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## Part 7 Local Plans

### 7.1 Preliminary

- (1) Local plans organise the planning scheme area at the local level and provide more detailed planning for the zones.
- (2) Local plan areas are mapped and included in **Schedule 2 (Mapping)**.
- (3) A precinct may be identified for part of a local plan.
- (4) The categories of development and categories of assessment for development in a local plan are in **Part 5 (Tables of Assessment)**.
- (5) Assessment benchmarks for local plans are contained in a local plan code.
- (6) Each local plan code includes the following:-
  - (a) the application of the local plan code;
  - (b) the purpose of the local plan code;
  - (c) the overall outcomes that achieve the purpose of the local plan code;
  - (d) the performance outcomes that achieve the overall outcomes of the local plan code; and
  - (e) the acceptable outcomes that achieve the performance outcomes of the local plan code.
- (7) The following are the local plan codes for the planning scheme:-
  - (a) Beerburrum local plan code;
  - (b) Beerwah local plan code;
  - (c) Blackall Range local plan code;
  - (d) Bli Bli local plan code;
  - (e) Buderim local plan code, including:-
    - (i) Precinct BUD LPP-1 (Gloucester Road South);
  - (f) Caloundra local plan code, including:-
    - (i) Precinct CAL LPP-1 (Bulcock Street);
    - (ii) Precinct CAL LPP-2 (Ormuz Avenue);
    - (iii) Precinct CAL LPP-3 (Bowman Road/Oval Avenue);
    - (iv) Precinct CAL LPP-4 (Moffat Beach/Shelly Beach);
    - (v) Precinct CAL LPP-5 (Events Centre Hospitality Area);
    - (vi) Precinct CAL LPP-6 (Bulcock Street Hospitality Area);
    - (vii) Precinct CAL LPP-7 (Bulcock Beach Hospitality Area);
    - (viii) Precinct CAL LPP-8 (Kings Beach Hospitality Area);
    - (ix) Precinct CAL LPP-9 (Omrah Avenue);
    - (x) Precinct CAL LPP-10 (Caloundra Aerodrome);
  - (g) Caloundra West local plan code, including:-
    - (i) Precinct CAW LPP-1 (Homestead Drive);
  - (h) Coolum local plan code, including:-
    - (i) Precinct COL LPP-1 (Palmer Coolum Resort and The Coolum Residences);
  - (i) Eudlo local plan code;

- (j) Eumundi local plan code, including:-
  - (i) Precinct EUM LPP-1 (Eumundi Butter Factory);
- (k) Forest Glen/Kunda Park/Tanawha local plan code;
- (l) Glass House Mountains local plan code;
- (m) Golden Beach/Pelican Waters local plan code;
- (n) Kawana Waters local plan code, including:-
  - (i) Precinct KAW LPP-1 (South of Point Cartwright Drive);
  - (ii) Precinct KAW LPP-2 (North of Point Cartwright Drive);
  - (iii) Precinct KAW LPP-3 (Nicklin Way North Minyama);
  - (iv) Precinct KAW LPP-4 (Buddina Urban Village), including:
    - (A) Sub-precinct KAW LPSP-4a (Urban Village Residential);
    - (B) Sub-precinct KAW LPSP-4b (Bermagui Crescent/Iluka Avenue);
    - (C) Sub-precinct KAW LPSP-4c (Pacific Boulevard);
  - (v) Precinct KAW LPP-5 (Nicklin Way Warana);
  - (vi) Precinct KAW LPP-6 (Regatta Boulevard Wurtulla);
- (o) Kenilworth local plan code;
- (p) Landsborough local plan code, including:-
  - (i) Precinct LAN LPP-1 (Landsborough Town West);
  - (ii) Precinct LAN LPP-2 (Landsborough Town East);
- (q) Maleny local plan code, including:-
  - (i) Precinct MAL LPP-1 (Maleny Community Precinct);
  - (ii) Precinct MAL LPP-2 (Maleny West);
  - (iii) Precinct MAL LPP-3 (Walkers Creek);
  - (iv) Precinct MAL LPP-4 (Maleny North);
- (r) Maroochy North Shore local plan code, including:-
  - (i) Precinct MNS LPP-1 (Sunshine Coast Airport);
  - (ii) Precinct MNS LPP-2 (Town of Seaside);
  - (iii) Precinct MNS LPP-3 (Marcoola Tourist Accommodation);
- (s) Maroochydhore/Kuluin local plan code, including:-
  - (i) Precinct MAR LPP-1 (Evans Street);
  - (ii) Precinct MAR LPP-2 (Wharf Street);
  - (iii) Precinct MAR LPP-3 (Maud Street/Sugar Road);
- (t) Mooloolaba/Alexandra Headland local plan code, including:-
  - (i) Precinct MAH LPP-1 (Mooloolaba Hospitality Area);
  - (ii) Precinct MAH LPP-2 (Mooloolaba Spit Government Uses);
- (u) Mooloolah local plan code;
- (v) Nambour local plan code, including:-
  - (i) Precinct NAM LPP-1 (Nambour Hospitality Area);
  - (ii) Precinct NAM LPP-2 (Former Mill Site and Hospitality Area);
  - (iii) Precinct NAM LPP-3 (Town Centre Frame);
  - (iv) Precinct NAM LPP-4 (Nambour Health Hub);
- (w) Palmwoods local plan code;
- (x) Peregian South local plan code;
- (y) Sippy Downs local plan code, including:-



- (i) Precinct SID LPP-1 (Sippy Downs Town Centre), including:-
  - (A) Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core);
  - (B) Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct);
  - (C) Sub-precinct SID LPSP-1c (Sippy Downs West Neighbourhood);
- (z) Woombye local plan code; and
- (aa) Yandina local plan code.



## 7.2 Local plan codes

### 7.2.1 Beerburrum local plan code

#### 7.2.1.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Beerburrum local plan area as shown on Map ZM54 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Beerburrum local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.1.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.1.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.1A (Beerburrum local plan elements)**.

#### 7.2.1.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Beerburrum local plan code.

*The Beerburrum local plan area is located on the North Coast Rail Line in the far southern part of the Sunshine Coast.*

*The local plan area comprises the small rural village of Beerburrum and residential areas immediately to the south of the village, and has a land area of approximately 69 hectares.*

*The Beerburrum local plan area is set within a picturesque rural and natural landscape at the base of Mount Beerburrum, which forms part of the National heritage listed Glass House Mountains. Beerburrum State Forest and Beerburrum Creek are other key features of this picturesque landscape setting.*

*A general store, agricultural supplies store and motor vehicle repair premises located along Beerburrum Road provide convenience goods and a basic level of services to local residents and visitors.*

*The Beerburrum State School and Parrot Park, located across the road from the general store provide a focus for community activity within the local plan area. The Beerburrum School of Arts in Anzac Avenue is another significant community meeting place.*

*A number of items and places of cultural heritage significance are found in the Beerburrum local plan area, including the former Beerburrum Bakery, Soldier Settlement House, Beerburrum School of Arts and the Anzac Avenue Memorial Trees, which reflect Beerburrum's involvement in the soldier settlement scheme for Diggers who served in World War I.*

*The Beerburrum community enjoys a quiet, relaxed lifestyle where surrounding open space, rural vistas and privacy are key features. A focus on community activities in the village area, outdoor recreation and heritage are also important elements of this lifestyle.*

*Residential areas are generally characterised by low density development comprising dwelling houses on relatively large lot sizes. This large lot size adds to the open streetscape character of the local plan area and is necessary for the effective on-site treatment and disposal of waste water.*

*Beerburrum Road and Beerburrum-Woodford Road are major roads in the local plan area. The Beerburrum railway station has recently undergone a significant upgrade.*

*The Beerburrum local plan area has only limited urban services. Although reticulated water is available to the local plan area, reticulated sewerage is not available and is not planned to be made available in the life of the planning scheme.*

### 7.2.1.3 Purpose and overall outcomes

- (1) The purpose of the Beerburrum local plan code is to provide locally relevant planning provisions for the assessment of development within the Beerburrum local plan area.
- (2) The purpose of the Beerburrum local plan code will be achieved through the following overall outcomes:-
  - (a) Beerburrum remains a small village with an intimate rural character and identity.
  - (b) Urban development in the Beerburrum local plan area is limited to land within the urban growth management boundary so as to protect and reinforce Beerburrum’s discrete rural village character and identity, provide for the efficient provision of *infrastructure* and services, protect significant environmental areas and avoid land substantially constrained to development.
  - (c) Development retains the key built form, *streetscape*, landscape character and natural environment elements that contribute to the setting, character and identity of the Beerburrum local plan area as a rural village with a strong sense of place and associations with the past.
  - (d) The form and scale of development is low key with buildings that are low rise and cover a comparatively small area of the *site* thereby leaving significant areas for landscaping and *private open space*.
  - (e) Development in the Local centre zone supports the role and function of the Beerburrum local centre as a small local (not full service) activity centre serving the basic convenience needs of residents and visitors. Whilst development in the Local centre zone provides for the expansion and enhancement of business uses, residents continue to rely upon Glass House Mountains Township, Beerwah or other centres in the Moreton Bay Regional Council area to fulfil most of their business and industry needs.
  - (f) The traditional built form character of Beerburrum, and particularly the village centre, is retained and new development is designed to complement the traditional built form and *streetscape* character of the local plan area.
  - (g) Development in the Low density residential zone maintains large urban size lots to preserve the rural village character and provide for the effective treatment and disposal of effluent on-site.
  - (h) Development in the Low impact industry zone respects the amenity of surrounding residential areas and is designed to protect the *streetscape* character of Anzac Avenue.
  - (i) Development in the local plan area is supported by a network of open space that meets the needs of the local community and facilitates safe and convenient pedestrian and cycle connections between and around key destinations within the local plan area.

### 7.2.1.4 Performance outcomes and acceptable outcomes

**Table 7.2.1.4.1 Performance outcomes and acceptable outcomes for assessable development**

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Beerburrum Local Plan Area Generally (All Zones)</i>			
<b>PO1</b>	Development provides for buildings, structures and landscaping that is consistent with and reflects the traditional rural village architectural character of Beerburrum in terms of scale, siting, form, composition and use of materials.	<b>AO1.1</b>	Development provides for the retention and/or adaptive re-use, with limited modification, of buildings which have cultural heritage significance.  Editor’s Note— <b>Section 8.2.9 (Heritage and character areas overlay code)</b> sets out requirements for development on heritage places

Performance Outcomes		Acceptable Outcomes	
		AO1.2	and in character areas. Buildings and structures incorporate traditional external building materials, such as timber cladding and corrugated iron roofs.
		AO1.3	For residential, business and community activities, roof forms use simple, traditional Queensland style roof designs including gable, hip, pitched or multiple gable roof forms.
PO2	Development provides for the retention and enhancement of key landscape elements including historical landmarks, significant views and vistas, existing character trees and areas of significant <i>vegetation</i> contributing to the setting, character and sense of place of Beerburrum.	AO2.1	Development provides for the retention of historical landmarks, memorials and monuments.
		AO2.2	Development protects and emphasises, and does not intrude upon, the important sight lines to Mount Beerburrum identified on <b>Figure 7.2.1A (Beerburrum local plan elements)</b> .
		AO2.3	Development provides for the retention and enhancement of existing mature trees and character <i>vegetation</i> that contributes to the streetscape character and vegetated backdrop to the village including:- (a) the memorial trees along Anzac Avenue; (b) riparian vegetation along Beerburrum Creek; and (c) other character <i>vegetation</i> identified on <b>Figure 7.2.1A (Beerburrum local plan elements)</b> .  Note—in some circumstances, the eradication of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.
PO3	Development contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways that reflect and enhance the sense of entry to and the rural village character of Beerburrum.	AO3.1	Development adjacent to a primary streetscape treatment area or gateway/entry point identified on <b>Figure 7.2.1A (Beerburrum local plan elements)</b> incorporates architectural and landscape treatments and other design elements which enhance the sense of arrival to and the rural village character of Beerburrum.
		AO3.2	Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.  Note— <b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.  Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.  Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required.
PO4	Development for a <i>food and drink outlet</i> does not:- (a) provide for the establishment of	AO4	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	a <i>high volume convenience restaurant</i> ; or (b) incorporate a <i>drive-through facility</i> .		
<b>Development in the Local Centre Zone</b>			
<b>PO5</b>	Development in the Local centre zone provides for small scale uses that:- (a) support Beerburrum's role and function as a local (not full service) activity centre; and (b) provide a basic level of convenience goods and services to local residents and visitors.	<b>AO5</b>	No acceptable outcome provided.
<b>PO6</b>	Development in the Local centre zone:- (a) is sympathetic to the rural village character and identity of Beerburrum; (b) complements the traditional built form and <i>streetscape</i> of the main street; and (c) provides integrated and functional parking and access arrangements that do not dominate the street.	<b>AO6</b>	Development in the Local centre zone:- (a) provides for Beerburrum Road to be established as a wide, attractive and pedestrian friendly main street; (b) respects the layout, scale (including height and <i>setback</i> ) and character of development on adjoining <i>sites</i> ; (c) provides <i>primary active street frontages</i> , built to the front boundary where identified on <b>Figure 7.2.1A (Beerburrum local plan elements)</b> ; (d) has a maximum <i>plot ratio</i> of 1:1; (e) provides all weather protection in the form of continuous cantilevered awnings and/or light verandah structures with non-load bearing posts over footpath areas in conjunction with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside; (f) has simple, traditional Queensland style roof designs, such as hipped or gabled, and parapets facing the street; (g) has building openings overlooking the street; (h) uses understated colour schemes and low-reflective roofing and cladding materials; (i) ensures that signage is integrated with the building; (j) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths; (k) provides for on-site car parking at the rear or to one side of the development; and (l) provides for shared access driveways to minimise vehicular access across active street <i>frontages</i> .
<b>PO7</b>	Development for reconfiguring a lot in the Local centre zone provides for lot sizes and a configuration of lots that:- (a) are sympathetic to the rural village character and identity of Beerburrum; and (b) provides for adequate on-site effluent disposal.	<b>AO7</b>	Reconfiguring a lot in the Local centre zone provides for lots which are a minimum of 2,000m <sup>2</sup> in area, or larger where required to provide for adequate on-site effluent disposal.
<b>Reconfiguring a Lot in the Low Density Residential Zone</b>			
<b>PO8</b>	Development for reconfiguring a lot in the Low density residential zone provides for lot sizes and a configuration of lots that:-	<b>AO8</b>	Reconfiguring a lot in the Low density residential zone provides for lots which are a minimum of 1,500m <sup>2</sup> in area, or larger where required to provide for adequate on-site

Performance Outcomes		Acceptable Outcomes	
	(a) are sympathetic to the rural village character and identity of Beerburrum; and (b) provides for adequate on-site effluent disposal.		effluent disposal.
<b>Development in the Low Impact Industry Zone</b>			
<b>PO9</b>	Development in the Low impact industry zone is sympathetic to the predominantly residential character of the surrounding area and the heritage <i>streetscape</i> values of Anzac Avenue.	<b>AO9</b>	The layout and design of development in the Low impact industry zone:- (a) provides vehicle access from Acacia Avenue or Anzac Avenue, located at one side of the <i>site</i> ; (b) has a shopfront presence to Anzac Avenue which respects the character and heritage significance of the area; (c) is of a scale which respects the surrounding residential setting; and (d) provides for any larger access doors (e.g. roller doors) to be located side-on to adjacent streets.





**Figure 7.2.1A Beerburrum local plan elements**

<Figure to be inserted>



## 7.2.2 Beerwah local plan code

### 7.2.2.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Beerwah local plan area as shown on Map ZM49 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Beerwah local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are the assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.2.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.2.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.2A (Beerwah local plan elements)**.

### 7.2.2.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Beerwah local plan code.

*The Beerwah local plan area is located in the southern central part of the Sunshine Coast on the North Coast Rail Line between the towns of Landsborough and Glass House Mountains. The local plan area comprises the rural town of Beerwah and adjacent urban and rural residential areas as well as the Beerwah golf course and industrial estate and has a land area of approximately 775 hectares.*

*The local plan area is traversed by Coochin Creek and is set within a picturesque rural and natural landscape with the prominent Mount Coochin (Glass House Mountains National Park) a key feature within the otherwise gently undulating coastal plain landscape. The local plan area is surrounded by large areas of productive agricultural land, including many of the Sunshine Coast's distinctive pineapple plantations.*

*Beerwah's town centre, focussed on the traditional main street of Simpson Street is the major business centre for nearby towns and surrounding rural and rural residential communities, providing a range of community facilities and services and offering large retail outlets as well as a variety of shops, cafes and other local businesses. Beerwah is intended to continue to serve a significant business, retail, community and administrative role as the major regional activity centre for the southern Sunshine Coast hinterland; however, is expected to remain smaller in scale relative to other major regional activity centres on the Sunshine Coast.*

*The town centre is currently divided into two parts by the North Coast Rail Line with the western side of the rail line focussed on Simpson Street and Peachester Road predominantly supporting retail functions, and the eastern side (north of Mawhinney Street) currently supporting service industry functions. New development is intended to provide for retail and commercial functions to be consolidated on the western side of the rail line, with the eastern side providing for high density residential accommodation and local convenience shopping only as well as the preservation of the existing heritage listed Beerwah Hotel.*

*A developing industrial estate centred on Moroney Place is located on the eastern side of Steve Irwin Way. An Identified Growth Area (Employment) lies outside the local plan area to the east of Steve Irwin Way and to the South of Coochin Creek. This area is to be protected from fragmentation and inappropriate land use until decisions about long term land use are made.*

*The Beerwah local plan area includes a range of community facilities and sport and recreational areas including primary and high schools, a community hall, public library, emergency services, district sports grounds, swimming pool and golf course.*

*Older residential areas of the local plan area are characterised by relatively large lots typical of a traditional rural town setting. Substantial new urban subdivisions are located off Roberts Road and Pine Camp Road.*

Greenfield expansion of Beerwah is limited to the west by the poultry industry which provides an important economic driver for the area, to the east by State forest and to the north and south by the important agricultural land which surrounds the local plan area and the desire to preserve the separate identity of Beerwah by providing for non-urban breaks between the towns of Landsborough and Glass House Mountains. However, significant urban consolidation opportunities are provided in the local plan area, particularly within walking distance to the town centre and railway station.

Steve Irwin Way is Beerwah's principal road link. Other major roads in the local plan area include Kilcoy - Beerwah Road, Pine Camp Road, Old Landsborough Road and the western end of Roys Road.

The North Coast Rail Line extends through the central part of the local plan area on a north – south alignment. The railway station and associated park and ride facilities are currently located off Simpson Street and Beerwah Parade. The Dedicated Public Transport Corridor to Caloundra South (CAMCOS) is intended to link to central Beerwah, providing excellent connectivity and accessibility to the coastal urban area.

Urban zoned land within the local plan area is connected, or has the ability to be connected to reticulated water and sewerage.

### 7.2.2.3 Purpose and overall outcomes

- (1) The purpose of the Beerwah local plan code is to provide locally relevant planning provisions for the assessment of development within the Beerwah local plan area.
- (2) The purpose of the Beerwah local plan code will be achieved through the following overall outcomes:-
  - (a) Beerwah is progressively developed as the major regional activity centre for the southern Sunshine Coast hinterland providing a broad range of higher order uses and activities capable of servicing the local community as well as surrounding towns, villages, rural residential and rural areas. Significant urban consolidation opportunities are provided for within Beerwah, with a focus on transit oriented development in locations close to the town centre and railway station.
  - (b) Urban and rural residential development within the Beerwah local plan area is limited to land within the urban and rural residential growth management boundaries respectively so as to protect and reinforce the separate identity of Beerwah, provide a compact urban form, provide for the efficient provision of *infrastructure* and services, avoid constrained land and protect the rural productivity and character of surrounding rural land.
  - (c) Development is sited and designed to protect significant environmental areas and retain and enhance the key landscape, and built form elements that contribute to the setting, character and identity of Beerwah as a modern country town with a strong sense of place.
  - (d) A broad range of higher order retail, commercial, community, cultural, health, entertainment and employment generating uses that support the role and function of Beerwah as a small major regional activity centre are provided to service the needs of Beerwah and surrounding areas including Beerburrum, Glass House Mountains, Landsborough, Peachester and Mooloolah.
  - (e) Development provides for centre activities to be consolidated in the Major centre zone on the western side of the rail line, with the Local centre zone on the eastern side of the rail line providing local convenience goods and services for nearby residents. Development in the Local centre zone respects the character of, and provides for the continued operation of, the Beerwah Hotel.
  - (f) Development in the Major centre zone enhances the built form and *streetscape* character of the Beerwah Town Centre so that Simpson Street is maintained and enhanced as a wide, attractive and pedestrian friendly main street. Development provides for the retention, extension and connection of existing laneways to improve connectivity and allow rear access to premises.
  - (g) Development provides for increased accessibility and permeability for pedestrians and cyclists to and from key destinations within the local plan area, and in particular for the provision of an improved connection between the eastern and western sides of the local plan area currently separated by the rail line in the vicinity of Mawhinney Street and Peachester Road. An open space corridor is provided along both sides of the rail line, parallel to the *primary active street*

*frontage* of Simpson Street, providing an attractive pedestrian, cycle and visual link between the town centre and residential areas and the railway station.

- (h) Development in the High density residential zone, Medium density residential zone and Low density residential zone occurs in an integrated manner with higher residential densities provided within walking distance of the town centre and railway station to support transit oriented development. Development provides for walkable neighbourhoods with good pedestrian and cycle connectivity to employment, community and recreation areas as well as a diverse range of lot sizes and housing choices contributing to the creation of a well serviced, connected and affordable place to live.
- (i) Development within the Low density residential zone, particularly along Pine Camp Road and Peachester Road, provides for appropriate *buffers* to the nearby poultry industries.
- (j) Development in the Rural residential zone provides for lot sizes and a road and lot layout which preserves the character and amenity of the rural residential area, and provides for appropriate *buffers* to Coochin Creek and the Glass House Mountains National Park (Mount Coochin section).
- (k) Development within the Specialised centre zone to the south of the Kilcoy-Beerwah Road overpass provides for an integrated development which appropriately addresses the constraints of the *site*. Development provides for high quality design and landscaping which softens the visual impact of new premises, especially as viewed from the Kilcoy-Beerwah Road overpass and Steve Irwin Way. Development does not detract from the role of the Beerwah Town Centre as the primary focus for centre activities.
- (l) The industrial area to the east of Steve Irwin Way is consolidated and expanded to include additional allocated land south of Roys Road and west of Burys Road. Development provides for a range of lot sizes to cater for a range of medium and low impact industrial uses set within an integrated, modern and visually appealing industry park with a high level of environmental performance.
- (m) Development provides appropriate landscape buffering to Steve Irwin Way in order to effectively screen and soften built form elements and maintain the visual amenity of this road as a scenic route.
- (n) Development provides for the retention of important viewlines from public places to the Glass House Mountains.
- (o) Development does not compromise or adversely impact upon the future provision or operation of the North Coast Rail Line or the Dedicated Public Transport Corridor (CAMCOS) between Beerwah and Caloundra South.

#### 7.2.2.4 Performance outcomes and acceptable outcomes

**Table 7.2.2.4.1 Performance outcomes and acceptable outcomes for assessable development**

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Beerwah Local Plan Area Generally (All Zones)</i>			
PO1	Development provides for buildings, structures and landscaping that enhances the modern country town character of Beerwah in terms of form, composition and use of materials.	AO1.1	Development provides for the retention and/or adaptive re-use, with limited modification, of buildings which have cultural heritage significance.  Editor's Note—Section 8.2.9 (Heritage and character areas overlay code) sets out requirements for development on heritage places and in neighbourhood character areas.
		AO1.2	Buildings and structures incorporate traditional external building materials, such as timber cladding and corrugated iron roofs.
		AO1.3	For residential, business and community activities, roof forms use simple,

Performance Outcomes		Acceptable Outcomes	
		AO1.4	<p>traditional Queensland style roof designs including gable, hip, pitched, skillion or multiple gable roof forms.</p> <p>Development uses understated colour schemes and low-reflective roofing and cladding materials.</p>
PO2	Development provides for the retention and enhancement of key landscape elements including historical landmarks, significant views and vistas, existing character trees and areas of significant <i>vegetation</i> contributing to the setting, character and sense of place of Beerwah.	AO2.1 AO2.2 AO2.3	<p>Development provides for the retention of historical landmarks, memorials and monuments.</p> <p>Development protects and emphasises, and does not intrude upon, the important sight lines to Mount Coochin and other important views identified on <b>Figure 7.2.2A (Beerwah local plan elements)</b>.</p> <p>Development provides for the retention and enhancement of existing mature trees and character <i>vegetation</i> that contributes to the vegetated backdrop and character of the Beerwah local plan area including:-</p> <ul style="list-style-type: none"> <li>(a) native <i>vegetation</i> adjacent to Coochin Creek;</li> <li>(b) bushland areas between Parkside Drive and Peachester Road;</li> <li>(c) native <i>vegetation</i> at the foothills of Mount Coochin;</li> <li>(d) bushland areas along Roberts Road and Kilcoy-Beerwah Road; and</li> <li>(e) other character <i>vegetation</i> identified on <b>Figure 7.3A (Beerwah local plan elements)</b>.</li> </ul> <p>Note—in some circumstances, the eradication of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.</p>
PO3	Development contributes to the establishment of attractive and coherent gateways and <i>streetscapes</i> that enhance the modern rural town character of, and sense of entry and arrival to, Beerwah.	AO3.1 AO3.2	<p>Development adjacent to a primary streetscape treatment area or identified gateway/entry point on <b>Figure 7.2.2A (Beerwah local plan elements)</b> incorporates architectural and landscape treatments and other design elements which:-</p> <ul style="list-style-type: none"> <li>(a) enhance the sense of arrival to and the modern rural town character of Beerwah; and</li> <li>(b) emphasise corner sites and locations.</li> </ul> <p>Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.</p> <p>Note—<b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.</p> <p>Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.</p>

Performance Outcomes		Acceptable Outcomes	
			Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required.
<b>PO4</b>	Development adjacent to Steve Irwin Way incorporates a dense <i>landscape buffer</i> to visually screen and soften built form elements and maintain and enhance the visual amenity of the road as a scenic route.	<b>AO4</b>	No acceptable outcome provided.
<b>PO5</b>	Development provides for the retention and enhancement of an open space corridor (greenspace link):- (a) along both sides of the rail line from Pine Camp Road south to Kilcoy-Beerwah Road; and (b) along Coochin Creek.	<b>AO5</b>	Development provides for the retention and enhancement of a <i>public open space</i> corridor where identified as a greenspace link on <b>Figure 7.2.2A Beerwah local plan elements</b> ).
<b>PO6</b>	Development on land with frontage to Coochin Creek identified as a local ecological linkage on <b>Figure 7.2.2A (Beerwah local plan elements)</b> facilitates the provision of the local ecological linkage.	<b>AO6</b>	No acceptable outcome provided.  Editor's Note— <b>Section 8.2.3 (Biodiversity, waterways and wetlands code)</b> sets out requirements for the provision of ecological linkages.
<b>PO7</b>	Development does not compromise the provision and continued operation of:- (a) the North Coast Rail Line; and (b) the Dedicated Public Transport Corridor from Beerwah to Caloundra South (CAMCOS).	<b>AO7</b>	No acceptable outcome provided.
<b>Built form</b>			
<b>PO8</b>	Multi-storey buildings are designed in a manner that preserves important view lines through design measures such as:- (a) the location, configuration and orientation of buildings and structures on the <i>site</i> ; (b) use of <i>setbacks</i> ; and (c) built form which provides for gaps or openings in buildings and structures.	<b>AO8</b>	No acceptable outcome provided.
<b>Development in the Major Centre Zone</b>			
<b>PO9</b>	Development in the Major centre zone:- (a) supports Beerwah's role and function as a small major regional activity centre; and (b) provides a wide range of local and higher order goods and services to residents of Beerwah and surrounding areas including Beerburum, Glass House Mountains, Landsborough, Peachester and Mooloolah.	<b>AO9</b>	No acceptable outcome provided.
<b>PO10</b>	Development in the Major centre zone:- (a) enhances the character and identity of Beerwah as a modern country town; (b) provides for new or extended large floor plate retail uses to be sleeved and located behind smaller scale, fine grain built form elements; (c) creates vibrant and active streets and public spaces; (d) provides a continuous pedestrian friendly facade including all weather protection for pedestrians;	<b>AO10</b>	Development in the Major centre zone:- (a) provides for Simpson Street to be maintained and enhanced as a wide, attractive and pedestrian friendly main street; (b) provides for new or extended large floor plate retail uses to be sleeved and located behind smaller scale, fine grain built form elements; (c) provides <i>primary active street frontages</i> built to the boundary at street level where identified on <b>Figure 7.2.2A (Beerwah local plan</b>

Performance Outcomes		Acceptable Outcomes	
	and (e) provides integrated and functional parking and access arrangements that do not dominate the street.		elements); (d) provides all weather protection in the form of continuous cantilevered awnings and/or light verandah structures with non-load bearing posts over footpath areas in conjunction with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside; (e) has building openings overlooking the street; (f) ensures that signage is integrated with the building; (g) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths; (h) provides for on-site car parking at the rear or to one side of the development; (i) avoids direct service vehicle and car park access to Simpson Street; (j) provides for development fronting Turner Street on sites not identified as having a <i>primary active street frontage</i> to comprise of buildings that address the street with a maximum front boundary <i>setback</i> of 2 metres and/or densely landscaped car parking areas.
<b>PO11</b>	Development in the Major centre zone provides for improved vehicular circulation and connectivity within the Beerwah town centre by providing for:- (a) the continued operation of existing laneways; and (b) the provision of new dedicated public vehicular access laneways which extend and connect existing laneways.	<b>AO11</b>	Development provides dedicated public vehicular access laneways where identified on <b>Figure 7.2.2A (Beerwah local plan elements)</b> .
<b>PO12</b>	Development in the Major centre zone provides through block pedestrian linkages which:- (a) are located to reflect the desire lines of pedestrian movement between major points of attraction and public spaces in particular between the Railway Station, Simpson Street, Turner Street and Turner Park; (b) provide a safe alternative to the street based pedestrian and cycle movement network; and (c) provide a comfortable pedestrian environment in terms of access, width, shelter, materials and function.	<b>AO12</b>	Development provides visible, safe, comfortable and attractive through block pedestrian linkages where identified on <b>Figure 7.2.2A (Beerwah local plan elements)</b> .
<b>Development in the Local Centre Zone</b>			
<b>PO13</b>	Development in the Local centre zone:- (a) provides for a mix of residential uses and small scale local convenience goods and services only; (b) does not detract from the Major centre zone as the primary location for centre activities within	<b>AO13</b>	No acceptable outcome provided.  Editor's Note— <b>Section 8.2.9 (Heritage and character areas overlay code)</b> sets out requirements for development on and adjacent to heritage places and in neighbourhood character areas.



Performance Outcomes		Acceptable Outcomes	
	Beerwah; and (c) is designed in a manner which respects and complements the character and heritage values of the Beerwah Hotel.		
<b>PO14</b>	Development in the Local centre zone:- (a) enhances the character and identity of Beerwah as a modern country town; (b) provides a continuous pedestrian friendly facade including all weather protection for pedestrians; and (c) provides integrated and functional parking and access arrangements that do not dominate the street.	<b>AO14</b>	Development in the Local centre zone:- (a) provides all weather protection in the form of continuous cantilevered awnings and/or light verandah structures with non-load bearing posts over footpath areas in conjunction with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside; (b) has building openings overlooking the street; (c) ensures that signage is integrated with the building; (d) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths; and (e) provides for on-site car parking at the rear or to one side of the development.
<b>Development in the High Density Residential Zone</b>			
<b>PO15</b>	Development in the High density residential zone:- (a) provides for medium to high density residential accommodation in locations close to the Beerwah Town Centre and railway station; (b) occurs on large, integrated development sites through the co-ordinated amalgamation of existing lots; (c) provides for buildings which are designed to address, and optimise casual surveillance to, public streets, parks and other areas of community activity; and (d) improves pedestrian connectivity to the railway station and business areas.	<b>AO15.1</b>          <b>AO15.2</b>	Development in the High density residential zone:- (a) provides for residential accommodation in the form of low rise apartment buildings, townhouses and the like; (b) amalgamates lots to create a minimum development <i>site</i> of 1,000m <sup>2</sup> ; (c) ensures that the amalgamated lots do not isolate excluded lots; and (d) provides for buildings which address and optimise casual surveillance to public areas, particularly to Simpson Street and Turner Park.  Development provides for high quality, attractive and comfortable pedestrian and cycle linkages to the railway station and business areas including where identified on <b>Figure 7.2.2A (Beerwah local plan elements)</b> .
<b>Development in the Low Density Residential Zone</b>			
<b>PO16</b>	Development in the Low density residential zone has an appropriate separation distance from intensive animal industries (poultry).	<b>AO16</b>	A minimum separation distance of 500m is provided from an existing or approved poultry shed to the nearest boundary of a residential lot.
<b>Development in the Rural Residential Zone</b>			
<b>PO17</b>	Development in the Rural residential zone provides for lot sizes and a configuration of lots that: (a) is sympathetic to the existing rural residential character of the area; and (b) provides for adequate on-site effluent disposal.	<b>AO17</b>	Reconfiguring a lot in the Rural residential zone provides for lots with a minimum lot size of 2,500m <sup>2</sup> .
<b>PO18</b>	Development adjacent to the Glass House Mountains National Park or	<b>AO18</b>	No acceptable outcome provided.  Editor's Note— <b>Section 8.2.3 (Biodiversity,</b>

Performance Outcomes		Acceptable Outcomes	
	other <i>ecologically important areas</i> provides a vegetated open space <i>buffer</i> to protect the sustainability of vegetation communities and maintain visual amenity.		<b>waterways and wetlands overlay code</b> ) sets out <i>buffer</i> distances and other requirements for development on land adjacent to conservation areas and other <i>ecologically important areas</i> .
<b>Development in the Specialised Centre Zone</b>			
<b>PO19</b>	Development in the Specialised centre zone:- (a) provides predominantly for <i>showrooms</i> and other compatible uses; (b) does not compete with the role and function of the Beerwah Town Centre; (c) occurs in accordance with a <i>local area structure plan</i> for the whole of the area included in the zone; (d) avoids flood prone land, protects native <i>vegetation</i> areas and provides appropriate riparian buffers to Coochin Creek; (e) provides safe and efficient vehicular <i>access</i> ; (f) provides for high quality design and mature landscaping which softens the visual impact of premises when viewed from the Kilcoy-Beerwah Road overpass; and (g) provides for a substantial <i>landscape buffer</i> to screen development from Steve Irwin Way.	<b>AO19</b>	No acceptable outcome provided.
<b>Development in the Medium Impact Industry Zone</b>			
<b>PO20</b>	Development in the Medium impact industry zone:- (a) integrates with existing developed areas; (b) avoids flood prone land, protects native <i>vegetation</i> areas and provides appropriate riparian buffers to Coochin Creek; (c) provides safe and efficient vehicular <i>access</i> from Roys Road; (d) provides for a substantial <i>landscape buffer</i> to screen development from Steve Irwin Way; and (e) provides landscaped visual and acoustic attenuation to nearby residential uses.	<b>AO20</b>	No acceptable outcome provided.

**Figure 7.2.2A Beerwah local plan elements**

<Figure to be inserted>



## 7.2.3 Blackall Range local plan code

### 7.2.3.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Blackall Range local plan area as shown on Map ZM16 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Blackall Range local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.3.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.3.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.3A (Blackall Range local plan elements)**.

### 7.2.3.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Blackall Range local plan code.

*The Blackall Range local plan area is located on the Maleny plateau in the central hinterland of the Sunshine Coast and has a land area of approximately 2,505 hectares.*

*The local plan area includes the small rural villages of Montville and Mapleton, the rural residential community of Flaxton, as well as a number of smaller rural residential estates. The local plan area also includes the rural and natural areas that surround and weave in between these rural villages and rural residential areas.*

*The local plan area falls within the headwaters of a number of short creeks which flow to the coast and those which generally flow in a westerly direction to their confluence with the Mary River.*

*The local plan area is characterised by a patchwork of rural and semi-rural landscapes interspersed with pockets of ancient rainforest adjacent to creek lines in strongly dissected local catchments. The elevated setting provides a temperate local climate and provides many areas with panoramic views to the coast and hinterland.*

*The local plan area takes in or is bounded by a number of environmental reserves including the Mapleton Falls National Park, Kondalilla National Park, Linda Garrett Environmental Park, Mapleton Forest Reserve and the Lake Baroon Catchment Reserve.*

*The combination of magnificent mountain and rural scenery and the village atmosphere of its urban communities have made the Blackall Range a popular hinterland short stay tourist destination and a popular location for day trippers from other parts of South East Queensland. As a consequence the area hosts a range of small scale tourist accommodation and function facilities.*

*Montville, located in the southern part of the local plan area is the key tourist node on the Blackall Range. It includes a mix of European style buildings intermingled with historic and traditional Australia style heritage buildings that climb the Main Street and offer shops, cafés, galleries and other predominantly tourist related services. Montville also includes a number of significant historical buildings and places including the Montville Village Hall, Saint Mary's Church and the Montville Village Green which together provide the community heart of Montville. Hoopers Engineering works located on Balmoral Road has operated on the site for over 50 years and is a well known local landmark.*

*Mapleton, located in the northern part of the local plan area is the main residential area on the Blackall Range. The Mapleton Village Centre on the corner of Obi Obi Road and Mapleton-Montville Road offers local convenience shopping and employment opportunities and is more oriented to servicing the needs of the local community rather than tourists visiting the area.*

*The Mapleton Tavern is a major landmark that anchors the village centre with its historic architectural features. The Mapleton Lilyponds behind the village centre provide a focal point for public recreation. The Mapleton Community Hall, sports fields, bowls club and tennis courts are other important community and recreational facilities.*

*The rural residential community of Flaxton is located in the central part of the local plan area, between the villages of Montville and Mapleton and includes some fine examples of early Queensland timber houses and a small group of restaurants, tourist accommodation and galleries.*

*The communities of the Blackall Range enjoy a quiet, relaxed lifestyle where the surrounding rural and natural landscape, vistas and privacy are key features. The focus on community activities within the villages and rural heritage are also important elements of this lifestyle.*

*Whilst urban and rural-residential areas are both represented in the local plan area, there is little difference in the lifestyle sought or the attributes appreciated by the residents of these different areas. Both settings accommodate comparatively large lot sizes that add to the low density character of the area.*

*Maleny-Montville Road connects to Montville-Mapleton Road to form the major road link within the local plan area, connecting the communities of the Blackall Range local plan area along a north-south alignment. This road link also forms part of a major tourist and scenic route.*

*The Blackall Range local plan area has only limited urban services with neither a reticulated water supply nor sewerage available or planned to be made available to urban or rural residential areas in the life of the planning scheme.*

*The Blackall Range local plan area includes the Iconic Queensland Place of Blackall Range. The Blackall Range local plan code seeks to protect the iconic values declared under the repealed Iconic Queensland Places Act 2008.*

### **7.2.3.3 Purpose and overall outcomes**

- (1) The purpose of the Blackall Range local plan code is to provide locally relevant planning provisions for the assessment of development within the Blackall Range local plan area.
- (2) The purpose of the Blackall Range local plan code will be achieved through the following overall outcomes:-
  - (a) The Blackall Range local plan area remains an attractive and diverse rural area with two small rural villages and a series of discrete rural residential areas set against a mosaic of farming land, natural *vegetation* and environmental reserves.
  - (b) Urban and rural residential development within the Blackall Range local plan area is limited to land within the urban and rural residential growth management boundaries respectively, so as to protect and reinforce the discrete character of the area's villages and retain the integrity of the rural and natural landscape of the Blackall Range escarpment.
  - (c) Development retains the key built form, *streetscape*, landscape character and natural environment elements that contribute to the character and identity of the Blackall Range as an attractive and visually sensitive rural and natural area with discrete rural villages, a strong sense of place and close associations with the past.
  - (d) The form and scale of development is low key with buildings that are low rise and cover a comparatively small area of a *site*, thereby leaving significant areas for landscaping and *private open space*.
  - (e) Tourist activities within the Blackall Range local plan area retain a primary focus on small scale/low key nature and hinterland based tourism experiences which complement the character and amenity of the area and enhance the role of the local plan area as a tourism focus area.
  - (f) The Montville Village Centre maintains its primary function as a tourism focus area accommodating a range of tourist oriented activities and services together with small scale convenience functions that meet the needs of visitors and local residents.

- (g) The Mapleton Village Centre functions as a local (not full service) activity centre oriented to providing for the basic convenience needs of residents of the village and nearby rural residential areas.
- (h) Whilst opportunities exist for the expansion and improvement of business functions within the Local centre zone at Montville and Mapleton, residents of the Blackall Range local plan area continue to rely upon Maleny, Palmwoods or Nambour to fulfil most of their business and industry needs.
- (i) Tourism development in the local plan area retains a primary focus on nature and/or hinterland based tourism experiences and small scale visitor accommodation and services and is of a scale and intensity that is compatible with and subservient to the rural village character and rural and natural values of the local plan area. Existing tourist service nodes in the Rural zone, such as the existing node at Kondalilla Falls Road, Flaxton, are retained. Any additional development proposals in these areas are small scale and are compatible with and enhance the existing function of the tourist node whilst not detracting from the role and function of Montville and Mapleton as the local centres for the area.
- (j) Although not consistently represented throughout the whole of the local plan area, the traditional built form, heritage and *streetscape* character reflected in many buildings and places (i.e. Montville Village Hall, Saint Mary's Church, the Mapleton Tavern and the *streetscape* of Main Street/Maleny-Montville Road at Montville) is retained and reinforced through the design and construction of new development.
- (k) Development in Montville village centre improves pedestrian and visual linkages from Main Street to Russell Family Park wherever practicable.
- (l) Other than for the purpose of providing a *retirement facility* or *residential care facility* in the Low density residential zone, development in the Low density residential zone and Rural residential zone provides for low density living on relatively large urban and rural residential lots.  
  
Editor's note—*Council* supports the establishment of an appropriately located *retirement facility/residential care facility* in the Blackall Range local plan area.
- (m) Development protects and emphasises and does not intrude upon significant coastal and hinterland views and vistas and the rural and natural landscape values of scenic routes.
- (n) The significant environmental values and scenic quality of Linda Garrett Environmental Park, Mapleton Falls National Park, Kondalilla National Park and the Lake Baroon catchment area are protected and enhanced.

### 7.2.3.4 Performance outcomes and acceptable outcomes

**Table 7.2.3.4.1 Performance outcomes and acceptable outcomes for assessable development**

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Blackall Range Local Plan Area Generally (All Zones)</i>			
<b>PO1</b>	Development provides for buildings, structures and landscaping that is consistent with and retains the discrete rural village identity and architectural character of the Blackall Range and, in particular, the villages of Montville and Mapleton, in terms of scale, siting, form, composition and use of materials.	<b>AO1.1</b>	Development provides for the retention and/or adaptive reuse, with limited modification, of buildings which have cultural heritage, character or townscape significance.  Editor's note— <b>Section 8.2.9 (Heritage and character areas overlay code)</b> sets out requirements for development on heritage places and in character areas.  Note— <b>Figure 7.2.3B (Places of high community value)</b> illustrates how places of high community value, such as Misty's Mountain Restaurant, add considerably to the architectural landscape, monumental, cultural and historic significance of the Blackall Range. This building acts as a prominent visual focus and has a rich history.
		<b>AO1.2</b>	Development provides for buildings, structures

Performance Outcomes		Acceptable Outcomes	
		<p><b>AO1.3</b></p> <p><b>AO1.4</b></p> <p><b>AO1.5</b></p>	<p>and landscaping that are consistent with and reflect the traditional townscape and architectural character demonstrated by such buildings as the Montville Village Hall, Saint Mary's Anglican Church, Misty's Restaurant, the Mapleton Tavern and the <i>streetscape</i> of Main Street/Maleny-Montville Road at Montville.</p> <p>Buildings and structures incorporate traditional external building materials, such as timber cladding and corrugated iron roofs.</p> <p>Development provides for buildings and structures to incorporate roof forms that are consistent with the traditional Queensland style including gable, hip, pitched, or multiple gable roof forms.</p> <p>Note—<b>Figure 7.2.3C (Typical Queensland vernacular roof designs)</b> illustrates roof forms that are consistent with the character of the Blackall Range.</p> <p>Development provides for any new building or structure to have a maximum floor plate of 500m<sup>2</sup>.</p>
<b>PO2</b>	<p>Development provides for buildings and structures that:-</p> <p>(a) are low rise and present a <i>building height</i> consistent with development on adjoining and surrounding land;</p> <p>(b) do not visually dominate the street, adjacent properties, surrounding spaces or the existing skyline, particularly in areas of high scenic value;</p> <p>(c) preserve the amenity of surrounding land, including sunlight to neighbouring properties; and</p> <p>(d) respect the scale of surrounding <i>vegetation</i>.</p>	<b>AO2</b>	<p>No acceptable outcome provided.</p> <p>Note—<b>Figure 7.2.3D (Buildings of consistent height and bulk as to achieve a human scale), Figure 7.2.3E (Use of vegetation to break up large building masses) and Figure 7.2.3F (Use of street trees and site frontage landscaping)</b> illustrate buildings that have a scale and design that is consistent with development and <i>vegetation</i> on the <i>site</i> and surrounding land.</p>
<b>PO3</b>	Development provides for buildings and structures that have a maximum height of 2 <i>storeys</i> .	<b>AO3</b>	No acceptable outcome provided.
<b>PO4</b>	Development provides for the retention and enhancement of key landscape elements contributing to the setting, character and sense of place of the Blackall Range including historical landmarks, existing character trees and areas of significant <i>vegetation</i> and rural landscape character.	<p><b>AO4.1</b></p> <p><b>AO4.2</b></p>	<p>Development provides for the retention of hedgerows, old stone retaining walls, landmarks, memorials and monuments.</p> <p>Development provides for the retention and enhancement of existing mature trees and character <i>vegetation</i> contributing to the character and vegetated backdrop to the local plan area including:</p> <p>(a) <i>vegetation</i> on ridgelines or along <i>waterways</i>;</p> <p>(b) <i>vegetation</i> on land with slopes generally of 25% or greater or on land prone to slippage;</p> <p>(c) species of local importance (i.e. bunya pines (<i>Araucaria bidwillii</i>), macadamia species (<i>Macadamia interifolia</i> and <i>M. ternifolia</i>) and <i>Romnalda strobilacea</i> species); and</p>



Performance Outcomes		Acceptable Outcomes	
			<p>(d) other character <i>vegetation</i> identified on <b>Figure 7.2.3A (Blackall Range local plan elements)</b>.</p> <p>Note—in some circumstances, the eradication of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.</p> <p><b>AO4.3</b> Development provides for fences to remain a minor visual element in the landscape by utilising either post and rail or post and wire fencing forms.</p> <p><b>AO4.4</b> Except in urban or highly trafficked areas where traffic regulation is required, development provides for road verges and edges that have a rural laneway character.</p>
<b>PO5</b>	<p>Development protects and emphasises and does not intrude upon significant coastal and hinterland views and vistas and the rural and natural landscape values of scenic routes by providing for buildings, structures and other works that:-</p> <p>(a) are unobtrusive and have a scale and bulk that is subservient to the natural and rural landscape with building forms that are visually broken up;</p> <p>(b) are located so as not to interfere with or adversely impact upon scenic views, particularly from Maleny-Mapleton Road / Flaxton Drive / Mapleton-Montville Road;</p> <p>(c) have exterior surfaces with colours that allow buildings to blend in with the natural and rural landscape; and</p> <p>(d) are designed to sensitively respond to site characteristics and avoid scarring of the landscape.</p>	<p><b>AO5.1</b></p> <p><b>AO5.2</b></p> <p><b>AO5.3</b></p> <p><b>AO5.4</b></p> <p><b>AO5.5</b></p> <p><b>AO5.6</b></p> <p><b>AO5.7</b></p>	<p>Development protects and emphasises, and does not intrude upon, important sight lines and views to coastal and rural hinterland landscapes, including where identified on <b>Figure 7.2.3A (Blackall Range local plan elements)</b>.</p> <p>Development is sympathetic to and enhances the visual appeal and amenity of Flaxton Drive, Main Street, Maleny-Montville Road, Montville-Mapleton Road, Obi Obi Road, Kondalilla Falls Road and Western Avenue as major or locally significant scenic routes by minimising the exposure of buildings to roadways, using unobtrusive building forms and providing appropriate landscaping.</p> <p>Development provides for buildings which are comprised of a number of small, separate buildings which are visually separated by <i>vegetation</i> or landscaping.</p> <p>Development on a lot which is included in the Rural zone and located on the eastern side of Maleny-Montville Road / Montville-Mapleton Road, is designed and constructed such that the roofline of any building or structure does not extend above the level of the road.</p> <p>Buildings or structures, including the roof, have the colour of muted earth/environmental tones and non reflective materials and textures that blend with the hinterland rural and natural environment.</p> <p>Note—Appropriate external surface colours will depend upon the existing native <i>vegetation</i> and backdrop but may include muted tones such as green, olive green, blue green, grey green, yellow green, green blue, indigo, brown and blue grey.</p> <p>Development provides for the retention of existing <i>vegetation</i> and incorporates landscaping to visually screen and soften built form elements, whilst not impeding distance views or view corridors from a scenic route.</p> <p>Development involving reconfiguration of a lot provides for a subdivision layout which</p>

Performance Outcomes		Acceptable Outcomes	
			<p>minimises the extent of cut and fill required to accommodate new lots and roads.</p> <p>Editor's Note—<b>Section 8.2.12 (Scenic amenity overlay code)</b> contains additional requirements for development on land adjoining a scenic route or within a high scenic area.</p> <p>Note—<b>Figure 7.2.3G (Siting of built elements)</b> illustrates how to ensure that buildings, structures and roadways integrate into the landscape.</p>
<b>PO6</b>	Development contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways that reflect and enhance the sense of entry to, and the rural village character of, Montville and Mapleton.	<b>AO6.1</b>	<p>Development adjacent to a primary streetscape treatment area or gateway/entry point identified on <b>Figure 7.2.3A (Blackall Range local plan elements)</b> incorporates architectural and landscape treatments and other design elements which:-</p> <p>(a) enhance the sense of arrival to and the rural village character of Montville and Mapleton; and</p> <p>(b) emphasise corner locations.</p> <p>Note—<b>Figure 7.2.3H (Embellishments – use of components which create a distinctive character)</b> illustrates how a belvedere has been incorporated on a street corner.</p>
		<b>AO6.2</b>	<p>Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.</p> <p>Note—<b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.</p> <p>Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.</p> <p>Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required.</p>
<b>PO7</b>	Development for a <i>food and drink outlet</i> does not:- (a) provide for the establishment of a <i>high volume convenience restaurant</i> ; or (b) incorporate a <i>drive-through facility</i> .	<b>AO7</b>	No acceptable outcome provided.
<b>PO8</b>	Development for the purposes of a <i>tourist attraction, tourist park</i> , or other activity with a primary emphasis on tourism related facilities or services:- (a) retains a primary focus on nature and/or hinterland based tourism experiences and small scale visitor accommodation and services; and (b) is of a scale and intensity that is compatible with and subservient to the rural village character and rural and natural values of the Blackall Range.	<b>AO8</b>	No acceptable outcome provided.
<b>PO9</b>	Development in the Rural zone on Kondalilla Falls Road, Flaxton:-	<b>AO9</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>(a) provides for limited expansion of small scale activities such as <i>short-term accommodation</i> and <i>food and drink outlets</i> which enhance the existing rural/nature based tourism service role of the immediate area;</p> <p>(b) does not detract from the role of Montville and Mapleton as the local centres for the area, in particular, by providing for retail or commercial activities which should be located in a centre; and</p> <p>(c) does not adversely impact upon the amenity of nearby residential areas.</p>		
<b>PO10</b>	Development is sited and designed in a manner which is responsive to local topography.	<b>AO10</b>	<p>No acceptable outcome provided.</p> <p>Editor's Note—<b>Section 8.2.10 (Landslide hazard and steep land overlay code)</b> sets out requirements for development on <i>steep land</i>.</p>
<b>Development in the Local Centre Zone</b>			
<b>PO11</b>	<p>Development in the Local centre zone:-</p> <p>(a) is sympathetic to the rural village character of Montville and Mapleton;</p> <p>(b) is designed to address the street;</p> <p>(c) complements the traditional built form and <i>streetscape</i>;</p> <p>(d) in the case of Montville, contributes to the role of the village as a tourist node;</p> <p>(e) is landscaped to soften the dominance of built forms and hard surfaces; and</p> <p>(f) provides integrated and functional parking and access arrangements that do not dominate the street.</p>	<b>AO11</b>	<p>Development in the Local centre zone:-</p> <p>(a) respects the layout, scale (including height and <i>setback</i>) and character of development on adjoining sites;</p> <p>(b) provides <i>primary active street frontages</i>, built to the front boundary or <i>setback</i> a maximum of 3 metres from the front boundary, where identified on <b>Figure 7.2.3A (Blackall Range local plan elements)</b>;</p> <p>(c) provides all weather protection in the form of continuous cantilevered awnings and/or light verandah structures with decorative non-load bearing posts over footpath areas with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside;</p> <p>(d) incorporates functional and decorative building features such as window hoods, louvres, shutters, ornamental panels and brackets, finials, fret work, gable vents and stained glass;</p> <p>(e) incorporates building openings and windows overlooking the street with vertical lines and rhythm;</p> <p>(f) incorporates large building voids (such as display windows), broken up through the use of posts, mullions, rails or other detailing that maintain the vertical emphasis of the building;</p> <p>(g) provides parapets or other visually compatible treatment which provides an interesting, distinctive and compatible top level to the building façade;</p> <p>(h) ensures that signage is integrated with the building and incorporates colours, layout and lettering consistent with or complementary to the overall colour scheme and architecture of the individual building and surrounding buildings;</p> <p>(i) includes provision of landscaping, shaded seating and consistent and simple paving</p>

Performance Outcomes		Acceptable Outcomes	
			<p>materials on footpaths that are consistent with the character of its setting; and</p> <p>(j) provides for on-site car parking at the rear or to one-side of the development.</p> <p>Note—<b>Figure 7.2.3I (Awnings and parapets)</b> illustrates the use of awnings and parapets on traditional commercial buildings in rural settlements.</p> <p>Note—<b>Figure 7.2.3J (Appropriate detailing)</b> illustrates how appropriate detailing contributes to the quality of buildings and promotes harmony between them. The level of ornamentation should be consistent with the complexity of the building.</p> <p>Note—<b>Figure 7.2.3K (Sensitive signage)</b> illustrates how appropriate signage that is in character with the area can be integrated with development.</p> <p>Note— <b>Figure 7.2.3L (Hard landscape components)</b> illustrates examples of hard landscape components which may be appropriate for use in the Blackall Range.</p> <p>Note—<b>Figure 7.2.3M (Landscaping)</b> illustrates how the use of street trees and lower storey plantings in the Local centre zone provide shade, reinforce a village character and provide an attractive, non-threatening environment for pedestrians.</p>
<b>PO12</b>	Development for reconfiguring a lot in the Local centre zone provides for lot sizes and a configuration of lots that is sympathetic to the village character and identity of Montville and Mapleton and provides for adequate on-site effluent disposal.	<b>AO12</b>	Development in the Local centre zone provides for lots which are a minimum of 2,000m <sup>2</sup> in area, or larger where required to provide for adequate on-site effluent disposal.
<b>PO13</b>	Development in the Local centre zone in Montville village centre provides for improved pedestrian and visual linkages between Main Street and Russell Family Park through use of existing laneways and connections and new through block connections where appropriate.	<b>AO13</b>	Development provides visible, safe, comfortable and attractive through block pedestrian linkages where identified on <b>Figure 7.2.3A (Blackall Range local plan elements)</b> .
<b>Development in the Low Density Residential Zone and Rural Residential Zone</b>			
<b>PO14</b>	Development for reconfiguring a lot in the Low density residential zone and Rural residential zone provides for lot sizes and a configuration of lots that:- (a) is sympathetic to the rural village character and identity of Montville and Mapleton and the rural residential character of Flaxton; and (b) provides for adequate on-site effluent disposal.	<b>AO14.1</b>  <b>AO14.2</b>  <b>AO14.3</b>	<p>Development in the Low density residential zone provides for lots which are a minimum of 2,000m<sup>2</sup> in area, or larger where required to provide for adequate on-site effluent disposal.</p> <p>Development in the Rural residential zone provides for lots which are a minimum of 2 hectares in area.</p> <p>Development provides for a street layout and configuration of lots that respects the existing open village or informal rural residential <i>streetscape</i>.</p>

**Figure 7.2.3A Blackall Range local plan elements**

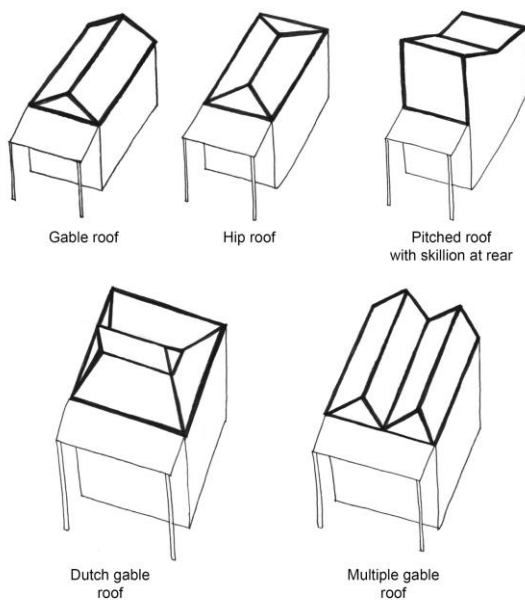
<Figure to be inserted>



**Figure 7.2.3B** Places of high community value



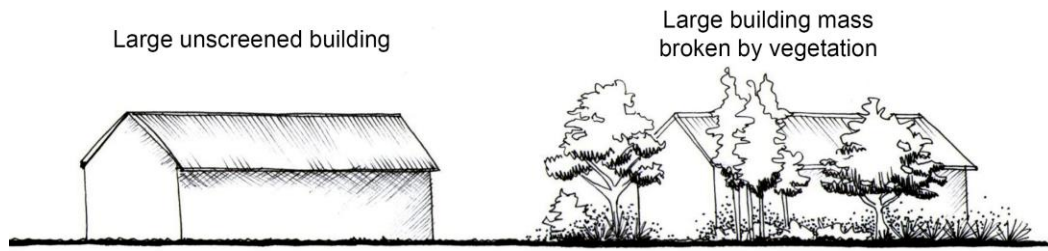
**Figure 7.2.3C** Typical Queensland vernacular roof designs



**Figure 7.2.3D** Buildings of consistent height and bulk as to achieve a human scale



**Figure 7.2.3E Use of vegetation to break up large building masses**



**Figure 7.2.3F Use of street trees and site frontage landscaping**



**Figure 7.2.3G Siting of built elements**

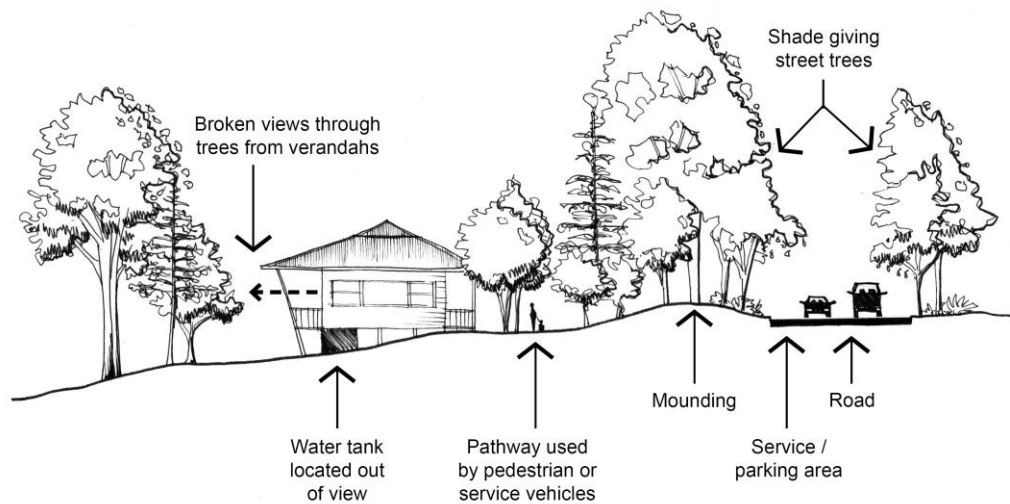




Figure 7.2.3H Embellishments – use of components which create a distinctive character



Figure 7.2.3I Awnings and parapets

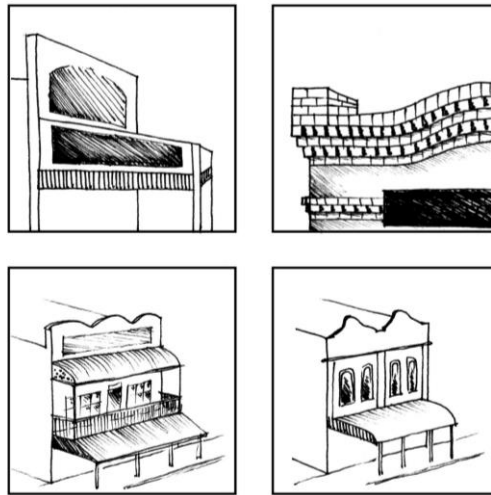
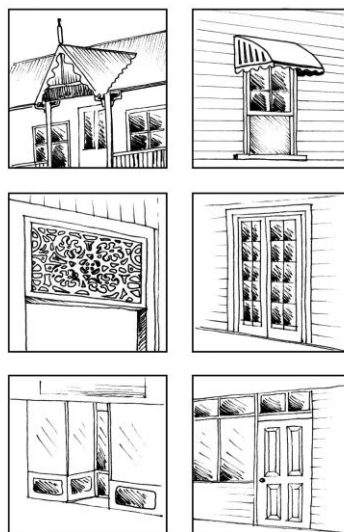
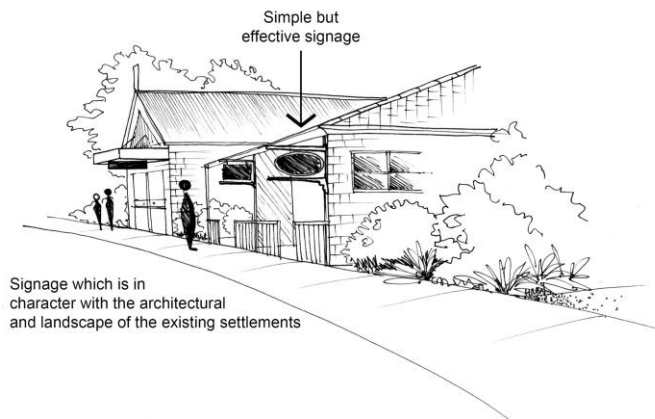


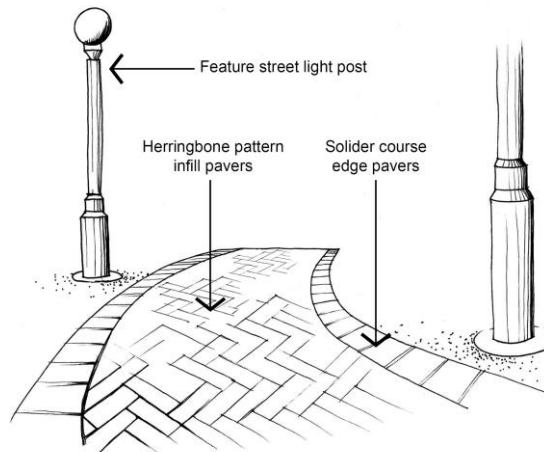
Figure 7.2.3J Appropriate detailing



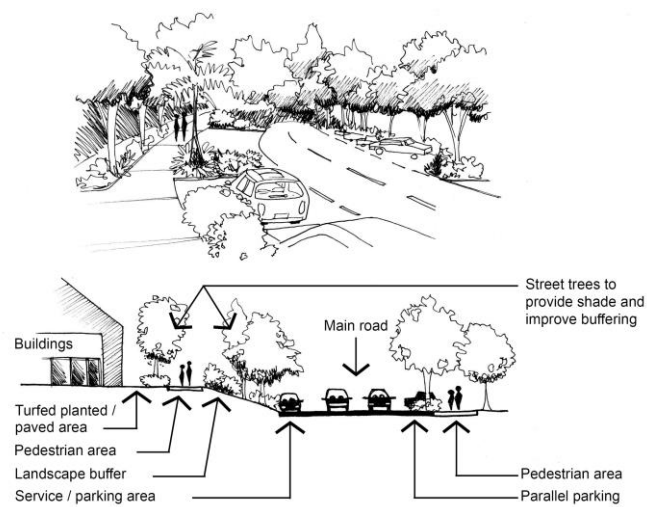
**Figure 7.2.3K Sensitive signage**



**Figure 7.2.3L Hard Landscape components**



**Figure 7.2.3M Landscaping**



## 7.2.4 Bli Bli local plan code

### 7.2.4.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Bli Bli local plan area as shown on Map ZM19 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Bli Bli local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.4.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.4.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.4A (Bli Bli local plan elements)**.

### 7.2.4.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Bli Bli local plan code.

*The Bli Bli local plan area is situated between the urban areas of Nambour, Maroochydore and Pacific Paradise in the central part of the Sunshine Coast. The Bli Bli local plan area includes the Bli Bli Village Centre and residential areas, the Maroochy River and Kirra Road rural residential area and the Parklakes urban residential community. The local plan area has a land area of approximately 740 hectares.*

*The Bli Bli local plan area is located within a rural setting with the significant environmental areas of the Maroochy River, Maroochy Wetlands Sanctuary, Petrie Creek and Parklands State Forest key elements within this landscape setting.*

*The topography of the local plan area is varied ranging from elevated and steeper slopes, providing views over the river valleys to the surrounding countryside, views to the north Buderim and Kunda Park escarpments and over the lowlands of the Maroochy River floodplain.*

*The Maroochy River rural residential area located in the northern part of the local plan area is characterised by dwelling houses on large sloping rural lots interspersed with remnant vegetation and some rural activities. The emerging Parklakes community comprises predominantly dwelling houses on urban size lots with a neighbourhood shopping and community precinct located at the eastern end of the area, with sport, recreational and environmental areas located in the north. An extension to the Parklakes community is planned to the north west of the existing community and is intended to provide additional community facilities including a school, environmental areas and open space. The existing residential community of Bli Bli consists predominantly of dwelling houses on urban size lots with larger lot sizes occurring in sloping and steeper vegetated ridgeline areas.*

*The Bli Bli Village Centre, located on David Low Way, provides convenience shopping and a community focus for local residents. A smaller local business and community centre is to be established in Parklakes to service immediate residents. The church and hall located near the intersection of Willis and School Roads also provides a community focus area for local residents. Bli Bli is also supported by a number of small scale tourist attractions which exist within or adjoining the local plan area, including Sunshine Castle and GoWake Cable Park.*

*The existing remnant vegetation along the ridgelines and gullies and the adjoining wetland areas and waterways, including declared fish habitat areas, have significant environmental and scenic values and contribute to the amenity and character of the local plan area.*

*The Nambour-Bli Bli Road, Yandina-Bli Bli Road, David Low Way and Willis Road are major road links within the local plan area. Urban zoned land within the local plan area is connected, or has the ability to be connected, to reticulated water and sewerage.*

### 7.2.4.3 Purpose and overall outcomes

- (1) The purpose of the Bli Bli local plan code is to provide locally relevant planning provisions for the assessment of development within the Bli Bli local plan area.
- (2) The purpose of the Bli Bli local plan code will be achieved through the following overall outcomes:-
  - (a) The Bli Bli local plan area remains an attractive residential area comprising a number of urban and rural residential neighbourhoods and a village centre surrounded by a mosaic of farming land and natural areas.
  - (b) Urban and rural residential development in the Bli Bli local plan area is limited to land within the urban and rural residential growth management boundaries respectively so as to protect and reinforce Bli Bli's village character and identity, provide for the efficient provision of *infrastructure* and services, avoid constrained land and environmentally significant areas and protect the character and productivity of surrounding rural land.
  - (c) Development in the local plan area is designed and sited to protect key landscape features contributing to the rural and natural setting and character of the Bli Bli local plan area including existing *vegetation*, particularly along forested ridgelines and gullies, and significant views to surrounding countryside and across the Maroochy River *floodplain*, and to reflect the physical characteristics and constraints of the land, including the protection of sensitive slopes.
  - (d) The Bli Bli Village Centre, fronting the David Low Way, functions as a local (full service) activity centre providing a range of convenience goods and services to the Bli Bli community and surrounding rural and rural residential areas.
  - (e) Development in the Bli Bli Village Centre provides a range of small-scale business and community activities which activate the street *frontage* and include residential development located above the ground *storey* level. Whilst the business functions of the Bli Bli Village Centre may expand and be enhanced, the centre remains compact, with any expansion limited to land included within the Local centre zone. Residents continue to rely upon Nambour or Maroochydhore to fulfil their higher order business and industry needs.
  - (f) The Parklakes Local centre zone functions as a local (not full service) activity centre, providing a basic convenience level of business and community uses to service immediate residents. No new business centres are established within the Bli Bli local plan area.
  - (g) Development in the Low density residential zone maintains the primarily low density residential character of the Bli Bli local plan area.
  - (h) Development protects the Sunshine Castle as a significant landmark building and tourist attraction.
  - (i) Land to the north-west of Camp Flat Road is master planned and developed in a coordinated manner that sensitively responds to the flooding and environmental constraints over this area. Development in this area provides for a range of land uses including residential uses, community uses and open space.
  - (j) Development in the local plan area is supported by a network of open space to meet the needs of the local community and facilitates safe and convenient pedestrian and cycle connections between and around key destinations within the local plan area.

### 7.2.4.4 Performance outcomes and acceptable outcomes

**Table 7.2.4.4.1 Performance outcomes and acceptable outcomes for assessable development**

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Bli Bli Local Plan Area Generally (All Zones)</i>			
<b>PO1</b>	Development provides for buildings, structures and landscaping that are consistent with, and reflect the coastal urban character of, the local plan area and integrate with the natural landscape and skyline <i>vegetation</i> in terms of scale,	<b>AO1.1</b>	Development provides for building design which incorporates a mix of lightweight and textured external building materials, including timber finishes or masonry construction with variation provided in texture and detailing.

Performance Outcomes		Acceptable Outcomes	
	siting, form, composition and use of materials.	AO1.2	Development provides for buildings and structures which incorporate articulated, pitched, skillion or curved roof forms.
		AO1.3	Development uses understated colour schemes and low-reflective roofing and cladding materials.
		AO1.4	Development provides for existing mature trees to be retained and incorporated into the development design.
PO2	Development contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways to reflect and enhance the sense of arrival to, and character of, Bli Bli.	AO2.1	Development adjacent to a primary streetscape treatment area or gateway/entry point identified on <b>Figure 7.2.4A (Bli Bli local plan elements)</b> :- (a) incorporates architectural and landscape treatments which enhance the sense of arrival to, and the coastal urban character of, Bli Bli, and emphasise corner locations; and (b) incorporates building materials such as varied roof forms, changes in materials and variations in projected and recessed elements and facades.
		AO2.2	Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.  Note— <b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.  Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.  Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required.
PO3	Development provides for the retention and enhancement of key landscape elements including significant views and vistas, existing character trees and areas of significant <i>vegetation</i> contributing to the setting, character and sense of place of Bli Bli.	AO3.1	Development protects and emphasises, and does not intrude upon, the important sight lines and views over the surrounding rural landscape, Maroochy River <i>floodplain</i> and north Buderim escarpment where identified on <b>Figure 7.2.4A (Bli Bli local plan elements)</b> .
		AO3.2	Development provides for the retention and enhancement of existing mature trees, <i>vegetation</i> on ridgelines and along <i>waterways</i> and gullies and other character <i>vegetation</i> identified on <b>Figure 7.2.4A (Bli Bli local plan elements)</b> .  Note—in some circumstances the eradication of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.
PO4	Development is sited and designed in a manner which is responsive to local topography, flooding and drainage constraints.	AO4	No acceptable outcome provided.  Editor's Note— <b>Section 8.2.10 (Landslide hazard and steep land overlay code)</b> sets

Performance Outcomes		Acceptable Outcomes	
			<p>out requirements for development on <i>steep land</i>.</p> <p>Editor's Note—<b>Section 8.2.7 (Flood hazard overlay code)</b> sets out requirements in relation to flood prone land.</p>
<b>PO5</b>	<p>Development for a <i>food and drink outlet</i> does not:-</p> <p>(a) provide for the establishment of a <i>high volume convenience restaurant</i>; or</p> <p>(b) incorporate a <i>drive-through facility</i>.</p>	<b>AO5</b>	No acceptable outcome provided.
<b>Development in the Local Centre Zone</b>			
<b>PO6</b>	<p>Development in the Local centre zone fronting David Low Way provides for small scale uses and mixed uses that:-</p> <p>(a) support the role and function of the Bli Bli Village Centre as a local (full service) activity centre; and</p> <p>(b) provide a range of convenience goods and services to local residents.</p>	<b>AO6</b>	No acceptable outcome provided.
<b>PO7</b>	<p>Development in the Local centre zone fronting David Low Way:-</p> <p>(a) provides an attractive interface to David Low Way and contributes to the creation of an attractive village centre and gateway to Bli Bli, through the provision of:-</p> <p>(i) vibrant and active streets and public spaces;</p> <p>(ii) continuous weather protection for pedestrians;</p> <p>(iii) streetscape improvements; and</p> <p>(iv) safe pedestrian and traffic zones;</p> <p>(b) is designed and sited to emphasise the area's riverside location, with visual and pedestrian/cycle links to the waterfront enhanced; and</p> <p>(c) provides integrated and functional parking and access arrangements that do not dominate the street.</p>	<p><b>AO7.1</b></p> <p><b>AO7.2</b></p> <p><b>AO7.3</b></p>	<p>Development in the Local centre zone fronting David Low Way:-</p> <p>(a) provides for new or extended large floor plate retail uses to be sleeved and located behind smaller scale, fine grain built form elements;</p> <p>(b) provides <i>primary active street frontages</i> built to boundary where identified on <b>Figure 7.2.4A (Bli Bli local plan elements)</b>;</p> <p>(c) provides for any residential uses to be effectively integrated with business uses;</p> <p>(d) has building openings overlooking the street;</p> <p>(e) provides all weather protection in the form of continuous cantilevered awnings and/or light verandah structures with non-load bearing posts over footpath areas in conjunction with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside;</p> <p>(f) ensures that signage is integrated with buildings;</p> <p>(g) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths; and</p> <p>(h) provides for on-site car parking at the rear or to one side of the development.</p> <p>Development protects and emphasises views and sight lines from the Bli Bli Village Centre to the Maroochy River where identified on <b>Figure 7.2.4A (Bli Bli local plan elements)</b>.</p> <p>Development provides for safe and efficient pedestrian and cycle connections between the Bli Bli Village Centre and the Maroochy River.</p>

Performance Outcomes		Acceptable Outcomes	
<b>PO8</b>	Development in the Local centre zone fronting Parklakes Drive provides for small scale uses that:- (a) support the role and function of the centre as a local (not full service) activity centre providing basic convenience goods and services to immediate residents; and (b) does not detract from the role and function of Bli Bli Village Centre as the local (full service) activity centre for the local area.	<b>AO8</b>	No acceptable outcome provided.
<b>Development in the Low Density Residential Zone</b>			
<b>PO9</b>	Development for reconfiguring a lot in the Low density residential zone provides for comparatively large lot sizes that are responsive to the local topography and maintain the low density character and amenity of neighbourhoods.	<b>AO9</b>	Development in the Low density residential zone provides for conventional residential lots which are a minimum of 700m <sup>2</sup> in area.
<b>Development in the Tourism Zone (Sunshine Castle)</b>			
<b>PO10</b>	Development in the Tourism zone recognises the Sunshine Castle as a significant landmark site and tourist attraction.	<b>AO10</b>	No acceptable outcome provided.
<b>Development in the Emerging Community Zone (Land to the North West of Camp Flat Road)</b>			
<b>PO11</b>	Development in the Emerging community zone is master planned to ensure that development occurs in a logical and coordinated manner.	<b>AO11</b>	No acceptable outcome provided.
<b>PO12</b>	Development in the Emerging community zone provides for:- (a) a variety of residential lot sizes and housing options including <i>dwelling houses</i> , <i>dual occupancies</i> , and <i>retirement facilities</i> ; and (b) local community/sporting facilities in the northern corner of the area adjacent to Yandina-Bli Bli Road.  Note—should the northern corner of the Emerging community zone not be required for community purposes, as determined by the <i>Council</i> , this part of the zone may be developed for low density residential purposes.	<b>AO12</b>	No acceptable outcome provided.
<b>PO13</b>	Development in the Emerging community zone provides for:- (a) adequate flood immunity whilst avoiding any adverse off-site flooding impacts; (b) the protection and buffering of <i>ecologically important areas</i> and drainage areas, including the greenspace areas identified on <b>Figure 7.2.4A (Bli Bli local plan elements)</b> ; (c) appropriate buffering and separation to nearby agricultural land and rural uses; (d) an internal link road (district collector street) that connects Camp Flat Road to Yandina-Bli Bli Road; (e) a local road connection between East View Court and the internal	<b>AO13</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>link road; and</p> <p>(f) pedestrian and cycle links between residential neighbourhoods and planned community uses to the north.</p> <p>Note—indicative road linkages and pedestrian/cycle links are identified on <b>Figure 7.2.4A (Bli Bli local plan elements)</b>.</p>		



**Figure 7.2.4A Bli Bli local plan elements**

<Figure to be inserted>



## 7.2.5 Buderim local plan code

### 7.2.5.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Buderim local plan area as shown on Map ZM32 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Buderim local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.5.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.5.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.5A (Buderim local plan elements)**.

### 7.2.5.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Buderim local plan code.

*The Buderim local plan area is located centrally in the eastern part of the Sunshine Coast and has a land area of approximately 2,775 hectares. The local plan area includes the large number of neighbourhoods which are collectively known as Buderim as well as the neighbourhoods of Mountain Creek and Glenfields.*

*The local plan area includes the Buderim Plateau and surrounding escarpment and foothill areas. Buderim plateau is of volcanic origin and comprises planated basalt lava flows underlain by weak beds of tertiary sediments and deeply weathered older rocks.*

*Whilst much of the plateau and the northern and eastern escarpment areas have been developed, the west and south-western escarpment areas are far less urbanised.*

*The undeveloped parts of the Buderim Plateau are a defining feature of Buderim's 'green' appearance and make a significant contribution to the character of Buderim as well as other surrounding local plan areas by providing a vegetated backdrop within the coastal urban setting.*

*The plateau itself is located approximately 150 metres above sea level and this elevated position provides a temperate local climate and provides many areas with panoramic views to the coast and hinterland.*

*Buderim has a number of environmental reserves including Buderim Forest Park, the Eric Joseph Foote War Memorial Sanctuary, Eggmolesse Environmental Reserve and the Rocky Creek Conservation Reserve. Martins Creek, Rocky Creek and Mountain Creek are the major waterways in the local plan area. A mosaic of ancient rainforest and other remnant vegetation remains within waterway corridors, open space reserves and on some of the undeveloped and steeper parts of the escarpment. These areas provide contrast and relief to the urban landscape.*

*Buderim Town Centre, located in the south-western part of the local plan area, is the commercial and community hub of Buderim Mountain and the major centre for the local plan area. Based on a traditional main-street layout it displays a fine grain built form and urban village character with Poinciana lined streetscapes and vibrant and active uses. The local community has a strong affinity with this town centre and the diversity and richness of the retail, business and community services that it offers.*

*Smaller convenience centres are located at North Buderim, Mountain Creek and in several other locations in the local plan area.*

*The local plan area accommodates a number of important community facilities that have sub- regional significance. These include the Sunshine Coast Private Hospital, the Sunshine Coast Institute of TAFE and the major refuse recovery facility for the central Sunshine Coast.*

The local plan area also includes a large number of other community and recreation facilities including the Buderim War Memorial Hall, eight primary and secondary schools, the Ballinger Road Sports Centre, Headland Park Golf Course and the Buderim Cricket and Croquet Clubs.

Buderim has a rich heritage with a number of buildings, places and streets displaying elements of important cultural or character significance. Those of particular note include Pioneer Cottage, the avenue of fig trees in Wirreanda Park, properties in the vicinity of Gloucester Road and remaining parts of the Buderim to Palmwoods Tramway.

Burnett Street, King Street, Mooloolaba Road, Crosby Hill Road, Ballinger Road, Dixon Road and Jones Road are the major roads traversing the local plan area. Urban zoned land within the local plan area is connected or has the ability to be connected to reticulated water and sewerage.

Despite the geographically large size of the Buderim local plan area and the significant number of neighbourhoods that it incorporates, residents are attracted to its village character and atmosphere. The Buderim community enjoys a quiet, relaxed lifestyle where a generally low intensity urban landscape and interweaving of large open spaces and natural landscape elements are key features.

### 7.2.5.3 Purpose and overall outcomes

- (1) The purpose of the Buderim local plan code is to provide locally relevant planning provisions for the assessment of development within the Buderim local plan area.
- (2) The purpose of the Buderim local plan code will be achieved through the following overall outcomes:-
  - (a) The Buderim local plan area is a mature coastal urban area comprising a number of residential neighbourhoods set within a mosaic of remnant *vegetation* and open space parks and reserves.
  - (b) Urban and rural residential development within the Buderim local plan area is limited to land within the urban and rural residential growth management boundaries respectively so as to protect the undeveloped parts of the Buderim escarpment, avoid land otherwise substantially constrained to development and provide for the efficient provision of *infrastructure* and services.
  - (c) Development is low rise and of a scale and intensity that is generally less than other parts of the central Sunshine Coast.
  - (d) The local plan area, and in particular the Buderim Town Centre and adjoining land, has a village character and atmosphere.
  - (e) The Buderim Town Centre is retained as a district activity centre offering a wide range of retail, commercial and community activities to meet the needs of the Buderim community.
  - (f) Development within the District centre zone and adjoining land included in the Community facilities zone continues the traditional main street character of Burnett Street. No new large floor plate retail uses are intended to be established so as to protect the fine grain built form and *streetscape* character of Burnett Street.
  - (g) Mountain Creek Local Centre is a local (full service) activity centre and provides a wide range of convenience based retail, commercial and community uses to meet the needs of the Mountain Creek neighbourhood catchment which is further removed from Buderim Town Centre compared with other local centres within the local plan area.
  - (h) North Buderim Local Centre and other smaller local centres are retained as local (not full service) activity centres providing for the basic convenience needs of residents.
  - (i) Whilst opportunities exist for the expansion and enhancement of business functions within the different centres in the local plan area, residents continue to rely upon Maroochydore, Nambour, Kawana Waters or Sippy Downs to fulfil their higher order business and industry needs.
  - (j) Development within the Low density residential zone and Medium density residential zone occurs in an integrated manner and creates walkable neighbourhoods with good pedestrian and cycle connectivity to local centres, community facilities and open space.

- (k) Lot sizes for *dwelling houses* are large compared with other parts of the coastal urban area and allow for houses to be set within generous landscaped grounds so as to retain the prevailing low density character and amenity of the local plan area.
- (l) Development on lots fronting the southern end of Gloucester Road preserves the established large lot size and *frontage setbacks* that are a characteristic of this area.
- (m) Development in the Medium density residential zone provides for a mix of residential housing types with *dwellings* that are generally of a domestic scale or are provided in small groups so as to reduce the perceived scale and mass of development.
- (n) Development of the greenfield *site* located in the northern part of the local plan area and included in the Emerging community zone provides for an integrated residential development which appropriately addresses the constraints of the land and in particular minimises the visual impact of development on the prominent northern Buderim escarpment. A development solution involving small precincts of development set within a rehabilitated landscape setting is the preferred outcome.
- (o) The significant environmental values and scenic quality of Buderim Forest Park, Eric Joseph Foote War Memorial Sanctuary and the Rocky Creek Conservation Reserve and other local environmental parks and reserves are protected and enhanced.
- (p) Views from *public open space* to important landscape features such as beaches and the Glass House Mountains are retained.
- (q) Development provides for the protection of remnants of the Buderim to Palmwoods Tramway and the extension of public pedestrian access along the former tramway route.

