

3.5 Transport

Key concepts	
(1)	An integrated, safe and functional transport system that prioritises walking, cycling and public transport within a compact urban form and integrates land use with transport to minimise dependency on private motor vehicle use.
(2)	A transport system that is responsive to the character, lifestyle and environment attributes of the Sunshine Coast and includes design elements that reduce impacts on these attributes.
(3)	A transport system that provides a strong basis for investment and employment, particularly in the Sunshine Coast Enterprise Corridor.
(4)	An extensive <i>active transport</i> network of walking and cycle paths that link communities with activity centres and other places to promote active living and improve community health and wellbeing.
(5)	A public transport network that links communities with activity centres and other places to create high levels of local and regional accessibility.
(6)	Road transport corridors that are designed for shared use and include road safety measures to provide for safe, efficient and equitable access.
(7)	Parking that is managed to meet local needs whilst encouraging the use of alternative transport modes and reducing the dominance of parking areas.
(8)	The efficient movement of freight throughout the Sunshine Coast to sustain economic development.
(9)	The Sunshine Coast Airport as a regional passenger and general air transport facility servicing national and international markets with Caloundra Aerodrome catering for general aviation and related activities.

3.5.1 Strategic outcomes

The strategic outcomes for the transport theme are the following:-

- (a) In 2031, Sunshine Coast communities are well connected by an integrated, safe and functional transport system which prioritises walking, cycling and public transport to create high levels of accessibility for residents and visitors and minimise dependency on private motor vehicle use.
- (b) A compact urban form integrates land use with transport to improve the viability of services, contribute to sub-regional self-containment, provide a strong basis for investment and employment and promote *affordable living* opportunities.
- (c) The transport system is responsive to the natural environment of the Sunshine Coast and incorporates design features and elements, such as landscaping and fauna movement measures, that reduce the impact of transport corridors and *infrastructure* on natural and landscape values.
- (d) The scale of transport corridors and the design of *infrastructure* are compatible with the preferred character of coastal urban, rural town and village, rural residential and rural communities and incorporate design features and elements that reduce impacts on amenity and opportunities for community interaction⁹.
- (e) An extensive *active transport* network of walking and cycle paths including the Coastal Path, recreation trails and other pathways link communities to activity centres and other places to promote active living, and improve community health and wellbeing.
- (f) A high quality, integrated and efficient public transport network including the North Coast Rail Line, the dedicated public transport corridor (CAMCOS), ~~the Palmview Greenlink Corridors~~, a high quality mass transit system in the Maroochydore to Caloundra Priority Transit Corridor and

⁹ Editor's note—the State Government has specific policies and procedures to ensure that state transport projects are delivered with consideration of amenity, acoustic attenuation and social impacts.

enterprise areas.

- (b) Development provides for and protects the viability of existing and planned public transport corridors identified conceptually on **Strategic Framework Map SFM 3 (Transport elements)** including the following:-
- (i) the North Coast Rail Line, including existing and planned upgrade alignments;
 - (ii) the dedicated public transport corridor (CAMCOS), including protected and alternative alignments; and
 - ~~(iii)~~ ~~the Palmview Greenlink Corridors; and~~
 - ~~(iv)~~(iii) the Maroochydore to Caloundra Priority Transit Corridor.
- (c) Development provides legible local road connections and supporting collector streets that are sufficiently wide for buses to connect local areas by public transport, and which accommodate safe bus stopping situations.
- (d) Development supports and contributes to a high level of integration with the existing and planned public transport network, including providing and protecting land required for major public transport infrastructure, and incorporating transit oriented community principles in greenfield and infill major development areas and other defined locations on high frequency public transport routes and priority transit corridors.
- (e) The public transport network is safe, convenient, accessible and reliable and provides for the efficient movement of transit passengers throughout the Sunshine Coast with prioritisation towards high frequency priority (HFP) and passenger service networks with a level of service coverage targeted to the type of activity centre or community.
- (f) The public transport network is equitable in that it caters for both urban and rural areas and provides access for the aged and mobility restricted users.

