. The street is to feature indented parallel parking with provision for themed street trees and a 1.5m pedestrian path is provided on the eastern side of the street.

Water Sensitive Urban Design (WSUD) features will be considered and utilised in the design process.

### 20m Neighbourhood Street

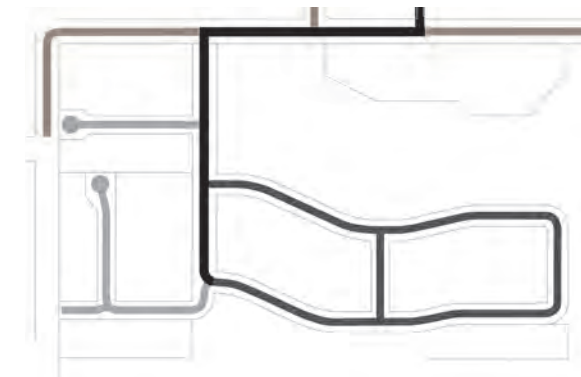





-  Property Boundary
-  Street Area & Parkland
-  6m Built Form Setback
-  Built Form Area

\* Note: Built Form setback varies for verandah, garage and carport area, refer to design guidelines in Section 6.0. This graphic is a typical indication only.



Indented parallel parking



-  20m Neighbourhood Street (existing)
-  20m Neighbourhood Street
-  17.5m Neighbourhood Street
-  Local Street

17.5m Neighbourhood Street

**17.5m Neighbourhood Street**

A modified 17.5m Neighbourhood Street is intended to transition the development from the proposed new neighbourhood to the open space and heritage parkland in the east. The road profile is similar to that of the 20m Neighbourhood Street however a reduced verge edge is provided toward the open space.

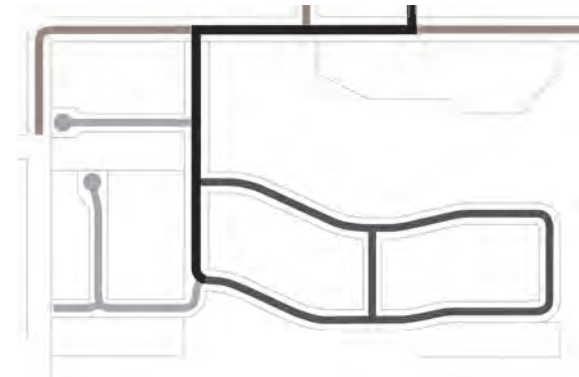





-  Property Boundary
-  Street Area & Parkland
-  6m Built Form Setback
-  Built Form Area

\* Note: Built Form setback varies for verandah, garage and carport area, refer to design guidelines in Section 6.0. This graphic is a typical indication only.



Road edge to parkland area



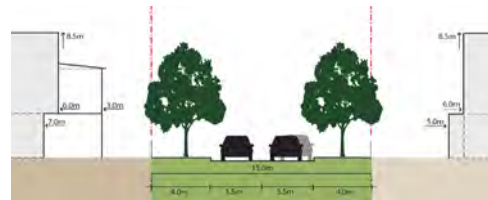
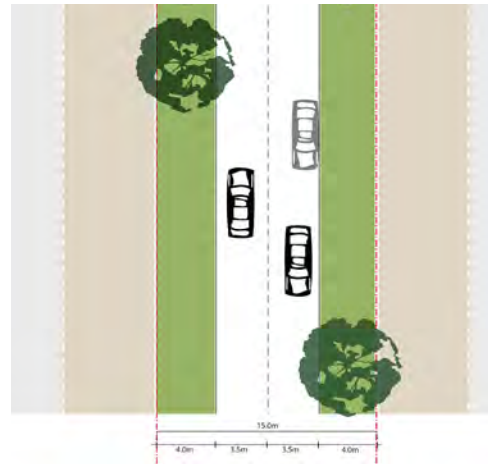
-  20m Neighbourhood Street
-  17.5m Neighbourhood Street
-  Local Street






### 15m Local Street

A smaller 15m local street is proposed to enable access to the remainder of the development. The lower order scale street is identified to reduce traffic movements that may result out of unwanted tourist attraction. The scale of the street with a 4m verge would enable the inclusion of a swale and potentially flat curbing to enable the reduction of hard surface water runoff.