#### 7.2.5.4 Performance outcomes and acceptable outcomes

**Table 7.2.5.4.1 Performance outcomes and acceptable outcomes for assessable development**

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Buderim Local Plan Area Generally (All Zones)</i>			
<b>PO1</b>	Development provides for the retention and enhancement of individual buildings, sites, places and historical landmarks that contribute to the character and identity of Buderim as a place with close associations with the past.	<b>AO1.1</b>	Development provides for the retention and/or adaptive reuse, with limited modification, of buildings which have cultural heritage significance.  Editor's Note— <b>Section 8.2.9 (Heritage and character areas overlay code)</b> sets out requirements for development on heritage places and in character areas.
		<b>AO1.2</b>	Development provides for the retention of historical landmarks, memorials and monuments.
<b>PO2</b>	Development provides for the retention of remnants of the Buderim to Palmwoods Tramway and the extension of public pedestrian access along the former tramway route via dedication of land or public easement.	<b>AO2</b>	No acceptable outcome provided.
<b>PO3</b>	Development provides for buildings, structures and landscaping that are consistent with and reflect the village character of Buderim and integrate with the natural landscape and skyline <i>vegetation</i> in terms of scale, siting, form, composition and use of materials.	<b>AO3.1</b>	Development provides for building design which incorporates a mix of lightweight and textured external building materials, including timber finishes or masonry construction with variation provided in texture and detailing.
		<b>AO3.2</b>	Development provides for buildings and structures which incorporate roof forms that are consistent with the traditional Queensland style including gable, hip, pitched or multiple gable roof forms.

Performance Outcomes		Acceptable Outcomes	
		<b>AO3.3</b>	Development uses understated colour schemes and low-reflective roofing and cladding materials.
		<b>AO3.4</b>	Development provides for existing mature trees to be retained and incorporated into the development design.
<b>PO4</b>	Development contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways to enhance the sense of arrival to, and village character of, Buderim.	<b>AO4.1</b>	Development adjacent to a primary streetscape treatment area or gateway/entry point identified on <b>Figure 7.2.5A (Buderim local plan elements)</b> :- (a) incorporates architectural and landscape treatments which enhance the sense of arrival to, and the village character of, Buderim and emphasise corner locations; and (b) incorporates building design such as varied roof forms, changes in materials and variations in projected and recessed elements and facades.
		<b>AO4.2</b>	Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.  Note— <b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.  Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.  Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required.
<b>PO5</b>	Development provides for the retention and enhancement of key landscape elements including significant views and vistas, existing character trees and areas of significant <i>vegetation</i> contributing to the setting, character and sense of place of Buderim.	<b>AO5.1</b>	Development protects and emphasises, and does not intrude upon, the important sight lines to coastal and rural hinterland landscapes where identified on <b>Figure 7.2.5A (Buderim local plan elements)</b> .
		<b>AO5.2</b>	Development provides for the retention and enhancement of existing mature trees and <i>vegetation</i> contributing to the vegetated setting and backdrop of the local plan area including:- (a) <i>vegetation</i> on ridgelines and along watercourses and gullies; (b) the hoop pines behind Burnett Street; (c) the camphor laurel trees along Main Street; (d) Poinciana trees along King Street/Main Street/ Burnett Street; (e) the fig trees in Wirreanda Park; and (f) other character <i>vegetation</i> identified on <b>Figure 7.2.5A (Buderim local plan elements)</b> .  Note—in some circumstances, the eradication of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.

Performance Outcomes		Acceptable Outcomes	
<b>PO6</b>	Development on land identified as a local ecological linkage on <b>Figure 7.2.5A (Buderim local plan elements)</b> facilitates the provision of the local ecological linkage.	<b>AO6</b>	No acceptable outcome provided.  Editor's Note— <b>Section 8.2.3 (Biodiversity, waterways and wetlands overlay code)</b> sets out requirements for the provision of ecological linkages.
<b>Development in the District Centre Zone and Local Centre Zone</b>			
<b>PO7</b>	Development in the District centre zone and Local centre zone supports the role and function of:- (a) Buderim Town Centre as a small district activity centre; (b) Mountain Creek Local Centre as a local (full service) activity centre; and (c) other local centres as local (not full service) activity centres.	<b>AO7</b>	No acceptable outcome provided.
<b>PO8</b>	Development in the District centre zone and Local centre zone incorporates uses that are of a scale which is compatible with and reinforces the village character of Buderim.	<b>AO8</b>	No acceptable outcome provided.
<b>PO9</b>	Development in the District centre zone:- (a) is sympathetic to the village character of Buderim; (b) addresses the street; (c) complements the traditional built form and <i>streetscape</i> of Buderim; and (d) provides integrated and functional parking and <i>access</i> arrangements that do not dominate the street.	<b>AO9</b>	Development in the District centre zone:- (a) provides for Burnett Street to be maintained as a wide, attractive and pedestrian friendly main street; (b) respects the layout, scale (including height and <i>setback</i> ) and character of development on adjoining sites; (c) provides <i>primary active street frontages</i> built to the boundary where identified on <b>Figure 7.2.5A (Buderim local plan elements)</b> ; (d) provides for any residential uses to be effectively integrated with business uses; (e) provides all weather protection in the form of continuous cantilevered awnings and/or light verandah structures with decorative non-load bearing posts over footpath areas with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside; (f) incorporates building openings and windows overlooking the street with vertical lines and rhythm; (g) ensures that signage is integrated with buildings; (h) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths; and (i) provides for on-site car parking at the rear or to one side of the development.
<b>PO10</b>	Development does not provide for the establishment of any additional large floor plate retail uses.	<b>AO10</b>	No acceptable outcome provided.
<b>PO11</b>	Development for a <i>food and drink outlet</i> does not:- (a) provide for the establishment of a <i>high volume convenience restaurant</i> ; or (b) incorporate a <i>drive-through facility</i> .	<b>AO11</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
<b>Development in the Low Density Residential Zone</b>			
<b>PO12</b>	Development for reconfiguring a lot in the Low density residential zone provides for comparatively large lot sizes that maintain the low density character and amenity of neighbourhoods.	<b>AO12</b>	Development in the Low density residential zone provides for conventional residential lots which are a minimum of 700m <sup>2</sup> in area.
<b>PO13</b>	Development maintains the integrity of the large, established residential properties adjacent to the southern part of Gloucester Road that are characterised by buildings set back from street boundaries and surrounded by generous landscaped grounds.	<b>AO13</b>	Development in the Low density residential zone in Precinct BUD LPP-1 (Gloucester Road South) where identified on <b>Local Plan Map LPM32</b> :- (a) does not provide for the creation of any additional lots; (b) provides for all buildings and structures to be set back at least 10 metres from Gloucester Road; and (c) blends development into the landscape so as to retain the integrity of the open <i>streetscape</i> in this part of Buderim.
<b>Development in the Emerging Community Zone (Lot 46 C31729, Endota Street)</b>			
<b>PO14</b>	Development in the Emerging community zone on Lot 46 C31729, situated at Endota Street, Buderim:- (a) provides for an integrated development outcome over the whole of the <i>site</i> ; (b) minimises the visual impact of development on the Buderim escarpment; (c) preserves native <i>vegetation</i> areas and escarpment areas as undeveloped land; (d) restores escarpment areas which have previously been subject to vegetation clearing; (e) includes native <i>vegetation</i> areas and escarpment areas in <i>public open space</i> or another appropriate form of protective tenure; (f) provides for low intensity development only at a maximum density of 4 <i>equivalent dwellings</i> per hectare; and (g) provides for development to be clustered or otherwise configured in a manner that minimises the need for <i>vegetation clearing</i> or landform modification and blends development into the landscape such that there is only minimal exposure of built form elements when the <i>site</i> is viewed from other local plan areas.	<b>AO14</b>	No acceptable outcome provided.



**Figure 7.2.5A Buderim local plan elements**

<Figure to be inserted>



## 7.2.6 Caloundra local plan code

### 7.2.6.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Caloundra local plan area as shown on Map ZM45 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Caloundra local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.6.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.6.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.6A (Caloundra local plan elements)**.

### 7.2.6.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Caloundra local plan code.

*The Caloundra local plan area is located in the south-eastern part of the Sunshine Coast and has a land area of approximately 1,251 hectares.*

*The local plan area includes the Caloundra Town Centre and the beachside neighbourhoods of Caloundra, Kings Beach, Shelly Beach, Moffat Beach, Dicky Beach, Battery Hill and part of Currimundi.*

*The local plan area is characterised by its beachside setting and frontage to the Pumicestone Passage as well as the spectacular coastal and hinterland views that are available from headlands and other elevated parts of the local plan area.*

*The northern part of the local plan area is located on a dune and sand plain system. The rocky headlands of Moffat Beach and Caloundra Headland are the dominant landscape features in the central part of the local plan area. The western part of the local plan area is characterised by relatively flat terrain that rises up to the west, north and east.*

*Currimundi Lake, Bunbubah Creek, Coondibah Lagoon, Pumicestone Creek and Tooway Creek are the main waterways traversing the local plan area and are important environmental, recreation and local character elements.*

*Whilst the natural landscape of the local plan area has been substantially altered over time to accommodate urban development, pockets of remnant vegetation remain in the foreshore and creekside open space system including on the land which accommodates the Currimundi Conservation Centre and George Watson Park at Moffat Head. Ben Bennett Botanical Park is a noteworthy conservation reserve.*

*The Caloundra Town Centre, located in the southern part of the local plan area, is a major regional activity centre and the dominant centre for the southern part of the Sunshine Coast. The Caloundra Town Centre provides a comprehensive range of centre based activities and is a major employment destination. It incorporates the traditional main street of Bulcock Street and adjoining areas to the north as well as the area north and south of Bowman Road. Smaller convenience centres are located at Currimundi (on Buderim Street), Moffat Beach and Dicky Beach.*

*The Caloundra West Industrial Estate, located in the western part of the local plan area, is a major industrial estate accommodating a range of predominantly service and transport related industries. Caloundra Aerodrome located immediately opposite the Caloundra West Industrial Estate, provides general aviation services and related business and industrial activities. The Moffat Beach Business Park is a smaller industrial area located centrally within the local plan area that caters for low impact industrial and compatible business activities.*

*The local plan area accommodates a full range of residential settings from traditional low density neighbourhoods comprised predominantly of dwelling houses to high density residential and tourist accommodation areas comprised of multi storey apartment buildings. Kings Beach and Bulcock Beach offer the most intensive residential accommodation and are a major focus for visitor accommodation. At Shelly Beach and Moffat Beach small pockets of beachside character housing remain. The traditional beachside housing areas of Shelly Beach and Moffat Beach are characterised by larger lots, despite the fact that some smaller lots exist within the areas a result of historical subdivision decisions that are not now supported. This planning scheme sets out how the character of this area is determined by its future and not how the past determines its future.*

*The local plan area also accommodates a large range of civic, community, sport and recreation activities including the Caloundra Courthouse, Caloundra Hospital, Caloundra Private Hospital, emergency services, the Events Centre, Caloundra office of the Sunshine Coast Council, Sunshine Coast Institute of TAFE, nine public and private schools, Caloundra Library, Caloundra Community Centre, Central Park, Roy Henzell Park, Russell Barker Memorial Park, Grahame Stewart Park, Caloundra Golf Club, Currimundi Recreation Camp and the Caloundra Cemetery.*

*Vehicle access is predominantly via Caloundra Road from the west and the Nicklin Way from the north. A new northern access road is proposed from Nicklin Way via Queen Street and Ulm Street into the Caloundra Town Centre. Other major roads in the local plan area include Buderim Street, Beerburum Street, Buccleugh Street, Tooway Parade, George Street, Regent Street and Bowman Road.*

*The Caloundra Bus interchange in Cooma Terrace currently caters for local and long distance bus services and links to the North Coast Rail Line. The proposed Dedicated Public Transport Corridor (CAMCOS) runs along the eastern side of the Caloundra Aerodrome with a proposed transit station planned for the area south of Caloundra Road.*

*Urban zoned land within the local plan area is connected, or has the ability to be connected, to reticulated water and sewerage.*

### **7.2.6.3 Purpose and overall outcomes**

- (1) The purpose of the Caloundra local plan code is to provide locally relevant planning provisions for the assessment of development within the Caloundra local plan area.
- (2) The purpose of the Caloundra local plan code will be achieved through the following overall outcomes:-
  - (a) The Caloundra local plan area is a mature and complex coastal urban area incorporating a diverse range of uses and activities that support the consolidation and development of Caloundra Town Centre and the adjoining Kings Beach and Bulcock Beach tourism focus areas, whilst maintaining the predominantly low density character of the traditional beachside suburbs and neighbourhoods of Moffat Beach, Dicky Beach, Currimundi, Shelly Beach and Battery Hill.
  - (b) Urban development within the Caloundra local plan area is limited to land within the urban growth management boundary so as to protect the integrity of foreshore and creekside environmental reserves.
  - (c) The Caloundra Town Centre continues to be developed as a major regional activity centre and the dominant centre for the southern part of the Sunshine Coast, providing a full range of town centre activities to meet the needs of the Caloundra community and communities in the southern part of the Sunshine Coast.
  - (d) Opportunities for transit oriented development are provided within the town centre and in designated areas adjacent to the CoastConnect Priority Public Transport Corridor and Dedicated Public Transport Corridor (CAMCOS) in accordance with allocated zonings.
  - (e) Development in the Major centre zone contributes to the economic vitality of the Caloundra Town Centre by providing for a wide range and depth of business uses.
  - (f) Development in the Major centre zone in Precinct CAL LPP-1 (Bulcock Street) provides for this part of the Caloundra Town Centre to be retained as the traditional 'main street' retail and entertainment area, accommodating a range of business uses with an emphasis on retail business uses and entertainment/catering business uses, together with multi-unit residential uses located above street level.

- (g) Development in Precincts CAL LPP-5 (Events Centre Hospitality Area), CAL LPP-6 (Bulcock Street Hospitality Area), CAL LPP-7 (Bulcock Beach Hospitality Area) and CAL LPP-8 (Kings Beach Hospitality Area) provides a range of business uses and entertainment activities including *food and drink outlets*, *function facilities*, *bars* and *hotels* that may operate after hours and include live music which creates a vibrant atmosphere. *Nightclub entertainment facilities* are only established in the Major centre zone in Precinct CAL LPP-6 (Bulcock Street Hospitality Area).
- (h) The traditional main street character of Bulcock Street is maintained. New or extended large floor plate retail uses are sleeved and located behind smaller scale, fine grain shopfronts that address the street and reinforce Bulcock Street's established townscape character. Through block pedestrian links are provided to allow convenient pedestrian access with development addressing and activating pedestrian links and vehicular laneways, wherever practicable. Development in Precinct CAL LPP-1 (Bulcock Street) is integrated with the adjoining community uses in Felicity Park and Omrah Avenue and the mixed use tourist development at nearby Bulcock Beach.
- (i) Development in the Major centre zone in Precinct CAL LPP-2 (Ormuz Avenue) supports the Bulcock Street retail and entertainment area by providing a range of complementary business uses and multi-unit residential uses. Development in this precinct is integrated with and includes strong pedestrian connections to Bulcock Street and the adjoining community uses in Omrah Avenue. Key Site 1 (Kronks Motel) is redeveloped as a signature *mixed use development* that incorporates high quality buildings, active street *frontages* and streetscaping.
- (j) Development in the Major centre zone in Precinct CAL LPP-3 (Bowman Road/Oval Avenue) accommodates a range of large floor plate business uses and community uses that cannot practically be accommodated in other parts of the Caloundra Town Centre together with some fine grain business uses that support, or are complementary to, the adjoining government and medical hub. These small scale business uses predominantly occur in that part of Precinct CAL LPP-3 between West Terrace and Second Avenue through the redevelopment of this area.
- (k) Key Site 2 (Stockland Shopping Centre) is consolidated and further developed in accordance with an approved plan of development to create a more integrated and less internalised retail and entertainment based development which addresses public streets, is permeable and supports pedestrian connectivity to other parts of the Caloundra Town Centre.
- (l) Key Site 3 (Caloundra RSL Club) is consolidated and further developed as a major entertainment venue which supports pedestrian connectivity to surrounding development and provides an attractive street front address to Oval Avenue.
- (m) Development in the Specialised centre zone provides for the progressive refurbishment of sites adjoining Caloundra Road with high quality buildings, landscaping and integrated signage that improves the visual appearance of Caloundra Road as a landscaped boulevard and major gateway to Caloundra Town Centre.
- (n) The existing local centres at Currimundi and Moffat Beach are retained as local (not full service) activity centres providing for the basic convenience needs of residents of and visitors to the local area.
- (o) Development within the Local centre zone at Moffat Beach provides active street *frontages*, streetscape improvements and other urban elements that create vibrant streets and reflect the prevailing beachside character of the area.
- (p) Development in the Medium impact industry zone provides for the continued development and refurbishment of the Caloundra West Industrial Estate as an area accommodating a broad range of industry uses, while avoiding significant conflicts with nearby residential areas.
- (q) Development in the Low impact Industry zone provides for the refurbishment and further development of the Moffat Beach Business Park, incorporating a range of *low impact industry* uses and complementary business uses in an attractive mixed use environment. The amenity of surrounding residential areas is maintained.
- (r) Residential areas are characterised by high quality residential buildings that reflect a beachside setting. Development has a form, scale and level of intensity that minimises its

physical and visual impact. In Kings Beach in particular, development responds to its waterfront, intermediate or ridgeline location through variations in *building height* and sensitive residential tower design.

- (s) Development in the Tourist accommodation zone at Bulcock Beach, Kings Beach, Dicky Beach, Currimundi and Golden Beach (Oaks Oasis Resort site) reinforces the role of Caloundra as a major coastal tourism destination and visitor accommodation area.
- (t) Key Site 4 (Kings Beach Tavern), Key Site 5 (Kings Beach Shops) and Key Site 6 (Golden Beach Oaks Oasis Resort), are developed as signature mixed used developments which:
  - (i) incorporate high density, predominantly visitor accommodation in comfortable and attractive living environments together with tourism, convenience, leisure and recreation related uses;
  - (ii) are integrated with and contribute to the vibrancy of adjoining foreshore or parkland areas;
  - (iii) create active street *frontages* that encourage pedestrian movement and interaction between private development and adjacent public spaces; and
  - (iv) display an outstanding level of architectural and landscape design befitting their location and level of importance within the local plan area.
- (u) Development in the Low density residential zone and Medium density residential zone occurs in an integrated manner and creates walkable neighbourhoods with good pedestrian and cycle connectivity to activity centres, community facilities, recreation areas and other key destinations.
- (v) Development in Precinct CAL LPP-4 (Moffat Beach/Shelly Beach) is compatible with, and sympathetic to, the preferred character of the area, which is characterised by larger lots. To maintain the low density character and amenity of this area, any residential lot is to be a minimum of 700m<sup>2</sup> in area.
- (w) Development in the Medium density residential zone provides for a mix of residential housing types with *dwellings* that are generally of a domestic scale or are provided in small groups so as to reduce the perceived scale and mass of development.
- (x) The government and medical hub established in the vicinity of West Terrace and Bowman Road adjacent to the Caloundra Town Centre, and comprising the Caloundra Hospital, Caloundra Courthouse, Caloundra Police Station and other *emergency services*, is consolidated. The government and medical hub further reinforces this part of Caloundra as the primary focus for the provision of major State government facilities.
- (y) Precinct CAL LPP-9 (Omrah Avenue) includes a number of *dwelling houses* on lots immediately to the south of Bicentennial Park. Development in this precinct is limited to *dwelling houses* on existing lots in order to ensure the land is preserved for a central *park* and complementary community facilities to support civic and cultural functions in the Caloundra Town Centre.
- (z) Development within Precinct CAL LPP-10 (Caloundra Aerodrome) provides for the establishment of a range of uses and activities that are compatible with the primary function of the aerodrome including aviation related business and industrial uses. The scale of development and operations recognises the location of the aerodrome within the urban fabric and the need to take into consideration impacts on nearby existing or proposed residential areas. Development at the Caloundra Aerodrome does not compromise the Sunshine Coast Activity Centres Network.
- (aa) The significant environmental values of Ben Bennett Botanical Park, Currimundi Recreation Reserve and other local environmental parks and reserves are protected and enhanced.
- (bb) Significant views to important landscape features including beaches and *waterways*, headlands and the Glass House Mountains are protected.
- (cc) Views to and from the heritage protected Caloundra lighthouses, located on the corner of Canberra Terrace and Arthur Street, are retained.
- (dd) Development does not compromise the provision and operation of the Dedicated Public Transport Corridor (CAMCOS) and the Caloundra Transit Station, the CoastConnect Priority

Public Transport and Bicycle Corridor or the proposed new northern access road into the Caloundra Town Centre.

#### 7.2.6.4 Performance outcomes and acceptable outcomes

**Table 7.2.6.4.1 Performance outcomes and acceptable outcomes for assessable development**

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Caloundra Local Plan Area Generally (All Zones)</i>			
PO1	Development provides for buildings, structures and landscaping that are consistent with, and reflect the beachside character and setting of, the local plan area.	AO1.1	Development for residential, business or community activity provides for building design which incorporates the following features:- (a) a mix of lightweight and textured external building materials, including timber finishes or masonry construction with variation provided in texture and detailing; (b) articulated, pitched, skillion or curved roof forms; (c) open or transparent balustrades; (d) louvres; and (e) landscaping integrated into the building design.
		AO1.2	Development uses understated colour schemes and low-reflective roofing and cladding materials.
PO2	Development contributes to the establishment of an attractive and coherent <i>streetscape</i> character and gateways to enhance the sense of arrival to Caloundra Town Centre and other parts of the local plan area, including boulevard treatments along Caloundra and Bowman Roads.	AO2.1	Development adjacent to an identified primary streetscape treatment area, boulevard treatment area or gateway/entry point where identified on <b>Figure 7.2.6A (Caloundra local plan elements)</b> :- (a) incorporates architectural and landscape treatments which enhance the sense of arrival to, and the coastal urban character of, the local plan area, and emphasise corner locations; and (b) incorporates building materials such as varied roof forms, changes in materials and variations in projected and recessed elements and facades.
		AO2.2	Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.  Note— <b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.  Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.  Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required.
PO3	Development provides for the retention and enhancement of key landscape elements including significant views and vistas, existing character trees and	AO3.1	Development protects, emphasises and does not intrude upon the important sightlines and views to the Glass House Mountains, Pumicestone Passage, and

Performance Outcomes		Acceptable Outcomes	
	areas of significant <i>vegetation</i> contributing to the setting, character and sense of place of the local plan area.	<p><b>AO3.2</b></p> <p>Development within the Lighthouse View Protection Area identified on <b>Figure 7.2.6A (Caloundra local plan elements)</b> does not interrupt:-</p> <p>(a) views of the lighthouses from Kings Beach Park; and</p> <p>(b) views from the northern portion of the park at the corner of Canberra Terrace and Arthur Street (Lot 2 RP13520) to the coastline and ocean in the direction of the Kings Beach Bathing Pavilion.</p> <p><b>AO3.3</b></p> <p>Development provides for the retention of character <i>vegetation</i> where identified on <b>Figure 7.2.6A (Caloundra local plan elements)</b>.</p> <p>Note—in some circumstances, the eradication of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.</p>	<p>Point Cartwright where identified on <b>Figure 7.2.6A (Caloundra local plan elements)</b>.</p>
<b>PO4</b>	Development on sites fronting Otranto Avenue, Minchinton Street and Knox Avenue south of Bulcock Street provides for buildings to be set back from street <i>frontages</i> so as to maintain uninterrupted sight lines to the Pumicestone Passage and Bribie Island.	<b>AO4</b>	<p>Development on sites fronting Otranto Avenue, Minchinton Street and Knox Avenue south of Bulcock Street provides for:-</p> <p>(a) that part of any building or structure up to two <i>storeys</i> in height to be <i>setback</i> at least 4 metres from the street property boundary; and</p> <p>(b) that part of any building or structure exceeding two <i>storeys</i> in height to be <i>setback</i> at least 6 metres from the street property boundary.</p>
<b>PO5</b>	Development improves local connectivity by providing pedestrian and cycle connections to and between key destinations including linkages:-	<b>AO5</b>	No acceptable outcome provided.
	<p>(a) between the different precincts of the Caloundra Town Centre and in particular between Stockland Shopping Centre in Precinct CAL LPP-3 (Bowman Road/Oval Avenue) and Precinct CAL LPP-1 (Bulcock Street);</p> <p>(b) between the different parts of Precinct CAL LPP-1 (Bulcock Street); and</p> <p>(c) along the Pumicestone Passage frontage of the Tripcony Hibiscus Caravan Park and the northern side of Maloja Avenue to complete the coastal path.</p>		
<b>PO6</b>	Development provides for through block pedestrian linkages which:-	<b>AO6</b>	Development for a large floor plate use in the Major centre zone or Tourist accommodation zone, or on land otherwise identified as accommodating a through block pedestrian link on <b>Figure 7.2.6A (Caloundra local plan elements)</b> , provides visible, safe, comfortable and attractive through block pedestrian
	<p>(a) are located to reflect the desire lines of pedestrian movement between major points of attraction and public spaces;</p> <p>(b) provides a safe alternative to the street based pedestrian and cycle</p>		



Performance Outcomes		Acceptable Outcomes	
	<p>movement network; and</p> <p>(c) provide a comfortable pedestrian environment in terms of access, width, shelter, materials and function.</p>		<p>linkages.</p>
<b>PO7</b>	<p>Development improves local connectivity and protects the following transport corridors identified on <b>Figure 7.2.6A (Caloundra local plan elements)</b>:-</p> <p>(a) the Dedicated Public Transport Corridor (CAMCOS) and its associated future transit hub;</p> <p>(b) the CoastConnect Priority Public Transport and Bicycle Corridor; and</p> <p>(c) the proposed new northern access road into the Caloundra Town Centre via Queen Street, Ulm Street and Minchinton Street.</p>	<b>AO7</b>	<p>No acceptable outcome provided.</p>
<b>PO8</b>	<p>Development facilitates the provision of a local ecological linkage connecting core habitat areas on the Caloundra Aerodrome site to core habitat areas north of Caloundra Road as identified on <b>Figure 7.2.6A (Caloundra local plan elements)</b>.</p>	<b>AO8</b>	<p>No acceptable outcome provided.</p> <p>Editor's Note—<b>Section 8.2.3 (Biodiversity, waterways and wetlands overlay code)</b> sets out requirements for the provision of ecological linkages.</p>
<b>Development in the Major Centre Zone Generally (Caloundra Town Centre)</b>			
<b>PO9</b>	<p>Development in the Major centre zone supports the role and function of Caloundra Town Centre as the dominant major regional activity centre for the southern Sunshine Coast, subservient only to the Maroochydore Principal Regional Activity Centre.</p>	<b>AO9</b>	<p>No acceptable outcome provided.</p>
<b>PO10</b>	<p>Development in the Major centre zone:-</p> <p>(a) contributes to the creation of a contemporary coastal built form and <i>streetscape</i>;</p> <p>(b) creates vibrant and active streets and public spaces;</p> <p>(c) provides continuous weather protection for pedestrians along active or semi-active street front areas; and</p> <p>(d) provides integrated and functional parking and access arrangements that do not dominate the street.</p>	<b>AO10</b>	<p>Development:-</p> <p>(a) respects the layout, scale and character of development on adjoining sites;</p> <p>(b) provides <i>primary active street frontages</i> and <i>secondary active street frontages</i> where identified on <b>Figure 7.2.6A (Caloundra local plan elements)</b>;</p> <p>(c) provides for buildings to be set back from street <i>frontages</i> as follows:-</p> <p>(i) for sites fronting Bulcock Street – built to the street front boundary for the first two <i>storeys</i> (up to 8.5 metres in height);</p> <p>(ii) for other sites identified as having active street <i>frontage</i> on <b>Figure 7.2.6A (Caloundra local plan elements)</b> – built to the street front boundary for the ground <i>storey</i>;</p> <p>(iii) for sites fronting Otranto Avenue, Minchinton Street and Knox Avenue south of Bulcock Street - in accordance with Acceptable outcome AO4; and</p> <p>(iv) for sites fronting Oval Avenue - 6 metres for the ground <i>storey</i>;</p> <p>(d) has building openings overlooking the street;</p>

Performance Outcomes		Acceptable Outcomes	
			<p>(e) provides all weather protection to active street <i>frontages</i> in the form of continuous cantilevered awnings over footpath areas in conjunction with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside;</p> <p>(f) ensures that signage is integrated with buildings;</p> <p>(g) includes the provision of landscaping, shaded seating and consistent and simple paving materials on footpaths;</p> <p>(h) provides for loading docks and service areas to be located and screened so as to be visually unobtrusive; and</p> <p>(i) provides for car parking below ground level in a <i>basement</i> structure(s) or which is sleeved behind buildings.</p>
<b>Development in the Major Centre Zone in Precinct CAL LPP-1 (Bulcock Street)</b>			
<b>PO11</b>	Development in the Major centre zone in Precinct CAL LPP-1 (Bulcock Street) identified on <b>Local Plan Precinct Map LPM45</b> is sympathetic to, and enhances the role and character of, Bulcock Street as the traditional 'main street' for the Caloundra Town Centre.	<b>AO11</b>	No acceptable outcome provided.
<b>PO12</b>	Development in the Major centre zone in Precinct CAL LPP-1 (Bulcock Street) provides for predominantly small scale retail, catering and commercial business uses to be located adjacent to streets, with any large floor plate use to be sleeved behind small shopfronts or other fine grain uses at street level.	<b>AO12</b>	No acceptable outcome provided.
<b>PO13</b>	Development in the Major centre zone in Precinct CAL LPP-1 (Bulcock Street) provides for any residential use to be located above the street level and set back from the main building podium.	<b>AO13</b>	No acceptable outcome provided.
<b>PO14</b>	Development in the Major centre zone in Precinct CAL LPP-1 (Bulcock Street) on sites bounded by Bulcock Street, Tay Avenue and Maloja Avenue provides for:- (a) integrated development of the whole or a significant portion of the block; (b) access, parking and servicing arrangements that are consolidated and shared so that there is a reduction in vehicle crossing points along Maloja Avenue and no crossing points along Bulcock Street or Tay Avenue; (c) buildings that address both Bulcock Street and Maloja Avenue such that both street <i>frontages</i> are treated as <i>secondary active street frontages</i> to the greatest extent practicable having regard to (b) above; (d) pedestrian weather protection and	<b>AO14</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>other features along the Maloja Avenue <i>frontage</i> which appropriately respond to its southerly aspect; and</p> <p>(e) a centrally located mid-block connection from Bulcock Street to Maloja Avenue as a connecting link between the coastal path and Bulcock Street.</p>		
<b>Development in the Major Centre Zone in Precinct CAL LPP-2 (Ormuz Avenue)</b>			
<b>PO15</b>	<p>Development in the Major centre zone in Precinct CAL LPP-2 (Ormuz Avenue) identified on <b>Local Plan Precinct Map LPM45</b> provides for a range of retail business uses, commercial business uses, entertainment/catering business uses and residential uses that are not necessarily suited to or capable of establishing within Precinct CAL LPP-1 (Bulcock Street) but which are required to support the depth of retailing and other services provided in the central part of the Caloundra Town Centre.</p>	<b>AO15</b>	No acceptable outcome provided.
<b>PO16</b>	<p>Development in the Major centre zone in Precinct CAL LPP-2 (Ormuz Avenue) provides for Key Site 1 (Kronks Motel) identified on <b>Figure 7.2.6A (Caloundra local plan elements)</b> to be redeveloped as an integrated <i>mixed use development</i> incorporating the following:-</p> <p>(a) a range of residential, business, community and indoor sport, recreation and entertainment uses;</p> <p>(b) outstanding building, <i>streetscape</i> and landscape design which is highly articulated and epitomises sub-tropical and sustainable design;</p> <p>(c) a building form which:-</p> <p>(i) provides for slim line towers above one or more podiums with significant spaces provided between towers to maintain and enhance sightlines, solar access and movement of cooling breezes;</p> <p>(ii) steps down in height towards Kalinga Street, Orsova Terrace, Ormuz Avenue and Osterley Avenue to protect the amenity of surrounding low-rise development in this area; and</p> <p>(iii) recognises and promotes a relationship with the Events Centre;</p> <p>(d) a landscaped civic plaza at least 400m<sup>2</sup> in area, provided for public use and located in a prominent location on the subject <i>site</i>, preferably opposite Bill Venardos Park;</p>	<b>AO16</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>(e) active street <i>frontages</i> to Minchinton Street and Ormuz Avenue; and</p> <p>(f) a pedestrian friendly street environment with continuous weather protection provided by lightweight structures cantilevered over footpath areas and integrated with the civic plaza.</p>		
<b>Development in the Major Centre Zone in Precinct CAL LPP-3 (Bowman Road/Oval Avenue)</b>			
<b>PO17</b>	Development in the Major centre zone in Precinct CAL LPP-3 (Bowman Road/Oval Avenue) identified on <b>Local Plan Precinct Map LPM45</b> provides for a range of large floor plate business uses and community uses that cannot practically be accommodated in other parts of the Caloundra Town Centre, as well as medical related and other small scale retail business uses, commercial business uses and catering business uses that are required to support the role and function of Caloundra Town Centre as a major regional activity centre and the operation of the adjoining State government medical facilities.	<b>AO17</b>	No acceptable outcome provided.
<b>PO18</b>	Development in the Major centre zone in Precinct CAL LPP-3 (Bowman Road/Oval Avenue) provides for any expansion of the existing Stockland Shopping Centre to occur within the boundaries of Key Site 2 (Stockland Shopping Centre) identified on <b>Figure 7.2.6A (Caloundra local plan elements)</b> , or on land immediately to the west of Key Site 2.	<b>AO18</b>	No acceptable outcome provided.
<b>PO19</b>	Development in the Major centre zone in Precinct CAL LPP-3 (Bowman Road/Oval Avenue) provides for Key Site 2 (Stockland Shopping Centre) to be expanded and redeveloped as an outwardly focussed <i>shopping centre</i> incorporating the following:- <ul style="list-style-type: none"> <li>(a) outstanding building, <i>streetscape</i> and landscape design which is highly articulated and epitomises sub-tropical and sustainable design;</li> <li>(b) buildings which address streets with a <i>primary active street frontage</i> provided to Bowman Road and a <i>secondary active street frontage</i> provided to First Avenue and Oval Avenue;</li> <li>(c) improved through-site pedestrian and cycle links provided either as public thoroughfares or as another form of through-connection capable of providing extended afterhours access;</li> <li>(d) improved pedestrian and cycle links across Bowman Road to Bicentennial Park and Precinct CAL LPP-1 (Bulcock Street);</li> <li>(e) improved public transport set</li> </ul>	<b>AO19</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>down and circulation facilities;</p> <p>(f) car parking areas that are sleeved behind buildings or landscaping and which do not dominate any street <i>frontage</i>;</p> <p>(g) a landscaped civic plaza, at least 400m<sup>2</sup> in area, provided for public use on a prominent location within the <i>site</i>, adjoining a public street;</p> <p>(h) a pedestrian friendly street environment with continuous weather protection provided by lightweight structures cantilevered over footpath areas and integrated with the civic plaza; and</p> <p>(i) revised vehicle access and circulation arrangements with the existing major <i>access point</i> at the intersection of Bowman Road and Park Place removed.</p>		
<b>PO20</b>	<p>Development provides for any expansion of the Stockland Shopping Centre incorporating land outside the boundaries of Key Site 2 to achieve, in addition to the requirements of Performance Outcome PO19 (above), the following:-</p> <p>(a) integration with the existing Stockland Shopping Centre development in terms of common pedestrian/cycle connections, car parking <i>access</i> and circulation and streetscape and landscape treatments; and</p> <p>(b) buildings which address streets with a <i>secondary active street frontage</i> provided to First Avenue and Oval Avenue.</p>	<b>AO20</b>	No acceptable outcome provided.
<b>PO21</b>	<p>Development in the Major centre zone in Precinct CAL LPP-3 (Bowman Road/Oval Avenue) provides for Key Site 3 (Caloundra RSL Club) identified on <b>Figure 7.2.6A (Caloundra local plan elements)</b> to be further developed as a major entertainment, recreation and community facility incorporating the following:-</p> <p>(a) a range of entertainment/catering business uses, <i>indoor sport and recreation</i> uses, <i>outdoor sport and recreation</i> uses, multi unit visitor accommodation uses and community uses in a functionally efficient and integrated configuration;</p> <p>(b) outstanding building, <i>streetscape</i> and landscape design which is highly articulated and epitomises sub-tropical and sustainable design;</p> <p>(c) the maximum height limit of 16 metres to be achieved for one or two focal towers only, with development across the remainder of the <i>site</i> providing for</p>	<b>AO21</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>a transition of <i>building height</i> to adjoining areas;</p> <p>(d) buildings which address streets;</p> <p>(e) a pedestrian friendly street environment with continuous weather protection provided by lightweight structures cantilevered over footpath areas; and</p> <p>(f) improved through block pedestrian and cycle connections to surrounding public streets and spaces.</p>		
<b>PO22</b>	Development in the Major centre zone in Precinct CAL LPP-3 (Bowman Road/Oval Avenue) on sites fronting Oval Avenue provides for buildings which address the street with a <i>secondary active street frontage</i> provided where identified on <b>Figure 7.2.6A (Caloundra local plan elements)</b> with <i>active uses</i> such as cafés or <i>shops</i> located intermittently, generally on corner sites.	<b>AO22</b>	No acceptable outcome provided.
<b>PO23</b>	Development in the Major centre zone in Precinct CAL LPP-3 (Bowman Road/Oval Avenue) on sites located between West Terrace, Mayes Avenue, Second Avenue and Oval Avenue provides predominantly for the establishment of commercial business uses and health related activities, with any retail business use comprising a comparatively small component of the total <i>gross floor area</i> of the overall development.	<b>AO23</b>	No acceptable outcome provided.
<b>PO24</b>	Development in the Major centre zone in Precinct CAL LPP-3 (Bowman Road/Oval Avenue) on sites located between Oval Avenue and Olm Street are developed for a mix of commercial business uses and residential uses, with any retail business use comprising a comparatively small component of the total <i>gross floor area</i> of the overall development.	<b>AO24</b>	No acceptable outcome provided.
<b>PO25</b>	Development in the Major centre zone in Precinct CAL LPP-3 (Bowman Road/Oval Avenue) on sites adjoining or immediately opposite Central Park provide for the establishment of sport and recreation uses, accommodation uses or business uses that are related to and support sport and recreation activities.	<b>AO25</b>	No acceptable outcome provided.
<b>Development in Precincts CAL LPP-5 (Events Centre Hospitality Area), CAL LPP-6 (Bulcock Street Hospitality Area), Precinct CAL LPP-7 (Bulcock Beach Hospitality Area) and Precinct CAL LPP-8 (Kings Beach Hospitality Area)</b>			
<b>PO26</b>	Development in Precincts CAL LPP-5 (Events Centre Hospitality Area), CAL LPP-6 (Bulcock Street Hospitality Area), CAL LPP-7 (Bulcock Beach Hospitality Area) and CAL LPP-8 (Kings Beach Hospitality Area) identified on <b>Local Plan Precinct Map LPM45</b> provides for:- (a) a range of entertainment/catering	<b>AO26</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>business uses and other business uses including <i>food and drink outlets, function facilities, bars</i> and <i>hotels</i> that may operate after hours and include live music which creates a vibrant atmosphere; and</p> <p>(b) in the case of the Major centre zone in Precinct CAL LPP-6 (Bulcock Street Hospitality Area), may include <i>nightclub entertainment facilities</i>.</p>		
<b>Development in the Specialised Centre Zone (Caloundra Road Showroom Area)</b>			
<b>PO27</b>	Development in the Specialised centre zone provides for Caloundra Road to be maintained and enhanced as a landscaped boulevard and major entry route to the Caloundra Town Centre, with buildings and other structures set well back from the street <i>frontage</i> and dense sub-tropical landscaping and street trees provided along the road <i>frontage</i> .	<b>AO27</b>	No acceptable outcome provided.
<b>Development in the Local Centre Zone (Currimundi and Moffat Beach Local Activity Centres)</b>			
<b>PO28</b>	Development in the Local centre zone ensures that the Currimundi and Moffat Beach Local Centres function as local (not full service) activity centres only, providing for the basic convenience needs of residents and visitors.	<b>AO28</b>	No acceptable outcome provided.
<b>PO29</b>	Development in the Local centre zone:- (a) contributes to the creation of a contemporary coastal built form and <i>streetscape</i> ; (b) creates vibrant and active streets and public spaces; (c) provides continuous weather protection for pedestrians along active or semi-active street front areas; (d) is of a domestic scale and appearance where there is an interface with the Low density residential zone; and (e) provides integrated and functional parking and <i>access</i> arrangements that do not dominate the street.	<b>AO29</b>	Development in the Local centre zone:- (a) respects the layout, scale (including height and <i>setback</i> ) and character of development on adjoining sites; (b) provides for buildings to be set back from street <i>frontages</i> as follows:- (i) for sites fronting Seaview Terrace - built to the street front boundary; (ii) for sites fronting Buccleugh Street or Buderim Street - 3 metres from the street front boundary; and (iii) on sites with sole <i>frontage</i> to Roderick Street - a distance that is compatible with the character and scale of residential development on the southern side of Roderick Street, but in any case not less than 3 metres; (c) provides <i>primary active street frontages</i> where identified on <b>Figure 7.2.6A (Caloundra local plan elements)</b> ; (d) provides all weather protection to active street <i>frontages</i> in the form of continuous cantilevered awnings and/or light verandah structures with non-load bearing posts over footpath areas in conjunction with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside; (e) ensures that signage is integrated with buildings;

Performance Outcomes		Acceptable Outcomes	
			<p>(f) includes the provision of landscaping, shaded seating and consistent and simple paving materials on footpaths; and</p> <p>(g) provides for on-site car parking at the rear or to one side of the development.</p>
<b>Development in the Low Impact Industry Zone (Moffat Beach Business Park)</b>			
<b>PO30</b>	Development in the Low impact industry zone at Moffat Beach is designed and configured in a manner which protects the amenity of nearby and surrounding residential premises.	<p><b>AO30.1</b></p> <p><b>AO30.2</b></p> <p><b>AO30.3</b></p> <p><b>AO30.4</b></p>	<p>Development does not provide for any additional vehicular access from Nothling Street.</p> <p>Development for industrial uses in that part of the Low impact industry zone located west of George Street, south of Nothling Street and north of Grigor Street West occurs on amalgamated sites with:-</p> <p>(a) all vehicular access gained via Grigor Street West;</p> <p>(b) a <i>landscape buffer</i> provided along Nothling Street with security fencing located behind landscaping; and</p> <p>(c) no or only minimal building openings provided to the Nothling Street <i>frontage</i> of the site.</p> <p>The layout and design of development in that part of the Low impact industry zone located opposite land included in the Low density residential zone (along William Street and George Street):-</p> <p>(a) incorporates attractive and sensitively designed street facades which are of a domestic scale;</p> <p>(b) provides for any larger access doors (e.g. roller doors) to be located side-on or to the rear of buildings;</p> <p>(c) provides a 3 metre wide densely planted buffer strip along the street <i>frontage</i>; and</p> <p>(d) provides for car parking and service areas to the side or rear of buildings, integrated with other vehicle movement areas.</p> <p>Notwithstanding the maximum height of buildings and structures identified on the applicable Height of Buildings and Structures Overlay Map, that part of a building or structure located within 20 metres of a street front boundary does not exceed 8.5 metres in height where located on a <i>site</i> opposite land included in the Low density residential zone (along William Street and George Street).</p>
<b>PO31</b>	Development in the Low impact industry zone ensures that new buildings in the Low impact industry zone:-	<b>AO31</b>	No acceptable outcome provided.
	<p>(a) achieve a coherent overall built form and <i>streetscape</i> character; and</p> <p>(b) incorporate design features, building materials and/or colours that provide architectural interest and articulation to building facades</p>		



Performance Outcomes		Acceptable Outcomes	
	visible from the street.		
<b>PO32</b>	Development in the Low impact industry zone ensures that buildings are designed to provide for a range of potential users over the life of the building by allowing for adaptable floor plans and adequate floor to ceiling heights.	<b>AO32</b>	No acceptable outcome provided.
<b>PO33</b>	Development in the Low impact industry zone ensures that non-industrial uses are limited in scale and in type to those uses which:- (a) are compatible with existing industrial uses; (b) do not compromise the ongoing operation and use of this area as a predominantly industrial area; and (c) avoid significant land use conflicts.	<b>AO33</b>	No acceptable outcome provided.
<b>Development in the Tourist Accommodation Zone</b>			
<b>PO34</b>	Development in the Tourist accommodation zone:- (a) contributes to the creation of a contemporary coastal built form and <i>streetscape</i> ; (b) contributes to the vitality of key streets and esplanades; (c) provides a continuous pedestrian friendly façade; and (d) provides integrated and functional parking and access arrangements that do not dominate the street.	<b>AO34</b>	Development:- (a) provides <i>primary active street frontages</i> , built to the boundary or set back a maximum of 3 metres, where identified on <b>Figure 7.2.6A (Caloundra local plan elements)</b> ; (b) has building openings overlooking the street; (c) provides all weather protection in the form of continuous cantilevered awnings and/or light verandah structures with non-load bearing posts over footpath areas in conjunction with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside; (d) provides for loading docks and service areas to be located and screened so as to be visually unobtrusive; (e) provides for car parking below ground level in a <i>basement</i> structure(s) or which is sleeved behind buildings; and (f) minimises vehicular access across active street <i>frontage</i> .
<b>PO35</b>	Development in the Tourist accommodation zone provides for Key Site 4 (Kings Beach Tavern) identified on <b>Figure 7.2.6A (Caloundra local plan elements)</b> to be redeveloped as an integrated <i>mixed use development</i> that contributes to the role of Kings Beach as a tourism focus area and major visitor accommodation area, and that incorporates the following:- (a) predominantly multi-unit visitor accommodation in conjunction with retail business uses and entertainment/catering business uses; (b) a centrally located beer garden which enjoys water and parkside views and is immediately accessible from the street; (c) outstanding building, <i>streetscape</i>	<b>AO35</b>	No acceptable outcome provided.  Note— <b>Figure 7.2.6B (Kings Beach Tavern preferred design treatment)</b> illustrates the preferred design treatment for Key Site 4 (Kings Beach Tavern).

Performance Outcomes		Acceptable Outcomes	
	<p>and landscape design which is highly articulated and epitomises sub-tropical and sustainable design;</p> <p>(d) a building form which provides for two slim line towers of variable height above a two storey podium with significant spaces provided between towers to maintain and enhance sightlines, solar access and movement of cooling breezes;</p> <p>(e) a maximum <i>site cover</i> of 50% for the first two storeys and 35% for storeys above the second level, with any individual tower having a maximum <i>site cover</i> of 20%; and</p> <p>(f) streetscape improvements at street level which complement and reflects the streetscape treatments in Kings Beach Park.</p>		
<b>P036</b>	<p>Development in the Tourist accommodation zone provides for Key Site 5 (Kings Beach Shops) identified on <b>Figure 7.2.6A (Caloundra local plan elements)</b> to be redeveloped as an integrated <i>mixed use development</i> that contributes to the role of Kings Beach as a tourism focus area and major tourist accommodation area, and that incorporates the following:-</p> <p>(a) predominantly multi-unit visitor accommodation in conjunction with retail business uses and catering business uses where identified as a <i>primary active street frontage</i> on <b>Figure 7.2.6A (Caloundra local plan elements)</b>, with <i>active uses</i> provided along a minimum of 75% of the <i>site frontage</i>;</p> <p>(b) outstanding building, <i>streetscape</i> and landscape design which is highly articulated and epitomises sub-tropical and sustainable design;</p> <p>(c) a maximum height of:-</p> <p>(i) 19 metres for Lot 230 RP43053 at 36 Esplanade Headland; and</p> <p>(ii) 16 metres for Lots 0 and 1-4 BUP3932 at 12 Princess Lane and Lots 0 and 1-6 BUP133 at 14 Princess Lane, unless either or both lots are amalgamated with Lot 230 RP43053, in which case a maximum height limit of 19 metres applies;</p> <p>(d) a maximum <i>site cover</i> of 70% for the first two storeys and 40% for storeys above the second storey;</p> <p>(e) a stepping back of the building form from all boundaries above the second storey with a minimum <i>setback</i> of 7.5 metres from the</p>	<b>A036</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>Esplanade;</p> <p>(f) vehicle access from Princess Lane;</p> <p>(g) opportunities for casual surveillance of public spaces, including Princess Lane; and</p> <p>(h) streetscape improvements at street level which complement and integrate with Kings Beach Park.</p>		
<b>PO37</b>	<p>Development in the Tourist accommodation zone provides for Key Site 6 (Golden Beach Oaks Oasis Resort) identified on <b>Figure 7.2.6A (Caloundra local plan elements)</b> to be further developed as an integrated <i>mixed use development</i> that complements, but does not compete with, the role of Caloundra Town Centre as a major regional activity centre, and incorporates the following:-</p> <p>(a) a mix of multi-unit permanent and visitor accommodation in conjunction with retail business uses and entertainment/catering business uses including a conference centre;</p> <p>(b) outstanding building, <i>streetscape</i> and landscape design which is highly articulated and epitomises sub-tropical and sustainable design;</p> <p>(c) a building form which:-</p> <p>(i) is arranged so as to maintain and enhance sightlines to, and strengthen visual associations with, Pumicestone Passage;</p> <p>(ii) provides for the maximum height limit of 21 metres to be achieved for two or three slim line towers only on that part of the <i>site</i> that is undeveloped as at the date of gazettal of the planning scheme; and</p> <p>(iii) steps down in height at the edges of the <i>site</i> to protect the amenity of surrounding low-rise residential development;</p> <p>(d) enhanced through block pedestrian connections with a prominent link to Short Street and the coastal walk; and</p> <p>(e) streetscape improvements at street level to improve the attractiveness of Park Place and North Street.</p>	<b>AO37</b>	No acceptable outcome provided.
<b>PO38</b>	<p>Development in the Tourist accommodation zone where on Lot 1 RP106064, located on the corner of Leeding Terrace and The Esplanade, Bulcock Beach:-</p> <p>(a) may provide for residential uses or a mix of residential and</p>	<b>AO38</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>business uses;</p> <p>(b) where business uses are proposed, maintains a <i>primary active street frontage</i> to The Esplanade;</p> <p>(c) provides for a maximum <i>site cover</i> of:-</p> <p>(i) 70% for that part of a building not exceeding 8.5 metres in height; and</p> <p>(ii) 35% for that part of a building exceeding 8.5 metres in height;</p> <p>(d) provides <i>access</i> from Leeding Terrace, other than where for permanent accommodation; and</p> <p>(e) maintains <i>setbacks</i> to Otranto Avenue in accordance with Acceptable Outcome AO4 in order to maintain uninterrupted sight lines to the Pumicestone Passage and Bribie Island.</p>		
<b>Development in the High Density Residential Zone</b>			
<b>PO39</b>	Development in the High density residential zone on sites fronting Bombala Terrace, Canberra Terrace, Maltman Street South, Verney Street, or Queen Street is designed to minimise the physical and visual impacts of development on the prominent ridgeline that defines the western and northern boundaries of the Kings Beach area.	<b>AO39</b>	Development provides for buildings which:-
			<p>(a) are designed and located to respond to the natural topography, such as by stepping down the slope;</p> <p>(b) have a maximum <i>site cover</i> of 25% for that part of any building exceeding 6 <i>storeys</i> in height; and</p> <p>(c) are well spaced with a slender rather than bulky appearance.</p>
<b>Development in the Medium Density Residential Zone Generally</b>			
<b>PO40</b>	Development in the Medium density residential zone at the following locations is compatible with the predominantly detached housing character of these locations:-	<b>AO40</b>	The layout and design of development ensures that:-
	<p>(a) Currimundi, in the vicinity of Currimundi Road, Hume Parade, Watson Street and Robe Street;</p> <p>(b) Dicky Beach, in the area bounded by Beerburum Street, Coolum Street, Tinbeerwah Street and Cooroora Street;</p> <p>(c) Dicky Beach, in the vicinity of Ngungun Street;</p> <p>(d) Dicky Beach, in the area bounded by Elizabeth Street, Wilson Avenue and Mackay Street; and</p> <p>(e) Moffat Beach, in the area bounded by Moffat Street, Bennett Street, Russell Street and Rinaldi Street.</p>		<p>(a) buildings have the appearance of one or more individual buildings on the <i>site</i>, with each building being the scale of a <i>dwelling house</i>;</p> <p>(b) buildings step down in height for that part of a building within 4 metres of a side boundary shared with a <i>dwelling house</i>;</p> <p>(c) buildings have living rooms and <i>dwelling</i> entries oriented to the street; and</p> <p>(d) buildings are set within densely landscaped grounds.</p>
<b>Development in the Medium Density Residential Zone (Lot 0 BUP474 and Lot 1 RP135579, Canberra Terrace, Caloundra)</b>			
<b>PO41</b>	Development is adequately set back from Canberra Terrace and Arthur Street in order to maintain views to and from the Caloundra Lighthouses.	<b>AO41</b>	Development provides for buildings and structures to be set back from Canberra Terrace and Arthur Street as follows:-
			<p>(a) at least 10 metres from Canberra Terrace and Arthur Street for Lot 0 BUP474 at 2 Canberra Tce, Caloundra; and</p> <p>(b) at least 15 metres from Canberra</p>

Performance Outcomes		Acceptable Outcomes	
			Terrace for Lot 1 RP135579 at 6 Canberra Tce, Caloundra.
<b>Development in the Low Density Residential Zone in Precinct CAL LPP-4 (Shelly Beach/Moffat Beach)</b>			
<b>PO42</b>	Development for reconfiguring a lot in the Low density residential zone in Precinct CAL LPP-4 (Moffat Beach/Shelly Beach) identified on <b>Local Plan Precinct Map LPM45</b> maintains the preferred low density character and amenity of the area by providing for any residential lot to be a minimum of 700m <sup>2</sup> in area.	<b>AO42</b>	No acceptable outcome provided.
<b>Development in the Community Facilities Zone</b>			
<b>Development in Precinct CAL LPP-9 (Omrah Avenue)</b>			
<b>PO43</b>	Development in Precinct CAL LPP-9 (Omrah Avenue) identified on <b>Local Plan Precinct Map LPM45</b> is limited to <i>dwelling houses</i> on lots currently occupied by <i>dwelling houses</i> in order to ensure land is preserved for future community purposes including <i>park</i> and <i>community uses</i> .	<b>AO43</b>	No acceptable outcome provided.
<b>Development in Precinct CAL LPP-10 (Caloundra Aerodrome)</b>			
<b>PO44</b>	Development in Precinct CAL LPP-10 (Caloundra Aerodrome) identified on <b>Local Plan Precinct Map LPM45</b> :- (a) occurs in an intergrated manner in accordance with the approved Caloundra Aerodrome Master Plan; (b) provides for the operation of the aerodrome as a general aviation facility; (c) provides for other uses that are compatible with and allied to the operation of the aerodrome; (d) maintains and enhances the <i>streetscape</i> character of Caloundra Road as a landscaped boulevard and major entry route to the Caloundra Town Centre; (e) provides for principal access to the aerodrome site to be from Caloundra Road via Pathfinder way; (f) provides an emergency access point to Caloundra Road in accordance with the approved Caloundra Aerodrome Master Plan; (g) retains existing <i>vegetation</i> supplemented by dense landscape planting to provide a 20 metre wide vegetated <i>buffer</i> adjacent to Caloundra Road within the aerodrome property; (h) improves access to and circulation within the aerodrome; (i) protects the adjoining Dedicated Public Transport Corridor (CAMCOS), proposed Caloundra Transit Station and opportunities for future transit oriented development; and (j) recognises the location of the	<b>AO44</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	aerodrome within the urban fabric and seeks to maintain the amenity of nearby residential areas.		
<b>Development on the Tripcony Hibiscus Caravan Park Site (Lot 764 SP223350, Bulcock Street)</b>			
<b>PO45</b>	Development of the Tripcony Hibiscus Caravan Park site (Lot 764 SP223350, Bulcock Street):- (a) provides visitor accommodation in the form of caravan/motorhome sites, camping sites and cabins; (b) provides for the extension of the coastal walk along the foreshore between Leach Park and Tripcony Lane; (c) enhances the <i>streetscape</i> character of Bowman Road/Bulcock Street, Park Place and Maloja Avenue; (d) improves <i>access</i> to the <i>site</i> ; and (e) incorporates an attractive built form that is of a scale and intensity that is compatible with the character of the local area and protects the amenity of nearby residential premises.	<b>AO45</b>	No acceptable outcome provided.
<b>Development on the Former Caloundra Sewage Treatment Plant Site (Lot 3 CP845406, Queen Street)</b>			
<b>PO46</b>	Development of the former Caloundra Sewage Treatment Plant site (Lot 3 CP845406, Queen Street):- (a) provides for the establishment of community activities including educational establishments and sport and recreation uses together with residential uses that directly support the other uses on the <i>site</i> ; (b) maintains and enhances the <i>streetscape</i> character of Queen Street as an attractive landscaped boulevard; (c) provides street, pedestrian and cycle through block connections to improve connectivity to and between surrounding recreational and community facilities and public spaces; (d) provides an open space link through the <i>site</i> that contributes to a continual greenspace link between Tooway Creek and the environmental reserve located on Queen Street; and (e) protects the amenity of nearby residential areas.	<b>AO46</b>	No acceptable outcome provided.
<b>Development on the Former Caloundra Waste Management Facility Site (Lot 191 CG1783, Pelican Waters Boulevard)</b>			
<b>PO47</b>	Development of the former Caloundra Waste Management Facility site (Lot 191 CG1783, Pelican Waters Boulevard):- (a) rehabilitates and remediates any contaminated land; (b) provides for a transit facility that takes maximum advantage of the site's proximity to Caloundra Town Centre, community facilities and public transport <i>infrastructure</i> ;	<b>AO47</b>	No acceptable outcome provided.

Performance Outcomes	Acceptable Outcomes	
<ul style="list-style-type: none"> <li>(c) provides for the establishment of the Dedicated Public Transport Corridor (CAMCOS) and the Caloundra Transit Station;</li> <li>(d) occurs in accordance with an approved plan of development prepared for the whole of the <i>site</i>;</li> <li>(e) incorporates outstanding building, <i>streetscape</i> and landscape design which is highly articulated and epitomises sub-tropical and sustainable design and the Sunshine Coast architectural style; and</li> <li>(f) provides street, pedestrian and cycle through-site connections to improve connectivity to and between surrounding areas and public spaces.</li> </ul>		



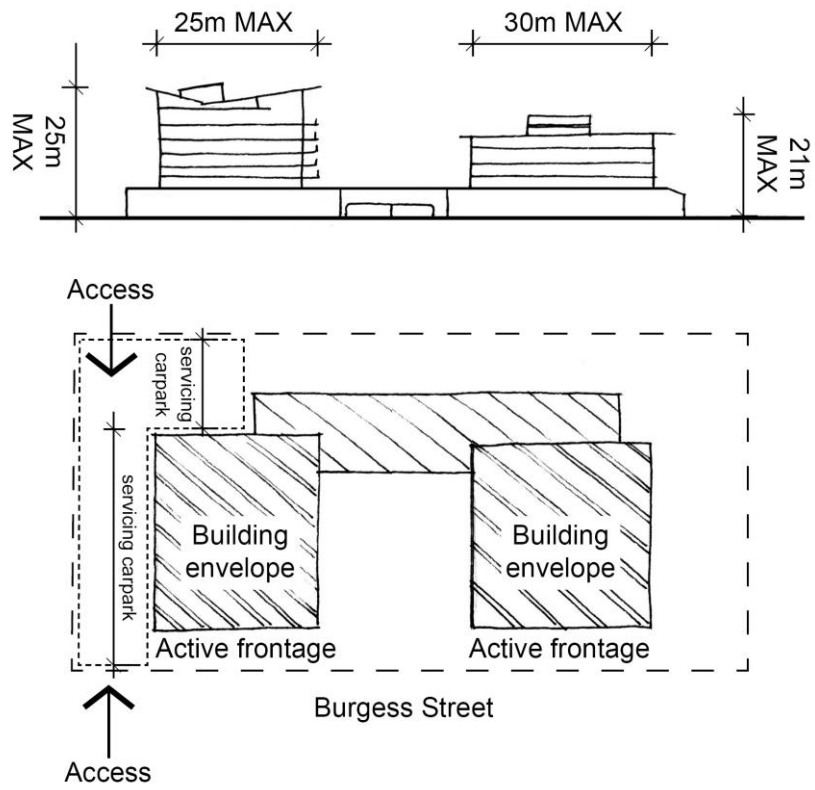


**Figure 7.2.6A Caloundra local plan elements**

<Figure to be inserted>



Figure 7.2.6B Kings Beach Tavern preferred design treatment





## 7.2.7 Caloundra West local plan code

### 7.2.7.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Caloundra West local plan area as shown on Map ZM44 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Caloundra West local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.7.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.7.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.7A (Caloundra West local plan elements)**.

### 7.2.7.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Caloundra West local plan code.

*The Caloundra West local plan area is located in the south-eastern part of the Sunshine Coast and has a land area of approximately 2,295 hectares.*

*The local plan area includes the established residential neighbourhoods of Aroona, Little Mountain and part of Currimundi as well as emerging neighbourhoods at Bellvista and Meridan Plains.*

*The local plan area has a variable topography with the north-eastern part located in the coastal plain, the north-western part located on the Mooloolah River flood plain and the central and southern parts dominated by Little Mountain and its foothills.*

*The Mooloolah River, Currimundi Creek and the northern branch of Lamerough Creek are the main waterways traversing the local plan area and are important environmental, recreation and local character elements.*

*Whilst the natural landscape has been substantially altered over time to accommodate urban development, a broad mosaic of vegetation still remains in parts of the local plan area. In particular, the steeper hillside areas in the vicinity of Sugarbag Road and protected areas adjacent to Caloundra Road and the Dedicated Public Transport Corridor (CAMCOS), including the Caloundra Conservation Park, Meridan Plains Conservation Park, Jill Chamberlain Conservation Reserve and Sharyn Bonney Conservation Reserve retain areas of dense native vegetation contributing to the character and amenity of the local plan area.*

*About half of the local plan area is presently developed for housing with a number of residential estates currently under development or in the preliminary planning process. The predominant housing form in the local plan area is dwelling houses on conventional sized urban lots although some areas of small lot housing, multi unit development and several retirement villages are also present in the local plan area.*

*The Currimundi District Activity Centre, located in the north-eastern part of the local plan area, comprises the Currimundi Market Place located on the corner of Nicklin Way and Bellara Drive and the adjacent strip retail development located on either side of Nicklin Way. Several small local centres comprising of one or a small group of shops are interspersed throughout the local plan area.*

*The Sunshine Coast Industrial Park, located in the south-western part of the local plan area is a regionally significant industry and enterprise area that is progressively being developed.*

*The local plan area also accommodates a range of community activities and sport and recreation activities including the Corbould Park Racecourse, the Meridan Plains Sports Fields, Meridan State College, Talara State Primary School and Unity College.*

*Caloundra Road and Corbould Way are the principal transport routes providing a direct link from the Bruce Highway into Caloundra Town Centre and to Kawana. Caloundra Road is a major gateway to Caloundra from the west, providing a dramatic sense of arrival at Little Mountain with uninterrupted views to the Pumicestone Passage, islands and the ocean.*

*Several proposed transport corridors traverse the local plan area, including the Dedicated Public Transport Corridor (CAMCOS) (linking the North Coast Rail Line at Beerwah to Maroochydore) and the southern extension of the Multi Modal Transport Corridor (linking Caloundra South with the Sunshine Motorway).*

*Urban zoned land within the local plan area is connected, or has the ability to be connected, to reticulated water and sewerage.*

### **7.2.7.3 Purpose and overall outcomes**

- (1) The purpose of the Caloundra West local plan code is to provide locally relevant planning provisions for the assessment of development within the Caloundra West local plan area.
- (2) The purpose of the Caloundra West local plan code will be achieved through the following overall outcomes:-
  - (a) The Caloundra West local plan area is a mature coastal urban area comprised of a number of interconnected residential communities, a major industrial and enterprise employment area and significant community and sport and recreation facilities.
  - (b) Urban and rural residential development in the Caloundra West local plan area is limited to land within the urban and rural residential growth management boundaries respectively so as to protect environmental areas, avoid constrained land and provide for the efficient provision of *infrastructure* and services.
  - (c) Opportunities for transit oriented development are provided in designated areas adjacent to the CoastConnect Priority Public Transport Corridor and the Dedicated Public Transport Corridor (CAMCOS), particularly within the Medium density residential zone and the Emerging community zone surrounding the proposed Aroona transit station.
  - (d) The sense of arrival to Caloundra from the west and the landscape and visual amenity of Caloundra Road is protected and reinforced by retaining and supplementing bushland and providing landscape buffers in corridors adjacent to Caloundra Road to effectively screen development, and maintaining the wide open vista over Moreton Bay available from the crest of Little Mountain.
  - (e) The Currimundi District Activity Centre is retained as a district level activity centre offering a wide range of business and community activities servicing the needs of residents in the northern part of the local plan area and nearby neighbourhoods in the adjacent Caloundra local plan area and Kawana Waters local plan area.
  - (f) Development in the District centre zone provides for Currimundi Market Place to function as the retail core with the areas adjacent to Nicklin Way providing a broader range of business uses in a configuration that substantially improves the *streetscape* character and appearance of this part of Nicklin Way.
  - (g) Land included in the Local centre zone on Parklands Boulevard opposite Sunset Drive is developed as a local (full service) activity centre incorporating a *supermarket* and associated business uses in a configuration that supports, and is complementary to, the proposed Aroona transit station to be established on adjacent land in conjunction with the Dedicated Public Transport Corridor (CAMCOS).
  - (h) Other local centres in the local plan area, including those at Aroona, Ivadale Lakes, Parklands, Bellvista and Little Mountain are retained as local (not full service) activity centres, providing for the day to day needs of residents in one or a small group of tenancies only.
  - (i) Whilst opportunities exist for the expansion and enhancement of business functions within the different centres in the local plan area, residents continue to rely upon Caloundra, Kawana or Maroochydore for their higher order business needs.
  - (j) Development within the Low density residential zone, Medium density residential zone and Emerging community zone occurs in an integrated manner and creates walkable

neighbourhoods with good pedestrian and cycle connectivity to centres, community facilities and open space. Whilst a range of residential lot sizes and housing types may be expected to establish within the undeveloped parts of the local plan area, the prevailing low density character of established residential areas is retained. The existing large residential lots in Discovery Drive, Homestead Drive and Manor Court are not further subdivided. Development of land in the Emerging community zone at 102-104 Old Caloundra Road, Little Mountain is conditional upon the satisfactory resolution of traffic impacts and, in the case that development is able to proceed, is for low density residential purposes only.

- (k) Land included in the Medium density residential zone and the Emerging community zone on Parklands Boulevard and Sunset Drive and the Community facilities zone at the end of Tallowood Close, in the vicinity of Meridan College, and within 800 metres of the proposed Aroona transit station, provides for the establishment of high quality, low rise medium density housing with buildings in configurations that are sensitive to and compatible with the existing predominantly low density character of the surrounding locality.
- (l) Development in the Rural residential zone to the west of Sugarbag Road and Sunset Drive provides for low impact rural residential living in a vegetated setting. Development provides for the retention of significant *vegetation* in a manner which retains the bushland character of Sugarbag Road and Sunset Drive and for buildings which sit lightly in the landscape with minimal site disturbance.
- (m) Corbould Park Racecourse continues to develop as a regionally significant *outdoor sport and recreation* facility that incorporates high quality facilities in an attractive, open landscape setting which protects the visual amenity of Caloundra Road as an important scenic route.
- (n) The Sunshine Coast Industrial Park continues to develop as a modern and visually appealing industry park with a high standard of environmental performance and design. Development facilitates a wide range of industrial uses through the provision of a range of lot sizes.
- (o) Land included in the Community facilities zone immediately to the south of the Sunshine Coast Industrial Park provides for the *site* to be developed for a range of uses including waste transfer and recycling facilities, sport and recreation uses and other compatible uses. Development on this *site* protects and connects *ecologically important areas* and environmental offset areas, incorporates an integrated water management system and provides for appropriate access to Racecourse Road and the southern extension of the Sunshine Motorway, south of Caloundra Road.
- (p) The significant environmental values and scenic quality of Caloundra Conservation Park, Meridan Plains Conservation Park, Jill Chamberlain Conservation Reserve, Sharyn Bonney Conservation Reserve and other local environmental reserves and parks are protected.
- (q) Development does not compromise the provision and operation of the proposed Dedicated Public Transport Corridor (CAMCOS), the CoastConnect Priority Public Transport and Bicycle Corridor, Corbould Way, the Multi-modal Transport Corridor, or proposed new road links to the Caloundra South Priority Development Area. Areas immediately adjacent to the Dedicated Public Transport Corridor (CAMCOS) included in the Environmental conservation and management zone are retained for their ecological, acoustic and visual buffering value.

#### 7.2.7.4 Performance outcomes and acceptable outcomes

**Table 7.2.7.4.1 Performance outcomes and acceptable outcomes for assessable development**

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Caloundra West Local Plan Area Generally (All Zones)</i>			
<b>PO1</b>	Development provides for buildings, structures and landscaping that are consistent with, and reflect the coastal urban character of, the local plan area.	<b>AO1.1</b>	Development for a residential, business or community activity provides for building design which incorporates the following features:- (a) a mix of lightweight and textured external building materials, including timber finishes or masonry construction with variation provided in texture and detailing; (b) articulated, pitched, skillion or curved

Performance Outcomes		Acceptable Outcomes	
			<p>roof forms;</p> <p>(c) open or transparent balustrades; and</p> <p>(d) landscaping integrated into the building design.</p> <p><b>AO1.2</b> Development uses understated colour schemes and low-reflective roofing and cladding materials.</p> <p><b>AO1.3</b> Development provides for existing mature trees to be retained and incorporated into the design of development.</p>
<b>PO2</b>	Development contributes to the establishment of an attractive <i>streetscape</i> character that enhances the sense of arrival to Caloundra from the west along Caloundra Road and enhances the landscape and visual amenity of other <i>major roads</i> in the local plan area.	<b>AO2</b>	Development adjacent to Caloundra Road and Corbould Way, where identified on <b>Figure 7.2.7A (Caloundra West local plan elements)</b> , provides a minimum 20 metre wide landscaped <i>buffer</i> along the full <i>frontage</i> of the road that is dedicated to <i>Council</i> as road, with any fencing wholly contained in private property at the rear of the <i>landscape buffer</i> .
<b>PO3</b>	Development preserves the gateway qualities and integrity of the wide open ocean view from Caloundra Road at the crest of Little Mountain to Bribie Island and Moreton Bay.	<b>AO3</b>	Development adjacent to the gateway/entry point on Caloundra Road at the crest of Little Mountain identified on <b>Figure 7.2.7A (Caloundra West local plan elements)</b> :- <p>(a) ensures that buildings and structures do not impede or intrude upon the ocean views to Bribie Island and Moreton Bay from Caloundra Road at the crest of Little Mountain; and</p> <p>(b) incorporates landscape treatments that enhance the <i>gateway/entry point</i>.</p>
<b>PO4</b>	Development contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways to:- <p>(a) enhance the coastal character of the Caloundra West local plan area; and</p> <p>(b) enhance the landscape and visual amenity of <i>major roads</i> in the Caloundra West local plan area and the townscape character of Currimundi District Centre.</p>	<b>AO4.1</b>	Development adjacent to a primary streetscape treatment area or gateway/entry point identified on <b>Figure 7.2.7A (Caloundra West local plan elements)</b> , other than the gateway on Caloundra Road at the crest of Little Mountain:- <p>(a) incorporates architectural and landscape treatments which enhance the sense of arrival to, and the coastal urban character of, the Caloundra West local plan area, and emphasise the <i>gateway/entry point</i> or corner location; and</p> <p>(b) incorporates building design such as varied roof forms, changes in materials and variations in projected and recessed elements and facades.</p>
		<b>AO4.2</b>	Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.
			<p>Note—<b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.</p> <p>Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.</p> <p>Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and</p>



Performance Outcomes		Acceptable Outcomes	
			Guideline Standards for each centre as required.
<b>PO5</b>	Development provides for the retention and enhancement of key landscape elements contributing to the setting, character and sense of place of the Caloundra West local plan area including existing character trees and areas of significant <i>vegetation</i> .	<b>AO5</b>	Development provides for the retention and enhancement of existing mature trees and character <i>vegetation</i> contributing to the setting and character of the Caloundra West local plan area including:- (a) bushland areas in the vicinity of Sugarbag Road and Sunset Drive; (b) <i>vegetation</i> on ridgelines and elevated hilltops; (c) riparian <i>vegetation</i> along Currimundi Creek; and (d) <i>vegetation</i> adjacent to Corbould Way.  Note—in some circumstances, the eradication of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.
<b>PO6</b>	Development on land identified as a local ecological linkage on <b>Figure 7.2.7A (Caloundra West local plan elements)</b> facilitates the provision of a local ecological linkage connecting core habitat areas between Sharyn Bonney Bushland Reserve and Currimundi Creek.	<b>AO6</b>	No acceptable outcome provided.  Editor's Note— <b>Section 8.2.3 (Biodiversity, waterways and wetlands overlay code)</b> sets out requirements for the provision of ecological linkages.
<b>PO7</b>	Development does not compromise the future provision and operation of <i>transport networks</i> including:- (a) the Dedicated Public Transport Corridor (CAMCOS); (b) the CoastConnect Priority Public Transport and Bicycle Corridor along the Nicklin Way; (c) the Multi-modal Transport Corridor; and (d) the Kawana Arterial extension between Caloundra Road and the Caloundra South Priority Development Area.	<b>AO7</b>	No acceptable outcome provided.
<b>Development in the District Centre Zone</b>			
<b>PO8</b>	Development in the District centre zone supports the role and function of Currimundi District Activity Centre as a district level activity centre.	<b>AO8</b>	No acceptable outcome provided.
<b>PO9</b>	Development in the District centre zone:- (a) improves the functional relationships that exist between different parts of the centre; (b) contributes to the creation of a contemporary coastal built form; (c) creates a coherent <i>streetscape</i> and vibrant and active streets and public spaces; (d) provides continuous weather protection for pedestrians along active or semi-active street front areas; and (e) provides integrated and functional parking and access arrangements that do not dominate the street.	<b>AO9.1</b>	Development in the District centre zone provides for the Currimundi Market Place Shopping Centre to be progressively improved in a manner that:- (a) provides a <i>primary active street frontage</i> to the Nicklin Way where identified on <b>Figure 7.2.7A (Caloundra West local plan elements)</b> ; (b) creates a more pedestrian friendly internal street environment; (c) reduces the dominance of car parking areas and signage elements at the Nicklin Way <i>site frontage</i> ; and (d) creates a more contemporary built form and landscape character that is compatible with a sub-tropical coastal urban setting.
		<b>AO9.2</b>	Development on other sites in the District

Performance Outcomes		Acceptable Outcomes	
			<p>centre zone:-</p> <ul style="list-style-type: none"> <li>(a) provides for <i>primary active street frontages</i> built to the boundary where identified on <b>Figure 7.2.7A (Caloundra West local plan elements)</b>;</li> <li>(b) incorporates building openings and windows overlooking the street;</li> <li>(c) provides all weather protection in the form of continuous cantilevered awnings and/or light verandah structures with non-load bearing posts over footpath areas along Nicklin Way in conjunction with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside;</li> <li>(d) ensures that signage is integrated with buildings;</li> <li>(e) provides landscaping, shaded seating and consistent and simple paving materials on footpaths; and</li> <li>(f) provides for on-site car parking at the rear or to one side of the development.</li> </ul>
<b>Development in the Local Centre Zone</b>			
<b>PO10</b>	<p>Development in the Local centre zone supports the role and function of:-</p> <ul style="list-style-type: none"> <li>(a) the proposed local centre located on Parklands Boulevard opposite Sunset Drive as a local (full service) activity centre only; and</li> <li>(b) other local centres as local (not full service) activity centres.</li> </ul>	<b>AO10</b>	No acceptable outcome provided.
<b>PO11</b>	<p>Development in the Local centre zone:-</p> <ul style="list-style-type: none"> <li>(a) creates vibrant and active streets and public spaces;</li> <li>(b) provides a coherent and attractive streetfront address and achieves a high level of visual amenity;</li> <li>(c) provides a high level of comfort and convenience to pedestrians; and</li> <li>(d) provides functional and integrated car parking and vehicular access that does not dominate the street.</li> </ul>	<b>AO11</b>	<p>Development in the Local centre zone:-</p> <ul style="list-style-type: none"> <li>(a) respects the layout, scale (including height and <i>setback</i>) and character of development on adjoining sites;</li> <li>(b) where applicable, provides for new or extended large floor plate retail uses to be sleeved and located behind smaller scale, fine grain built form elements;</li> <li>(c) has building openings overlooking the street;</li> <li>(d) provides all weather protection in the form of continuous awnings and/or light verandah structures over footpath areas with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside;</li> <li>(e) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths; and</li> <li>(f) provides on-site car parking at the rear or to one side of the development, integrated with other vehicle movement areas.</li> </ul>
<b>PO12</b>	<p>Development in the Local centre zone at the proposed local centre located on Parklands Boulevard opposite Sunset Drive:-</p> <ul style="list-style-type: none"> <li>(a) provides for the coordinated and integrated development of sites included within the Local centre zone;</li> <li>(b) provides for local centre activities</li> </ul>	<b>AO12</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>to be integrated with the proposed Aroona transit station and support the achievement of transit oriented development outcomes;</p> <p>(c) provides for any large format retail use to be sleeved and located behind smaller scale fine grain built form elements;</p> <p>(d) provides for the maximum <i>gross leasable floor area</i> for business uses in the Local centre zone at this location to not exceed 5,000m<sup>2</sup>; and</p> <p>(e) provides for the establishment of a central community meeting place such as a village square or plaza which:-</p> <p>(i) effectively integrates with the local centre and the Aroona transit station;</p> <p>(ii) provides a comfortable, safe and attractive environment for pedestrians;</p> <p>(iii) integrates with and is overlooked by <i>active uses</i>; and</p> <p>(iv) includes public artwork, shade and seating.</p>		
<b>Development in the Medium Density Residential Zone</b>			
<b>PO13</b>	Development in the Medium density residential zone provides for a significant resident population to be accommodated within the primary catchment of the Aroona transit station so as to support the functional efficiency of the Dedicated Public Transport Corridor (CAMCOS) and promote transit oriented development outcomes.	<b>AO13</b>	Development in the Medium density residential zone within 800 metres of the proposed Aroona transit station, where identified on <b>Figure 7.2.7A (Caloundra West local plan elements)</b> , provides for the establishment of high quality, low rise multi-unit residential uses at densities of between 25 and 50 <i>equivalent dwellings</i> per hectare.
<b>Development in the Low Density Residential Zone (Precinct CAW LPP-1, Homestead Drive)</b>			
<b>PO14</b>	Development for reconfiguring a lot in the Low density residential zone in Precinct CAW LPP-1 (Homestead Drive) identified on <b>Local Plan Map LPM44</b> protects the low density residential character of Discovery Drive, Homestead Drive and Manor Court.	<b>AO14</b>	Development for reconfiguring a lot in the Low density residential zone in Precinct CAW LPP-1 (Homestead Drive) identified on <b>Local Plan Map LPM44</b> does not provide for lots fronting Discovery Drive, Homestead Drive and Manor Court to be further subdivided.
<b>Development in the Rural Residential Zone</b>			
<b>PO15</b>	Development for reconfiguring a lot in the Rural residential zone provides for lot sizes and a configuration of lots that:-	<b>AO15</b>	Development for reconfiguring of lot in the Rural residential zone provides for a minimum lot size of 1 hectare.
	<p>(a) is sympathetic to the prevailing rural residential character of the area in which it is located; and</p> <p>(b) sensitively responds to site constraints.</p>		
<b>PO16</b>	Development in the Rural residential zone to the west of Sugarbag Road and Sunset Drive provides for low impact rural residential living in a bushland setting, and is designed in a manner which:-	<b>AO16</b>	No acceptable outcome provided.
	<p>(a) protects the bushland character of Sugarbag Road and Sunset Drive;</p>		

Performance Outcomes		Acceptable Outcomes	
	<ul style="list-style-type: none"> <li>(b) appropriately and sensitively responds to site characteristics;</li> <li>(c) achieves minimal site disturbance;</li> <li>(d) maximises the amount of constrained land and <i>ecologically important areas</i> in protected tenure; and</li> <li>(e) provides for new home sites to be screened from Sugarbag Road and Sunset Drive.</li> </ul>		
<b>Development in the Emerging Community Zone Generally</b>			
<b>PO17</b>	<p>Development in the Emerging community zone contributes to the creation of high quality, attractive, environmentally responsible and sustainable residential neighbourhoods which:-</p> <ul style="list-style-type: none"> <li>(a) are integrated with existing neighbourhoods;</li> <li>(b) have legible and permeable local road systems;</li> <li>(c) provide for the coordinated provision of <i>infrastructure</i>; and</li> <li>(d) retain, enhance and connect native <i>vegetation</i> areas and other <i>ecologically important areas</i>, and avoid development of land otherwise subject to constraints.</li> </ul>	<b>AO17</b>	No acceptable outcome provided.
<b>PO18</b>	Development in the Emerging community zone provides for the establishment of a mix of land uses and housing types at a scale and intensity and in a configuration that does not adversely impact upon the character or amenity of established residential neighbourhoods.	<b>AO18</b>	No acceptable outcome provided.
<b>PO19</b>	Development in the Emerging community zone provides for a significant resident population to be accommodated within the primary catchment of the Aroona transit station so as to support the functional efficiency of the Dedicated Public Transport Corridor (CAMCOS) and promote transit oriented development outcomes.	<b>AO19</b>	Development in the Emerging community zone within 800 metres of the proposed Aroona transit station, where identified on <b>Figure 7.2.7A (Caloundra West local plan elements)</b> , provides for the establishment of high quality, low rise multi-unit residential uses and live/work buildings at densities of between 25 and 50 <i>equivalent dwellings</i> per hectare in accordance with the relevant zonings.
<b>PO20</b>	Development in the Emerging community zone reflects the local structure planning elements including indicative road/linkage points and landscape buffers identified on <b>Figure 7.2.7A (Caloundra West local plan elements)</b> .	<b>AO20</b>	No acceptable outcome provided.
<b>Development in the Emerging Community Zone (Lot 1 RP88161 and Lot 1 RP127289, 102-104 Old Caloundra Rd, Little Mountain)</b>			
<b>PO21</b>	<p>Development in the Emerging community zone at 102-104 Old Caloundra Road, Little Mountain (Lot 1 RP88161 and Lot 1 RP127289):-</p> <ul style="list-style-type: none"> <li>(a) is conditional upon the appropriate address of traffic impacts, in particular on the operation and function of Bellvista Boulevard and Caloundra Road, prior to any urban development occurring on the <i>site</i>;</li> </ul>	<b>AO21</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	and (b) in the case that urban development is able to proceed, having regard to (a) above, provides for development to be for low density residential purposes only.		
<b>Development in the Medium Impact Industry Zone and High Impact Industry Zone (Sunshine Coast Industrial Park)</b>			
<b>PO22</b>	Development in the Medium impact industry zone and High impact industry zone:- (a) provides for the continued development of the Sunshine Coast Industrial Park as a modern and visually appealing industry park with a high standard of environmental performance and design; (b) retains, enhances and connects native <i>vegetation</i> areas and other <i>ecologically important areas</i> ; (c) maintains and improves the quality of ground and surface water leaving the <i>site</i> and entering Pumicestone Passage and its tributaries; (d) caters for a range of industrial uses on lots ranging in size from:- (i) 2,500m <sup>2</sup> to 6,000m <sup>2</sup> , where in the Medium impact industry zone; and (ii) 5,000m <sup>2</sup> to 10 hectares, where in the High impact industry zone; (e) protects industrial uses from incompatible development that may adversely affect its operation; (f) is adequately serviced and provides for appropriate road connections and access including by public transport and cycle; (g) provides for individual lot access to be via lower order roads within the development rather than from Pierce Avenue or Racecourse Road; and (h) is designed to maximise energy efficiency and exhibit a high standard of architectural and landscape design.	<b>AO22</b>	No acceptable outcome provided.  Editor's Note— Development in the Sunshine Coast Industrial Park is currently regulated in accordance with an approved Master Plan and Plan of Development.
<b>Development in the Community Facilities Zone (Future Waste Management Facility) (Lot 504 RP 884348)</b>			
<b>PO23</b>	Development in the Community facilities zone on Lot 504 RP 884348:- (a) provides for the <i>site</i> to be developed for a range of uses including waste transfer and recycling facilities, sport and recreation uses and other compatible uses; (b) occurs in accordance with a master plan prepared for the whole of the <i>site</i> ; (c) retains, enhances and connects native <i>vegetation</i> areas, other <i>ecologically important areas</i> and	<b>AO23</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>environment offset areas;</p> <p>(d) provides for appropriate road connections to Racecourse Road and the sub-arterial roads in the Caloundra South Priority Development Area linking to the Bruce Highway and the southern extension of the Sunshine Motorway;</p> <p>(e) incorporates an integrated water management system that mitigates any potential adverse impacts on the quality of ground and surface water entering Pumicestone Passage and its tributaries;</p> <p>(f) reflects the local structure planning elements including indicative road linkage/access points and local ecological linkages identified on <b>Figure 7.2.7A (Caloundra West local plan elements)</b>; and</p> <p>(g) provides for high quality lot, building and landscape design that reflects the standard of development evidenced in the adjoining Sunshine Coast Industrial Park.</p>		
<b>Development in the Sport and Recreation Zone (Corbould Park Racecourse) (Lot 200 SP 189338, Pierce Avenue)</b>			
<b>PO24</b>	<p>Development in the Sport and recreation zone on Lot 200 SP 189338 (Corbould Park Racecourse):-</p> <p>(a) provides for the continued development of the Corbould Park Racecourse as a major outdoor sport, recreation and entertainment facility accommodating racecourse functions as well as <i>ancillary</i> uses such as function facilities and short term accommodation associated with the facility;</p> <p>(b) where significant extensions or works are proposed, development occurs in accordance with an approved master plan for the whole of the <i>site</i> that provides for facility elements to be configured in a functionally efficient and integrated way;</p> <p>(c) despite the height limit indicated on the relevant Height of Buildings and Structures Overlay Map, a master plan may provide for a maximum height limit of 15 metres for parts of the <i>site</i>, where potential visual amenity impacts can be adequately addressed;</p> <p>(d) despite <i>third party advertising devices</i> generally not being encouraged to establish in the Sunshine Coast Council area, a master plan may provide for limited <i>third party advertising devices</i> to be erected on the premises where such <i>advertising devices</i> form part of an integrated advertising</p>	<b>AO24</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>strategy primarily aimed at promoting the events and racing program and providing directional guidance to the racecourse;</p> <p>(e) protects the landscape character and visual amenity of Caloundra Road by setting buildings and structures well back from the Caloundra Road <i>frontage</i> of the <i>site</i>; and</p> <p>(f) incorporates building, <i>streetscape</i> and landscape design which epitomises sub-tropical and sustainable design.</p>		





**Figure 7.2.7A Caloundra West local plan elements**

<Figure to be inserted>



## 7.2.8 Coolum local plan code

### 7.2.8.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Coolum local plan area as shown on Map ZM11 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Coolum local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.8.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.8.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.8A (Coolum local plan elements)**.