3.5.6 Element 5 – Road transport network

3.5.6.1 Specific outcomes

- (a) The operational safety and efficiency of *major road* transport corridors is protected, including, but not limited to, the following corridors identified conceptually on **Strategic Framework Map SFM 3 (Transport elements)**:-
- (i) Bruce Highway;
 - (ii) Sunshine Motorway;
 - (iii) Caloundra Road;
 - (iv) Kawana Way;
 - (v) Nicklin Way;
 - (vi) Steve Irwin Way;
 - (vii) Maroochydore Road;
 - (viii) Nambour Connection Road; and
 - (ix) David Low Way.
- (b) Roads are designed and constructed to also serve as *active transport* and public transport corridors.
- (c) Road corridors incorporate road safety measures to provide for safe, efficient and equitable movement.

Part 7 (Local plans)

~~extension linking Caloundra Road with the Sunshine Motorway, the CoastConnect Priority Public Transport and Bicycle Corridor along the Nicklin Way, and the Dedicated Public Transport, Bicycle and Pedestrian Corridor (Greenlink) linking Palmview and the University of the Sunshine Coast with CAMCOS, the Kawana Town Centre and the Sunshine Coast University Hospital.~~

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, development in the District centre zone:-
 - (i) provides for:-
 - (A) the total *gross leasable floor area* for retail and commercial uses to not exceed 40,000m² 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 1,000m² 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 1,500m² 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, or the Dedicated Public Transport, Bicycle and Pedestrian Corridor (Greenlink).~~

Performance Outcomes		Acceptable Outcomes	
			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 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.	AO3	Development provides through block pedestrian linkages where identified on Figure 7.2.14A (Kawana Waters local plan elements) .
PO4	Development provides for a continuous pedestrian and cycle link along the coastal foreshore from the mouth of the Mooloolah River to Currimundi Lake.	AO4	Development integrates with and extends the coastal path where identified on the Figure 7.2.14A (Kawana Waters local plan elements) .
PO5	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.	AO5.1 AO5.2	Development protects and enhances the greenspace link where identified on the Figure 7.2.14A (Kawana Waters local plan elements) . 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.
PO6	Development on land with frontage to the Mooloolah River and Currimundi Creek, or on land otherwise identified as a local ecological linkage on Figure 7.2.14A (Kawana Waters local plan elements) , facilitates the provision of the local ecological linkage.	AO6	No acceptable outcome provided. Editor's Note— Section 8.2.3 (Biodiversity, waterways and wetlands overlay code) sets out requirements for the provision of ecological linkages.
PO7	Development does not compromise the future 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 Maroochydore; (b) the Sunshine Motorway extension linking Caloundra Road with the Sunshine Motorway; <u>and</u> (c) the Maroochydore to Caloundra Priority Public transport and Bicycle corridor along the Nicklin Way; <u>and</u> the Dedicated Public Transport, Bicycle and Pedestrian Corridor (Greenlink), linking Palmview and the University of the Sunshine Coast with CAMCOS, the Kawana Town Centre and the Sunshine Coast University Hospital.	AO7	No acceptable outcome provided.
Development in the District Centre Zone Generally			
PO8	Development in the District centre zone provides for small to medium scale uses and mixed uses that:-	AO8	No acceptable outcome provided.