### 15m Local Street

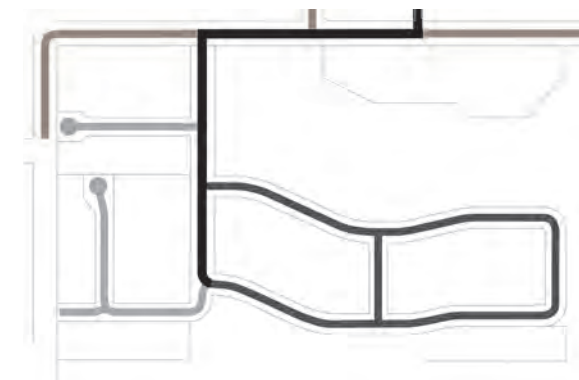





-  Property Boundary
-  Street Area & Parkland
-  6m Built Form Setback
-  Built Form Area

\* Note: Built Form setback varies for verandah, garage and carport area, refer to design guidelines in Section 6.0. This graphic is a typical indication only.



Flush kerb and one way cross fall elements of overall WSUD strategy



-  20m Neighbourhood Street
-  17.5m Neighbourhood Street
-  Local Street

### 5.8 BUILT FORM CONSIDERATIONS

#### Built Form

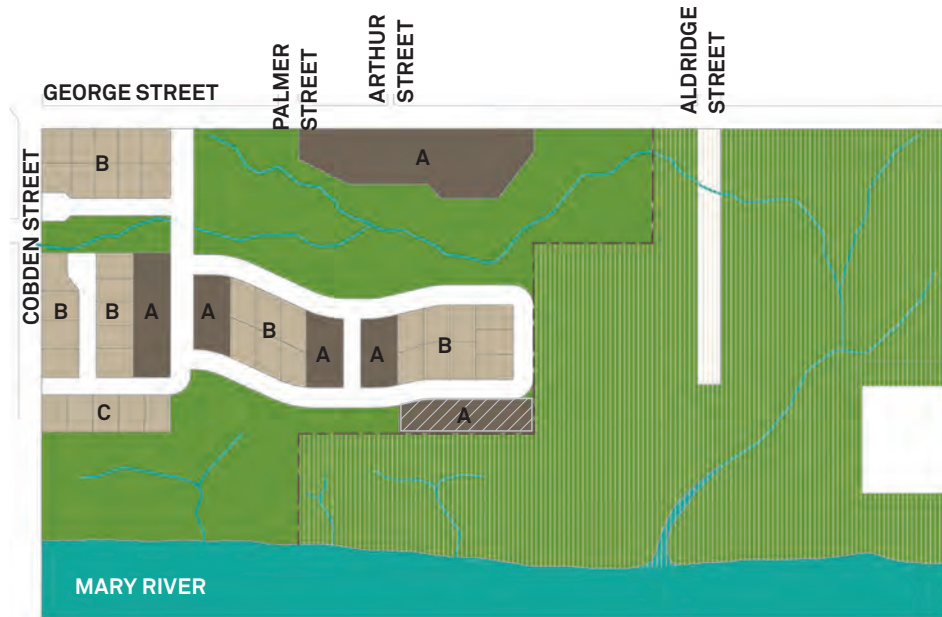
The Master Plan layout supports a low-medium density built form framed by public open space and parkland.

Dwelling built forms will range from detached dwelling houses on 600m<sup>2</sup> blocks to low scale attached townhouses in appropriate locations.

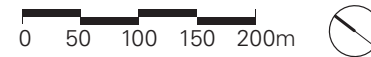
Built form design will be required to respond to specific site conditions and may vary from slab on ground to pole homes to suit more challenging sloping block conditions.

Built form response should also respond to the interface of the street and adjoining open space areas through designed in casual surveillance of public space areas as well as consideration for individual privacy.

Further design direction for appropriate built form response is provided in Section 6.0 Master Plan Guidelines.



Built Form Location Plan



A - Well positioned higher density modern residential homes in key locations.





B-Detachedhouseson600m<sup>2</sup> blocks.