### 7.2.8.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Coolum local plan code.

*The Coolum local plan area is located in the central eastern part of the Sunshine Coast between the coastal communities of Marcoola and Peregian Beach and includes the coastal township of Coolum Beach and surrounding communities of Point Arkwright, Yaroomba, Mount Coolum and The Boardwalk as well as renowned tourism developments such as the Palmer Coolum Resort. The local plan area also includes the Coolum Industrial Park, which is identified as a significant industry and enterprise opportunity area for the region. The local plan area has a land area of approximately 1,880 hectares.*

*The local plan area is traversed by Stumers Creek and framed by a picturesque natural setting, including the South Peregian section of the Noosa National Park to the north, rural land to the west, Mount Coolum National Park in the south and the Pacific Ocean in the east. Other significant environmental and landscape features within the local plan area include the Coolum section and part of the Peregian section of the Noosa National Park, Point Perry, Point Arkwright with its mosaic of significant remnant vegetation and rocky shore ecosystem, Emu Mountain and Eurungunder Hill and the Yaroomba parabolic dune which contribute to the character, identity and sense of place of Coolum.*

*The local plan area is characterised by predominantly dwelling houses with some multi unit development and tourist accommodation mainly in the beachfront areas of Coolum Beach and to a lesser extent, Point Arkwright and Mount Coolum (The Boardwalk).*

*Coolum Beach has a dual role in providing both for tourists and the local community. These two roles are reflected in two distinct commercial areas, with tourist activities focussed along the Coolum Esplanade (David Low Way) and local commercial and retail activity focussed in the Birtwill Street area.*

*The Coolum Beach Town Centre, centred on Birtwill Street and generally bound by Margaret Street, David Low Way (Coolum Esplanade), Elizabeth Street and Sunrise Avenue, is intended to function as a District Activity Centre providing a focus for small scale retail, commercial, residential and community activities which maintain the coastal village character of the local plan area. Tourist accommodation and related services and activities are intended to remain focussed on the Esplanade, taking advantage of the proximity to the beach and foreshore.*

*The local plan area also includes a local activity centre at Coolum West and smaller local activity centres along David Low Way, which provide the day to day convenience needs of local residents.*

*The local plan area includes a range of community activities and sport and recreational areas, including the Coolum Peregian Sports Complex, the Palmer Coolum Resort, Mount Coolum Golf Club, Quanda Road Water Ski Park, Coolum Beach Pony Club, Luther Heights Youth Camp, Coolum State High School and Primary School. The Coolum beachfront stretching from Point Arkwright in the south to the southern end of*

the Noosa National Park in the north, includes Tickle Park, Coolum Beach Holiday Park and Coolum Surf Life Saving Club.

The Sunshine Motorway, Emu Mountain Road, Yandina – Coolum Road, South Coolum Road and David Low Way are major road links within the local plan area.

Urban zoned land within the local plan area is connected, or has the ability to be connected, to reticulated water and sewerage.

### 7.2.8.3 Purpose and overall outcomes

- (1) The purpose of the Coolum local plan code is to provide locally relevant planning provisions for the assessment of development within the Coolum local plan area.
- (2) The purpose of the Coolum local plan code will be achieved through the following overall outcomes:-
  - (a) The Coolum local plan area remains a low key coastal urban community, with a strong focus on tourism and well serviced by a range of small-medium scale business, community, sport and recreational activities.
  - (b) Urban development within the Coolum local plan area is limited to land within the urban growth management boundary so as to protect and reinforce the small scale coastal village character and identity of Coolum, provide for the efficient provision of *infrastructure* and services, avoid constrained land and protect significant environmental areas and adjoining rural lands.
  - (c) Centre activities are consolidated within the Coolum Beach Town Centre in the east of the local plan area and generally bounded by Margaret Street, David Low Way (also known as Coolum Esplanade), Elizabeth Street and Sunrise Avenue. The Coolum Beach Town Centre functions as a small district activity centre providing a range of commercial, retail, community and residential uses to service the needs of residents and visitors to the area.

Mixed uses and uses which enhance the beachside character and district level role and function of the Coolum Beach Town Centre are encouraged. Retail and commercial development does not extend beyond the boundaries of the District centre zone and Tourist accommodation zone. No new large floor plate retail uses are intended to be established in the Coolum Beach Town Centre. Residents continue to rely upon the nearby larger centres of Maroochydore, Nambour and Noosa Business Centre to fulfil higher order business and retail needs.
  - (d) Development in the Coolum Beach Town Centre contributes to a low-scale, compact coastal town with an intimate village character, a high level of pedestrian permeability and visual links with the beach, Tickle Park and Jack Morgan Park and attractive gateways through the provision of streetscape and landscaping treatments, active *frontages* where appropriate, improved pedestrian and cycle connections and off-street car parking.
  - (e) Development within the District centre zone and Tourist accommodation zone reinforces the *frontage* to Coolum Esplanade as the tourism focus area with active street *frontages* providing a range of small-scale boutique retail and outdoor dining experiences with residential accommodation above, and strong visual and pedestrian linkages with the foreshore area and surrounding residential, business and community uses.
  - (f) The Coolum West Local Centre, located along the Yandina-Coolum Road and South Coolum Road, functions as a local (full service) activity centre servicing the convenience needs of nearby residents. Development within the Coolum West Local Centre supports, and does not detract from, the role of the Coolum Beach Town Centre as the district activity centre for the local area and contributes to the establishment of a gateway to Coolum through the provision of streetscape and landscaping treatments. Retail and commercial development in this area does not extend beyond the boundaries of the Local centre zone, other than for the purposes of small scale *office* activities on Lot 26 RP80884 at 135 Yandina-Coolum Road, Coolum.
  - (g) Land to the west of Barns Lane and South Coolum Road is retained in the Rural zone providing a natural landscape gateway to Coolum.
  - (h) Development in the High impact industry zone, to the west of Coolum Beach, provides for a diverse mix of high and medium impact industrial uses set within an integrated, modern and visually appealing industry park with a high level of environmental performance and is

designed to service the Sunshine Coast Region. The industry park is protected from incompatible development that may adversely affect operations and avoids adverse effects on adjoining environmental areas.

- (i) The *tourist park* at Coolum Beach is protected for its role in providing budget accommodation and its contribution to the low key, family friendly character of Coolum.
- (j) The Palmer Coolum Resort and The Coolum Residences continues to be developed as an integrated tourist and residential development focussed around an 18 hole championship golf course and large areas of open space. Development is configured in a series of beachside villages and other precincts that sit lightly in the landscape and that are separated by green corridors and lush subtropical landscaping. Development protects the natural vegetated character of the coastal foreshore and foredunes and respects the scale and character of surrounding areas and *vegetation*. Dense vegetated buffers are maintained along the David Low Way and surrounding the Palmer Coolum Resort to effectively screen development and protect the scenic amenity of David Low Way and the amenity of nearby residential areas.
- (k) Development is designed and sited to protect significant environmental areas, character *vegetation* and views either to or from important landscape features and to reflect the physical characteristics and constraints of the land, including the protection of sensitive slopes, remnant *vegetation* and other *ecologically important areas*.
- (l) Locally significant landscape and environmental elements which contribute to the character, identity and sense of place of the Coolum local plan area including Mount Coolum, Stumers Creek, Coolum and Peregian sections of the Noosa National Park, Point Perry, Point Arkwright, Mount Emu, Eurungunder Hill, remaining parts of the Point Arkwright bushland mosaic, rainforest areas on the Palmer Coolum Resort site, the Yaroomba parabolic dune and other foreshore dunes are retained in their natural state and protected from intrusion by built form elements and other aspects of urban development.
- (m) Development is supported by a network of open space to meet the needs of the local community and facilitates safe and convenient pedestrian and cycle connections between and around key destinations within the local plan area.

#### 7.2.8.4 Performance outcomes and acceptable outcomes

**Table 7.2.8.4.1 Performance outcomes and acceptable outcomes for assessable development**

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Coolum Local Plan Area Generally (All Zones)</i>			
PO1	Development provides for buildings, structures and landscaping that are consistent with, and reflect the low key beachside character of, the Coolum local plan area in that they are integrated with the natural and coastal landscape and skyline <i>vegetation</i> in terms of scale, siting, form, composition and use of materials.	AO1.1	Development for a residential, business or community activity provides for building design which incorporates the following features:- (a) a mix of lightweight and textured external building materials, including timber finishes or masonry construction with variation provided in texture and detailing; (b) articulated, pitched, skillion or curved roof forms; (c) open or transparent balustrades; and (d) landscaping integrated into the building design.
		AO1.2	Development uses understated colour schemes and low-reflective roofing and cladding materials.
		AO1.3	Development provides for existing mature trees to be retained and incorporated into the development design.
PO2	Development contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways to enhance	AO2.1	Development adjacent to a primary streetscape treatment area or gateway/entry point where identified on

Performance Outcomes		Acceptable Outcomes	
	the sense of entry to and the coastal village character of the Coolum local plan area.	AO2.2	<p><b>Figure 7.2.8A (Coolum local plan elements):-</b></p> <p>(a) incorporates architectural and landscape treatments which enhance the sense of arrival to, and the coastal village character of, the Coolum local plan area and emphasise corner locations; and</p> <p>(b) incorporates building materials such as varied roof forms, changes in materials and variations in projected and recessed elements and facades.</p> <p>Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.</p> <p>Note—<b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.</p> <p>Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.</p> <p>Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required.</p>
PO3	Development provides for the retention and enhancement of key landscape elements including significant views and vistas, existing character trees and areas of significant <i>vegetation</i> , contributing to the setting, character and sense of place of the Coolum local plan area.	AO3.1  AO3.2	<p>Development protects and emphasises, and does not intrude upon, the important sightlines and views to and from Coolum Beach, Mount Coolum, Emu Mountain, Eurungunder Hill, Point Arkwright and Point Perry, including where identified on <b>Figure 7.2.8A (Coolum local plan elements)</b>.</p> <p>Development provides for the retention and enhancement of existing mature trees and <i>vegetation</i> contributing to the character and vegetated backdrop of the local plan area including:-</p> <p>(a) <i>vegetation</i> on elevated hilltops and ridgelines;</p> <p>(b) <i>vegetation</i> along David Low Way; and</p> <p>(c) other character <i>vegetation</i> where identified on <b>Figure 7.2.8A (Coolum local plan elements)</b>.</p> <p>Note—in some circumstances, the eradication of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.</p>
PO4	Development provides for locally significant landscape and environmental elements, including Mount Coolum, Stumers Creek, Coolum and Peregian sections of the Noosa National Park, Point Perry, Point Arkwright, Mount Emu, Eurungunder Hill, remaining parts of the Point Arkwright bushland mosaic, rainforest areas on the Palmer Coolum Resort	AO4	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	site, the Yaroomba parabolic dune and other foreshore dunes, to be retained in their natural state and protected from intrusion by built form elements and other aspects of urban development.		
<b>Development in the District Centre Zone</b>			
<b>PO5</b>	Development in the District centre zone provides for small to medium scale uses and mixed uses that:- (a) support the role and function of the Coolum Beach Town Centre as a small district activity centre; and (b) provide a wide range of goods and services to residents and visitors.	<b>AO5</b>	No acceptable outcome provided.
<b>PO6</b>	Development in the District centre zone provides for the establishment of:- (a) Coolum Esplanade as the focus for tourist activities providing a range of small scale boutique <i>shops</i> , restaurants and cafes at ground level with residential above; and (b) Birtwill Street area as the main convenience shopping area providing a range of commercial and retail uses.	<b>AO6</b>	No acceptable outcome provided.
<b>PO7</b>	Development in the District centre zone:- (a) is sympathetic to the coastal village character of the Coolum Beach Town Centre; (b) contributes to the creation of a contemporary coastal built form and <i>streetscape</i> ; (c) creates vibrant and active streets and public spaces; and (d) provides continuous weather protection for pedestrians.	<b>AO7</b>	Development in the District centre zone:- (a) provides <i>primary active street frontages</i> built to the front boundary where identified on <b>Figure 7.2.8A (Coolum local plan elements)</b> ; (b) provides for residential uses to be effectively integrated with business uses; (c) has building openings overlooking the street; (d) provides all weather protection in the form of continuous cantilevered awnings and/or light verandah structures over footpath areas with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside; (e) ensures that signage is integrated with buildings; and (f) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths.
<b>PO8</b>	Development provides for off-street car parking and vehicular access arrangements which:- (a) avoid direct service vehicle and car park access to David Low Way; and (b) provide for service vehicle and car park areas to be sleeved and located behind the active street <i>frontage</i> .	<b>AO8</b>	No acceptable outcome provided.
<b>PO9</b>	Development provides through block pedestrian linkages which:- (a) are located to reflect the desire lines of pedestrian movement between major points of attraction and public spaces; (b) provide a safe alternative to the	<b>AO9</b>	Development provides through block pedestrian linkages where identified on <b>Figure 7.2.8A (Coolum local plan elements)</b> .

Performance Outcomes		Acceptable Outcomes	
	street based pedestrian and cycle movement network; and (c) provide a comfortable pedestrian environment in terms of access, width, shelter, materials and function.		
<b>PO10</b>	Development for a <i>food and drink outlet</i> does not incorporate a <i>drive-through facility</i> .	<b>AO10</b>	No acceptable outcome provided.
<b>PO11</b>	Development does not provide for the establishment of any additional large floor plate retail uses.	<b>AO11</b>	No acceptable outcome provided.
<b>Development in the Tourist Accommodation Zone</b>			
<b>PO12</b>	Development in the Tourist accommodation zone:- (a) contributes to the creation of a contemporary coastal built form and <i>streetscape</i> ; (b) provides a continuous pedestrian friendly facade and incorporates activities located at ground level to create a vibrant and active <i>streetscape</i> with high levels of casual surveillance; and (c) provides continuous weather protection for pedestrians.	<b>AO12</b>	Development in the Tourist accommodation zone ensures that the ground <i>storey</i> level of premises on a <i>site</i> having a <i>primary active street frontage</i> where identified on <b>Figure 7.2.8A (Coolum local plan elements)</b> :- (a) provides a fine scale built form; (b) has building openings overlooking the street; (c) incorporates shopfronts, indoor/outdoor cafes and restaurants and other activities that are likely to foster casual, social and business interaction built to the boundary of the active street <i>frontage</i> ; (d) provides all weather protection in the form of continuous cantilevered awnings and/or light verandah structures with decorative non-load bearing posts over footpath areas with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside; (e) ensures that signage is integrated with the building; and (f) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths.
<b>PO13</b>	Development provides for off-street car parking and vehicular access arrangements which:- (a) avoid direct service vehicle and car park access to David Low Way; and (b) provide for service vehicle and car park areas to be sleeved and located behind the active street <i>frontage</i> .	<b>AO13</b>	No acceptable outcome provided.
<b>Development in the Local Centre Zone (Coolum West)</b>			
<b>PO14</b>	Development in the Local centre zone at Coolum West:- (a) supports the role and function of the Coolum West Local Centre as a local (full service) activity centre serving the convenience needs of local residents; (b) does not detract from the role and function of Coolum Beach Town Centre as the district activity centre for the local area; and (c) provides an attractive interface to	<b>AO14</b>	No acceptable outcome provided.



Performance Outcomes		Acceptable Outcomes	
	major roads and promotes a gateway experience.		
<b>Development in the Low Density Residential Zone (135 Yandina-Coolum Road, Coolum (Lot 26 RP80884))</b>			
<b>PO15</b>	Development in the Low density residential zone at 135 Yandina-Coolum Road, Coolum (Lot 26 RP80884) may provide for small scale office activities which:- (a) are compatible with surrounding land uses; and (b) support the Coolum West Local Centre.	<b>AO15</b>	No acceptable outcome provided.
<b>Development in the Emerging Community Zone (Precinct COL LPP-1, Palmer Coolum Resort and The Coolum Residences)</b>			
<b>PO16</b>	Development in the Emerging community zone in Precinct COL LPP-1 (Palmer Coolum Resort and The Coolum Residences) identified on <b>Local Plan Map LPM11:-</b> (a) maintains the primary function of the site as an integrated tourist facility; (b) provides for the retention of large areas of open space, including the 18 hole championship golf course; (c) provides for a range of residential accommodation types set in discrete beachside precincts and separated by greenspace; (d) protects the natural vegetated character of the coastal foreshore and foredunes; (e) provides for development and building design which respects the scale and character of surrounding areas and vegetation; (f) provides for retail and commercial development to be limited to resort facilities and local convenience goods only; (g) provides for the maintenance and enhancement of public access to the beach and foreshore in a manner that respects the natural foredune and beach character and environmental values; (h) minimises and rationalises access to David Low Way, Warren Road and other local roads; (i) protects the visual amenity of the road network through the maintenance and enhancement of dense vegetated buffers to David Low Way and surrounding the Palmer Coolum Resort; and (j) provides for the maintenance and enhancement of the environmental and landscape values of the area including, but not limited to, the Yaroomba Parabolic Dune, rainforest areas on the Palmer Coolum Resort site, and views to and from Mount Coolum and Point Arkwright.	<b>AO16</b>	No acceptable outcome provided.  Editor's Note—Development in the Emerging community zone at Palmer Coolum Resort and The Coolum Residences is currently regulated in accordance with an approved Master Plan and Plan of Development.

Performance Outcomes		Acceptable Outcomes	
<b>Development in the High Impact Industry Zone</b>			
<b>PO17</b>	Development adjacent to the Noosa National Park or other <i>ecologically important areas</i> provides a vegetated open space <i>buffer</i> to ensure that the construction and operational activities of industry avoids impact on the sustainability of vegetation communities and maintains visual amenity.	<b>AO17</b>	No acceptable outcome provided.  Editor's Note—Section 8.2.3 (Biodiversity, waterways and wetlands overlay code) sets out <i>buffer</i> distances and other requirements for development adjacent to conservation areas and other <i>ecologically important areas</i> .
<b>PO18</b>	Development provides for a dense vegetated <i>buffer</i> strip to be maintained along the Yandina-Coolum Road and Sunshine Motorway to effectively screen industrial development from the road.	<b>AO18</b>	No acceptable outcome provided.
<b>PO19</b>	Development provides for <i>access</i> arrangements to industrial land which:- (a) avoid additional vehicle <i>access</i> from Yandina-Coolum Road; and (b) are rationalised with existing vehicular <i>access</i> arrangements, where possible.	<b>AO19</b>	No acceptable outcome provided.
<b>Coolum Beach Holiday Park</b>			
<b>PO20</b>	Development provides for the existing tourist park <i>site</i> at Coolum Beach to be retained or redeveloped as a <i>tourist park</i> .	<b>AO20</b>	No acceptable outcome provided.
<b>Development in the Rural Zone (Barns Lane)</b>			
<b>PO21</b>	Development in the Rural zone, located between Barns Lane and the Sunshine Motorway, consists of rural land uses that maintain and enhance the rural and natural landscape character providing an attractive non-urban gateway entrance into Coolum.	<b>AO21</b>	No acceptable outcome provided.

**Figure 7.2.8A Coolum local plan elements**

<Figure to be inserted>



## 7.2.9 Eudlo local plan code

### 7.2.9.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Eudlo local plan area as shown on Map ZM29 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Eudlo local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.9.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.9.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.9A (Eudlo local plan elements)**.

### 7.2.9.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Eudlo local plan code.

*The Eudlo local plan area is located on the North Coast Rail Line in the central part of the Sunshine Coast.*

*The local plan area comprises the small rural village of Eudlo and the residential areas immediately to the south and north of the village, and has a land area of approximately 24 hectares.*

*Eudlo is set within a picturesque rural and natural landscape in the Eudlo Creek Valley approximately half way between the larger settlements of Mooloolah to the south and Palmwoods to the north. The timber industry was the means of livelihood for early settlers, with a sawmill built to process large quantities of timber from the Blackall Range and surrounding forests.*

*Rosebed Street in the centre of the village is a traditional style main street that incorporates a post office and general store. The general store provides convenience goods and services to local residents and nearby rural and rural residential areas. Eudlo village is relatively low lying compared to the surrounding areas and much of the housing in the village reflects the raised Queenslander style in response to low level flooding.*

*The Eudlo Hall in conjunction with other community facilities situated on the western side of Rosebed Street provides a focus for community activity within the local plan area.*

*A number of places of cultural heritage significance are found in Eudlo including the Eudlo Hall, the Eudlo State School and the Methodist Church. Eudlo has strong associations to the past and its timber getting and milling origins. The Chenrezig Institute, a well known Tibetan Buddhist temple and retreat is located a short drive from the village.*

*Whilst some smaller urban lots exist in the local plan area, the residential areas of Eudlo are characterised by large urban lots that contribute to the low-density rural village character. Detached housing is generally of the traditional Queensland style, also reflecting the rich heritage of the village.*

*The Eudlo community enjoys a quiet, relaxed lifestyle where surrounding open spaces, rural vistas and privacy are key features. A focus on community activities in the village area and heritage are also important elements of this lifestyle.*

*Rosebed Street, Corlis Avenue and Anzac Avenue are major roads in the local plan area. The North Coast Railway is intended to be upgraded in the future, and will result in the railway line shifting further west from the village which may provide opportunities for improved parkland and community facilities.*

*The Eudlo local plan area has only limited urban services. Neither reticulated water nor sewerage are available to the local plan area and are not planned to be made available in the life of the planning scheme.*

Although some existing properties currently operate on sewerage 'pump out' systems, this method of disposal is not intended to be continued for new development in the area.

### 7.2.9.3 Purpose and overall outcomes

- (1) The purpose of the Eudlo local plan code is to provide locally relevant planning provisions for the assessment of development within the Eudlo local plan area.
- (2) The purpose of the Eudlo local plan code will be achieved through the following overall outcomes:-
  - (a) Eudlo remains a small village with an intimate rural character and identity.
  - (b) Urban development within the Eudlo local plan area is limited to land within the urban growth management boundary so as to protect and reinforce Eudlo's rural village character and identity, provide for the efficient provision of *infrastructure* and services, avoid land substantially constrained to urban development, and protect the character and productivity of surrounding rural land.
  - (c) Development retains the key landscape and built form elements that contribute to the character and identity of Eudlo as a small rural village with a strong sense of place and associations with the past.
  - (d) The form and scale of development is low key with buildings that are low rise and cover a comparatively small area of the *site*, thereby leaving significant areas for landscaping and *private open space*.
  - (e) Development in the Local centre zone supports the role and function of the Eudlo Village Centre as a small local (not full service) activity centre servicing the basic convenience needs of residents and visitors. Whilst development in the Local centre zone provides for the expansion and enhancement of business uses, residents continue to rely upon Mooloolah, Palmwoods or Nambour to fulfil most of their business and industry needs.
  - (f) The traditional built form character of Eudlo, and in particular the village centre, is retained and new development is designed to complement the traditional built form and *streetscape* character of the local plan area.
  - (g) Development in the Low density residential zone maintains large urban lots sizes to preserve the rural village character and provide for the effective treatment and disposal of effluent on-site.
  - (h) Development in the Community facilities zone on the former Olsen Mill site provides for community related activities or limited other uses that support local employment in a manner which does not detract from the role and function of the Eudlo Village Centre.
  - (i) Development in the local plan area is supported by a network of open space that meets the needs of the local community and facilitates safe and convenient pedestrian and cycle connections between and around key destinations within the local plan area.

### 7.2.9.4 Performance outcomes and acceptable outcomes

**Table 7.2.9.4.1 Performance outcomes and acceptable outcomes for assessable development**

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Eudlo Local Plan Area Generally (All Zones)</i>			
<b>PO1</b>	Development provides for buildings, structures and landscaping that is consistent with and reflects the traditional rural village architectural character of Eudlo in terms of scale, siting, form, composition and use of materials.	<b>AO1.1</b>	Development provides for the retention and/or adaptive re-use, with limited modification, of buildings which have cultural heritage or local character significance.  Editor's Note— <b>Section 8.2.9 (Heritage and character areas overlay code)</b> sets out requirements for development on heritage places and in character areas.

Performance Outcomes		Acceptable Outcomes	
		<b>AO1.2</b>	Buildings and structures incorporate traditional external building materials, such as timber cladding and corrugated iron roofs.
		<b>AO1.3</b>	For residential, business and community activities, roof forms use simple, traditional Queensland style roof designs including gable, hip, pitched or multiple gable roof forms
<b>PO2</b>	Development provides for the retention and enhancement of key landscape elements including historical landmarks, significant views and vistas, existing character trees and areas of significant <i>vegetation</i> contributing to the rural village character, identity and sense of place of Eudlo.	<b>AO2.1</b>	Development provides for the retention of historical landmarks, memorials and monuments.
		<b>AO2.2</b>	Development protects and emphasises, and does not intrude upon, the important sight lines and views to rural and natural areas identified on <b>Figure 7.2.9A (Eudlo local plan elements)</b> .
		<b>AO2.3</b>	Development provides for the retention and enhancement of existing mature trees and character <i>vegetation</i> contributing to the setting and <i>streetscape</i> character of Eudlo including:- (a) trees planted along the median in Rosebed Street; (b) the large gum tree in the park opposite the tennis courts; (c) riparian <i>vegetation</i> adjacent to Eudlo Creek; (d) the community conservation reserve to the west of the railway station; and (e) other character <i>vegetation</i> where identified on <b>Figure 7.2.9A (Eudlo local plan elements)</b> .  Note—in some circumstances, the eradication of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.
		<b>AO2.4</b>	Development provides for the retention and enhancement of the wide open space corridor that incorporates Eudlo Creek and adjacent land where identified on <b>Figure 7.2.9A (Eudlo local plan elements)</b> .
<b>PO3</b>	Development contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways that reflect and enhance the sense of entry to, and the rural village character of, Eudlo.	<b>AO3.1</b>	Development adjacent to a primary <i>streetscape</i> treatment area or gateway/entry point identified on <b>Figure 7.2.9A (Eudlo local plan elements)</b> incorporates architectural and landscape treatments and other design elements which enhance the sense of arrival to, and the rural village character of, Eudlo.
		<b>AO3.2</b>	Development provides for <i>streetscape</i> improvements which complement existing or proposed <i>streetscape</i> works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.  Note— <b>Section 9.4.2 (Landscape code)</b> sets out requirements for <i>streetscape</i> landscapes including entry statement landscapes.

Performance Outcomes		Acceptable Outcomes	
			<p>Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.</p> <p>Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required.</p>
<b>PO4</b>	Development for a <i>food and drink outlet</i> does not:- (a) provide for the establishment of a <i>high volume convenience restaurant</i> ; or (b) incorporate a <i>drive-through facility</i> .	<b>AO4</b>	No acceptable outcome provided.
<b>PO5</b>	Development is sited, designed and operated to ensure there are no adverse environmental impacts as a result of on-site effluent disposal, including on the water quality of Eudlo Creek.	<b>AO5</b>	No acceptable outcome provided.
<b>Development in the Local Centre Zone</b>			
<b>PO6</b>	Development in the Local centre zone provides for a mix of residential uses and small scale retail, entertainment/catering and commercial business uses that:- (a) support the role of the Eudlo Village Centre as a small local (not full service) activity centre; and (b) provide a basic level of convenience goods and services to local residents and visitors.	<b>AO6</b>	No acceptable outcome provided.
<b>PO7</b>	Development in the Local centre zone:- (a) is sympathetic to the rural village character and identity of Eudlo; (b) complements the traditional built form and <i>streetscape</i> of existing development; (c) provides an active interface to the street; and (d) provides integrated and functional parking and <i>access</i> arrangements that do not dominate the street.	<b>AO7</b>	Development in the Local centre zone:- (a) provides for Rosebed Street to be maintained as a wide, attractive and pedestrian friendly main street; (b) respects the layout, scale (including height and <i>setback</i> ) and character of development on adjoining sites; (c) provides <i>primary active street frontages</i> built to the front boundary, where identified on <b>Figure 7.2.9A (Eudlo local plan elements)</b> ; (d) has a maximum <i>plot ratio</i> of 1:1; (e) provides all weather protection in the form of continuous cantilevered awnings and/or light verandah structures with non-load bearing posts over footpath areas in conjunction with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside; (f) has simple, traditional Queensland style roof designs, such as hipped or gabled, and parapets facing the street; (g) has building openings overlooking the street; (h) uses understated colour schemes and low-reflective roofing and cladding materials; (i) ensures that signage is integrated with the building; (j) includes provision of landscaping, shaded seating and consistent and



<b>Performance Outcomes</b>		<b>Acceptable Outcomes</b>	
			simple paving materials on footpaths; and (k) provides for on-site car parking at the rear or to one side of the development.
<b>PO8</b>	Development for reconfiguring a lot in the Local centre zone provides for lot sizes and a configuration of lots that:- (a) is sympathetic to the village character and identity of Eudlo; and (b) provides for the safe and effective treatment and disposal of effluent on-site.	<b>AO8</b>	Development for reconfiguring a lot in the Local centre zone provides for lots which are a minimum of 2,000m <sup>2</sup> in area, or larger where required to provide for adequate on-site effluent treatment and disposal.
<b>Development in the Low Density Residential Zone</b>			
<b>PO9</b>	Development in the Low density residential zone involving reconfiguring a lot:- (a) is sympathetic to the rural village character and identity of Eudlo; and (b) provides for the safe and effective treatment and disposal of effluent on-site.	<b>AO9</b>	Development for reconfiguring a lot in the Low density residential zone provides for lots which are a minimum of 2,000m <sup>2</sup> in area, or larger where required to provide for adequate on-site effluent treatment and disposal.
<b>Development in the Community Facilities Zone (Former Olsen Mill Site)</b>			
<b>PO10</b>	Development in the Community facilities zone on the former Olsen Mill site:- (a) provides for community related activities or limited other uses that support local employment in a manner which does not detract from the role and function of the Eudlo Village Centre; (b) maintains the amenity of the adjacent Olsen Mill Park; (c) does not adversely impact on the operation or future upgrade of the North Coast Rail Line; and (d) is designed and operated in a manner which protects the water quality of Eudlo Creek.	<b>AO10</b>	No acceptable outcome provided.



**Figure 7.2.9A Eudlo local plan elements**

<Figure to be inserted>



## 7.2.10 Eumundi local plan code

### 7.2.10.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Eumundi local plan area as shown on Map ZM3 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Eumundi local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.10.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.10.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.10A (Eumundi local plan elements)**.

### 7.2.10.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Eumundi local plan code.

*The Eumundi local plan area is located in the northern part of the Sunshine Coast, in the North Maroochy River Valley and on the North Coast Rail Line. The local plan area includes Eumundi's town centre and surrounding residential areas and has a land area of approximately 160 hectares.*

*The local plan area is dominated by a ridge which rises to the west of the town centre and provides a vegetated backdrop to the town. Parts of the local plan area also provide views across the surrounding rural landscape including towards Cooroy Mountain in the north and Mount Eerwah in the west. Towards the east, the land gently slopes towards the North Maroochy River.*

*Eumundi is a small rural township providing important business, community, social, and recreational facilities to service the local level needs of its resident population as well as the needs of surrounding rural communities and visitors to the area. Eumundi derives its character from its rich cultural heritage, traditional main street and building designs, tree lined streets, attractive green backdrop and rural landscape setting. This strong and unique identity and character has helped create Eumundi's sense of place and niche role as a tourist destination.*

*The Eumundi town centre is focussed on the traditional main street of Memorial Drive, between the Eumundi - Noosa Road and Pacey Street intersections. This area contains the most substantial retail, office, commercial and tourism uses in Eumundi, including two hotels. Located parallel to Memorial Drive is an area of open space, both in public and private ownership, which includes Dick Caplick Park and which hosts the famous Eumundi markets. These markets are an important economic and tourist asset for the town and the region.*

*The Eumundi local plan area retains strong connections with its history and contains a number of buildings which have local cultural or historical significance, particularly along Memorial Drive and Cook Street including Eumundi School of Arts, Eumundi War Memorial and St Georgeas Anglican Church as well as other significant buildings such as Joes Watering Hole and the old railway station and corridor. Stands of vegetation along the eastern side of Memorial Drive, particularly the mature Camphor Laurels and figs, are important landscape features of the town. The showgrounds and associated facilities at both ends of Memorial Drive provide important community, sporting and recreational facilities.*

*The residential areas surrounding the town have larger sized lots to accommodate the topography and which add to the rural town character of the area. Detached housing is typically of traditional Queensland style.*

*The Eumundi local plan area has good levels of accessibility with direct access to the Bruce Highway, Eumundi-Noosa Road and the North Coast Rail Line. Memorial Drive and Caplick Way are other key road links within the local plan area.*

Urban zoned land within the local plan area is connected, or has the ability to be connected, to reticulated water and sewerage.

### 7.2.10.3 Purpose and overall outcomes

- (1) The purpose of the Eumundi local plan code is to provide locally relevant planning provisions for the assessment of development within the Eumundi local plan area.
- (2) The purpose of the Eumundi local plan code will be achieved through the following overall outcomes:-
  - (a) Eumundi remains a small rural town with a distinct heritage character, primarily servicing the local community and tourist industry. Some expansion of local business and residential areas is provided for.
  - (b) Urban development in the local plan area is limited to land within the urban growth management boundary so as to protect and reinforce the character and identity of Eumundi, provide for the efficient provision of *infrastructure* and services, avoid constrained land and protect the natural landscape values and productivity of surrounding land.
  - (c) Development retains the key landscape and built form elements that contribute to the setting, character and identity of Eumundi as a rural town with a strong sense of place and associations with the past.
  - (d) Development is designed and sited to protect significant environmental areas and significant views either to or from important landscape features and to reflect the physical characteristics and constraints of the land, including the protection of sensitive slopes, remnant *vegetation* and other *ecologically important areas*.
  - (e) The Eumundi Town Centre functions as a local (full service) activity centre meeting the local convenience needs of the local community and surrounding rural and rural residential areas and visitors to the area, and provides a focus for small scale retail, commercial and community activity.
  - (f) Whilst the business functions of Eumundi Town Centre may expand and be enhanced, the centre remains compact with any expansion limited to land included within the Local centre zone. Residents and visitors continue to rely upon larger centres such as Noosaville or Cooroy to fulfil higher order business and industry needs. Development for a *supermarket* does not result in more than one *supermarket* establishing within the local plan area or the size of the *supermarket* exceeding 1,000m<sup>2</sup> *gross leasable floor area*.
  - (g) The “country town” feel, traditional built form, heritage and *streetscape* character of the Eumundi Town Centre is retained and reinforced, with Memorial Drive enhanced as a wide, attractive and pedestrian friendly main street providing a focus for business uses and tourists. Development within the Local centre zone addresses the street and complements the traditional *streetscape* and building form.
  - (h) *Markets*, while an important local economic activity, do not physically or economically dominate the town or unduly influence the character of the town.
  - (i) Development in the Low density residential zone, including road and lot layouts and *streetscape*, reflects traditional rural town residential qualities such as low rise detached housing on large lots, open *streetscape* and mature street trees.

Note—land in the Low density residential zone at 21 Caplick Way, Eumundi (Lot 209 CG1888), is recognised as being potentially suitable for a *retirement facility* subject to adequate resolution of site constraints.

- (j) Development in the Medium density residential zone:-
  - (i) provides for a range of housing choices located with convenient access to the Eumundi Town Centre, public transport, parkland and community facilities;
  - (ii) provides for the preservation and adaptive re-use of locally significant historical buildings, where relevant;
  - (iii) provides good pedestrian and cycle connectivity to the town centre;
  - (iv) contributes to a high level of residential amenity and design quality consistent with the traditional rural character of Eumundi, the scale and character of the *streetscape* and surrounding development; and
  - (v) provides for building form which reflects the traditional Queensland style.

- (k) Development provides appropriate landscape buffering to the Bruce Highway and Eumundi-Noosa Road in order to effectively visually screen built form elements and maintain the visual amenity of these roads as scenic routes.
- (l) Development in the local plan area is supported by a network of open space to meet the needs of the local community and facilitates safe and convenient pedestrian and cycle connections between and around key destinations within the local plan area.

## 7.2.10.4 Performance outcomes and acceptable outcomes

**Table 7.2.10.4.1 Performance outcomes and acceptable outcomes for assessable development**

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Eumundi Local Plan Area Generally (All Zones)</i>			
PO1	Development provides for buildings, structures and landscaping that is consistent with and reflects the traditional rural town architectural character of Eumundi in terms of scale, siting, form, composition and use of materials.	AO1.1	Development provides for the retention and/or adaptive re-use, with limited modification, of buildings which have cultural heritage or local character significance, including where identified on <b>Figure 7.2.10A (Eumundi local plan elements)</b> .  Editor's Note – <b>Section 8.2.9 (Heritage and character areas overlay code)</b> sets out requirements for development on heritage places and in character areas.
		AO1.2	Buildings and structures incorporate traditional external building materials, such as timber cladding and corrugated iron roofs.
		AO1.3	Roof forms use simple, traditional Queensland style roof designs including gable, hip, pitched or multiple gable roof forms.
PO2	Development provides for the retention and enhancement of key landscape elements including historical landmarks, significant views and vistas, existing character trees and areas of significant <i>vegetation</i> contributing to the setting, character and sense of place of the Eumundi local plan area.	AO2.1	Development provides for the retention of old stone retaining walls, historical landmarks, memorials and monuments.
		AO2.2	Development protects and emphasises and does not intrude upon the important views to Mount Eerwah and Cooroy Mountain and other views to surrounding rural and natural areas as identified on <b>Figure 7.2.10A (Eumundi local plan elements)</b> .
		AO2.3	Development provides for the retention and enhancement of existing mature trees and character <i>vegetation</i> that contributes to the <i>streetscape</i> character and vegetated backdrop to the town including:- (a) the camphor laurel and fig trees along Memorial Drive; and (b) other character <i>vegetation</i> where identified on <b>Figure 7.2.10A (Eumundi local plan elements)</b> .  Note—in some circumstances, the eradication of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.

Performance Outcomes		Acceptable Outcomes	
PO3	Development contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways to reflect and enhance the sense of entry to, and the rural town character of, Eumundi.	AO3.1	Development adjacent to a primary streetscape treatment area or gateway/entry point identified on <b>Figure 7.2.10A (Eumundi local plan elements)</b> incorporates architectural and landscape treatments and other design elements which enhance the sense of arrival to, and the rural village character of, Eumundi.
		AO3.2	Development enhances the visual appeal and sense of arrival into the town by planting street trees along Memorial Drive and Eumundi-Noosa Road.
		AO3.3	Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.  Note— <b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.  Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.  Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required.
PO4	Development preserves the green buffer on the eastern side of the main street (Memorial Drive) and facilitates the provision of a linked system of open space and community facilities connecting the sports grounds and show grounds, the Eumundi Town Square and Parklands, the old rail corridor north of the town centre, the Butter Factory and the wider Sunshine Coast open space system.	AO4.1	Development protects and enhances the greenspace link where identified on <b>Figure 7.2.10A (Eumundi local plan elements)</b> .
		AO4.2	Development supports the clustering of community and open space recreation uses at the Eumundi Town Square and Parklands identified on the <b>Figure 7.2.10A (Eumundi local plan elements)</b> .
PO5	Development improves local connectivity by providing improved through block pedestrian and cycle connections in particular between Memorial Drive and Napier Street.	AO5	Development provides for through block pedestrian and cycle links where identified on <b>Figure 7.2.10A (Eumundi local plan elements)</b> .
PO6	Development provides for the reuse of the old rail corridor north of the town centre as <i>public open space</i> and a pedestrian/cycle link to and from the Butter Factory site.	AO6	No acceptable outcome provided.
PO7	Development retains the existing road pattern for entering and leaving Eumundi's main street, especially the curved northern end of Memorial Drive and the sharp curve of the road at the southern end.	AO7	No acceptable outcome provided.
PO8	Development for a <i>food and drink outlet</i> does not:- (a) provide for the establishment of a <i>high volume convenience restaurant</i> ; or (b) incorporate a <i>drive-through facility</i> .	AO8	No acceptable outcome provided.



Performance Outcomes		Acceptable Outcomes	
<b>Development for Markets in Eumundi</b>			
<b>PO9</b>	Development provides for <i>market</i> activity to be limited to areas specifically intended to accommodate <i>markets</i> .	<b>AO9</b>	Development provides for any further <i>market</i> activity to be located only in the Eumundi Town Square and Parklands and/or on Lot 402 CG312 (corner of Napier Road and Albert Street).
<b>PO10</b>	Development provides for <i>market</i> activity to:- (a) minimise economic impact on existing permanent businesses in the town; (b) maintain the character of the town including the conservation of heritage and townscape values within Eumundi Town Square and Parklands; (c) provide benefits to the local community including opportunities for local employment; (d) ensure a majority of goods sold are produced locally; and (e) adequately address parking and traffic issues.	<b>AO10</b>	No acceptable outcome provided.
<b>Development in the Local Centre Zone Generally</b>			
<b>PO11</b>	Development in the Local centre zone provides for small scale uses and mixed uses that:- (a) support Eumundi's role and function as a local (full service) activity centre; and (b) provide a wide range of convenience goods and services, including small scale tourist services to residents and visitors.	<b>AO11</b>	No acceptable outcome provided.
<b>PO12</b>	Development does not result in any of the following:- (a) the establishment of more than 1 <i>supermarket</i> in Eumundi; and (b) the total <i>gross leasable floor area</i> of the <i>supermarket</i> exceeding 1,000m <sup>2</sup> .	<b>AO12</b>	No acceptable outcome provided.
<b>PO13</b>	Development in the Local centre zone:- (a) is sympathetic to the rural town character and identity of Eumundi; (b) addresses the street; (c) complements the traditional built form and <i>streetscape</i> ; (d) creates vibrant and active streets and public spaces; (e) provides continuous weather protection for pedestrians; (f) uses traditional building materials; and (g) provides integrated and functional parking and access arrangements that do not dominate the street.	<b>AO13</b>	Development in the Local centre zone:- (a) provides for Memorial Drive to be maintained as a wide, attractive and pedestrian friendly main street; (b) provides a fine scale built form with narrow building frontages; (c) provides for buildings which close the vista at the northern end of the main street; (d) respects the layout, scale (including height and <i>setback</i> ) and character of development on adjoining sites; (e) provides <i>primary active street frontages</i> , built to the front boundary, where identified on <b>Figure 7.2.10A (Eumundi local plan elements)</b> ; (f) provides all weather protection in the form of continuous cantilevered awnings and/or light verandah structures with non-load bearing posts over footpath areas in conjunction with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the

Performance Outcomes		Acceptable Outcomes	
			kerbside; (g) provides for a mixture of original lowset timber framed buildings and compatible new buildings; (h) has simple, traditional Queensland style roof designs, such as hipped or gabled, and parapets facing the street; (i) has building openings overlooking the street, with the main entrance visually emphasised in the centre of the ground floor facade; (j) provides detailing and articulation for horizontal emphasis including awnings, parapet walls and first floor balconies; (k) uses understated colour schemes and low-reflective roofing and cladding materials; (l) ensures that signage is integrated with the building; (m) includes provision of landscaping, shaded seating, public art and consistent and simple paving materials on footpaths; and (n) retains on street parking and provides on-site car parking at the rear or to one side of the development.
<b>PO14</b>	Development provides for buildings on corner sites to be designed as focal points and contribute to defining the street intersection, including use of interesting or decorative features or building elements.	<b>AO14</b>	No acceptable outcome provided.
<b>PO15</b>	Reconfiguring a lot in the Local centre zone:- (a) maintains the character of Eumundi Town Centre; and (b) does not result in the alienation of centre zoned land.	<b>AO15.1</b>  <b>AO15.2</b>	Development for reconfiguring a lot in the Local centre zone provides for lots which are a minimum of 600m <sup>2</sup> in area.  Development in the Local centre zone does not result in the creation of <i>rear lots</i> .
<b>Development in the Medium Density Residential Zone Generally</b>			
<b>PO16</b>	Development in the Medium density residential zone:- (a) provides for the establishment of a range of housing types compatible with a rural town setting; (b) is of a domestic scale that does not dominate the <i>streetscape</i> or detract from the visual amenity of adjoining properties; (c) provides for building form which reflects the traditional Queensland style with the use of timber, pitched roofs, verandahs and subdued colours; (d) contributes positively to local <i>streetscape</i> character; and (e) provides for generous open space to be maintained between buildings to preserve a predominantly open feel.	<b>AO16</b>	No acceptable outcome provided.
<b>PO17</b>	Development in the Medium density residential zone provides for buildings and structures that take the form of small separate buildings rather than large	<b>AO17</b>	Development provides for buildings that have no more than 4 attached <i>dwellings</i> .

Performance Outcomes		Acceptable Outcomes	
	single bulky developments.		
<b>Development in Precinct EUM LPP-1 (Eumundi Butter Factory)</b>			
<b>PO18</b>	<p>Development in Precinct EUM LPP-1 (Eumundi Butter Factory) identified on <b>Local Plan Map LPM3:-</b></p> <p>(a) where located on the site of the old Butter Factory, provides for buildings, structures and landscaping which respond to and interpret the history of the site, including the preservation and adaptive re-use of the existing Butter Factory building;</p> <p>(b) provides for the re-use of the old rail corridor north of the town centre as <i>public open space</i> and an attractive pedestrian and cycle link to the town centre and parklands;</p> <p>(c) provides for buildings which are designed to address and optimise casual surveillance to parkland and pedestrian links within the old rail line corridor;</p> <p>(d) maintains the visual continuity and pattern of buildings and landscape elements along Memorial Drive including the retention of detached traditional style housing fronting Memorial Drive; and</p> <p>(e) provides safe and efficient vehicular access.</p>	<b>AO18</b>	No acceptable outcome provided.
<b>Development in the Low Density Residential Zone</b>			
<b>PO19</b>	Development in the Low density residential zone provides for lot sizes and a configuration of lots that is sympathetic to the rural town character and identity of Eumundi.	<b>AO19</b>	Development in the Low density residential zone provides for lots which are a minimum of 700m <sup>2</sup> in area.
<b>PO20</b>	<p>Development on land adjacent to the Bruce Highway preserves, and where necessary enhances, existing <i>vegetation</i> adjacent to the highway in order to:-</p> <p>(a) visually screen built form elements and maintain the visual amenity of the highway as a scenic route;</p> <p>(b) maintain a vegetated backdrop to development; and</p> <p>(c) assist in providing appropriate acoustic attenuation for development.</p>	<b>AO20</b>	No acceptable outcome provided.
<b>PO21</b>	Development on land adjacent to Eumundi-Noosa Road incorporates a <i>landscape buffer</i> to visually screen and soften built form elements and maintain and enhance the visual amenity of the road as a scenic route.	<b>AO21</b>	Development provides a minimum 10 metre wide densely vegetated <i>landscape buffer</i> along the Eumundi-Noosa Road <i>frontage</i> where identified on <b>Figure 7.2.10A (Eumundi local plan elements)</b> .



**Figure 7.2.10A Eumundi local plan elements**

<Figure to be inserted>



## 7.2.11 Forest Glen/Kunda Park/Tanawha local plan code

### 7.2.11.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Forest Glen/Kunda Park/Tanawha local plan area as shown on Map ZM31 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Forest Glen/Kunda Park/Tanawha local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.11.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.11.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.11A (Forest Glen/Kunda Park/Tanawha local plan elements)**.

### 7.2.11.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Forest Glen/Kunda Park/Tanawha local plan code.

*The Forest Glen/Kunda Park/Tanawha local plan area is located centrally in the eastern part of the Sunshine Coast and has a land area of approximately 1,600 hectares.*

*Located on the foothills and western slopes of Buderim Mountain, the eastern and central parts of the local plan area are characterised by rolling to hilly terrain dissected by numerous ridgelines, creeks and drainage lines. In contrast, the northern, western and southern parts of the local plan area are relatively flat and form part of the Eudlo Creek and Mountain Creek plains.*

*A mosaic of native vegetation on the slopes and foothills of Buderim Mountain makes a significant contribution to the character of the local plan area and is also a defining feature of the 'green' appearance of the adjoining Buderim local plan area. Travellers along the Bruce Highway, Mons Road and the Tanawha Tourist Drive also enjoy the scenic qualities offered by this forested landscape setting.*

*This landscape also serves as habitat for a wide range of fauna species as well as a broad corridor for fauna movement.*

*A number of important urban areas are located on the northern and western margins of the local plan area, whilst the majority of the area is taken up with the large rural residential areas of Tanawha and Mons.*

*The Kunda Park Industrial Estate, located in the northern part of the local plan area adjacent to Maroochydore Road, is one of the Sunshine Coast's largest and most developed industry and enterprise areas.*

*The Forest Glen Industrial Area, located in the western part of the local plan area adjacent to the Bruce Highway, is an emerging industry and enterprise area that accommodates predominantly service and low impact type industries.*

*The Forest Glen Local Centre, located centrally within the Forest Glen Industrial Area, is a small local centre that includes a service station and a number of local shops. The local centre is laid out in a traditional main street configuration and provides a range of convenience goods and services that predominantly meet the needs of residents of surrounding rural and rural residential areas and visitors passing through the local plan area.*

*The large rural residential areas which occupy most of the local plan area offer a rural residential lifestyle in a bushland setting. A small residential estate is located adjacent to Maroochydore Road in the northern part of the local plan area.*

*The Sunshine Coast Grammar School is a significant educational establishment and community facility in the local plan area.*

*Part of the Buderim to Palmwoods Tramway that operated in the early twentieth century is preserved in a corridor located on the southern side of Mons Road. The tramway corridor is an element of cultural heritage significance.*

*The Bruce Highway, Maroochydore Road, Mons Road, the Tanawha Tourist Drive and Owen Creek Road are the major roads traversing or adjoining the boundaries of the local plan area.*

*Urban zoned land within the local plan area is connected, or has the ability to be connected, to reticulated water and sewerage. These services are not available to the other parts of the local plan area and are not planned to be made available within the life of the planning scheme.*

*Residents of the Forest Glen/Kunda Park/Tanawha local plan area generally enjoy a quiet, relaxed lifestyle where surrounding open space, rural and bushland vistas and privacy are key features. The high level of accessibility to Buderim and other parts of the coastal urban area is also an important element of this lifestyle.*

### **7.2.11.3 Purpose and overall outcomes**

- (1) The purpose of the Forest Glen/Kunda Park/Tanawha local plan code is to provide locally relevant planning provisions for the assessment of development within the Forest Glen/Kunda Park/Tanawha local plan area.
- (2) The purpose of the Forest Glen/Kunda Park/Tanawha local plan code will be achieved through the following overall outcomes:-
  - (a) The Forest Glen/Kunda Park/Tanawha local plan area is maintained predominantly as a rural and bushland rural residential area with important industry areas, major community facilities and other forms of urban development limited to nodes on the northern and western margins of the local plan area.
  - (b) Urban and rural residential development in the Forest Glen/Kunda Park/Tanawha local plan area is limited to land within the urban growth management boundary and rural residential growth management boundary respectively, so as to protect environmental areas, avoid land substantially constrained to development and provide for the efficient provision of *infrastructure* and services.
  - (c) The Forest Glen Local Centre enhances its role and function as a local (not full service) activity centre providing for the day to day needs of residents of and visitors to the local plan area.
  - (d) The main street configuration of the Forest Glen Local Centre is maintained and reinforced with buildings that address the street and contribute to the establishment of a coherent *streetscape* character along Mons Road and the Mons Road Exit from the Bruce Highway.
  - (e) Whilst development in the Local centre zone provides for the expansion and enhancement of business uses, residents continue to rely upon Buderim or other nearby larger centres to fulfil most of their business needs.
  - (f) Development in the Local centre zone and the adjacent Emerging community zone is designed to support the function of the Forest Glen Local Centre as a community hub and meeting place for the local community, providing a pedestrian friendly environment which is designed to promote community interaction.
  - (g) Development in the Emerging community zone north of Mons Road:-
    - (i) provides opportunities for the coherent and orderly expansion of the Forest Glen Local Centre with complementary small scale business activities, whilst maintaining the role and function of this centre as a local (not full service) activity centre;
    - (ii) provides an internal road and pedestrian network that enhances the functioning and legibility of the Forest Glen Local Centre; and
    - (iii) contributes to the upgrading of the external road network, particularly the intersections in the vicinity of the local centre.



- (h) Development in the Emerging community zone south of Mons Road provides for *retirement facilities* or other medium density residential uses that enjoy high levels of access to the Forest Glen Local Centre. Development in this part of the Emerging community zone contributes to the upgrading of the Mons Road/Owen Creek Road intersection and to improved pedestrian connections to the Forest Glen Local Centre.
- (i) Development retains identified sites in the Medium density residential zone for *retirement facilities* in order to preserve these sites for these uses in the future.
- (j) Development in the Rural residential zone retains the bushland character of the area and provides for lot layouts and buildings that sit lightly in the landscape with buildings that are low rise and cover a comparatively small area of the *site*, thereby leaving significant areas of retained native *vegetation*, landscaping and *private open space*.
- (k) Development in the Low impact industry zone and Medium impact industry zone provides for the continued development of the Kunda Park Industrial Estate and the Forest Glen Industrial Area as modern and visually appealing industry areas with a high standard of environmental performance and design.
- (l) The Sunshine Coast Grammar School continues to develop with built form elements and associated works limited to unconstrained parts of the *site*. Future stages of development are subject to improvements in vehicle *access* and circulation arrangements with a second campus *access* point provided to Mons Road (as opposed to Gardenia Place) so as to reduce congestion at the Bruce Highway exit road.
- (m) Development provides for the upgrading of existing roads and establishment of a new roads including:-
  - (i) a north-south road corridor connecting the Sunshine Coast Grammar School and adjacent development to Mons Road, forming a four way intersection at Owen Creek Road; and
  - (ii) a secondary access road off Sandalwood Lane to service industrial land at this location.
- (n) Development protects the operational efficiency of the Bruce Highway, Maroochydore Road and associated exits and entry points to these *major roads*.
- (o) Development is set well back from the Bruce Highway and Maroochydore Road and incorporates landscape buffers or other landscape/urban design treatments to effectively screen undesirable elements of industrial development and provide an attractive and coherent *streetscape* that enhances the appearance and visual amenity of these *major roads*.
- (p) Development in the local plan area is supported by a network of open space that meets the needs of the local community and facilitates safe and convenient pedestrian and cycle connections between and around key destinations within the local plan area.
- (q) Development provides for the protection of remnants of the Buderim to Palmwoods Tramway and the extension of public pedestrian access along the former tramway route.

#### 7.2.11.4 Performance outcomes and acceptable outcomes

**Table 7.2.11.4.1 Performance outcomes and acceptable outcomes for assessable development**

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Forest Glen/Kunda Park/Tanawha Local Plan Area Generally (All Zones)</i>			
<b>PO1</b>	Development provides for buildings, structures and landscaping that are consistent with and reflect the character of the Forest Glen/Kunda Park/Tanawha local plan area and integrate with the natural landscape and skyline <i>vegetation</i> in terms of scale, siting, form, composition and use of materials.	<b>AO1.1</b>	Development for a residential use, business use, community activity or an industrial use where fronting a <i>major road</i> provides for building design which incorporates the following features:- (a) a mix of lightweight and textured external building materials, including timber finishes or masonry construction with variation provided in texture and detailing;

Performance Outcomes		Acceptable Outcomes	
		<p><b>AO1.2</b></p> <p><b>AO1.3</b></p>	<p>(b) articulated, pitched, skillion or curved roof forms; and</p> <p>(c) landscaping integrated into the building design.</p> <p>Development uses understated colour schemes and low-reflective roofing and cladding materials.</p> <p>Development provides for existing mature trees to be retained and incorporated into the design of development.</p>
<b>PO2</b>	Development contributes to the establishment of an attractive <i>streetscape</i> character along the <i>frontage</i> of the Bruce Highway and Maroochydore Road and enhances the landscape and visual amenity of other <i>major roads</i> in the local plan area.	<p><b>AO2.1</b></p> <p><b>AO2.2</b></p>	<p>Development adjacent to the Bruce Highway or Maroochydore Road, where identified on <b>Figure 7.2.11A (Forest Glen/Kunda Park/Tanawha local plan elements)</b>, provides a minimum 10 metre wide mounded landscaped <i>buffer</i> along the full <i>frontage</i> of the road within the boundary of the lot.</p> <p>Development adjacent to Mons Road, Owen Creek Road, Tanawha Tourist Drive, Sandalwood Lane and Chevallum Road provides a minimum 3 metre wide <i>landscape buffer</i> along the full <i>frontage</i> of the road within the boundary of the lot.</p>
<b>PO3</b>	Development provides for the retention and enhancement of key landscape elements including existing character trees and areas of significant <i>vegetation</i> contributing to the setting, character and sense of place of the Forest Glen/Kunda Park/Tanawha local plan area.	<b>AO3</b>	<p>Development provides for the retention and enhancement of existing mature trees and character <i>vegetation</i> contributing to the vegetated setting and backdrop of the Forest Glen/Kunda Park/Tanawha local plan area including:-</p> <p>(a) bushland areas on the slopes of the Buderim escarpment;</p> <p>(b) bushland areas along the Bruce Highway, Tanawha Tourist Drive, Owen Creek Road and Mons Road; and</p> <p>(c) other character <i>vegetation</i> identified on <b>Figure 7.2.11A (Forest Glen/Kunda Park/Tanawha local plan elements)</b>.</p> <p>Note—in some circumstances, the eradication of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.</p>
<b>PO4</b>	Development contributes to the establishment of an attractive and coherent <i>streetscape</i> character and gateways to enhance the character of, and sense of arrival to, Forest Glen, Buderim and other parts of the local plan area.	<p><b>AO4.1</b></p> <p><b>AO4.2</b></p>	<p>Development adjacent to an identified primary <i>streetscape</i> treatment area or gateway/entry point where identified on <b>Figure 7.2.11A (Forest Glen/Kunda Park/Tanawha local plan elements)</b>:-</p> <p>(a) incorporates architectural and landscape treatments which enhance the sense of arrival to, and character of, the Forest Glen local centre, and emphasise corner locations; and</p> <p>(b) incorporates design elements such as varied roof forms, changes in materials and variations of projected and recessed elements and facades.</p> <p>Development provides for <i>streetscape</i> improvements which complement existing</p>

Performance Outcomes		Acceptable Outcomes	
			<p>or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.</p> <p>Note—<b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.</p> <p>Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.</p> <p>Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required.</p>
<b>PO5</b>	Development provides for the retention of remnants of the Buderim to Palmwoods Tramway and the extension of public pedestrian access along the former tramway route via dedication of land or public easement.	<b>AO5</b>	No acceptable outcome provided.
<b>PO6</b>	Development protects the operational efficiency of the Bruce Highway, Maroochydore Road and entry points to these <i>major roads</i> by limiting and rationalising <i>access</i> points and avoiding the introduction of high traffic generating uses into the local plan area, other than where already provided for by the allocation of zones.	<b>AO6</b>	No acceptable outcome provided.
<b>PO7</b>	As identified conceptually on <b>Figure 7.2.11A (Forest Glen/Kunda Park/Tanawha local plan elements)</b> , development provides for the establishment of:- (a) a new north-south road corridor connecting the Sunshine Coast Grammar School and the Emerging community zone to the east of the Forest Glen Local Centre to Mons Road, forming a four way intersection at Owen Creek Road; and (b) a secondary access road off Sandalwood Lane to service the industrial land at this location.	<b>AO7</b>	No acceptable outcome provided.
<b>PO8</b>	Development on land identified as a local ecological linkage on <b>Figure 7.2.11A (Forest Glen/Kunda Park/Tanawha local plan elements)</b> facilitates the provision of the local ecological linkage.	<b>AO8</b>	<p>No acceptable outcome provided.</p> <p>Editor's Note—<b>Section 8.2.3 (Biodiversity, waterways and wetlands overlay code)</b> sets out requirements for the provision of ecological linkages.</p>
<b>PO9</b>	Development for a <i>food and drink outlet</i> does not:- (a) provide for the establishment of a <i>high volume convenience restaurant</i> ; or (b) incorporate a <i>drive-through facility</i> .	<b>AO9</b>	No acceptable outcome provided.
<b>Development in the Local Centre Zone (Forest Glen)</b>			
<b>PO10</b>	Development in the Local centre zone provides for small scale business uses that:- (a) support the role of Forest Glen as a small local (not full service) activity centre; and (b) provide a basic level of	<b>AO10</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	convenience goods and services to local residents and visitors.		
<b>PO11</b>	Development in the Local centre zone provides an active and pedestrian friendly interface to, and strengthens the <i>streetscape</i> character of, Mons Road and the Mons Road exit from the Bruce Highway, as a traditional style main street.	<b>AO11</b>	Development in the Local centre zone:- (a) respects the layout, scale (including height and <i>setback</i> ) and character of development on adjoining sites; (b) provides for <i>primary active street frontages</i> where identified on <b>Figure 7.2.11A (Forest Glen/Kunda Park/Tanawha local plan elements)</b> ; (c) provides for buildings to be built to the front property boundary at street level and <i>setback</i> a minimum of 2 metres from the front property boundary for the second storey; (d) provides building openings overlooking the street; (e) provides all weather protection in the form of continuous cantilevered awnings and/or light verandah structures with non load bearing posts over footpath areas in conjunction mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside; (f) ensures that signage is integrated with the building; (g) includes the provision of landscaping, shaded seating and consistent paving materials on footpaths; and (h) provides for on-site car parking at the rear or to one side of the development.
<b>Development in the Emerging Community Zone (North of Mons Road, Forest Glen)</b>			
<b>PO12</b>	Development in the Emerging community zone north of Mons Road provides for expansion of the Forest Glen Local Centre with small scale business activities that:- (a) complement the uses provided within the existing centre; and (b) maintain the role and function of the centre as a local (not full service) activity centre.	<b>AO12</b>	No acceptable outcome provided.
<b>PO13</b>	Development in the Emerging community zone north of Mons Road provides for:- (a) a built form and urban design outcome that contributes to the creation of a coherent local centre; (b) attractive and usable public spaces that provide a focal point for community activity and interaction; (c) a permeable internal road and pedestrian/cycle network that interconnects with existing development in the Forest Glen Local Centre; and (d) integrated car parking and <i>access</i> arrangements.	<b>AO13</b>	No acceptable outcome provided.
<b>PO14</b>	Development in that part of the Emerging community zone fronting Mons Road provides an active and pedestrian friendly interface to, and strengthens the <i>streetscape</i> character	<b>AO14</b>	Development in the Emerging community zone fronting Mons Road complies with Acceptable Outcome AO11 (applicable to development in the Local centre zone).

Performance Outcomes		Acceptable Outcomes	
	of, Mons Road and the Mons Road exit from the Bruce Highway, as a traditional style main street.		
<b>Development in the Emerging Community Zone (South of Mons Road, Forest Glen)</b>			
<b>PO15</b>	Development in the Emerging community zone south of Mons Road (Lot 2 RP177389):- (a) provides for <i>retirement facilities</i> or other appropriate forms of medium density housing that are compatible with the character and amenity of the locality; (b) contributes to the upgrading of the Mons Road,/Owen Creek Road intersection; and (c) provides for improved pedestrian connections to the Forest Glen Local Centre.	<b>AO15</b>	No acceptable outcome provided.
<b>Development in the Medium Density Residential Zone (Mons Road/Parsons Road Forest Glen)</b>			
<b>PO16</b>	Development in the Medium density residential zone on Lot 5 SP254405, part Lot 1 RP28272 and Lot 1 RP28168 located at Mons Road/Parsons Road Forest Glen, provides for these sites to be preserved for the purpose of providing <i>retirement facilities</i> .	<b>AO16</b>	No acceptable outcome provided.
<b>Development in the Low Impact Industry Zone (Forest Glen)</b>			
<b>PO17</b>	Reconfiguring a lot in the Low impact industry zone at Forest Glen provides for comparatively large lot sizes that provide sufficient area to accommodate landscape buffers and other streetscape treatments along <i>major road frontages</i> and allow for industrial buildings to be set within generous landscaped grounds.	<b>AO17</b>	Reconfiguring a lot in the Low impact industry zone provides for lots which are a minimum of 4,000m <sup>2</sup> in area.  Note—it is noted that some existing lots included in the Low impact industry zone (e.g. on the eastern side of Owen Creek Road) have lot sizes considerably less than 4,000m <sup>2</sup> .
<b>PO18</b>	Development in the Low impact industry zone on the eastern side of Owen Creek Road provides for:- (a) buildings and <i>use areas</i> to be sited and designed to protect the privacy and amenity of occupants of the adjoining <i>tourist park</i> and <i>relocatable home park</i> ; (b) the rationalisation of direct access points to Owen Creek Road (e.g. through lot amalgamations and/or shared access driveways) to minimise traffic impacts; and (c) improved pedestrian connections to the Forest Glen Local Centre.	<b>AO18</b>	No acceptable outcome provided.
<b>Development in the Rural Residential Zone</b>			
<b>PO19</b>	Development in the Rural residential zone:- (a) is subordinate to the natural landscape and unobtrusive when viewed from <i>major roads</i> and prominent public vantage points; (b) retains the bushland character currently experienced along the Bruce Highway, Tanawha Tourist Drive and Mons Road; and (c) is sympathetic to the characteristics and capacity of the physical and natural environment	<b>AO19</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	and applies environmentally sensitive design and construction techniques.		
<b>Development in the Community Facilities Zone (Sunshine Coast Grammar School) (Lot 1 SP 169832, Lot 16 SP 169831, Lot 9 SP 169400, Mons Road)</b>			
<b>PO20</b>	<p>Development in the Community facilities zone on Lot 1 SP 169832, Lot 16 SP 169831 and Lot 9 SP 169400:-</p> <p>(a) occurs in accordance with an approved plan of development for the whole of the <i>site</i> that provides for facility elements to be configured in a functionally efficient and integrated way;</p> <p>(b) provides for the establishment of a second campus access point by way of a new north-south road, connecting to Mons Road and forming a new four way intersection at Owen Creek Road as identified conceptually on <b>Figure 7.2.11A (Forest Glen/Kunda Park/Tanawha local plan elements)</b>; and</p> <p>(c) ensures that no access (other than limited and controlled emergency access) is provided from Gardenia Place.</p>	<b>AO20</b>	No acceptable outcome provided.

**Figure 7.2.11A Forest Glen/Kunda Park/Tanawha local plan elements**

<Figure to be inserted>





## 7.2.12 Glass House Mountains local plan code

### 7.2.12.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Glass House Mountains local plan area as shown on Map ZM50 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Glass House Mountains local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.12.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.12.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.12A (Glass House Mountains local plan elements)**.

### 7.2.12.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Glass House Mountains local plan code.

*The Glass House Mountains local plan area is located in the southern part of the Sunshine Coast on the North Coast Rail Line between Beerwah and Beerburrum. The local plan area includes the Glass House Mountains town centre and surrounding residential and rural residential areas and has a land area of approximately 474 hectares.*

*The local plan area is surrounded by a picturesque rural and natural landscape dominated by the National heritage listed Glass House Mountains and surrounding rural land used largely for crop farming and forestry. The landform of the local plan area is gently undulating. It is contained within the catchment of Coonowrin Creek, which traverses the local plan area in a south-west, north-east direction. Coonowrin Creek flows to the Pumicestone Passage and is subject to periodic local flooding.*

*The Glass House Mountains town centre, focused on Bruce Parade, Reed Street and the railway station, provides a range of convenience goods and services to meet the daily needs of the local community and visitors, including some service industry uses. A number of community facilities are located within the local plan area including a State primary school, neighbourhood centre, community hall, visitor and interpretive centre and sportsgrounds. Tourism opportunities within the local plan area are enhanced by its proximity to the Glass House Mountains National Park.*

*The residential areas within the local plan area are characterised by dwelling houses on large urban and rural residential size lots. Further opportunities for urban residential development are available to the south of Fullertons Road and Coonowrin Road.*

*Steve Irwin Way is the principal road link providing access to the town of Glass House Mountains and is subject to planned realignment and upgrade. Other major road links within the local plan area include Railway Parade, Coonowrin Road and Sahara Road. Coonowrin Road and Steve Irwin Way are identified haulage routes with heavy vehicles carrying extractive material frequently travelling these routes.*

*The Glass House Mountains railway station, located at the end of Reed Street, is of local heritage significance and functions as a commuter transfer station, providing park and ride facilities. The rail line between Beerburrum and Landsborough is planned to be subject to duplication, including upgrading of the Glass House Mountains railway station.*

*Urban zoned land within the local plan area is connected, or has the ability to be connected, to reticulated water and sewerage. Reticulated water is also available to rural residential areas within the local plan area.*

### 7.2.12.3 Purpose and overall outcomes

- (1) The purpose of the Glass House Mountains local plan code is to provide locally relevant planning provisions for the assessment of development within the Glass House Mountains local plan area.
- (2) The purpose of the Glass House Mountains local plan code will be achieved through the following overall outcomes:-
  - (a) Glass House Mountains remains a small rural town with a heritage character, primarily servicing the local community and visitors to the area. Some expansion of local business and residential areas is provided for.
  - (b) Urban and rural residential development in the Glass House Mountains local plan area is limited to land within the urban and rural residential growth management boundaries respectively so as to protect and reinforce the character and identity of Glass House Mountains Township, provide for the efficient provision of *infrastructure* and services, avoid constrained land and environmentally significant areas and protect the character and productivity of surrounding rural land.
  - (c) Development retains the key landscape and built form elements that contribute to the setting, character and identity of the Glass House Mountains local plan area as a rural town with a strong sense of place and associations with the past.
  - (d) Development is designed and sited to protect significant environmental areas and significant views either to or from important landscape features, including Mount Ngungun and Mount Tibrogargan, and to reflect the physical characteristics and constraints of the land including avoiding flood prone areas and providing appropriate buffers to watercourses and rural uses.
  - (e) The Glass House Mountains Town Centre functions as a local (full service) activity centre providing a range of convenience goods and services to residents of the local plan area and surrounding rural and rural residential areas and visitors to the area, and provides a focus for small scale retail, commercial and community activity.
  - (f) Whilst the business functions of the Glass House Mountains Town Centre may expand and be enhanced, the centre remains compact with any expansion limited to land included within the Local centre zone. Residents of Glass House Mountains continue to rely upon larger centres such as Beerwah or Caloundra to fulfil higher order business and industry needs.
  - (g) Development provides for centre activities to be consolidated in the Local centre zone on the eastern side of the rail line, with the Local centre zone on the western side of the rail line retaining a service role supporting the main town centre and providing local convenience goods and services, complementary *service industries* and medium density residential development.
  - (h) The traditional built form and *streetscape* character of the Glass House Mountains Town Centre is retained and reinforced with Bruce Parade and Reed Street enhanced as wide, attractive and pedestrian friendly main streets. Development in the Local centre zone addresses the street and complements the traditional *streetscape* and building form.
  - (i) Development in the Medium density residential zone provides for the establishment of a range of medium density housing which contributes to a high level of residential amenity and design quality consistent with the rural character of the local plan area, the scale and character of the *streetscape* and surrounding development.
  - (j) Development in the Low density residential zone and Rural residential zone, including road and lot layouts and *streetscape*, reflects traditional rural town residential qualities such as low rise detached housing on large lots, open *streetscape* and mature street trees.
  - (k) Development provides appropriate landscape buffering to Steve Irwin Way in order to effectively visually screen built form elements and maintain the visual amenity of this road as a scenic route.
  - (l) Development in the local plan area is supported by a network of open space to meet the needs of the local community and facilitates safe and convenient pedestrian and cycle connections between and around key destinations within the local plan area.

## 7.2.12.4 Performance outcomes and acceptable outcomes

Table 7.2.12.4.1 Performance outcomes and acceptable outcomes for assessable development

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Glass House Mountains Local Plan Area Generally (All Zones)</i>			
PO1	Development provides for buildings, structures and landscaping that is consistent with and reflects the traditional rural town architectural character of Glass House Mountains local plan area in terms of form, composition and use of materials.	AO1.1	Development provides for the retention and/or adaptive re-use, with limited modification, of buildings which have cultural heritage or local character significance, including where identified on <b>Figure 7.2.12A (Glass House Mountains local plan elements)</b> .  Editor's Note— <b>Section 8.2.9 (Heritage and character areas overlay code)</b> sets out requirements for development on heritage places and in character areas.
		AO1.2	Where buildings of heritage or local character significance cannot be retained due to <i>infrastructure</i> upgrades, (i.e. the Neighbourhood Centre in Ryan Street, Community Hall in Coonowrin Road, and the Glasshouse Country RSL building and Lutheran Church in Reed Street), they are relocated to the community hub along Ryan Street.
		AO1.3	Buildings and structures incorporate traditional external building materials, such as timber cladding and corrugated iron roofs.
		AO1.4	Development uses understated colour schemes and low-reflective roofing and cladding materials.
		AO1.5	Roof forms use simple, traditional Queensland style roof designs including gable, hip, pitched or multiple gable roof forms.
PO2	Development provides for the retention and enhancement of key landscape elements including historical landmarks, significant views and vistas, existing character trees and areas of significant <i>vegetation</i> contributing to the setting, character and sense of place of the Glass House Mountains local plan area.	AO2.1	Development provides for the retention of historical landmarks, memorials and monuments.
		AO2.2	Development protects and emphasises, and does not intrude upon, the important views to Mount Tibrogargan and Mount Ngungun, particularly from the town centre, and other views to surrounding rural and natural areas as identified on <b>Figure 7.2.12A (Glass House Mountains local plan elements)</b> .
		AO2.3	Development provides for the retention and enhancement of existing mature trees and character <i>vegetation</i> that contributes to the <i>streetscape</i> character and vegetated backdrop to the Glass House Mountains local plan area including:- (a) mature Mango, African Tulip, Poinciana, Jacaranda, Coral, Tibouchina and Frangapani trees within the town centre;

Performance Outcomes		Acceptable Outcomes	
			<p>(b) the memorial Camphor Laurel on the corner of Reed Street and Bishop Street;</p> <p>(c) Ivory Curl Flower, Yellow Poinciana and Flindersia street trees and parkland trees;</p> <p>(d) stands of Eucalyptus trees adjacent to the Neighbourhood Centre, Uniting Park and the railway station car park;</p> <p>(e) <i>vegetation</i> along Bruce Parade;</p> <p>(f) bushland along the Local centre zone boundaries;</p> <p>(g) remnant <i>vegetation</i> along Coonowrin Creek and tributaries; and</p> <p>(h) other character <i>vegetation</i> where identified on <b>Figure 7.2.12A (Glass House Mountains local plan elements)</b>.</p> <p>Note—in some circumstances, the eradication of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.</p>
<b>PO3</b>	Development contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways to enhance the sense of entry and the rural town character of Glass House Mountains local plan area.	<b>AO3.1</b>	Development adjacent to a primary streetscape treatment area or gateway/entry point identified on <b>Figure 7.2.12A (Glass House Mountains local plan elements)</b> incorporates architectural and landscape treatments and other design elements which enhance the sense of arrival to, and the rural town character of, Glass House Mountains, and emphasise corner locations.
		<b>AO3.2</b>	<p>Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.</p> <p>Note – <b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.</p> <p>Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.</p> <p>Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required.</p>
<b>PO4</b>	Development on land adjacent to Steve Irwin Way incorporates a dense <i>landscape buffer</i> to visually screen and soften built form elements and maintain and enhance the visual amenity of the road as a scenic route.	<b>AO4</b>	<p>Development provides a minimum 10 metre wide densely vegetated <i>landscape buffer</i> along Steve Irwin Way.</p> <p>Editor's Note—<b>Section 8.2.12 (Scenic amenity overlay code)</b> sets out additional requirements in relation to development on scenic routes.</p>
<b>PO5</b>	Development on land with frontage to Coonowrin Creek, or on land otherwise identified as a local ecological linkage on <b>Figure 7.2.12A (Glass House Mountains local plan elements)</b> , facilitates the provision of the local ecological linkage.	<b>AO5</b>	<p>No acceptable outcome provided.</p> <p>Editor's Note—<b>Section 8.2.3 (Biodiversity, waterways and wetlands overlay code)</b> sets out requirements for the provision of ecological linkages.</p>

Performance Outcomes		Acceptable Outcomes	
<b>PO6</b>	Development for a <i>food and drink outlet</i> does not:- (a) provide for the establishment of a <i>high volume convenience restaurant</i> ; or (b) incorporate a <i>drive-through facility</i> .	<b>AO6</b>	No acceptable outcome provided.
<b>Development in the Local Centre Zone</b>			
<b>PO7</b>	Development in the Local centre zone provides for small scale uses and mixed uses that:- (a) support Glass House Mountains Township's role and function as a local (full service) activity centre; and (b) provide a wide range of convenience goods and services to residents and visitors.	<b>AO7</b>	No acceptable outcome provided.
<b>PO8</b>	Development in the Local centre zone provides for:- (a) that part of the Glass House Mountains Town Centre located on the eastern side of the rail line to be retained as the primary focus for centre activities; and (b) that part of the Glass House Mountains Town Centre located on the western side of the rail line to function as a mixed use area, with a service role supporting the main town centre and providing local convenience goods and services, complementary <i>service industries</i> and medium density residential development.	<b>AO8</b>	Development for a <i>supermarket, shopping centre</i> or for business uses (other than for the purposes of an <i>agricultural supplies store, garden centre or service industry</i> ) with a total <i>gross leasable floor area</i> exceeding 1,000m <sup>2</sup> occurs in the Local centre zone on the eastern side of the railway.
<b>PO9</b>	Development in the Local centre zone:- (a) is sympathetic to the rural town character and identity of Glass House Mountains Township; (b) addresses the street; (c) creates vibrant and active streets and public spaces; (d) provides continuous weather protection for pedestrians; (e) complements the traditional built form and <i>streetscape</i> ; and (f) uses traditional building materials.	<b>AO9</b>	Development in the Local centre zone:- (a) provides for Bruce Parade and Reed Street to be maintained as wide, attractive and pedestrian friendly main streets; (b) respects the layout, scale (including height and <i>setback</i> ) and character of development on adjoining sites; (c) provides <i>primary active street frontages</i> , built to the front boundary where identified on <b>Figure 7.2.12A (Glass House Mountains local plan elements)</b> ; (d) provides all weather protection in the form of continuous cantilevered awnings and/or light verandah structures with non-load bearing posts over footpath areas in conjunction with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside; (e) has simple, traditional Queensland style roof designs, such as hipped or gabled, and parapets facing the street; (f) has building openings overlooking the street, with the main entrance visually emphasised in the centre of the ground floor facade; (g) uses understated colour schemes and low-reflective roofing and

Performance Outcomes		Acceptable Outcomes	
			cladding materials; (h) ensures that signage is integrated with the building; (i) includes provision of landscaping, shaded seating, public art and consistent and simple paving materials on footpaths; and (j) where involving an industrial use, provides for larger access doors (e.g. roller doors) to be located side on or, where facing the street, set back at least 6 metres.
<b>PO10</b>	Development in the Local centre zone:- (a) provides safe and convenient access which respects the road hierarchy and protects the safety and efficiency of Steve Irwin Way; and (b) provides integrated and functional parking and access arrangements that do not dominate the street.	<b>AO10.1</b>  <b>AO10.2</b>  <b>AO10.3</b>	Development does not gain access from Steve Irwin Way.  Development provides for shared car parking and access arrangements between sites.  Development provides on-site car parking at the rear or to one side of the development
<b>Development in the Medium Density Residential Zone</b>			
<b>PO11</b>	Development in the Medium density residential zone:- (a) provides for the establishment of medium density housing compatible with a rural town setting; (b) provides good pedestrian and cycle connectivity to the town centre; (c) avoids flood prone land, protects native <i>vegetation</i> areas and provides appropriate riparian buffers to Coonowrin Creek; (d) is of a domestic scale that does not dominate the <i>streetscape</i> or detract from the visual amenity of adjoining properties; (e) provides for building form which reflects the traditional Queensland style with the use of timber, pitched roofs, verandahs and subdued colours; (f) contributes positively to local <i>streetscape</i> character; (g) provides for generous open space to be maintained between buildings to preserve a predominantly open feel; and (h) provides for on-site car parking to be located at the rear of buildings and separated into discrete areas so that it does not dominate the <i>streetscape</i> .	<b>AO11</b>	No acceptable outcome provided.
<b>PO12</b>	Development in the Medium density residential zone provides for buildings and structures that take the form of small separate buildings rather than large single bulky developments.	<b>AO12</b>	Development provides for buildings that have no more than 4 attached <i>dwelling</i> s.
<b>Development in the Low Density Residential Zone and Rural Residential Zone</b>			
<b>PO13</b>	Reconfiguring a lot in the Rural residential zone provides for lot sizes and a configuration of lots that:- (a) is sympathetic to the rural town character and identity of Glass	<b>AO13.1</b>	Development in the Rural residential zone provides for lots which are a minimum of 2,500m <sup>2</sup> in area, or larger where required to provide for adequate on-site effluent disposal.

Performance Outcomes		Acceptable Outcomes	
	House Mountains local plan area; and (b) provides for the safe and effective treatment and disposal of effluent on-site where applicable.	<b>AO13.2</b>	Development provides for a street layout and configuration of lots that respects the existing open <i>streetscape</i> and provides for a linear street alignment that aligns with existing streets including where identified on <b>Figure 7.2.12A (Glass House Mountains local plan elements)</b> .
		<b>AO13.3</b>	Development provides for subdivision design and landscaping which softens the visual impact of development, particularly when viewed from the town's main approach roads.
<b>PO14</b>	Reconfiguring a lot within the Low density residential zone and Rural residential zone:- (a) provides for an interconnected system of local roads, pedestrian, cycle and open space links with adjoining land; (b) avoids flood prone land; (c) protects native <i>vegetation</i> areas and provides appropriate riparian buffers to Coonowrin Creek and tributaries; and (d) provides an open feel and transition between the township and adjoining rural areas.	<b>AO14</b>	Reconfiguring a lot:- (a) incorporates an interconnected internal road system, pedestrian, cycle and open space links including where identified <b>Figure 7.2.12A (Glass House Mountains local plan elements)</b> ; (b) avoids land subject to flooding and drainage constraints; (c) protects native <i>vegetation</i> and dedicates land for ecological purposes along <i>waterways</i> , where identified as a local ecological linkage on <b>Figure 7.2.12A (Glass House Mountains local plan elements)</b> , that links to existing land in the Open space zone or Environmental management and conservation zone; and (d) provides for larger lot sizes adjoining land in the Rural zone or Rural residential zone.
<b>PO15</b>	Development provides for an appropriate separation distance from nearby intensive animal industries (poultry).	<b>AO15</b>	A minimum separation distance of 500m is provided from an existing or approved poultry shed to the nearest boundary of a residential lot.