LEGEND

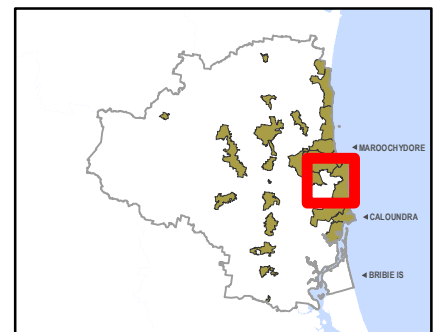
- | | | | |
|--|---|--|---|
| | Local Plan Area Boundary | | Coastal Path ^{Note 4} |
| | Waterway ^{Note 1} | | Dedicated Public Transport Corridor |
| | Primary Active Street Frontage | | CoastConnect Priority Public Transport Corridor |
| | Primary Streetscape Treatment Area | | Future Transit Hub |
| | Local Ecological Linkage | | Buddina Urban Village |
| | Greenspace ^{Note 1} | | Buddina Development Nodes |
| | Community Activity/Facility ^{Note 1} | | Declared Master Planned Area (see Part 10 - Other Plans) |
| | Greenspace Link | | Land within Development Control Plan 1 - Kawana Waters which is the subject of the Kawana Waters Development Agreement (see Section 1.2 - Planning Scheme Components) |
| | Gateway/Entry Point | | |
| | Landscape Buffer | | |
| | Significant View | | |
| | Headland | | |
| | Through Block Pedestrian/Cycle Linkage | | |

0 200 400 800 1,200 1,600 Metres

1:36,926

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Note 1: For contextual purposes only.
Note 4: Indicative alignment, subject to further investigation in some areas.

Figure 7.2.14A (Kawana Waters Local Plan Elements)

7.2.25 Sippy Downs local plan code

7.2.25.1 Application

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.

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. ~~In addition, the proposed Dedicated Public Transport, Bicycle and Pedestrian Corridor (Greenlink) will significantly improve public transport accessibility, linking the University of the Sunshine Coast and the new Sippy Downs Town Centre to the proposed Kawana Town Centre,~~

~~Sunshine Coast University Hospital and to the Dedicated Public Transport Corridor (CAMCOS) through the emerging community of Palmview.~~

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

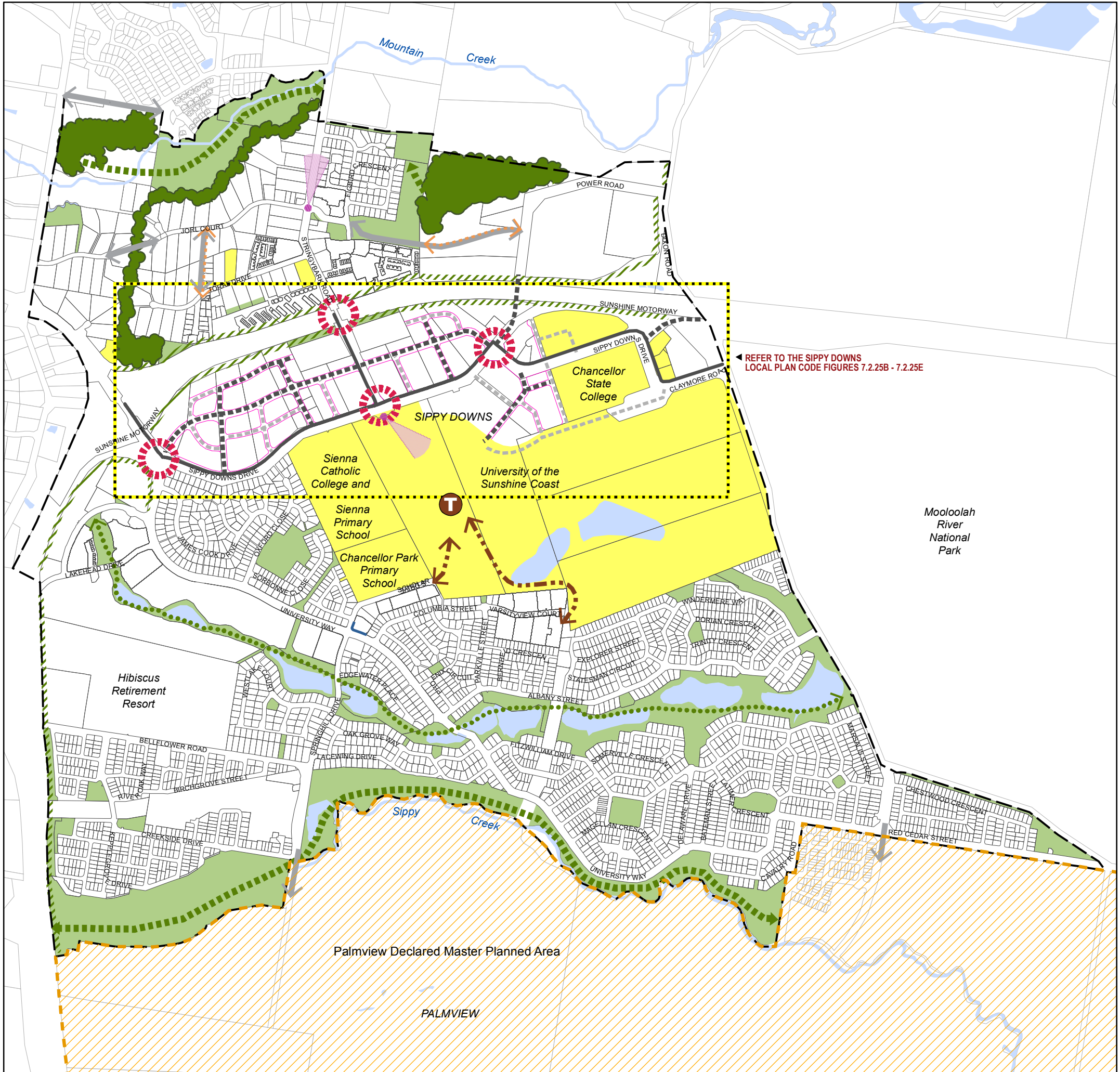
- (1) The purpose of the Sippy Downs local plan code is to provide locally relevant planning provisions for the assessment of development within the Sippy Downs local plan area.
- (2) The purpose of the Sippy Downs local plan code will be achieved through the following overall outcomes:-
 - (a) The Sippy 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.¹
 - (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:-
 - (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