C - Pole homes on difficult sloping blocks to capture River views.

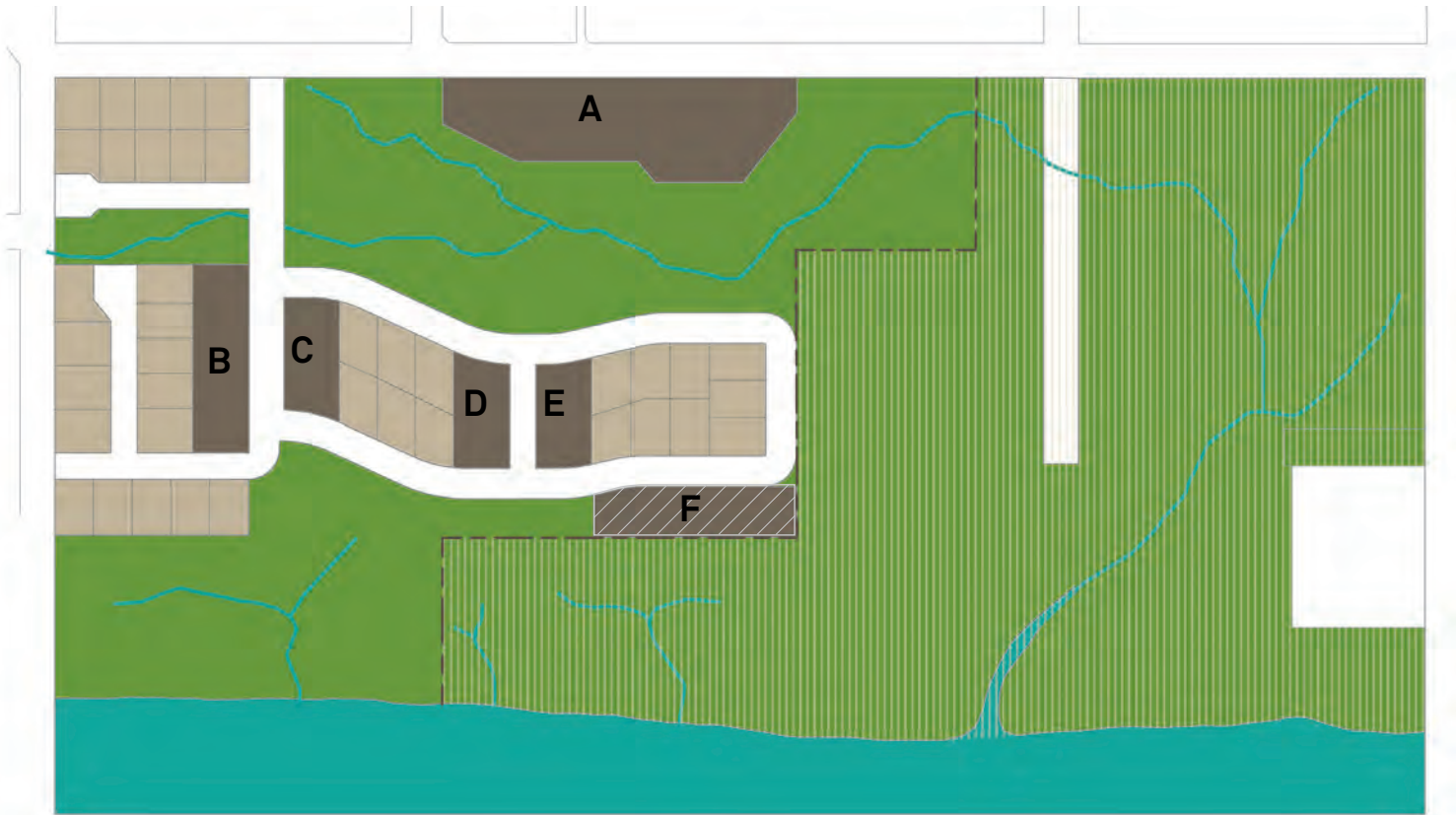


### 5.9 DEVELOPMENT AREA

The following development yield table reflects the estimated residential development area that can be achieved for the Master Plan layout.

This is based on the area of the proposed allotments and the density of dwellings proposed for each allotment.