**Figure 7.2.12A Glass House Mountains local plan elements**

<Figure to be inserted>



## 7.2.13 Golden Beach/Pelican Waters local plan code

### 7.2.13.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Golden Beach/Pelican Waters local plan area as shown on Map ZM46 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Golden Beach/Pelican Waters local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.13.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.13.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.13A (Golden Beach/Pelican Waters local plan elements)**.

### 7.2.13.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Golden Beach/Pelican Waters local plan code.

*The Golden Beach/Pelican Waters local plan area is located in the south-eastern part of the Sunshine Coast and takes in a land area of approximately 1,275 hectares.*

*The local plan area is located on a coastal lowland plain on the edge of Pumicestone Passage. Lamerough Creek is the main waterway traversing the local plan area and Bells Creek adjoins the southern local plan area boundary. Except for the large environmental area located immediately to the west of Golden Beach, the local plan area has been largely cleared of native vegetation to accommodate coastal urban development.*

*Owing to its low lying topography a significant part of the local plan area is potentially at risk from acid sulfate soils and coastal hazards, including flooding and storm surge.*

*Pumicestone Passage is a significant environmental feature for the Sunshine Coast and South East Queensland more generally, and has values protected under State and Commonwealth legislation and international treaties. The State government, through the Environment Protection Policy (Water) 2009 specifically recognises the need to protect and substantially improve the environmental values of Pumicestone Passage and its tributaries.*

*The local plan area includes the residential communities of Golden Beach and Pelican Waters. Both of these neighbourhoods are generally characterised by dwelling houses on conventional sized lots and canal allotments.*

*Multi-storey residential development is located adjacent to the Esplanade at Golden Beach and in a small number of locations within Pelican Waters. A local shopping area is located at Landsborough Parade, Golden Beach and a district level centre is partially developed on Pelican Waters Boulevard.*

*Education, community and recreation facilities within the local plan area include the Golden Beach State Primary School, Caloundra City Private School, Pelican Waters Golf Club and the sporting fields on the western fringe of Golden Beach.*

*Recreation opportunities are also available along the foreshore park and reserve system that extends from Bells Creek in the south to Leach Park in the north and forms part of the Coastal Walk.*

*Golden Beach Esplanade/Landsborough Parade and Pelican Waters Boulevard are the main roads traversing and providing access to and from the local plan area. The proposed alignment of the Dedicated Public Transport Corridor (CAMCOS) traverses the north-western corner of the local plan area.*

Urban zoned land within the local plan area is connected, or has the ability to be connected, to reticulated water and sewerage.

### 7.2.13.3 Purpose and overall outcomes

- (1) The purpose of the Golden Beach/Pelican Waters local plan code is to provide locally relevant planning provisions for the assessment of development within the Golden Beach/Pelican Waters local plan area.
- (2) The purpose of the Golden Beach/Pelican Waters local plan code will be achieved through the following overall outcomes:-
  - (a) The Golden Beach/Pelican Waters local plan area is a mature coastal urban area comprising the residential communities of Golden Beach and Pelican Waters.
  - (b) Urban development in the Golden Beach/Pelican Waters local plan area is limited to land within the urban growth management boundary so as to protect environmental areas, avoid land substantially constrained to development and provide for the efficient provision of *infrastructure* and services.
  - (c) The Pelican Waters District Centre is developed as a district level activity centre offering a wide range of business and community activities and servicing the weekly shopping needs of residents in the local plan area.
  - (d) The design and layout of development in the District centre zone integrates existing centre elements with a waterside retail and tourist area to be developed in the Emerging community zone (Pelican Waters Southern Lakes Area) and achieves high levels of connectivity between existing and future centre elements and activities.
  - (e) The Golden Beach Local Centre is retained as a local (not full service) activity centre providing for the day to day needs of residents of and visitors to the local plan area.
  - (f) The main street configuration of the Golden Beach Local Centre is maintained and reinforced with buildings that address the street and contribute to a coherent *streetscape* character.
  - (g) Whilst opportunities exist for the expansion and enhancement of business functions within the different centres within the local plan area, residents continue to rely upon the nearby Caloundra Major Regional Activity Centre and industrial areas for their higher order business needs and all industry needs.
  - (h) Development in the Emerging community zone (Pelican Waters Southern Lakes Area) is integrated with the existing Pelican Waters residential community and adjoining areas of Golden Beach and provides for the establishment of a mix of residential and non-residential uses in an urban village configuration.
  - (i) Development in the Emerging community zone (Pelican Waters Southern Lakes Area) achieves the following:-
    - (i) establishment of a waterside retail and tourist area that is adjacent to, integrates with and complements the established shopping centre on Pelican Waters Boulevard and which incorporates uses that do not compete with the established shopping centre;
    - (ii) provision of a variety of lot sizes and housing types with an emphasis on multi-unit housing in a range of formats;
    - (iii) provision of the highest densities of housing in areas close to the Pelican Waters District Centre and the waterside retail and tourist area;
    - (iv) the extension of the Pelican Waters waterway system and the provision of other channels and small boat mooring facilities in a manner that is functionally efficient from a marine perspective, effectively addresses coastal hazards and is environmentally responsible;
    - (v) a high level of pedestrian permeability and connectivity with a walkable waterfront and the extension of the Coastal Path;
    - (vi) provision of a town square and an extensive waterfront park and reserve system;
    - (vii) a safe, permeable and functionally efficient street network; and
    - (viii) a contemporary coastal built form that epitomises sub-tropical design.

- (j) Development in the Emerging community zone (Pelican Waters Southern Lakes Area) occurs within existing and planned *infrastructure* capacities.
- (k) Development in the Emerging community zone (Pelican Waters Golf Course) provides for the establishment of a high amenity urban residential village in an attractive, open space setting.
- (l) Development in the Emerging community zone (Pelican Waters Golf Course):-
  - (i) comprehensively addresses physical and environmental constraints and mitigates any adverse impacts;
  - (ii) provides for a variety of housing types and densities, with a generally low-rise building form;
  - (iii) does not compromise or interfere with the use of the balance of the golf course site for sport and recreation and environmental open space purposes;
  - (iv) provides an attractive and functional interface to the surrounding open space;
  - (v) provides a high level of pedestrian permeability and connectivity; and
  - (vi) is in accordance with an infrastructure agreement between the developer and *Council* which provides for the *infrastructure* necessary to service the development, ecological areas to be dedicated to *Council* and remaining parts of the golf course to be preserved as open space into perpetuity.
- (m) Development in other residential areas, including areas in the Low density residential zone, Medium density residential zone, High density residential zone and Tourist accommodation zone provides for high quality residential buildings that reflect a beachside setting, with development having a form, scale and level of intensity that minimises its visual impact on the Pumicestone Passage waterfront and views of the Glass House Mountains from Caloundra.
- (n) The natural and environmental qualities of Pumicestone Passage, Bells Creek and Lamerough Creek are maintained including the protection and enhancement of significant *vegetation* adjacent to these *waterways*.
- (o) The major open space links and scenic qualities offered by the foreshore park and reserve system are protected and enhanced with the open space network extended through the Pelican Waters Southern Lakes Area with the provision of a walkable waterfront, waterfront parks and extensions to existing parks.
- (p) Development does not compromise the provision or operation of the proposed Dedicated Public Transport Corridor (CAMCOS) or the proposed east-west connector road linking Pelican Waters Boulevard with the Caloundra South Priority Development Area. Areas adjacent to the Dedicated Public Transport Corridor (CAMCOS) included in the Environmental conservation and management zone are retained for their environmental, acoustic and visual buffering value.

#### 7.2.13.4 Performance outcomes and acceptable outcomes

**Table 7.2.13.4.1 Performance outcomes and acceptable outcomes for assessable development**

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Golden Beach/Pelican Waters Local Plan Area Generally (All Zones)</i>			
<b>PO1</b>	Development provides for buildings, structures and landscaping that are consistent with and reflect and enhance the coastal urban character of Golden Beach and Pelican Waters.	<b>AO1.1</b>	Development provides for building design which incorporates the following features:- (a) a mix of lightweight and textured external building materials, including timber finishes or masonry construction with variation provided in texture and detailing; (b) articulated, pitched, skillion or curved roof forms; (c) open or transparent balustrades; and (d) landscaping integrated into the building design.
		<b>AO1.2</b>	Development uses understated colour schemes and low-reflective roofing and

Performance Outcomes		Acceptable Outcomes	
			cladding materials.
<b>PO2</b>	Development contributes to the establishment of coherent and attractive <i>streetscapes</i> and gateways to enhance the sense of entry and the coastal urban character of Golden Beach and Pelican Waters.	<b>A02.1</b>	Development adjacent to an identified primary streetscape treatment area, boulevard treatment area or gateway/entry point where identified on <b>Figure 7.2.13A (Golden Beach/Pelican Waters local plan elements)</b> :- (a) incorporates architectural and landscape treatments which enhance the sense of arrival to, and the coastal urban character, of the local plan area, and emphasise corner locations; and (b) incorporates building materials such as varied roof forms, changes in materials and variations in projected and recessed elements and facades.
		<b>A02.2</b>	Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.  Note— <b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.  Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.  Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required.
<b>PO3</b>	Development protects the important sightlines from Bulcock Beach and elevated positions in the Caloundra local plan area to the Glass House Mountains.	<b>A03</b>	No acceptable outcome provided.
<b>PO4</b>	Development provides for the retention and enhancement of key landscape elements including significant views and vistas and areas of significant <i>vegetation</i> contributing to the setting, character and sense of place of Golden Beach and Pelican Waters.	<b>A04</b>	Development protects and emphasises, but does not intrude upon, the significant views to Pumicestone Passage and other views and vistas to surrounding natural areas identified on <b>Figure 7.2.13A (Golden Beach/Pelican Waters local plan elements)</b> .
<b>PO5</b>	Development provides for a continuous pedestrian, cycle and open space (greenspace) link along the Pumicestone Passage foreshore and Bells Creek to the Pelican Waters Golf Course.	<b>A05.1</b>	Development integrates with and extends the coastal path where identified on the <b>Figure 7.2.13A (Golden Beach/Pelican Waters local plan elements)</b> .
		<b>A05.2</b>	Development protects and enhances the greenspace link where identified on the <b>Figure 7.2.13A (Golden Beach/Pelican Waters local plan elements)</b> .
<b>PO6</b>	Development on land with frontage to Bells Creek and tributaries or on land otherwise identified as a local ecological linkage on <b>Figure 7.2.13A (Golden Beach/Pelican Waters local plan elements)</b> facilitates the provision of a local ecological linkage connecting Pumicestone Passage to core habitat areas in the west of the local plan area.	<b>A06</b>	No acceptable outcome provided.  Editor's Note— <b>Section 8.2.3 (Biodiversity, waterways and wetlands overlay code)</b> sets out requirements for the provision of ecological linkages.
<b>PO7</b>	Development does not compromise the	<b>A07</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>future provision and operation of <i>transport networks</i> including:-</p> <p>(a) the Dedicated Public Transport Corridor (CAMCOS); and</p> <p>(b) the proposed east-west connector road linking Pelican Waters Boulevard with the Caloundra South Priority Development Area.</p>		
<b>Development in the District Centre Zone</b>			
<b>PO8</b>	<p>Development in the District centre zone provides for small to medium scale uses and mixed uses that:-</p> <p>(a) support the role and function of the Pelican Waters Shopping Centre and adjacent business uses as a small district activity centre; and</p> <p>(b) provide a wide range of goods and services to residents and visitors.</p>	<b>A08</b>	No acceptable outcome provided.
<b>PO9</b>	<p>Development in the District centre zone:-</p> <p>(a) provides a high level of functional integration between the existing Pelican Waters Shopping Centre and nearby centre elements in the Emerging community zone (Pelican Waters Southern Lakes Area), including a retail and tourist area;</p> <p>(b) creates a coherent <i>streetscape</i> and vibrant and active streets and public spaces;</p> <p>(c) contributes to the creation of a contemporary coastal built form that reinforces the district activity centre as a key node and focus of community activity in Pelican Waters; and</p> <p>(d) provides integrated and functional parking and access arrangements that do not dominate the street.</p>	<b>A09</b>	<p>Development in the District centre zone:-</p> <p>(a) provides for the existing Pelican Waters Shopping Centre and adjacent business uses in the District centre zone to be functionally and visually integrated with nearby centre elements in the Emerging community zone (Pelican Waters Southern Lakes Area) through the provision of:-</p> <p>(i) interconnecting streets;</p> <p>(ii) through-site and waterside pedestrian and cycle connections; and</p> <p>(iii) a contemporary built form and landscape character that is compatible with a coastal urban setting and that draws upon the urban village themes reflected by development in the Southern Lakes Area;</p> <p>(b) incorporates buildings along at least 60% of the <i>frontage</i> of Pelican Waters Boulevard;</p> <p>(c) incorporates mature or semi-mature shade trees planted along Pelican Waters Boulevard and internal streets;</p> <p>(d) ensures that signage is integrated with buildings;</p> <p>(e) provides landscaping, shaded seating and consistent and simple paving materials on footpaths; and</p> <p>(f) provides for on-site car parking to be sleeved behind buildings fronting Pelican Waters Boulevard and Lamerough Canal.</p>
<b>Development in the Local Centre Zone</b>			
<b>PO10</b>	<p>Development in the Local centre zone provides for small scale uses and mixed uses that:-</p> <p>(a) support the role and function of the Golden Beach Local Centre as a local (not full service) activity centre; and</p> <p>(b) provide convenience goods and services to local residents and visitors.</p>	<b>A010</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
<b>PO11</b>	Development in the Local centre zone:- (a) is sympathetic to the coastal village character of the Golden Beach Local Centre; (b) contributes to the creation of a contemporary coastal built form and <i>streetscape</i> ; (c) creates vibrant and active streets and public spaces; (d) provides continuous weather protection for pedestrians; and (e) provides integrated and functional parking and access arrangements that do not dominate the street.	<b>AO11</b>	Development in the Local centre zone:- (a) respects the layout, scale (including height and <i>setback</i> ) and character of development on adjoining sites; (b) provides <i>primary active street frontages</i> built to the front property boundary, where identified on <b>Figure 7.2.13A (Golden Beach/Pelican Waters local plan elements)</b> ; (c) provides all weather protection in the form of continuous cantilevered awnings and/or light verandah structures with non-load bearing posts over footpath areas in conjunction with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside; (d) has buildings overlooking the street; (e) ensures that signage is integrated with the building; (f) includes the provision of landscaping, shaded seating and consistent and simple paving materials on footpaths; (g) provides for off-street car parking to be provided in shared parking areas behind buildings; and (h) provides for kerb crossovers and driveways (other than where required to provide access to an off-street car parking area) to be removed to increase available on-street car parking.
<b>Development in the Medium Density Residential Zone</b>			
<b>PO12</b>	Development in that part of the Medium density residential zone between Burke Street and Earnshaw Street is compatible with the predominantly detached residential character of this part of Golden Beach.	<b>AO12</b>	The layout and design of development ensures that:- (a) buildings have the appearance of one or more individual buildings on the <i>site</i> with each building being the scale of a <i>dwelling house</i> ; (b) buildings step down in height for that part of a building within 4 metres of a side property boundary shared with a <i>dwelling house</i> ; (c) buildings have living rooms and <i>dwelling</i> entries oriented to the street; and (d) buildings are set within densely landscaped grounds that preserve key view lines.
<b>Development in the Emerging Community Zone (Pelican Waters Southern Lakes Area) Generally</b>			
<b>PO13</b>	Development in the Emerging community zone (Pelican Waters Southern Lakes Area) occurs within existing and planned <i>infrastructure</i> capacities and does not exceed a total population of 4,500 persons.	<b>AO13</b>	No acceptable outcome provided.
<b>PO14</b>	Development in the Emerging community zone (Pelican Waters Southern Lakes Area):- (a) is integrated with the existing Pelican Waters residential community and adjoining areas of Golden Beach;	<b>AO14</b>	No acceptable outcome provided.  Note— <b>Figure 7.2.13A (Golden Beach/Pelican Waters local plan elements)</b> identifies local structure planning elements for the Pelican Waters Southern Lakes Area including a local road network, bus routes,



Performance Outcomes	Acceptable Outcomes
<ul style="list-style-type: none"> <li>(b) provides for the establishment of a mix of residential and non-residential uses in a configuration that creates an urban village style of development and results in neighbourhoods with a strong and positive sense of identity;</li> <li>(c) provides for the expansion of the Pelican Waters District Centre to incorporate a new waterside retail and tourist area located on an extended Lamerough Canal;</li> <li>(d) ensures that any expansion of the Pelican Waters District Centre complements but does not compete with the existing elements of the district activity centre in terms of scale or type of retail offer;</li> <li>(e) provides for the establishment of a variety of residential lots and housing types with an emphasis on multi-unit housing;</li> <li>(f) provides for the highest density of housing to be located close to the Pelican Waters District Centre and the waterside retail and tourist area;</li> <li>(g) provides for extension of the Pelican Waters waterway system and the establishment of channels and small scale boat mooring facilities in a manner that protects and improves flood storage capacity, reduces exposure to storm surge and other coastal hazards and meets <i>best practice</i> hydraulic and environmental standards whilst maintaining functional efficiency for maritime activities;</li> <li>(h) provides for the establishment of a town square and an extensive waterfront park and reserve system linking to the existing open space network;</li> <li>(i) provides a high level of pedestrian permeability and connectivity with a walkable waterfront along the canal frontage and pathways linking to the existing pathway network;</li> <li>(j) provides for the establishment of a safe and functionally efficient local street network with major connections to Pelican Waters Boulevard, New Holland Drive, Michael Street and Bledisloe Boulevard;</li> <li>(k) provides for the establishment of a safe and functionally efficient public and active <i>transport network</i> with a bus circulation system that has no route redundancy; and</li> <li>(l) provides for a contemporary</li> </ul>	<p>pedestrian and cycle linkages, major <i>public open space</i> areas, civic spaces and a community hub.</p>

Performance Outcomes		Acceptable Outcomes	
	coastal built form that epitomises sub-tropical design.		
<b>Development in the Emerging Community Zone (Pelican Waters Southern Lakes Area – (Focal Tower Development))</b>			
<b>PO15</b>	Development in the Emerging community zone (Pelican Waters Southern Lakes Area) provides for the establishment of not more than one focal tower.	<b>AO15</b>	No acceptable outcome provided.
<b>PO16</b>	Focal tower development:- (a) respects and responds to its setting; (b) integrates with surrounding development; (c) is visually interesting; (d) has building elevations that visually balance the height of the building; (e) minimises the appearance of building bulk; (f) incorporates an attractively designed rooftop; (g) incorporates high quality and climatically responsive architectural design and landscaping; and (h) does not cause overshadowing of public spaces or living areas in other residential premises.	<b>AO16.1</b>  <b>AO16.2</b>  <b>AO16.3</b>          <b>AO16.4</b>          <b>AO16.5</b>	The maximum height of the focal tower does not exceed 30 metres.  The focal tower is provided generally in the location identified on <b>Figure 7.2.13A (Golden Beach/Pelican Waters local plan elements)</b> .  The focal tower incorporates most or all of the following design elements:- (a) variations in plane shape, such as curves, steps, recesses, projections or splays; (b) variations in vertical profile, with steps or slopes at different levels; (c) variations in the treatment and patterning of windows, sun protection devices or other elements of the facade; (d) elements of a finer scale than the main structural framing; (e) balconies, verandahs and terraces; and (f) planting at any or all levels, particularly on podiums or lower level roof decks.  The focal tower is <i>setback</i> from street front property boundaries in accordance with the following:- (a) at least 8 metres for building walls; and (b) at least 4 metres for balconies, eaves, awnings, garden structures and the like.  The focal tower has a building roof top that contributes to the architectural distinction of the building with service structures and mechanical plant designed as part of the building or effectively screened from view.
<b>Development in the Emerging Community Zone (Pelican Waters Southern Lakes Area – Open Space Network)</b>			
<b>PO17</b>	Development in the Emerging community zone (Pelican Waters Southern Lakes Area) provides for a <i>public open space</i> network that:- (a) meets the open space and recreational needs of residents and visitors to the local plan area; (b) provides a range of open space settings including a town square, district and local recreation and sports parks and a walkable waterfront; (c) is visible and easy to access and	<b>AO17.1</b>	Development in the Emerging community zone (Pelican Waters Southern Lakes Area) provides for the following <i>public open space</i> areas to be established:- (a) a town square at least 1 hectare in area in a waterfront location within or proximate to the district activity centre located adjacent to the future waterway and along the walkable waterfront; (b) 2 district recreation parks;, (i) one being centrally located adjacent to the Pelican Waters

Performance Outcomes		Acceptable Outcomes	
	<p>navigate;</p> <p>(d) provides frequent access to the waterfront; and</p> <p>(e) is a focus and source of pride for the local community.</p>		<p>District Centre and at least 3 hectares in area; and</p> <p>(ii) one being an extension to Jensen Park with a minimum total area, including the established Jensen Park, of 5 hectares;</p> <p>(c) 1 district sporting <i>park</i> (sporting fields) at least 5 hectares in area;</p> <p>(d) 1 local recreation <i>park</i> at least 1 hectare in area, located in the south-western part of the Pelican Waters Southern Lakes Area;</p> <p>(e) sufficient other local recreation parks and open space to meet the needs of the development and integrate with existing open space in other parts of the local plan area; and</p> <p>(f) a walkable waterfront at least 6 metres wide:-</p> <p>(i) linking the Pelican Waters Tavern, Shopping Centre and town centre sites; and</p> <p>(ii) linking the town centre to the central pedestrian spine through the Pelican Waters Southern Lakes Area.</p>
		<b>AO17.2</b>	Open space is provided generally in the locations identified on <b>Figure 7.2.13A (Golden Beach/Pelican Waters local plan elements)</b> .
		<b>AO17.3</b>	Open space is provided in locations that maximise its visibility to both the resident and visitor population with <i>park</i> areas proximate to key focal points and areas of community interaction.
		<b>AO17.4</b>	Open space is convenient to its intended user, both in terms of ease of access and in meeting the user's recreational and amenity needs.
		<b>AO17.5</b>	Open space is planned and designed for multi-functional usage, affording a range of recreational opportunities and provides a standard of landscape amenity satisfactory to cater for a wider user population, and provide flexibility to meet changes in future usage.
		<b>AO17.6</b>	Recreational opportunities associated with man-made waterways are maximised through the provision of suitable areas and facilities to enable public access.
		<b>AO17.7</b>	Development provides for public pedestrian and cycle links between residential areas and public waterfront open space areas including walkways, bike paths, jetties and boat ramps.
<b>Development in the Emerging Community Zone (Pelican Waters Southern Lakes Area – Community Facilities)</b>			
<b>PO18</b>	Development in the Emerging	<b>AO18</b>	An integrated community facility capable

Performance Outcomes		Acceptable Outcomes	
	community zone (Pelican Waters Southern Lakes Area) provides for the establishment of community facilities in an appropriate location within the Pelican Waters District Centre in the north eastern part of the Pelican Waters Southern Lakes Area to meet the needs of residents of and visitors to the local plan area.		of accommodating the following activities is provided generally in the location identified as a civic area on <b>Figure 7.2.13A (Golden Beach/Pelican Waters local plan elements)</b> :- (a) library; (b) <i>child care centre</i> ; (c) medical centre; (d) community centre; (e) <i>place of worship</i> ; (f) art gallery; and (g) <i>emergency services</i> .
Development in the Emerging Community Zone (Pelican Waters Golf Course)			
<b>PO19</b>	Development in the Emerging community zone (Pelican Waters Golf Course) provides for a discrete and high amenity urban residential village characterised by:- (a) a variety of residential lots and housing types in a predominantly low-rise format; (b) a contemporary coastal built form that epitomises sub-tropical design; (c) outwardly focused residential development that positively addresses and overlooks the surrounding open space; and (d) a high level of pedestrian permeability and connectivity with pathways linking to the existing and planned pathway network.	<b>AO19</b>	No acceptable outcome provided.
<b>PO20</b>	The scale and intensity of residential activities in the Emerging community zone (Pelican Waters Golf Course) sensitively responds to the open space setting of the <i>site</i> and is compatible with surrounding residential development.	<b>AO20</b>	Development provides for a relatively higher scale and intensity of residential activities in the south, close to the clubhouse, transitioning to a relatively lower scale and intensity of residential activities in the north.
<b>PO21</b>	Development in the Emerging community zone (Pelican Waters Golf Course) ensures that:- (a) there is no worsening of off-site flooding conditions and no people or property will be placed at risk from flooding as a result of the development; and (b) adverse impacts on environmental values within and adjoining the zone are avoided, or where avoidance is not practicable, adverse impacts are minimised and environmental offsets are provided.	<b>AO21</b>	No acceptable outcome provided.
<b>PO22</b>	Development in the Emerging community zone (Pelican Waters Golf Course) is in accordance with an infrastructure agreement between the developer and <i>Council</i> which provides for:- (a) that part of Lot 65 SP208108 included in the Environmental management and conservation zone to be rehabilitated and dedicated to <i>Council</i> for environmental protection purposes;	<b>AO22</b>	No acceptable outcome provided.

Performance Outcomes	Acceptable Outcomes
<ul style="list-style-type: none"> <li>(b) that part of Lot 65 SP208108 in the Sport and recreation zone to be subject to covenant providing for the retention of the golf course as sport and recreation open space into perpetuity;</li> <li>(c) the continued viable operation of the Pelican Waters Golf Club; and</li> <li>(d) the necessary <i>infrastructure</i> to service the development including, but not necessarily limited to, the following:- <ul style="list-style-type: none"> <li>(i) water supply and sewerage <i>infrastructure</i>;</li> <li>(ii) stormwater <i>infrastructure</i>;</li> <li>(iii) open space <i>infrastructure</i>; and</li> <li>(iv) road, pedestrian and bicycle path, and public transport <i>infrastructure</i>.</li> </ul> </li> </ul>	



**Figure 7.2.13A Golden Beach/Pelican Waters local plan elements**

<Figure to be inserted>





## 7.2.14 Kawana Waters local plan code

### 7.2.14.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Kawana Waters local plan area as shown on Map ZM35 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Kawana Waters local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.14.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.14.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.14A (Kawana Waters local plan elements)**.

### 7.2.14.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Kawana Waters local plan code.

*The Kawana Waters local plan area is located in the south eastern part of the Sunshine Coast and includes the coastal urban communities of Kawana Waters, including the established beachside neighbourhoods of Buddina, Minyama, Warana, Wurtulla, Bokarina and Parrearra, that part of Mountain Creek south of the Sunshine Motorway including the community of Hideaway Waters, and the emerging community of Brightwater.*

*The local plan area also includes Kawana Shoppingworld and the strip commercial and showroom area that extends along a significant length of the Nicklin Way. A number of small local business centres that provide local services to residents are located primarily at nodes along the Nicklin Way. An industrial area is located centrally in the local plan area providing industrial services and employment.*

*A significant part of the local plan area has, and continues to be, developed as part of the Kawana Waters master planned community (Kawana Waters Community Development Area), including the proposed Kawana Town Centre, Sunshine Coast University Hospital, the Homemaker Centre, the Kawana business village, the Bokarina Beach site and the newer residential areas of Kawana Island, Kawana Forest, Creekside, Birtinya and parts of Parrearra. It also includes Lake Kawana which contributes to the waterside setting of the area and includes a regionally significant rowing course. These areas are subject to Development Control Plan 1 Kawana Waters and do not form part of this local plan code. The local plan area has a land area of approximately 2,485 hectares.*

*The Kawana Waters local plan area is located on a low sand dune system and coastal floodplain within the Mooloolah River catchment. As a result, most of the local plan area is relatively flat and close to sea level. The landform and landscape of the local plan area have been altered over time, with much of the existing development based on canal systems linked to Mooloolah River and Currimundi Lake. The local plan area is framed by a picturesque natural setting including the Mooloolah River National Park and Birtinya Wetlands in the west, the Mooloolah River in the north, Currimundi Creek, Currimundi Lake and Kathleen McArthur Conservation Park in the south and Kawana Beach and the Pacific Ocean in the east.*

*Most of the local plan area is currently developed for residential housing or committed to development for residential housing. In existing developed areas, dwelling houses are the dominant housing form with dual occupancies and multi-unit accommodation also established in a number of locations. Emerging urban areas including Brightwater are planned as integrated communities accommodating a variety of housing types as well as local businesses and community facilities.*

*Significant community and sporting facilities within the local plan area include Sunshine Coast Stadium, Kawana Library and Community Centre, Bokarina and Buddina State Primary Schools, Kawana Waters State High School, Kawana Surf Club, Kawana Bowls Club and Lake Kawana Community Centre. Major parks in the area include the Point Cartwright Lighthouse and Scenic Reserve, Jessica Park and La Balsa*

Park. The coastal foreshore area and coastal path provides an important continuous pedestrian, cycle and open space link from the mouth of the Mooloolah River to Currimundi Lake.

Principal roads in the local plan area include Nicklin Way, Kawana Way, Point Cartwright Drive, Oceanic Drive, Kawana Island Boulevard, Main Drive, Lake Kawana Boulevard and Creekside Boulevard. Nicklin Way is one of the Sunshine Coast's major north-south road connections and has a significant influence on the character and identity of the local plan area.

Several proposed transport corridors traverse the local plan area, including the Dedicated Public Transport Corridor (CAMCOS) linking the North Coast Rail Line at Beerwah to Maroochydore, the Sunshine Motorway extension linking Caloundra Road with the Sunshine Motorway, the CoastConnect Priority Public Transport and Bicycle Corridor along the Nicklin Way.

Urban zoned land within the local plan area is connected, or has the ability to be connected, to reticulated water and sewerage.

### 7.2.14.3 Purpose and overall outcomes

- (1) The purpose of the Kawana Waters local plan code is to provide locally relevant planning provisions for the assessment of development within the Kawana Waters local plan area.
- (2) The purpose of the Kawana Waters local plan code will be achieved through the following overall outcomes:-
  - (a) Kawana Waters is a diverse coastal urban area comprising a number of mature and emerging residential communities, supported by a proposed major regional activity centre at Kawana Town Centre and district activity centre in the vicinity of Kawana Shoppingworld, as well as the Sunshine Coast University Hospital, an industrial area and significant community, sport and recreation facilities.
  - (b) Opportunities for transit oriented development are maximised, particularly within and adjacent to the Kawana Town Centre (Kawana Waters Community Development Area) and at designated nodes along the CoastConnect Priority Public Transport Corridor in accordance with relevant zonings.
  - (c) Urban development in the Kawana Waters local plan area is limited to land within the urban growth management boundary so as to protect environmental areas and landscape values and provide for the efficient provision of *infrastructure* and services.
  - (d) Development in the District centre zone supports the role and function of the Kawana Shoppingworld and nearby business areas as a district activity centre providing retail, commercial, community, entertainment (other than a *theatre* being a cinema) and tourist uses predominantly servicing the needs of residents and visitors in the northern part of the local plan area. Development in the District centre zone provides for limited expansion of retail and commercial uses within the District centre zone in a manner which does not detract from the intended functioning of the planned major regional activity centre at Kawana Town Centre.
  - (e) In order to protect the intended functioning of the planned major regional activity centre at Kawana Town Centre and the *Sunshine Coast activity centre network*, development in the District centre zone:-
    - (i) provides for:-
      - (A) the total *gross leasable floor area* for retail and commercial uses to not exceed 40,000m<sup>2</sup> in Precinct KAW LPP-1 (South of Point Cartwright Drive); and
      - (B) the *gross leasable floor area* of any single retail tenancy to not exceed 1,000m<sup>2</sup> in Precinct KAW LPP-2 (North of Point Cartwright Drive); and
    - (ii) does not provide for the following higher order uses:-
      - (A) a *department store*;
      - (B) a *discount department store*; or
      - (C) a *theatre* (being cinemas).
  - (f) Development in the District centre zone in Precinct KAW LPP-1 (South of Point Cartwright Drive) in the vicinity of Kawana Shoppingworld provides for an integrated, high quality design which minimises building bulk and provides an attractive interface to Nicklin Way, Point Cartwright Drive and adjoining residential areas. Development provides safe and efficient vehicular access and enhances pedestrian connectivity.

- (g) Development in the District centre zone in Precinct KAW LPP-2 (North of Point Cartwright Drive) provides for high quality *mixed use development* which enhances the amenity of the area and recognises the existing amenity of adjoining residential areas to the north and west. Development in this precinct provides an attractive and publicly accessible interface to Kawana Waters Canal and maintains public views to the waterway. Active or semi-active street *frontages* are provided at the ground *storey* to encourage movement and interaction between private development, the adjacent waterway and surrounding streets. Such development is supported by resident and visitor accommodation above the ground *storey*.
- (h) Development in the District centre zone in Precinct KAW LPP-3 (Nicklin Way North Minyama) provides for predominantly *office* and health related uses with limited retail uses in accordance with **Table 7.2.14.4.2 (Kawana Waters supplementary table of consistent uses and potentially consistent uses in the District centre zone)**. Development presents an attractive appearance to Kawana Waters Canal, adjoining residential areas and all road *frontages*, especially Nicklin Way.
- (i) Development in the Local centre zone supports the role and function of the local business areas, including those located at nodes along the Nicklin Way, and in Buddina, and Hideaway Waters, as local (not full service) activity centres servicing the basic convenience needs of residents and visitors. Development in the Local centre zone provides for the expansion and enhancement of business uses; however such development does not extend beyond the boundaries of this zone.
- (j) Development in the Specialised centre zone provides for improved and expanded comparison shopping functions predominantly in the form of *showrooms* and bulky goods retailing.
- (k) Development in the Specialised centre zone and Local centre zone provides for a high standard of building and landscape design quality which minimises building bulk, improves pedestrian connectivity, promotes community interaction and provides a high quality presentation to Nicklin Way and other local roads.
- (l) Development in Precinct KAW LPP-4 (Buddina Urban Village) provides for the creation of the Buddina Urban Village linking Kawana Shoppingworld to Kawana Waters Surf Lifesaving Club by a public pedestrian way and providing active *frontages* which encourage movement and interaction between the district activity centre and the adjacent foreshore areas. Development at this location provides for higher density residential accommodation in the form of permanent and visitor accommodation buildings and *multiple dwellings*. In response to the fragmented nature of existing land holdings, higher density residential development is sited within large, integrated development nodes.
- (m) Development in the Medium density residential zone:-
  - (i) provides for a range of housing choices located at nodes with convenient access to centres and/or local business areas, public transport and community facilities; and
  - (ii) contributes to a high level of residential amenity and design quality consistent with the scale and character of the *streetscape* and surrounding development.
- (n) Development in the Medium density residential zone at Nicklin Way, Warana and Regatta Boulevard, Wurtulla provides a high quality presentation to Nicklin Way and is designed to ensure the acoustic, visual and traffic impacts of Nicklin Way are minimised.
 

Note—Precinct KAW LPP-6 (Regatta Boulevard Wurtulla) is strategically located on the Nicklin Way transit corridor and is recognised as a potential key development area.
- (o) Brightwater continues to be developed as an integrated residential community. Development contributes to the establishment of a walkable, integrated residential community providing a mix of dwelling types supported by a local (full service) activity centre providing convenience shopping and local commercial uses, as well as a range of community facilities and large areas of open space.
- (p) Development in the Low density residential zone at Minyama Island maintains the low density character and amenity of this area by providing for any residential lot to be a minimum of 1,500m<sup>2</sup> in area.
- (q) Industrial development is contained in the Medium impact industry zone, which is progressively developed as a modern industrial estate. Development in this zone maintains a

high standard of building and landscaping design and an attractive waterfront address to Parrearra Lake.

- (r) The *transport network* is progressively upgraded to meet the needs of the local plan area and to reduce traffic pressure on Nicklin Way. Development does not compromise the provision and operation of the proposed Sunshine Motorway extension, Dedicated Public Transport Corridor (CAMCOS) or the CoastConnect Priority Public Transport and Bicycle Corridor.
- (s) Development is designed and sited to protect and enhance the natural environmental and scenic values of the local plan area including *wetland*, dunal systems and riparian *vegetation* associated with major open space links along the coastal foreshore, Currimundi Creek, Mountain Creek and the Mooloolah River.
- (t) Development is supported by a network of open space to meet the needs of the local community and facilitates safe and convenient pedestrian and cycle connections between and around key destinations within the local plan area. The coastal foreshore area provides an important continuous pedestrian, cycle and open space link, from the mouth of the Mooloolah River to Currimundi Lake.

#### 7.2.14.4 Performance outcomes and acceptable outcomes

**Table 7.2.14.4.1 Performance outcomes and acceptable outcomes for assessable development**

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Kawana Waters Local Plan Area Generally (All Zones)</i>			
PO1	Development provides for buildings, structures and landscaping that are consistent with and reflect and enhance the coastal urban character of the Kawana Waters local plan area.	AO1.1	Development for a residential, business or community activity provides for building design which incorporates the following features:- (a) a mix of lightweight and textured external building materials, including timber finishes or masonry construction with variation provided in texture and detailing; (b) articulated, pitched, skillion or curved roof forms; (c) open or transparent balustrades; and (d) landscaping integrated into the building design.
		AO1.2	Development uses understated colour schemes and low-reflective roofing and cladding materials.
		AO1.3	Development provides for existing mature trees to be retained and incorporated into the design of development.
PO2	Development contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways to:- (a) enhance the sense of entry to, and the coastal urban character of, the Kawana Waters local plan area; (b) enhance the landscape and visual amenity of Nicklin Way to better define the boundaries of individual neighbourhoods; and (c) enhance the landscape and visual amenity of other <i>major roads</i> in the local plan area.	AO2.1	Development adjacent to a primary streetscape treatment area or gateway/entry point where identified on <b>Figure 7.2.14A (Kawana Waters local plan elements)</b> , or with <i>frontage</i> to Nicklin Way or Point Cartwright Drive:- (a) incorporates architectural and landscape treatments which enhance the sense of arrival to, and the coastal urban character of, the local plan area and emphasise corner locations; and (b) incorporates building materials such as varied roof forms, changes in materials and variations in projected and recessed elements and facades.
		AO2.2	Development provides for streetscape

Performance Outcomes		Acceptable Outcomes	
			<p>improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.</p> <p>Note—<b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.</p> <p>Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.</p> <p>Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required.</p>
<b>PO3</b>	<p>Development provides through block pedestrian linkages which:-</p> <p>(a) are located to reflect the desire lines of pedestrian movement between major points of attraction and public spaces;</p> <p>(b) provide a safe alternative to the street based pedestrian and cycle movement network; and</p> <p>(c) provide a comfortable pedestrian environment in terms of access, width, shelter, materials and function.</p>	<b>AO3</b>	<p>Development provides through block pedestrian linkages where identified on <b>Figure 7.2.14A (Kawana Waters local plan elements)</b>.</p>
<b>PO4</b>	<p>Development provides for a continuous pedestrian and cycle link along the coastal foreshore from the mouth of the Mooloolah River to Currimundi Lake.</p>	<b>AO4</b>	<p>Development integrates with and extends the coastal path where identified on the <b>Figure 7.2.14A (Kawana Waters local plan elements)</b>.</p>
<b>PO5</b>	<p>The major open space links and scenic qualities offered by the foreshore park and reserve system along the coastline, and <i>wetland</i> areas and remnant <i>vegetation</i> along Currimundi Creek, Currimundi Lake, Mountain Creek and the Mooloolah River, are protected and enhanced.</p>	<p><b>AO5.1</b></p> <p><b>AO5.2</b></p>	<p>Development protects and enhances the greenspace link where identified on the <b>Figure 7.2.14A (Kawana Waters local plan elements)</b>.</p> <p>Development provides for the retention and enhancement of native <i>vegetation</i> adjacent to the foreshore, Currimundi Creek, Currimundi Lake, Mountain Creek and the Mooloolah River.</p>
<b>PO6</b>	<p>Development on land with frontage to the Mooloolah River and Currimundi Creek, or on land otherwise identified as a local ecological linkage on <b>Figure 7.2.14A (Kawana Waters local plan elements)</b>, facilitates the provision of the local ecological linkage.</p>	<b>AO6</b>	<p>No acceptable outcome provided.</p> <p>Editor's Note—<b>Section 8.2.3 (Biodiversity, waterways and wetlands overlay code)</b> sets out requirements for the provision of ecological linkages.</p>
<b>PO7</b>	<p>Development does not compromise the future provision and operation of <i>transport networks</i> including:-</p> <p>(a) the Dedicated Public Transport Corridor (CAMCOS), linking the North Coast Rail Line at Beerwah to Caloundra, Kawana Waters and Maroochydore;</p> <p>(b) the Sunshine Motorway extension linking Caloundra Road with the Sunshine Motorway; and</p> <p>(c) the Maroochydore to Caloundra Priority Public transport and Bicycle corridor along the Nicklin Way.</p>	<b>AO7</b>	<p>No acceptable outcome provided.</p>
<b>Development in the District Centre Zone Generally</b>			
<b>PO8</b>	<p>Development in the District centre zone</p>	<b>AO8</b>	<p>No acceptable outcome provided.</p>

Performance Outcomes		Acceptable Outcomes	
	<p>provides for small to medium scale uses and mixed uses that:-</p> <ul style="list-style-type: none"> <li>(a) support the role and function of the Kawana Shoppingworld and nearby business areas as a district activity centre;</li> <li>(b) provide a wide range of goods and services to residents and visitors; and</li> <li>(c) are of a nature and scale which does not compromise the intended role and function of the proposed Kawana Town Centre or the <i>Sunshine Coast activity centre network</i> generally.</li> </ul>		
<b>PO9</b>	<p>Development in the District centre zone provides for:-</p> <ul style="list-style-type: none"> <li>(a) the total <i>gross leasable floor area</i> for retail and commercial uses to not exceed 40,000m<sup>2</sup> in Precinct KAW LPP-1 (South of Point Cartwright Drive) identified on <b>Local Plan Map LPM35</b>; and</li> <li>(b) the maximum <i>gross leasable floor area</i> of any single retail tenancy to not exceed 1,000m<sup>2</sup> in Precinct KAW LPP-2 (North of Point Cartwright Drive) identified on <b>Local Plan Map LPM35</b>.</li> </ul>	<b>AO9</b>	No acceptable outcome provided.
<b>PO10</b>	<p>Development in the District centre zone does not provide for the following higher order uses:-</p> <ul style="list-style-type: none"> <li>(a) a <i>department store</i>;</li> <li>(b) a <i>discount department store</i> (other than the one already existing at commencement of the planning scheme); or</li> <li>(c) a <i>theatre</i> (being cinemas).</li> </ul>	<b>AO10</b>	No acceptable outcome provided.
<b>PO11</b>	<p>Development in the District centre zone:-</p> <ul style="list-style-type: none"> <li>(a) improves the functional relationships that exist between different parts of the centre;</li> <li>(b) contributes to the creation of a contemporary coastal built form;</li> <li>(c) creates a coherent <i>streetscape</i> and vibrant and active streets and public spaces; and</li> <li>(d) provides continuous weather protection for pedestrians along active or semi-active street front areas.</li> </ul>	<b>AO11</b>	<p>Development in the District centre zone:-</p> <ul style="list-style-type: none"> <li>(a) creates a more pedestrian friendly internal and external street environment which effectively links the different parts of the centre;</li> <li>(b) reduces the dominance of signage elements along the Nicklin Way and Point Cartwright Drive site <i>frontages</i>;</li> <li>(c) creates a more contemporary built form and landscape character that is compatible with a coastal urban setting;</li> <li>(d) provides for new or extended large floor plate retail uses to be sleeved and located behind smaller scale, fine grain built form elements;</li> <li>(e) provides <i>primary active street frontages</i>, built to boundary, where identified on <b>Figure 7.2.14A (Kawana Waters local plan elements)</b>;</li> <li>(f) provides for any residential uses to be effectively integrated with business uses;</li> <li>(g) has building openings overlooking the street;</li> <li>(h) provides all weather protection in the form of continuous awnings and/or</li> </ul>

Performance Outcomes		Acceptable Outcomes	
			<p>light verandah structures over footpath areas with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside; and</p> <p>(i) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths.</p>
<b>PO12</b>	Development in the District centre zone provides functional and integrated car parking and vehicular access.	<b>AO12</b>	Shared car parking and access arrangements are provided between sites.
<b>Development in the District Centre Zone in Precinct KAW LPP-1 (South of Point Cartwright Drive)</b>			
<b>PO13</b>	<p>Development in the District centre zone in Precinct KAW LPP-1 (South of Point Cartwright Drive) identified on <b>Local Plan Map LPM35</b> on Lot 2 SP202887 (Kawana Shoppingworld site):-</p> <p>(a) occurs in an integrated manner in accordance with a master plan or approved plan of development;</p> <p>(b) is designed to exhibit a high standard of architectural design and minimises building bulk;</p> <p>(c) complements the amenity of adjoining uses and enhances the visual amenity along this section of Nicklin Way and Point Cartwright Drive;</p> <p>(d) provides safe and efficient means of ingress and egress designed to minimise any impact on traffic flow and pedestrian movements;</p> <p>(e) enhances pedestrian connectivity to surrounding areas including the foreshore; and</p> <p>(f) minimises visual and amenity impacts associated with above ground car parking structures and servicing areas.</p>	<b>AO13</b>	<p>Development in the District centre zone in Precinct KAW LPP-1 (South of Point Cartwright Drive) on Lot 2 SP202887 (Kawana Shoppingworld site):-</p> <p>(a) provides for buildings to be identified on a master plan or approved plan of development;</p> <p>(b) provides safe and convenient vehicular and pedestrian movements across Point Cartwright Drive;</p> <p>(c) incorporates high quality architectural design and an attractive street front address;</p> <p>(d) incorporates high quality landscaping, pedestrian facilities, shade and public art;</p> <p>(e) incorporates variations in design between buildings, including bulk and facade articulation;</p> <p>(f) provides for loading docks and service areas to be located and screened so as to be visually unobtrusive from adjoining roads and public spaces;</p> <p>(g) provides for minimum front boundary <i>setbacks</i> for all buildings on the <i>site</i> (except as provided for in (m) below) as follows:-</p> <p>(i) 7 metres for that part of a building up to 13.5 metres in height; and</p> <p>(ii) 10 metres for that part of a building exceeding 13.5m in height;</p> <p>(h) provides that for part of a building exceeding 13.5 metres in height, usage is confined to residential uses;</p> <p>(i) enhances pedestrian connectivity between the <i>site</i> and surrounding areas including Kawana Library, Community Hall and the foreshore to the east, the Kawana Waters Canal and Hotel to the northwest and the major transit hub to the west;</p> <p>(j) avoids adverse overshadowing impacts to adjoining properties or public spaces;</p> <p>(k) provides underground electricity supply for the full <i>frontage</i> of the <i>site</i>;</p> <p>(l) has a <i>site</i> area exceeding 5,000m<sup>2</sup>; and</p> <p>(m) ensures above ground car parking structures are <i>setback</i> a minimum of 30 metres from all property</p>

Performance Outcomes		Acceptable Outcomes	
			boundaries of the <i>site</i> and screened and landscaped so as to present an attractive frontage to the street.
<b>PO14</b>	<p>Development in the District centre zone in Precinct KAW LPP-1 (South of Point Cartwright Drive) fronting Bermagui Crescent, Buddina:-</p> <ul style="list-style-type: none"> <li>(a) integrates with development on Lot 2 SP202887 (Kawana Shoppingworld site);</li> <li>(b) improves connections between Kawana Shoppingworld, Weema Street and the foreshore;</li> <li>(c) maximises site area to achieve good quality urban design;</li> <li>(d) is designed to exhibit a high standard of architectural design;</li> <li>(e) provides active and attractive street <i>frontages</i> to pedestrian connections; and</li> <li>(f) provides integrated and functional car parking and access arrangements that do not dominate the street.</li> </ul>	<b>AO14</b>	<p>Development in the District centre zone in Precinct KAW LPP-1 (South of Point Cartwright Drive) fronting Bermagui Crescent, Buddina:-</p> <ul style="list-style-type: none"> <li>(a) amalgamates lots to create a minimum development <i>site</i> of 2,500m<sup>2</sup> and a minimum <i>frontage</i> of 30 metres;</li> <li>(b) ensures that the amalgamated lots do not isolate excluded lots;</li> <li>(c) dedicates to the <i>Council</i> a 10 metre strip of land in a central location to link the eastern boundary of Kawana Shoppingworld to Bermagui Crescent for a pedestrian way linking to Weema Street where identified on the <b>Figure 7.2.14A (Kawana Waters local plan elements)</b>;</li> <li>(d) contributes, via infrastructure agreement, a proportional monetary contribution towards the construction, landscaping and lighting of the pedestrian way;</li> <li>(e) provides <i>primary active street frontages</i> to the pedestrian way where identified on <b>Figure 7.2.14A (Kawana Waters local plan elements)</b>;</li> <li>(f) provides cantilevered awnings or other forms of weather protection along the full length of the pedestrian way;</li> <li>(g) minimises vehicle movements along Bermagui Crescent and across the pedestrian way; and</li> <li>(h) provides for car parking below ground level in a <i>basement</i> structure(s) or which is sleeved behind buildings.</li> </ul>
<b>Development in the District Centre Zone in Precinct KAW LPP-2 (North of Point Cartwright Drive)</b>			
<b>PO15</b>	<p>Development in the District centre zone in Precinct KAW LPP-2 (North of Point Cartwright Drive) identified on <b>Local Plan Map LPM35</b>:-</p> <ul style="list-style-type: none"> <li>(a) provides for a mixed use (predominantly residential), integrated development for the whole of the District centre zone north of Point Cartwright Drive;</li> <li>(b) is designed to exhibit a high standard of architectural design and minimises building bulk;</li> <li>(c) complements the amenity of adjoining uses fronting Kawana Waters Canal and Orana Street and enhances the visual amenity along this section of Nicklin Way;</li> <li>(d) provides safe and efficient means of ingress and egress designed to minimise any impact on traffic flow;</li> <li>(e) provides integrated car parking arrangements that do not dominate the street;</li> </ul>	<b>AO15</b>	<p>Development in the District centre zone in Precinct KAW LPP-2 (North of Point Cartwright Drive) provides for:-</p> <ul style="list-style-type: none"> <li>(a) buildings which are sited and designed to provide an attractive address to all street <i>frontages</i>, and a <i>primary active street frontage</i> to the Kawana Waters Canal, where identified on <b>Figure 7.2.14A (Kawana Waters local plan elements)</b>;</li> <li>(b) <i>mixed use development</i> with residential and visitor accommodation above the ground <i>storey</i>;</li> <li>(c) variations in design between buildings, including bulk and facade articulation;</li> <li>(d) the maximum wall length of any tower to not exceed 25 metres;</li> <li>(e) <i>building height</i> which does not exceed 8.5 metres above ground level within 20 metres of the Orana</li> </ul>



Performance Outcomes		Acceptable Outcomes	
	<p>(f) incorporates public access adjacent to Kawana Waters Canal; and</p> <p>(g) maintains public views to Kawana Waters Canal, particularly from Nicklin Way.</p>		<p>Street <i>frontage</i> of the <i>site</i>;</p> <p>(f) buildings which are sited and designed to achieve visual permeability through the <i>site</i> to maintain views to Kawana Waters Canal from Nicklin Way;</p> <p>(g) continuous public access along Kawana Waters Canal where identified on <b>Figure 7.2.14A (Kawana Waters local plan elements)</b>;</p> <p>(h) underground electricity supply for the full <i>frontage</i> of the <i>site</i>;</p> <p>(i) car parking below ground level in a <i>basement</i> structure(s) or which is sleeved behind buildings with active frontages;</p> <p>(j) vehicle access points along Nicklin Way to have a minimum spacing of 60 metres; and</p> <p>(k) loading docks and service areas located and screened so as to be visually unobtrusive from adjoining roads and Kawana Waters Canal.</p>
<b>Development in the District Centre Zone in Precinct KAW LPP-3 (Nicklin Way North Minyama)</b>			
<b>PO16</b>	<p>Development in the District centre zone in Precinct KAW LPP-3 (Nicklin Way North Minyama) identified on <b>Local Plan Map LPM35</b> provides for business uses to be limited to primarily <i>office</i> and health care related uses in accordance with the following:-</p> <p>(a) a use listed as a consistent use in Column 1 of <b>Table 7.2.14.4.2 (Kawana Waters local plan supplementary table of consistent uses and potentially consistent uses in the District centre zone)</b> occurs in the precinct; and</p> <p>(b) a use listed as a potentially consistent use in Column 2 of <b>Table 7.2.14.4.2</b> occurs in the precinct only where further assessment has determined that the use is appropriate in the precinct having regard to such matters as its location, nature, scale and intensity.</p> <p>Note—a use not listed in <b>Table 7.2.14.4.2</b> is an inconsistent use and is not intended to occur in the District centre zone in Precinct KAW LPP-3.</p> <p>Note—consistent and potentially consistent uses for other areas within the District centre zone at Kawana Waters are identified in Part 6 (Zone codes) in <b>Table 6.2.7.2.1 (Consistent uses and potentially consistent uses in the District centre zone)</b>.</p>	<b>AO16</b>	No acceptable outcome provided.
<b>PO17</b>	<p>Development in the District centre zone in Precinct KAW LPP-3 (Nicklin Way North Minyama):-</p> <p>(a) provides an attractive frontage to Nicklin Way and maintains public</p>	<b>AO17</b>	<p>Development in the District centre zone in Precinct KAW LPP-3 (Nicklin Way North Minyama) provides for:-</p> <p>(a) buildings which are sited and designed to achieve visual</p>

Performance Outcomes		Acceptable Outcomes	
	<p>views to Kawana Waters Canal, particularly from Nicklin Way;</p> <p>(b) complements the amenity of adjoining uses fronting Kawana Waters Canal;</p> <p>(c) provides safe and efficient means of ingress and egress designed to minimise any impact on traffic flow; and</p> <p>(d) ensures vehicle access and parking areas are screened from adjoining residential uses, Kawana Waters Canal and roads.</p>		<p>permeability through the <i>site</i> to maintain views to Kawana Waters Canal from Nicklin Way;</p> <p>(b) underground electricity supply for the full <i>frontage</i> of the <i>site</i>;</p> <p>(c) car parking below ground level in a <i>basement</i> structure(s) or sleeved behind buildings;</p> <p>(d) vehicle <i>access</i> points along Nicklin Way to have a minimum spacing of 60 metres; and</p> <p>(e) loading docks and service areas that are located and screened so as to be visually unobtrusive from adjoining residential uses, roads and Kawana Waters Canal.</p>
<b>Development in the Local Centre Zone</b>			
<b>PO18</b>	<p>Development in the Local centre zone supports the role and function of:-</p> <p>(a) the Brightwater Local Centre as a local (full service) activity centre providing a range of convenience goods and services to local residents; and</p> <p>(b) other local centres as local (not full service) activity centres providing basic convenience goods and services.</p>	<b>AO18</b>	No acceptable outcome provided.
<b>PO19</b>	<p>Development in the Local centre zone provides:-</p> <p>(a) a coherent and attractive streetfront address and achieves a high level of visual amenity;</p> <p>(b) a high level of comfort and convenience to pedestrians; and</p> <p>(c) functional and integrated car parking and access arrangements that do not dominate the street.</p>	<b>AO19</b>	<p>Development in the Local centre zone:-</p> <p>(a) respects the layout, scale (including height and <i>setback</i>) and character of development on adjoining sites;</p> <p>(b) reduces the dominance of signage elements, particularly along Nicklin Way;</p> <p>(c) has building openings overlooking the street;</p> <p>(d) provides all weather protection in the form of continuous awnings and/or light verandah structures over footpath areas with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside;</p> <p>(e) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths; and</p> <p>(f) provides on-site car parking at the rear or to one side of the development, integrated with other vehicle movement areas.</p>
<b>Development in Precinct KAW LPP-4 (Buddina Urban Village) Generally</b>			
<b>PO20</b>	<p>Development in Precinct KAW LPP-4 (Buddina Urban Village) identified on <b>Local Plan Map LPM35</b>:-</p> <p>(a) contributes to the creation of a focal <i>mixed use development</i> which effectively links Kawana Shoppingworld to the Kawana Surf Club and foreshore areas; and</p> <p>(b) provides for higher density residential accommodation in the form of accommodation buildings and <i>multiple dwellings</i>.</p>	<b>AO20</b>	No acceptable outcome provided.
<b>PO21</b>	Development in Precinct KAW LPP-4	<b>AO21.1</b>	Development amalgamates lots to create

Performance Outcomes		Acceptable Outcomes	
	<p>(Buddina Urban Village):-</p> <p>(a) occurs on large, integrated development sites through the co-ordinated amalgamation of existing lots;</p> <p>(b) ensures that amalgamated lots do not isolate excluded lots;</p> <p>(c) maximises site area and minimises <i>site cover</i> to maintain residential amenity;</p> <p>(d) is designed to exhibit a high standard of architectural design;</p> <p>(e) provides functional and integrated car parking arrangements that do not dominate the street; and</p> <p>(f) promotes pedestrian priority along Pacific Boulevard by minimising vehicular site access from this road.</p>	<p><b>AO21.2</b></p> <p><b>AO21.3</b></p> <p><b>AO21.4</b></p> <p><b>AO21.5</b></p>	<p>a minimum development <i>site</i> of 3,000m<sup>2</sup> in Sub-precincts KAW LPSP-4a and KAW LPSP-4b and 3,400m<sup>2</sup> in Sub-precinct KAW LPSP-4c, in accordance with the development nodes identified on <b>Figure 7.2.14A (Kawana Waters local plan elements)</b>.</p> <p>Development ensures that the amalgamated lots do not isolate excluded lots.</p> <p>Development ensures that each development <i>site</i> includes a minimum width of 30 metres to street <i>frontages</i> as follows:-</p> <p>(a) for Sub-precincts KAW LPSP-4a and KAW LPSP-4c - to Pacific Boulevard, Iluka Avenue and Lowanna Drive; and</p> <p>(b) for Sub-precinct KAW LPSP-4b - to Iluka Avenue and Lowanna Drive.</p> <p>Development provides for primary vehicle access to be from:-</p> <p>(a) a street other than Pacific Boulevard for Sub-precinct KAW LPSP-4a; and</p> <p>(b) Iluka Avenue or Lowanna Drive for Sub-precincts KAW LPSP-4b and KAW LPSP-4c.</p> <p>Development includes underground car parking, and for Sub-precincts KAW LPSP-4a and KAW LPSP-4c, the basements do not protrude more than one metre above ground level at the Pacific Boulevard <i>frontage</i> of the <i>site</i>.</p>
<b>Development in Sub-precincts KAW LPSP-4b and KAW LPSP-4c (Buddina Urban Village)</b>			
<b>PO22</b>	<p>Development in Sub-precincts KAW LPSP-4b and KAW LPSP-4c identified on <b>Local Plan Map LPM35:-</b></p> <p>(a) improves pedestrian connectivity by providing a direct public pedestrian link between Kawana Shoppingworld and the Kawana Surf Club and foreshore;</p> <p>(b) creates vibrant, active and attractive street frontages to primary streets and pedestrian connections; and</p> <p>(c) provides a high level of comfort and convenience for pedestrians including continuous weather protection.</p>	<b>AO22.1</b>	<p>Development in Sub-precincts KAW LPSP-4b and KAW LPSP-4c contributes to the provision of a pedestrian way connecting Kawana Shoppingworld with the Kawana Surf Club and foreshore as follows:-</p> <p>(a) in Sub-precinct KAW LPSP-4b, dedicates to the <i>Council</i> a 10 metre strip of land linking the eastern boundary of Kawana Shoppingworld to Iluka Avenue / Lowanna Drive at the intersection with Weema Street for a pedestrian way where identified on <b>Figure 7.2.14A (Kawana Waters local plan elements)</b>;</p> <p>(b) in Sub-precinct KAW LPSP-4c, provides pedestrian connections between Iluka Avenue/Lowanna Drive and Pacific Boulevard where identified on <b>Figure 7.2.14A (Kawana Waters local plan elements)</b>; and</p> <p>(c) contributes, via infrastructure agreement, a proportional monetary contribution towards the construction, landscaping and lighting of the pedestrian way identified in (a) and (b) above.</p>

Performance Outcomes		Acceptable Outcomes	
		<b>AO22.2</b>	Development in Sub-precincts KAW LPSP-4b and KAW LPSP-4c:- (a) provides <i>primary active street frontages</i> built to boundary along the full length of the pedestrian way, Weema Street and part way along Pacific Boulevard where identified on <b>Figure 7.2.14A (Kawana Waters local plan elements)</b> ; (b) provides cantilevered awnings or other forms of weather protection along the full length of the pedestrian way, Weema Street, the Iluka Avenue / Lowanna Drive / Pacific Boulevard <i>frontages</i> with mature or semi-mature shade trees planted along the <i>site frontage</i> ; and (c) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths.
<b>Development in the Medium Density Residential Zone Generally</b>			
<b>PO23</b>	Development in the Medium density residential zone:- (a) provides for the establishment of a range of medium density housing types compatible with a predominantly low density setting; (b) is of a domestic scale that does not dominate the <i>streetscape</i> or detract from the visual amenity of adjoining properties; (c) contributes positively to local <i>streetscape</i> character; and (d) provides for generous open space to be maintained between buildings to preserve a predominantly open feel.	<b>AO23</b>	No acceptable outcome provided.
<b>Development in the Medium Density Residential Zone in Precinct KAW LPP-5 (Nicklin Way Warana)</b>			
<b>PO24</b>	Development in the Medium density residential zone in Precinct KAW LPP-5 (Nicklin Way Warana) identified on <b>Local Plan Map LPM35:-</b> (a) provides for integrated development on amalgamated sites; and (b) rationalises access points and provides for safe and efficient access to Nicklin Way.	<b>AO24.1</b>  <b>AO24.2</b>	Development amalgamates lots to create a minimum development <i>site</i> of 1,000m <sup>2</sup> .  A single <i>access</i> driveway to Nicklin Way is provided for each development <i>site</i> .
<b>Development in the Medium Density Residential Zone in Precinct KAW LPP-6 (Regatta Boulevard Wurtulla)</b>			
<b>PO25</b>	Development in the Medium density residential zone in Precinct KAW LPP-6 (Regatta Boulevard Wurtulla) identified on <b>Local Plan Map LPM35:-</b> (a) provides acoustic and visual buffering to Nicklin Way; (b) provides safe and efficient <i>access</i> ; and (c) does not adversely affect the functioning of Nicklin Way.	<b>AO25.1</b>  <b>AO25.2</b>  <b>AO25.3</b>	Mounding and vegetated landscape buffers are provided along the Nicklin Way <i>frontage</i> where identified on the <b>Figure 7.2.14A (Kawana Waters local plan elements)</b> .  An <i>access</i> driveway is provided on the Regatta Boulevard <i>frontage</i> for each development <i>site</i> , located as far as practical from the road alignment of Nicklin Way.  An <i>access</i> driveway may be provided on the Nicklin Way <i>frontage</i> to each lot, located at least 40 metres from the intersection with Regatta Boulevard to

Performance Outcomes		Acceptable Outcomes	
			minimise potential for traffic conflict between site egress/access and merging traffic at the intersection.
<b>Reconfiguring a Lot in the Low Density Residential Zone (Minyama Island)</b>			
<b>PO26</b>	Development for reconfiguring a lot in the Low density residential zone on Minyama Island maintains the low density character and amenity of the area by providing for any residential lot to be a minimum of 1,500m <sup>2</sup> in area.	<b>AO26</b>	No acceptable outcome provided.
<b>Development in the Emerging Community Zone (Brightwater)</b>			
<b>PO27</b>	<p>Development in the Emerging community zone at Brightwater:-</p> <ul style="list-style-type: none"> <li>(a) contributes to the establishment of a walkable, integrated residential community configured in a number of high quality, attractive, environmentally responsible and sustainable residential neighbourhoods supported by a small local (full service) activity centre designed to reflect traditional 'main street' principles;</li> <li>(b) provides for a range of lot sizes and dwelling types, with medium density residential development provided in key locations;</li> <li>(c) provides an interconnected system of open space and community facilities to meet the needs of the local community;</li> <li>(d) provides an integrated, legible and permeable road, cycle and pathway network which connects residential neighbourhoods to the local centre, community facilities, open space and the Mooloolah River;</li> <li>(e) protects the function and visual amenity of Kawana Way;</li> <li>(f) provides appropriate riparian buffers to the Mooloolah River;</li> <li>(g) provides for the maintenance, enhancement and reconnection of native <i>vegetation</i> areas, <i>wetlands</i> and other <i>ecologically important areas</i>; and</li> <li>(h) avoids development of land otherwise subject to constraints.</li> </ul>	<b>AO27</b>	<p>No acceptable outcome provided.</p> <p>Editor's note—development at Brightwater is currently regulated in accordance with an approved Master Plan and Plan of Development.</p>
<b>Development in the Specialised Centre Zone</b>			
<b>PO28</b>	Development in the Specialised centre zone does not compete with the role and function of the Kawana Town Centre or the Kawana district centre.	<b>AO28</b>	No acceptable outcome provided.
<b>PO29</b>	<p>Development in the Specialised centre zone provides:-</p> <ul style="list-style-type: none"> <li>(a) a coherent and attractive streetfront address and achieves a high level of visual amenity and presentation to Nicklin Way;</li> <li>(b) a high level of comfort and convenience to pedestrians; and</li> <li>(c) functional and integrated car parking and vehicular access.</li> </ul>	<b>AO29</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
<b>Development in the Medium Impact Industry Zone</b>			
<b>PO30</b>	Where land included in the Medium impact industry zone backs onto Parrearra Lake, development:- (a) provides an attractive address to this <i>waterway</i> ; and (b) does not adversely impact on the amenity of existing or likely future surrounding land uses.	<b>AO30.1</b>	Buildings that have an interface to Parrearra Lake:- (a) are designed to provide a visually appealing and articulated elevation to the lake frontage; and (b) incorporate high quality finishes and utilise a variety of materials (such as brick, painted concrete or masonry and glass).
		<b>AO30.2</b>	The building design and layout locates potential noise sources away from the lake frontage.
		<b>AO30.3</b>	Major openings in buildings and all areas where work may be conducted outside the building are located away from the lake frontage.
		<b>AO30.4</b>	The <i>site</i> is landscaped to present attractively to the lake, with fencing and landscaping used to screen industrial activities from view.
		<b>AO30.5</b>	<i>Low impact industry, service industry and warehouse</i> uses are established on the northern side of Technology Drive and Premier Circuit.

**Table 7.2.14.4.2 Kawana Waters local plan supplementary table of consistent uses and potentially consistent uses in the District centre zone**

Note—this table overrides the consistent and potentially consistent uses specified in the zone codes in **Part 6 (Zones)** for the precincts specified.

Column 1 Consistent Uses	Column 2 Potentially Consistent Uses
<b>District Centre Zone (Precinct KAW LPP-3 – Nicklin Way North Minyama)</b>	
<b>Residential activities</b>	
(a) <i>Caretaker's accommodation</i> (b) <i>Dual occupancy</i> (c) <i>Dwelling unit</i> (d) <i>Multiple dwelling</i> (e) <i>Residential care facility</i> (f) <i>Resort complex</i> (g) <i>Retirement facility</i> (h) <i>Rooming accommodation</i> (i) <i>Short-term accommodation</i>	None
<b>Business activities</b>	
(a) <i>Funeral parlour</i> (b) <i>Health care services</i> (c) <i>Home based business (where other than a high impact home based business activity)</i> (d) <i>Office</i> (e) <i>Sales office</i> (f) <i>Shop (where for a pharmacy)</i>	None
<b>Community activities</b>	
(a) <i>Child care centre</i> (b) <i>Community care centre</i> (c) <i>Community use</i> (d) <i>Educational establishment</i> (e) <i>Emergency services</i>	None
<b>Sport and recreation activities</b>	
(a) <i>Club</i> (b) <i>Indoor sport and recreation</i> (c) <i>Park</i>	None

Column 1 Consistent Uses	Column 2 Potentially Consistent Uses
<i>Other activities</i>	
(a) <i>Telecommunications facility</i> (where other than a freestanding tower)	None
(b) <i>Utility installation</i> (where a <i>local utility</i> )	





**Figure 7.2.14A Kawana Waters local plan elements**

<Figure to be inserted>



## 7.2.15 Kenilworth local plan code

### 7.2.15.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Kenilworth local plan area as shown on Map ZM14 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Kenilworth local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.15.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.15.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.15A (Kenilworth local plan elements)**.

### 7.2.15.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Kenilworth local plan code.

*The Kenilworth local plan area is located in the far western part of the Sunshine Coast adjacent to the Mary River. The local plan area comprises the small rural town of Kenilworth and adjacent urban and rural residential areas as well as rural land immediately surrounding the town. The local plan area has a land area of approximately 183 hectares.*

*The Kenilworth local plan area is set in a picturesque rural and natural landscape with the Mary River, Kenilworth Bluff and Kenilworth State Forest key features within this landscape setting.*

*Kenilworth is a small rural town providing important business, community, social, and recreational facilities to service the local level needs of its resident population as well as the needs of rural communities in and around the Mary River Valley and the significant number of visitors attracted to the area.*

*Kenilworth's character is derived from its picturesque landscape setting, unique heritage, traditional main street and building designs, and laid back 'country town' atmosphere. The town centre focussed on Elizabeth Street offers a variety of shops, cafes, art galleries and other local businesses as well as the heritage listed Kenilworth Hotel. The local plan area also contains the Kenilworth Cheese Factory, an important economic and tourist asset for the town and the region. Adjacent to the cheese factory, the town park provides a valued recreation area for residents and rest area for visitors. Kenilworth retains strong connections with its history, with a number of significant local heritage places contained within the local plan area. The towns' location close to large areas of State Forest and conservation areas means it provides an ideal base for forest related recreation activities.*

*The residential areas of the local plan area are characterised by relatively large urban lots that add to the low density rural character. Detached housing is typically of traditional Queensland style. Further opportunities for urban and rural residential expansion are available within the local plan area and it is intended that these areas are developed in keeping with the rural character of the town.*

*Rural lands within the local plan area are constrained in the east by flooding and in the west by slope and also contribute to the scenic amenity and character of the local plan area.*

*Eumundi-Kenilworth Road, Maleny-Kenilworth Road and Kenilworth-Brooloo Road are major road links within the local plan area.*

*Urban zoned land within the local plan area is connected, or has the ability to be connected, to reticulated water and sewerage.*

### 7.2.15.3 Purpose and overall outcomes

- (1) The purpose of the Kenilworth local plan code is to provide locally relevant planning provisions for the assessment of development within the Kenilworth local plan area.
- (2) The purpose of the Kenilworth local plan code will be achieved through the following overall outcomes:-
  - (a) Kenilworth remains a small rural town with a distinct heritage character, primarily servicing the local community and tourist industry. Some expansion of local business, employment, residential and rural residential areas is provided for.
  - (b) Urban and rural residential development within the Kenilworth local plan area is limited to land within the urban and rural residential growth management boundaries respectively so as to protect and reinforce the character and identity of Kenilworth, provide for the efficient provision of *infrastructure* and services, avoid constrained land and protect the character and productivity of surrounding rural land.
  - (c) Development retains the key landscape and built form elements that contribute to the setting, character and identity of the Kenilworth local plan area as a rural town with a strong sense of place and associations with the past.
  - (d) The Kenilworth Town Centre functions as a local (full service) activity centre meeting the convenience needs of the local community and surrounding rural areas and visitors to the area and provides a focus for small scale retail, commercial and community activity. Mixed uses and uses which enhance the “country town” character and rural service role of the town are established within the town centre, such as small scale rural service industries and business incubator uses, as well as small scale tourist facilities and enterprises.
  - (e) The retail and commercial functions of Kenilworth Town Centre are given the opportunity to expand and be enhanced; however the town centre remains compact with any expansion and enhancement limited to land included within the Local centre zone. Residents of Kenilworth continue to rely upon larger centres such as Maleny or Nambour to fulfil higher order business and industry needs.
  - (f) The “country town” feel, traditional built form, heritage and *streetscape* character of the Kenilworth Town Centre is retained and reinforced, with Elizabeth Street enhanced as a wide, attractive and pedestrian friendly main street. Development within the Local centre zone addresses the street and complements the traditional *streetscape* and building form.
  - (g) Industrial development remains small scale and low key and is limited to land included in the Low impact industry zone. Industrial uses which either complement the existing Kenilworth Cheese factory or take advantage of the growing tourist market are established in this zone, along with industrial uses servicing the local community.
  - (h) The interface of industrial land to the Low density residential zone and Rural residential zone is buffered to mitigate impacts and sensitive design and landscaping softens the visual impact of new premises.
  - (i) Development in the Low density residential zone and Rural residential zone, including road and lot layouts and *streetscape*, reflects traditional rural town residential qualities such as low rise detached housing on large lots, open *streetscape* and mature street trees. Building form reflects the traditional Queensland style with the use of timber, pitched roofs, verandahs and subdued colours.
  - (j) Development in the Low density residential zone occurs in a sequenced manner such that land closest to the town centre is developed first in order to ensure urban expansion occurs in accordance with the efficient and cost effective extension of *infrastructure*.
  - (k) Development in the local plan area is supported by a network of open space to meet the needs of the local community and facilitates safe and convenient pedestrian and cycle connections between and around key destinations within the local plan area.
  - (l) Significant *vegetation*, particularly adjacent to the Mary River, is protected as an important part of the environment and local character of Kenilworth.

## 7.2.15.4 Performance outcomes and acceptable outcomes

Table 7.2.15.4.1 Performance outcomes and acceptable outcomes for assessable development

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Kenilworth Local Plan Area Generally (All Zones)</i>			
PO1	Development provides for buildings, structures and landscaping that is consistent with and reflects the traditional rural town character of Kenilworth in terms of scale, siting, form, composition and use of materials.	AO1.1	Development provides for the retention and/or adaptive re-use, with limited modification, of buildings which have cultural heritage or local character significance.  Editor's Note—Section 8.2.9 (Heritage and character areas overlay code) sets out requirements for development on heritage places and in character areas.
		AO1.2	Buildings and structures incorporate traditional external building materials, such as timber cladding and corrugated iron roofs.
		AO1.3	For residential, business and community activities, roof forms use simple, traditional Queensland style roof designs, including gable, hip, pitched or multiple gable roof forms.
PO2	Development provides for the retention and enhancement of key landscape elements including historical landmarks, significant views and vistas, existing character trees and areas of significant <i>vegetation</i> contributing to the setting, character and sense of place of Kenilworth.	AO2.1	Development provides for the retention of historical landmarks, memorials and monuments.
		AO2.2	Development protects and emphasises, and does not intrude upon, the important sight lines to Kenilworth Bluff, Kenilworth State Forest and other views to surrounding rural and natural areas identified on <b>Figure 7.2.15A (Kenilworth local plan elements)</b> .
		AO2.3	Development provides for the retention and enhancement of existing mature trees and character <i>vegetation</i> contributing to the character of the local area including:- (a) native <i>vegetation</i> adjacent to the Mary River; and (b) other character <i>vegetation</i> identified on <b>Figure 7.2.15A (Kenilworth local plan elements)</b> .  Note—in some circumstances, the eradication of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.
PO3	Development contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways that reflect and enhance the sense of entry to, and the rural town character of, Kenilworth.	AO3.1	Development adjacent to identified gateway/entry points where identified on <b>Figure 7.2.15A (Kenilworth local plan elements)</b> provides for rural and semi rural uses and activities which retain the open rural landscape character of the local plan area.
		AO3.2	Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.

Performance Outcomes		Acceptable Outcomes	
			<p>Note—<b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.</p> <p>Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.</p> <p>Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required.</p>
<b>PO4</b>	Rural land between Kenilworth State School and the urban growth management boundary is retained for rural purposes in order to:- (a) provide a buffer between existing and future industrial uses and the school; and (b) preserve the strong sense of connection with the rural landscape and intimate rural character of the town.	<b>AO4</b>	No acceptable outcome provided.
<b>PO5</b>	Development for a <i>food and drink outlet</i> does not:- (a) provide for the establishment of a <i>high volume convenience restaurant</i> ; or (b) incorporate a <i>drive-through facility</i> .	<b>AO5</b>	No acceptable outcome provided.
<b>Development in the Local Centre Zone</b>			
<b>PO6</b>	Development in the Local centre zone provides for small scale uses and mixed uses that:- (a) support Kenilworth's role and function as a local (full service) activity centre; and (b) provide a wide range of convenience goods and services to residents and visitors.	<b>AO6</b>	No acceptable outcome provided.
<b>PO7</b>	Development in the Local centre zone:- (a) is sympathetic to the rural town character and identity of Kenilworth; (b) addresses the street; (c) complements the fine grain and traditional built form and <i>streetscape</i> of Elizabeth Street; (d) uses traditional building materials; and (e) provides integrated and functional parking and access arrangements that do not dominate the street.	<b>AO7</b>	Development in the Local centre zone:- (a) provides for Elizabeth Street to be established and maintained as a wide, attractive and pedestrian friendly main street; (b) respects the layout, scale (including height and <i>setback</i> ) and character of development on adjoining sites; (c) provides <i>primary active street frontages</i> , built to the front boundary, where identified on <b>Figure 7.2.15A (Kenilworth local plan elements)</b> ; (d) has a maximum <i>plot ratio</i> of 1:1; (e) provides all weather protection in the form of continuous cantilevered awnings and/or light verandah structures with decorative non-load bearing posts over footpath areas with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside; (f) has simple, traditional Queensland style roof designs, such as hipped or gabled, and parapets facing the street; (g) has building openings overlooking the street; (h) uses understated colour schemes

Performance Outcomes		Acceptable Outcomes	
			<p>and low-reflective roofing and cladding materials;</p> <p>(i) ensures that signage is integrated with the building;</p> <p>(j) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths; and</p> <p>(k) provides for on-site car parking at the rear or to one-side of the development.</p>
<b>Development in the Low Impact Industry Zone</b>			
<b>PO8</b>	Development in the Low impact industry zone provides for sensitive design and landscaping that effectively buffers the development from adjoining sensitive uses and softens the visual impact of new premises, particularly when viewed from the school, Maleny-Kenilworth Road, the town centre and adjoining residential and rural residential zoned land.	<b>AO8</b>	Development provides for a minimum 3 metre wide densely planted <i>landscape buffer</i> to be provided along the full length of any <i>site</i> boundary adjoining an existing residential use or land included in the Low density residential zone, Rural residential zone, Rural zone or Community facilities zone, as identified on <b>Figure 7.2.15A (Kenilworth local plan elements)</b> .
<b>Development in the Low Density Residential Zone and Rural Residential Zone</b>			
<b>PO9</b>	Development in the Low density residential zone occurs in a sequenced and integrated manner such that land closest to the town centre is developed first.	<b>AO9</b>	No acceptable outcome provided.
<b>PO10</b>	Development in the Low density residential zone and Rural residential zone provides for lot sizes and a configuration of lots that:- (a) is sympathetic to the rural town character and identity of Kenilworth; and (b) provides for the safe and effective treatment and disposal of effluent on-site, where applicable.	<p><b>AO10.1</b></p> <p><b>AO10.2</b></p> <p><b>AO10.3</b></p> <p><b>AO10.4</b></p>	<p>Development for reconfiguring a lot in the Low density residential zone provides for lots which are a minimum of 800m<sup>2</sup> in area.</p> <p>Development for reconfiguring a lot in the Rural residential zone provides for lots which are a minimum of 8,000m<sup>2</sup> in area, or larger where required to provide for adequate on-site effluent disposal.</p> <p>Development provides for a street layout and configuration of lots that respects the existing open <i>streetscape</i> and provides for a linear street alignment that aligns with existing streets, including as indicated on <b>Figure 7.2.15A (Kenilworth local plan elements)</b>.</p> <p>Development provides for subdivision design and landscaping which softens the visual impact of development, particularly when viewed from the town's main approach roads.</p>
<b>PO11</b>	Reconfiguring a lot within the Low density residential zone and Rural residential zone:- (a) is designed to sensitively respond to site characteristics; (b) provides for an interconnected system of local roads, pedestrian, cycle and open space links with adjoining land; and (c) provides an open feel and transition between the town and adjoining rural areas.	<b>AO11</b>	Reconfiguring a lot:- (a) provides for a subdivision layout which minimises the extent of cut and fill required on new lots and the scarring of the landscape; (b) incorporates an interconnected internal road system, pedestrian, cycle and open space links including as indicated on <b>Figure 7.2.15A (Kenilworth local plan elements)</b> ; and (c) provides for larger lot sizes adjoining land in the Rural zone.





**Figure 7.2.15A Kenilworth local plan elements**

<Figure to be inserted>



## 7.2.16 Landsborough local plan code

### 7.2.16.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Landsborough local plan area as shown on Map ZM42 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Landsborough local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.16.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.16.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.16A (Landsborough local plan elements)**.

### 7.2.16.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Landsborough local plan code.

*The Landsborough local plan area is located on the North Coast Rail Line between the towns of Beerwah and Mooloolah in the southern hinterland of the Sunshine Coast. The local plan area includes Landsborough's town centre, the surrounding urban area and adjacent rural residential areas to the north, south and west. The local plan area has a land area of approximately 880 hectares.*

*Landsborough is a picturesque and historic hinterland town. Situated at the southern entrance to the Blackall Range, Landsborough is framed to the north and west by elevated terrain associated with the Blackall Range escarpment and Mount Mellum. Mellum Creek and adjoining tributaries traverse the local plan area with pockets of remnant vegetation located along the creek corridors. The town includes a number of heritage places as well as two character areas comprising groups of buildings indicative of early 20<sup>th</sup> century building styles.*

*Landsborough's town centre, which fulfils the local needs of the immediately surrounding urban, rural and rural residential community, is primarily located on the western side of the rail line around Cribb Street and Maleny Street. Cribb Street, which contains historic buildings and adjoins the railway station, is the traditional "main street" of Landsborough. Maleny Street provides a range of convenience retail and commercial uses.*

*The local plan area also includes an industrial area to the east of the rail line with access via Caloundra Street. There is also a substantial rendering plant operation (Sunland Meats) located immediately to the south of Mellum Creek.*

*Landsborough includes a range of community activities and sport and recreation areas including Landsborough State School, emergency services, local utilities, the Landsborough Museum, places of worship and district sports grounds. An Arts, Community and Heritage Precinct is planned for land south of the town centre and Maleny Street.*

*A mix of older dwelling houses, dual occupancies and small scale multiple dwellings are located in Mill Street, Cribb Street and Gympie Street which adjoins the business centre and railway station. Beyond the central area, the residential areas are characterised by dwelling houses on larger lots in traditional street layouts. The rural residential areas to the north, south and west include lot sizes of 5,000m<sup>2</sup> or greater. Some of these rural residential areas are constrained by flooding, steep land and/or significant vegetation.*

*Landsborough functions as an important public transport node, with a bus link from the railway station to the coastal urban area and to Maleny. The major road access into Landsborough from the east is via Caloundra Street from Steve Irwin Way. Maleny Street links Caloundra Street to Landsborough-Maleny Road providing access to Maleny and the Blackall Range. Old Landsborough Road links Landsborough to Beerwah.*

The North Coast Rail Line, which bisects the local plan area, is proposed to be realigned and duplicated. As part of the planned upgrade, provision has been made for a grade separated crossing at Gympie Street North.

Urban zoned land within the local plan area is connected, or has the ability to be connected, to reticulated water and sewerage.

### 7.2.16.3 Purpose and overall outcomes

- (1) The purpose of the Landsborough local plan code is to provide locally relevant planning provisions for the assessment of development within the Landsborough local plan area.
- (2) The purpose of the Landsborough local plan code will be achieved through the following overall outcomes:-
  - (a) Landsborough remains a small rural town with a visible heritage character, primarily servicing the local needs of the immediately surrounding urban, rural residential and rural community.
  - (b) Development for urban and rural residential purposes within the Landsborough local plan area is limited to land within the urban and rural residential growth management boundaries respectively to protect and reinforce the character and identity of Landsborough, provide for the efficient provision of *infrastructure* and services and to avoid constrained land that is generally unsuitable for urban and rural residential development.
  - (c) Development retains the key built form, *streetscape*, landscape character and natural environment elements that contribute to the character, setting and identity of Landsborough as a rural town with a strong sense of place and associations with the past.
  - (d) Development for business uses is contained within the Local centre zone and contributes to Landsborough town centre's role as a local (full service) activity centre providing a wide range of convenience goods and services to service Landsborough and immediately surrounding rural residential and rural communities.
  - (e) Development in the Local centre zone protects the traditional built form, heritage and *streetscape* character of Landsborough. Development in Cribb Street enhances the traditional main street of Landsborough with active street *frontages*, traditional built form and improved streetscaping and landscaping. Development in Maleny Street reflects this street's role as a gateway to the Blackall Range with active street *frontages*, traditional built form and enhanced *streetscape* and landscaping.
  - (f) Development in the Specialised centre zone along Caloundra Street provides a range of larger format retail and business uses which are of a scale that is compatible with the rural town character and local activity centre role of Landsborough.
  - (g) Development in the Medium impact industry zone remains small scale and low key and is limited to land included in the Medium impact industry zone to the east of the rail line. This area develops as an integrated industrial estate with high quality buildings and landscaped grounds, particularly where fronting Caloundra Street. The northern interface to land in the Low density residential zone is sensitively treated and buffered to mitigate impacts.
  - (h) Development in the Low density residential zone is sympathetic to the traditional character and identity of established low density residential areas in Landsborough.
  - (i) Development in the Medium density residential zone provides for the establishment of a range of medium density accommodation types that are compatible in scale and design with the rural town setting. Such accommodation provides a high standard of architectural design to complement the traditional built form character of Landsborough.
  - (j) The rendering plant operation located immediately to the south of Mellum Creek operates in accordance with existing approvals. If the rendering plant ceases operation, the preferred future use of the *site* is for residential development which contributes to residential choice in Landsborough, sensitively responds to site constraints and provides for direct pedestrian and cycle connections across Mellum Creek to the town centre.