¹ 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.

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, or the Dedicated Public Transport, Bicycle and Pedestrian Corridor (Greenlink) linking the University of the Sunshine Coast and the Sippy Downs Town Centre to the Kawana Town Centre, Sunshine Coast University Hospital and the Dedicated Public Transport Corridor (CAMCOS) through the emerging community of Palmview.~~
- (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.

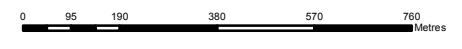
Performance Outcomes		Acceptable Outcomes	
	<p>including:-</p> <p>(a) proposed new roads within the Sippy Downs Town Centre (Precinct SID LPP-1), the Stringybark Road area and elsewhere in the local plan area where identified on Figure 7.2.25A (Sippy Downs local plan elements);</p> <p>(b) the Sunshine Motorway; <u>and</u></p> <p>(c) the Bruce Highway; <u>and</u></p> <p>the Dedicated Public Transport, Bicycle and Pedestrian Corridor (Greenlink) linking the University of the Sunshine Coast and the Sippy Downs Town Centre to the Kawana Town Centre, Sunshine Coast University Hospital and the Dedicated Public Transport Corridor (CAMCOS) through Palmview.</p>		
Development in the Local Centre Zone			
PO10	<p>Development in the Local centre zone supports the role and function of:-</p> <p>(a) the Chancellor Park West local centre as a local (full service) activity centre providing convenience goods and service to local residents; and</p> <p>(b) other local business areas as local (not full service) activity centres providing basic convenience goods and services to local residents.</p>	AO10	No acceptable outcome provided.
PO11	<p>Development in the Local centre zone provides for the <i>gross leasable floor area</i> of commercial and retail business uses to not exceed:-</p> <p>(a) for the Chancellor Park West Local Centre, a total of 8,400m²; and</p> <p>(b) for other local centres, a total of 1,000m².</p> <p>Editor's note—Table 7.2.25.4.2 (Additional criteria for assessable development in Precinct SID LPP-1 (Sippy Downs Town Centre)) sets out the requirements for local centres in Precinct SID LPP-1 (Sippy Downs Town Centre).</p>	AO11	No acceptable outcome provided.
PO12	<p>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.</p>	AO12	No acceptable outcome provided.
PO13	<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) vibrant and active streets and public spaces;</p> <p>(c) a high level of comfort and convenience for pedestrians; and</p> <p>(d) functional and integrated car parking and servicing areas which do not dominate the street.</p>	AO13	<p>Development in the Local centre zone:-</p> <p>(a) respects the layout, scale and character of development on adjoining sites;</p> <p>(b) has building openings overlooking the street;</p> <p>(c) provides for <i>primary active street frontages</i>, built to the front boundary, where identified on Figure 7.2.25A (Sippy Downs local plan elements);</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-</p>