Residential Allotment Type	Area (m <sup>2</sup> )
<b>Neighbourhood lots</b>	
39	600 x 39 lots
<b>Low-medium density lots</b>	
A	11,370 m <sup>2</sup>
B	3,435 m <sup>2</sup>
C	2,120 m <sup>2</sup>
D	1,975 m <sup>2</sup>
E	1,910 m <sup>2</sup>
F (Future Investigation Area)	4,350 m <sup>2</sup>
<b>Total development area</b>	<b>48,560 m<sup>2</sup></b>



Development Area



## 5.10 DEVELOPMENT ENGINEERING

A number of responsive engineering measures will be incorporated into the design and siting arrangements of the Master Plan area. The following technical aspects have been considered in the context of the site's sensitive physical characteristics:

- / Bulk Earthworks
- / Roadwork and Traffic Management
- / Stormwater Drainage
- / Sewer and Water Reticulation
- / Noise

### Bulk Earthworks

The undertaking of bulk earthworks will be critical to ensure that a suitable level of flood immunity is provided for the residential allotments from backwater flooding of the Mary River. The 100 year ARI flood level from the Mary River is approximately RL 13m (AHD) and the OQM Civil Engineering Report (2008) proposes that affected lots are 300mm above the flood line. Furthermore, internal roads within the estate will be constructed with a minimum pavement level of RL 13m (AHD).

A significant area of the Residential Development site is sloped which presents an opportunity for views, exposure to breezes and a range of architectural built forms. Erosion and sediment control measures will be an important consideration in the design and siting of development allotments. Planted terraces and stepped retaining walls will be a key engineering outcome in the treatment of steep-level changes across the Master Plan area.

### Roadwork and Traffic Management

The layout of internal roads within the residential estate has been designed to respond to the proposed development layout and range of allotment sizes proposed within the Master Plan.

Minor upgrade works will also be carried out on existing roads in order to accommodate the increase in traffic from the proposed development.

This is likely to include road widening on George Street in order to achieve a 6m pavement width and Water Sensitive Urban Design (WSUD) principles.



### Stormwater Drainage

An integrated stormwater management plan will be developed for the Master Plan area. A variety of stormwater drainage features and devices will be incorporated into the design of the development including gully pits, piped drainage and overland flows through the internal access driveways and road reserves (OQM, 2008).

Stormwater runoff across the site will be discharged into the natural gully and existing watercourse on the site that drains into the Mary River. Runoff from the allotments and road surfaces will be minimised and controlled through the use of Water Sensitive Urban Design (WSUD) treatments which may include swales, bio-retention systems and porous paving.

### Sewer and Water Reticulation

Sewer and water reticulation on the Residential Development site will be provided in accordance with the guidelines set out in the Fraser Coast Planning Scheme to service the new allotments (OQM, 2008). The design and siting of new utility infrastructure required for the development will respond to the contextual constraints of the Residential Development site including topography and flooding.







## Noise

A Road Traffic Noise Assessment was commissioned by the Fraser Coast Regional Council in November 2013 in order to assess the nature and extent of the state-controlled road traffic noise impacts on the proposed development. The report (GHD, 2013) found that predicted noise levels comply with the criteria for accommodation activities and open space within the Master Plan area. A number of noise mitigation measures were proposed within the report to further minimise potential noise impacts including:

- / Topography: Using natural topography to prevent line of sight between the road corridor and the proposal
- / Separation distances: Implementing appropriate setbacks between the proposed development and the road corridor
- / Site design: Orientating residential buildings and outdoor spaces in a manner that shields them from the source of emissions
- / Building construction: Integrating the use of masonry walls, acoustic insulation, laminated and double-glazed windows in order to minimise the impact of environmental emissions and meet internal noise criteria.

## 6.0 RESIDENTIAL DESIGN GUIDELINES

# 6.0

### 6.1 INTENDED OUTCOMES

The overall outcome for the Original Maryborough Site is the establishment of an integrated Master Planned residential community that preserves and enhances the important heritage features of the Original Maryborough Site, combined with a new parkland

To ensure that the Original Maryborough Site remains a unique place, it is important that residential guidance is provided. The following described the intended outcomes for the future development of the Residential Development site.