- (k) Development in the local plan area is supported by a network of open space to meet the needs of the local community and facilitates safe and convenient pedestrian and cycle connections between and around the key destinations within the local plan area.
- (l) Development does not compromise or adversely impact upon the existing transit hub and the North Coast Rail Line, including the planned realignment and duplication of the rail line and the possible future provision of a grade separated crossing within the local plan area.

#### 7.2.16.4 Performance outcomes and acceptable outcomes

**Table 7.2.16.4.1 Performance outcomes and acceptable outcomes for assessable development**

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Landsborough Local Plan Area Generally (All Zones)</i>			
PO1	Development provides for buildings, structures and landscaping that is consistent with and reflects the traditional rural town character of Landsborough in terms of scale, siting, form, composition and use of materials.	AO1.1	Development provides for the retention and/or adaptive re-use, with limited modification, of buildings which have cultural heritage or character significance.  Editor's Note—Section 8.2.9 (Heritage and character areas overlay code) sets out requirements for development on heritage places and in character areas.  Note—The Planning Scheme Policy for Landsborough (urban design guidelines) provides guidance in relation to the achievement of urban design outcomes for development in Landsborough.
		AO1.2	Buildings and structures incorporate traditional external building materials, such as timber cladding and corrugated iron roofs.
		AO1.3	For residential, business and community activities, roof forms reflect simple, traditional Queensland style roof designs including gable, hip, pitched or multiple gable roof forms.
PO2	Development provides for the retention and enhancement of key landscape elements including historical landmarks, significant views and vistas, existing character trees and areas of significant <i>vegetation</i> contributing to the setting, character and sense of place of Landsborough.	AO2.1	Development provides for the retention of historical landmarks, memorials and monuments.
		AO2.2	Development protects and emphasises, and does not intrude upon, important sight lines to Mount Mellum, the Blackall Range and other views to surrounding rural and natural areas, including the significant views identified on <b>Figure 7.2.16A (Landsborough local plan elements)</b> .
		AO2.3	Development provides for the retention and enhancement of existing mature trees and character <i>vegetation</i> contributing to the vegetated backdrop, setting and <i>streetscape</i> character of Landsborough including:- (a) riparian <i>vegetation</i> adjacent to Mellum Creek, Little Rocky Creek, Addlington Creek and tributaries; (b) mature eucalypts within Pioneer Park and along Caloundra Street, which frame the eastern entry to the

Performance Outcomes		Acceptable Outcomes	
			<p>town; and</p> <p>(c) other character <i>vegetation</i> identified on <b>Figure 7.2.16A (Landsborough local plan elements)</b>.</p> <p>Note—in some circumstances, the eradication of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.</p>
PO3	Development contributes to the establishment of attractive gateways and coherent <i>streetscapes</i> to enhance the rural town character of, and sense of entry and arrival to, Landsborough.	AO3.1	Development adjacent to a primary streetscape treatment area or identified gateway/entry point identified on <b>Figure 7.2.16A (Landsborough local plan elements)</b> incorporates architectural and landscape treatments and other design elements which enhance the sense of entry and arrival to, and rural town character of, Landsborough and emphasise corner locations.
		AO3.2	<p>Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.</p> <p>Note—<b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.</p> <p>Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.</p> <p>Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required</p>
PO4	Development on sites fronting the northern side of Caloundra Street between the rail line and Steve Irwin Way provides for a range of well-designed buildings complemented by attractive landscape treatment that enhances Caloundra Street as the main entrance into Landsborough from Steve Irwin Way.	AO4.1	Development provides a landscaped <i>buffer</i> strip at least 3 metres in width to the Caloundra Street <i>frontage</i> to complement existing <i>vegetation</i> in the Caloundra Street road reserve.
		AO4.2	<p>Development incorporates architectural elements, building forms and landscaping with:-</p> <p>(a) building facades contributing to established proportion and scale (including sky-lining and silhouette) along Caloundra Street;</p> <p>(b) front facades exhibiting additional modelling and detailing, with major windows and building openings addressing the street <i>frontage</i>;</p> <p>(c) individual built structures close to the street having a maximum front wall length of 50% of the length of the front boundary;</p> <p>(d) buildings <i>setback</i> a minimum of 3 metres from the front boundary to allow for incorporation of awnings and verandahs;</p> <p>(e) building articulation, roof overhangs, pedestrian shelters, awnings and verandahs incorporated to provide visual interest, shade and to create</p>

Performance Outcomes		Acceptable Outcomes	
			<p>facade shadow;</p> <p>(f) industrial entrances (e.g. roller doors) orientated “side-on” away from the street; and</p> <p>(g) car parking areas provided between buildings in discrete, well-screened and shaded areas.</p> <p>Note—<b>Figure 7.2.16B (Design principles for development fronting the northern side of Caloundra Street)</b> illustrates application of some of the above design principles for development fronting the northern side of Caloundra Street.</p> <p>Note—the <b>Planning Scheme Policy for Landsborough (urban design guidelines)</b> provides further guidance in relation to the achievement of urban design outcomes for development in Landsborough.</p>
<b>PO5</b>	<p>Development provides through block pedestrian linkages which:-</p> <p>(a) are located to reflect the desire lines of pedestrian movement between major points of attraction and public spaces;</p> <p>(b) provide a safe alternative to the street based pedestrian and cycle movement network; and</p> <p>(c) provide a comfortable pedestrian environment in terms of access, width, shelter, materials and function.</p>	<b>AO5</b>	<p>Development provides safe, comfortable and attractive through block pedestrian linkages where identified on <b>Figure 7.2.16A (Landsborough local plan elements)</b>.</p>
<b>PO6</b>	<p>Development on land with frontage to Mellum Creek, Little Rocky Creek, Addlington Creek, or on land otherwise identified as a local ecological linkage on <b>Figure 7.2.16A (Landsborough local plan elements)</b>, facilitates the provision of the local ecological linkage.</p>	<b>AO6</b>	<p>No acceptable outcome provided.</p> <p>Editor’s Note—<b>Section 8.2.3 (Biodiversity, waterways and wetlands overlay code)</b> sets out requirements for the provision of ecological linkages.</p>
<b>PO7</b>	<p>Development does not compromise the provision and operation of <i>transport networks</i> including:-</p> <p>(a) the Steve Irwin Way and other <i>major roads</i>;</p> <p>(b) the existing transit hub centred around Landsborough station; and</p> <p>(c) the proposed realignment and duplication of the North Coast Rail Line, including any associated road upgrades and overpasses.</p>	<b>AO7</b>	<p>No acceptable outcome provided.</p>
<b>Development in the Local Centre Zone</b>			
<b>PO8</b>	<p>Development in the Local centre zone provides for small scale uses and mixed uses that:-</p> <p>(a) support Landsborough town centre’s role and function as a local (full service) activity centre; and</p> <p>(b) provide a wide range of convenience goods and services to the urban area of Landsborough and immediately surrounding rural residential and rural communities.</p>	<b>AO8</b>	<p>No acceptable outcome provided.</p>
<b>PO9</b>	<p>Development in the Local centre zone:-</p>	<b>AO9</b>	<p>Development in the Local centre zone:-</p>

Performance Outcomes		Acceptable Outcomes	
	<ul style="list-style-type: none"> <li>(a) protects and is sympathetic to the traditional rural town character and identity of Landsborough;</li> <li>(b) complements the traditional built form and <i>streetscape</i>;</li> <li>(c) addresses the street;</li> <li>(d) creates vibrant and active streets and public spaces;</li> <li>(e) provides continuous weather protection for pedestrians;</li> <li>(f) uses traditional building materials; and</li> <li>(g) provides integrated and functional parking and <i>access</i> arrangements that do not dominate the street.</li> </ul>		<ul style="list-style-type: none"> <li>(a) provides <i>primary active street frontages</i>, built to the front boundary where identified on <b>Figure 7.2.16A (Landsborough local plan elements)</b>;</li> <li>(b) is designed to respect the layout, scale (including height and <i>setback</i>) and character of existing buildings;</li> <li>(c) provides continuous all-weather protection in the form of awnings and/or light verandah structures with decorative non-load bearing posts over footpath areas with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerb;</li> <li>(d) provides for a mixture of original lowset timber framed buildings and compatible new buildings;</li> <li>(e) has simple, traditional Queensland style roof designs, such as hipped or gabled, and parapets facing the street;</li> <li>(f) has building openings overlooking the street, with the main entrance visually emphasised in the centre of the ground floor facade;</li> <li>(g) provides detailing and articulation for horizontal emphasis including awnings, parapet walls and first floor balconies;</li> <li>(h) uses traditional building materials (timber cladding and corrugated iron roofing);</li> <li>(i) uses understated colour schemes and low-reflective roofing and cladding materials;</li> <li>(j) ensures that signage is integrated with the building;</li> <li>(k) locates on-site car parking at the rear or to one side of the development; and</li> <li>(l) provides pedestrian routes from rear car parking areas to the street.</li> </ul> <p>Note—<b>Figure 7.2.16C (Design principles for development in Landsborough’s Local centre zone)</b> illustrates application of some of the above design principles for development in Landsborough’s Local centre zone.</p> <p>Note—the <b>Planning Scheme Policy for Landsborough (urban design guidelines)</b> provides guidance in relation to the achievement of urban design outcomes for development in Landsborough.</p>
<b>Development in the Specialised Centre Zone</b>			
<b>PO10</b>	Development in the Specialised Centre zone is limited in scale and intensity to ensure that such development is compatible with Landsborough’s role and function as a local activity centre and does not compete with higher order centres, including Beerwah.	<b>AO10.1</b>	Development in the Specialised centre zone accommodates larger format business uses that are not suited or capable of being located in Landsborough’s Local centre zone.
		<b>AO10.2</b>	Development in the Specialised centre zone provides for individual buildings not to exceed a <i>gross leasable floor area</i> of 450m <sup>2</sup> .



Performance Outcomes		Acceptable Outcomes	
<i>Development in the Medium Impact Industry Zone</i>			
PO11	Development in the Medium impact industry zone:- (a) protects the amenity of adjacent residential areas; (b) protects water quality and other local environmental values; (c) ensures that the design, colours and finishes of buildings and structures are provided to a high standard; and (d) provides efficient and safe access.	AO11.1	The layout and design of development in the Medium impact industry zone:- (a) provides acoustic and visual buffering to the adjacent Low density residential zone; and (b) provides a total site stormwater management solution which protects the water quality of Ewen Maddock Dam and Pumicestone Passage catchments.
		AO11.2	Development incorporates a high standard of design with:- (a) <i>ancillary</i> office and display components of development located towards the front of sites; (b) car parking areas located between or behind buildings with linkages provided to adjacent sites; (c) the front facade of buildings exhibiting greater design interest, including wall articulation, pitched roof form, roof overhangs, verandahs, prominent entrance treatments and integrated signage; and (d) landscaping including shade trees provided to enhance the appearance and comfort of development and contribute to the buffering of the adjoining Low density residential zone.  Note—Figure 7.2.16D (Design principles for development in Landsborough’s Medium impact industry zone) illustrates application of some of the above design principles for development in Landsborough’s Medium impact industry zone.  Note—the Planning Scheme Policy for Landsborough (urban design guidelines) provides guidance in relation to the achievement of urban design outcomes for development in Landsborough.
		AO11.3	Development:- (a) provides safe and efficient access (including access to Tytherleigh Avenue and east/west connections); and (b) rationalises direct access to Caloundra Street through shared access arrangements.
<i>Development in the Low Density Residential Zone Generally</i>			
PO12	Development in the Low density residential zone provides for lot sizes and a configuration of lots that is sympathetic to the traditional character and identity of established residential areas in Landsborough.	AO12	Development for reconfiguring a lot in the Low density residential zone provides for larger lot sizes (as specified in AO13.1 and AO14.1 below), a grid pattern of streets, connectivity for pedestrians, open <i>streetscape</i> and mature street trees.
<i>Development in the Low Density Residential Zone in Precinct LAN LPP-1 (Landsborough Town West)</i>			
PO13	Reconfiguring a lot in the Low density residential zone in Precinct LAN LPP-1 (Landsborough Town West) identified	AO13.1	Reconfiguring a lot provides for lots which have a minimum area of 750m <sup>2</sup> .

Performance Outcomes		Acceptable Outcomes	
	<p>on <b>Local Plan Map LPM42:-</b></p> <ul style="list-style-type: none"> <li>(a) maintains the low density residential character of the area;</li> <li>(b) provides for a transition of lot sizes to surrounding rural residential areas;</li> <li>(c) responds to and retains environmental features, including significant <i>vegetation</i> and other <i>ecologically important areas</i>;</li> <li>(d) protects the visual amenity of Landsborough-Maleny Road as a scenic route;</li> <li>(e) provides for appropriate pedestrian and cycle links; and</li> <li>(f) provides for road and intersection upgrades.</li> </ul>	<p><b>AO13.2</b></p> <p><b>AO13.3</b></p> <p><b>AO13.4</b></p> <p><b>AO13.5</b></p> <p><b>AO13.6</b></p> <p><b>AO13.7</b></p>	<p>Reconfiguring a lot incorporates larger lots adjacent to Lower Mount Mellum Road, Whites Road and along the western boundary of Precinct LAN LPP-1 (Landsborough Town West).</p> <p>Reconfiguring a lot provides for the protection of significant <i>vegetation</i> adjacent to Mellum Creek and Landsborough-Maleny Road.</p> <p>In addition to any parkland dedication, reconfiguring a lot provides a local ecological linkage and open space corridor along Mellum Creek.</p> <p>A dense vegetated <i>buffer</i> is provided to Landsborough-Maleny Road to screen development from the road.</p> <p>Reconfiguring a lot contributes to the provision of pedestrian and cycle linkages to the Landsborough town centre.</p> <p>Reconfiguring a lot contributes to the upgrading of the Gympie Street South – Lower Mount Mellum Road intersection.</p>
<b>Development in the Low Density Residential Zone in Precinct LAN LPP-2 (Landsborough Town East)</b>			
<b>PO14</b>	<p>Reconfiguring a lot in the Low density residential zone in Precinct LAN LPP-2 (Landsborough Town East) identified on <b>Local Plan Map LPM42:-</b></p> <ul style="list-style-type: none"> <li>(a) creates a distinct residential neighbourhood by maintaining the low density residential character of the area; and</li> <li>(b) provides for appropriate pedestrian and cycle links to improve accessibility to the Landsborough town centre.</li> </ul>	<p><b>AO14.1</b></p> <p><b>AO14.2</b></p>	<p>Reconfiguring a lot maintains a minimum lot size of:-</p> <ul style="list-style-type: none"> <li>(a) 1,000m<sup>2</sup> on land between Toorbul Street and Forestdale Road; and</li> <li>(b) 650m<sup>2</sup> elsewhere in Precinct LAN LPP-2 (Landsborough Town East).</li> </ul> <p>Reconfiguring a lot contributes to the provision of a network of cycleways and pedestrian paths linking to the Landsborough town centre.</p>
<b>Development in the Medium Density Residential Zone</b>			
<b>PO15</b>	<p>Development in the Medium density residential zone:-</p> <ul style="list-style-type: none"> <li>(a) provides for the establishment of medium density housing compatible with a rural town setting;</li> <li>(b) is sympathetic to the rural town character of Landsborough;</li> <li>(c) is of a domestic scale that does not dominate the <i>streetscape</i> and is compatible with surrounding development;</li> <li>(d) provides for building form that reflects the traditional Queensland style;</li> <li>(e) provides for generous open space to be maintained between buildings to preserve a predominantly open feel; and</li> <li>(f) provides for on-site car parking to be located and designed such that it does not dominate the <i>streetscape</i>.</li> </ul>	<p><b>AO15.1</b></p> <p><b>AO15.2</b></p>	<p>For a <i>multiple dwelling</i>, the development <i>site</i> has an area of at least 1,000m<sup>2</sup>.</p> <p>Development within the Medium density residential zone:-</p> <ul style="list-style-type: none"> <li>(a) is in the form of multiple separated buildings or provides for larger buildings to be expressed as a series of linked smaller buildings that are similar in scale to a detached house;</li> <li>(b) provides for a building form which reflects the traditional Queensland style and incorporates front facades and building elements including wall articulation, pitched roof forms, roof overhangs, verandahs and prominent entry treatments; and</li> <li>(c) provides car parking areas at the rear of and/or between buildings. Car parking areas are broken-up and do not dominate the <i>streetscape</i>.</li> </ul>

Performance Outcomes		Acceptable Outcomes	
			Note—Figure 7.2.16E (Design principles for development in Landsborough’s Medium density residential zone) illustrates application of some of the above design principles for development in Landsborough’s Medium density residential zone.
<b>Development in the Emerging Community Zone (Lot 2 RP208083, Coolum Street)</b>			
<b>PO16</b>	Development in the Emerging community zone on Lot 2 RP208083:- (a) provides for medium density residential uses that contribute to housing choice in Landsborough; (b) rehabilitates and remediates any contaminated land; (c) provides appropriate riparian buffers to Mellum Creek, protects adjoining riparian <i>vegetation</i> and avoids flood prone land; (d) in addition to any parkland dedication, provides a local ecological linkage and open space corridor along Mellum Creek; (e) provides an environmentally sensitive pedestrian and cycle link along the southern side of Mellum Creek; (f) provides a direct pedestrian and cycle link across Mellum Creek to Landsborough’s town centre; and (g) provides efficient, safe and convenient vehicle access via Gympie Street South.	<b>AO16</b>	No acceptable outcome provided.

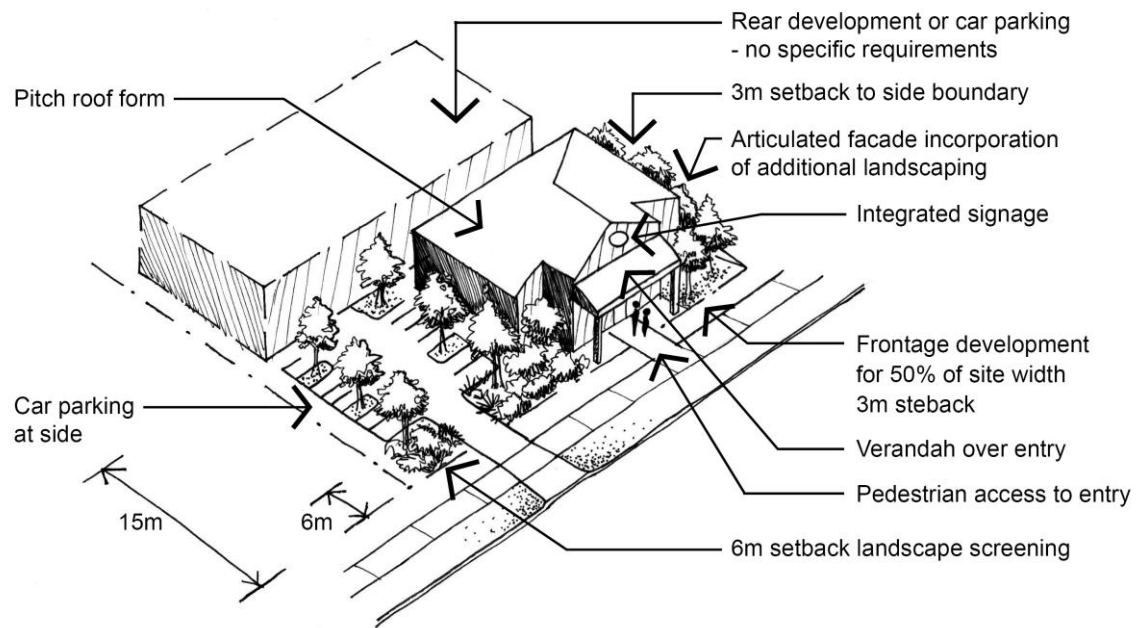


**Figure 7.2.16A**      **Landsborough local plan elements**

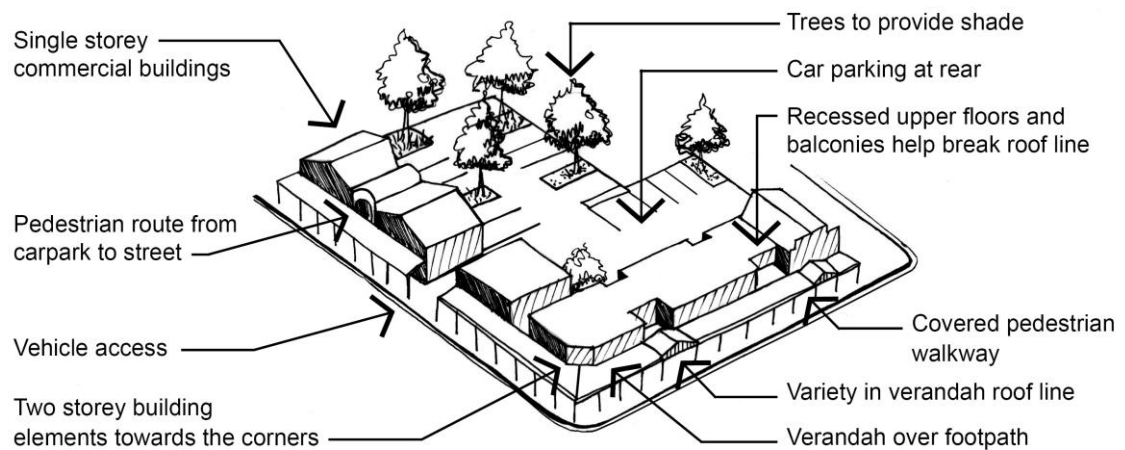
<Figure to be inserted>



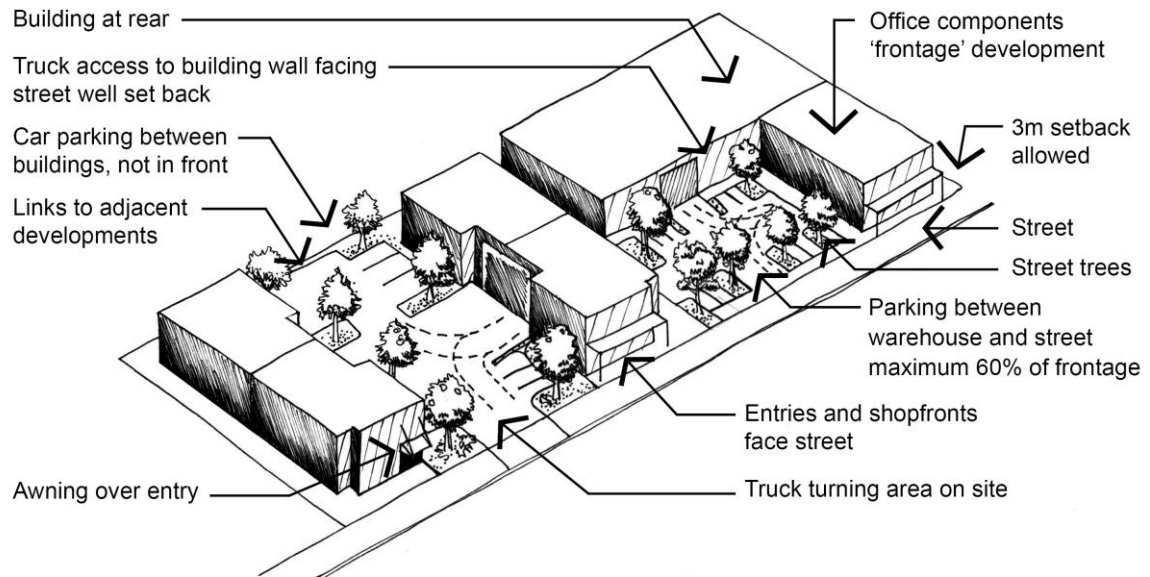
**Figure 7.2.16B Design principles for development fronting the northern side of Caloundra Street**



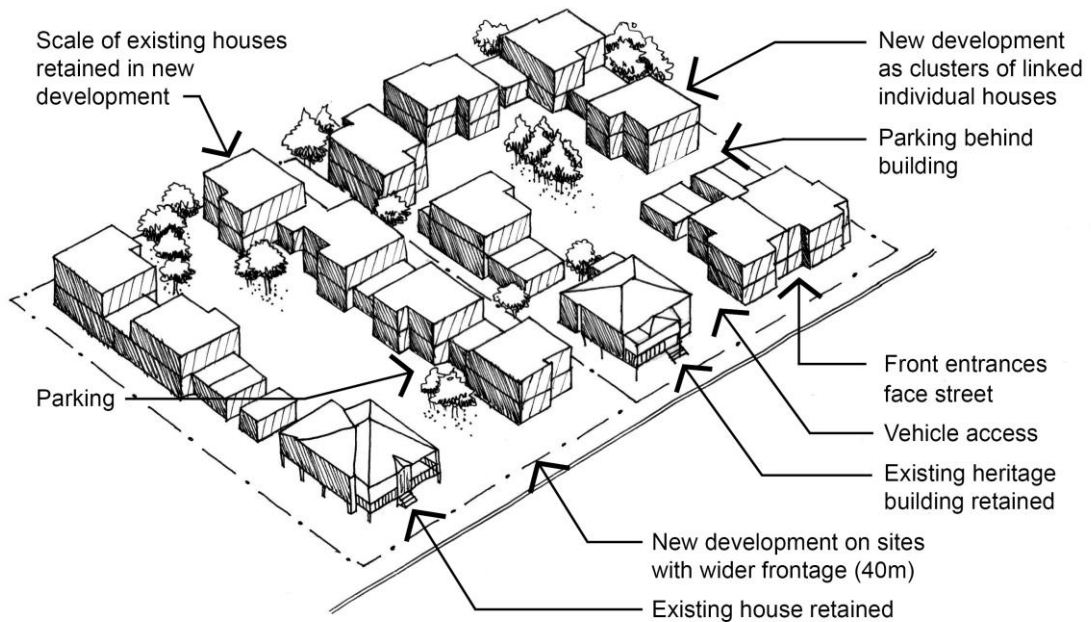
**Figure 7.2.16C Design principles for development in Landsborough's Local centre zone**



**Figure 7.2.16D Design principles for development in Landsborough's Medium impact industry zone**



**Figure 7.2.16E Design principles for development in Landsborough's Medium density residential zone**





## 7.2.17 Maleny local plan code

### 7.2.17.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Maleny local plan area as shown on Map ZM39 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Maleny local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.17.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.17.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.17A (Maleny local plan elements)**.

### 7.2.17.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Maleny local plan code.

*The Maleny local plan area is located in the south western part of the Sunshine Coast on the Maleny Plateau, which forms part of the Blackall Range. The local plan area includes Maleny's town centre and surrounding urban and rural residential areas. The local plan area has a land area of approximately 860 hectares.*

*The local plan area is characterised by variable topography with the northern parts having moderate to steep slopes. Obi Obi Creek, which flows to Lake Baroon, traverses the local plan area and is subject to periodic flooding. The local plan area has largely been cleared of native vegetation for urban and rural purposes. Isolated pockets of remnant vegetation remain, predominantly along Obi Obi Creek.*

*Maleny is an attractive rural town providing important district level business, community, social, and recreational facilities to service the needs of its resident population as well as the needs of surrounding rural communities and visitors to the area. Maleny is characterised by its rural setting, traditional streetscape and wide range of dining, cultural and artistic experiences, which make the town a popular destination for visitors to the region.*

*A small scale industrial area located off Lawyer Street complements the business centre and accommodates a limited range of low impact and local service industries.*

*The local plan area includes a range of community facilities and sport and recreation areas including a State primary school, State high school, public hospital, showgrounds, public library, emergency services and community halls. The Maleny Community Precinct located to the east of the business centre and north of Obi Obi Creek, which is being progressively developed in accordance with a master plan, will further diversify the range of community, sport and recreation and open space facilities in the local plan area including a golf course, aquatic centre, sports fields, open space and ecological parkland.*

*Existing urban residential development in the local plan area is characterised by predominantly low density housing surrounding the town centre, with some medium density housing immediately to the north of the centre. The local plan area also contains two large rural residential areas located to the south and north-east of the town centre.*

*The principal road link extending through the local plan area is via Maple Street, Beech Street and Macadamia Drive which connect Landsborough-Maleny Road to Maleny-Kenilworth Road. Public transport in the local plan area is currently limited; however, improvements are being made to further service the area.*

*Urban zoned land within the local plan area is connected, or has the ability to be connecte to reticulated water and sewerage.*

### 7.2.17.3 Purpose and overall outcomes

- (1) The purpose of the Maleny local plan code is to provide locally relevant planning provisions for the assessment of development within the Maleny local plan area.
- (2) The purpose of the Maleny local plan code will be achieved through the following overall outcomes:-
  - (a) Maleny remains a moderate-sized rural town with a distinct heritage character, primarily servicing the needs of surrounding urban, rural residential and rural communities in the southern Sunshine Coast hinterland west of the Blackall Range escarpment.
  - (b) Urban and rural residential development within the Maleny local plan area is limited to land within the urban and rural residential growth management boundaries respectively so as to protect and reinforce the identity of Maleny, provide for the efficient provision of *infrastructure* and services, avoid constrained land and protect the landscape values and productivity of surrounding rural lands.
  - (c) Development retains the key built form, *streetscape*, landscape character and natural environment elements that contribute to the setting, character and identity of Maleny as a rural town with a strong sense of place and associations with the past.
  - (d) Development provides for the retail and commercial functions of Maleny Town Centre to expand and be enhanced. Development in the District centre zone supports the role and function of Maleny as a district activity centre meeting the needs of the local community and surrounding rural and rural residential areas along with the needs of tourists and travellers. The town centre remains compact, with any further development or expansion of business uses contained to land included within the District centre zone. Mixed uses and uses which enhance the rural town character and rural service centre role of the town are encouraged.
  - (e) Retail and commercial uses which rely predominantly on pedestrian trade are located on land adjoining Maple Street. A mix of other business, community, residential and recreational uses are located within the District centre zone on land adjoining Coral Street and Bicentenary Lane. No new large floor plate retail uses are intended to be established in the Maleny Town Centre.
  - (f) Development in the Low impact industry zone provides for minor expansion of the existing Lawyer Street industry area to accommodate the towns's immediate industry needs, such as small scale low-impact and service industries. This area provides a low key but high quality industrial area with an attractive street front address. The interface to adjacent land included in the Low density residential zone is sensitively treated to ensure impacts on existing and future residential development are mitigated.
  - (g) Development in the Low density residential zone protects and is sympathetic to the traditional rural town character and identity of Maleny typified by low rise detached housing on relatively large lots. Building form reflects the traditional Queensland style through the use of timber, pitched roofs, verandahs and subdued colour schemes. Development in the zone provides an interconnected network of roads, pedestrian and cycle paths and open space and buffering to surrounding rural lands. Reconfiguring a lot in Precinct MAL LPP-2 (Maleny West) provides a transition between the township and rural lands through larger lots than the minimum lot size specified for the Low density residential zone in other parts of the local plan area.
  - (h) Development in the Medium density residential zone is of a scale, density and design which is complementary to a rural town setting and sensitively responds to site constraints. Further development on the Erowal aged care facility site provides for a range of *retirement facilities* with a building form and design compatible with the semi-rural setting and character of the area.
  - (i) Reconfiguring a lot in the Rural residential zone maintains the rural living character of the zone with an interconnected network of roads, pedestrian and cycle paths and open space and buffering to surrounding rural lands. Minimum lot sizes are consistent with the prevailing subdivision pattern in the area, sensitively respond to site constraints and provide for the satisfactory on-site treatment and disposal of effluent.
  - (j) The Maleny Community Precinct (Precinct MAL LPP-1) is progressively developed in accordance with the adopted Maleny Community Precinct Master Plan and allocated land use zones, as an integrated area of open space comprising parkland, sport and recreation facilities, community facilities and land for environmental protection and rehabilitation

purposes. Limited and sensitively designed residential development occurs in the Maleny Community Precinct to support and complement the provision of community facilities and open space assets on the *site*.

- (k) Development in the local plan area is supported by a network of interconnected open space to meet the needs of the local community and facilitates safe and convenient pedestrian and cycle connections between and around key destinations and facilities within the local plan area.
- (l) Development provides for retention and enhancement of riparian *vegetation* along Obi Obi Creek, Walkers Creek and other *waterways* that traverse the local plan area.
- (m) Development provides for required improvements to the local road network including new road links to improve local connectivity and intersection upgrades.

#### 7.2.17.4 Performance outcomes and acceptable outcomes

**Table 7.2.17.4.1 Performance outcomes and acceptable outcomes for assessable development**

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Maleny Local Plan Area Generally (All Zones)</i>			
PO1	Development is consistent with and reflects and enhances the traditional rural town character of Maleny in terms of scale, siting, form, composition and use of materials.	AO1.1	Development provides for the retention and/or adaptive re-use, with limited modification, of buildings which have cultural heritage significance.  Editor's Note—Section 8.2.9 (Heritage and character areas overlay code) sets out requirements for development on heritage places and in character areas.
		AO1.2	Buildings and structures incorporate traditional external building materials, such as timber cladding and corrugated iron roofs.
		AO1.3	For residential, business and community activities, roof forms are simple, traditional Queensland-style roof designs including gable, hip, pitched or multiple gable roof forms.
		AO1.4	Development with <i>frontage</i> to Maple Street, Bunya Street, Miva Street, Tulip Street, Coral Street and Beech Street maintains the traditional character evident in both the District centre zone and surrounding residential areas.
PO2	Development provides for the retention and enhancement of key landscape elements including historical landmarks, significant views and vistas, existing character trees and areas of significant <i>vegetation</i> contributing to the setting, character and sense of place of Maleny.	AO2.1	Development provides for the retention of old stone retaining walls, historical landmarks, memorials and monuments.
		AO2.2	Development protects and emphasises, and does not intrude upon, important views to surrounding rural and natural areas identified on <b>Figure 7.2.17A (Maleny local plan elements)</b> .
		AO2.3	Development provides for the retention and enhancement of existing mature trees and character <i>vegetation</i> contributing to the setting and character of Maleny including:- (a) riparian <i>vegetation</i> along Obi Obi Creek and Walkers Creek; (b) Porter's wood; and

Performance Outcomes		Acceptable Outcomes	
			<p>(c) other character <i>vegetation</i> identified on <b>Figure 7.2.17A (Maleny local plan elements)</b>.</p> <p>Note—in some circumstances, the eradication of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.</p>
<b>PO3</b>	Development contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways to enhance the rural town character of, and sense of entry and arrival to, Maleny.	<b>AO3.1</b>	Development adjacent to the primary streetscape treatment area or an identified gateway/entry point identified on <b>Figure 7.2.17A (Maleny local plan elements)</b> incorporates architectural and landscape treatments and other design elements which enhance the sense of entry and arrival to, and rural town character of, Maleny, and emphasise corner locations.
		<b>AO3.2</b>	<p>Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.</p> <p>Note—<b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.</p> <p>Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.</p> <p>Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required.</p>
<b>PO4</b>	Development provides through block pedestrian linkages which:- (a) are located to reflect the desire lines of pedestrian movement between major points of attraction and public spaces; (b) provide a safe alternative to the street based pedestrian and cycle movement network; and (c) provide a comfortable pedestrian environment in terms of access, width, shelter, materials and function.	<b>AO4</b>	Development provides safe, comfortable and attractive through block pedestrian linkages where identified on <b>Figure 7.2.17A (Maleny local plan elements)</b> .
<b>PO5</b>	Development improves local connectivity by providing for required improvements to the local road network including new road links and intersection upgrades as identified on <b>Figure 7.2.17A (Maleny local plan elements)</b> .	<b>AO5</b>	No acceptable outcome provided.
<b>PO6</b>	Development in the Maleny local plan area contributes to a network of linked open space.	<b>AO6</b>	Development provides for an interconnected open space system that links with a series of linear parks along Obi Obi Creek and Walkers Creek.
<b>PO7</b>	Development on land with frontage to Obi Obi Creek and Walkers Creek, or on land otherwise identified as a local ecological linkage on <b>Figure 7.2.17A (Maleny local plan elements)</b> ,	<b>AO7</b>	<p>No acceptable outcome provided.</p> <p>Editor's Note—<b>Section 8.2.3 (Biodiversity, waterways and wetlands overlay code)</b> sets out requirements for the provision of ecological linkages.</p>

Performance Outcomes		Acceptable Outcomes	
	facilitates the provision of the local ecological linkage.		
<b>PO8</b>	Development for a <i>food and drink outlet</i> does not:- (a) provide for the establishment of a <i>high volume convenience restaurant</i> ; or (b) incorporate a <i>drive-through facility</i> .	<b>AO8</b>	No acceptable outcome provided.
<b>Development in the District Centre Zone</b>			
<b>PO9</b>	Development in the District centre zone:- (a) complements the traditional built form and <i>streetscape</i> character of Maleny's town centre; (b) reinforces the rural town, main street character of Maple Street; (c) addresses the street; (d) creates vibrant and active streets and public spaces; (e) uses traditional building materials; (f) limits and rationalises direct vehicle access from Maple Street and Bunya Street and provides integrated and functional parking arrangements that do not dominate the street; and (g) enhances pedestrian comfort and connectivity within the town centre.	<b>AO9.1</b>	Development in the District centre zone:- (a) provides <i>primary active street frontages</i> , built to the front boundary, where identified on <b>Figure 7.2.17A (Maleny local plan elements)</b> ; (b) respects the layout, scale (including height and <i>setback</i> ) and character of existing buildings; (c) provides for a mixture of original lowset timber framed buildings and compatible new buildings; (d) has simple, traditional Queensland style roof designs, such as hipped or gabled, and parapets facing the street; (e) has building openings overlooking the street, with the main entrance visually emphasised in the centre of the ground floor facade; (f) provides detailing and articulation for horizontal emphasis including awnings, parapet walls and first floor balconies; (g) uses understated colour schemes and low-reflective roofing and cladding materials; (h) ensures that signage is integrated with the building; (i) provides mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside; (j) includes the provision of landscaping, shaded seating, public art and consistent and simple paving materials on footpaths; (k) provides for vehicle access to be via streets other than Maple or Bunya Streets; and (l) provides for on-site car parking to be located at the rear or to one side of the development.
		<b>AO9.2</b>	In addition to acceptable outcome AO9.1 above, development in that part of the District centre zone fronting Maple Street:- (a) provides building facades which, on the northern side of Maple Street, occupy a minimum of 60% of the width of the <i>site</i> and, on the southern side of Maple Street, occupy a minimum of 80% of the width of the <i>site</i> ; (b) provides continuous pedestrian weather protection over the street

Performance Outcomes		Acceptable Outcomes	
			<ul style="list-style-type: none"> <li>(c) which key into adjoining awnings; incorporates other elements of traditional main street design including verandah posts that are decorative and non-load bearing, cut-out facades, exposed gables, dormer windows and timber joinery;</li> <li>(d) provides for pedestrian linkages between Maple Street and Bicentenary and Willow Lanes; and</li> <li>(e) is a mainly single storey facade.</li> </ul>
<b>PO10</b>	Development does not provide for the establishment of any additional large floor plate retail uses.	<b>AO10</b>	No acceptable outcome provided.
<b>Development in the Low Impact Industry Zone</b>			
<b>PO11</b>	<p>Development in the Low impact industry zone provides:-</p> <ul style="list-style-type: none"> <li>(a) attractive buildings which are sympathetic to Maleny's rural town character and identity;</li> <li>(b) safe and efficient access to the local road network;</li> <li>(c) acoustic attenuation and visual buffering to adjacent land zoned for residential purposes; and</li> <li>(d) stormwater drainage that protects the water quality of Obi Obi Creek and Baroon Pocket Dam.</li> </ul>	<b>AO11</b>	<p>The layout and design of industrial development in the Low impact industry zone provides:-</p> <ul style="list-style-type: none"> <li>(a) buildings with an attractive streetfront address and muted colour schemes reflecting predominantly natural and earthy tones;</li> <li>(b) safe and efficient vehicle access from Lawyer Street and Cudgerie Street;</li> <li>(c) densely landscaped screening and acoustic attenuation measures to adjacent existing and future residential areas included in the Low density residential zone; and</li> <li>(d) a total site stormwater management solution which protects the water quality of Obi Obi Creek and Baroon Pocket Dam.</li> </ul>
<b>Development in the Low Density Residential Zone</b>			
<b>PO12</b>	<p>Reconfiguring a lot in the Low density residential zone:-</p> <ul style="list-style-type: none"> <li>(a) provides for lot sizes and a configuration of lots that is sympathetic to the rural town character and identity of Maleny;</li> <li>(b) is designed to sensitively respond to site characteristics and avoids significant scarring of the landscape;</li> <li>(c) provides for an interconnected system of local roads, pedestrian, cycle and open space links with adjoining land;</li> <li>(d) provides a transition of development intensity between the town and adjacent rural areas; and</li> <li>(e) includes adequate provision for open space, future road requirements and effective stormwater drainage.</li> </ul>	<p><b>AO12.1</b></p> <p>Reconfiguring a lot in the Low density residential zone has a minimum lot size of:-</p> <ul style="list-style-type: none"> <li>(a) 700m<sup>2</sup> where located in Precinct MAL LPP-1 (Maleny Community Precinct);</li> <li>(b) 1,200m<sup>2</sup> where located in Precinct MAL LPP-2 (Maleny West); and</li> <li>(c) 800m<sup>2</sup> elsewhere in the local plan area.</li> </ul> <p><b>AO12.2</b></p> <p>Reconfiguring a lot in the Low density residential zone:-</p> <ul style="list-style-type: none"> <li>(a) provides for a subdivision layout which minimises the extent of cut and fill required to accommodate new lots and roads;</li> <li>(b) incorporates an interconnected internal road system that limits and rationalises the number of access points to the existing road network;</li> <li>(c) for the area west of Bunya Street, does not provide vehicle access from Cudgerie Street;</li> <li>(d) where fronting Beech Street, gains access from Cedar Street rather than from Beech Street;</li> <li>(e) contributes to the upgrading of intersections identified on <b>Figure 7.2.17A (Maleny local plan</b></li> </ul>	

Performance Outcomes		Acceptable Outcomes	
		AO12.3	<p><b>elements);</b></p> <p>(f) provides an interconnected <i>park</i> system, including a linear <i>park</i> incorporating Obi Obi Creek and its <i>floodplain</i>; and</p> <p>(g) provides a total site stormwater network solution to appropriately treat runoff prior to its discharge to Obi Obi Creek and tributaries.</p> <p>For that part of the Low density residential zone within and adjacent to Precinct MAL LPP-1 (Maleny Community Precinct), reconfiguring a lot provides for east-west interconnection of road, pedestrian, cycle and open space networks.</p>
Development in the Medium Density Residential Zone Generally			
PO13	<p>Development in the Medium density residential zone:-</p> <p>(a) provides for the establishment of a range of medium density housing compatible with a rural town setting;</p> <p>(b) is sympathetic to the rural town character and identity of Maleny;</p> <p>(c) is of a domestic scale and density that is compatible with surrounding development and complements the traditional built form and <i>streetscape</i> of Maleny's older residential areas;</p> <p>(d) provides for building form that reflects the traditional Queensland style;</p> <p>(e) provides for generous open space to be maintained between buildings to preserve a predominantly open feel;</p> <p>(f) is designed to sensitively respond to site characteristics and avoids significant scarring of the landscape; and</p> <p>(g) provides for on-site parking to be located and designed such that it does not dominate the <i>streetscape</i>.</p>	AO13.1	<p>Development in the Medium density residential zone:-</p> <p>(a) provides accommodation in small, separate buildings, rather than in large, single, bulky buildings;</p> <p>(b) sensitively responds to topography and site characteristics, where buildings are pole and frame construction designed to step with the contours of the land, rather than slab on ground;</p> <p>(c) provides dense landscaping which reduces the visual impact of buildings and site works from other parts of the local plan area;</p> <p>(d) reflects the traditional Queensland designs evident in Maleny, by using elements such as pitched roof forms with eaves, verandahs, prominent entry treatments and window hoods; and</p> <p>(e) provides car parking areas at the rear of and/or between buildings. Car parking areas are broken up and do not dominate the <i>streetscape</i>.</p>
		AO13.2	<p>Development does not exceed a site density of 20 <i>equivalent dwellings</i> per hectare.</p>
PO14	<p>Development in the Medium density residential zone:-</p> <p>(a) provides safe and efficient access to the existing road network;</p> <p>(b) provides interconnecting road, pedestrian, cycle and open space networks; and</p> <p>(c) contributes to the upgrading of the existing road network.</p>	AO14.1	<p>Development in the Medium density residential zone:-</p> <p>(a) limits and rationalises the number of access points to the existing road network;</p> <p>(b) provides for access from Miva or Tulip Streets, rather than direct access from Myrtle Street (Maleny–Stanley River Road); and</p> <p>(c) contributes to the upgrading of intersections identified on <b>Figure 7.2.17A (Maleny local plan elements)</b>.</p>
		AO14.2	<p>For that part of the Medium density residential zone within and adjacent to the Precinct MAL LPP-1 (Maleny Community Precinct), reconfiguring a lot provides for east-west interconnection of road,</p>

Performance Outcomes		Acceptable Outcomes	
			pedestrian, cycle and open space networks.
<b>Development in the Medium Density Residential Zone (Erowal Aged Care Facility)</b>			
<b>PO15</b>	Development on the Erowal aged care facility site (Lot 2 on SP115563):- (a) provides for a range of <i>retirement facilities</i> and <i>residential care facilities</i> ; (b) maintains the low-rise form of development currently present on the <i>site</i> ; (c) is compatible with the semi-rural character of the area; and (d) is designed and landscaped to minimise the visual impact of development as viewed from Landsborough-Maleny Road.	<b>AO15</b>	No acceptable outcome provided.
<b>Reconfiguring a Lot in the Rural Residential Zone</b>			
<b>PO16</b>	Reconfiguring a lot in the Rural residential zone:- (a) is designed to sensitively respond to site characteristics and avoids significant scarring of the landscape; (b) provides for an interconnected system of local roads, pedestrian and cycle links and upgrading of the existing road network; (c) does not adversely impact on Obi Obi Creek, Walkers Creek and tributaries; and (d) includes provision for interconnected open space and effective stormwater drainage.	<b>AO16</b>	Reconfiguring a lot in the Rural residential zone:- (a) provides for a subdivision layout which minimises the extent of cut and fill required to accommodate new lots and roads; (b) subject to (c) immediately below, incorporates an interconnected internal road system (rather than a series of cul-de-sacs) and intersection upgrades where identified on <b>Figure 7.2.17A (Maleny local plan elements)</b> ; (c) in Precinct MAL LPP-3 (Walkers Creek), road connections between Treehaven Way and Avocado Lane are limited to emergency vehicle access only, where identified on <b>Figure 7.2.17A (Maleny local plan elements)</b> ; (d) provides for appropriate pedestrian and cycleway links; (e) provides an interconnected open space system including a linear <i>park</i> incorporating Obi Obi Creek, Walkers Creek and associated <i>floodplains</i> ; (f) in Precinct MAL LPP-3 (Walkers Creek), provides an open space <i>buffer</i> to Walkers Creek, with a minimum width of 100 metres or to the <i>defined flood event</i> (whichever provides the greater width); and (g) provides a total site stormwater drainage system, draining towards a treatment area prior to its discharge to a watercourse.
<b>PO17</b>	Reconfiguring a lot within the Rural residential zone provides for lot sizes and a configuration of lots that:- (a) is sympathetic to the prevailing rural residential character of the area in which it is located; (b) sensitively responds to site constraints; and (c) provides for the safe and effective treatment and disposal of effluent on-site.	<b>AO17</b>	Reconfiguring a lot in the Rural residential zone has a minimum lot size of:- (a) 1,500m <sup>2</sup> where located in Precinct MAL LPP-1 (Maleny Community Precinct) and having <i>frontage</i> to North Maleny Road; (b) 5,000m <sup>2</sup> where located in Precinct MAL LPP-3 (Walkers Creek); and (c) 5,000m <sup>2</sup> where located in Precinct MAL LPP-4 (Maleny North).



Performance Outcomes		Acceptable Outcomes	
Development in Precinct MAL LPP-1 (Maleny Community Precinct)			
<b>PO18</b>	Development in Precinct MAL LPP-1, (Maleny Community Precinct) identified on <b>Maleny Local Plan Precinct Map LPM39</b> provides for the following:- <ul style="list-style-type: none"> <li>(a) extensive areas of passive open space in the form of parks and gardens;</li> <li>(b) land for environmental open space for ecological protection and rehabilitation purposes, primarily focused along Obi Obi Creek and associated watercourses and <i>wetland</i> areas;</li> <li>(c) areas for active sport and recreation facilities, including a community golf course and sporting fields;</li> <li>(d) a range of community facilities, including an aquatic centre, environmental education centre, land care nursery and community hall;</li> <li>(e) a small cultural and heritage precinct centred around the heritage-listed Pattermore House;</li> <li>(f) limited residential development which is sensitively sited and designed to be compatible with its location and setting within the Maleny Community Precinct; and</li> <li>(g) enhanced public access to the <i>site</i> via an extensive multi-use trail network and provision of appropriate vehicle connections.</li> </ul>	<b>AO18</b>	No acceptable outcome provided.



**Figure 7.2.17A Maleny local plan elements**

<Figure to be inserted>



## 7.2.18 Maroochy North Shore local plan code

### 7.2.18.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Maroochy North Shore local plan area as shown on Map ZM21 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Maroochy North Shore local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.18.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.18.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.18A (Maroochy North Shore local plan elements)**.

### 7.2.18.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Maroochy North Shore local plan code.

*The Maroochy North Shore local plan area is situated in the central eastern part of the Sunshine Coast, east of the Sunshine Motorway, north of the Maroochy River and to the south of Mount Coolum. It includes the established communities of Mudjimba, Pacific Paradise, North and South Maroocha, Town of Seaside and Twin Waters, the Sunshine Coast Airport, Airport Industrial Park, as well as a number of tourist resorts at Twin Waters and Maroocha. The local plan area has a land area of approximately 1,785 hectares.*

*The significant environmental values of the Maroochy North Shore local plan area, being the Maroochy River Conservation Park, Mount Coolum National Park, the Maroochy River foreshore, wetlands and waterways (including declared fish habitat areas) and the beach dunal system and foreshore areas provide a natural and scenic setting for residential and tourist development within the local plan area. The local plan area is located on a low sand dune system and coastal floodplain within the Maroochy River catchment. As a result, most of the area is relatively flat and close to sea level.*

*The Sunshine Coast Airport, located centrally within the local plan area, is a regionally significant facility and “gateway” to the Sunshine Coast’s attractions. It is recognised within the SEQ Regional Plan 2009 - 2031 as a specialist activity centre and aviation and aerospace enterprise opportunity area. The Airport is intended to expand with the construction of a new runway to facilitate new international routes and additional airport related commercial and industry activities to support the growing economy of the Sunshine Coast.*

*The local plan area includes the Pacific Paradise shopping centre, located at the intersection of David Low Way and Mudjimba Beach Road, and a number of smaller neighbourhood centres at Maroocha, Mudjimba, Twin Waters, Town of Seaside and Pacific Paradise, which provide convenience goods and services and a community focus for local residents and tourists.*

*The residential communities within the local plan area consist predominantly of dwelling houses with pockets of medium to high density residential development mainly around the business centres at Maroocha, Pacific Paradise, Twin Waters, Mudjimba Beach and Town of Seaside. The existing residential communities of Mudjimba Beach, Pacific Paradise and North and South Maroocha have a coastal village character being located alongside the foreshore.*

*A number of community, sport and recreational facilities are also located within the local plan area including the Mudjimba Community Hall, North Shore Community Centre, Twin Waters Golf Club, the North Shore Multi Sports Complex, Apex Camp, Mudjimba Beach Holiday Park and Pacific Paradise State School.*

*The Sunshine Motorway, North Shore Connection Road, Suncoast Boulevard and David Low Way are major road links within the local plan area.*

Urban zoned land within the local plan area is connected, or has the ability to be connected, to reticulated water and sewerage.

The existing and future airport operations, significant environmental areas and the drainage characteristics of the local plan area impose significant constraints on new urban development within the local plan area.

### 7.2.18.3 Purpose and overall outcomes

- (1) The purpose of the Maroochy North Shore local plan code is to provide locally relevant planning provisions for the assessment of development within the Maroochy North Shore local plan area.
- (2) The purpose of the Maroochy North Shore local plan code will be achieved through the following overall outcomes:-
  - (a) The Maroochy North Shore local plan area is to remain a predominantly low density coastal urban area comprising a number of beachside residential communities and the Sunshine Coast Airport as well as significant tourist and sport and recreation facilities.
  - (b) Urban development within the Maroochy North Shore local plan area is limited to land within the urban growth management boundary so as to protect environmental areas and landscape values, avoid further urban development on heavily constrained land, particularly low lying and flood prone land, and provide for the efficient provision of *infrastructure* and services. Whilst some limited consolidation is expected within allocated zones, further significant residential development is not supported in the local plan area due to flooding and environmental constraints.
  - (c) Development within the local plan area protects the primary function of the Sunshine Coast Airport as a major airport and aviation precinct and provides for its expansion over time.
  - (d) Development within the Sunshine Coast Airport (Precinct MNS LPP-1) provides for the establishment of a range of uses and activities that are compatible with the primary function of the airport including aviation related business and industrial uses. Development at the Sunshine Coast Airport does not compromise the *Sunshine Coast activity centre network*<sup>1</sup>.
  - (e) Development and land use in the vicinity of the Sunshine Coast Airport is compatible with the Airport's existing and potential future operations, such that airport operations will not be affected and land use conflicts are minimised.
  - (f) Development is designed and sited in recognition of the constraints presented by the existing and potential airport operations, local flooding and drainage constraints and significant environmental areas, including the beaches, foreshore, *waterways* and *wetlands*.
  - (g) Development retains key landscape character and natural environment elements and protects significant views contributing to the character and landscape setting of the local plan area, including those to and from Mount Coolum, particularly from the David Low Way and Sunshine Motorway.
  - (h) Development in the Local centre zone at Pacific Paradise supports the role and function of the centre as a local (full service) activity centre providing a business and community focus for the local plan area. Development contributes to a low-scale, compact centre with a village character which provides an attractive interface and gateway to David Low Way and other local roads through high quality building design and the provision of landscape treatments, active *frontages* and off street car parking.
  - (i) Other smaller business centres at Mudjimba, North and South Marcoola and Twin Waters continue to function as local (not full service) activity centres providing a basic level of convenience goods and services to nearby residents. Local centres remain compact, with any expansion and enhancement limited to land included within the Local centre zone. No new business centres are established within the Maroochy North Shore local plan area.
  - (j) Development in the Low density residential zone, Medium density residential zone and Local centre zone is designed to protect and reinforce the low key coastal village character of the established residential communities within the local plan area.

<sup>1</sup> Editor's Note—the *Sunshine Coast activity centre network* is described in **Table SC1.2.3 of Schedule 1 (Definitions)**.

- (k) The Town of Seaside (Precinct MNS LPP-2) continues to be developed as an integrated residential community based on “new urbanism” principles. Development contributes to the establishment of a walkable integrated residential community providing a mix of dwelling types, supported by limited small scale local convenience shopping and local business uses. Development reflects the distinct architectural features and landscape design of existing development within the precinct.
- (l) Development in the Tourist accommodation zone at Marcoola (Precinct MNS LPP-3 (Marcoola Tourist Accommodation)), located along David Low Way, remains a focus for visitor accommodation and *ancillary* uses. Development is designed to respond to local climatic conditions and airport noise, enhance facilities and pedestrian connectivity to the beach and foreshore, provide an attractive presentation to David Low Way and conserve the frontal dune system and remaining coastal heath vegetation communities.
- (m) Development provides for the Twin Waters Resort to be protected as a significant tourist facility. Development on this *site* respects the environmental and landscape values of the area and maintains the existing configuration of low scale, small clusters of buildings set within extensive parklands and naturally vegetated areas.
- (n) Development provides for the Twin Waters golf course to be preserved as an important sport and recreation facility and valuable area of private open space contributing to the character and identity of the local plan area.
- (o) Development retains identified sites in the Medium density residential zone for retirement facilities in order to preserve these sites for such uses in the future.
- (p) Development in the Medium impact industry zone provides for a range of low to medium impact industrial uses that complement the existing and future operations of the Sunshine Coast Airport and service the local area. Development provides an attractive interface to major transport routes and the Sunshine Coast Airport.
- (q) Development is supported by a network of open space to meet the needs of the local community and facilitates safe and convenient pedestrian and cycle connections between and around key destinations within the local plan area.

#### 7.2.18.4 Performance outcomes and acceptable outcomes

**Table 7.2.18.4.1 Performance outcomes and acceptable outcomes for assessable development**

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Maroochy North Shore Local Plan Area Generally (All Zones)</i>			
PO1	Development provides for buildings, structures and landscaping that are consistent with and reflect the low key beachside character of the Maroochy North Shore local plan area in terms of form, composition and use of materials.	AO1.1	Development for a residential, business or community activity provides for building design which incorporates the following features:- (a) a mix of lightweight and textured external building materials, including timber finishes or masonry construction with variation provided in texture and detailing; (b) articulated, pitched, skillion or curved roof forms; (c) open or transparent balustrades; and (d) landscaping integrated into the building design.
		AO1.2	Development uses understated colour schemes and low-reflective roofing and cladding materials.
		AO1.3	Development provides for existing mature trees and stands of melaleuca and wallum heath to be retained and incorporated into the design of

Performance Outcomes		Acceptable Outcomes	
			development.
<b>PO2</b>	Development contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways to reflect and enhance the sense of entry to, and the beachside character of, the Maroochy North Shore local plan area.	<b>AO2.1</b>	Development adjacent to an identified primary streetscape treatment area or gateway/entry point identified on <b>Figure 7.2.18A (Maroochy North Shore local plan elements)</b> :- (a) incorporates architectural and landscape treatments which enhance the sense of arrival to, and the beachside character of, the local plan area, and emphasise corner locations; and (b) incorporates building materials such as varied roof forms, changes in materials and variations in projected and recessed elements and facades.
		<b>AO2.2</b>	Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.  Note— <b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.  Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.  Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required.
<b>PO3</b>	Development provides for the retention and enhancement of key landscape elements including significant views and vistas to and from Mount Coolum from the David Low Way and Sunshine Motorway, existing character trees, <i>wetlands</i> and other areas of significant <i>vegetation</i> including melaleuca and wallum heath contributing to the setting, character and sense of place of the Maroochy North Shore local plan area.	<b>AO3.1</b>	Development protects and emphasises, and does not intrude upon, the important sightlines and views to and from Mount Coolum, particularly from David Low Way and the Sunshine Motorway identified on <b>Figure 7.2.18A (Maroochy North Shore local plan elements)</b> .
		<b>AO3.2</b>	Development provides for the retention and enhancement of existing mature trees, stands of melaleuca and wallum heath.
<b>PO4</b>	The major open space links and scenic qualities offered by Mount Coolum National Park, the foreshore park and reserve system along the coastline, the Maroochy River Conservation Park and <i>wetland</i> areas and remnant <i>vegetation</i> along the Maroochy River are protected and enhanced.	<b>AO4.1</b>	Development protects and enhances the greenspace link along the coastal foreshore where identified on the <b>Figure 7.2.18A (Maroochy North Shore local plan elements)</b> .
		<b>AO4.2</b>	Development provides for the retention and enhancement of wallum heath, <i>wetland</i> areas and other native <i>vegetation</i> including adjacent to the foreshore, and the Maroochy River.
<b>PO5</b>	Development provides for the Twin Waters Golf Course to be retained as an important sport and recreation facility and open space area contributing to the character and identity of the local plan area.	<b>AO5</b>	No acceptable outcome provided.
<b>PO6</b>	Development on land with frontage to the Maroochy River facilitates the	<b>AO6</b>	No acceptable outcome provided.



Performance Outcomes		Acceptable Outcomes	
	provision of a local ecological linkage as identified on <b>Figure 7.2.18A (Maroochy North Shore local plan elements)</b> .		Editor's note— <b>Section 8.2.3 (Biodiversity, waterways and wetlands overlay code)</b> sets out requirements for the provision of ecological linkages.
<b>PO7</b>	Development in the local plan area is sited and designed in a manner which is responsive to local flooding and drainage constraints.	<b>AO7</b>	No acceptable outcome provided.  Editor's note— <b>Section 8.2.7 (Flood hazard overlay code)</b> sets out requirements for development on flood prone land.
<b>PO8</b>	Development in the local plan area does not compromise the current or potential future role of the Sunshine Coast Airport or adversely impact on the existing or future operational needs of the Airport.	<b>AO8</b>	No acceptable outcome provided.
<b>Development in the Community Facilities Zone in Precinct MNS LPP-1 (Sunshine Coast Airport)</b>			
<b>PO9</b>	Development in the Community facilities zone in Precinct MNS LPP-1 (Sunshine Coast Airport) identified on <b>Local Plan Map LPM21:-</b> (a) occurs in an integrated manner in accordance with the approved Sunshine Coast Airport Master Plan; (b) provides for uses and activities which support, and are consistent with, the efficient operation of the Sunshine Coast Airport as an international airport and aviation precinct; (c) is of a nature, scale and intensity that does not compromise the <i>Sunshine Coast activity centre network</i> , with retail activities limited to small scale uses directly serving passengers; (d) incorporates a high standard of urban design and landscaping that creates attractive terminal facilities, buildings, streets and entrance roads that promote a sense of arrival and departure and provide a favourable impression for tourists travelling to and from the airport; (e) provides for airport related business uses and other uses to be co-located to maximise urban efficiency and contribute to an integrated land use outcome; (f) provides a high level of amenity and effectively manages the potential for land use conflict with existing and likely future surrounding development; and (g) encourages public transport accessibility and use.	<b>AO9</b>	No acceptable outcome provided.
<b>Development in the Local Centre Zone</b>			
<b>PO10</b>	Development in the Local centre zone supports the role and function of:- (a) the Pacific Paradise Local Centre as a local (full service) activity centre providing a range of convenience goods and services to local residents and visitors; and	<b>AO10</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	(b) other local centres as local (not full service) activity centres providing basic convenience goods and services.		
<b>PO11</b>	Development in the Local centre zone:- (a) is sympathetic to the coastal village character of the local plan area; (b) contributes to the creation of a contemporary coastal built form and <i>streetscape</i> ; (c) creates vibrant and active streets and public spaces; and (d) provides continuous weather protection for pedestrians.	<b>AO11</b>	Development in the Local centre zone:- (a) provides for large floor plate retail uses such as <i>supermarkets</i> to be sleeved and located behind smaller scale, fine grain built form elements; (b) provides <i>primary active street frontages</i> , built to boundary, where identified on <b>Figure 7.2.18A (Maroochy North Shore local plan elements)</b> ; (c) has building openings overlooking the street; (d) provides all weather protection in the form of continuous awnings and/or light verandah structures with non-load bearing posts over footpath areas with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside; (e) ensures that signage is integrated with buildings; and (f) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths.
<b>PO12</b>	Development in the Local centre zone at Pacific Paradise and South Maroocha achieves a high level of visual amenity and attractive presentation to David Low Way and promotes a gateway experience for visitors.	<b>AO12</b>	No acceptable outcome provided.
<b>PO13</b>	Development in the Local centre zone at Pacific Paradise and Maroocha South provides for off street car parking and vehicular access arrangements which:- (a) avoids direct service vehicle and car park access to David Low Way; and (b) provides for service vehicle and car park areas to occur behind the active street <i>frontage</i> .	<b>AO13</b>	No acceptable outcome provided.
<b>Development in Precinct MNS LPP-2 (Town of Seaside)</b>			
<b>PO14</b>	Development in Precinct MNS LPP-2 (Town of Seaside) identified on <b>Local Plan Map LPM21</b> :- (a) contributes to the establishment of a walkable, integrated residential community; (b) provides for a mix of dwelling types in accordance with relevant master plan and zoning land use allocations; (c) provides for building design which addresses the street, respects the scale and character of surrounding development and reflects the distinct architectural features of existing buildings within the precinct; (d) provides for landscape design consistent with the established	<b>AO14</b>	Development complies with the requirements set out in subdivision permit no. 51480 (as modified by permit no. CCC03/0053) and the endorsed "Urban Code – Toward Community" for the Town of Seaside.

Performance Outcomes		Acceptable Outcomes	
	<p>character of existing development within the precinct;</p> <p>(e) provides for retail and commercial development to be limited to existing nodes and provide for small scale local goods and services only;</p> <p>(f) provides for the maintenance and enhancement of public access to the beach and foreshore;</p> <p>(g) protects the visual amenity of the road network; and</p> <p>(h) provides for the maintenance and enhancement of the environmental and landscape values of the area.</p>		
<b>Development in the Tourist Accommodation Zone (Precinct MNS LPP-3, Marcoola Tourist Accommodation)</b>			
<b>PO15</b>	<p>Development in the Tourist accommodation zone in Precinct MNS LPP-3 (Marcoola Tourist Accommodation) identified on <b>Local Plan Map LPM21</b>:-</p> <p>(a) provides a focus for high density tourist and airport related accommodation and <i>ancillary</i> retail and entertainment/catering uses that contribute to the tourism focus of the precinct and complement the Sunshine Coast Airport;</p> <p>(b) is designed in a manner which responds to local climatic conditions and the beachfront setting;</p> <p>(c) achieves a high level of visual amenity and attractive presentation to David Low Way;</p> <p>(d) provides interesting and diverse public outdoor spaces that extend around and through the Precinct and link the David Low Way to the beach;</p> <p>(e) avoids direct service vehicle and car park access to David Low Way;</p> <p>(f) conserves the frontal dune system from both direct and indirect impacts; and</p> <p>(g) protects the remaining wildflower heathland in the Precinct.</p>	<b>AO15</b>	<p>Development in the Tourist accommodation zone in Precinct MNS LPP-3 (Marcoola Tourist Accommodation):-</p> <p>(a) provides predominantly visitor accommodation with limited small scale business uses including cafes, restaurants and boutique <i>shops</i> located at ground level around appropriately designed entrances and internal spaces;</p> <p>(b) provides for non-residential uses which have a maximum <i>gross leasable floor area</i> of 150m<sup>2</sup>, with such uses to be located on corner sites;</p> <p>(c) incorporates generous verandahs, balconies and terraces;</p> <p>(d) provides for buildings which address the <i>frontages</i> to David Low Way, internal access streets and main pedestrian areas;</p> <p>(e) is designed to create attractive and interesting public spaces including internal courtyards, squares and gardens that extend around and through the Precinct and link David Low Way to the beach;</p> <p>(f) incorporates appropriate ways of sheltering internal spaces from prevailing winds and mitigating aircraft noise;</p> <p>(g) does not gain direct access to David Low Way;</p> <p>(h) incorporates landscaping, comprising native species which reflect the existing character of the coastal dune <i>vegetation</i>;</p> <p>(i) incorporates dense landscaping along the David Low Way <i>frontage</i> of the <i>site</i> to soften building forms and provide an attractive presentation to the street;</p> <p>(j) provides for all buildings, structures and retaining walls, to be set back a minimum of 10 metres from the seaward boundary of the lot; and</p> <p>(k) retains the remaining wildflower heathland.</p>

Performance Outcomes		Acceptable Outcomes	
<b>Development in the Tourist Accommodation Zone (Twin Waters Resort)</b>			
<b>PO16</b>	Development in the Tourist accommodation zone at Twin Waters Resort provides for:- (a) the retention of the <i>site</i> as a significant tourist facility; (b) buildings which are low rise and respect the scale of surrounding development and <i>vegetation</i> ; (c) the protection of significant environmental areas including melaleuca wetlands, coastal heath and other significant <i>vegetation</i> ; (d) building and landscape design which provides for small clusters of buildings set within extensive parklands and naturally vegetated areas; (e) development <i>infrastructure</i> with sufficient capacity to accommodate additional demand; and (f) appropriate address of potential airport noise.	<b>AO16</b>	No acceptable outcome provided.
<b>Development in the Medium Density Residential Zone (Menzies Drive Pacific Paradise)</b>			
<b>PO17</b>	Development in the Medium density residential zone located at Menzies Drive, Pacific Paradise, retains and enhances a dense vegetated <i>buffer</i> to North Shore Connection Road and the Sunshine Motorway to effectively screen development from the road.	<b>AO17</b>	No acceptable outcome provided.
<b>PO18</b>	Development in the Medium density residential zone on Lot 5 SP217624 located at Menzies Drive, Pacific Paradise, provides for this <i>site</i> to be preserved for the purpose of providing a <i>retirement facility</i> .	<b>AO18</b>	No acceptable outcome provided.
<b>Development in the Medium Impact Industry Zone</b>			
<b>PO19</b>	Development in the Medium impact industry zone provides for medium to low impact industrial uses that support the existing and future Sunshine Coast Airport operations and service the local plan area.	<b>AO19</b>	No acceptable outcome provided.
<b>PO20</b>	Development in the Medium impact industry zone achieves a high standard of design and landscaping, especially along the <i>frontage</i> to David Low Way, North Shore Connection Road, Runway Drive (airport access road) and the Sunshine Coast Airport.	<b>AO20</b>	No acceptable outcome provided.

**Figure 7.2.18A Maroochy North Shore local plan elements**

<Figure to be inserted>



## 7.2.19 Maroochydore/Kuluin local plan code

### 7.2.19.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Maroochydore/Kuluin local plan area as shown on Map ZM22 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Maroochydore/Kuluin local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.19.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.19.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.19A (Maroochydore/Kuluin local plan elements)**.

### 7.2.19.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Maroochydore/Kuluin local plan code.

*The Maroochydore/Kuluin local plan area is located centrally in the eastern part of the Sunshine Coast and takes in a land area of approximately 1,450 hectares.*

*The local plan area includes the established urban neighbourhoods of Maroochydore and Cotton Tree, the suburban neighbourhoods of Maroochy Waters and Kuluin, the emerging community of Sunshine Cove as well as business and industry areas along Maroochydore Road, Wises Road, Sugar Road, Maud Street and Fishermans Road.*

*A significant part of the local plan area is taken up with the Maroochydore Principal Regional Activity Centre. The Maroochydore City Centre is a priority development area subject to the Economic Development Act 2012 whilst the remainder of the Maroochydore Principal Regional Activity Centre (outside of the city centre) is a declared master planned area subject to Part 10 (Other Plans). Neither of these areas form part of this local plan code.*

*Most of the local plan area is situated on a coastal lowland plain that meets the banks of the Maroochy River and the Maroochydore beachfront. The Maroochy River and the Maroochydore beachfront are major environmental and character elements that define the coastal setting and character of the local plan area. Except for some small remnants of native vegetation retained in parks and reserves, the local plan area has been largely cleared of native vegetation to accommodate coastal urban development.*

*Owing to its low lying topography a significant part of the local plan area is potentially at risk from acid sulfate soils and coastal hazards, including river flooding and storm surge.*

*A range of residential forms are represented in the local plan area ranging from the medium and high intensity tourist accommodation and mixed use development located along the Maroochydore beachfront to the low density predominantly permanent residential housing of Maroochy Waters and Kuluin.*

*Sunshine Cove, located immediately to the west of the Maroochydore Principal Regional Activity Centre, is an emerging residential community set around a man-made waterway system connecting to Cornmeal Creek. When complete, this development will accommodate a variety of housing types as well as community facilities and public open space.*

*A number of local centres are distributed throughout the local plan area, primarily at Cotton Tree, Maroochy Waters and Kuluin but also at several other locations. Cotton Tree, and in particular the associated foreshore area and beaches, is also a renowned and popular tourist destination.*

The local plan area includes a range of community, sport and recreational facilities including Maroochydore State High School, Maroochydore State School, Kuluin State School, Maroochydore Multisports Complex, Cotton Tree Park and a number of tourist parks.

A sewage treatment plant is located north of Commercial Road and an existing quarry to the south of Commercial Road has potential for reuse once quarry operations have ceased.

The Sunshine Motorway and Maroochydore Road are the principal transport routes within the local plan area. Other major roads include Bradman Avenue, Aerodrome Road, Duporth Avenue, Sugar Road, the Esplanade, Sixth Avenue, Main Road and Fishermans Road. The local plan area, and in particular the Maroochydore Principal Regional activity Centre, is planned to be serviced by key public transport infrastructure including the Dedicated Public Transport Corridor (CAMCOS) and the CoastConnect Priority Public Transport and Bicycle Corridor.

Urban zoned land within the local plan area is connected, or has the ability to be connected, to reticulated water and sewerage.

### 7.2.19.3 Purpose and overall outcomes

- (1) The purpose of the Maroochydore/Kuluin local plan code is to provide locally relevant planning provisions for the assessment of development within the Maroochydore/Kuluin local plan area.
- (2) The purpose of the Maroochydore/Kuluin local plan code will be achieved through the following overall outcomes:-
  - (a) The Maroochydore/Kuluin local plan area is a diverse coastal urban area comprising a number of urban and suburban residential neighbourhoods, high intensity visitor accommodation areas, business and industry areas and major community and sport and recreation facilities.
  - (b) Urban development in the Maroochydore/Kuluin local plan area is limited to land within the urban growth management boundary so as to protect environmental areas and landscape values.
  - (c) Cotton Tree and areas adjacent to Maroochydore Beach are cosmopolitan and vibrant places with visitor accommodation and small scale *shops*, cafés and restaurants at street level that enliven the public realm and enhance the role and image of this area as a tourism focus area.
  - (d) Kuluin and Maroochy Waters are established, predominantly low density residential neighbourhoods that offer a quiet, relaxed lifestyle in locations close to the beach and the services offered by the Maroochydore Principal Regional Activity Centre.
  - (e) The Specialised centre zone adjacent to Wises Road, Sugar Road and Maroochydore Road provides for the large floor plate, bulky goods retail activities required to support the core retailing activities accommodated within the Maroochydore Principal Regional Activity Centre.
  - (f) Industrial areas at Kuluin and north of Wises Road provide a range of low to *medium impact industry* uses.
  - (g) Development supports the role and function of Maroochydore as the principal regional activity centre for the Sunshine Coast.
  - (h) Development in the local plan area recognises and reinforces the natural attributes within and adjoining the local plan area by creating buildings, landscapes, a network of open space and pedestrian/cycle linkages that emphasise the outdoor lifestyle and the strong affinity that residents have with 'living on or near the coast'. Development on land adjacent to the Maroochy River foreshore between Cornmeal Creek and Picnic Point Esplanade provides for a continual public pedestrian and cycle link along the foreshore, as an extension of the Coastal Path System.
  - (i) Development contributes to the establishment of landscaped boulevards along major transport routes and attractive gateways to enhance the sense of entry to the local plan area and the Maroochydore Principal Regional Activity Centre.
  - (j) Development provides appropriate landscape buffering to the Sunshine Motorway in order to visually screen built form elements and maintain the visual amenity of the Motorway.



- (k) Development in the Local centre zone supports the role and function of the local business areas as local (not full service) activity centres servicing the convenience needs of residents and visitors to the local plan area.
- (l) With the exception of the two local business areas situated on the corner of Maroochydore Road and Main Road and Maroochydore Road and Turner Street that are not intended to increase their building footprint or *gross floor area*, development in the Local centre zone provides for the expansion and enhancement of business uses.
- (m) Development in the Local centre zone provides for small scale uses, active street *frontages* and other urban elements that create vibrant streets and places.
- (n) Development in the Specialised centre zone provides for the progressive refurbishment of sites along Wises Road and Sugar Road with buildings, landscaping and integrated signage that improve the visual appearance and the continuity of the *streetscape* along these *major roads*.
- (o) Development in the High density residential zone in Precinct MAR LPP-1 (Evans Street), along the western side of Evans Street between Maroochydore Road and Millwell Road, provides land required for the widening of Evans Street to extend the dual carriageway configuration of Maroochy Boulevard to Maroochydore Road.
- (p) Development in the High density residential zone in Precinct MAR LPP-2 (Wharf Street) provides for predominantly high density residential uses. Limited *office* uses may be established in the precinct as part of mixed use premises, where the residential amenity of the area is maintained.
- (q) Development in the Low density residential zone in Precinct MAR LPP-3 (Maud Street/Sugar Road) provides for the establishment of business uses (being *offices*) in existing dwellings in a manner that maintains the amenity of existing residential uses and improves the visual appearance and continuity of the *streetscape* along these *major roads*.
- (r) Development in the Low density residential zone on Lot 2 on SP223022 at 3-7 Fishermans Road, Kuluin, provides for a new public road link between Martins Drive and Fishermans Road.
- (s) Development in the Emerging community zone provides for the continued development of Sunshine Cove as an integrated residential community, providing a mix of dwelling types and live/work buildings in a waterside setting, supported by large areas of open space, a walkable waterfront and extensive cycle and pedestrian pathway networks connecting the development to the Maroochydore Principal Regional Activity Centre and other adjoining neighbourhoods.  
  
Editor's note—development at Sunshine Cove is currently regulated in accordance with an approved master plan and plan of development.
- (t) The existing *tourist park* sites located at Cotton Tree and Maroochydore Beach are maintained as *tourist parks* to provide short term, affordable visitor accommodation to complement Maroochydore's role as a tourism focus area.
- (u) Development does not compromise or adversely impact upon the operation or functional efficiency of the major transport corridors within or adjoining the local plan area including the Dedicated Public Transport Corridor (CAMCOS) and CoastConnect Priority Public Transport and Bicycle Corridor.