REFER TO THE SIPPY DOWNS LOCAL PLAN CODE FIGURES 7.2.25B - 7.2.25E

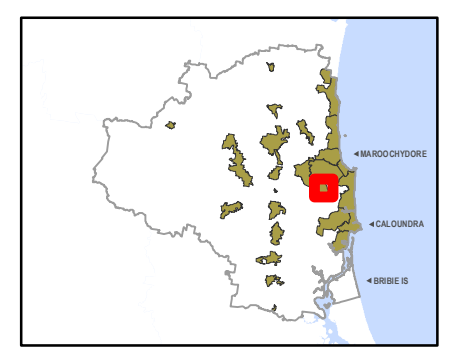
LEGEND

- Local Plan Area Boundary
- Waterway^{Note 1}
- Primary Active Street Frontage
- Local Ecological Linkage
- Greenspace^{Note 1}
- Community Activity/Facility^{Note 1}
- Greenspace Link
- Character Vegetation
- Landscape Buffer
- Gateway/Entry Point
- Significant View
- Through Block Pedestrian/Cycle Linkage
- Dedicated Public Transport Corridor
- Transit Hub
- Indicative Road Linkage/Access Point
- Existing Principal Street (Sippy Downs Town Centre)
- Future Principal Street (Sippy Downs Town Centre)
- Future Local Access Street (Sippy Downs Town Centre)
- Declared Master Planned Area (see Part 10 - Other Plans)