Integration of mature vegetation with new development

## 6.2 PURPOSE OF GUIDELINES

The Design Guidelines seek to create built form outcomes that allow for individual expression whilst maintaining an overall compatibility with the adjoining parkland and historical sites.

The Guidelines will promote confidence and realistic future expectations of the development standards throughout the project. This will provide a clear indication to future developers of the Residential Development site, as to the expected standard of residential development.

Further and detailed design will be required to demonstrate that the future development will be consistent with the expected outcomes for the Residential Development site.

## 6.3 HOUSE TYPES

The Residential Development site is intended to provide a range of different house types. This is in order to promote housing variety and choice for the community by offering a range of house styles, sizes and price points.

To promote this outcome, a variety of lot sizes have been provided with intended house types including:



Variety of architecture and house types



## 6.4 HOUSE DESIGN

The Original Maryborough Site is seen as having a unique location with potential to create a new standard for residential estates in Maryborough. This must be carried through to the design, orientation and siting of new houses.



Single storey detached dwellings



Two storey detached dwellings



Duplex dwellings



Townhouses



### 6.5 GENERAL GUIDELINES

- / Both single and two storey houses are encouraged
- / Contemporary house design is encouraged when applying sub-tropical design principles
- / The principle elevations of new houses should be orientated to adjoining parklands
- / Elevations visible from public vantage points should be carefully designed and promote passive surveillance
- / For sloping sites, pole foundations are encouraged to reduce cut and fill

### 6.6 GENERAL ORIENTATION

- / All dwellings should be positioned and orientated to maximize the benefits of each site's natural attributes
- / Good site orientation should maximize the benefits of solar access and protection, provide wind protection whilst allowing cross ventilation, respect privacy and amenity of neighbours and give careful consideration to the slope and contours of the site
- / The use of balconies and verandahs are encouraged, particularly when overlooking public open spaces
- / House and landscape design is encouraged to provide a strong interaction of the public street areas with the entry and verandah areas of the house

### 6.7 ROOFS

#### Materials and Colours

- / Roof materials to be non corrosive e.g. Colorbond, copper, zinc
- / Flat profile shingle style roof tiles are encouraged
- / Roof colours to be low reflectivity and subdued colours to blend the house with its surroundings.

### 6.8 WALLS

#### Materials

Preference will be given to the use of the following materials:

- / Rendered and / or painted masonry and rendered or painted fibre board.
- / Timber and plywood finished with stain or low reflective paint.
- / Colorbond, copper, zinc and alloys, aluminum, pre-finished metal or resin sheeting or similar materials.
- / Stone and cement based artificial stone building products.



### 6.9 GARAGES AND CARPORTS

- / Garages / carports should not dominate the streetscape
- / Parking structures should be either setback behind the house or incorporated into the house design through the use of materials or roof forms
- / Garages may be detached if they are designed to read with the main structure through the use of similar materials, roof forms, colours and materials
- / The use of shared space driveways are encouraged where this would allow reduced road widths and enhanced open space



### 6.10 DRIVEWAYS AND CARPARKING

- / Residents vehicles must be accommodated on site with minimum visual impact and adequate provision for manouvering
- / The use of textured or coloured driveway is encouraged to offer variety and interest into streetscapes





### 6.11 FENCING

Fencing shall be designed to enhance the visual attractiveness of the overall estate, particularly when viewed from the adjacent parkland.

- / Fencing is to be constructed of materials similar to and compatible with the dwelling and will be of low colour dominance
- / Solid fences should be carefully design and used sparingly to maintain amenity between side boundaries
- / Low level fencing is encouraged to property frontages combined with garden landscaping
- / Landscape integration into fenced areas is also encouraged

### 6.12 ANCILLARY STRUCTURES

The views of back gardens and ancillary structures is an important consideration. This needs to be managed by careful orientation of new dwellings and the use of boundary fences.