#### 7.2.19.4 Performance outcomes and acceptable outcomes

**Table 7.2.19.4.1 Performance outcomes and acceptable outcomes for assessable development**

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Maroochydore/Kuluin Local Plan Area Generally (All Zones)</i>			
<b>PO1</b>	Development supports the role and function of Maroochydore as the principal regional activity centre for the Sunshine Coast by accommodating uses that are complementary to, but do not compete with the intended role of,	<b>AO1</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	the retail core (Principal centre zone and priority development area) as the primary focus for business and community activities within the principal regional activity centre.		
<b>PO2</b>	Development provides for buildings, structures and landscaping that are consistent with, and reflect the coastal urban character of, the Maroochydore/Kuluin local plan area.	<b>AO2.1</b>	Development for a residential, business or community activity provides for building design which incorporates the following features:- (a) a mix of lightweight and textured external building materials, including timber finishes or masonry construction with variation provided in texture and detailing; (b) articulated, pitched, skillion or curved roof forms; (c) open or transparent balustrades; and (d) landscaping integrated into the building design.
		<b>AO2.2</b>	Development uses understated colour schemes and low-reflective roofing and cladding materials.
<b>PO3</b>	Development provides for the retention and enhancement of key landscape elements including significant views and vistas and existing character <i>vegetation</i> contributing to the setting, character and sense of place of the Maroochydore/Kuluin local plan area.	<b>AO3.1</b>	Development protects and emphasises, and does not intrude upon, important views to the Maroochy River, beaches and other areas where identified on <b>Figure 7.2.19A (Maroochydore/Kuluin local plan elements)</b> .
		<b>AO3.2</b>	Development provides for the retention and enhancement of existing mature trees and character <i>vegetation</i> contributing to the setting and character of the local plan area including:- (a) <i>vegetation</i> adjacent to the Maroochy River foreshore and Maroochydore beach foredunes; (b) significant <i>vegetation</i> on the northern side of the Sunshine Motorway at the gateway intersection of Maroochy Boulevard; and (c) other character <i>vegetation</i> identified on <b>Figure 7.2.19A (Maroochydore/Kuluin local plan elements)</b> .  Note—in some circumstances, the eradication of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.
<b>PO4</b>	Development:- (a) presents an attractive streetfront address to the <i>major road</i> corridors of Maroochydore Road, Aerodrome Road, Wises Road, Sugar Road/Maud Street and Bradman Avenue; and (b) provides a wide, vegetated <i>buffer</i> to the Sunshine Motorway to visually screen and soften built form elements.	<b>AO4.1</b>	Development on a <i>site</i> adjacent to Maroochydore Road, Aerodrome Road, Wises Road, Sugar Road/Maud Street and Bradman Avenue provides a <i>frontage</i> treatment, including building siting and design, landscaping, fencing and signage, that contributes to a coherent <i>streetscape</i> and enhances the appearance and visual amenity of these <i>major road</i> corridors.
		<b>AO4.2</b>	Development provides a 10 metre wide mounded landscaped <i>buffer</i> along the

Performance Outcomes		Acceptable Outcomes	
			Sunshine Motorway road <i>frontage</i> of a <i>site</i> where identified on <b>Figure 7.2.19A (Maroochydoore/Kuluin local plan elements)</b> .
<b>PO5</b>	Development:- (a) provides for the establishment of landscaped boulevards along Bradman Avenue, Sixth Avenue, the Esplanade, Aerodrome Road and Alexandra Parade; and (b) contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways that enhance the sense of arrival to, and coastal urban character of, Maroochydoore/Kuluin.	<b>AO5.1</b>	Development adjacent to a primary streetscape treatment area or gateway/entry point where identified on <b>Figure 7.2.19A (Maroochydoore/Kuluin local plan elements)</b> :- (a) incorporates architectural and landscape treatments which enhance the sense of arrival to, and the beachside character of, the local plan area and emphasise corner locations; and (b) incorporates building materials such as varied roof forms, changes in materials and variations in projected and recessed elements and facades.
		<b>AO5.2</b>	Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.  Note— <b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.  Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.  Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required.
<b>PO6</b>	Development with <i>frontage</i> to Aerodrome Road or Alexandra Parade minimises direct vehicle <i>access</i> and gives priority to pedestrians and the CoastConnect Priority Public Transport and Bicycle Corridor.	<b>AO6</b>	Development on a <i>site</i> with <i>frontage</i> to Aerodrome Road or Alexandra Parade:- (a) provides for no additional vehicle <i>access</i> from these streets; and (b) rationalises existing vehicle <i>access</i> points wherever practicable.
<b>PO7</b>	Development on land adjacent to the Maroochy River foreshore, between Cornmeal Creek and Picnic Point Esplanade, provides for a continuous public pedestrian and cycle link along the Maroochy River foreshore as an extension to the coastal walk.	<b>AO7</b>	No acceptable solution provided.
<b>PO8</b>	Development on land with <i>frontage</i> to Eudlo Creek facilitates the provision of a local ecological linkage as identified on <b>Figure 7.2.19A (Maroochydoore/Kuluin local plan elements)</b> .	<b>AO8</b>	No acceptable outcome provided.  Editor's note— <b>Section 8.2.3 (Biodiversity, waterways and wetlands overlay code)</b> sets out requirements for the provision of ecological linkages.
<b>PO9</b>	Development does not compromise the provision and operation of <i>transport networks</i> including:- (a) the Dedicated Public Transport Corridor (CAMCOS), linking the North Coast Rail Line at Beerwah to Caloundra, Kawana Waters and Maroochydoore; (b) the Sunshine Motorway and any	<b>AO9</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>future connection to the Sunshine Motorway in the south eastern part of the local plan area;</p> <p>(c) the CoastConnect Priority Public Transport and Bicycle Corridor along Aerodrome Road and Alexandra Parade; and</p> <p>(d) Maroochydore Road and Bradman Avenue.</p>		
<b>Development in the Local Centre Zone Generally</b>			
<b>PO10</b>	<p>Development in the Local centre zone:-</p> <p>(a) supports the role of the Cotton Tree Local Centre, Maroochy Waters Local Centre, Kuluin Local Centre and other local centres in the local plan area as local (not full service) activity centres; and</p> <p>(b) provides a basic level of convenience goods and services to local residents and visitors.</p>	<b>AO10</b>	No acceptable outcome provided.
<b>Development in the Local Centre Zone (King Street, Cotton Tree)</b>			
<b>PO11</b>	<p>Development in the Local centre zone at Cotton Tree:-</p> <p>(a) is sympathetic to the urban village character of Cotton Tree;</p> <p>(b) contributes to the vitality of King Street;</p> <p>(c) provides continuous weather protection for pedestrians;</p> <p>(d) complements the traditional main street form and <i>streetscape</i> of Cotton Tree; and</p> <p>(e) provides integrated and functional car parking and access arrangements that do not dominate the <i>streetscape</i>.</p>	<b>AO11</b>	<p>Development in the Local centre zone at Cotton Tree:-</p> <p>(a) provides <i>primary active street frontages</i>, built to the front boundary, where identified on <b>Figure 7.2.19A (Maroochydore/Kuluin local plan elements)</b>;</p> <p>(b) provides for any residential uses to be effectively integrated with business uses;</p> <p>(c) has building openings overlooking the street;</p> <p>(d) provides all weather protection in the form of continuous cantilevered awnings and/or light verandah structures with decorative non-load bearing posts over footpath area with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside;</p> <p>(e) ensures that signage is integrated with buildings;</p> <p>(f) includes provision for landscaping, shaded seating and consistent and simple paving materials on footpaths; and</p> <p>(g) provides for car parking in basements.</p>
<b>Development in the Local Centre Zone (Local Business Area along Maroochydore Road)</b>			
<b>PO12</b>	<p>Development in the Local centre zone on sites situated on the corner of Maroochydore Road and Main Road and Maroochydore Road and Turner Street:-</p> <p>(a) maintains, but does not increase, the existing scale of business uses;</p> <p>(b) improves the appearance of the <i>streetscape</i>;</p> <p>(c) minimises impacts on adjoining or nearby residential uses; and</p> <p>(d) does not impact upon the operational efficiency of Maroochydore Road as a major</p>	<b>AO12</b>	<p>Development in the Local centre zone on sites situated on the corner of Maroochydore Road and Main Road and Maroochydore Road and Turner Street:-</p> <p>(a) does not involve any expansion to the <i>gross floor area</i> of business uses established on the <i>site</i>;</p> <p>(b) improves the appearance of buildings and landscaping on the <i>site</i>;</p> <p>(c) provides for buildings which have a scale and form that is compatible with nearby residential buildings;</p> <p>(d) does not provide for direct access to Maroochydore Road; and</p>

Performance Outcomes		Acceptable Outcomes	
	transport corridor.		(e) does not provide for the establishment of high traffic generating uses.
<b>Development in the Tourist Accommodation Zone (Cotton Tree Esplanade)</b>			
<b>PO13</b>	Development in the Tourist accommodation zone:- (a) contributes to vitality of key streets and esplanades; and (b) is sympathetic to the coastal character of Cotton Tree and Maroochydore.	<b>AO13</b>	Development in the Tourist accommodation zone:- (a) provides <i>primary active street frontages</i> , built to the front boundary, where identified on <b>Figure 7.2.19A (Maroochydore/Kuluin local plan elements)</b> ; (b) where active <i>frontages</i> are provided, incorporates all weather protection in the form of continuous cantilevered awnings and/or light verandah structures with decorative non-load bearing posts over footpath area with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside; (c) ensures that signage is integrated with the building; and (d) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths.
<b>Development in the High Density Residential Zone in Precinct MAR LPP-1 (Evans Street)</b>			
<b>PO14</b>	Development in the High density residential zone in Precinct MAR LPP-1 (Evans Street) identified on <b>Local Plan Map LPM22</b> provides land along the <i>frontage</i> of Evans Street required to extend the dual carriageway configuration of Maroochy Boulevard to Maroochydore Road.	<b>AO14</b>	Development in the High density residential zone in Precinct MAR LPP-1 (Evans Street) provides for:- (a) development to be <i>setback</i> a minimum of 13 metres from the front property boundary; and (b) land to be dedicated to <i>Council</i> , as required to accommodate the upgrading of Evans Street.
<b>Development in the High Density Residential Zone in Precinct MAR LPP-2 (Wharf Street)</b>			
<b>PO15</b>	Development for an <i>office</i> in the High density residential zone in Precinct MAR LPP-2 (Wharf Street) identified on <b>Local Plan Map LPM22</b> :- (a) is small scale only and does not detract from the intended role and function of the Maroochydore Principal Regional Activity Centre as the primary location for centre activities; (b) forms part of a <i>mixed use development</i> ; and (c) maintains the amenity of adjacent or nearby residential premises.	<b>AO15</b>	No acceptable outcome provided.
<b>Development in the Low Density Residential Zone (Lot 2 on SP223022 at 3-7 Fishermans Road Kuluin)</b>			
<b>PO16</b>	Development in the Low density residential zone on Lot 2 on SP223022 at 3-7 Fishermans Road, Kuluin, provides for a new public road link between Martins Drive and Fishermans Road as indicated on <b>Figure 7.2.19A (Maroochydore/Kuluin local plan elements)</b> .	<b>AO16</b>	No acceptable outcome provided.
<b>Development in the Low Density Residential Zone in Precinct MAR LPP-3 (Maud Street/Sugar Road)</b>			
<b>PO17</b>	Development in the Low density residential zone in Precinct MAR LPP-3	<b>AO17</b>	Development for an <i>office</i> in the Low density residential zone in Precinct MAR

Performance Outcomes		Acceptable Outcomes	
	(Maud Street/Sugar Road) identified on <b>Local Plan Map LPM22</b> provides for <i>offices</i> to be incorporated within dwellings and other small scale buildings, provided that such development:- (a) maintains the amenity of adjacent or nearby residential premises; and (b) provides an attractive and coherent <i>streetscape</i> address to Maud Street/Sugar Road.		LPP-3 (Maud Street/Sugar Road):- (a) is limited to existing or new <i>dwelling houses</i> or another live/work building type with a maximum site cover of 40%; (b) provides for all required car parking to be accommodated on site within, behind or beside the main building; (c) provides a minimum 2 metre wide densely planted landscaped strip along the full length of the front property boundary; and (d) avoids any material impact on the amenity of adjoining or nearby residential premises through the provision of landscape buffers, screen fencing and appropriate site layout.
<b>Development in the Emerging Community Zone (Sunshine Cove)</b>			
<b>PO18</b>	Development in the Emerging community zone at Sunshine Cove:- (a) contributes to the establishment of a walkable residential community in a waterside setting, comprising of a number of high quality, attractive, environmentally responsible and sustainable mixed density residential neighbourhoods; (b) provides for a range of lot sizes, dwelling types and live/work buildings, with the highest density of residential development provided in key locations; (c) provides for an interconnected open space network and community facilities that meet the needs of the local community; (d) provides an integrated, legible and permeable road, cycle and pathway network, including a walkable waterfront along canal edges connecting residential neighbourhoods to open space, community facilities and the Maroochydore Principal Regional Activity Centre; and (e) protects the function and visual amenity of Maroochy Boulevard and the Sunshine Motorway.	<b>AO18</b>	No acceptable outcome provided.  Editor's note—development at Sunshine Cove is currently regulated in accordance with an approved master plan and plan of development.
<b>Development in the Community Facilities Zone (Tourist Parks)</b>			
<b>PO19</b>	Development provides for the existing <i>tourist park</i> sites located at Cotton Tree and Maroochydore Beach to be retained or redeveloped as <i>tourist parks</i> .	<b>AO19</b>	No acceptable outcome provided.

**Figure 7.2.19A Maroochydore/Kuluin local plan elements**

<Figure to be inserted>





## 7.2.20 Mooloolaba/Alexandra Headland local plan code

### 7.2.20.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Mooloolaba/Alexandra Headland local plan area as shown on Map ZM34 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Mooloolaba/Alexandra Headland local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.20.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.20.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements)**.

### 7.2.20.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Mooloolaba/Alexandra Headland local plan code.

*The Mooloolaba/Alexandra Headland local plan area is located centrally in the eastern part of the Sunshine Coast to the south of Maroochydore and includes the coastal area from Alexandra Headland to Mooloolaba extending west to the Sunshine Motorway. The local plan area takes in a diverse range of land uses including tourist accommodation and associated services and events, business centres, marine industries, a variety of residential areas, as well as a range of community and sport and recreation uses. The local plan area has a land area of approximately 536 hectares.*

*The Mooloolaba/Alexandra Headland local plan area is a renowned and popular tourist destination and is characterised by its frontage to a spectacular natural coastline, which includes Alexandra Headland, Mooloolaba Beach, Mooloolaba Spit and the Mooloolah River. Extensive foreshore parklands include surf lifesaving clubs, playgrounds, barbeque facilities, tourist parks and the Coastal Path. Impressive water views are available from foreshore areas and particularly from Alexandra Headland.*

*Business and commercial uses are concentrated in the Mooloolaba District Centre focussed on Brisbane Road and Walan Street. This area provides a range of retail, business and entertainment venues at the main entry road into Mooloolaba. A range of local businesses extend along the southern part of Brisbane Road, providing local convenience shopping and business activities for the surrounding residential community.*

*The beachfront areas are characterised by medium rise residential development catering for visitor and permanent accommodation. These uses are supported by small scale boutique shopping, cafes, restaurants and tourist and entertainment facilities located at key nodes along Alexandra Parade and Mooloolaba Esplanade and at Underwater World/Mooloolaba Wharf. Other low to medium rise multiple dwellings are located around the activity centres. Traditional low rise residential areas are located on the slopes to the west of Alexandra Headland and around Mooloolaba Waters.*

*The Mooloolaba marina, boat ramp and Yacht Club are popular recreational boating facilities within the local plan area. The Mooloolaba State Boat Harbour caters for commercial fishing operations and associated marine industries, including seafood retail and wholesale operations. Community services such as Air Sea Rescue and the Coast Guard also operate in the Mooloolaba State Boat Harbour.*

*Pedestrian and cycle pathways are located along the foreshore and along major roads. The CoastConnect Priority Public Transport Corridor is intended to travel along Brisbane Road, Walan Street, Mooloolaba Esplanade and Alexandra Parade providing opportunities for transit oriented redevelopment. Alexandra Parade, Brisbane Road and Buderim Avenue provide the major road links into the local plan area.*

*Urban zoned land within the local plan area is connected, or has the ability to be connected, to reticulated water and sewerage.*

### 7.2.20.3 Purpose and overall outcomes

- (1) The purpose of the Mooloolaba/Alexandra Headland local plan code is to provide locally relevant planning provisions for the assessment of development within the Mooloolaba/Alexandra Headland local plan code.
- (2) The purpose of the Mooloolaba/Alexandra Headland local plan code will be achieved through the following overall outcomes:-
  - (a) Mooloolaba/Alexandra Headland local plan area is a diverse coastal urban area with a strong focus on tourism. The local plan area comprises a number of urban and suburban residential areas and high density visitor accommodation areas supported by a district activity centre at Mooloolaba, community and sport and recreation facilities, a harbour and associated waterfront and marine uses.
  - (b) Urban development in the Mooloolaba/Alexandra Headland local plan area is limited to land within the urban growth management boundary so as to protect the environmental and landscape value of foreshore areas and the Mooloolah River.
  - (c) Development in the local plan area is sited and designed to protect significant environmental areas and retain the key landscape elements that contribute to the setting, character and identity of Mooloolaba and Alexandra Headland, including beaches and dunal systems, foreshore parkland, Alex Forest Conservation Area, Mooloolaba environmental reserve, Nelson Park, Charles Clarke Park, character *vegetation* along the foreshore and views either to or from important landscape features.
  - (d) Development recognises and reinforces the beachside location of the local plan area by providing for high quality, contemporary sub-tropical building and landscape design that emphasises the casual, outdoor lifestyle. Development is of a scale and form which protects and enhances the existing character and identity of established parts of the local plan area.
  - (e) Development on land with *frontage* to Alexandra Parade, Brisbane Road, Mooloolaba Esplanade and River Esplanade achieves a high standard of urban design and contributes to *streetscape*, landscape, public art and public space improvements which enhance gateway locations, create attractive boulevards along these roads and promote the beachside character of the local plan area.
  - (f) Development in the District centre zone contributes to the Mooloolaba Town Centre's role as a district activity centre providing a range of business, community and residential uses to service the needs of residents and visitors. Mixed uses and uses which enhance the tourism focus and district level role and function of the Mooloolaba Town Centre are encouraged.
  - (g) Development in the District centre zone contributes to the economic vitality of Mooloolaba Town Centre through the provision of improved streetscape and landscape treatments, active street *frontages* and improved public spaces.
  - (h) Development in the District centre zone on Key Site 1 (Brisbane Road Carpark) provides for an integrated, high quality *mixed use development* incorporating a range of centre activities and residential accommodation. Development provides for significant streetscape and landscape improvements to all *frontages*, strong pedestrian connections to the adjoining tourist accommodation area, a new road link between Smith Street and Brisbane Road to improve accessibility, and a well-designed and integrated public carpark.
  - (i) Development in the Tourist accommodation zone reinforces these areas, and in particular the *frontage* to Mooloolaba Esplanade, as the primary tourism focus areas with vibrant and pedestrian friendly active street *frontages* providing a range of small-scale boutique retail and outdoor dining experiences with residential accommodation above, and strong visual and pedestrian linkages with the foreshore areas and surrounding residential, business and community activities.
  - (j) Development in Precinct MAH LPP-1 (Mooloolaba Hospitality Area) provides a range of entertainment activities including *food and drink outlets, function facilities, bars* and *hotels* that may operate after hours and include live music which creates a vibrant atmosphere.
  - (k) Development in the Tourism area zone on Key Site 2 (Underwater World/Mooloolaba Wharf) provides for an integrated, high quality *mixed use development* which complements the existing range of tourism facilities on the site and contributes to the vitality and attractiveness

of Mooloolaba, and in particular Underwaterworld/Mooloolaba Wharf, as a visitor and entertainment destination, whilst maintaining the operation of the marina and protecting the amenity of surrounding residences. Development provides for Hancock Street to be enhanced with streetscaping, landscaping and public art to create an improved entrance from River Esplanade into the *site*, and includes an accessible, safe and integrated public parking facility.

- (l) Redevelopment of Key Site 2 (Underwater World/Mooloolaba Wharf) provides for a pedestrian friendly, activated village square or plaza which links to the Mooloolaba Town Park and provides improved pedestrian and visual connections through to the Mooloolah River.
- (m) Development in the Local centre zone along Brisbane Road functions as a local (not full service) activity centre servicing the local convenience needs of nearby residents and visitors. Development in this area supports the role of the Mooloolaba Town Centre (District centre zone) as the district activity centre for the local area and contributes to the establishment of a vibrant centre and entry boulevard to Mooloolaba.
- (n) Development in the Low density residential zone maintains the traditional beachside residential character of these parts of local plan area.
- (o) Development in the Medium density residential zone in Alexandra Headland respects the existing topography and contributes to a high level of residential amenity and design quality consistent with the scale and character of the *streetscape* and surrounding development.
- (p) Development in the Waterfront and marine industry zone provides for the continued operation of Mooloolaba State Boat Harbour and associated industries and small-scale complementary business uses, to support the ongoing viability of the commercial fishing operations at Mooloolaba.
- (q) The existing *tourist park* sites located on Mooloolaba Esplanade and Parkyn Parade are maintained or redeveloped as *tourist parks* to provide short term, affordable visitor accommodation to complement Mooloolaba's role as a tourism focus area.
- (r) The State government uses at Mooloolaba Spit are rationalised and provide for low key government functions which are dependent on water access, with a limited number of small scale business uses which contribute to the activation of the area and the attractiveness and safety of Mooloolaba Spit as well as improved access to adjoining parkland.
- (s) Development in the Sport and recreation zone at the Yacht Club and boat ramp contributes to tourism opportunities in Mooloolaba by providing for enhanced recreational boating opportunities and associated business uses and improving public access between Parkyn Parade and the Mooloolah River.
- (t) Development provides strong pedestrian and visual links to the coastal foreshore and Mooloolah River including through block pedestrian connections, and facilitates safe and convenient pedestrian and cycle connections to and between other key destinations within the local plan area. The coastal foreshore area provides an important continuous pedestrian, cycle and open space link from the mouth of the Mooloolah River north along the full length of the local plan area.
- (u) Development adjacent to the CoastConnect Priority Public Transport Corridor is for transit oriented development which is fully integrated with the corridor, in particular through the protection and provision of land required for major *infrastructure* in the corridor and the provision of works to minimise vehicle *access* points to roads in the corridor.
- (v) Development in the High density residential zone in the vicinity of Muraban Street and Naroo Court, Mooloolaba, provides for a future road link between Muraban Street and Naroo Court to improve local connectivity.

#### 7.2.20.4 Performance outcomes and acceptable outcomes

**Table 7.2.20.4.1 Performance outcomes and acceptable outcomes for assessable development**

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Mooloolaba/Alexandra Headland Local Plan Area Generally (All Zones)</i>			
PO1	Development provides for buildings,	AO1.1	Development for a residential, business

Performance Outcomes		Acceptable Outcomes	
	structures and landscaping that are consistent with and reflect and enhance the coastal urban character of Mooloolaba and Alexandra Headland in terms of form, composition and use of materials.		<p>or community activity provides for building design which incorporates the following features:-</p> <ul style="list-style-type: none"> <li>(a) a mix of lightweight and textured external building materials, including timber finishes or masonry construction with variation provided in texture and detailing;</li> <li>(b) articulated, pitched, skillion or curved roof forms;</li> <li>(c) open or transparent balustrades; and</li> <li>(d) landscaping integrated into the building design.</li> </ul> <p><b>AO1.2</b> Development uses understated colour schemes and low-reflective roofing and cladding materials.</p>
<b>PO2</b>	Development contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways to enhance the sense of entry to, and the beachside character of, Mooloolaba and Alexandra Headland, including boulevard treatments along Alexandra Parade, Brisbane Road, Mooloolaba Esplanade and River Esplanade.	<p><b>AO2.1</b> Development adjacent to a primary streetscape treatment area, boulevard treatment area or gateway/entry point identified on <b>Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements)</b>:-</p> <ul style="list-style-type: none"> <li>(a) provides landscaping, public art and public space improvements;</li> <li>(b) incorporates a high standard of urban design and architectural and landscape treatments which enhance the sense of arrival to, and the beachside character of, Mooloolaba and Alexandra Headland, and emphasise corner locations; and</li> <li>(c) incorporates design elements such as varied roof forms, changes in materials, and variations of projected and recessed elements and facades.</li> </ul> <p><b>AO2.2</b> Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.</p> <p>Note—<b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.</p> <p>Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.</p> <p>Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required.</p>	
<b>PO3</b>	Development provides for the retention and enhancement of significant views and vistas contributing to the setting, character and sense of place of Mooloolaba and Alexandra Headland.	<b>AO3</b>	Development on sites fronting Mooloolaba Esplanade, Alexandra Parade and Parkyn Parade are designed to minimise the impact on significant views to and from important landmark sites and landscape features including Alexandra Headland Beach,

Performance Outcomes		Acceptable Outcomes	
			Alexandra Headland, Mooloolaba Beach, Mooloolaba Spit, Point Cartwright, the Pacific Ocean and elevated parts of the local plan area including where identified on <b>Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements)</b> .
PO4	Development protects and enhances the major open space links and scenic qualities offered by the foreshore park and reserve system, Alex Forest Conservation Area, Mooloolaba environmental reserve, Nelson Park, Charles Clarke Park and the character <i>vegetation</i> along the foreshore area.	AO4.1	Development protects and enhances the greenspace links identified on <b>Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements)</b> .
		AO4.2	Development provides for the retention and enhancement of character <i>vegetation</i> along the foreshore and Mooloolah River.  Note—in some circumstances, the eradication of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.
PO5	Development is fully integrated with the CoastConnect Priority Public Transport Corridor, including through the protection and provision of the land required for the major <i>infrastructure</i> corridor that is located on the premises and the provision of works to minimise vehicular <i>access</i> points to roads in the corridor.	AO5.1	Development on sites identified on <b>Figure 7.2.20B (Brisbane Road upgrade)</b> as subject to road widening provides for:- (a) development to be sufficiently set back to accommodate the protection of the major <i>infrastructure</i> corridor located on the premises that is required for road widening to service the Sunshine Coast; and (b) land to be provided as required to accommodate the protection of the major <i>infrastructure</i> corridor located on the premises that is required for road widening to service the Sunshine Coast.
		AO5.2	Development provides for integrated vehicular <i>access</i> which minimises the number of <i>access</i> points to Brisbane Road, Mooloolaba Esplanade, Alexandra Parade, Hancock Street, Walan Street and Venning Street in the CoastConnect Priority Public Transport Corridor.
<b>Development in the District Centre Zone Generally</b>			
PO6	Development in the District centre zone:- (a) contributes to the creation of a contemporary, subtropical coastal built form and <i>streetscape</i> ; (b) provides for any new or extended large floor plate retail uses to be sleeved and located behind smaller scale, fine grain built form elements; (c) creates vibrant and active streets and public spaces; (d) provides a continuous pedestrian friendly facade including all weather protection	AO6	Development in the District centre zone:- (a) provides <i>primary active street frontages</i> , built to boundary, where identified on <b>Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements)</b> ; (b) provides for any residential uses to be effectively integrated with business uses; (c) has building openings overlooking the street; (d) provides all weather protection in the form of continuous awnings and/or light verandah structures over footpath areas with mature or

Performance Outcomes		Acceptable Outcomes	
	<p>for pedestrians; and;</p> <p>(e) provides integrated and functional parking and access arrangements that do not dominate the street.</p>		<p>semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside;</p> <p>(e) ensures that signage is integrated with buildings;</p> <p>(f) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths;</p> <p>(g) provides for loading docks and service areas to be located and screened so as to be visually unobtrusive; and</p> <p>(h) provides for car parking below ground level in a <i>basement</i> structure(s) or which is sleeved behind buildings.</p>
<b>PO7</b>	Development in the District centre zone provides functional and integrated car parking and vehicular access, which rationalises the number of access points to Brisbane Road.	<b>AO7</b>	Development between Brisbane Road and Smith Street amalgamates sites to create access from Smith Street and rationalise access from Brisbane Road.
<b>Development in the District Centre Zone (Key Site 1 – Brisbane Road Carpark)</b>			
<b>PO8</b>	<p>Development in the District centre zone on Key Site 1 (Brisbane Road Carpark) identified on <b>Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements)</b>:-</p> <p>(a) provides for the <i>site</i> to be redeveloped as a high quality, integrated, <i>mixed use development</i> incorporating a range of centre activities and residential accommodation;</p> <p>(b) provides for outstanding building, <i>streetscape</i> and landscape design which is highly articulated and epitomises sub-tropical and sustainable design and that recognises the landmark nature of the <i>site</i>;</p> <p>(c) provides an attractive and pedestrian friendly central community meeting space such as a village square or plaza; and</p> <p>(d) effectively integrates with visitor mixed use areas along Mooloolaba Esplanade and surrounding centre activities.</p>	<b>AO8</b>	No acceptable outcome provided.
<b>PO9</b>	<p>Development in the District centre zone on Key Site 1 (Brisbane Road Carpark) identified on <b>Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements)</b>:-</p> <p>(a) improves pedestrian and vehicular accessibility between Smith Street and Brisbane Road as an extension of Muraban Street; and</p> <p>(b) provides for well designed, accessible and integrated public car parking.</p>	<p><b>AO9.1</b></p> <p><b>AO9.2</b></p> <p><b>AO9.3</b></p>	<p>Development provides for a new road link between Smith Street and Brisbane Road to improve accessibility as indicated on <b>Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements)</b>.</p> <p>Development provides through block pedestrian linkages through the <i>site</i>.</p> <p>Development provides a well designed and integrated public carpark to service the development and meet public parking needs.</p>
<b>Development in the Tourist Accommodation Zone Generally</b>			
<b>PO10</b>	Development in the Tourist accommodation zone provides a	<b>AO10</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	focus for high-density visitor accommodation and a range of <i>ancillary</i> retail and entertainment/catering uses that contribute to the tourism focus of the Mooloolaba/Alexandra Headland local plan area and support the role of the Mooloolaba Town Centre.		
<b>PO11</b>	Development in the Tourist accommodation zone:- (a) contributes to the vitality of Mooloolaba Esplanade, Alexandra Parade and other key streets; (b) provides a continuous pedestrian friendly facade; (c) contributes to the creation of a contemporary coastal built form and <i>streetscape</i> ; and (d) provides functional and integrated parking and access arrangements that do not dominate the street.	<b>AO11.1</b>	Development in the Tourist accommodation zone ensures that the ground <i>storey</i> level of premises on a site having a <i>primary active street frontage</i> where identified on <b>Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements)</b> :- (a) is built to the front boundary; (b) provides a fine scale built form; (c) has building openings overlooking the street; (d) incorporates shopfronts, indoor/outdoor cafes and restaurants and other activities that are likely to foster casual, social and business interaction for extended periods; (e) provides all weather protection in the form of continuous awnings and/or light verandah structures with non-load bearing posts over footpath areas with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside; (f) ensures that signage is integrated with the building; and (g) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths.
		<b>AO11.2</b>	Development in the Tourist accommodation zone:- (a) provides for loading docks and service areas to be located and screened so as to be visually unobtrusive; (b) provides for car parking below ground level in a <i>basement</i> structure(s) or which is sleeved behind buildings; and (c) provides for vehicular <i>access</i> to be rationalised and minimises <i>access</i> across active street <i>frontages</i> .
<b>Development in Precinct MAH LPP-1 (Mooloolaba Hospitality Area)</b>			
<b>PO12</b>	Development in Precinct MAH LPP-1 (Mooloolaba Hospitality Area) identified on <b>Local Plan Map LPM34</b> provides for a range of entertainment/catering business uses and other business uses including <i>food and drink outlets, function facilities, bars</i> and <i>hotels</i> that may operate after hours and include live music which creates a vibrant atmosphere.	<b>AO12</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
Development in the Tourism Zone (Key Site 2 – Underwater World/Mooloolaba Wharf)			
<p><b>PO13</b></p>	<p>Development in the Tourism zone on Key Site 2 (Underwater World/Mooloolaba Wharf) identified on <b>Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements)</b>:-</p> <ul style="list-style-type: none"> <li>(a) provides for the site to be redeveloped as a high quality, integrated, mixed use development providing for a range of uses that complement existing tourism uses and providing for the continued operation of the marina;</li> <li>(b) provides for outstanding building, <i>streetscape</i> and landscape design which is highly articulated, epitomises sub-tropical and sustainable design and recognises the landmark nature of the site;</li> <li>(c) provides for buildings which are sited and designed to minimise building bulk and achieve visual permeability through the site to maintain views to the Mooloolah River from the Mooloolaba Town Park, River Esplanade and Parkyn Parade;</li> <li>(d) complements the amenity of adjoining uses and provides strong links to open space on Parkyn Parade and River Esplanade;</li> <li>(e) incorporates <i>active uses</i> such as outdoor dining on terraces, in courtyards and on verandahs at ground and first <i>storey</i> levels;</li> <li>(f) provides an attractive and pedestrian friendly central community meeting space such as a village square or plaza which links to and effectively extends the Mooloolaba Town Park located on the northern side of Parkyn Parade;</li> <li>(g) provides an attractive address to all street <i>frontages</i> and to the Mooloolah River;</li> <li>(h) provides a <i>public open space</i> esplanade, and improved through block pedestrian and cycle access, including along the full length of the Mooloolah River frontage linking existing parklands along the wharf frontage to Charles Clarke Park; and</li> <li>(i) protects bank stability, water quality and hydrological processes within the Mooloolah River.</li> </ul>	<p><b>AO13</b></p>	<p>No acceptable outcome provided.</p>
<p><b>PO14</b></p>	<p>Development in the Tourism zone on Key Site 2 (Underwater World/Mooloolaba Wharf) identified on</p>	<p><b>AO14.1</b></p>	<p>Development provides for vehicular site access which provides for:- (a) improved access into the site</p>



Performance Outcomes		Acceptable Outcomes	
	<p><b>Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements):-</b></p> <p>(a) improves vehicular accessibility into and through the site with primary access provided for from a road other than Parkyn Parade;</p> <p>(b) improves pedestrian connectivity through the site and along the Mooloolah River frontage; and</p> <p>(c) provides for well designed, accessible and integrated public car parking.</p>	<p><b>AO14.2</b></p> <p><b>AO14.3</b></p>	<p>through the upgrade of the Hancock Lane intersection and the creation of a landscaped entry boulevard;</p> <p>(b) improved secondary access from Parkyn Parade; and</p> <p>(c) improved facilities for tourist buses.</p> <p>Development provides improved pedestrian linkages through the site and along the Mooloolah River frontage as indicated conceptually on <b>Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements)</b>.</p> <p>Development provides a well designed and integrated public carpark to service the development and meet public parking needs.</p>
<b>Development in the Local Centre Zone (Brisbane Road)</b>			
<b>PO15</b>	<p>Development in the Local centre zone:-</p> <p>(a) supports the role and function of the local business areas as local (not full service) activity centres providing basic convenience goods and services to local residents and visitors; and</p> <p>(b) does not detract from the role of the Mooloolaba Town Centre (District centre zone) as the district activity centre for the local plan area.</p>	<b>AO15</b>	No acceptable outcome provided.
<b>PO16</b>	<p>Development in the Local centre zone provides:-</p> <p>(a) a coherent and attractive streetfront address and achieves a high level of visual amenity, particularly along Brisbane Road;</p> <p>(b) a high level of comfort and convenience to pedestrians; and</p> <p>(c) functional and integrated car parking and vehicular access that does not dominate the street.</p>	<b>AO16</b>	<p>Development in the Local centre zone:-</p> <p>(a) provides <i>primary active street frontages</i>, built to boundary, where identified on <b>Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements)</b>;</p> <p>(b) respects the layout, scale (including height and <i>setback</i>) and character of development on adjoining sites;</p> <p>(c) reduces the dominance of signage elements, particularly along Brisbane Road;</p> <p>(d) has building openings overlooking the street;</p> <p>(e) provides all weather protection in the form of continuous awnings and/or light verandah structures over footpath areas with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside;</p> <p>(f) ensures that signage is integrated with the building;</p> <p>(g) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths; and</p> <p>(h) provides on-site car parking in basements or at the rear or one side of the development, integrated with other vehicle</p>

Performance Outcomes		Acceptable Outcomes	
			movement areas.
<b>Development in the High Density Residential Zone (Muraban Street and Naroo Court, Mooloolaba)</b>			
<b>PO17</b>	Development in the High density residential zone in the vicinity of Muraban Street and Naroo Court, Mooloolaba provides for a future road, pedestrian and cycle link between Muraban Street and Naroo Court as indicated on <b>Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements)</b> to improve local connectivity.	<b>AO17</b>	No acceptable outcome provided.
<b>Development in the Medium Density Residential Zone at Alexandra Headland</b>			
<b>PO18</b>	Development in the Medium density residential zone at Alexandra Headland is sited and designed in a manner which:- (a) is of a domestic scale that does not dominate the <i>streetscape</i> or skyline; (b) contributes positively to local <i>streetscape</i> character; and (c) respects the topography by providing for building forms which step down the slope.	<b>AO18</b>	No acceptable outcome provided.
<b>Development in the Waterfront and Marine Industry Zone</b>			
<b>PO19</b>	Development in the Waterfront and marine industry zone:- (a) provides for the continued operation of the Mooloolaba State Boat Harbour and associated industries and community harbour services; (b) provides for the establishment of predominantly <i>marine industry</i> uses and limited complementary <i>ancillary</i> business uses which support such uses; (c) does not provide for the establishment of a multi-storey boat storage facility; (d) provides for <i>ancillary</i> business uses to be located on the <i>frontage</i> to Parkyn Parade that contribute to the activation of this <i>frontage</i> ; (e) provides required car parking on site; (f) contributes to streetscape improvements along Parkyn Parade; and (g) protects bank stability, water quality and hydrological processes within the Mooloolah River.	<b>AO19</b>	No acceptable outcome provided.
<b>Development in the Sport and Recreation Zone (The Yacht Club and Boat Ramp)</b>			
<b>PO20</b>	Development in the Sport and recreation zone at The Yacht Club and boat ramp:- (a) provides for the continued operation of the Mooloolaba State Boat Harbour including enhanced recreational boating opportunities and associated <i>ancillary</i> uses;	<b>AO20</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<ul style="list-style-type: none"> <li>(b) improves public access between Parkyn Parade and the Mooloolah River;</li> <li>(c) provides required car-parking on site;</li> <li>(d) contributes to streetscape improvements along Parkyn Parade; and</li> <li>(e) protects bank stability, water quality and hydrological processes within the Mooloolah River.</li> </ul>		
<b>Development in the Community Facilities Zone</b>			
<b>PO21</b>	Development provides for the existing <i>tourist park</i> sites located on Mooloolaba Esplanade and Parkyn Parade to be retained or redeveloped as <i>tourist parks</i> .	<b>AO21</b>	No acceptable outcome provided.
<b>PO22</b>	<p>Development in the Community facilities zone in Precinct MAH LPP-2 (Mooloolaba Spit Government Uses) identified on <b>Local Plan Map LPM34</b> provides for:-</p> <ul style="list-style-type: none"> <li>(a) State Government uses to be rationalised and limited to uses dependant on water access such as maritime safety, water police, fisheries and associated functions;</li> <li>(b) building design which addresses the street and adjoining parkland;</li> <li>(c) a limited number of small scale business uses such as café's and restaurants located adjacent to the foreshore parkland which contribute to the activation of this frontage; and</li> <li>(d) improved pedestrian connections to the adjoining parkland, foreshore and Mooloolah River.</li> </ul>	<b>AO22</b>	No acceptable outcome provided.

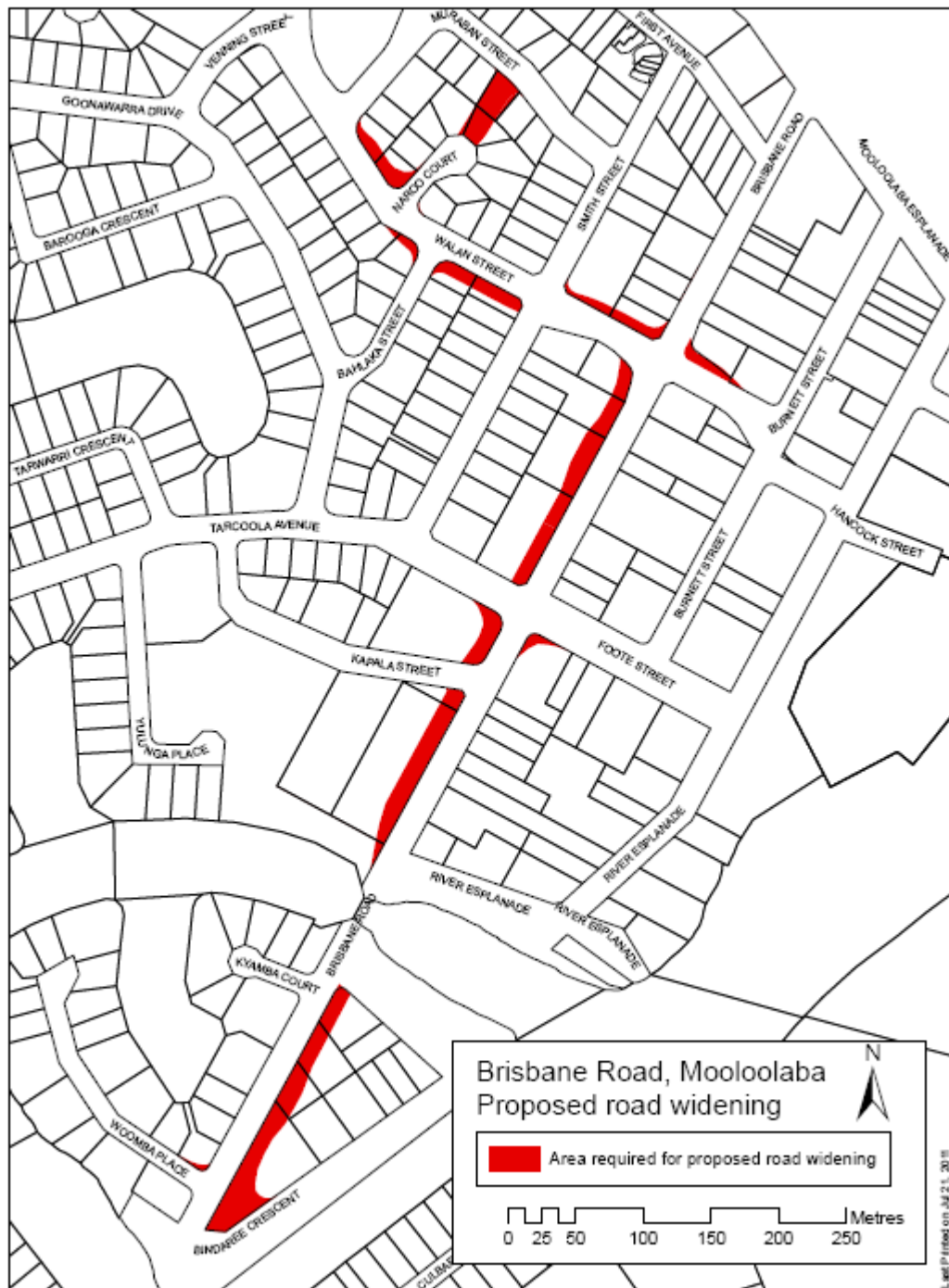


**Figure 7.2.20A Mooloolaba/Alexandra Headland local plan elements**

<Figure to be inserted>



Figure 7.2.20B Brisbane Road upgrade







## 7.2.21 Mooloolah local plan code

### 7.2.21.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Mooloolah local plan area as shown on Map ZM41 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Mooloolah local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.21.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.21.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.21A (Mooloolah local plan elements)**.

### 7.2.21.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Mooloolah local plan code.

*The Mooloolah local plan area is located in the southern part of the Sunshine Coast on the North Coast Rail Line between Landsborough and Eudlo. The local plan area comprises the small rural town of Mooloolah and adjacent urban and rural residential areas. The local plan area has a land area of approximately 790 hectares.*

*The Mooloolah local plan area is framed to the west by the Blackall Range, to the south by the tall eucalypts of the Dularcha National Park, Mooloolah Forest Reserve and Tunnel Ridge and to the north by the Mooloolah Range. The local plan area is traversed by the Mooloolah River and South Mooloolah River and their tributaries and has a generally flat to gently undulating landform reflecting its location adjacent to the Mooloolah floodplain. Steeper parts are found on the edges of the local plan area where the land rises around the adjacent ranges.*

*The Mooloolah local plan area derives its character from its picturesque rural and natural landscape setting, village character and strong community feel. Mooloolah Connection Road provides a physical and visual gateway to the town, with a distinct sense of arrival provided by striking views to the Blackall Range, and the current railway crossing and traditional style pedestrian overpass. The town has a strong horse riding community with a pony club and riding school both located in close proximity to the town centre. Riders often travel through the town, adding to the rural character.*

*The Mooloolah Town Centre provides important commercial, community, social, and recreational facilities to service the local level needs of its resident population as well as the needs of the surrounding rural residential and rural communities. The town centre is currently divided into two parts by the North Coast Rail Line, with the western side of the rail line focussed on Bray Road and Jones Street, and the eastern side predominantly along Mooloolah Connection Road. The open level crossing provides good connectivity between the two sides of the town centre and functions as a gateway to the town.*

*Although the buildings in the centre are relatively new, they comprise characteristics of traditional rural towns, particularly on the western side of the railway. The town centre is complemented by the open space reserves of the Village Green and Martin Rungert Park. A number of community facilities are located within the local plan area including a local State primary school, community centre, public hall and recreation reserve (pony club). The Mooloolah railway shelter is of local heritage significance.*

*The local plan area consists of small residential lots focused on Jones Street and the northern side of Paget Street with the remaining residential areas of the town characterised by dwelling houses on larger sized lots.*

*The rural residential and rural lands surrounding the town are constrained by flooding, sloping topography and native vegetation which also contribute to the scenic amenity and character of the local plan area.*

*The North Coast Rail Line is planned to be subject to realignment and duplication. As part of the duplication, provision has been made for a potential road overpass and closure of the current open level crossing. Closure of the open level crossing will physically and visually segregate the town and has the potential to impact significantly on the character and functionality of the town centre. If this option is pursued, maintaining connectivity for pedestrians, cyclists and horse riders will be critical.*

*Mooloolah Road/Connection Road is the major road link within the local plan area. Other important local road links include Neil Road, Bray Road and King Road. Urban zoned land within the local plan area is connected, or has the ability to be connected, to reticulated water and sewerage.*

### 7.2.21.3 Purpose and overall outcomes

- (1) The purpose of the Mooloolah local plan code is to provide locally relevant planning provisions for the assessment of development within the Mooloolah local plan area.
- (2) The purpose of the Mooloolah local plan code will be achieved through the following overall outcomes:-
  - (a) Mooloolah remains a small rural town with an intimate rural character and identity, primarily servicing the local community and visitors to the area. Some expansion of local business, residential and rural residential uses is provided for.
  - (b) Urban and rural residential development within the Mooloolah local plan area is limited to land within the urban and rural residential growth management boundaries respectively so as to protect and reinforce the character and identity of Mooloolah, provide for the efficient provision of *infrastructure* and services, avoid constrained land and protect the character and productivity of surrounding rural land.
  - (c) Development retains the key landscape, built form and natural environment elements that contribute to the setting, character and identity of the Mooloolah local plan area as a rural town with a strong sense of place and associations with the past.
  - (d) The Mooloolah Town Centre functions as a local (full service) activity centre providing a range of convenience goods and services to residents of the local plan area and surrounding rural and rural residential areas and provides a focus for small scale retail, commercial and community activity.
  - (e) Whilst the retail and commercial functions of Mooloolah centre may expand and be enhanced, the town centre remains compact and focused on the western side of the railway, with any expansion limited to land included within the Local business zone. Residents of Mooloolah continue to rely upon larger centres such as Beerwah, Sippy Downs or Caloundra to fulfil higher order business and industry needs.
  - (f) The 'rural town' feel, traditional built form and *streetscape* character of the Mooloolah Town Centre is retained and reinforced with Bray Road, Jones Street and Mooloolah Road enhanced as wide, attractive and pedestrian friendly main streets. Development in the Local centre zone addresses the street and complements and enhances the traditional *streetscape* and building form established on the western side of the railway line.
  - (g) Development in the Local centre zone on Lot 2 on RP8474 and Lots 1 and 2 on RP8476, Mooloolah Road, provides for the establishment of a *hotel (tavern)* and *short-term accommodation*. Such development is configured, designed and operated in a manner which minimises impacts on local residential amenity and *adjoining premises*.
  - (h) Development is designed and sited to protect significant views from Mooloolah Connection Road and the Mooloolah Town Centre to the Blackall Range.
  - (i) Development in the Medium density residential zone provides for the establishment of medium density housing which contributes to a high level of residential amenity and design quality consistent with the rural character of the Mooloolah local plan area, the scale and character of the *streetscape* and surrounding development.
  - (j) Development in the Low density residential zone and Rural residential zone, including road and lot layouts and *streetscape*, reflects traditional rural town residential qualities such as low rise detached housing on large lots, open *streetscape* and mature street trees. Development is designed and sited to sensitively respond to the physical characteristics of the land including

flooding and slope constraints, and provides for the retention and enhancement of native *vegetation* and appropriate riparian buffers to the Mooloolah River, South Mooloolah River and tributaries. Where applicable, development provides for the effective treatment and disposal of effluent on-site.

- (k) *Home based business, bed and breakfast* accommodation and other complementary uses support local employment and take advantage of the comparatively large lot size and the town's picturesque rural and natural setting. These complementary uses are located and designed to protect the local environment and the amenity of surrounding areas.
- (l) Development in the local plan area is supported by a network of open space to meet the needs of the local community and facilitates safe and convenient pedestrian and cycle connections to, between and around key destinations within the local plan area.
- (m) Development does not compromise or adversely impact upon the future provision or operation of the North Coast Rail Line realignment and duplication and preserves the option for an associated road overpass and pedestrian and cycle connections.

#### 7.2.21.4 Performance outcomes and acceptable outcomes

**Table 7.2.21.4.1 Performance outcomes and acceptable outcomes for assessable development**

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Mooloolah Local Plan Area Generally (All Zones)</i>			
PO1	Development provides for buildings, structures and landscaping that reflects and enhances the rural town character of Mooloolah in terms of form, composition and use of materials.	AO1.1	Buildings and structures incorporate traditional external building materials, such as timber cladding and corrugated iron roofs.
		AO1.2	Roof forms use simple, traditional Queensland style roof designs including gable, hip, pitched or multiple gable roof forms.
		AO1.3	Development uses understated colour schemes and low-reflective roofing and cladding materials.
PO2	Development provides for the retention and enhancement of key landscape elements including historical structures, significant views and vistas, existing character trees and areas of significant <i>vegetation</i> contributing to the setting, character and sense of place of Mooloolah.	AO2.1	Development provides for the retention or relocation and adaptive re-use of, the Mooloolah railway shelter and pedestrian overpass.
		AO2.2	Development protects and emphasises, and does not intrude upon, the important views to the Blackall Range, particularly from Mooloolah Road and the town centre, and other views to surrounding rural and natural areas including Dularcha National Park and adjacent ranges where identified on <b>Figure 7.2.21A (Mooloolah local plan elements)</b> .
		AO2.3	Development provides for the retention and enhancement of existing mature trees and character <i>vegetation</i> that contribute to the <i>streetscape</i> character and vegetated backdrop to the town including:- (a) character <i>vegetation</i> in Martin Rungert Park and the Village Green where identified on <b>Figure 7.2.21A (Mooloolah local plan elements)</b> ; and (b) riparian <i>vegetation</i> along the Mooloolah River and South

Performance Outcomes		Acceptable Outcomes	
			<p>Mooloolah River and their tributaries.</p> <p>Note—in some circumstances, the eradication of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.</p>
<b>PO3</b>	Development contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways to enhance the sense of entry to, and the rural town character of, Mooloolah.	<p><b>AO3.1</b></p> <p><b>AO3.2</b></p> <p><b>AO3.3</b></p>	<p>Development adjacent to the primary streetscape treatment area or the identified gateway/entry point within the town centre on <b>Figure 7.2.21A (Mooloolah local plan elements)</b> incorporates architectural and landscape treatments and other design elements which:-</p> <p>(a) enhance the sense of arrival to, and the rural town character of, Mooloolah; and</p> <p>(b) emphasise corner sites and locations.</p> <p>Development adjacent to the gateway/entry point on Mooloolah Road at the South Mooloolah River identified on <b>Figure 7.2.21A (Mooloolah local plan elements)</b> provides for the retention and enhancement of riparian <i>vegetation</i> and maintains the dominance of natural features over built features in order to maintain the natural character of this gateway/entry point.</p> <p>Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.</p> <p>Note—<b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.</p> <p>Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.</p> <p>Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required.</p>
<b>PO4</b>	Development for a <i>food and drink outlet</i> does not:- (a) provide for the establishment of a <i>high volume convenience restaurant</i> ; or (b) incorporate a <i>drive-through facility</i> .	<b>AO4</b>	No acceptable outcome provided.
<b>PO5</b>	Development on land with frontage to the Mooloolah River and South Mooloolah River, or on land otherwise identified as a local ecological linkage on <b>Figure 7.2.21A (Mooloolah local plan elements)</b> , facilitates the provision of the local ecological linkage.	<b>AO5</b>	<p>No acceptable outcome provided.</p> <p>Editor's Note—<b>Section 8.2.3 (Biodiversity, waterways and wetlands overlay code)</b> sets out requirements for the provision of ecological linkages.</p>
<b>PO6</b>	Development does not compromise the future provision and operation of	<b>AO6</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p><i>transport networks</i> including:-</p> <ul style="list-style-type: none"> <li>(a) the proposed North Coast Rail Line realignment and duplication;</li> <li>(b) the potential future road overpass connecting Mooloolah Road and Jones Street; and</li> <li>(c) the pedestrian and cycle overpass linking the two business areas of the town.</li> </ul>		
<b>Development in the Local Centre Zone Generally</b>			
<b>PO7</b>	<p>Development in the Local centre zone provides for small scale uses and mixed uses that:-</p> <ul style="list-style-type: none"> <li>(a) support Mooloolah Town Centre's role and function as a local (full service) activity centre; and</li> <li>(b) provide a wide range of convenience goods and services to residents and visitors.</li> </ul>	<b>A07</b>	No acceptable outcome provided.
<b>PO8</b>	<p>Development in the Local centre zone:-</p> <ul style="list-style-type: none"> <li>(a) is sympathetic to the rural character and identity of Mooloolah;</li> <li>(b) complements the traditional built form and <i>streetscape</i>;</li> <li>(c) provides an active interface to the street; and</li> <li>(d) provides integrated and functional parking and access arrangements that do not dominate the street.</li> </ul>	<b>A08</b>	<p>Development in the Local centre zone:-</p> <ul style="list-style-type: none"> <li>(a) provides for Bray Road, Jones Street and Mooloolah Road to be maintained and enhanced as wide, attractive and pedestrian friendly main streets;</li> <li>(b) respects the layout, scale (including height and <i>setback</i>) and character of development on adjoining sites;</li> <li>(c) reflects and enhances the character of existing buildings on the western side of the railway;</li> <li>(d) provides <i>primary active street frontages</i>, built to the front boundary, where identified on <b>Figure 7.2.21A (Mooloolah local plan elements)</b>;</li> <li>(e) provides all weather protection in the form of continuous cantilevered awnings and/or light verandah structures with non-load bearing posts over footpath areas with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerb;</li> <li>(f) has simple, traditional Queensland style roof designs, such as hipped or gabled, and parapets facing the street;</li> <li>(g) has building openings overlooking the street including a well defined shopfront and entry doors;</li> <li>(h) uses colour schemes and external finishes consistent with the theme established on the western side of the railway;</li> <li>(i) ensures that signage is integrated with the building;</li> <li>(j) includes provision of landscaping, shaded seating, public art and consistent and simple paving materials on footpaths; and</li> <li>(k) provides on-site car parking at the rear of the development, integrated with other vehicle movement areas.</li> </ul>

Performance Outcomes		Acceptable Outcomes	
<b>Development in the Local Centre Zone (Lot 2 on RP8474 and Lots 1 and 2 on RP8476, Mooloolah Road)</b>			
<b>PO9</b>	<p>Development in the Local centre zone on Lot 2 on RP8474 and Lots 1 and 2 on RP8476, Mooloolah Road, provides for the establishment of a <i>hotel</i> (tavern) and <i>short-term accommodation</i>, provided that such development:-</p> <ul style="list-style-type: none"> <li>(a) provides for Lot 2 on RP8476 to be developed for residential purposes, with <i>hotel</i> related activities occurring on the remainder of the site oriented towards Way Street and Mooloolah Road;</li> <li>(b) provides for a minimum 3 metre wide densely planted landscape <i>buffer</i> and 1.8 metre solid screen fence to adjoining residential premises;</li> <li>(c) does not provide for gaming or betting activities or a drive through bottle shop;</li> <li>(d) is designed to minimise adverse amenity impacts, including impacts associated with excessive noise; and</li> <li>(e) is subject to a safety, security and emergency management plan developed in conjunction with the <i>Council</i> and relevant emergency services.</li> </ul>	<b>AO9</b>	No acceptable outcome provided.
<b>PO10</b>	<p>Development of Lot 2 on RP8474 and Lots 1 and 2 on RP8476, Mooloolah Road, is limited to residential uses should the tavern not proceed in order to facilitate consolidation of business uses in the town centre on the western side of the railway line.</p>	<b>AO10</b>	No acceptable outcome provided.
<b>Development in the Medium Density Residential Zone</b>			
<b>PO11</b>	<p>Development in the Medium density residential zone:-</p> <ul style="list-style-type: none"> <li>(a) provides for the establishment of medium density housing compatible with a rural town setting;</li> <li>(b) is of a domestic scale that does not dominate the <i>streetscape</i> and is compatible with surrounding development;</li> <li>(c) provides for building form that reflects the traditional Queensland style;</li> <li>(d) contributes positively to local <i>streetscape</i> character;</li> <li>(e) provides for generous open space to be maintained between buildings to preserve a predominantly open feel;</li> <li>(f) provides for on-site car parking to be located and designed such that it does not dominate the <i>streetscape</i>; and</li> <li>(g) avoids constrained land.</li> </ul>	<b>AO11</b>	<p>Development in the Medium density residential zone:-</p> <ul style="list-style-type: none"> <li>(a) provides an attractive street address to Paget Street and the Village Green;</li> <li>(b) provides buildings which have the appearance of one or more individual buildings on the <i>site</i> with each building being of a <i>dwelling house</i> scale;</li> <li>(c) provides for building form which reflects the traditional Queensland style with the use of timber, pitched roofs, roof overhangs, prominent entry treatments, subdued colours and non-reflective materials;</li> <li>(d) incorporates verandah to at least 40% of the front facade length;</li> <li>(e) provides good pedestrian and cycle connectivity to the town centre;</li> <li>(f) provides for on-site car parking to be located at the rear of buildings and separated into discrete areas so that it does not dominate the <i>streetscape</i>; and</li> <li>(g) avoids flood prone land, protects</li> </ul>

Performance Outcomes		Acceptable Outcomes	
			native <i>vegetation</i> areas and provides appropriate riparian buffers to South Mooloolah River.
<b>Development in the Low Density Residential Zone and Rural Residential Zone</b>			
<b>PO12</b>	Reconfiguring a lot in the Low density residential zone and Rural residential zone provides for lot sizes and a configuration of lots that:- (a) is sympathetic to the rural town character and identity of the Mooloolah local plan area; and (b) where applicable, provides for safe and effective treatment and disposal of effluent on site.	<b>AO12.1</b>  <b>AO12.2</b>	Development in the Low density residential zone provides for lots which are a minimum of 1,000m <sup>2</sup> in area.  Development in the Rural residential zone provides for lots which are a minimum of 4,000m <sup>2</sup> in area, or larger where required to provide for adequate on-site effluent disposal.
<b>PO13</b>	Reconfiguring a lot within the Low density residential zone and Rural residential zone:- (a) provides for an interconnected system of local roads, pedestrian, cycle and open space links with adjoining land; (b) avoids flood prone land and responds sensitively to areas with slope and landslide constraints; (c) protects native <i>vegetation</i> areas and provides appropriate riparian buffers to Mooloolah River, South Mooloolah River and their tributaries; and (d) provides an open feel and transition between the town and adjoining rural residential and rural areas.	<b>AO13</b>	Reconfiguring a lot:- (a) incorporates an interconnected internal road system, pedestrian, cycle and open space links including where identified on <b>Figure 7.2.21A (Mooloolah local plan elements)</b> ; (b) avoids land subject to flooding, slope and landslide constraints; (c) protects native <i>vegetation</i> and dedicates land for ecological purposes along <i>waterways</i> , where identified as a local ecological linkage on <b>Figure 7.2.21A (Mooloolah local plan elements)</b> , that links to existing land in the Open space zone or Environmental management and conservation zone; and (d) provides for larger lot sizes adjoining land in the Rural zone or Rural residential zone.





**Figure 7.2.21A Mooloolah local plan elements**

<Figure to be inserted>



## 7.2.22 Nambour local plan code

### 7.2.22.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Nambour local plan area as shown on Map ZM18 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Nambour local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.22.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.22.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.22A (Nambour local plan elements)**.

### 7.2.22.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Nambour local plan code.

*The Nambour local plan area is located in the central hinterland of the Sunshine Coast on the North Coast Rail Line and west of the Bruce Highway. The local plan area takes in the town centre and surrounding urban areas of Nambour, which is the largest rural town on the Sunshine Coast. The local plan area has a land area of approximately 1,990 hectares.*

*The local plan area has a picturesque setting, framed by surrounding hills and hillside vegetation. The local plan area itself is characterised by variable topography with steeper slopes around the margins of the area and undulating land in the central parts. Petrie Creek, Paynter Creek, Whalleys Creek and Tuckers Creek are the main waterways that traverse the local plan area, with central parts of the local plan area, including the fringes of the town centre, being subject to periodic flooding.*

*Areas of significant riparian vegetation, open space and natural bushland are contained within the local plan area, with Petrie Creek and tributaries providing an important ecological and open space spine. Bushland parks such as Koala Park and Cilento Bushland Conservation Reserve contain high quality remnant vegetation and contribute to the visually attractive setting of Nambour. Nambour also enjoys significant vistas to the Blackall Range in the west and east along the Petrie Creek floodplain to the coast.*

*Nambour serves an important role as a major regional activity centre providing higher order retail, employment and service needs of its resident population and surrounding hinterland areas, including the nearby rural towns of Woombye, Palmwoods, Montville, Mapleton and Yandina.*

*These services are mainly provided by the traditional town centre of Nambour focused around Currie Street and Howard Street. A number of smaller local business centres provide for the convenience needs of residential neighbourhoods within the local plan area.*

*The local plan area also accommodates industrial uses and development, including established industrial estates located in and around Windsor Road, Daniel Street and Rigby Street. The north-eastern corner of the local plan area, focused around the Bruce Highway/Bli Bli Road interchange, includes large extractive industry operations as well as major municipal uses including a regional waste management facility and wastewater treatment plant.*

*A range of State and Commonwealth Government services are provided in the town and Nambour is also the centre of local government administration for the Sunshine Coast Council. Nambour is also the main regional hub for health and medical services on the Sunshine Coast accommodating two major hospitals, being Nambour General Hospital and the Nambour Selangor Private Hospital. The local plan area contains a range of educational facilities, including a number of primary and secondary schools as well as the Sunshine Coast Institute of TAFE, which is one of the key centres for learning in the region.*

A range of cultural and sport and recreation facilities are also located in the local plan area, including the Nambour Civic Centre, police citizens youth club, indoor sports centre, Nambour Showgrounds and numerous other clubs and societies that provide a valuable community focus for the surrounding hinterland and the wider Sunshine Coast.

Nambour provides a mix of residential types to meet community needs, including several retirement communities. However, housing remains predominantly detached in character. Significant consolidation and redevelopment opportunities are available in the local plan area, particularly within walking distance to the town centre and railway station. The older residential parts of the local plan area contain pockets of character housing in the traditional Queensland style. Consolidation is intended to be undertaken in a manner which is sympathetic to the established character of these areas, including the retention of existing character buildings within the development design.

The main north-south road access through the local plan area is via Nambour Connection Road. Bli Bli Road and Petrie Creek Road provide the main road connections between the local plan area and the coastal urban area to the east. Nambour-Mapleton Road provides the main road connection between the local plan area and rural towns and communities to the west. The Bruce Highway passes through the north-eastern corner of the local plan area.

Nambour provides a key transit hub connecting the passenger rail system from Brisbane to the Sunshine Coast's public transport (bus) network. The proposed realignment and duplication of the North Coast Rail Line north to Nambour will further enhance opportunities for transit oriented development in and around the town centre.

Urban zoned land within the local plan area is connected, or has the ability to be connected, to reticulated water and sewerage.

### 7.2.22.3 Purpose and overall outcomes

- (1) The purpose of the Nambour local plan code is to provide locally relevant planning provisions for the assessment of development within the Nambour local plan area.
- (2) The purpose of the Nambour local plan code will be achieved through the following overall outcomes:-
  - (a) Nambour is progressively developed as a major regional activity centre, providing a broad range of higher order uses and activities capable of servicing its resident population as well as surrounding rural towns, villages, rural residential and rural communities.
  - (b) Significant urban consolidation and redevelopment opportunities are provided for within Nambour, with a focus on transit oriented development in and around the town centre and railway station.
  - (c) Urban development within the Nambour local plan area is limited to land within the urban growth management boundary so as to protect and reinforce the separate identity of Nambour, provide for the efficient provision of *infrastructure* and services, avoid constrained land and protect the landscape character and productivity of surrounding rural lands.
  - (d) A broad range of higher order retail, commercial, community, cultural, health, entertainment and employment generating uses that support the role and function of Nambour as the dominant major regional activity centre for the central Sunshine Coast hinterland are provided to service the needs of Nambour and surrounding areas including Woombye, Palmwoods, Montville, Mapleton and Yandina.
  - (e) Development in the Major centre zone provides for mixed use premises incorporating residential uses above the ground storey so as to provide greater vitality and causal surveillance within the town centre and achieve residential densities that support centre functions and public transport. Whilst the retail and commercial functions of Nambour Town Centre will increase in scale and intensity, the town centre remains compact, with any expansion consolidated and contained to land included within the Major centre zone.
  - (f) Development in Precincts NAM LPP-1 (Nambour Hospitality Area) and NAM LPP-2 (Former Mill Site and Hospitality Area) provides a range of business uses and entertainment activities including *food and drink outlets, function facilities, bars, hotels and nightclub entertainment facilities* that may operate after hours and include live music which creates a vibrant atmosphere.

- (g) Development in Precinct NAM LPP-2 (Former Mill Site and Hospitality Area) consolidates Nambour's role as a major regional activity centre and integrates the site with the traditional town centre through a permeable pedestrian and street network. Building form and urban design on the site provides for an outwardly focussed, main street development which is sympathetic to Nambour's traditional built form and *streetscape* character.
- (h) The State heritage-listed Mill Houses form part of a courtyard setting for passive recreation and social interaction. The heritage significance of the Mill Houses is maintained and development provides for the retention and re-use of these buildings for business, community, cultural, entertainment and catering uses.
- (i) Development in Precinct NAM LPP-3 (Town Centre Frame) provides for *mixed use development* with retail business uses at a scale and intensity less than in other parts of the Major centre zone in accordance with **Table 7.2.22.4.2 (Nambour local plan supplementary table of consistent uses and potentially consistent uses in the Major centre zone)**. Development in Precinct NAM LPP-3 also provides for low intensity, small scale industry uses where adverse amenity impacts to surrounding uses are avoided. Physical and visual accessibility from the town centre frame to Nambour's transit hub and town centre core is maximised.
- (j) Development within the Nambour Town Centre provides for visually interesting building elements which respond to and respect the established patterns of development in Nambour and are created to provide high levels of pedestrian comfort and convenience, meaningful architectural expression and interesting urban forms.
- (k) Development within the local plan area protects and retains the established character areas of Nambour and buildings identified as having cultural heritage or *streetscape* significance as important elements of local character and identity.
- (l) Development retains key landscape character and natural environment elements and protects significant views contributing to the character and landscape setting of Nambour including the prominent vegetated hills, escarpments and ridgelines surrounding the town.
- (m) Development in Precinct NAM LPP-4 (Nambour Health Hub) provides for the consolidation of a sub-regional employment opportunity area, focussed around the Nambour General Hospital and Nambour Selangor Private Hospital. Development in the Local centre zone in the vicinity of the hospitals provides for the establishment of a range of health-related business uses and allied and compatible uses which are sympathetic to the residential amenity and character of the area in accordance with **Table 7.2.22.4.3 (Nambour local plan supplementary table of consistent uses and potentially consistent uses in the Local centre zone)**. Development in this area does not detract from the role and function of Nambour's town centre as the key focus for *office* and retail activities.
- (n) Development in the Medium density residential zone provides for a mix of housing types and densities with *dwellings* that are generally of a domestic scale or are provided in small groups so as to reduce the perceived scale and mass of development relative to its surrounds.
- (o) Reconfiguring a lot in the Low density residential zone and Emerging community zone incorporates road and lot layouts which sensitively respond to site characteristics and are consistent with the established subdivision pattern of the town, characterised by regular shaped lots, grid street layout, open *streetscape* and mature street trees. Development occurs in an integrated manner and provides an interconnected network of roads, pedestrian and cycle paths and open space and buffering to surrounding rural lands.
- (p) Development is designed and sited to protect significant environmental and riparian areas and to sensitively respond to the physical characteristics and constraints of land in the local plan area, including flooding, steep slopes and *ecologically important areas*.
- (q) Development in the local plan area is supported by a network of open space to meet the needs of the local community and facilitate safe and convenient pedestrian and cycle connections to, between and around key destinations within the local plan area.
- (r) Development does not compromise or adversely impact upon the planned realignment and duplication of the North Coast Rail Line.

## 7.2.22.4 Performance outcomes and acceptable outcomes

Table 7.2.22.4.1 Performance outcomes and acceptable outcomes for assessable development

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Nambour Local Plan Area Generally (All Zones)</i>			
<b>PO1</b>	Development provides for visually interesting building elements which:- (a) respond to and respect the traditional <i>streetscape</i> and architectural character of Nambour in terms of scale, siting, form, composition and use of materials; and (b) facilitate high levels of pedestrian comfort, meaningful architectural expression and interesting urban forms.	<b>AO1</b>	No acceptable outcome provided.
<b>PO2</b>	Development provides for the retention and enhancement of key landscape elements including historical landmarks, significant views and vistas, existing character trees and areas of significant <i>vegetation</i> contributing to the character, setting and sense of place of Nambour.	<b>AO2.1</b>  <b>AO2.2</b>  <b>AO2.3</b>	Development provides for the retention of old stone retaining walls, historical landmarks, memorials and monuments.  Development protects and emphasises, and does not intrude upon, important view lines to the Blackall Range and other views to surrounding rural and natural areas where identified on <b>Figure 7.2.22A (Nambour local plan elements)</b> .  Development retains and protects existing mature trees and character <i>vegetation</i> contributing to the vegetated backdrop setting and <i>streetscape</i> character of the local plan area including:- (a) riparian <i>vegetation</i> adjacent to Petrie Creek, Paynter Creek, Whalleys Creek, Tuckers Creek and tributaries; (b) native <i>vegetation</i> areas along ridgelines and on prominent hillsides and escarpments framing the town; and (c) other character <i>vegetation</i> identified on <b>Figure 7.2.22A (Nambour local plan elements)</b> .  Note—in some circumstances, the eradication of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.
<b>PO3</b>	Development provides for the retention and possible future operation of the former sugar cane train railway along the Mill Street/Howard Street route between the former mill site and the former marshalling yards off Howard Street, for the purpose of tourism, transportation, connectivity and retention of heritage values.	<b>AO3</b>	No acceptable outcome provided.
<b>PO4</b>	Development contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways to enhance the contemporary rural town character of, and sense of entry and arrival to, Nambour.	<b>AO4.1</b>	Development adjacent to a primary <i>streetscape</i> treatment area or identified gateway/entry point on <b>Figure 7.2.22A (Nambour local plan elements)</b> incorporates architectural and landscape treatments and other design elements which enhance the sense of entry and

Performance Outcomes		Acceptable Outcomes	
		<p><b>AO4.2</b></p> <p>arrival to, and contemporary rural town character of, Nambour, and emphasise corner locations.</p> <p>Development adjacent to the gateway/entry point on Nambour Connection Road at Panorama Drive, identified on <b>Figure 7.2.22A (Nambour local plan elements)</b> provides for the retention and enhancement of significant views and maintains the dominance of natural features over built features in order to maintain the natural character of this gateway/entry point.</p> <p><b>AO4.3</b></p> <p>Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.</p> <p>Note—<b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.</p> <p>Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.</p> <p>Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required.</p>	
<b>PO5</b>	Development on land with frontage to Petrie Creek, Paynter Creek, Whalleys Creek and Tuckers Creek, or on land otherwise identified as a local ecological linkage on <b>Figure 7.2.22A (Nambour local plan elements)</b> , facilitates the provision of the local ecological linkage.	<b>AO5</b>	No acceptable outcome provided.  Editor's Note— <b>Section 8.2.3 (Biodiversity, waterways and wetlands overlay code)</b> sets out requirements for the provision of ecological linkages.
<b>PO6</b>	Development protects prominent hillsides, ridgelines and escarpments in the local plan area through sensitive and innovative lot layouts and building siting and design.	<b>AO6</b>	No acceptable outcome provided.
<b>PO7</b>	Development improves local connectivity by providing pedestrian and cycle connections to and between key destinations including, but not limited to, those connections identified conceptually on <b>Figure 7.2.22A (Nambour local plan elements)</b> .	<b>AO7</b>	No acceptable outcome provided.
<b>PO8</b>	Development does not compromise the provision and operation of <i>transport networks</i> , including the proposed realignment and duplication of the North Coast Rail Line.	<b>AO8</b>	No acceptable outcome provided.
<b>Development in the Major Centre Zone Generally</b>			
<b>PO9</b>	Development in the Major centre zone provides large scale and mixed uses that:- (a) support Nambour's role and function as the dominant major regional activity centre for the central Sunshine Coast hinterland, subservient only to the Maroochydore Principal Regional	<b>AO9</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>Activity Centre; and</p> <p>(b) provide a wide range of higher order goods and services to Nambour's resident population and surrounding areas, including Woombye, Palmwoods, Montville, Mapleton and Yandina.</p>		
<b>PO10</b>	<p>Development in the Major centre zone:-</p> <p>(a) is sympathetic to and reinforces the rural character and heritage values of Nambour;</p> <p>(b) provides a walkable town centre which includes a permeable street network, wide tree lined footpaths and continuous weather protection for pedestrians along active or semi-active streetfront areas;</p> <p>(c) creates vibrant and active streets and public spaces;</p> <p>(d) maximises the physical and visual accessibility to Nambour's transit hub; and</p> <p>(e) provides integrated and functional car parking and access arrangements that do not dominate the street.</p>	<b>AO10</b>	<p>Development in the Major centre zone:-</p> <p>(a) respects the layout, scale and character of development on adjoining sites;</p> <p>(b) provides for <i>primary active street frontages</i>, built to the front boundary, where identified on <b>Figure 7.2.22A (Nambour local plan elements)</b>;</p> <p>(c) provides for adaptive reuse, with limited modification, of heritage places or <i>character buildings</i> that is sympathetic to the inherent character of the building and the Nambour town centre context;</p> <p>(d) provides for vertical and horizontal building elements created through the visible expression of building design elements such as columns, doors and doorways, windows, awnings, screens, shade structures, low relief decorative elements, parapet details and shadow lines;</p> <p>(e) incorporates variety in <i>storey</i> height, recessed upper levels, single and double <i>storey</i> colonnades and recesses for balconies and verandahs such that long unbroken blank wall planes with repetitive elements and continuous roof lines are avoided;</p> <p>(f) provides for buildings with <i>frontage</i> to Currie Street to incorporate:-</p> <p>(i) vertical building proportions that divide the building elevation into three (3) or more major vertical parts for every 20 metres of street <i>frontage</i> as identified on <b>Figure 7.2.22B (Typical vertical proportions along part of Currie Street)</b>;</p> <p>(ii) roof forms designed to diminish the visual impact of large floor plate buildings and large flat roof forms by articulated roof designs (pitched or sloped) with multiple ridge lines and incorporating articulated upper facades as identified on <b>Figure 7.2.22C (Articulated and 'fine grain' skyline)</b>; and</p> <p>(iii) understated colour schemes and low-reflective roofing and cladding materials;</p> <p>(g) ensures that signage is integrated with the building;</p> <p>(h) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths;</p> <p>(i) provides all weather protection along</p>



Performance Outcomes		Acceptable Outcomes	
			<p>active street <i>frontages</i> in the form of continuous cantilevered awnings and/or lightweight verandah structures with no load bearing posts over footpath areas in conjunction with mature or semi-mature shade trees planted along the <i>site frontage</i>;</p> <p>(j) provides for the continuation of existing laneways and pedestrian and cycle linkages where identified on <b>Figure 7.2.22A (Nambour local plan elements)</b>; and</p> <p>(k) provides for on-site car parking at the rear or below ground level of the development.</p>
<b>PO11</b>	<p>Development in the Major centre zone facilitates pedestrian movement and connectivity by providing pedestrian through-block links that:-</p> <p>(a) are located to connect key activity nodes, including the Nambour transit hub, and pedestrian crossings of streets;</p> <p>(b) provide a safe alternative to the street-based movement network; and</p> <p>(c) provide a comfortable pedestrian environment in terms of access, width, shelter, materials and function.</p>	<b>AO11</b>	No acceptable outcome provided.
<b>Development in the Major Centre Zone in Precinct NAM LPP-1 (Nambour Hospitality Area) and Precinct NAM LPP-2 (Former Mill Site and Hospitality Area)</b>			
<b>PO12</b>	<p>Development in Precinct NAM LPP-1 (Nambour Hospitality Area) and NAM LPP-2 (Former Mill Site and Hospitality Area) identified on <b>Local Plan Map LPM18</b> provides for a range of entertainment/catering business uses and other business uses including <i>food and drink outlets, function facilities, bars, hotels and nightclub entertainment facilities</i> that may operate after hours and include live music which creates a vibrant atmosphere.</p>	<b>AO12</b>	No acceptable outcome provided.
<b>Development in the Major Centre Zone in Precinct NAM LPP-2 (Former Mill Site and Hospitality Area)</b>			
<b>PO13</b>	<p>Development in Precinct NAM LPP-2 (Former Mill Site and Hospitality Area) identified on <b>Local Plan Map LPM18</b> provides for a proportional share of the total commercial business and retail business floor space for the Nambour town centre through the establishment of only one <i>full line supermarket or discount department store</i>, with a <i>gross leasable floor area</i> not exceeding 4,000m<sup>2</sup>.</p>	<b>AO13</b>	No acceptable outcome provided.
<b>PO14</b>	<p>Development in Precinct NAM LPP-2 (Former Mill Site and Hospitality Area) provides for any large floor plate retail use to be located to the north of the Bury Street extension and on the western side of the Mill Lane extension identified on <b>Figure 7.2.22A (Nambour local plan elements)</b>.</p>	<b>AO14</b>	No acceptable outcome provided.
<b>PO15</b>	Development in Precinct NAM LPP-2	<b>AO15</b>	Development in Precinct NAM LPP-2

Performance Outcomes		Acceptable Outcomes	
	<p>(Former Mill Site and Hospitality Area):-</p> <p>(a) provides for the establishment of an outwardly focused, active main street format; and</p> <p>(b) visually and physically integrates with the established town centre of Nambour and the State heritage-listed Mill Houses.</p>		<p>(Former Mill Site and Hospitality Area) is provided in a main street configuration and ensures that:-</p> <p>(a) any large floor plate retail use is separated from the street by sleeving;</p> <p>(b) sleeving comprises active retail business uses or catering business uses located at ground level with residential uses and commercial business uses located on upper building levels;</p> <p>(c) sleeving extends to the Bury Street and Mill Street boundaries and is provided adjacent to the Mill House Courtyard;</p> <p>(d) a civic space (mini plaza) is provided opposite the Mill House Courtyard;</p> <p>(e) site interpretative features, such as public artwork, are provided; and</p> <p>(f) service lanes and loading bays are appropriately screened and are located adjacent to the rail line corridor in areas of least visibility.</p>
<b>PO16</b>	<p>Development in Precinct NAM LPP-2 (Former Mill Site and Hospitality Area) provides a functional and permeable street network that:-</p> <p>(a) is integrated with the street network in the Nambour Town Centre;</p> <p>(b) is in the configuration identified on <b>Figure 7.2.22A (Nambour local plan elements)</b>; and</p> <p>(c) incorporates the following road network and intersection improvements:-</p> <p>(i) the widening and extension of Mill Lane to connect to Mill Street adjacent to the Mill Houses;</p> <p>(ii) the extension of Bury Street into the Former Mill Site;</p> <p>(iii) the extension of Mitchell Street into the Former Mill Site;</p> <p>(iv) intersections upgraded at Mill Street/Mill Lane and Mitchell Street/Mill Lane; and</p> <p>(v) a new intersection located at the Bury Street and new Mill Lane extension.</p>	<b>AO16</b>	No acceptable outcome provided.
<b>PO17</b>	<p>Development in Precinct NAM LPP-2 (Former Mill Site and Hospitality Area) ensures that the State heritage listed Mill Houses:-</p> <p>(a) are sensitively reused for a range of business, community and cultural activities; and</p> <p>(b) form part of a courtyard setting for passive recreation and social interaction as part of the overall redevelopment of the Former Mill Site.</p>	<b>AO17</b>	<p>Development in Precinct NAM LPP-2 (Former Mill Site and Hospitality Area) provides for the establishment of a 'Mill Houses Courtyard' that:-</p> <p>(a) is in the location identified on <b>Figure 7.2.22A (Nambour local plan elements)</b>;</p> <p>(b) is designed and constructed in accordance with a detailed master plan; and</p> <p>(c) provides for the following:-</p> <p>(i) adaptive reuse of the buildings for a range of business and community activities that are sympathetic with cultural heritage values;</p> <p>(ii) soft and hard landscaped</p>

Performance Outcomes		Acceptable Outcomes	
			<p>surfaces that provide a public 'courtyard' as an outdoor focus for the activities in the Mill Houses;</p> <p>(iii) retention of mature <i>vegetation</i>;</p> <p>(iv) shelter over the space that includes a mix of <i>vegetation</i> and roofed structures;</p> <p>(v) reinforced pedestrian connections to the commercial activities in the Nambour Town Centre;</p> <p>(vi) public art works and signage elements that celebrate the Mill Houses' heritage values;</p> <p>(vii) public accessibility at all times;</p> <p>(viii) clear sight lines and visibility corridors to the Mill Houses; and</p> <p>(ix) compliance with disability access and CPTED principles and standards.</p>
<b>PO18</b>	<p>Development in Precinct NAM LPP-2 (Former Mill Site and Hospitality Area) on or adjacent to the 'Mill House Courtyard':-</p> <p>(a) clearly displays its physical relationship to the Mill Houses and the Mill Houses Courtyard; and</p> <p>(b) enhances the heritage values associated with the Mill House Courtyard through its use, form and function.</p>	<b>AO18</b>	No acceptable outcome provided.
<b>Development in the Major Centre Zone in Precinct NAM LPP-3 (Town Centre Frame)</b>			
<b>PO19</b>	<p>Development in the Major centre zone in Precinct NAM LPP-3 (Town Centre Frame) identified on <b>Local Plan Map LPM18</b> provides for:-</p> <p>(a) <i>mixed use development</i> that incorporates medium to high density residential uses;</p> <p>(b) a range of commercial and entertainment/catering business uses;</p> <p>(c) retail business uses at a scale and intensity less than in other parts of the Major centre zone;</p> <p>(d) <i>showrooms</i>; and</p> <p>(e) low intensity and small scale industry uses, provided that there are no adverse amenity impacts on surrounding uses.</p>	<b>AO19</b>	No acceptable outcome provided.
<b>PO20</b>	<p>Development in the Major centre zone in Precinct NAM LPP-3 (Town Centre Frame) identified on <b>Local Plan Map LPM18</b> provides for:-</p> <p>(a) a use listed as a consistent use in Column 1 of <b>Table 7.2.22.4.2 (Nambour local plan supplementary table of consistent uses and potentially consistent uses in the Major centre zone)</b> to occur in the precinct; and</p> <p>(b) a use listed as a potentially consistent use in Column 2 of <b>Table 7.2.22.4.2</b> to occur in the precinct</p>	<b>AO20</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>only where further assessment has determined that the use is appropriate in the precinct having regard to such matters as its location, nature, scale and intensity.</p> <p>Note—a use not listed in <b>Table 7.2.22.4.2</b> is an inconsistent use and is not intended to occur in the Major centre zone in Precinct NAM LPP-3.</p> <p>Note—consistent and potentially consistent uses for other areas within the Major centre zone at Nambour are identified in Part 6 (Zone codes) in <b>Table 6.2.6.2.1 (Consistent uses and potentially consistent uses in the Major centre zone)</b>.</p>		
<b>PO21</b>	<p>Development in that part of Precinct NAM LPP-3 (Town Centre Frame) centred on Price Street:-</p> <p>(a) maximises the physical and visual accessibility to the transit hub and town centre core retail area; and</p> <p>(b) does not inhibit, prevent or delay the provision and delivery of the North Coast Rail Line corridor upgrade and transit hub.</p>	<b>AO21</b>	No acceptable outcome provided.
<b>Development in the Local Centre Zone in Precinct NAM LPP-4 (Nambour Health Hub)</b>			
<b>PO22</b>	<p>Development in the Local centre zone in Precinct NAM LPP-4 (Nambour Health Hub) identified on <b>Local Plan Precinct Map LPM18</b>:-</p> <p>(a) contributes to the creation of a cluster of health-related business uses which complement the nearby <i>hospital</i> uses;</p> <p>(b) provides for a limited range of other business and community activities which provide a service to the health-related uses and residential uses in the immediate area; and</p> <p>(c) has an intensity and scale which does not detract from the role and function of the Nambour Town Centre as the key focus for <i>office</i> and retail activities.</p>	<b>AO22</b>	No acceptable outcome provided.
<b>PO23</b>	<p>Development in the Local centre zone in Precinct NAM LPP-4 (Nambour Health Hub) identified on <b>Local Plan Map LPM18</b> provides for:-</p> <p>(a) a use listed as a consistent use in Column 1 of <b>Table 7.2.22.4.3 (Nambour local plan supplementary table of consistent uses and potentially consistent uses in the Local centre zone)</b> to occur in the precinct; and</p> <p>(b) a use listed as a potentially consistent use in Column 2 of <b>Table 7.2.22.4.3</b> to occur in the precinct only where further assessment has determined that the use is appropriate in the precinct having regard to such matters as its location, nature, scale and intensity.</p>	<b>AO23</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>Note—a use not listed in <b>Table 7.2.22.4.3</b> is an inconsistent use and is not intended to occur in the Local centre zone in Precinct NAM LPP-4.</p> <p>Note—consistent and potentially consistent uses for other areas within the Local centre zone at Nambour are identified in Part 6 (Zone codes) in <b>Table 6.2.8.2.1 (Consistent uses and potentially consistent uses in the Local centre zone)</b>.</p>		
<b>PO24</b>	<p>Development in the Local centre zone in Precinct NAM LPP-4 (Nambour Health Hub):-</p> <p>(a) is sympathetic to the traditional built form and <i>streetscape</i> character of residential development and identified character areas in the locality;</p> <p>(b) provides an attractive streetfront address;</p> <p>(c) provides a high level of accessibility and permeability for pedestrians; and</p> <p>(d) provides an integrated approach to the provision of on-site car parking and the management of car parking demand in a manner which does not dominate the street.</p>	<p><b>AO24.1</b></p> <p><b>AO24.2</b></p> <p><b>AO24.3</b></p> <p><b>AO24.4</b></p> <p><b>AO24.5</b></p> <p><b>AO24.6</b></p>	<p>Development provides for the retention and adaptive re-use of existing residential buildings, with limited external modification.</p> <p><b>OR</b></p> <p>New buildings are sited and designed to be of an appearance and scale that is sympathetic to existing residential development in the locality.</p> <p>Development provides for business uses to address the street with attractive buildings and landscaping established along <i>frontages</i> to Blackall Terrace, Nambour-Mapleton Road, and Hospital Road.</p> <p>Development provides for safe, efficient and legible pedestrian access to the hospitals and associated medical and related uses in the locality.</p> <p>Development provides for on-site car parking areas to be located behind, under or at one side of buildings such that parking areas do not dominate the street or interfere with the continuity of the <i>streetscape</i>.</p> <p>Development is undertaken in accordance with a car parking and public transport management plan which identifies how the operational needs of the development are to be met through a combination of travel modes such that there is a reduction in demand for on-site car parking.</p> <p>Where located in a character area identified on a Heritage and character areas overlay map, development provides for shared <i>access</i> driveways between <i>sites</i> where there is restricted <i>access</i> within one <i>site</i> to gain rear <i>access</i>.</p>
<b>Development in the Medium Density Residential Zone</b>			
<b>PO25</b>	<p>Development in the Medium density residential zone:-</p> <p>(a) provides for the establishment of medium density housing compatible with a rural town setting;</p> <p>(b) is sympathetic to and respects the character of established residential areas and identified character areas;</p>	<b>AO25</b>	<p>Development in the Medium density residential zone:-</p> <p>(a) provides buildings which have the appearance of one or more individual buildings on the <i>site</i> with each building being of a <i>dwelling house</i> scale;</p> <p>(b) where located within an identified character area identified on a</p>

Performance Outcomes		Acceptable Outcomes	
	<ul style="list-style-type: none"> <li>(c) is of a domestic scale that does not dominate the <i>streetscape</i> and is compatible with surrounding development;</li> <li>(d) provides for building form that reflects the traditional Queensland style;</li> <li>(e) contributes positively to local <i>streetscape</i> character;</li> <li>(f) provides for generous open space to be maintained between buildings to preserve a predominantly open feel;</li> <li>(g) provides for on-site car parking to be located and designed such that it does not dominate the <i>streetscape</i>; and</li> <li>(h) avoids constrained land.</li> </ul>		<p>Heritage and character areas overlay map:-</p> <ul style="list-style-type: none"> <li>(i) provides for the retention and adaptive re-use of existing residential buildings, with limited external modification;</li> <li>(ii) provides for shared access driveways between sites where there is restricted access within one site to gain rear access;</li> </ul> <ul style="list-style-type: none"> <li>(c) provides for building form which reflects the traditional Queensland style with the use of timber, pitched roofs, roof overhangs, prominent entry treatments, subdued colours and non-reflective materials;</li> <li>(d) incorporates verandah to at least 40% of the front facade length;</li> <li>(e) provides good pedestrian and cycle connectivity to the town centre;</li> <li>(f) provides for on-site car parking to be located at the rear of buildings and separated into discrete areas so that it does not dominate the <i>streetscape</i>; and</li> <li>(g) avoids land subject to constraints.</li> </ul>
<b>Development in the Low Density Residential Zone</b>			
<b>PO26</b>	<p>Reconfiguring a lot within the Low density residential zone:-</p> <ul style="list-style-type: none"> <li>(a) is designed to sensitively respond to site characteristics and avoids significant scarring of the landscape;</li> <li>(b) is compatible with the predominant landscape character of its location and setting; and</li> <li>(c) provides for an interconnected system of local roads, pedestrian, cycle and open space links with adjoining land.</li> </ul>	<b>AO26</b>	<p>Reconfiguring a lot in the Low density residential zone:-</p> <ul style="list-style-type: none"> <li>(a) provides for a subdivision layout which minimises the extent of cut and fill required to accommodate new lots and roads;</li> <li>(b) avoids or minimises <i>vegetation clearing</i>;</li> <li>(c) provides street trees and landscaping which complements nearby bushland, contributing to the re-forestation of the hillsides and riparian corridors and softening the visual impact of urban development; and</li> <li>(d) incorporates an interconnected internal road system, pedestrian, cycle and open space links including where identified on <b>Figure 7.2.22A (Nambour local plan elements)</b>.</li> </ul>
<b>Development in the Emerging Community Zone</b>			
<b>PO27</b>	<p>Development in the Emerging community zone contributes to the creation of high quality, attractive, environmentally responsible and sustainable residential neighbourhoods which:-</p> <ul style="list-style-type: none"> <li>(a) are designed to sensitively respond to site characteristics and avoids significant scarring of the landscape;</li> <li>(b) are integrated with and connect to established residential development to the north and the east;</li> <li>(c) have legible and permeable local street systems and movement networks;</li> <li>(d) provide for the coordinated provision of <i>infrastructure</i>; and</li> <li>(e) retain, enhance and connect native</li> </ul>	<b>AO27</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	vegetation areas and other ecologically important areas.		
PO28	Development in the Emerging community zone provides for the establishment of a mix of land uses and housing types at a scale and intensity and in a configuration that is sympathetic to the character and amenity of established residential neighbourhoods.	AO28	No acceptable outcome provided.

**Table 7.2.22.4.2 Nambour local plan supplementary table of consistent uses and potentially consistent uses in the Major centre zone**

Note—this table overrides the consistent and potentially consistent uses specified in the zone codes in **Part 6 (Zones)** for the precincts specified.

Column 1 Consistent uses	Column 2 Potentially consistent uses
<b>Major Centre Zone (Precinct NAM LPP-3 – Town Centre Frame)</b>	
<b>Residential activities</b>	
(a) <i>Caretaker's accommodation</i> (b) <i>Community residence</i> (c) <i>Dual occupancy</i> (where forming part of a <i>mixed use development</i> ) (d) <i>Dwelling unit</i> (e) <i>Multiple dwelling</i> (f) <i>Residential care facility</i> (g) <i>Resort complex</i> (h) <i>Retirement facility</i> (i) <i>Rooming accommodation</i> (j) <i>Short-term accommodation</i>	None
<b>Business activities</b>	
(a) <i>Adult store</i> (where not located in an <i>adult store sensitive use area</i> ) (b) <i>Agricultural supplies store</i> (c) <i>Bar</i> (d) <i>Car wash</i> (e) <i>Food and drink outlet</i> (where not incorporating a <i>drive-through facility</i> ) (f) <i>Funeral parlour</i> (g) <i>Garden centre</i> (where not exceeding a <i>gross leasable floor area</i> of 300m <sup>2</sup> ) (h) <i>Hardware and trade supplies</i> (where not exceeding a <i>gross leasable floor area</i> of 300m <sup>2</sup> ) (i) <i>Health care services</i> (j) <i>Home based business</i> (where other than a <i>high impact home based business activity</i> ) (k) <i>Office</i> (l) <i>Sales office</i> (m) <i>Service station</i> (n) <i>Shop</i> (where occupying not more than 200m <sup>2</sup> of <i>gross leasable floor area</i> ) (o) <i>Showroom</i> (p) <i>Veterinary services</i>	(a) <i>Garden centre</i> (where exceeding a <i>gross leasable floor area</i> of 300m <sup>2</sup> ) (b) <i>Hardware and trade supplies</i> (where exceeding a <i>gross leasable floor area</i> of 300m <sup>2</sup> )
<b>Industrial activities</b>	
(a) <i>Service industry</i> (b) <i>Low impact industry</i> (where occupying not more than 200m <sup>2</sup> of <i>gross leasable floor area</i> )	<i>Research and technology industry</i>
<b>Community activities</b>	
(a) <i>Child care centre</i> (b) <i>Community care centre</i> (c) <i>Community use</i> (d) <i>Educational establishment</i> (e) <i>Emergency services</i> (f) <i>Place of worship</i>	None
<b>Sport and recreation activities</b>	
(a) <i>Club</i> (b) <i>Indoor sport and recreation</i> (c) <i>Park</i>	None
<b>Other activities</b>	
(a) <i>Parking station</i> (b) <i>Telecommunications facility</i> (where other than a	None

Column 1 Consistent uses	Column 2 Potentially consistent uses
freestanding tower) (c) <i>Utility installation</i> (where a <i>local utility</i> )	

**Table 7.2.22.4.3 Nambour local plan supplementary table of consistent uses and potentially consistent uses in the Local centre zone**

Note—This table overrides the consistent and potentially consistent uses specified in the zone codes in **Part 6 (Zones)** for the precincts specified.

Column 1 Consistent uses	Column 2 Potentially consistent uses
<b>Local Centre Zone (Precinct NAM LPP-4 – Nambour Health Hub)</b>	
<b>Residential activities</b>	
(a) <i>Caretaker's accommodation</i> (b) <i>Community residence</i> (c) <i>Dual occupancy</i> (where forming part of a <i>mixed use development</i> ) (d) <i>Dwelling unit</i> (e) <i>Multiple dwelling</i> (f) <i>Rooming accommodation</i> (g) <i>Short-term accommodation</i>	(a) <i>Retirement facility</i> (b) <i>Residential care facility</i>
<b>Business activities</b>	
(a) <i>Food and drink outlet</i> (other than where incorporating a <i>drive-through facility</i> or where for a <i>high volume convenience restaurant</i> ) (b) <i>Funeral parlour</i> (c) <i>Health care services</i> (d) <i>Home based business</i> (other than where involving a <i>high impact home based business activity</i> ) (e) <i>Office</i> (f) <i>Sales office</i> (g) <i>Shop</i> (where having a <i>gross leasable floor area</i> not exceeding 200m <sup>2</sup> ) (h) <i>Shopping centre</i> (where having a total <i>gross leasable floor area</i> not exceeding 1000m <sup>2</sup> and any individual shop tenancy does not exceed a <i>gross leasable floor area</i> of 200m <sup>2</sup> )	<i>Theatre</i> (other than a multiplex cinema)
<b>Industrial activities</b>	
<i>Service industry</i>	None
<b>Community activities</b>	
(a) <i>Child care centre</i> (b) <i>Community care centre</i> (c) <i>Community use</i> (d) <i>Educational establishment</i> (e) <i>Emergency services</i> (f) <i>Hospital</i> (g) <i>Place of worship</i>	None
<b>Sport and recreation activities</b>	
<i>Park</i>	None
<b>Other activities</b>	
(a) <i>Parking station</i> (b) <i>Utility installation</i> (where a <i>local utility</i> )	None



**Figure 7.2.22A Nambour local plan elements**

<Figure to be inserted>



Figure 7.2.22B Typical vertical proportions along part of Currie Street

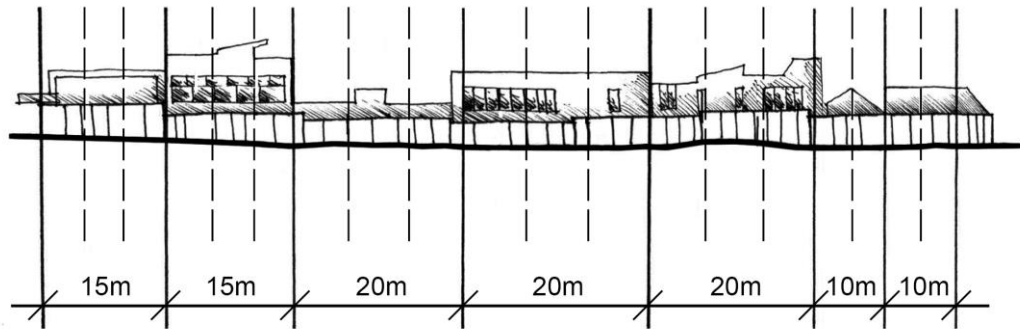
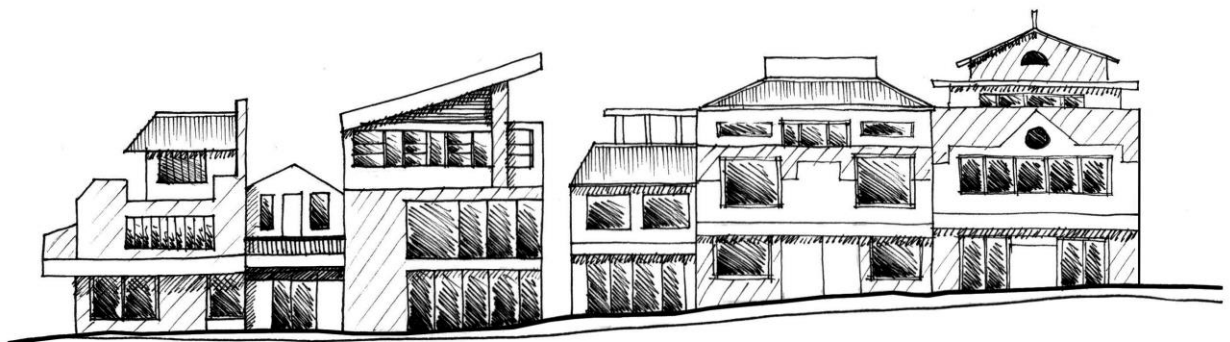


Figure 7.2.22C Articulated and 'fine grain' skyline





## 7.2.23 Palmwoods local plan code

### 7.2.23.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Palmwoods local plan area as shown on Map ZM28 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Palmwoods local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.23.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.23.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.23A (Palmwoods local plan elements)**.

### 7.2.23.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Palmwoods local plan code.

*The Palmwoods local plan area is located in the central part of the Sunshine Coast on the North Coast Rail Line immediately south of Nambour and Woombye. The local plan area comprises the rural town of Palmwoods and adjacent residential and rural residential areas. It takes in a land area of approximately 496 hectares.*

*The local plan area is set within a picturesque rural and natural landscape on the foothills of the Blackall Range. Paynter Creek forms part of the western boundary of the local plan area and a number of other smaller water courses traverse the local plan area generally in a north-south direction. The local plan area is characterised by an undulating and gently sloping topography and is surrounded by large areas of productive rural land.*

*Palmwoods is a moderate sized rural town with a small town centre that services the local needs of its resident population as well as the needs of rural and residential communities immediately surrounding the town.*

*The Palmwoods Town Centre is based along Main Street and Margaret Street and has a traditional main street character with a number of older buildings that provide a strong sense of history and links to the past. The town centre meets the local shopping and convenience needs of Palmwoods and residents of nearby rural and rural residential areas whilst also providing tourist services to visitors. A small light industry area extends along Main Street south of the town centre, and a substantial food processing facility is located on Palmwoods-Montville Road.*

*The existing historic buildings in Palmwoods, especially fronting Main Street, and other heritage elements, such as the old stone retaining walls, contribute significantly to the character and identity of the town. The Palmwoods Hotel at the corner of Main and Church Streets is an important local landmark and heritage building.*

*The residential parts of Palmwoods are characterised by predominantly dwelling houses on large suburban lots.*

*The Palmwoods local plan area is dissected by a number of open space corridors that contain significant areas of remnant vegetation. The local plan area also contains a number of existing sporting facilities and notable parks, such as Kolora Park, with its duck ponds and playground facilities.*

*The North Coast Rail Line is planned to be subject to re-alignment and duplication, with the proposed new alignment through Palmwoods shifting the rail line and station to the east and freeing up existing rail land for alternative uses and potential improvements to the town centre. The realignment of the rail line also impacts upon opportunities for residential expansion in northern and southern parts of the local plan area with these*

areas intended to be predominantly retained for rural uses until the upgrade is completed and associated infrastructure and access issues can be resolved.

Major road links within the local plan area include Palmwoods-Montville Road, Woombye-Palmwoods Road, Eudlo Road and Chevallum Road.

Urban zoned land within the local plan area is connected, or has the ability to be connected, to reticulated water and sewerage.

### 7.2.23.3 Purpose and overall outcomes

- (1) The purpose of the Palmwoods local plan code is to provide locally relevant planning provisions for the assessment of development within the Palmwoods local plan area.
- (2) The purpose of the Palmwoods local plan code will be achieved through the following overall outcomes:-
  - (a) Palmwoods remains a moderate sized rural town with a distinct heritage character, primarily servicing the local needs of its resident population and immediately surrounding rural communities.
  - (b) Urban development within the Palmwoods local plan area is limited to land within the urban growth management boundary so as to protect and reinforce the separate identity of Palmwoods, provide for the efficient provision of *infrastructure* and services, avoid constrained land and protect the landscape character and productivity of surrounding rural lands.
  - (c) Development retains important built form, *streetscape*, landscape character and natural environment elements that contribute to the character, setting, and identity of Palmwoods as a rural town with a strong sense of place and associations with the past.
  - (d) Development in the Local centre zone supports the role and function of the Palmwoods Town Centre as a local (full service) activity centre, providing a wide range of convenience goods and services to meet the needs of its resident population and immediately surrounding rural communities.
  - (e) The “country town” feel, traditional main street built form and heritage and *streetscape* character of the Palmwoods Town Centre is retained and reinforced, with Main Street and Margaret Street enhanced as attractive and pedestrian friendly streets. Development addresses the street, complements the traditional *streetscape* and building form and retains historical buildings and landmarks contributing to the character and identity of the town.
  - (f) Development provides for centre uses to be consolidated along Main Street, with development along Margaret Street limited to small scale, low intensity business uses with low traffic generation.
  - (g) Redevelopment of disused rail land fronting Main Street in the vicinity of Church Street:-
    - (i) provides for community activities and/or business activities and, in particular, a *supermarket*;
    - (ii) does not compromise or adversely impact upon the current or future operation of the North Coast Rail Line;
    - (iii) retains existing heritage buildings and features;
    - (iv) provides for safe and convenient pedestrian access to the railway station;
    - (v) provides an attractive and active streetfront address to Main Street and the future pedestrian link to the railway station;
    - (vi) retains public parking servicing the railway station integrated within the development design; and
    - (vii) is designed such that opportunities for possible future expansion are retained following realignment of the rail line.
  - (h) Development in the Low density residential zone and Emerging community zone protects and is sympathetic to the traditional rural town character and identity of Palmwoods, typified by low-rise *dwelling houses* in generous landscaped grounds. Reconfiguring a lot in the Low density residential zone and Emerging community zone incorporates road and lot layouts which sensitively respond to site characteristics and are consistent with the established subdivision pattern of older parts of the town, characterised by regular shaped lots, grid or

modified grid layout, open *streetscape* and mature street trees. Development in these zones provides an interconnected network of roads, pedestrian and cycle paths and open space.

- (i) Development in the Medium density residential zone is sympathetic to the traditional rural town character and heritage values of Palmwoods and is of a bulk and architectural scale that does not dominate the *streetscape* or the hillside, is compatible with surrounding development and provides strong pedestrian links to the town centre.
- (j) Development in the Low impact industry zone and Medium impact industry zone provides a range of small to medium scale industry uses compatible with a rural town setting. Industry uses are located, designed and operated in manner that does not adversely impact upon environmental values or the amenity of nearby residential land.
- (k) Development provides for the establishment of a linked system of open space focussed on continuous vegetated corridors along Paynter Creek and the major drainage lines which traverse the local plan area.
- (l) Development is designed and sited to protect significant environmental and riparian areas and to sensitively respond to the physical characteristics and constraints of land in the local plan area, including flood prone land, steep slopes and native *vegetation*.
- (m) Development in the local plan area is supported by a network of open space to meet the needs of the local community and facilitates safe and convenient pedestrian and cycle connections to, between and around key destinations within the local plan area.
- (n) Development does not compromise or adversely impact upon the operation or future upgrading of the North Coast Rail Line. Rural land located within the urban growth management boundary is not developed for urban purposes prior to the re-alignment of the North Coast Rail Line.
- (o) In the event that the North Coast Rail Line is re-aligned within the life of the planning scheme, the pattern of land use and the provision of transport and other *infrastructure* in the Palmwoods local plan area is adapted to:-
  - (i) appropriately utilise surplus railway land to consolidate and provide for improvements to the Palmwoods town centre, particularly in terms of the provision of community facilities and urban open space, with some expansion of business uses provided for; and
  - (ii) provide for the development of rural land within the urban growth management boundary that has been identified as being potentially suitable for urban purposes but that cannot be efficiently integrated within the town fabric prior to the realignment of the North Coast Rail Line.
- (p) Development of surplus railway land and rural land within the urban growth management boundary that becomes available as a consequence of the re-alignment of the North Coast Rail Line occurs in a logical manner, consistent with the availability of *infrastructure* and services. Development that brings forward a requirement for new *infrastructure* only occurs if that *infrastructure* is provided as part of the development.
- (q) Development of surplus railway land and rural land within the urban growth management boundary that becomes available as a consequence of the re-alignment of the North Coast Rail Line is master planned.

#### 7.2.23.4 Performance outcomes and acceptable outcomes

**Table 7.2.23.4.1 Performance outcomes and acceptable outcomes for assessable development**

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Palmwoods Local Plan Area Generally</i>			
<b>PO1</b>	Development provides for buildings, structures and landscaping that is consistent with and reflects the traditional <i>streetscape</i> and built form and rural town character of Palmwoods.	<b>AO1.1</b>	Development provides for the retention and/or adaptive re-use, with limited modification, of buildings which have cultural heritage or character significance.  Editor's note—Section 8.2.9 (Heritage and character areas overlay code) sets out

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Performance Outcomes		Acceptable Outcomes	
		AO1.2	requirements for development on heritage places and in character areas.  Buildings and structures incorporate traditional external building materials, such as timber cladding and corrugated iron roofs.
		AO1.3	For residential, business and community activities, roof forms are simple, traditional Queensland-style roof designs including gable, hip, pitched or multiple gable roof forms.
PO2	Development provides for the retention and enhancement of key landscape elements including historical landmarks, significant views and vistas, existing character trees and areas of significant <i>vegetation</i> contributing to the character, setting, and sense of place of Palmwoods.	AO2.1	Development provides for the retention of old stone retaining walls, historical landmarks, memorials and monuments.
		AO2.2	Development protects and emphasises, and does not intrude upon, important view lines to the Blackall Range and other views to surrounding rural and natural areas where identified on <b>Figure 7.2.23A (Palmwoods local plan elements)</b> .
		AO2.3	Development protects and enhances existing mature trees and character <i>vegetation</i> including:- (a) riparian <i>vegetation</i> along Paynter Creek and the major drainage lines running north from Rifle Range Road across Palmwoods School Road and Dunning Street; (b) <i>vegetation</i> in Kolora Park identified on <b>Figure 7.2.23A (Palmwoods local plan elements)</b> ; (c) bushland along Woombye-Palmwoods Road, Eudlo Road and Palmwoods-Montville Road; and (d) other character <i>vegetation</i> identified on <b>Figure 7.2.23A (Palmwoods local plan elements)</b> .  Note—in some circumstances, the eradication of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.
PO3	Development contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways to enhance the rural town character of, and sense of entry and arrival to, Palmwoods.	AO3.1	Development adjacent to a primary streetscape treatment area or identified gateway/entry point on <b>Figure 7.2.23A (Palmwoods local plan elements)</b> incorporates architectural and landscape treatments and other design elements which enhance the sense of entry and arrival to, and rural town character of, Palmwoods, and emphasise corner locations.
		AO3.2	Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.  Note— <b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.



Performance Outcomes		Acceptable Outcomes	
			<p>Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.</p> <p>Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required.</p>
<b>PO4</b>	Development provides through block pedestrian linkages which:- (a) are located to reflect the desire lines of pedestrian movement between major points of attraction and public spaces; (b) provide a safe alternative to the street based pedestrian and cycle movement network; and (c) provide a comfortable pedestrian environment in terms of access, width, shelter, materials and function.	<b>AO4</b>	Development provides visible, safe, comfortable and attractive through block pedestrian linkages where identified on <b>Figure 7.2.23A (Palmwoods local plan elements)</b> .
<b>PO5</b>	Development is sited and designed in a manner which sensitively responds to local topography.	<b>AO5</b>	Development on sloping sites provides for building form that steps down the slope and minimises the extent of cut and fill required to accommodate development.
<b>PO6</b>	Development on land with frontage to Paynter Creek and the major drainage lines running north from Rifle Range Road across Palmwoods School Road and Dunning Street, or on land otherwise identified as a local ecological linkage on <b>Figure 7.2.23A (Palmwoods local plan elements)</b> , facilitates the provision of the local ecological linkage.	<b>AO6</b>	No acceptable outcome provided.  Editor's note— <b>Section 8.2.3 (Biodiversity, waterways and wetlands overlay code)</b> sets out requirements for the provision of ecological linkages.
<b>PO7</b>	Development does not compromise or adversely impact upon the operation or future upgrading of the North Coast Rail Line.	<b>AO7</b>	No acceptable outcome provided.
<b>PO8</b>	Development for a <i>food and drink outlet</i> does not:- (a) provide for the establishment of a <i>high volume convenience restaurant</i> ; or (b) incorporate a <i>drive-through facility</i> .	<b>AO8</b>	No acceptable outcome provided.
<b>Development in the Local Centre Zone</b>			
<b>PO9</b>	Development in the Local centre zone provides for small scale uses and mixed uses that:- (a) support Palmwoods' role and function as a local (full service) activity centre; and (b) provide a wide range of goods and services to meet the convenience needs of Palmwoods' resident population and immediately surrounding rural community.	<b>AO9</b>	No acceptable outcome provided.
<b>PO10</b>	Development in the Local centre zone provides for:- (a) Main Street to be retained as the primary focus for centre activities; and (b) development along Margaret Street to be limited to small scale, low intensity business uses with low	<b>AO10</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	traffic generation.		
<b>PO11</b>	<p>Development in the Local centre zone:-</p> <ul style="list-style-type: none"> <li>(a) is sympathetic to the rural town character and identity of Palmwoods;</li> <li>(b) addresses the street;</li> <li>(c) complements the traditional built form and <i>streetscape</i>;</li> <li>(d) creates vibrant and active streets and public spaces;</li> <li>(e) provides continuous weather protection for pedestrians;</li> <li>(f) uses traditional building materials; and</li> <li>(g) provides functional and integrated access, car parking and servicing areas which preserve the integrity of existing stone retaining walls and do not dominate the street.</li> </ul>	<b>AO11</b>	<p>Development in the Local centre zone:-</p> <ul style="list-style-type: none"> <li>(a) provides for Main Street and Margaret Street to be maintained and enhanced as attractive and pedestrian friendly main streets;</li> <li>(b) provides for <i>primary active street frontages</i>, built to the front boundary, where identified on <b>Figure 7.2.23A (Palmwoods local plan elements)</b>;</li> <li>(c) maintains the appearance of fine-grained shopfronts addressing the street;</li> <li>(d) respects the layout, scale (including height and <i>setback</i>) and character of existing buildings;</li> <li>(e) provides all-weather protection for pedestrians in the form of continuous awnings and/or light verandah structures with decorative (non-load bearing) posts over footpath areas in conjunction with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside;</li> <li>(f) has simple, traditional Queensland-style roof designs such as hipped or gabled and parapet walls of various shapes facing the street;</li> <li>(g) has building openings overlooking and addressing the street;</li> <li>(h) incorporates vertical proportions on the front façade and well defined shopfronts and entry doors;</li> <li>(i) uses traditional building materials (timber cladding and corrugated iron roofing);</li> <li>(j) uses understated colour schemes and low-reflective roofing and cladding materials;</li> <li>(k) ensures that signage is integrated with the building;</li> <li>(l) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths;</li> <li>(m) provides for vehicular access to be from the rear of sites where required to preserve old stone retaining walls; and</li> <li>(n) retains on-street car parking and provides for on-site car parking behind buildings at the rear of the development.</li> </ul>
<b>PO12</b>	<p>Redevelopment of disused railway land adjacent to Main Street in the vicinity of Church Street:-</p> <ul style="list-style-type: none"> <li>(a) provides for the development of community activities and/or business activities, in particular, a <i>supermarket</i> (where not otherwise established in the local plan area);</li> <li>(b) does not compromise or adversely impact upon the current or future operation of the North Coast Rail Line;</li> <li>(c) provides for the retention and/or</li> </ul>	<b>AO12</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>adaptive re-use of existing heritage buildings and features;</p> <p>(d) provides for safe and convenient pedestrian access to the railway station;</p> <p>(e) provides an attractive and active streetfront address to Main Street and the future pedestrian link to the railway station;</p> <p>(f) retains public parking servicing the railway station integrated within the development design; and</p> <p>(g) is designed such that opportunities for possible future expansion are retained following realignment of the rail line.</p>		
<b>Development in the Medium Impact Industry Zone</b>			
<b>PO13</b>	<p>Development in the Medium impact industry zone:-</p> <p>(a) provides safe and efficient vehicular access;</p> <p>(b) is effectively screened from Palmwoods-Montville Road;</p> <p>(c) provides appropriate riparian buffers to Paynter Creek and protects water quality; and</p> <p>(d) protects the amenity of surrounding or nearby residential areas.</p>	<b>AO13</b>	No acceptable outcome provided.
<b>Development in the Low Impact Industry Zone</b>			
<b>PO14</b>	<p>Development in the Low impact industry zone:-</p> <p>(a) is limited to small scale and low impact industry uses that are compatible with a rural town setting;</p> <p>(b) integrates with existing developed areas;</p> <p>(c) provides safe and efficient vehicular access;</p> <p>(d) is effectively screened from, or provides an attractive street front address, to Main Street; and</p> <p>(e) protects the amenity of surrounding or nearby residential areas.</p>	<b>AO14</b>	No acceptable outcome provided.
<b>Development in the Low Density Residential Zone</b>			
<b>PO15</b>	Reconfiguring a lot in the Low density residential zone provides for lot sizes and a configuration of lots that is sympathetic to the rural town character and identity of the Palmwoods local plan area.	<b>AO15.1</b>	Reconfiguring a lot in the Low density residential zone has a minimum lot size of 800m <sup>2</sup> .
		<b>AO15.2</b>	Reconfiguring a lot in the Low density residential zone provides for regular-shaped lots with a grid street layout and subdivision pattern.
<b>PO16</b>	<p>Reconfiguring a lot within the Low density residential zone:-</p> <p>(a) is designed to sensitively respond to site characteristics and avoids significant scarring of the landscape; and</p> <p>(b) provides for an interconnected, legible and permeable system of local roads, pedestrian, cycle and open space links with adjoining land.</p>	<b>AO16</b>	<p>Reconfiguring a lot in the Low density residential zone:-</p> <p>(a) provides for a subdivision layout which minimises the extent of cut and fill required to accommodate new lots and roads; and</p> <p>(b) incorporates an interconnected internal road system, pedestrian, cycle and open space links, including where identified on <b>Figure 7.2.23A (Palmwoods local plan elements)</b>.</p>

Performance Outcomes		Acceptable Outcomes	
<b>Development in the Medium Density Residential Zone</b>			
<b>PO17</b>	<p>Development in the Medium density residential zone:-</p> <ul style="list-style-type: none"> <li>(a) provides for the establishment of a range of housing types compatible with a rural town setting;</li> <li>(b) sensitively responds to local topography;</li> <li>(c) allows for integration of existing <i>character buildings</i> into any redevelopment including the retention and adaptive re-use of existing <i>character buildings</i>, with limited external modification;</li> <li>(d) is of a domestic scale that does not dominate the <i>streetscape</i> or hillside or detract from the visual amenity of adjoining properties;</li> <li>(e) provides for building form which reflects the traditional Queensland style with the use of timber, pitched roofs, verandahs and subdued colours;</li> <li>(f) contributes positively to local <i>streetscape</i> character;</li> <li>(g) provides for generous open space to be maintained between buildings to preserve a predominantly open feel;</li> <li>(h) provides for the retention of existing mature <i>vegetation</i>, particularly on ridgelines and hilltops; and</li> <li>(i) provides strong pedestrian links to the town centre.</li> </ul>	<b>AO17</b>	No acceptable outcome provided.
<b>Development in the Emerging Community Zone Generally</b>			
<b>PO18</b>	Development in the Emerging community zone is master planned to ensure that development occurs in a logical and coordinated manner.	<b>AO18</b>	No acceptable outcome provided.
<b>PO19</b>	<p>Development in the Emerging community zone provides for:-</p> <ul style="list-style-type: none"> <li>(a) predominantly low density residential housing; and</li> <li>(b) lot sizes and a configuration of lots that is sympathetic to the rural town character and identity of the Palmwoods local plan area.</li> </ul>	<b>AO19</b>	No acceptable outcome provided.
<b>PO20</b>	<p>Reconfiguring a lot within the Emerging community zone:-</p> <ul style="list-style-type: none"> <li>(a) is designed to sensitively respond to site characteristics and avoids significant scarring of the landscape; and</li> <li>(b) provides for an interconnected system of local roads, pedestrian, cycle and open space links with adjoining land and the Palmwoods Town Centre.</li> </ul>	<b>AO20</b>	<p>Reconfiguring a lot in the Emerging community zone:-</p> <ul style="list-style-type: none"> <li>(a) provides for a subdivision layout which minimises the extent of cut and fill required to accommodate new lots and roads; and</li> <li>(b) incorporates an interconnected, permeable internal road system, pedestrian, cycle and open space links, including as indicated on <b>Figure 7.2.23A (Palmwoods local plan elements)</b>.</li> </ul>
<b>PO21</b>	<p>Development in the Emerging community zone provides for:-</p> <ul style="list-style-type: none"> <li>(a) the protection and buffering of <i>ecologically important areas</i> and drainage areas, including the <i>character vegetation</i> and local</li> </ul>	<b>AO21</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	ecological linkages identified on <b>Figure 7.2.23A (Palmwoods local plan elements)</b> ; and (b) appropriate buffering and separation to nearby agricultural land and rural uses.		
<b>Development in the Emerging Community Zone (North-Eastern Part of Local Plan Area)</b>			
<b>PO22</b>	Development in the Emerging community zone in the north-eastern part of the local plan area:- (a) provides a physical and visual <i>buffer</i> at the interface to rural land directly to the north to reinforce and maintain the sub-regional inter urban break between Palmwoods and Woombye; (b) provides for a future road connection to the west of the existing North Coast Rail Line corridor; (c) provides for the retention of existing mature <i>vegetation</i> , particularly in and adjacent to Woombye-Palmwoods Road, drainage lines and <i>wetland</i> areas; (d) does not interfere with or adversely impact on significant views to the west from Woombye-Palmwoods Road; and (e) provides an appropriate interface to the Woombye War Cemetery located on the opposite (eastern) side of Woombye-Palmwoods Road.	<b>AO22</b>	No acceptable outcome provided.
<b>Development in the Emerging Community Zone (South-Eastern Part of Local Plan Area)</b>			
<b>PO23</b>	Development in the Emerging community zone in the south-eastern part of the local plan area provides for local road connections and does not solely rely upon road access from Eudlo Road.	<b>AO23</b>	No acceptable outcome provided.
<b>Development of Surplus Railway land and Rural land within the Urban Growth Management Boundary not available for Urban Purposes at Commencement of Planning Scheme</b>			
<b>PO24</b>	Development provides for the following land areas that are not available for urban development at the commencement of the planning scheme to be developed only once the North Coast Rail Line is re-aligned:- (a) surplus railway land included in the Community facilities zone in the central part of the local plan area immediately adjoining the Palmwoods Town Centre; and (b) rural zoned land within the urban growth management boundary in the north-western and south-eastern parts of the local plan area.	<b>AO24</b>	No acceptable outcome provided.
<b>PO25</b>	Development of rural land within the urban growth management boundary, where identified on <b>Figure 7.2.23A (Palmwoods local plan elements)</b> , and made available in the life of the planning scheme (once the North Coast Railway is realigned):-	<b>AO25</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<ul style="list-style-type: none"> <li>(a) provides for predominantly low density residential development;</li> <li>(b) is already connected to or can be efficiently connected to the <i>infrastructure</i> required to service the land;</li> <li>(c) is sympathetic to the rural town character and heritage of Palmwoods;</li> <li>(d) avoids development of land subject to constraints and protects <i>ecologically important areas</i>;</li> <li>(e) is designed to sensitively respond to site characteristics and avoids significant scarring of the landscape;</li> <li>(f) protects visual amenity from Woombye-Palmwoods Road, Eudlo Road and the re-aligned rail line;</li> <li>(g) provides an integrated, legible and permeable road, cycle and pathway network which connects residential neighbourhoods to the town centre, community, sport and recreation facilities and open space;</li> <li>(h) provides appropriate open space to service the local community; and</li> <li>(i) provides effective buffering to adjoining rural areas and uses.</li> </ul>		
<b>PO26</b>	<p>Development of surplus railway land immediately adjoining the Palmwoods Town Centre, where identified on <b>Figure 7.2.23A (Palmwoods local plan elements)</b>, and made available in the life of the planning scheme:-</p> <ul style="list-style-type: none"> <li>(a) provides for the improvement of the town centre and the consolidation of Main Street as the focus for centre activities and community interaction;</li> <li>(b) provides for predominantly open space and community activities, with limited business and residential activities;</li> <li>(c) is sympathetic to the rural town character and heritage of Palmwoods and provides a coherent and attractive streetfront address;</li> <li>(d) provides safe and convenient access to the new railway station, Kolora Park and surrounding areas;</li> <li>(e) effectively integrates with existing developed areas and the new railway station; and</li> <li>(f) where for business uses, provides an active <i>frontage</i> to Main Street and the pedestrian link to the new railway station.</li> </ul>	<b>AO26</b>	No acceptable outcome provided.
<b>PO27</b>	Development provides for surplus railway land and rural land within the urban growth management boundary made available in the life of the	<b>AO27</b>	Development of surplus railway land or rural land within the urban growth management boundary is undertaken in accordance with a local master plan that

Performance Outcomes		Acceptable Outcomes	
	planning scheme to be master planned and occur in a logical sequence, providing for the efficient and timely provision of <i>infrastructure</i> and services.		has been subject to public consultation and implemented either through a planning scheme amendment or a variation approval.





**Figure 7.2.23A Palmwoods local plan elements**

<Figure to be inserted>



## 7.2.24 Peregian South local plan code

### 7.2.24.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Peregian South local plan area as shown on Map ZM10 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Peregian South local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.24.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.24.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.24A (Peregian South local plan elements)**.

### 7.2.24.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and assists in the interpretation of the Peregian South local plan code.

*The Peregian South local plan area is located in the central eastern part of the Sunshine Coast, west of Peregian Beach and immediately west of the Sunshine Motorway. The local plan area includes the emerging communities of Peregian Springs/Coolum Ridges comprising a number of residential neighbourhoods, a local (full service) activity centre, a number of smaller local centres, schools and large areas of open space including the Peregian Springs Golf Course and several environmental parks. The local plan area has a land area of approximately 597 hectares.*

*The local plan area is located on coastal lowlands within the core conservation area of the National Wallum Estate and is bounded on three sides by adjuncts of the Noosa National Park. The protection of the extensive environmental parks and interconnected system of remnant vegetation corridors protecting and linking key natural conservation areas present in and surrounding the local plan area is an important factor in supporting the long-term viability of these state and national reserves.*

*The established residential parts of the local plan area are characterised by dwelling houses on residential lots of varying sizes surrounding a large private golf course. The local plan area also includes a State school and a private school (St Andrews Anglican College).*

*Major road links within the local plan area include the Sunshine Motorway, Emu Mountain Road and Peregian Springs Drive.*

*Urban zoned land within the local plan area is connected, or has the ability to be connected, to reticulated water and sewerage.*

### 7.2.24.3 Purpose and overall outcomes

- (1) The purpose of the Peregian South local plan code is to provide locally relevant planning provisions for the assessment of development within the Peregian South local plan area.
- (2) The purpose of the Peregian South local plan code will be achieved through the following overall outcomes:-
  - (a) The Peregian South local plan area is a discrete master planned residential area providing a mix of dwelling types in a number of residential neighbourhoods and supported by a local (full service) activity centre and several smaller local (not full service) activity centres providing convenience shopping and local commercial uses, as well as a range of community facilities and large areas of open space.

- (b) Urban development with the Peregrian South local plan area is limited to land within the urban growth management boundary so as to protect significant environmental areas and landscape values and provide for the efficient provision of *infrastructure* and services.
- (c) Development is sited and designed to protect and enhance the natural environmental and scenic values of the Peregrian South local plan area and adjacent areas including wetland, wallum heathland, paperbark and open eucalypt bushland vegetation communities, and provides for the establishment, protection and enhancement of a system of interconnected ecological and open space linkages.
- (d) Development adjacent to the Noosa National Park or other conservation areas incorporates appropriate measures to protect the long-term viability of these areas.
- (e) Development in the Local centre zone at the corner of Peregrian Springs Drive and Ridgeview Drive supports its role and function as a local (full service) activity centre providing a wide range of business uses and community facilities to service the local level needs of residents within the local plan area.
- (f) A number of smaller local (not full service) activity centres are also located throughout the local plan area servicing the basic convenience needs of nearby residents. With the exception of areas already zoned for local centre purposes and additional small local centres to be located within the emerging community areas at Coolum Ridges and Old Emu Mountain Road, no additional local business centres are established within the local plan area. Residents continue to rely upon larger centres such as Noosa Business Centre or Maroochydore to fulfil higher order business and industry needs.
- (g) Development within the Low density residential zone, Medium density residential zone and Emerging community zone is effectively integrated with existing subdivision patterns and provides for walkable neighbourhoods with good pedestrian and cycle connectivity to local centres, community and sport and recreation facilities and open space, as well as a diverse range of lot sizes and housing choices.
- (h) Development provides for the Peregrian Springs Golf Course to be retained as an important sport and recreation facility and valuable area of private open space contributing to the character and identity of the local plan area.
- (i) Development provides a network of open space to meet the needs of the local community and an integrated, legible and permeable road, cycle and pathway network which connects residential neighbourhoods to local centres, community and sport and recreation facilities and open space.
- (j) Development along the Sunshine Motorway and Emu Mountain Road protects the visual amenity of these roads as scenic routes and provides a wide, densely vegetated *landscape buffer* to effectively screen development from the road.
- (k) Development occurs in a logical sequence and provides for the efficient and timely provision of *infrastructure* and services.

Editor's note—development at Peregrian Springs, Coolum Ridges and Old Emu Mountain Road is currently regulated in accordance with an approved master plan and plan of development.

#### 7.2.24.4 Performance outcomes and acceptable outcomes

**Table 7.2.24.4.1 Performance outcomes and acceptable outcomes for assessable development**

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Peregrian South Local Plan Area Generally</i>			
<b>PO1</b>	Development provides for buildings, structures and landscaping that are consistent with and reflect the coastal urban character and natural landscape setting of the Peregrian South local plan area.	<b>AO1.1</b>	Development provides for building design which incorporates the following features:- (a) a mix of lightweight and textured external building materials, including timber finishes or masonry construction with variation provided in texture and detailing; (b) articulated, pitched, skillion or curved

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Performance Outcomes		Acceptable Outcomes	
			<p>roof forms;</p> <p>(c) open or transparent balustrades; and</p> <p>(d) landscaping integrated into the building design.</p>
		AO1.2	Development uses understated colour schemes and low-reflective roofing and cladding materials.
		AO1.3	Development provides for existing mature trees to be retained and incorporated into the design of development.
PO2	Development contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways to:- (a) enhance the sense of entry to the local plan area; and (b) enhance the landscape and visual amenity of the Sunshine Motorway.	AO2.1	Development adjacent to identified gateway/entry points, where identified on <b>Figure 7.2.24A (Peregian South local plan elements)</b> , provides dense landscaping which effectively screens development from the Sunshine Motorway and enhances the natural landscape character of the local plan area.
		AO2.2	Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.  Note— <b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.  Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.  Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required.
PO3	Development on land adjacent to the Sunshine Motorway or Emu Mountain Road incorporates a <i>landscape buffer</i> to visually screen built form elements and maintain and enhance the visual amenity of these roads as scenic routes.	AO3	Development provides a minimum 20 metre wide densely vegetated <i>landscape buffer</i> along the Sunshine Motorway and Emu Mountain Road <i>frontage</i> , where identified on <b>Figure 7.2.24A (Peregian South local plan elements)</b> .
PO4	Development provides for the Peregian Springs Golf Course to be retained as an important sport and recreation facility and open space area contributing to the character and identity of the local plan area.	AO4	No acceptable outcome provided.
PO5	Development provides for the retention and enhancement of key landscape elements including <i>wetlands</i> , wallum heathland, bushland and other areas of significant <i>vegetation</i> contributing to the setting and character of the local plan area.	AO5	Development provides for the retention and enhancement of existing mature trees, stands of paperbarks, eucalypt, wallum heath and <i>wetlands</i> .
PO6	Development facilitates the provision of local ecological linkages connecting remnant <i>vegetation</i> areas within the local plan area to surrounding conservation areas where identified on <b>Figure 7.2.24A (Peregian South local plan elements)</b> .	AO6	No acceptable outcome provided.  Editor's note— <b>Section 8.2.3 (Biodiversity, waterways and wetlands overlay code)</b> sets out requirements for the provision of ecological linkages.

Performance Outcomes		Acceptable Outcomes	
<b>PO7</b>	Development adjacent to the Noosa National Park or other <i>ecologically important areas</i> provides a vegetated open space <i>buffer</i> to protect the sustainability of vegetation communities and maintain visual amenity.	<b>AO7</b>	No acceptable outcome provided.  Editor's note— <b>Section 8.2.3 (Biodiversity, waterways and wetlands overlay code)</b> sets out <i>buffer</i> distances and other requirements for development on land adjacent to conservation areas and other <i>ecologically important areas</i> .
<b>PO8</b>	Development improves local connectivity by providing pedestrian and cycle connections to and between key destinations such as local centres, existing and proposed public transport stops, community facilities, schools and recreation facilities.	<b>AO8</b>	No acceptable outcome provided.
<b>Development in the Local Centre Zone Generally</b>			
<b>PO9</b>	Development in the Local centre zone supports the role and function of:- (a) the local centre at the corner of Peregian Springs Drive and Ridgeview Drive as a local (full service) activity centre providing a range of convenience goods and services to local residents; and (b) other local centres as local (not full service) activity centres providing basic convenience goods and services.	<b>AO9</b>	No acceptable outcome provided.
<b>PO10</b>	Development in the Local centre zone provides for the maximum <i>gross leasable floor area</i> of business uses to not exceed:- (a) for the local (full service) activity centre at the corner of Peregian Springs Drive and Ridgeview Drive, a total of 6,500m <sup>2</sup> ; (b) for the local centre on the corner of Balgownie Drive and Peregian Springs Drive, a total of 1,000m <sup>2</sup> ; and (c) for other local centres, a total of 500m <sup>2</sup> , with no single tenancy exceeding 100m <sup>2</sup> .	<b>AO10</b>	No acceptable outcome provided.
<b>PO11</b>	Development for a <i>supermarket</i> :- (a) is only located within the Peregian South local (full service) activity centre at the corner of Peregian Springs Drive and Ridgeview Drive; (b) does not exceed a <i>gross leasable floor area</i> of 3,500m <sup>2</sup> ; and (c) is sleeved and located behind smaller scale fine grain built form elements.	<b>PO11</b>	No acceptable outcome provided.
<b>PO12</b>	Development in the Local centre zone:- (a) creates vibrant and active streets and public spaces; (b) provides a coherent and attractive streetfront address and achieves a high level of visual amenity; (c) provides a high level of comfort and convenience to pedestrians; and (d) provides functional and integrated car parking and vehicular access that does not dominate the street.	<b>AO12</b>	Development in the Local centre zone:- (a) respects the layout, scale (including height and <i>setback</i> ) and character of development on adjoining sites; (b) where applicable, provides for new or extended large floor plate retail uses to be sleeved and located behind smaller scale, fine grain built form elements; (c) incorporates shopfronts, indoor/outdoor cafes and restaurants and other activities that are likely to foster casual, social and

Performance Outcomes		Acceptable Outcomes	
			<p>business interaction for extended periods;</p> <p>(d) has building openings overlooking the street;</p> <p>(e) provides all weather protection in the form of continuous awnings and/or light verandah structures over footpath areas with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside;</p> <p>(f) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths; and</p> <p>(g) provides on-site car parking at the rear or to one side of the development, integrated with other vehicle movement areas.</p>
<b>PO13</b>	<p>Development in the Local centre zone at the corner of Peregrin Springs Drive and Ridgeview Drive:-</p> <p>(a) does not incorporate uses oriented towards passing trade on the Sunshine Motorway;</p> <p>(b) provides for a range of civic and community facilities and is designed to foster community interaction;</p> <p>(c) provides for any residential uses to be provided in a mixed use format above the ground storey; and</p> <p>(d) occurs in a manner which allows for the gradual and orderly expansion of the centre over time.</p>	<b>AO13</b>	No acceptable outcome provided.
<b>Development in the Medium Density Residential Zone</b>			
<b>PO14</b>	<p>Development in the Medium density residential zone:-</p> <p>(a) provides for the establishment of a range of medium density housing types in close proximity to local centres and community facilities;</p> <p>(b) is of a domestic scale that does not dominate the <i>streetscape</i> or detract from the visual amenity of adjoining properties; and</p> <p>(c) contributes positively to local <i>streetscape</i> character.</p>	<b>AO14</b>	No acceptable outcome provided.
<b>Development in the Emerging Community Zone</b>			
<b>PO15</b>	<p>Development in the Emerging community zone:-</p> <p>(a) contributes to the establishment of a walkable integrated residential community configured in a number of high quality, attractive, environmentally responsible and sustainable residential neighbourhoods;</p> <p>(b) provides for the establishment of a small centrally located local (not full service) activity centre;</p> <p>(c) provides for the <i>gross leasable floor area</i> for business uses to not exceed a total of 500m<sup>2</sup>, with no single tenancy exceeding 100m<sup>2</sup>;</p>	<b>AO15</b>	<p>No acceptable outcome provided.</p> <p>Editor's note—development at Coolum Ridges and Old Emu Mountain Road is currently regulated in accordance with an approved master plan and plan of development.</p>

Performance Outcomes	Acceptable Outcomes
<ul style="list-style-type: none"> <li>(d) provides for a range of lot sizes and in the case of Coolum Ridges, provides medium density residential development close to a local centre;</li> <li>(e) provides an interconnected system of open space and community facilities to meet the needs of the local community;</li> <li>(f) provides an integrated, legible and permeable road, cycle and pathway network which connects residential neighbourhoods to the local centre, community, sport and recreation facilities and open space;</li> <li>(g) provides a new connection to the Sunshine Motorway at the southern end of the local plan area;</li> <li>(h) provides a wide, densely vegetated <i>buffer</i> to the Sunshine Motorway and Emu Mountain Road to effectively screen development and protect the visual amenity of these roads as scenic routes;</li> <li>(i) provides a wide, vegetated open space <i>buffer</i> to the Noosa National Park to protect the long term viability of the National Park; and</li> <li>(j) provides for the maintenance, enhancement and reconnection of native <i>vegetation</i> areas, <i>wetlands</i> and other <i>ecologically important areas</i>.</li> </ul>	



**Figure 7.2.24A Peregian South local plan elements**

<Figure to be inserted>



## 7.2.25 Sippy Downs local plan code

### 7.2.25.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Sippy Downs local plan area as shown on Map ZM33 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Sippy Downs local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.4.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.25.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.25.4.1 (Performance outcomes and acceptable outcomes for assessable development in the Sippy Downs local plan area generally)**;
  - (c) **Table 7.2.25.4.2 (Additional performance outcomes and acceptable outcomes for assessable development in Precinct SID LPP-1 (Sippy Downs Town Centre))**; and
  - (d) **Figure 7.2.25A (Sippy Downs local plan elements)**.

### 7.2.25.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Sippy Downs local plan code.

*The Sippy Downs local plan area is located in the central part of the Sunshine Coast, along the Sunshine Motorway, bordered to the west by the Bruce Highway, to the south by Sippy Creek and the Palmview declared master plan area and to the east by the Mooloolah River National Park. The local plan area includes the proposed Sippy Downs Town Centre, the University of the Sunshine Coast, the communities of Chancellor Park and Bellflower located to the south of the Sunshine Motorway and the Stringybark Road area north of the Sunshine Motorway. The local plan area takes in a land area of approximately 775 hectares.*

*The northern part of the local plan area is well vegetated and provides a bushland setting at the base of the Buderim escarpment and along Mountain Creek. The wallum heathland and open eucalypt woodlands of the Mooloolah River National Park, and remnant riparian vegetation along Sippy Creek provide an attractive landscape setting and natural edge to the local plan area in the east and south. The Chancellor Lakes system also provides an important open space link through the local plan area.*

*The proposed Sippy Downs Town Centre, located adjacent to the University of the Sunshine Coast, is a major regional activity centre and is intended to provide significant retail, commercial and community activities to service the needs of its resident population as well as the needs of surrounding communities, including the emerging community of Palmview located to the south of the local plan area. The proposed Sippy Downs Business and Technology Sub-precinct is located adjacent to the proposed Town Centre core and the University of the Sunshine Coast and is intended to support a broad range of science and technology based businesses and industries and maintain a strong nexus with the University.*

*The University of the Sunshine Coast is a regionally significant facility providing a focus for education, research and cultural activities on the Sunshine Coast. The University is intended to continue to grow and develop in conjunction with the new Town Centre. A number of schools are also located within the local plan area adjacent to the University including Chancellor State College primary and secondary campuses, Siena Catholic College and Siena Primary School and the Montessori International College.*

*The existing residential areas of the local plan area including the Chancellor Park and Bellflower estates comprise primarily single dwelling houses on suburban lots of varying sizes. Substantial retirement facilities are located within Chancellor Park and student accommodation is also provided adjacent to the University. Local centres at Chancellor Village Boulevard and Scholars Drive currently provide for the convenience needs of residents. Several showrooms are also located along Chancellor Village Boulevard.*

The Stringybark Road area in the northern part of the local plan area, currently comprises a small local business area and primarily low density and rural residential development, with small areas of multi-unit residential development. Parts of this area are intended to be redeveloped for medium density dwellings and low density residential development, given its proximity to the proposed Sippy Downs Town Centre.

The Sunshine Motorway is the major road link within the local plan area, traversing the local plan area in an east-west direction. Other key local road links include Sippy Downs Drive, University Way, Crosby Hill Road, Claymore Road, Dixon Road and Stringybark Road.

The local plan area has high levels of accessibility due to its location at the juncture of the Sunshine Motorway and the Bruce Highway.

Urban zoned land within the local plan area is connected, or has the ability to be connected, to reticulated water and sewerage.

### 7.2.25.3 Purpose and overall outcomes

- (1) The purpose of the Sippy Downs local plan code is to provide locally relevant planning provisions for the assessment of development within the Sippy Downs local plan area.
- (2) The purpose of the Sippy Downs local plan code will be achieved through the following overall outcomes:-
  - (a) The Sippy Downs local plan area is a diverse urban area comprising a number of residential neighbourhoods and the University of the Sunshine Coast, supported by a major regional activity centre at Sippy Downs Town Centre.
  - (b) Urban and rural residential development in the Sippy Downs local plan area is limited to land within the urban and rural residential growth management boundaries respectively so as to protect the environmental and natural landscape values of the Mooloolah River National Park, Sippy Creek and bushland areas at the base of the Buderim escarpment, and to ensure the efficient provision of *infrastructure* and services.
  - (c) Development is sited and designed to protect and enhance the natural environmental and scenic values of the lower Buderim escarpment, Mountain Creek and Sippy Creek and adjacent areas including wetland, wallum heathland, paperbark and open eucalypt bushland vegetation communities, and provides for the establishment, protection and enhancement of an interconnected system of ecological and open space linkages. Development in the Sippy Downs Town Centre provides a biodiversity offset for native *vegetation* cleared as part of the development.<sup>2</sup>
  - (d) Development provides for high quality, sub-tropical building and landscape design that emphasises the casual, outdoor lifestyle. In the Major centre zone and High density residential zone, development:-
    - (i) has a perimeter block form to maintain and define an active public realm and allow significant densities to be achieved without high rise buildings; and
    - (ii) achieves a comfortable pedestrian scale and quality in the public realm by providing buildings with a variety of heights to reduce the wall effects of development and create a varied skyline.
  - (e) Development supports the role and function of the Sippy Downs Town Centre (Precinct SID LPP-1) as a major regional activity centre, providing a broad range of higher order retail, commercial, community, entertainment and employment generating uses to service the needs of residential areas within the local plan area and surrounding areas, including residential areas south of Buderim and west of Mooloolaba and the emerging community of Palmview, as well as significant residential development to support transit oriented development outcomes.
  - (f) Development in the Sippy Downs Town Centre (Precinct SID LPP-1) does not detract from or have an adverse impact on the intended role and function of:-

<sup>2</sup> Note—the clearing of native *vegetation* for the purposes of providing for the development of the Sippy Downs Town Centre Major Regional Activity Centre is considered to satisfy the community interests test set out in section 3.7.2.1(c) of the Strategic Framework. Notwithstanding this, *vegetation* is still to be retained in the specific circumstances required by this code. **Section 8.2.3 (Biodiversity, waterways and wetlands overlay code)** sets out the requirements for environmental offsets. Approval for clearing may still be required under State or Federal legislation.

- (i) Maroochydore as the principal regional activity centre for the Sunshine Coast; or
  - (ii) nearby major regional activity centres at Nambour and Kawana.
- (g) Development supports the role and function of the University of the Sunshine Coast and the Sippy Downs Business and Technology Sub-precinct as regional employment opportunity areas which:-
- (i) in the case of the University of the Sunshine Coast, provides a focus for tertiary education, training and research activities; and
  - (ii) in the case of the Sippy Downs Business and Technology Sub-precinct, provides a focus for science and technology related business and industries and has a strong nexus with the University of the Sunshine Coast.
- (h) Development in the Major centre zone in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core):-
- (i) provides the main retail, commercial and civic uses for the local plan area in accordance with **Table 7.2.25.4.3 (Sippy Downs local plan supplementary table of consistent uses and potentially consistent uses in the Major centre zone)**;
  - (ii) results in the creation of a traditional main street based town centre rather than a shopping centre or internalised mall type of development;
  - (iii) incorporates medium to high density residential uses as part of *mixed use developments*<sup>3</sup>;
  - (iv) is characterised by its vibrant, active streets with high pedestrian activity and buildings with close street relationships;
  - (v) results in a walkable centre characterised by wide tree lined streets and public spaces marking prominent corners and provides expansive social space for community life and interaction;
  - (vi) provides a simple, grid-based urban form and movement network which ensures a high level of connectivity for pedestrians, cyclists and vehicles;
  - (vii) provides *public open space* in the form of a centrally located Town Square and a number of Mini Plazas at specific locations;
  - (viii) provides land for the establishment of a multi purpose, integrated community facility;
  - (ix) provides safe, efficient and legible pedestrian access to public transport *infrastructure*;
  - (x) ensures retail uses are dispersed across the town centre core rather than being consolidated in one area;
  - (xi) provides that all retail premises being a *supermarket* or a *discount department store* are separated by a street and are not developed as an indoor retail shopping mall; and
  - (xii) provides that all or most retail uses address and activate the street.
- (i) Development in the Major centre zone in Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct):-
- (i) supports the creation of a 'knowledge-based' employment precinct that has a strong nexus with the University of the Sunshine Coast and provides opportunities to incubate and grow businesses;
  - (ii) comprises a range of commercial, educational, health care, government and some residential uses that support and complement the Town Centre Core (Sub-precinct SID LPSP-1a) and the University of the Sunshine Coast in accordance with **Table 7.2.25.4.3 (Sippy Downs local plan supplementary table of consistent uses and potentially consistent uses in the Major centre zone)**;
  - (iii) provides for uses including research facilities, laboratories, research and technology-based industries, *offices* and consulting rooms, a conference centre, studios, media production facilities, community and education-related uses and tourist and conference accommodation;
  - (iv) provides for medium density *mixed use developments* incorporating residential and non-residential uses;
  - (v) provides a simple grid-based urban form and movement network that links with extensions of the Town Centre Core (Sub-precinct SID LPSP-1a) grid and extensions of the University of the Sunshine Coast grid;
  - (vi) provides *public open space* in the form of a Town Plaza and a number of Mini Plazas at specific locations; and
  - (vii) provides for a small local (not full service) activity centre that:-

<sup>3</sup> Note—*mixed use development* in the Sippy Downs Town Centre may be staged such that initial stages of development do not include a residential component provided that:-

(a) it is clear how future stages of development will achieve a *mixed use development* outcome; and  
 (b) the early stages of development do not prejudice the delivery of a *mixed use development* outcome.

- (A) serves the local residents, businesses and employees of the immediate area;
  - (B) is located in the 'Main Street' designated area on the southern side of the Town Plaza; and
  - (C) has a total maximum *gross leasable floor area* for retail and catering uses that does not exceed 500m<sup>2</sup>.
- (j) The Chancellor Park West local centre located on Chancellor Village Boulevard, functions as a local (full service) activity centre servicing the local convenience needs of nearby residents. Development for retail premises in the Local centre zone and Specialised centre zone at Chancellor Park West does not expand beyond the specified maximum *gross leasable floor area* limit so as to protect the intended role and function of the Sippy Downs Town Centre.
  - (k) Other designated local centres at Stringybark Road and Scholars Drive are retained as local (not full service) activity centres servicing the basic convenience needs of nearby residents.
  - (l) Development in the High density residential zone in Sub-precinct SID LPSP-1c (Sippy Downs West Neighbourhood) provides for a high quality, walkable residential neighbourhood comprising a range of medium to high density housing types in close proximity to the Sippy Downs Town Centre and focussed around a large central *public open space* in the form of a forest *park*. Development is configured in a grid layout which ensures a high level of connectivity internally and externally, particularly to the Sippy Downs Town Centre Core, and maintains a perimeter block form of development with buildings overlooking the street, parks and other public spaces.
  - (m) Residential expansion occurs in the Stringybark Road area as large lots are developed for a range of residential dwelling types and densities in accordance with allocated zones. Development in this area occurs in an integrated manner and provides a high level of permeability and connectivity including new road links between Toral Drive and Jorl Court, Jorl Court and Walgarri Drive and Stringybark Road and Dixon Road (via Goshawk Boulevard and Power Road).
  - (n) Development in the Emerging community zone at 137 Crosby Hill Road, Tanawha, provides for:-
    - (i) business activities to be limited to small scale local convenience goods and services only;
    - (ii) a dedicated road link between Crosby Hill Road and Rainforest Sanctuary Drive; and
    - (iii) adequate and sensitive address of site constraints including flooding, *vegetation*, *waterways* and *wetlands*.
  - (o) Development in the Medium density residential zone, Low density residential zone, Emerging community zone and Rural residential zone provides a network of open space to meet the needs of the local community and an integrated, legible and permeable road, cycle and pathway network which connects residential neighbourhoods to the Sippy Downs Town Centre, local centres, the University of the Sunshine Coast, local schools, community and sport and recreation facilities and open space.
  - (p) Development along the Sunshine Motorway and Bruce Highway protects the visual amenity of these roads as scenic routes and provides a wide, densely vegetated *landscape buffer* to effectively screen development from these roads.
  - (q) The *transport network* is progressively upgraded to meet the needs of the local plan area and provide increased connectivity and permeability. Development contributes to, and does not compromise the provision and operation of, proposed new roads within the Sippy Downs Town Centre and the Stringybark Road area, the Sunshine Motorway or the Bruce Highway.
  - (r) Development occurs in a logical sequence and provides for the efficient and timely provision of *infrastructure* and services in a manner that does not compromise the future development of any adjoining lot or the planned ultimate development outcomes.
  - (s) Development provides telecommunications *infrastructure* and services such that the Sippy Downs local plan area, and in particular the Sippy Downs Town Centre and the University of the Sunshine Coast, has *best practice* standard telecommunications capability.

## 7.2.25.4 Performance outcomes and acceptable outcomes

Table 7.2.25.4.1 Performance outcomes and acceptable outcomes for assessable development in the Sippy Downs local plan area generally

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Sippy Downs Local Plan Area Generally (All Zones)</i>			
<b>PO1</b>	Development does not detract from the role and function of the Sippy Downs Town Centre (Major centre zone) as a major regional activity centre and the primary focus for retail, commercial and civic activities within the local plan area.	<b>AO1</b>	No acceptable outcome provided.
<b>PO2</b>	Development for a higher order business use is located in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core), including the following:- (a) a <i>full line supermarket</i> ; (b) a <i>discount department store</i> ; and (c) a <i>theatre</i> .	<b>AO2</b>	No acceptable outcome provided.
<b>PO3</b>	Development provides for buildings, structures and landscaping that are consistent with and reflect and enhance the coastal urban character of the Sippy Downs local plan area.	<b>AO3.1</b>	Development provides for building design which incorporates the following features:- (a) a mix of lightweight and textured external building materials, including timber finishes or masonry construction with variation provided in texture and detailing; (b) articulated, pitched, skillion or curved roof forms; (c) open or transparent balustrades; and (d) landscaping integrated into the building design.
		<b>AO3.2</b>	Development uses understated colour schemes and low-reflective roofing and cladding materials.
		<b>AO3.3</b>	Development provides for existing mature trees and stands of native <i>vegetation</i> to be retained and incorporated into the design of development.
<b>PO4</b>	Development provides for the retention and enhancement of key landscape elements including <i>wetlands</i> , wallum heathland, bushland and other areas of significant <i>vegetation</i> contributing to the setting, character and sense of place of the Sippy Downs local plan area.	<b>AO4</b>	Development retains, protects and enhances existing mature trees and character <i>vegetation</i> contributing to the setting and character of the local plan area including:- (a) riparian <i>vegetation</i> along Mountain Creek and Sippy Creek; (b) bushland areas at the base of the Buderim escarpment identified on <b>Figure 7.2.25A (Sippy Downs local plan elements)</b> ; (c) bushland within the <i>landscape buffer</i> to the Sunshine Motorway; and (d) other character <i>vegetation</i> identified on <b>Figure 7.2.25A (Sippy Downs local plan elements)</b> .  Note—in some circumstances, the eradication of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.
<b>PO5</b>	Development contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways to enhance	<b>AO5.1</b>	Development adjacent to gateway/entry points where identified on <b>Figure 7.2.25A (Sippy Downs local plan elements)</b> :-

Performance Outcomes		Acceptable Outcomes	
	the sense of entry to, and character of, the Sippy Downs local plan area.	<b>AO5.2</b>	<p>(a) incorporates architectural and landscape treatments which enhance the sense of arrival to, and the coastal urban character, of the local plan area, and emphasise corner locations; and</p> <p>(b) incorporates building materials such as varied roof forms, changes in materials and variations in projected and recessed elements and facades.</p> <p>Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.</p> <p>Note—<b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.</p> <p>Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.</p> <p>Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required.</p> <p>Editor's note—<b>Table 7.2.25.4.2 (Additional criteria for assessable development in Precinct SID LPP-1 (Sippy Downs Town Centre))</b> sets out the requirements for streetscape improvements in Precinct SID LPP-1 (Sippy Downs Town Centre).</p>
<b>PO6</b>	Development on land adjacent to the Sunshine Motorway or the Bruce Highway provides a wide densely vegetated <i>landscape buffer</i> to visually screen built form elements and maintain and enhance the visual amenity of these roads as scenic routes.	<b>AO6</b>	<p>Development on land adjacent to the Sunshine Motorway or the Bruce Highway provides a minimum 20 metre wide densely vegetated <i>landscape buffer</i>.</p> <p>Editor's note—<b>Table 7.2.25.4.2 (Additional criteria for assessable development in Precinct SID LPP-1 (Sippy Downs Town Centre))</b> sets out the requirements for <i>landscape buffers</i> in Precinct SID LPP-1 (Sippy Downs Town Centre).</p>
<b>PO7</b>	Development improves local connectivity by providing an integrated, legible and permeable road, cycle and pathway network which provides connections to and between key destinations including the Sippy Downs Town Centre, local centres, the University of the Sunshine Coast, existing and proposed transit stations and public transport stops, community facilities, schools, recreation facilities and open space.	<b>AO7.1</b>  <b>AO7.2</b>	<p>Development complements and extends pedestrian and cycle linkages, including where identified on <b>Figure 7.2.25A (Sippy Downs local plan elements)</b>.</p> <p>Development provides a simple, grid-based road/street network which complies with and complements the proposed road/street network identified on <b>Figure 7.2.25A (Sippy Downs local plan elements)</b>.</p>
<b>PO8</b>	Development on land with frontage to Sippy Creek or Mountain Creek facilitates the provision of a local ecological linkage as identified on <b>Figure 7.2.25A (Sippy Downs local plan elements)</b> .	<b>AO8</b>	<p>No acceptable outcome provided.</p> <p>Editor's note—<b>Section 8.2.3 (Biodiversity, waterways and wetlands overlay code)</b> sets out requirements for the provision of ecological linkages.</p>
<b>PO9</b>	Development provides for, and does not compromise the future provision and operation of, <i>transport networks</i>	<b>AO9</b>	No acceptable outcome provided.



Performance Outcomes		Acceptable Outcomes	
	including:- (a) proposed new roads within the Sippy Downs Town Centre (Precinct SID LPP-1), the Stringybark Road area and elsewhere in the local plan area where identified on <b>Figure 7.2.25A (Sippy Downs local plan elements)</b> ; (b) the Sunshine Motorway; and (c) the Bruce Highway.		
<b>Development in the Local Centre Zone</b>			
<b>PO10</b>	Development in the Local centre zone supports the role and function of:- (a) the Chancellor Park West local centre as a local (full service) activity centre providing convenience goods and service to local residents; and (b) other local business areas as local (not full service) activity centres providing basic convenience goods and services to local residents.	<b>AO10</b>	No acceptable outcome provided.
<b>PO11</b>	Development in the Local centre zone provides for the <i>gross leasable floor area</i> of commercial and retail business uses to not exceed:- (a) for the Chancellor Park West Local Centre, a total of 8,400m <sup>2</sup> ; and (b) for other local centres, a total of 1,000m <sup>2</sup> .  Editor's note— <b>Table 7.2.25.4.2 (Additional criteria for assessable development in Precinct SID LPP-1 (Sippy Downs Town Centre))</b> sets out the requirements for local centres in Precinct SID LPP-1 (Sippy Downs Town Centre).	<b>AO11</b>	No acceptable outcome provided.
<b>PO12</b>	Development in the Local centre zone provides for no more than one <i>supermarket</i> to be established so as to protect the role and function of the Sippy Downs Town Centre.	<b>AO12</b>	No acceptable outcome provided.
<b>PO13</b>	Development in the Local centre zone provides:- (a) a coherent and attractive streetfront address and achieves a high level of visual amenity; (b) vibrant and active streets and public spaces; (c) a high level of comfort and convenience for pedestrians; and (d) functional and integrated car parking and servicing areas which do not dominate the street.	<b>AO13</b>	Development in the Local centre zone:- (a) respects the layout, scale and character of development on adjoining sites; (b) has building openings overlooking the street; (c) provides for <i>primary active street frontages</i> , built to the front boundary, where identified on <b>Figure 7.2.25A (Sippy Downs local plan elements)</b> ; (d) provides all weather protection in the form of continuous awnings and/or light verandah structures over footpath areas with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside; (e) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths; and

Performance Outcomes		Acceptable Outcomes	
			(f) provides on-site car parking at the rear of the development, integrated with other vehicle movement areas.
<b>Development in the Specialised Centre Zone</b>			
<b>PO14</b>	Development in the Specialised centre zone provides for:- (a) existing retail showroom uses to not be expanded so as to protect the role and function of the Sippy Downs Town Centre; and (b) the total <i>gross leasable floor area</i> for all proposed, existing and approved retail uses to not exceed a total of 8,500m <sup>2</sup> .	<b>AO14</b>	No acceptable outcome provided.
<b>PO15</b>	Development in the Specialised centre zone is located, designed and effectively screened such that it is not recognisable from the Sunshine Motorway.	<b>AO15</b>	No acceptable outcome provided.
<b>Development in the Low Density Residential Zone (Toral Drive and Jorl Court)</b>			
<b>PO16</b>	Development in the Low density residential zone in Toral Drive and Jorl Court provides for the amalgamation of lots to create development sites which:- (a) are of a sufficient size to ensure the coordinated and orderly development of sites; and (b) provides for a lot and street layout which avoids or minimises the creation of <i>culs-de-sac</i> and <i>rear lots</i> .	<b>AO16</b>	Development in the Low density residential zone in Toral Drive and Jorl Court:- (a) provides for the amalgamation of lots to create a minimum development <i>site</i> of 1 hectare; and (b) avoids the creation of <i>rear lots</i> and <i>culs-de-sac</i> .
<b>Development in the Medium Density Residential Zone</b>			
<b>PO17</b>	Development in the Medium density residential zone:- (a) provides for the establishment of a range of medium density housing types, including long and short term accommodation in close proximity to the Sippy Downs Town Centre, local centres, the University of the Sunshine Coast and other educational facilities; (b) contributes positively to local <i>streetscape</i> character; (c) provides for generous open space to be maintained between buildings to preserve a predominantly open feel; and (d) provides strong pedestrian links to the Sippy Downs Town Centre, local centres, the University of the Sunshine Coast and other educational facilities.	<b>AO17</b>	No acceptable outcome provided.
<b>PO18</b>	Development provides a minimum 20 metre wide landscaped <i>buffer</i> to the electricity substation at Power Road.	<b>AO18</b>	No acceptable outcome provided.
<b>Development in the Emerging Community Zone (Lots 1 and 7 on RP817448 at 137 Crosby Hill Road, Tanawha)</b>			
<b>PO19</b>	Development in the Emerging community zone on Lots 1 and 7 on RP817448 at 137 Crosby Hill Road, Tanawha, provides for the following:- (a) any commercial/retail development to be limited to small scale local convenience goods and services	<b>AO19</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>only;</p> <p>(b) the total <i>gross leasable floor area</i> for business uses to not exceed:-</p> <p>(i) a total of 700m<sup>2</sup> for all business uses on the site;</p> <p>(ii) a total of 100m<sup>2</sup> for <i>health care services</i>; and</p> <p>(iii) a total of 500m<sup>2</sup> for any <i>shop tenancy</i>;</p> <p>(c) a public road connection, including pedestrian and cycle links, along Meads Road connecting Crosby Hill Road and Rainforest Sanctuary Drive, as identified on <b>Figure 7.2.25A (Sippy Downs local plan elements)</b>;</p> <p>(d) adequate flood immunity whilst minimising the total amount of fill required and avoiding any adverse off site impacts;</p> <p>(e) retention of significant <i>vegetation</i> on the site including character <i>vegetation</i> identified on <b>Figure 7.2.25A (Sippy Downs local plan elements)</b>; and</p> <p>(f) appropriate <i>buffers</i> to <i>waterways</i> and <i>wetlands</i>.</p>		
<b>Development in the Community Facilities Zone (University of the Sunshine Coast)</b>			
<b>PO20</b>	<p>Development in the Community facilities zone at the University of the Sunshine Coast:-</p> <p>(a) supports the role and function of the University of the Sunshine Coast as a regional employment opportunity area with a focus on tertiary education, training and research activities and <i>ancillary</i> activities;</p> <p>(b) does not detract from the Sippy Downs Town Centre as the primary focus for business uses and community activity within the local plan area;</p> <p>(c) integrates effectively with the Sippy Downs Town Centre;</p> <p>(d) is designed around a major open space axis linking the Sippy Downs Town Centre to the University;</p> <p>(e) provides buildings and landscaping which contribute to a distinctive image and character and define and enclose the open space axis;</p> <p>(f) provides the main transit hub for the Sippy Downs local plan area; and</p> <p>(g) provides a University Park which:-</p> <p>(i) is located where identified on <b>Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages)</b>;</p> <p>(ii) provides the principal open space for the Sippy Downs Town Centre;</p> <p>(iii) provides a welcoming, framed view of the University from</p>	<b>AO20</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	Stringybark Road; and (iv) is an open parkland with areas of bushland, existing trees and gardens.		
<b>Development in the Community Facilities Zone (Lot 1 SP215755 at 227 – 237 Sippy Downs Drive)</b>			
<b>PO21</b>	Development in the Community facilities zone on Lot 1 SP215755, at 227 – 237 Sippy Downs Drive:- (a) may provide for a <i>service station</i> and <i>food and drink outlet</i> (including a <i>high volume convenience restaurant</i> and <i>drive-through facility</i> ); and (b) does not provide for retail or commercial activities other than those directly <i>ancillary</i> to a <i>service station</i> .	<b>AO21</b>	No acceptable outcome provided.

**Table 7.2.25.4.2 Additional performance outcomes and acceptable outcomes for assessable development in Precinct SID LPP-1 (Sippy Downs Town Centre)<sup>4</sup>**

Performance Outcomes		Acceptable Outcomes	
<b>Development in Precinct SID LPP-1 (Sippy Downs Town Centre) Generally</b>			
<b>Town Centre Structure and Character</b>			
<b>PO1</b>	Development contributes to the creation of a vibrant, mixed use, transit oriented community incorporating a range of land uses and an urban structure configured in a manner generally in accordance with <b>Figure 7.2.25B (Sippy Downs Town Centre Master Plan)</b> and comprising the following sub-precincts identified on <b>Local Plan Map LPM33</b> :- (a) the Sippy Downs Town Centre Core (Sub-precinct SID LPSP-1a); (b) the Sippy Downs Business and Technology Sub-precinct (Sub-precinct SID LPSP-1b); and (c) the Sippy Downs West Neighbourhood (Sub-precinct SID LPSP-1c).	<b>AO1</b>	No acceptable outcome provided.
<b>PO2</b>	Development contributes to the creation of a memorable town centre by:- (a) contributing to the creation of vibrant public and semi public spaces; (b) ensuring that built form increases legibility; (c) maximising pedestrian activity; (d) providing a high level of amenity for all users; and (e) contributing to the desired character of the Sippy Downs Town Centre as a place with innovative architecture and landscaping which:- (i) reflects its surroundings; (ii) respects the preferred built form for the relevant Sub-precinct; (iii) capitalises on the sub-tropical climate;	<b>AO2</b>	No acceptable outcome provided.  Note—the <b>Planning scheme policy for Sippy Downs Town Centre</b> provides guidance in relation to achieving the desired architectural and landscape character of the Sippy Downs Town Centre.

<sup>4</sup> Editor's note—the **Planning Scheme Policy for Sippy Downs Town Centre** provides guidance in relation to the achievement of certain outcomes in this code.

Performance Outcomes		Acceptable Outcomes	
	<ul style="list-style-type: none"> <li>(iv) has a high level of public and private amenity;</li> <li>(v) promotes variety and visual interest; and</li> <li>(vi) delivers a vibrant relationship with adjacent public and semi-public spaces.</li> </ul>		
<b>Land Uses</b>			
<b>PO3</b>	<p>Development in the Major centre zone in Precinct SID LPP-1 (Sippy Downs Town Centre) provides for:-</p> <ul style="list-style-type: none"> <li>(a) a use listed as a consistent use in Column 1 of <b>Table 7.2.25.4.3 (Sippy Downs local plan supplementary table of consistent uses and potentially consistent uses in the Major centre zone)</b> to occur in the relevant sub-precinct; and</li> <li>(b) a use listed as a potentially consistent use in Column 2 of <b>Table 7.2.25.4.3</b> to occur in the relevant sub-precinct only where further assessment has determined that the use is appropriate in the sub-precinct having regard to such matters as its location, nature, scale and intensity.</li> </ul> <p>Note—a use not listed in <b>Table 7.2.25.4.3</b> is an inconsistent use and is not intended to occur in the Major centre zone in the relevant sub-precinct of Precinct SID LPP-1.</p>	<b>AO3</b>	No acceptable outcome provided.
<b>Connectivity and Movement</b>			
<b>PO4</b>	<p>Development provides an interconnected, efficient and permeable street network which:-</p> <ul style="list-style-type: none"> <li>(a) facilitates convenient access for pedestrians, cyclists and vehicles;</li> <li>(b) provides clear, safe and convenient connections to existing and proposed streets;</li> <li>(c) in the case of Principal Streets:- <ul style="list-style-type: none"> <li>(i) are located where identified on <b>Figure 7.2.25A (Sippy Downs local plan elements)</b>; and</li> <li>(ii) provide the focus for activity and movement in the Sippy Downs Town Centre;</li> </ul> </li> <li>(d) in the case of Local Access Streets:- <ul style="list-style-type: none"> <li>(i) are provided in the approximate location identified on <b>Figure 7.2.25A (Sippy Downs local plan elements)</b>; and</li> <li>(ii) provide for additional through connections in the street network; and</li> </ul> </li> <li>(e) ensures that all Principal and Local Access Streets are provided and are dedicated as road reserve.</li> </ul>	<b>AO4</b>	<p>Development provides for all Principal Streets and Local Access Streets:-</p> <ul style="list-style-type: none"> <li>(a) to be provided in the locations identified on <b>Figure 7.2.25A (Sippy Downs local plan elements)</b>;</li> <li>(b) to be designed in accordance with the standards specified in the <b>Planning scheme policy for Sippy Downs Town Centre</b>; and</li> <li>(c) to be dedicated as road reserve.</li> </ul>
<b>PO5</b>	Development provides a support network of rear/service lanes to provide:-	<b>AO5</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<ul style="list-style-type: none"> <li>(a) vehicle access to lots;</li> <li>(b) service functions;</li> <li>(c) intra-block connectivity;</li> <li>(d) high levels of vehicle and pedestrian permeability;</li> <li>(e) opportunities for shared or consolidated access and servicing; and</li> <li>(f) further block subdivision.</li> </ul>		
<b>PO6</b>	<p>Development provides for vehicular access arrangements which:-</p> <ul style="list-style-type: none"> <li>(a) do not provide for direct access to/from 'A' Street where in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core), Stringybark Road or Town Centre Connector Roads where identified on <b>Figure 7.2.25D (Sippy Downs Town Centre Road/Street Designations)</b>; and</li> <li>(b) provide for limited direct access to/from:- <ul style="list-style-type: none"> <li>(i) other Principal Streets; and</li> <li>(ii) 'A' Street, where in Sub-precinct SID LPSP-1c (Sippy Downs West Neighbourhood) or Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct); and</li> </ul> </li> <li>(c) do not restrict the ability of adjacent premises to achieve access to/from a Local Access Street.</li> </ul>	<p><b>AO6.1</b></p> <p><b>AO6.2</b></p> <p><b>AO6.3</b></p> <p><b>AO6.4</b></p>	<p>Development provides that a servicing area and a car parking area are only accessed from a Local Access Street.</p> <p>Vehicular access to 'A' Street where in Sub-precinct SID LPSP-1c (Sippy Downs West Neighbourhood) or Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct) is limited to instances where access cannot be reasonably achieved from a Local Access Street.</p> <p>Development is designed and sited such that it does not restrict the ability of adjacent premises to achieve vehicular access to a Local Access Street.</p> <p>Where direct vehicular access to 'A' Street is required, because access is not possible from another street, the access to 'A' street is limited to left-in/left-out movements only and is temporary until the preferred access arrangement can be achieved.</p>
<b>PO7</b>	<p>Development contributes to the creation of a safe and convenient pedestrian and cycle movement network, including where identified on <b>Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages)</b>.</p>	<b>AO7</b>	No acceptable outcome provided.
<b>PO8</b>	<p>Development provides pedestrian through block links which:-</p> <ul style="list-style-type: none"> <li>(a) are located: <ul style="list-style-type: none"> <li>(i) generally in accordance with <b>Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages)</b>; and</li> <li>(ii) at other mid block locations to align with key activity nodes and the indicative pedestrian crossings of streets;</li> </ul> </li> <li>(b) provide guaranteed 24 hour/7 days a week public access by means of a dedicated easement to <i>Council</i>;</li> <li>(c) are consistent with the preferred street layout; and</li> <li>(d) have a minimum width of 5 metres.</li> </ul>	<b>AO8</b>	<p>No acceptable outcome provided.</p> <p>Note—the <b>Planning scheme policy for Sippy Downs Town Centre</b> provides guidance in relation to the provision of pedestrian through block links.</p>
<b>Parking</b>			
<b>PO9</b>	<p>Development being a multi-level car parking structure:-</p> <ul style="list-style-type: none"> <li>(a) is sleeved behind the active street <i>frontage</i>;</li> <li>(b) does not have a direct street <i>frontage</i> other than to a Local</li> </ul>	<b>AO9</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	Access Street; and (c) in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core), is located towards the periphery of the Sub-precinct generally in the locations identified in <b>Figure 7.2.25C (Sippy Downs Town Centre Core Plan)</b> .		
<b>PO10</b>	Development which is adjacent to the Sunshine Motorway ensures that any car parking area is not visible from the Sunshine Motorway.	<b>AO10</b>	No acceptable outcome provided.
<b>PO11</b>	Development in Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct) and Sub-precinct SID LPSP-1c (Sippy Downs West Neighbourhood) provides for small scale landscaped car parking areas which are designed to minimise visual impacts.	<b>AO11</b>	No acceptable outcome provided.
<b>Built Form</b>			
<b>PO12</b>	Development takes on a perimeter block form to:- (a) maintain and define an active public realm; (b) maximise casual surveillance of streets; and (c) allow high densities to be achieved without high rise buildings.	<b>AO12</b>	No acceptable outcome provided.  Note—the <b>Planning scheme policy for Sippy Downs Town Centre</b> provides guidance in relation to 'Perimeter block' form.  Note—for the purposes of development in the Sippy Downs Town Centre, the built form provisions, including <i>site cover</i> and <i>setback</i> provisions, of the Multi-unit residential uses code and Business uses and centre design code do not apply. To remove any doubt, built form for the Sippy Downs Town Centre is to be in accordance with the provisions specified in this code.
<b>PO13</b>	Development ensures that buildings (including balconies) maintain a maximum building depth of 25 metres from the property <i>frontage</i> unless:- (a) for a large floor plate use being a <i>supermarket</i> or a <i>discount department store</i> , which is unable to be located entirely within the perimeter development area; (b) for a multi-storey car parking station, which is to be located in accordance with performance outcome PO9; or (c) where a 'pedestrian through block link' is identified in conjunction with ' <i>secondary active street frontage</i> ' in <b>Figure 7.2.25C (Sippy Downs Town Centre Core Plan)</b> , development should address these links.	<b>AO13</b>	No acceptable outcome provided.
<b>PO14</b>	Development ensures that a building is located and designed to support the desired character of the Sippy Downs Town Centre to:- (a) capitalise on vistas and use built form elements to create an appropriate landmark to increase legibility within the Sippy Downs Town Centre; (b) respond to emerging architectural themes and ideas;	<b>AO14</b>	No acceptable outcome provided.  Note—The <b>Planning scheme policy for Sippy Downs Town Centre</b> provides guidance in relation to achieving the desired architectural and landscape character of the Sippy Downs Town Centre and building massing and composition.

Performance Outcomes		Acceptable Outcomes	
	<ul style="list-style-type: none"> <li>(c) reduce the reliance on non-renewable energy sources for heating and cooling systems in response to the local climate;</li> <li>(d) minimise excessive shade or sun exposure on public spaces;</li> <li>(e) deliver a high level of public and private amenity;</li> <li>(f) promote variety and visual interest within the <i>streetscape</i> and public realm;</li> <li>(g) provide a sense of enclosure to streets and public spaces;</li> <li>(h) provide for a seamless transition from external areas to internal areas;</li> <li>(i) ensure equitable access to attractive views and prevailing cooling breezes; and</li> <li>(j) avoid excessively wide and tall facades and inadequate spaces between buildings.</li> </ul>		
<b>PO15</b>	<p>The height of buildings complies with <b>Figure 7.2.25E (Sippy Downs Town Centre Building Heights)</b> such that:-</p> <ul style="list-style-type: none"> <li>(a) buildings fronting a Principal Street have:- <ul style="list-style-type: none"> <li>(i) a maximum height of not more than 6 <i>storeys</i> and not more than 25 metres, other than where otherwise provided for in performance outcome PO52 below; and</li> <li>(ii) a minimum height of not less than:- <ul style="list-style-type: none"> <li>(A) 1 <i>storey</i> where for the purposes of a <i>child care centre</i> located in Sub-precinct SID LPSP-1c (Sippy Downs West Neighbourhood)); and</li> <li>(B) 2 <i>storeys</i> otherwise; and</li> </ul> </li> </ul> </li> <li>(b) buildings fronting a Local Access Street have:- <ul style="list-style-type: none"> <li>(i) a maximum height of not more than 4 <i>storeys</i> and not more than 15 metres; and</li> <li>(ii) a minimum height of not less than 2 <i>storeys</i>.</li> </ul> </li> </ul>	<b>AO15</b>	No acceptable outcome provided.
<b>PO16</b>	<p>Development provides for a variation in <i>building height</i> such that:-</p> <ul style="list-style-type: none"> <li>(a) development on a Principal Street provides for buildings taller than 4 <i>storeys</i> or 15 metres to be limited to the following locations:- <ul style="list-style-type: none"> <li>(i) the corner of two Principal Streets;</li> <li>(ii) premises where a separation of 30 metres is achieved to an existing or future 5 or 6 <i>storey</i> corner element;</li> <li>(iii) towards the <i>frontage</i> of 'A' Street and Sippy Downs Drive; and</li> <li>(iv) at a terminating vista; and</li> </ul> </li> <li>(b) development on a Local Access</li> </ul>	<b>AO16</b>	No acceptable outcome provided.