- / The orientation of the overall estate and dwelling is such that it minimises views of back gardens from public open space
- / Items such as air conditioning units, solar hot water systems, water tanks and sheds are carefully sited and screened from public vantage points within the adjoining parkland
- / Garbage collection areas are to be fully screened and not directly visible from the street. No bin enclosures are allowed on the alignment

## 7.0 HERITAGE PARK CONCEPTS

### 7.1 OPEN SPACE

#### Open Space Concept

This high level concept illustrates some of the achievable outcomes for the heritage park. Also it demonstrates that a successful relationship can be achieved between residential development and parkland.

The open space concept illustrates the importance of identifying and connecting to the historical significance of the adjoining open space. This means respecting existing landform, relaxed open space character and mature vegetation that stands on it.

The concept represents a potential option for the future enhancement of the parkland.

The concept aims to achieve:

- / An informal parkland for locals and visitor that focuses on **connecting users to nature**
- / **Enhanced connection to the river edge for recreational activities such as fishing and kayaking**
- / The retention and interpretation of areas of **historic significance** to subtly reveal stories and connections of the past uses of the site
- / Rehabilitation of open space **reinstating the original species** of the river bank – dry sclerophyll vine forest
- / Creation of **informal, shady gathering spaces** set within the natural environment
- / **Creek rehabilitation** including weed management, revegetation and the creation of small ponds to enhance habitat and recreational value
- / Creation of a destination and a day use rest point for tourists travelling along the Bruce Highway

# 7.0





### Informal picnic areas

- / Minimal footprint areas, with seating, tables, small shelter, overlooking adjacent open space and views of the site
- / Located to coincide with shade cast by stands of existing vegetation
- / Forms and materials that draw upon the vernacular 'tin and timber'
- / Light and breezy architecture

### Open grassland

- / Open grassland mown for passive and active space
- / Places for informal picnicing and ball games
- / Tree planting to define the edge of open picnic lawns
- / Located to compliment historical planting groves

### Pedestrian Pathways, Bikeways and Informal trails

- / Combination of concrete, decomposed granite, gravel or mulch walking tracks throughout the Heritage Parklands to connect to neighboring residential developments
- / Trails set out to meander through existing vegetation and take advantage of shade cast by existing trees
- / Caters for cycling and jogging
- / Use of historic timbers as wayfinding totems





### Recognise site's historical significance

- / Interpretive signage and mapping
- / Artwork opportunities to tell stories of the past and mark out the locations of heritage sites
- / A new branding and name for the park, including wayfinding feature on approach from the adjacent highway

### Visitor access and amenity

- / Formalised parking and vehicle access including facilities suitable for caravans and RV day use
- / Use of flush kerbs and bollards to define parking areas with native planting along entry drive
- / New amenities building with potential for composting waste system
- / New BBQ and picnic facilities

### Access to the Mary River

- / Path and recreational nodes located to take advantage of river views and vistas
- / Access to river bank for fishing
- / Access points for to the river for non-powered recreational water craft

### Waterway rehabilitation

- / Implementation of measures to improve water quality such as bioretention gardens to cleanse street runoff
- / Creation of ponds and riffles to improve habitat
- / Integration of new creek crossings and viewing points
- / Removal of invasive weeds and rehabilitation of endemic creek bank species
- / Appropriate educational signage





ARTHUR  
STREET

PALMER  
STREET

ALDRIDGE  
STREET



GEORGE STREET

COBDEN STREET

PROPOSED  
RESIDENTIAL  
SUBDIVISION

LAKE

OPEN  
GRASSLAND

BOARDWALK TO EDGE  
SEATING NODES

INFORMAL  
WALKING  
TRAILS

OPEN  
GRASSLAND

WETLAND AREA  
BOARDWALK TO EDGE  
SEATING NODES

PROPOSED  
RESIDENTIAL  
SUBDIVISION

PARKING

PICNIC AREA  
LOOK OUT POINT

OPEN  
GRASSLAND

Future Investigation  
Area

PICNIC AREA  
EXISTING FIG TREE

OPEN  
GRASSLAND

OPEN  
GRASSLAND

EXISTING  
BAMBOO GROVE

REHABILITATION  
ZONE

INFORMAL  
WALKING  
TRAILS

ACCESS TO RIVER  
VIEWING POINT

PEDESTRIAN AND  
BIKE TRACK  
ACCESS UNDER  
HWY

MARY RIVER