Performance Outcomes		Acceptable Outcomes	
	Street provides for buildings taller than 2 <i>storeys</i> or 8.5 metres to be limited to corner locations.		
<b>PO17</b>	Development on a Principal Street limits the size of the building footprint above 4 <i>storeys</i> or 15 metres and provides separation between the built form elements to:- (a) reduce the wall effects of development and ensure that light and air can penetrate; (b) ensure that taller buildings act as 'pop up' elements above a lower 2 to 4 <i>storey</i> (15 metre) wall rather than as part of a taller wall; (c) create a varied skyline; (d) create vistas up and out of streets to the sky and landscape elements; (e) incorporate a variety of dwelling types; (f) ensure that privacy between <i>dwellings</i> is enhanced and that overlooking and overshadowing is minimised; and (g) provide greater variety to the <i>streetscape</i> .	<b>AO17</b>	No acceptable outcome provided.  Note—the <b>Planning scheme policy for Sippy Downs Town Centre</b> provides guidance in relation to achieving desired outcomes for the taller elements of buildings.
<b>PO18</b>	Development which is more than 4 <i>storeys</i> or 15 metres in height and situated on a corner ensures that the part of the building which is above 4 <i>storeys</i> or 15 metres:- (a) is limited to a maximum footprint of 450m <sup>2</sup> ; and (b) has a minimum horizontal separation distance of 30 metres to other elements above 4 <i>storeys</i> or 15 metres.	<b>AO18</b>	No acceptable outcome provided.  Note—the <b>Planning scheme policy for Sippy Downs Town Centre</b> provides guidance in relation to achieving desired outcomes for the taller elements of buildings.
<b>PO19</b>	Development minimises gaps between buildings fronting streets and where a break or separation is provided between buildings for service access or other purposes, a minimum clear distance of 6 metres is provided between the buildings for the full height of the structure.	<b>AO19</b>	No acceptable outcome provided.
<b>PO20</b>	Development for a residential use exceeding 4 <i>storeys</i> or 15 metres in height that faces or backs onto another residential use provides a minimum separation distance of 18 metres between the balconies of the residential uses.	<b>AO20</b>	No acceptable outcome provided.
<b>Landscape Buffer</b>			
<b>PO21</b>	Development provides a <i>landscape buffer</i> in the form of a Forest Buffer to the Sunshine Motorway which:- (a) retains all existing <i>vegetation</i> within the <i>buffer area</i> ; (b) is of sufficient width to effectively screen development and provide a visual buffer to and from the Sunshine Motorway; (c) where on the southern side of the Sunshine Motorway, is transferred to the <i>Council</i> in freehold tenure;	<b>AO21</b>	Development provides a <i>landscape buffer</i> in the form of a Forest Buffer to the Sunshine Motorway which:- (a) has a minimum width of 20 metres measured from the Sunshine Motorway property boundary; (b) is provided in the location identified on <b>Figure 7.2.25B (Sippy Downs Town Centre Master Plan)</b> ; (c) where on the southern side of the Sunshine Motorway, is transferred to the <i>Council</i> in freehold tenure; and

Performance Outcomes		Acceptable Outcomes	
	<p>(d) is located in accordance with <b>Figure 7.2.25B (Sippy Downs Town Centre Master Plan)</b>;</p> <p>(e) provides a maintenance aisle adjacent to the <i>buffer</i> area capable of accommodating a small truck/ute and all services including sewer and stormwater treatment functions;</p> <p>(f) does not contain any type of above or below ground development or structure; and</p> <p>(g) where no <i>vegetation</i> exists, provides a densely vegetated area similar to Regional Ecosystems in the area.</p>		<p>(d) is designed in accordance with the standards specified in the <b>Planning scheme policy for Sippy Downs Town Centre</b>.</p>
Landscaping and Environment			
<b>PO22</b>	Development provides for retained environmentally sensitive areas to be included in appropriately sized and located areas to ensure that protected or threatened communities or species can continue to grow and reproduce in the locality without being detrimentally impacted upon by adjacent land uses.	<b>AO22</b>	<p>Development ensures that retained environmentally sensitive areas are:-</p> <p>(a) included in corridors linking these areas to nearby bushland remnants;</p> <p>(b) protected by an adequate <i>buffer</i> to avoid degradation as a result of edge effects; and</p> <p>(c) protected from nearby development that may negatively impact on the ability of plants to continue to grow and reproduce.</p> <p>Note—<b>Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages)</b> identifies an Environmentally Sensitive Area (Frog breeding and forage habitat).</p>
<b>PO23</b>	<p>Development:-</p> <p>(a) retains existing significant <i>vegetation</i> in parks and reserves; and</p> <p>(b) wherever reasonably practicable, retains examples of healthy existing trees and incorporates them into the design of development.</p>	<p><b>AO23.1</b></p> <p><b>AO23.2</b></p>	<p>Development retains existing <i>vegetation</i>, in particular the understorey, in parks, drainage reserves, road reserves and on land with steep gradients.</p> <p>Development retains existing healthy trees on development lots where they are a minimum of 10 metres from a building and 5 metres from other development.</p> <p>Note—the <b>Planning scheme policy for Sippy Downs Town Centre</b> provides guidance in relation to the retention of existing <i>vegetation</i> within the Sippy Downs Town Centre.</p>
<b>PO24</b>	<p>Development provides new planting which:-</p> <p>(a) enhances the sub-tropical image and character desired for the Sippy Downs Town Centre; and</p> <p>(b) includes mature trees which shade road and car parking areas.</p>	<p><b>AO24.1</b></p> <p><b>AO24.2</b></p>	<p>Development provides soft and hard landscaping on premises, including but not limited to:-</p> <p>(a) feature planting areas along primary <i>frontages</i>;</p> <p>(b) shade trees in car parking areas;</p> <p>(c) screening of buffer planting areas; and</p> <p>(d) planting integrated with building forms.</p> <p>Where feature plantings are used in landmark locations, the following species are used:-</p> <p>(a) <i>Archontophoenix cununinghamiana</i>; or</p> <p>(b) <i>Livistona australis</i>.</p>
<b>PO25</b>	Development provides on-site landscaping involving deep planting	<b>AO25</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>which is free of <i>basement</i> car parking and is not less than:-</p> <p>(a) in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core) – 10% of the <i>site</i>; and</p> <p>(b) in Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct) – 20% of the <i>site</i>.</p>		
<b>PO26</b>	<p>Development provides street trees which:-</p> <p>(a) are appropriate to the context and setting of the development;</p> <p>(b) provide continuity of species type along the full length of streets; and</p> <p>(c) have large shady canopies which shade footpath, road and car parking areas and provide traffic calming by overhanging streets.</p>	<b>AO26</b>	<p>Development provides street trees in accordance with the species types and applicable street cross section detail specified in the <b>Planning scheme policy for Sippy Downs Town Centre</b>.</p>
<b>PO27</b>	<p>Development of premises with a <i>frontage</i> to:-</p> <p>(a) Sippy Downs Drive, Stringybark Road, University Way and 'A' Street, provides attractive tree-lined streets with lighting, planting and street furniture;</p> <p>(b) Local Access Streets incorporate lighting, landscaped verges and medians (where appropriate) and on-street car parking to provide flexibility for both commercial uses and residential uses; and</p> <p>(c) other new streets, provide avenue tree planting on their verges.</p>	<b>AO27</b>	<p>Development provides for street lighting, planting, verges and street furniture in accordance with the standards specified in the <b>Planning scheme policy for Sippy Downs Town Centre</b>.</p>
<b>PO28</b>	<p>Development provides for footpaths which:-</p> <p>(a) differentiate with the road/street types where identified in <b>Figure 7.2.25D (Sippy Downs Town Centre Road / Street Designations)</b>;</p> <p>(b) have a high level of presentation;</p> <p>(c) are consistent in patterning with adjoining properties;</p> <p>(d) in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core) and Sub-precinct SID LPSP-1a (Sippy Downs Business and Technology Sub-precinct), cater for high pedestrian usage and outdoor dining; and</p> <p>(e) in residential streets are concrete paved footpaths with turfed verges.</p>	<b>AO28</b>	<p>Development provides for footpaths in accordance with the standards specified in the <b>Planning scheme policy for Sippy Downs Town Centre</b>.</p>
<b>PO29</b>	<p>Development provides street furniture which:-</p> <p>(a) is comfortable, functional, robust, attractive and safe to use;</p> <p>(b) does not require high levels of maintenance;</p> <p>(c) is in keeping with the landscape character of Sippy Downs and the Town Centre;</p> <p>(d) is appropriately placed; and</p> <p>(e) is of a character and design which fulfils the needs of the users.</p>	<b>AO29</b>	<p>Development provides for street furniture in accordance with the standards specified in the <b>Planning scheme policy for Sippy Downs Town Centre</b>.</p>

Performance Outcomes		Acceptable Outcomes	
<b>Integrated Water Management</b>			
<b>PO30</b>	Development incorporates a range of Integrated Water Management initiatives to:- (a) achieve an integrated approach to water management; (b) provide more sustainable water supply <i>infrastructure</i> within the Town Centre; and (c) protect or enhance the environmental values and quality of receiving waters.	<b>AO30</b>	Development provides for water supply, wastewater and stormwater <i>infrastructure</i> in accordance with the standards specified in the <b>Planning scheme policy for Sippy Downs Town Centre</b> .
<b>Development in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core)</b>			
<b>Land Uses and Locations (Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core))</b>			
<b>PO31</b>	Development in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core) provides for a wide range and a 'fine grain' mix of uses, with an emphasis on uses that are complementary to the University of the Sunshine Coast.	<b>AO31</b>	No acceptable outcome provided.
<b>PO32</b>	Development in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core) is generally in accordance with, and does not compromise the achievement of, the Town Centre layout identified on <b>Figure 7.2.25C (Sippy Downs Town Centre Core Plan)</b> such that:- (a) all retail premises being a <i>supermarket</i> or a <i>discount department store</i> are separated by a street; (b) no more than 2 <i>full line supermarkets</i> are provided; (c) no more than 2 small <i>supermarkets</i> are provided; (d) no more than 1 <i>discount department store</i> is provided; (e) vehicle <i>access</i> points to retail premises being a <i>supermarket</i> or a <i>discount department store</i> are located towards the periphery of the Sub-precinct; (f) large scale on-site car-parking areas and <i>access</i> to those areas is located at the periphery of the Sub-precinct; (g) rear service lanes are provided; (h) existing <i>vegetation</i> is preserved to provide a Landscape (Forest) Buffer to manage the visual appearance of development backing onto the Sunshine Motorway and protect the image of the Town Centre; (i) through block pedestrian links are provided to maximise pedestrian permeability in addition to the street-based pedestrian network; and (j) a minimum of 1,500m <sup>2</sup> of land is transferred to the <i>Council</i> in freehold to provide for the establishment of a multi purpose, integrated community facility.	<b>AO32</b>	No acceptable outcome provided.  Note—the <b>Planning scheme policy for Sippy Downs Town Centre</b> provides guidance in relation to the Sippy Downs Town Centre Core Plan.

Performance Outcomes		Acceptable Outcomes	
<b>PO33</b>	<p>Development in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core) is arranged to maximise the vibrancy of public spaces and semi-public spaces by:-</p> <ul style="list-style-type: none"> <li>(a) arranging <i>active uses</i> to front public spaces and maximise pedestrian activity;</li> <li>(b) providing for the orientation and clustering of pedestrian intensive development towards Principal Streets;</li> <li>(c) ensuring a variety of compatible mixed uses are provided within each <i>site</i>; and</li> <li>(d) ensuring uses and spaces are safe, equitable and accessible.</li> </ul>	<b>AO33</b>	No acceptable outcome provided.
<b>PO34</b>	<p>Development in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core) for an accommodation building or <i>multiple dwelling</i>:-</p> <ul style="list-style-type: none"> <li>(a) is incorporated into a <i>mixed use development</i>; and</li> <li>(b) where in a location identified as requiring <i>primary active street frontage</i> on <b>Figure 7.2.25C (Sippy Downs Town Centre Core Plan)</b>, ensures that all <i>dwellings</i> and <i>rooming units</i> are located above the <i>ground storey</i>.</li> </ul>	<b>AO34</b>	No acceptable outcome provided.
<b>PO35</b>	<p>Development in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core) for a large floor plate retail use including a <i>supermarket</i> or a <i>discount department store</i>:-</p> <ul style="list-style-type: none"> <li>(a) is located generally in accordance with an area identified as 'Large Floor Plate Retail' as shown on the <b>Figure 7.2.25C (Sippy Downs Town Centre Core Plan)</b>;</li> <li>(b) is embedded within a block and is sleeved by finer grain <i>mixed use development</i> to maintain active pedestrian frontages to the streets;</li> <li>(c) ensures that 'A' Street is the primary retail location and pedestrian movement path by:- <ul style="list-style-type: none"> <li>(i) maintaining close proximity to 'A' Street and locating the main pedestrian entrance as close to 'A' Street as possible;</li> <li>(ii) ensuring that pedestrian entrance points to each large floor plate store are accessed only from 'A' Street and lead only to one large floor plate use;</li> <li>(iii) ensuring that the street is the easiest way for people to move between large floor plate uses;</li> <li>(iv) ensuring that the large floor plate use is not oriented towards a car parking area; and</li> <li>(v) ensuring that pedestrian</li> </ul> </li> </ul>	<b>AO35</b>	<p>No acceptable outcome provided.</p> <p>Note—the <b>Planning scheme policy for Sippy Downs Town Centre</b> provides guidance in relation to the location of large floor plate retail uses.</p>

Performance Outcomes		Acceptable Outcomes	
	movements from car parking areas result in activity on 'A' Street.		
PO36	Development in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core) ensures that any entrance to a <i>supermarket, discount department store</i> or other large retail premises:- (a) does not visually dominate a public space; and (b) does not present large scale signage or excessive building openings to a public space.	AO36	No acceptable outcome provided.
PO37	Development in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core) for a use which generates high pedestrian activity, such as a large <i>shop</i> ('mini major'), <i>theatre</i> (being a cinema) or <i>hotel</i> , is strategically located to support street-based movement and other street-facing uses.	AO37	No acceptable outcome provided.
PO38	Development in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core) for a retail premises:- (a) is limited to locations fronting areas identified as a 'Main Street' as shown on the <b>Figure 7.2.25C (Sippy Downs Town Centre Core Plan)</b> ; and (b) has the street as its primary address.	AO38	No acceptable outcome provided
PO39	Development in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core) on premises with a <i>frontage</i> to a 'Main Street' where identified on <b>Figure 7.2.25C (Sippy Downs Town Centre Core Plan)</b> :- (a) provides a continuous pedestrian friendly facade and incorporates activities located at ground level to create a vibrant and active <i>streetscape</i> with high levels of casual surveillance; and (b) provides continuous weather protection for pedestrians.	AO39	Development of premises with a <i>frontage</i> to a 'Main Street' where identified on <b>Figure 7.2.25C (Sippy Downs Town Centre Core Plan)</b> ensures that the ground <i>storey</i> level of premises:- (a) provides a fine scale built form; (b) has building openings overlooking the street; (c) incorporate shopfronts, indoor/outdoor cafes and restaurants and other activities that are likely to foster casual, social and business interaction for extended periods; (d) provides all weather protection in the form of continuous awnings over footpath areas; (e) ensures that signage is integrated with the building; and (f) includes provision of landscaping, shaded seating and consistent paving materials on footpaths in accordance with the standards specified in the <b>Planning scheme policy for Sippy Downs Town Centre.</b>
PO40	Development in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core) for any business use does not provide for a <i>drive-through facility</i> .	AO40	No acceptable outcome provided.
<b>Maximum Retail Floorspace (Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core))</b>			
PO41	Development in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core) does not result in a concentration of retail uses in one part of the Sub-precinct but disperses retail uses across	AO41	No acceptable outcome provided.  Note—the matters that <i>Council</i> may take into account in assessing and deciding a development application for retail uses in the Town Centre Core include, but may not

Performance Outcomes		Acceptable Outcomes	
	the Sub-precinct.		<p>necessarily be limited to, the following:-</p> <ul style="list-style-type: none"> <li>(a) the maximum retail floor space that is realistically viable for the Town Centre Core in the medium and long term;</li> <li>(b) whether the proposal, if approved, would unreasonably limit the viable provision of retail uses in the remainder of the Town Centre Core in the medium or long term;</li> <li>(c) the extent to which the proposal satisfies other outcomes of this code and epitomises the 'vision' and 'planning intent' for Sippy Downs Town Centre; and</li> <li>(d) whether the proposal, if approved, is likely to compromise the <i>Sunshine Coast activity centre network</i> by having an adverse impact on the Maroochydore Principal Activity Centre or the major activity centres at Nambour and Kawana Waters.</li> </ul> <p>Note—<i>Council</i> may require the preparation of an Economic Impact Assessment to determine:-</p> <ul style="list-style-type: none"> <li>(a) whether the scale and range of retail uses proposed is reasonable and appropriate, having regard to the matters detailed above; and</li> <li>(b) compliance with other outcomes of this code as relevant to the proposal.</li> </ul> <p>Note—a development application that proposes a concentration of retail uses and/or a total <i>gross leasable floor area</i> for retail uses:-</p> <ul style="list-style-type: none"> <li>(a) that is considered to compromise the achievement of the 'vision' and 'planning intent' for Sippy Downs Town Centre; or</li> <li>(b) which results in an ultimate development outcome that is not generally in accordance with the Town Centre Layout identified on <b>Figure 7.2.25C (Sippy Downs Town Centre Core Plan)</b>;</li> </ul> <p>will not be supported.</p>
<b>PO42</b>	<p>Development in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core) does not result in any of the following:-</p> <ul style="list-style-type: none"> <li>(a) the development of more than 1 <i>discount department store</i>;</li> <li>(b) the development of more than 2 <i>full line supermarkets</i>, with each having a <i>gross leasable floor area</i> not exceeding 4,300m<sup>2</sup>;</li> <li>(c) the development of more than 2 <i>small supermarkets</i>, with each having a <i>gross leasable floor area</i> not exceeding 1,500m<sup>2</sup>;</li> <li>(d) the total <i>gross leasable floor area</i> of any other <i>shop</i> exceeding 300m<sup>2</sup>; or</li> <li>(e) the development of a <i>showroom</i>.</li> </ul>	<b>AO42</b>	No acceptable outcome provided.
<b>Residential Development (Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core))</b>			
<b>PO43</b>	Development in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core) provides a minimum <i>residential density</i> of 50 <i>equivalent dwellings</i> per hectare.	<b>AO43</b>	No acceptable outcome provided.
<b>PO44</b>	Development in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core) ensures that:- <ul style="list-style-type: none"> <li>(a) residential development is provided in conjunction with the first non-</li> </ul>	<b>AO44</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>residential stages of development; or</p> <p>(b) where a staged approach to the provision of residential development is proposed:-</p> <p>(i) the early stages of non-residential development are designed and constructed in a manner which provides for or supports the future provision of residential development in accordance with the intent and outcomes for the town centre expressed in this code; and</p> <p>(ii) there is an agreement in place between the developer and the <i>Council</i> that guarantees the provision of residential development as part of the subsequent stages of development.</p>		
<b>Setbacks (Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core))</b>			
<b>PO45</b>	<p>Development in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core) provides for the following:-</p> <p>(a) a building fronting a Principal Street:-</p> <p>(i) is built to the road <i>frontage</i>;</p> <p>(ii) is massed horizontally rather than vertically;</p> <p>(iii) is stepped back no more than 4 metres above the fourth <i>storey</i>; and</p> <p>(iv) does not step back above the fourth <i>storey</i> where on a corner; and</p> <p>(b) a building fronting a Local Access Street:-</p> <p>(i) is <i>setback</i> no more than 3 metres at the ground <i>storey</i>; and</p> <p>(ii) is set back above the third <i>storey</i> to allow for balconies and roof form expression.</p>	<b>AO45</b>	No acceptable outcome provided.
<b>Public Open Space (Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core))</b>			
<b>PO46</b>	<p>Development in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core) provides a public space in the form of a central Town Square which:-</p> <p>(a) is transferred to the <i>Council</i> in freehold tenure;</p> <p>(b) is located generally in accordance with <b>Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages)</b>;</p> <p>(c) has minimum dimensions of 40 metres by 40 metres;</p> <p>(d) has buildings with active <i>frontages</i> fronting the Town Square;</p> <p>(e) provides shade trees and public seating;</p> <p>(f) provides a minimum of 75% hard paved area;</p> <p>(g) provides for planting areas; and</p> <p>(h) provides integrated public art, a</p>	<b>AO46</b>	<p>Development provides a Town Square which:-</p> <p>(a) is located in accordance with the <b>Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages)</b>; and</p> <p>(b) is designed in accordance with the standards specified in the <b>Planning scheme policy for Sippy Downs Town Centre</b>.</p>



Performance Outcomes		Acceptable Outcomes	
	water feature or the like.		
<b>PO47</b>	<p>Development in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core) provides <i>public open space</i> in the form of Mini Plazas which:-</p> <ul style="list-style-type: none"> <li>(a) are located generally in accordance with <b>Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages)</b>;</li> <li>(b) have minimum dimensions of 9 metres by 9 metres;</li> <li>(c) provide shade trees and public seating;</li> <li>(d) contain planting to soften the built form edges where pedestrian access is not required;</li> <li>(e) do not operate for private use, such as footpath dining, unless the area for private use is provided in addition to the minimum dimensions; and</li> <li>(f) provide integrated public art, a water feature or the like.</li> </ul>	<b>AO47</b>	<p>Development provides Mini Plazas which:-</p> <ul style="list-style-type: none"> <li>(a) are located in accordance with <b>Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages)</b>; and</li> <li>(b) are designed in accordance with the standards specified in the <b>Planning scheme policy for Sippy Downs Town Centre</b>.</li> </ul>
<b>Development in Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct)</b>			
<b>Land Uses and Locations (Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct))</b>			
<b>PO48</b>	<p>Development in Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct):-</p> <ul style="list-style-type: none"> <li>(a) supports the creation of a 'knowledge-based' employment precinct that has a strong nexus with the University of the Sunshine Coast and provides opportunities to incubate and grow businesses;</li> <li>(b) comprises a range of commercial, educational, research and technology, medical, institutional, governmental, and some residential activities that support and complement the Sippy Downs Town Centre Core (Sub-precinct SID LPSP-1a) and the University of the Sunshine Coast; and</li> <li>(c) provides for retail uses to be limited and located only in the local centre.</li> </ul>	<b>AO48</b>	No acceptable outcome provided
<b>PO49</b>	<p>Development in Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct) provides a local centre which:-</p> <ul style="list-style-type: none"> <li>(a) functions as a local (not full service) activity centre providing basic convenience goods and services to employees and residents of the immediate area;</li> <li>(b) is located on the southern side of the 'Main Street' designation where identified on <b>Figure 7.2.25B (Sippy Downs Town Centre Master Plan)</b> fronting the Town Plaza; and</li> <li>(c) does not exceed a total <i>gross leasable floor area</i> of 500m<sup>2</sup> for all retail and catering uses; and</li> <li>(d) comprises one or more of the following:- <ul style="list-style-type: none"> <li>(i) <i>shop</i> (having a <i>gross</i></li> </ul> </li> </ul>	<b>AO49</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p><i>leasable floor area</i> not exceeding 100m<sup>2</sup>); and</p> <p>(ii) <i>food and drink outlet</i>.</p>		
PO50	<p>Development in Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct) for an industrial activity being <i>research and technology industry</i>:-</p> <p>(a) is primarily focused on research and design and involves no, or only a limited component of, manufacturing, assembly, testing, maintenance and/or storage of machinery, equipment and components;</p> <p>(b) is compatible with the mixed use nature of the Sub-precinct and is designed, located and operated in a manner which preserves the amenity of adjoining and nearby non-industrial uses; and</p> <p>(c) is in a building which complies with the built form requirements for the Sippy Downs Town Centre as outlined in performance outcomes PO12-PO20 above.</p>	AO50	No acceptable outcome provided.
PO51	<p>Development in Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct) for a large scale health facility, such as a <i>hospital</i> or medical centre:-</p> <p>(a) is located in a form that is compatible with the Sippy Downs Town Centre and Surrounds street network as identified in <b>Figure 7.2.25D (Sippy Downs Town Centre Road/Street Designations)</b>; and</p> <p>(b) positively defines and activates streets and public places by ensuring that:-</p> <p>(i) the buildings face the streets and that <i>ancillary</i> activities, such as pharmacies and clinics, are provided along street <i>frontages</i>;</p> <p>(ii) the entrance fronts onto a Principal Street and a public space;</p> <p>(iii) there is a connection to the campus of the University of the Sunshine Coast and 'A' Street; and</p> <p>(iv) multi-deck car parking is sleeved behind street facing uses.</p>	AO51	No acceptable outcome provided.
PO52	<p>Development on that part of Lot 1 SP211690 (142 – 162 Sippy Downs Drive) located south east of 'B' Street:-</p> <p>(a) may provide for a maximum <i>building height</i> of 8 storeys and not more than 30 metres where for the purposes of a large scale health and educational facility; and</p> <p>(b) demonstrates compliance with the provisions of this code relevant to</p>	AO52	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>the site, including but not limited to ensuring that the following <i>infrastructure</i> elements are provided:-</p> <p>(i) Principal and Local Access Streets as indicated on <b>Figure 7.2.25D (Sippy Downs Town Centre Road/Street Designations)</b> and further described in performance outcome PO4 of this table; and</p> <p>(ii) a <i>public open space</i> in the form of a Town Plaza as indicated on <b>Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages)</b> and further described in performance outcome PO56 of this table.</p>		
<b>PO53</b>	<i>Mixed use development</i> in Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct) provides for residential dwellings to be located above the ground <i>storey</i> where fronting a Principal Street.	<b>AO53</b>	No acceptable outcome provided.
<b>Maximum Retail Floorspace (Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct))</b>			
<b>PO54</b>	Development in Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct) does not result in the total <i>gross leasable floor area</i> of all proposed, existing and approved retail premises in the Sub-precinct exceeding 500m <sup>2</sup> in order to protect the role and function of the town centre core.	<b>AO54</b>	No acceptable outcome provided.
<b>Setbacks (Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct))</b>			
<b>PO55</b>	<p>Development in Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct) provides for the following:-</p> <p>(a) a building fronting a Principal Street:-</p> <p>(i) is built to the road <i>frontage</i>;</p> <p>(ii) is massed horizontally rather than vertically;</p> <p>(iii) is stepped back no more than 4 metres above the fourth <i>storey</i>; and</p> <p>(iv) does not step back above the fourth <i>storey</i> where on a corner; and</p> <p>(b) a building fronting a Local Access Street:-</p> <p>(i) is <i>setback</i> no more than 3 metres at the ground <i>storey</i>; and</p> <p>(ii) is set back above the third <i>storey</i> to allow for balconies and roof form expression.</p>	<b>AO55</b>	No acceptable outcome provided.
<b>Public Open Space (Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct))</b>			
<b>PO56</b>	Development in Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct) provides a	<b>AO56</b>	Development provides a Town Plaza which:- (a) is located in accordance with the

Performance Outcomes		Acceptable Outcomes	
	<p><i>public open space</i> in the form of a Town Plaza which:-</p> <ul style="list-style-type: none"> <li>(a) is transferred to the <i>Council</i> in freehold tenure;</li> <li>(b) is located in accordance with <b>Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages)</b>;</li> <li>(c) has minimum dimensions of 80 metres by 35 metres;</li> <li>(d) provides shade trees and public seating;</li> <li>(e) provides a mix of paved, grassed and landscaped areas;</li> <li>(f) is designed to provide opportunities for a kiosk or small scale cafe with outdoor dining; and</li> <li>(g) provides public toilets, integrated public art, a water feature or the like.</li> </ul>		<p><b>Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages)</b>; and</p> <ul style="list-style-type: none"> <li>(b) is designed in accordance with the standards specified in the <b>Planning scheme policy for Sippy Downs Town Centre</b>.</li> </ul>
<b>PO57</b>	<p>Development in Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct) provides <i>public open space</i> in the form of Mini Plazas which:-</p> <ul style="list-style-type: none"> <li>(a) are located generally in accordance with <b>Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages)</b>;</li> <li>(b) have minimum dimensions of 9 metres by 9 metres;</li> <li>(c) provide shade trees and public seating;</li> <li>(d) contain planting to soften the built form edges where pedestrian access is not required;</li> <li>(e) do not operate for private use, such as footpath dining, unless the area for private use is provided in addition to the minimum dimensions; and</li> <li>(f) provide integrated public art, a water feature or the like.</li> </ul>	<b>AO57</b>	<p>Development provides Mini Plazas which:-</p> <ul style="list-style-type: none"> <li>(a) are located in accordance with <b>Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages)</b>; and</li> <li>(b) are designed in accordance with the standards specified in the <b>Planning scheme policy for Sippy Downs Town Centre</b>.</li> </ul>
<b>Development in Sub-precinct SID LPSP-1c (Sippy Downs West Neighbourhood )</b>			
<b>Land Uses and Locations (Sub-precinct SID LPSP-1c (Sippy Downs West Neighbourhood ))</b>			
<b>PO58</b>	<p>Development in Sub-precinct SID LPSP-1c (Sippy Downs West Neighbourhood) provides for a high quality, walkable residential neighbourhood comprising a range of high density housing types supported by limited community activities, being a <i>child care centre</i>, a <i>corner store</i>, and a limited number of <i>food and drink outlets</i> in the form of small scale boutique restaurants/cafes.</p>	<b>AO58</b>	No acceptable outcome provided.
<b>PO59</b>	<p>Development in Sub-precinct SID LPSP-1c (Sippy Downs West Neighbourhood) for a <i>corner store</i>:-</p> <ul style="list-style-type: none"> <li>(a) serves the local residents of the Sub-precinct; and</li> <li>(b) is located centrally within the Sub-precinct on premises which is situated on the southern side of 'A' Street, on either corner of the</li> </ul>	<b>AO59</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	intersection of 'A' and 'V' Streets.		
<b>PO60</b>	<p>Development in Sub-precinct SID LPSP-1c (Sippy Downs West Neighbourhood) for a <i>food and drink outlet</i>:-</p> <p>(a) is of a small scale boutique nature;</p> <p>(b) is not a <i>high volume convenience restaurant</i>;</p> <p>(c) provides outdoor dining;</p> <p>(d) does not result in the total <i>gross leasable floor area</i> of all <i>food and drink outlets</i> in the Sub-precinct exceeding 100m<sup>2</sup>;</p> <p>(e) does not exceed 50m<sup>2</sup>; and</p> <p>(f) is located centrally within the Sub-Precinct on the southern side of 'A' Street on either corner of the intersection of 'A' and 'V' Streets.</p>	<b>AO60</b>	No acceptable outcome provided.
<b>Setbacks (Sub-precinct SID LPSP-1c (Sippy Downs West Neighbourhood))</b>			
<b>PO61</b>	<p>Development in Sub-precinct SID LPSP-1c (Sippy Downs West Neighbourhood) provides for the following:-</p> <p>(a) a building fronting a Principal Street:-</p> <p>(i) is <i>setback</i> no more than 3 metres from the property <i>frontage</i> at the ground <i>storey</i>;</p> <p>(ii) is massed horizontally rather than vertically;</p> <p>(iii) is stepped back no more than 5 metres above the fourth <i>storey</i> to allow for balconies and roof form expression; and</p> <p>(iv) does not step back above the fourth <i>storey</i> where on a corner; and</p> <p>(b) a building fronting a Local Access Street:-</p> <p>(i) is <i>setback</i> no more than 5 metres at the ground <i>storey</i>; and</p> <p>(ii) is set back above the third <i>storey</i> to allow for balconies and roof form expression.</p>	<b>AO61</b>	No acceptable outcome provided.
<b>Minimum Residential Density (Sub-precinct SID LPSP-1c (Sippy Downs West Neighbourhood))</b>			
<b>PO62</b>	Development in Sub-precinct SID LPSP-1c (Sippy Downs West Neighbourhood) provides a minimum <i>residential density</i> of 50 <i>equivalent dwellings</i> per hectare.	<b>AO62</b>	No acceptable outcome provided.
<b>Public Open Space (Sub-precinct SID LPSP-1c (Sippy Downs West Neighbourhood))</b>			
<b>PO63</b>	<p>Development in Sub-precinct SID LPSP-1c (Sippy Downs West Neighbourhood) provides <i>public open space</i> in the form of a Forest Park which:-</p> <p>(a) is transferred to <i>Council</i> in freehold tenure;</p> <p>(b) is located generally in accordance with <b>Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages)</b>;</p> <p>(c) primarily provides for the retention</p>	<b>AO63</b>	<p>Development provides the Forest Park West which:-</p> <p>(a) is located in accordance with <b>Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages)</b>; and</p> <p>(b) is designed in accordance with the standards specified in the <b>Planning scheme policy for Sippy Downs Town Centre</b>.</p>

Performance Outcomes		Acceptable Outcomes	
	<p>of remnant <i>vegetation</i> of ecological value;</p> <p>(d) is a minimum of 2 hectares in area;</p> <p>(e) has a combination of established trees and understorey (70%), established trees and lawn (15%) and open lawn areas (15%);</p> <p>(f) provides a variety of formal and informal pathways to provide pedestrian and cycle access and circulation through the <i>park</i>; and</p> <p>(g) provides facilities including public toilets, picnic shelters, BBQ's, seating areas, signage, walking tracks, kick-a-ball field and play space located near the southern boundary and entrance to the <i>park</i> at the intersection with 'V' Street.</p>		
<b>PO64</b>	<p>Development in Sub-precinct SID LPSP-1c (Sippy Downs West Neighbourhood) provides <i>public open space</i> in the form of a Neighbourhood Park which:-</p> <p>(a) is transferred to the <i>Council</i> in freehold tenure;</p> <p>(b) is located generally in accordance with <b>Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages)</b>;</p> <p>(c) is a minimum of 600m<sup>2</sup> in area;</p> <p>(d) has a minimum street <i>frontage</i> of 20 metres and a minimum depth of 15 metres; and</p> <p>(e) is located so as to terminate the vista from 'X' Street.</p>	<b>AO64</b>	<p>Development provides a Neighbourhood Park which:-</p> <p>(a) is located in accordance with the <b>Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages)</b>; and</p> <p>(b) is designed in accordance with the standards specified in the <b>Planning scheme policy for Sippy Downs Town Centre</b>.</p>

**Table 7.2.25.4.3 Sippy Downs local plan supplementary table of consistent uses and potentially consistent uses in the Major centre zone**

Note—this table overrides the consistent and potentially consistent uses specified in the zone codes in **Part 6 (Zones)** for the precincts and sub-precincts specified.

Column 1 Consistent uses	Column 2 Potentially consistent uses
<b>Major Centre Zone (Precinct SID LPP-1 – Sippy Downs Town Centre) – Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core)</b>	
<b>Residential activities</b>	
<p>(a) <i>Caretaker's accommodation</i></p> <p>(b) <i>Community residence</i></p> <p>(c) <i>Multiple dwelling</i></p> <p>(d) <i>Residential care facility</i></p> <p>(e) <i>Retirement facility</i></p> <p>(f) <i>Rooming accommodation</i></p> <p>(g) <i>Short-term accommodation</i></p>	None
<b>Business activities</b>	
<p>(a) <i>Adult store</i> (where not located in an <i>adult store sensitive use area</i> and forming part of a <i>mixed use development</i>)</p> <p>(b) <i>Agricultural supplies store</i> (where forming part of a <i>mixed use development</i>)</p> <p>(c) <i>Bar</i> (where forming part of a <i>mixed use development</i>)</p> <p>(d) <i>Food and drink outlet</i> (where forming part of a <i>mixed use development</i> and not involving a <i>drive-through facility</i>)</p> <p>(e) <i>Function facility</i> (where forming part of a <i>mixed use development</i>)</p> <p>(f) <i>Funeral parlour</i> (where forming part of a <i>mixed use development</i>)</p>	<i>Nightclub entertainment facility</i>

Column 1 Consistent uses	Column 2 Potentially consistent uses
(g) <i>Garden centre</i> (where not exceeding a <i>gross leasable floor area</i> of 200m <sup>2</sup> and forming part of a <i>mixed use development</i> ) (h) <i>Health care services</i> (where forming part of a <i>mixed use development</i> ) (i) <i>Home based business</i> (where other than a <i>high impact home based business activity</i> ) (j) <i>Hotel</i> (where forming part of a <i>mixed use development</i> ) (k) <i>Office</i> (where forming part of a <i>mixed use development</i> ) (l) <i>Shop</i> (where forming part of a <i>mixed use development</i> ) (m) <i>Shopping centre</i> (where forming part of a <i>mixed use development</i> ) (n) <i>Theatre</i> (where forming part of a <i>mixed use development</i> ) (o) <i>Veterinary services</i> (where forming part of a <i>mixed use development</i> )	
<b>Industrial activities</b>	
Service industry	(a) <i>Low impact industry</i> (b) <i>Research and technology industry</i>
<b>Community activities</b>	
(a) <i>Child care centre</i> (b) <i>Community care centre</i> (c) <i>Community use</i> (d) <i>Educational establishment</i> (e) <i>Emergency services</i> (f) <i>Hospital</i> (g) <i>Place of worship</i>	None
<b>Sport and recreation activities</b>	
(a) <i>Club</i> (b) <i>Indoor sport and recreation</i> (c) <i>Major sport, recreation and entertainment facility</i> (where for a convention and exhibition centre or entertainment centre located on <i>Council</i> owned or controlled land) (d) <i>Park</i>	None
<b>Other activities</b>	
(a) <i>Parking station</i> (where forming part of a <i>mixed use development</i> ) (b) <i>Telecommunications facility</i> (where other than a freestanding tower) (c) <i>Utility installation</i> (where a <i>local utility</i> )	None
<b>Major Centre Zone (Precinct SID LPP-1 – Sippy Downs Town Centre) – Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct)</b>	
<b>Residential activities</b>	
(a) <i>Caretaker's accommodation</i> (b) <i>Community residence</i> (c) <i>Dwelling unit</i> (d) <i>Multiple dwelling</i> (e) <i>Residential care facility</i> (f) <i>Retirement facility</i> (g) <i>Rooming accommodation</i> (h) <i>Short-term accommodation</i>	None
<b>Business activities</b>	
(a) <i>Bar</i> (b) <i>Food and drink outlet</i> (c) <i>Function facility</i> (d) <i>Funeral parlour</i> (e) <i>Health care services</i> (f) <i>Home based business</i> (where other than a <i>high impact home based business activity</i> ) (g) <i>Hotel</i> (h) <i>Market</i> (i) <i>Office</i> (j) <i>Sales office</i> (k) <i>Shop</i> (where not exceeding a <i>gross leasable floor area</i> of 100m <sup>2</sup> ) (l) <i>Shopping centre</i> (where any retail/catering uses do not exceed a total <i>gross leasable floor area</i> of 500m <sup>2</sup> and any <i>shop</i> tenancy does not exceed a	<i>Nightclub entertainment facility</i>

<b>Column 1 Consistent uses</b>	<b>Column 2 Potentially consistent uses</b>
<i>gross leasable floor area of 100m<sup>2</sup></i> (m) <i>Theatre (where not for a cinema)</i> (n) <i>Veterinary services</i>	
<b>Industrial activities</b>	
(a) <i>Research and technology industry</i> (b) <i>Service industry</i>	<i>Low impact industry</i>
<b>Community activities</b>	
(a) <i>Child care centre</i> (b) <i>Community care centre</i> (c) <i>Community use</i> (d) <i>Educational establishment</i> (e) <i>Emergency services</i> (f) <i>Hospital</i> (g) <i>Place of worship</i>	None
<b>Sport and recreation activities</b>	
(a) <i>Indoor sport and recreation (where not involving an activity that requires a liquor licence or gaming license)</i> (b) <i>Park</i>	None
<b>Other activities</b>	
(a) <i>Parking station</i> (b) <i>Telecommunications facility (where other than a freestanding tower)</i> (c) <i>Utility installation (where a local utility)</i>	None

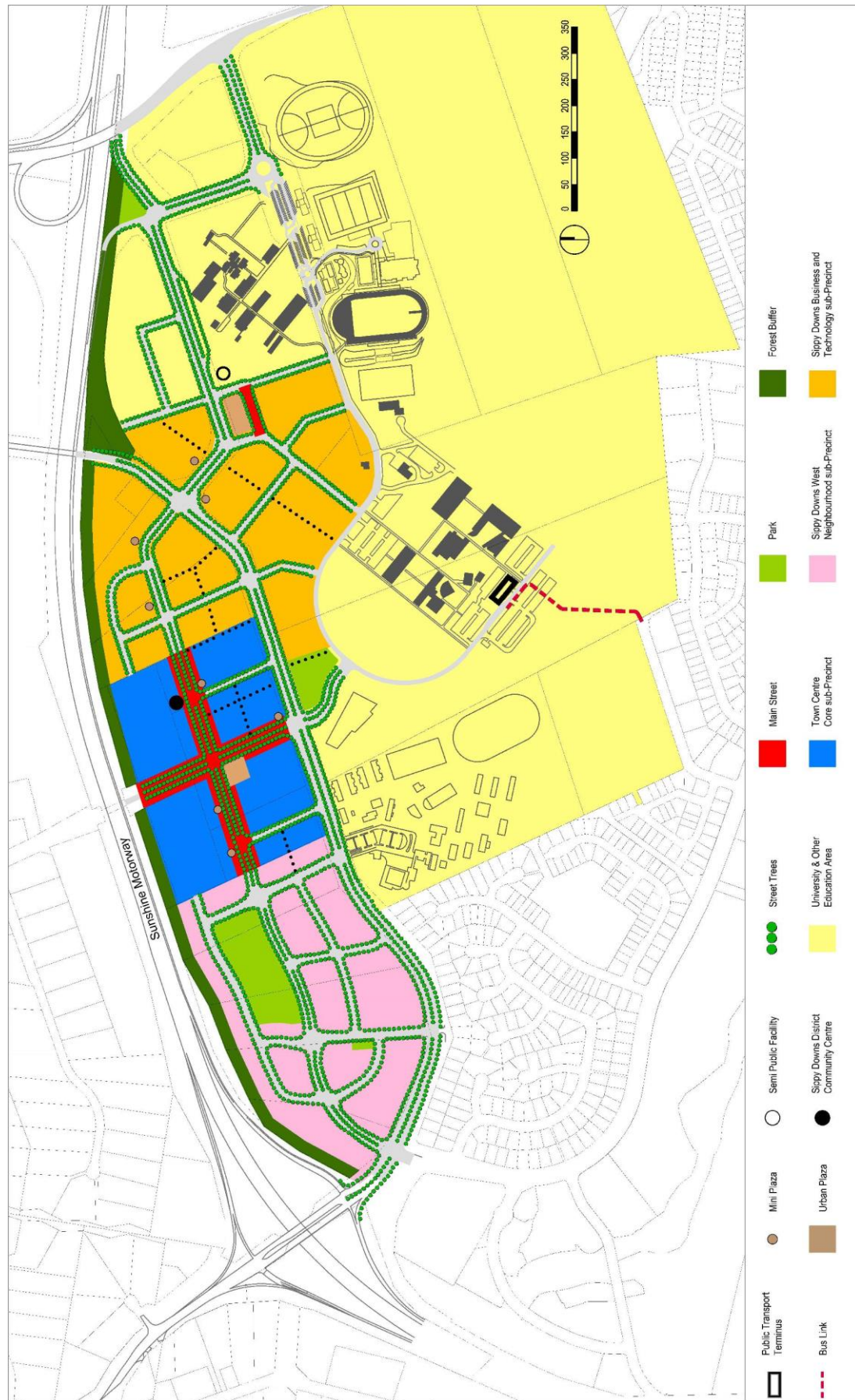


**Figure 7.2.25A Sippy Downs local plan elements**

<Figure to be inserted>



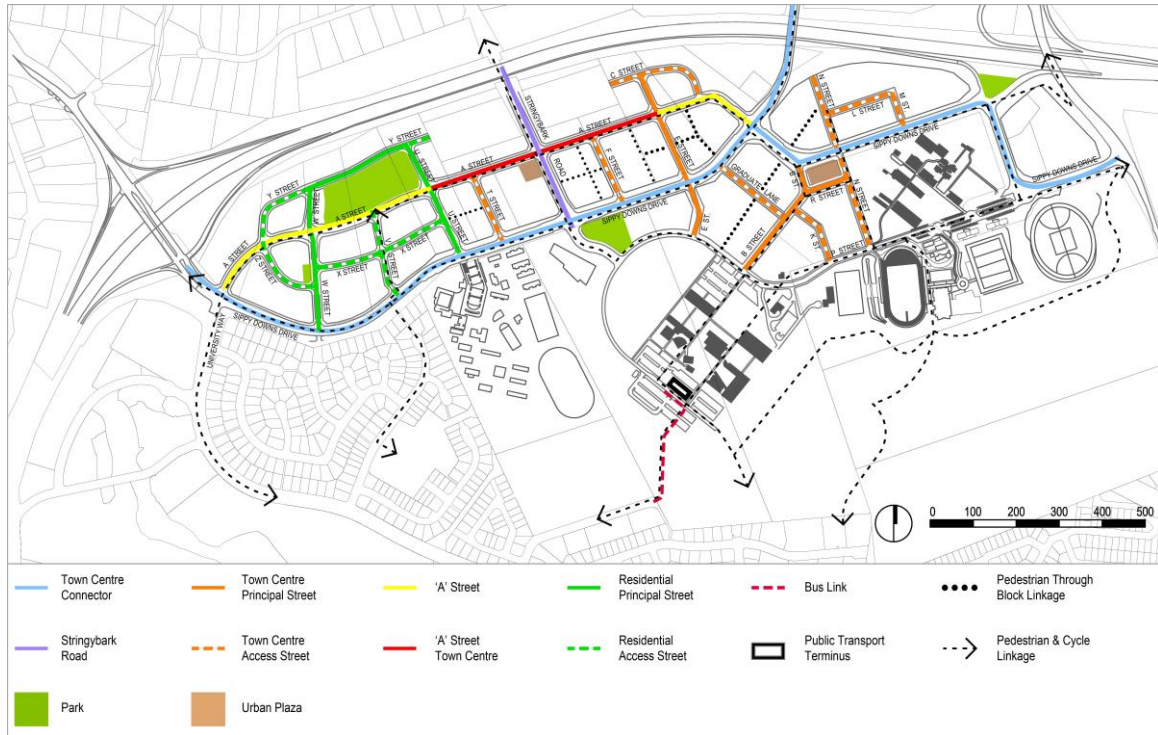
Figure 7.2.25B Sippy Downs Town Centre Master Plan



# Part 7



**Figure 7.2.25D Sippy Downs Town Centre Road / Street Designations**



**Figure 7.2.25E Sippy Downs Town Centre Building Heights**

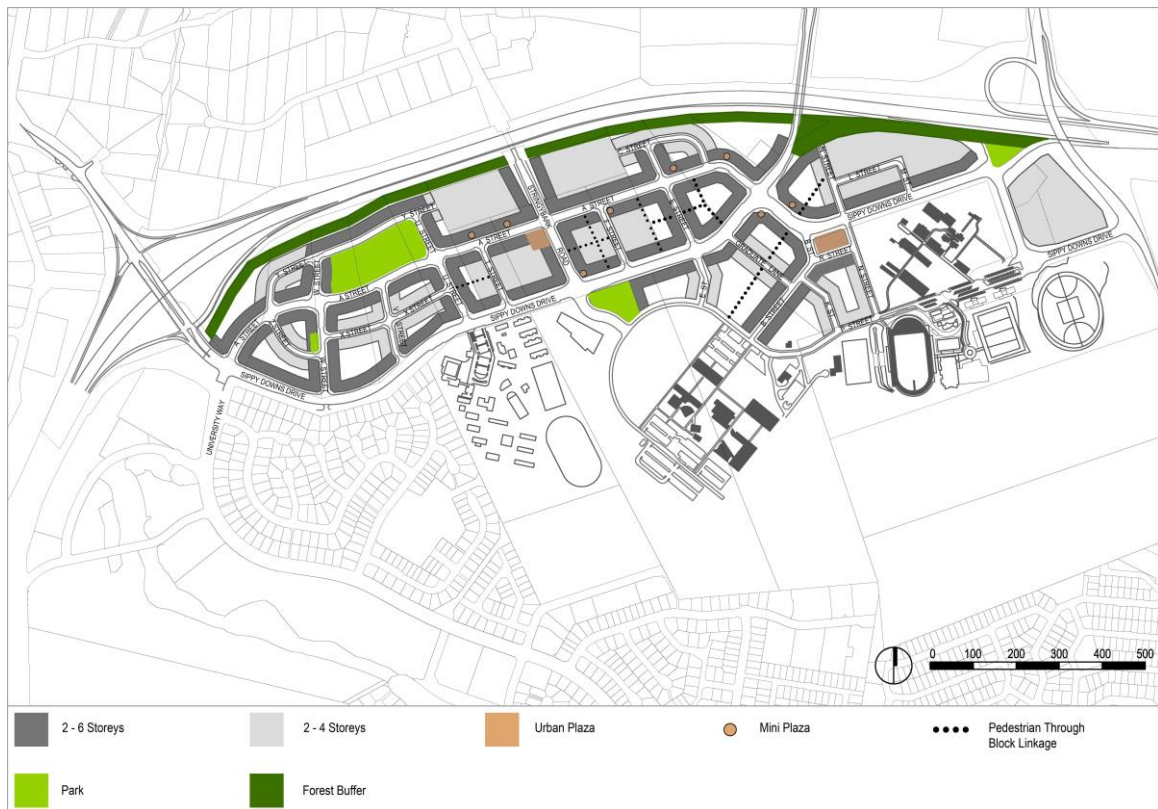


Figure 7.2.25F Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages



## 7.2.26 Woombye local plan code

### 7.2.26.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Woombye local plan area as shown on Map ZM27 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Woombye local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.26.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.26.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.26A (Woombye local plan elements)**.

### 7.2.26.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Woombye local plan code.

*The Woombye local plan area is located in the central hinterland of the Sunshine Coast immediately to the south of Nambour. Situated between the North Coast Rail Line and Nambour Connection Road, the local plan area includes Woombye's business centre and adjacent residential areas. The local plan area has a land area of approximately 230 hectares.*

*The local plan area is characterised by variable topography with the established urban areas in the north comprising gently undulating land and the developing southern area generally comprising steeper slopes, particularly adjacent to Pine Grove Road and Woombye-Palmwoods Road. Parts of the local plan area are subject to periodic flooding from Paynter Creek which is located immediately to the west and traverses the local plan area north of the town centre.*

*Woombye is a small, attractive rural town providing a range of business, community, social, and recreational facilities to service the local needs of its resident population as well as the needs of immediately surrounding rural and rural residential communities. Residential areas are characterised by dwelling houses on relatively large suburban lots.*

*Heritage buildings and places, primarily focused in Blackall Street, contribute to the character and historical values of the town. Set within a picturesque rural landscape, Woombye has a separate and distinct identity from nearby settlements, including Nambour.*

*The North Coast Rail Line, which forms the western boundary of the local plan area, is proposed to be realigned and duplicated. The planned upgrade includes provision for station improvements and a new road overpass extending from Blackall Street to Back Woombye Road. The preferred future use of surplus rail land arising from the proposed upgrade of the rail line will also be an important consideration.*

*Woombye's role as a public transport node will be improved by the planned rail line upgrade and new transit hub. The major vehicle access into Woombye is via Blackall Street from Nambour Connection Road in the east. Taintons Road provides access to the southern part of the local plan area via Woombye-Palmwoods Road.*

*Urban zoned land within the local plan area is connected, or has the ability to be connected, to reticulated water and sewerage.*

### 7.2.26.3 Purpose and overall outcomes

- (1) The purpose of the Woombye local plan code is to provide locally relevant planning provisions for the assessment of development within the Woombye local plan area.

- (2) The purpose of the Woombye local plan code will be achieved through the following overall outcomes:-
- (a) Woombye remains a small rural town, primarily servicing the local needs of its resident population and immediately surrounding rural communities.
  - (b) Urban development within the Woombye local plan area is limited to land within the urban growth management boundary so as to protect and reinforce the separate identity of Woombye, provide for the efficient provision of *infrastructure* and services, avoid constrained land and protect the landscape character and productivity of surrounding rural lands.
  - (c) Development retains important built form, *streetscape*, landscape character and natural environment elements that contribute to the character, setting, and identity of Woombye as a rural town with a strong sense of place and associations with the past.
  - (d) Development in the Local centre zone supports the role and function of the Woombye Town Centre as a local (full service) activity centre, providing a wide range of small-scale convenience goods and services to meet the needs of its resident population and immediately surrounding rural communities. The town centre remains compact and consolidated, with any further expansion of business uses contained to land included in the Local centre zone.
  - (e) The “country town” feel, traditional main street built form and heritage and *streetscape* character of Woombye’s Town Centre is retained and reinforced, with Blackall Street enhanced as a wide, attractive and pedestrian friendly main street. Development along Blackall Street addresses the street, complements the traditional *streetscape* and building form, and retains the mature street trees.
  - (f) Development in the Low density residential zone protects and is sympathetic to the traditional rural town character and identity of Woombye, typified by low-rise detached housing in generous landscaped grounds. Reconfiguring a lot in the Low density residential zone incorporates road and lot layouts which sensitively respond to site characteristics and are consistent with the established subdivision pattern of the town, characterised by regular shaped lots, grid or modified grid layout, open *streetscape* and mature street trees. Development in the zone provides an interconnected and permeable network of roads, pedestrian and cycle paths and open space and buffering to surrounding rural lands.
  - (g) Development in the Medium density residential zone is sympathetic to the traditional rural town character and heritage values of Woombye and is of a bulk and architectural scale that does not dominate the *streetscape* and is compatible with surrounding development.
  - (h) Development is designed and sited to protect significant environmental and riparian areas and to sensitively respond to the physical characteristics and constraints of land in the local plan area, including steeper slopes and remnant *vegetation* and other *ecologically important areas*.
  - (i) Development in the local plan area is supported by a network of open space to meet the needs of the local community, and facilitates safe and convenient pedestrian and cycle connections to, between and around key destinations within the local plan area.
  - (j) Development does not compromise or adversely impact upon the planned realignment and duplication of the North Coast Rail Line and the possible future provision of a grade separated crossing within the local plan area.
  - (k) In the event that the North Coast Rail Line is re-aligned within the life of the planning scheme, the pattern of land use and the provision of transport and other *infrastructure* in the Woombye local plan area is adapted to appropriately utilise surplus railway land, so as to consolidate and provide for improvements to Woombye’s town centre, particularly in terms of the provision of community facilities and *public open space*.



## 7.2.26.4 Performance outcomes and acceptable outcomes

Table 7.2.26.4.1 Performance outcomes and acceptable outcomes for assessable development

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Woombye Local Plan Area Generally (All Zones)</i>			
PO1	Development provides for buildings, structures and landscaping that is consistent with and reflects the traditional <i>streetscape</i> and architectural character of Woombye in terms of scale, siting, form, composition and use of materials.	AO1.1	Development provides for the retention and/or adaptive re-use, with limited modification, of buildings which have cultural heritage or, character significance.  Editor's note—Section 8.2.9 (Heritage and character areas overlay code) sets out requirements for development on heritage places and in character areas.
		AO1.2	Buildings and structures incorporate traditional external building materials, such as timber cladding and corrugated iron roofs.
		AO1.3	For residential, business and community activities, roof forms are simple, traditional Queensland-style roof designs including gable, hip, pitched or multiple gable roof forms.
PO2	Development provides for the retention and enhancement of key landscape elements including historical landmarks, significant views and vistas, existing character trees and areas of significant <i>vegetation</i> contributing to the character, setting and sense of place of Woombye.	AO2.1	Development provides for the retention of old stone retaining walls, historical landmarks, memorials and monuments.
		AO2.2	Development protects and emphasises, and does not intrude upon, important view lines to the Blackall Range and other views to surrounding rural and natural areas identified on <b>Figure 7.2.26A (Woombye local plan elements)</b> .
		AO2.3	Development provides for the retention and enhancement of existing mature trees and character <i>vegetation</i> contributing to the vegetated backdrop and <i>streetscape</i> character of the local plan area, including where identified on <b>Figure 7.2.26A (Woombye local plan elements)</b> .  Note—in some circumstances, the eradication of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.
PO3	Development contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways to enhance the rural town character of, and sense of entry and arrival to, Woombye.	AO3.1	Development adjacent to a primary streetscape treatment area or identified gateway/entry point on <b>Figure 7.2.26A (Woombye local plan elements)</b> incorporates architectural and landscape treatments and other design elements which enhance the sense of entry and arrival to, and rural town character of, Woombye, and emphasise corner locations.
		AO3.2	Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.

Performance Outcomes		Acceptable Outcomes	
			<p>Note—<b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.</p> <p>Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.</p> <p>Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required</p>
<b>PO4</b>	Development does not compromise the provision and operation of <i>transport networks</i> , including:- (a) the proposed realignment and duplication of the North Coast Rail Line; and (b) the potential future grade separated rail line crossing in the vicinity of Woombye CWA Park.	<b>AO4</b>	No acceptable outcome provided.
<b>PO5</b>	Surplus rail land that may arise from the proposed realignment of the North Coast Rail Line provides for improvements to Woombye's Town Centre, particularly in terms of the provision of community facilities and urban open space.	<b>AO5</b>	No acceptable outcome provided.
<b>PO6</b>	Development on land with frontage to Paynter Creek, or on land otherwise identified as a local ecological linkage on <b>Figure 7.2.26A (Woombye local plan elements)</b> , facilitates the provision of the local ecological linkage.	<b>AO6</b>	No acceptable outcome provided.  Editor's note— <b>Section 8.2.3 (Biodiversity, waterways and wetlands overlay code)</b> sets out requirements for the provision of ecological linkages.
<b>PO7</b>	Development for a <i>food and drink outlet</i> does not:- (a) provide for the establishment of a <i>high volume convenience restaurant</i> ; or (b) incorporate a drive-through facility.	<b>AO7</b>	No acceptable outcome provided.
<b>Development in the Local Centre Zone</b>			
<b>PO8</b>	Development in the Local centre zone provides for small scale uses and mixed uses that:- (a) support the role and function of Woombye Town Centre as a local (full service) activity centre; and (b) provide a wide range of goods and services to meet the convenience needs of Woombye's resident population and immediately surrounding rural community.	<b>AO8</b>	No acceptable outcome provided.
<b>PO9</b>	Development in the Local centre zone:- (a) is sympathetic to the rural town character and heritage values of Woombye; (b) complements the traditional built form and <i>streetscape</i> ; (c) addresses the street; (d) creates vibrant and active streets and public spaces; (e) provides continuous weather protection for pedestrians; and (f) provides integrated and functional parking and access arrangements that do not dominate the street.	<b>AO9</b>	Development in the Local centre zone:- (a) provides for Blackall Street to be maintained as a wide, attractive and pedestrian friendly main street; (b) provides for <i>primary active street frontages</i> , built to the front boundary, where identified on <b>Figure 7.2.26A (Woombye local plan elements)</b> ; (c) maintains the appearance of fine-grained shopfronts addressing the street; (d) respects the layout, scale (including height and <i>setback</i> ) and character of existing buildings;

Performance Outcomes		Acceptable Outcomes	
			<ul style="list-style-type: none"> <li>(e) provides all-weather protection for pedestrians in the form of continuous awnings and/or light verandah structures with decorative non-load bearing posts over footpath areas in conjunction with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside;</li> <li>(f) has simple, traditional Queensland-style roof designs such as hipped or gabled and parapet walls of various shapes facing the street;</li> <li>(g) has building openings overlooking and addressing the street;</li> <li>(h) uses understated colour schemes and low-reflective roofing and cladding materials;</li> <li>(i) ensures that signage is integrated with the building;</li> <li>(j) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths; and</li> <li>(k) provides for on-site car parking at the rear or to one side of the development.</li> </ul>
<b>Development in the Low Density Residential Zone</b>			
<b>PO10</b>	Reconfiguring a lot in the Low density residential zone provides for lot sizes and a configuration of lots that is sympathetic to the rural town character and identity of the Woombye local plan area.	<b>AO10.1</b>	Reconfiguring a lot in the Low density residential zone provides for a minimum lot size of 800m <sup>2</sup> .
		<b>AO10.2</b>	Reconfiguring a lot in the Low density residential zone provides for regular-shaped lots with a grid or modified grid street layout and subdivision pattern.
<b>PO11</b>	Reconfiguring a lot within the Low density residential zone:- <ul style="list-style-type: none"> <li>(a) is designed to sensitively respond to site characteristics and avoids significant scarring of the landscape; and</li> <li>(b) provides for an interconnected system of local roads, pedestrian, cycle and open space links with adjoining land.</li> </ul>	<b>AO11</b>	Reconfiguring a lot in the Low density residential zone:- <ul style="list-style-type: none"> <li>(a) provides for a subdivision layout which minimises the extent of cut and fill required to accommodate new lots and roads; and</li> <li>(b) incorporates an interconnected, permeable internal road system, pedestrian, cycle and open space links.</li> </ul>
<b>Development in the Medium Density Residential Zone</b>			
<b>PO12</b>	Development in the Medium density residential zone:- <ul style="list-style-type: none"> <li>(a) provides for the establishment of a range of medium density housing compatible with a rural town setting;</li> <li>(b) is sympathetic to the rural town character and heritage values of Woombye;</li> <li>(c) is of a domestic scale that does not dominate the <i>streetscape</i> and is compatible with surrounding development;</li> <li>(d) provides for a building form that reflects the traditional Queensland style;</li> <li>(e) provides for generous open space to be maintained between buildings to preserve a predominantly open feel and character;</li> </ul>	<b>AO12</b>	Development in the Medium density residential zone:- <ul style="list-style-type: none"> <li>(a) provides for larger buildings to be expressed as a series of linked smaller buildings that are similar in form and scale to a <i>dwelling house</i>;</li> <li>(b) provides generous open spaces between buildings;</li> <li>(c) incorporates landscaping which complements the character of established gardens in the zone;</li> <li>(d) provides for a building form which reflects the traditional Queensland style and incorporates front facades and building elements, including wall articulation, pitched roof forms, roof overhangs, verandahs and prominent building entries, to reflect the character and heritage of buildings in Woombye;</li> </ul>

Performance Outcomes		Acceptable Outcomes	
	<ul style="list-style-type: none"> <li>(f) provides for on-site car parking to be located and designed such that it does not dominate the <i>streetscape</i>;</li> <li>(g) maintains and protects the amenity of residents in adjoining development; and</li> <li>(h) provides for improved pedestrian connectivity between Campbell Street and Blackall Street.</li> </ul>		<ul style="list-style-type: none"> <li>(e) provides car parking areas at the rear of and/or between buildings. Car parking areas are broken up and do not dominate the <i>streetscape</i>;</li> <li>(f) where fronting Blackall Street, provides an attractive street front address and overlooks the street; and</li> <li>(g) provides mid-block pedestrian linkages, between Campbell Street and Blackall Street.</li> </ul>

**Figure 7.2.26A Woombye local plan elements**

<Figure to be inserted>



## 7.2.27 Yandina local plan code

### 7.2.27.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Yandina local plan area as shown on Map ZM8 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Yandina local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.27.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.27.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.27A (Yandina local plan elements)**.

### 7.2.27.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Yandina local plan code.

*The Yandina local plan area is located in the central part of the Sunshine Coast and is traversed by the Bruce Highway and the North Coast Rail Line. The local plan area comprises the rural town of Yandina and adjacent urban areas as well as industrial estates in the northern and southern parts of the town. The local plan area has a land area of approximately 396 hectares.*

*Yandina is located on undulating land and set within a picturesque rural and natural landscape with the prominent Mount Ninderry to the east, Parklands Forest Reserve to the south and Wappa Dam and the Mapleton Forest Reserve in the west. The local plan area is traversed by the South Maroochy River in an east-west direction and bordered to the northeast by the North Maroochy River. The local plan area is surrounded by large areas of productive agricultural land.*

*The Yandina Town Centre is focussed on the traditional main street of Stevens Street, servicing the town and its surrounding rural and rural residential communities and providing a range of commercial, retail, industrial, community, sport and recreational activities.*

*The local plan area contains a range of community, sport and recreation facilities including Yandina State School, and Yandina Sports Complex. The local plan area also contains the Yandina Caravan Park which provides both permanent residential accommodation and temporary visitor accommodation.*

*The Yandina local plan area contains three main industrial estates providing employment for the central hinterland areas. An industrial estate is located in the northern part of the local plan area on the western side of the Bruce Highway. It comprises a range of industrial uses including the Ginger Factory which is also a premier tourist attraction on the Sunshine Coast. The industrial estate located in the northern part of the local plan area on the eastern side of the Bruce Highway is largely undeveloped. The southern industrial estate is located on the eastern side of the Nambour North Connection Road and consists of a range of industrial uses. A smaller industrial area is located on the eastern side of Farrell Street in the northern part of the local plan area.*

*Yandina's character is derived from its picturesque landscape setting, rural heritage, traditional main street, grid pattern road layout, historical building designs and laid back 'country town' atmosphere. The existing character areas and historic buildings, especially fronting Stevens Street and Farrell Street, significantly contribute to the character and identity of the town.*

*The residential areas in Yandina are predominantly traditional low density neighbourhoods of detached housing characterised by a grid pattern street layout in the older, inner parts of the local plan area and cul-de-sacs in the newer outer parts. Medium density residential areas are located to the west of the town centre with further expansion opportunities available.*

The Yandina local plan area has good access to the Bruce Highway via Yandina Cooloolabin Road and Flemming Street. Further connections to the east are provided by Ninderry Road, to the north by Ben Williams Road, to the west by Old Gympie Road and Cooloolabin Road and south by the Nambour North Connection Road.

Urban zoned land within the local plan area is connected, or has the ability to be connected, to reticulated water and sewerage.

### 7.2.27.3 Purpose and overall outcomes

- (1) The purpose of the Yandina local plan code is to provide locally relevant planning provisions for the assessment of development within the Yandina local plan area.
- (2) The purpose of the Yandina local plan code will be achieved through the following overall outcomes:-
  - (a) Yandina continues to develop as a small rural town, with a distinct heritage character, primarily servicing the local community and tourist industry and providing industrial employment opportunities. Some expansion of local business, industry and residential areas is provided for.
  - (b) Urban development within the Yandina local plan area is limited to land within the urban growth management boundary so as to protect and reinforce the character and identity of Yandina, provide for the efficient provision of *infrastructure* and services, avoid constrained land and protect the character and productivity of surrounding rural land.
  - (c) Development retains the key built form, landscape character and natural environment elements that contribute to the setting, character and identity of the Yandina local plan area as a rural town with a strong sense of place and associations with the past.
  - (d) Development is designed and sited to protect significant environmental areas and significant views either to or from important landscape features, and to reflect the physical characteristics and constraints of the land, including the protection of sensitive slopes, flood prone areas, native *vegetation* areas and views of the western foothills, South Maroochy River, North Maroochy River and Mount Ninderry, particularly from the Yandina Town Centre.
  - (e) The Yandina Town Centre functions as a local (full service) activity centre, meeting the needs of the local community and surrounding rural and rural residential areas and visitors to the area, and provides a focus for small scale retail, commercial and community activity.
  - (f) Whilst the retail and commercial functions of Yandina Town Centre may expand and be enhanced, the centre remains compact, with any expansion limited to land included within the Local centre zone. Residents of Yandina and surrounding areas continue to rely upon larger centres such as Nambour or Maroochydoore to fulfil higher order business and industry needs.
  - (g) The “country town” feel, traditional built form, heritage and *streetscape* character of the Yandina Town Centre is retained and reinforced, with Stevens Street enhanced as an attractive and pedestrian friendly main street. Development within the Local centre zone addresses the street and complements the traditional *streetscape* and building form.
  - (h) Development in the Medium impact industry zone and High impact industry zone provides for the continued development of the three main industrial estates in Yandina in complementary rather than competing roles, so as to provide Yandina with a stronger and more-diversified industrial base.
  - (i) Development in the Yandina Industrial Estate (Central) provides for a range of industry uses, particularly those that promote linkages and synergies with, and are compatible with, the food processing industry and the creation of a manufacturing tourism node.
  - (j) Development in the Yandina Industrial Estate (East) accommodates a broad range of low to medium impact industrial uses, while protecting the environmental values of the North Maroochy River and views to Mount Ninderry.
  - (k) Development in the Yandina Industrial Estate (South) accommodates a range of medium to high impact industrial uses, while avoiding impacts on nearby residential areas. Development in the High impact industry zone protects the visual amenity of scenic routes through the local plan area.



- (l) Development in the Low impact industry zone accommodates a broad range of small scale industry and *service industry* uses, while avoiding impacts on nearby residential areas and protecting the visual amenity of scenic routes through the local plan area.
- (m) Development in the Low density residential zone, including road and lot layouts and *streetscape*, reflects traditional rural town residential qualities such as low rise detached housing on large lots, open *streetscape* and mature street trees.
- (n) Development in the Medium density residential zone:-
  - (i) provides for a range of housing choices located with close and convenient access to the Yandina Town Centre, employment nodes, public transport and community facilities;
  - (ii) provides good pedestrian and cycle connectivity to the town centre; and
  - (iii) contributes to a high level of residential amenity and design quality consistent with the traditional rural character of Yandina, the scale and character of the *streetscape* and surrounding development.
- (o) Development in the local plan area is supported by a network of open space to meet the needs of the local community and facilitates safe and convenient pedestrian and cycle connections between and around key destinations within the local plan area.
- (p) Development provides appropriate landscape buffering to the Bruce Highway and the North Coast Rail Line in order to effectively visually screen built form elements and maintain the visual amenity of these scenic routes.

#### 7.2.27.4 Performance outcomes and acceptable outcomes

**Table 7.2.27.4.1 Performance outcomes and acceptable outcomes for assessable development**

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Yandina Local Plan Area Generally (All Zones)</i>			
PO1	Development provides for buildings, structures and landscaping that is consistent with and reflects the traditional rural town architectural character of Yandina in terms of form, composition and use of materials.	AO1.1	Development provides for the retention and/or adaptive re-use, with limited modification, of buildings which have cultural heritage or character significance.  Editor's note—Section 8.2.9 (Heritage and character areas overlay code) sets out requirements for development on heritage places and in character areas.
		AO1.2	For residential, business and community uses, buildings and structures incorporate traditional external building materials, such as timber cladding and corrugated iron roofs.
		AO1.3	Development uses understated colour schemes and low-reflective roofing and cladding materials.
		AO1.4	Roof forms use simple, traditional Queensland style roof designs, such as hipped or gabled.
PO2	Development provides for the retention and enhancement of key landscape elements including historical landmarks, significant views and vistas, existing character trees and areas of significant <i>vegetation</i> contributing to the setting, character and sense of place of Yandina.	AO2.1	Development provides for the retention of historical landmarks, memorials and monuments.
		AO2.2	Development protects and emphasises, and does not intrude upon, the important views to the western foothills of Yandina and Mount Ninderry, particularly from the town centre, and to the South Maroochy River, North Maroochy River and other views to surrounding rural and natural

Performance Outcomes		Acceptable Outcomes	
		<p><b>AO2.3</b></p> <p>Development provides for the retention and enhancement of existing mature trees and character <i>vegetation</i> that contributes to the <i>streetscape</i> character and vegetated backdrop to the town including:-</p> <ul style="list-style-type: none"> <li>(a) the tree covered hillsides of the western foothills;</li> <li>(b) native <i>vegetation</i> along the North Maroochy River and South Maroochy River; and</li> <li>(c) other character <i>vegetation</i> where identified on <b>Figure 7.2.27A (Yandina local plan elements)</b>.</li> </ul> <p>Note—in some circumstances, the eradication of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.</p>	<p>areas where identified on <b>Figure 7.2.27A (Yandina local plan elements)</b>.</p>
		<p><b>AO2.4</b></p> <p>Development retains and revegetates the remaining gully systems in the Fleming Street and Scott Street area.</p>	
		<p><b>AO2.5</b></p> <p>Development retains and enhances the open space land west of Farrell Street to provide:-</p> <ul style="list-style-type: none"> <li>(a) a green open space <i>buffer</i> between business uses and residential areas; and</li> <li>(b) a green foreground to views west of the town centre.</li> </ul>	
<b>PO3</b>	Development contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways to enhance the sense of entry to, and the rural town character of, Yandina.	<p><b>AO3.1</b></p> <p>Development adjacent to the primary streetscape treatment area or identified gateway/entry point on <b>Figure 7.2.27A (Yandina local plan elements)</b> incorporates architectural and landscape treatments and other design elements which enhance the sense of entry and arrival to, and rural town character of, Yandina, and emphasise corner locations.</p> <p><b>AO3.2</b></p> <p>Development along Yandina Coolum Road and Fleming Street, between the Bruce Highway and the town centre provides streetscape and landscaping works to enhance the visual amenity of the route as an entrance to the town.</p> <p><b>AO3.3</b></p> <p>Development provides streetscape improvements and traffic calming at the Stevens Street and Farrell Street intersection to reinforce Stevens Street as the focus of the town centre.</p> <p><b>AO3.4</b></p> <p>Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.</p> <p>Note—<b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.</p>	

Performance Outcomes		Acceptable Outcomes	
			<p>Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.</p> <p>Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required</p>
<b>PO4</b>	Development on land adjacent to the Bruce Highway incorporates a <i>landscape buffer</i> to visually screen and soften built form elements and maintain and enhance the visual amenity of the highway as a scenic route.	<b>AO4</b>	Development provides a minimum 10 metre wide densely vegetated <i>landscape buffer</i> along the Bruce Highway <i>frontage</i> where identified on <b>Figure 7.2.27A (Yandina local plan elements)</b> .
<b>PO5</b>	Development on land with frontage to the North Maroochy River and South Maroochy River, or on land otherwise identified as a local ecological linkage on <b>Figure 7.2.27A (Yandina local plan elements)</b> , facilitates the provision of the local ecological linkage.	<b>AO5</b>	<p>No acceptable outcome provided.</p> <p>Editor's note—<b>Section 8.2.3 (Biodiversity, waterways and wetlands overlay code)</b> sets out requirements for the provision of ecological linkages.</p>
<b>PO6</b>	Development for a <i>food and drink outlet</i> does not:- (a) provide for the establishment of a <i>high volume convenience restaurant</i> ; or (b) incorporate a <i>drive-through facility</i> .	<b>AO6</b>	No acceptable outcome provided.
<b>Development in the Local Centre Zone</b>			
<b>PO7</b>	Development in the Local centre zone provides for small scale uses and mixed uses that:- (a) support the role and function of Yandina Town Centre as a local (full service) activity centre; and (b) provide a wide range of convenience goods and services to residents and visitors.	<b>AO7</b>	No acceptable outcome provided.
<b>PO8</b>	Development in the Local centre zone:- (a) is sympathetic to the rural town character and identity of Yandina; (b) addresses the street; (c) complements the traditional built form and <i>streetscape</i> ; (d) creates vibrant and active streets and public spaces; (e) provides continuous weather protection for pedestrians; (f) uses traditional building materials; and (g) provides integrated and functional car parking and access arrangements that do not dominate the street.	<b>AO8</b>	<p>Development in the Local centre zone:-</p> (a) provides for Stevens Street to be maintained and enhanced as an attractive and pedestrian friendly main street; (b) provides a fine scale built form with narrow building frontages and buildings built to the Stevens Street road boundary; (c) respects the layout, scale (including height and <i>setback</i> ) and character of development on adjoining sites; (d) provides <i>primary active street frontages</i> , built to the front boundary, where identified on <b>Figure 7.2.27A (Yandina local plan elements)</b> ; (e) provides all weather protection in the form of continuous cantilevered awnings and/or light verandah structures with non-load bearing posts over footpath areas in conjunction with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerb; (f) provides for a mixture of original lowset timber framed buildings and compatible new buildings; (g) has simple, traditional Queensland style roof designs, such as hipped or

Performance Outcomes		Acceptable Outcomes	
			<p>gabled, and parapets facing the street;</p> <p>(h) has building openings overlooking the street, with the main entrance visually emphasised in the centre of the ground floor facade;</p> <p>(i) provides detailing and articulation for horizontal emphasis including awnings, parapet walls and first floor balconies;</p> <p>(j) uses traditional building materials (timber cladding and corrugated iron roofing);</p> <p>(k) uses understated colour schemes and low-reflective roofing and cladding materials;</p> <p>(l) ensures that signage is integrated with the building;</p> <p>(m) includes provision of landscaping, shaded seating, public art and consistent and simple paving materials on footpaths; and</p> <p>(n) retains on street parking and provides on-site car parking at the rear or to one side of the development.</p>
<b>PO9</b>	Development provides for buildings on corner sites to be designed as focal points and contribute to defining the street intersection, including use of interesting or decorative features or building elements and complementary landscape features.	<b>AO9</b>	No acceptable outcome provided.
<b>PO10</b>	Reconfiguring a lot in the Local centre zone does not result in the alienation of business zoned land.	<b>AO10.1</b>	Development for reconfiguring a lot in the Local centre zone provides for lots which are a minimum of 600m <sup>2</sup> in area.
		<b>AO10.2</b>	Development in the Local centre zone does not result in the creation of <i>rear lots</i> .
<b>Development in the Low Impact Industry Zone</b>			
<b>PO11</b>	Development in the Low impact industry zone at Yandina protects the amenity of nearby and surrounding residential areas and premises and the visual amenity of scenic routes.	<b>AO11</b>	<p>Development in the Low impact industry zone:-</p> <p>(a) incorporates attractive and sensitively designed street facades which are of a domestic scale;</p> <p>(b) provides for any larger access doors (e.g. roller doors) to be located side-on or to the rear of buildings;</p> <p>(c) provides for car parking and service areas to the side or rear of buildings; and</p> <p>(d) provides a minimum 3 metre wide densely vegetated <i>landscape buffer</i> along street <i>frontages</i>, boundaries adjoining sensitive uses and boundaries fronting the North Coast Rail Line, where identified on <b>Figure 7.2.27A (Yandina local plan elements)</b>.</p>
<b>PO12</b>	<p>Development in the Low impact industry zone in the Yandina Industrial Estate (East):-</p> <p>(a) does not adversely impact on the scenic amenity of Mount Ninderry when viewed from the Bruce Highway and Yandina Coolum Road;</p>	<b>AO12</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>(b) restricts filling for flood immunity to land included within the Low impact industry zone in the Yandina Industrial Estate (East);</p> <p>(c) protects and rehabilitates riparian <i>vegetation</i> and appropriate riparian <i>buffers</i> to the North Maroochy River and the unnamed <i>waterway</i>;</p> <p>(d) provides or contributes to the provision of greenspace where identified on <b>Figure 7.2.27A (Yandina local plan elements)</b>, including an open space area with seating and shelters to serve the needs of employees, generally in the location of the corner of Paulger Flat Road and Bowder Road;</p> <p>(e) provides a minimum 20 metre wide densely vegetated <i>landscape buffer</i> along Yandina-Coolum Road (i.e. along the southern property boundary of Lot 4 on SP159592);</p> <p>(f) provides a minimum 60 metre wide densely vegetated <i>landscape buffer</i> along Banyandah Street North (i.e. along the western property boundary of Lot 263 on C311499); and</p> <p>(g) is in accordance with an approved infrastructure agreement between the developer and <i>Council</i> to fund the necessary <i>infrastructure</i> to service the development.</p> <p>Note—the infrastructure agreement is to contain <i>infrastructure</i> items including water supply, sewerage, open space, stormwater, cycle facilities, road networks and rehabilitation and maintenance of riparian buffers.</p> <p>Editor's note—<b>Section 8.2.3 (Biodiversity, waterways and wetlands overlay code)</b> sets out requirements for appropriate riparian <i>buffers</i>.</p>		
<b>PO13</b>	<p>Development in the Low impact industry zone on Lot 312 on SP186045 at 22 Wharf Street:-</p> <p>(a) incorporates a wide, densely vegetated <i>landscape buffer</i> to adjoining land included in the Low density residential zone to provide appropriate separation between residential and industrial land uses, and visually screen development;</p> <p>(b) provides for access to be through the existing industrial area on Central Park Drive; and</p> <p>(c) provides for improved local vehicular circulation through the provision of a road link to industrial development to the west of the site on Lot 6 RP811902.</p>	<p><b>AO13.1</b></p> <p><b>AO13.2</b></p>	<p>Development provides a wide, densely vegetated <i>landscape buffer</i> along the boundary of land included in the Low density residential zone such that the wide bushland buffer on land to the west of the site is extended through the site as indicated on <b>Figure 7.2.27A (Yandina local plan elements)</b>.</p> <p>Development provides for access and road connections in accordance with <b>Figure 7.2.27A (Yandina local plan elements)</b>.</p>

Performance Outcomes		Acceptable Outcomes	
<b>PO14</b>	Development in the Low impact industry zone on Lot 2 RP127844, at 1 Wappa Falls Road, retains a wide, densely vegetated <i>landscape buffer</i> to adjoining land included in the Low density residential zone to provide appropriate separation between residential and industrial land uses, and visually screen development.	<b>AO14</b>	Development provides for the retention of existing <i>vegetation</i> along the western boundary of the site adjacent to land included in the Low density residential zone such that the wide bushland buffer on land to the north of the site is extended as indicated on <b>Figure 7.2.27A (Yandina local plan elements)</b> .
<b>Development in the Medium and High Impact Industry Zones</b>			
<b>PO15</b>	Development in the Medium and High impact industry zones incorporates wide, densely vegetated <i>landscape buffers</i> to boundaries adjoining or adjacent to residential and other <i>sensitive land uses</i> to buffer, visually screen and soften built form elements and maintain and enhance the visual amenity of the site from the street and the North Coast Rail Line.	<b>AO15</b>	Development provides a minimum 3 metre wide, densely vegetated landscape buffer along street <i>frontages</i> (other than the Bruce Highway) and boundaries adjoining <i>sensitive land uses</i> where identified on <b>Figure 7.2.27A (Yandina local plan elements)</b> .
<b>PO16</b>	Development in the Medium impact industry zone in the central and eastern industrial areas, provides for a range of medium and low impact industrial uses, with a focus on uses that complement and enhance the tourism focus area.	<b>AO16</b>	No acceptable outcome provided.
<b>Development in the Medium Density Residential Zone</b>			
<b>PO17</b>	Development in the Medium density residential zone:- (a) provides for the establishment of a range of housing types compatible with a rural town setting; (b) is of a domestic scale that does not dominate the <i>streetscape</i> or detract from the visual amenity of adjoining properties; (c) provides for building form which reflects the traditional Queensland style with the use of timber, pitched roofs, verandahs and subdued colours; (d) contributes positively to local <i>streetscape</i> character; and (e) provides for generous open space to be maintained between buildings to preserve a predominantly open feel.	<b>AO17</b>	No acceptable outcome provided.
<b>PO18</b>	Development in the Medium density residential zone provides for buildings and structures that take the form of small separate buildings rather than large single bulky developments.	<b>AO18</b>	Development provides for buildings that have no more than 4 attached <i>dwelling</i> s.
<b>Development in the Low Density Residential Zone</b>			
<b>PO19</b>	Development for Reconfiguring a lot in the Low density residential zone provides for lot sizes and a configuration of lots that is sympathetic to the rural town character and identity of Yandina.	<b>AO19.1</b>  <b>AO19.2</b>	Reconfiguring a lot in the Low density residential zone provides for lots which are a minimum of 700m <sup>2</sup> in area.  Reconfiguring a lot in the Low density residential zone provides for regular shaped lots with a grid or modified grid layout and subdivision pattern.
<b>PO20</b>	Development in the Low density residential zone on Lot 1 SP186045, located on Wharf Street, retains existing bushland areas adjoining land in the	<b>AO20</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	High impact industry zone and supplements existing <i>vegetation</i> where necessary in order to provide a substantial <i>buffer</i> to the High impact industry zone.		





**Figure 7.2.27A Yandina local plan elements**

<Figure to be inserted>