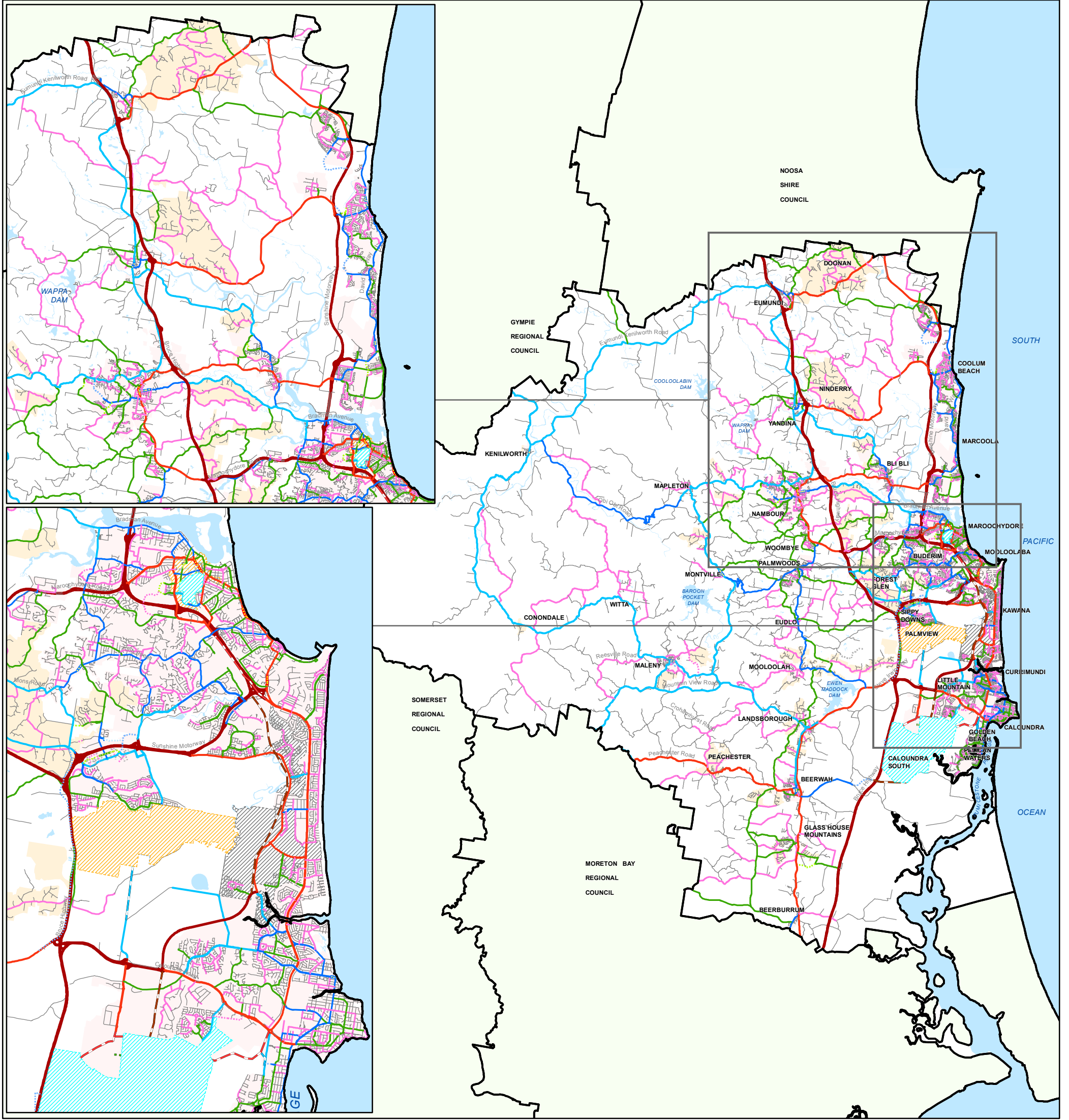
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Note 1: For contextual purposes only.

Figure 7.2.25A (Sippy Downs Local Plan Elements)



2031 Functional Transport Hierarchy

Transport Hierarchy and Status (Note 1) — Sub-arterial Main Street, Future

- | | |
|--|---|
| <p>Arterial Roads</p> <ul style="list-style-type: none"> — Highway/Motorway, Current — Arterial, Current — Arterial, Future — Arterial Main Street, Current <p>Sub-arterial Roads</p> <ul style="list-style-type: none"> — Distributor, Current — Distributor, Future — Controlled Distributor, Current — Controlled Distributor, Future — Sub-arterial Main Street, Current | <p>District Streets</p> <ul style="list-style-type: none"> — District Collector Street, Current — District Collector Street, Future — District Main Street, Future <p>Neighbourhood Streets</p> <ul style="list-style-type: none"> — Neighbourhood Collector Street, Current — Neighbourhood Collector Street, Future <p>Local Streets (Access Streets, Places and Laneways)</p> <ul style="list-style-type: none"> — Local, Current — Local, Future |
|--|---|

- Corridors Subject to Further Investigation**
- Highway/Motorway, Subject to Investigation
 - Arterial, Subject to Investigation
 - Distributor, Subject to Investigation
 - Controlled Distributor, Subject to Investigation
 - District Collector, Subject to Investigation
- Land Use Categories**
- Urban Area
 - Rural Residential Area

- Other Elements**
- Local Government Area Boundary
 - Declared Master Planned Area (see Part 10 - Other Plans) (Note 2)
 - Land within Development Control Plan 1 - Kawana Waters which is the subject of the Kawana Waters Development Agreement (see Section 1.2 - Planning Scheme Components) (Note 3)
 - Priority Development Area (subject to the Economic Development Act 2012)
 - Waterways and Waterbodies

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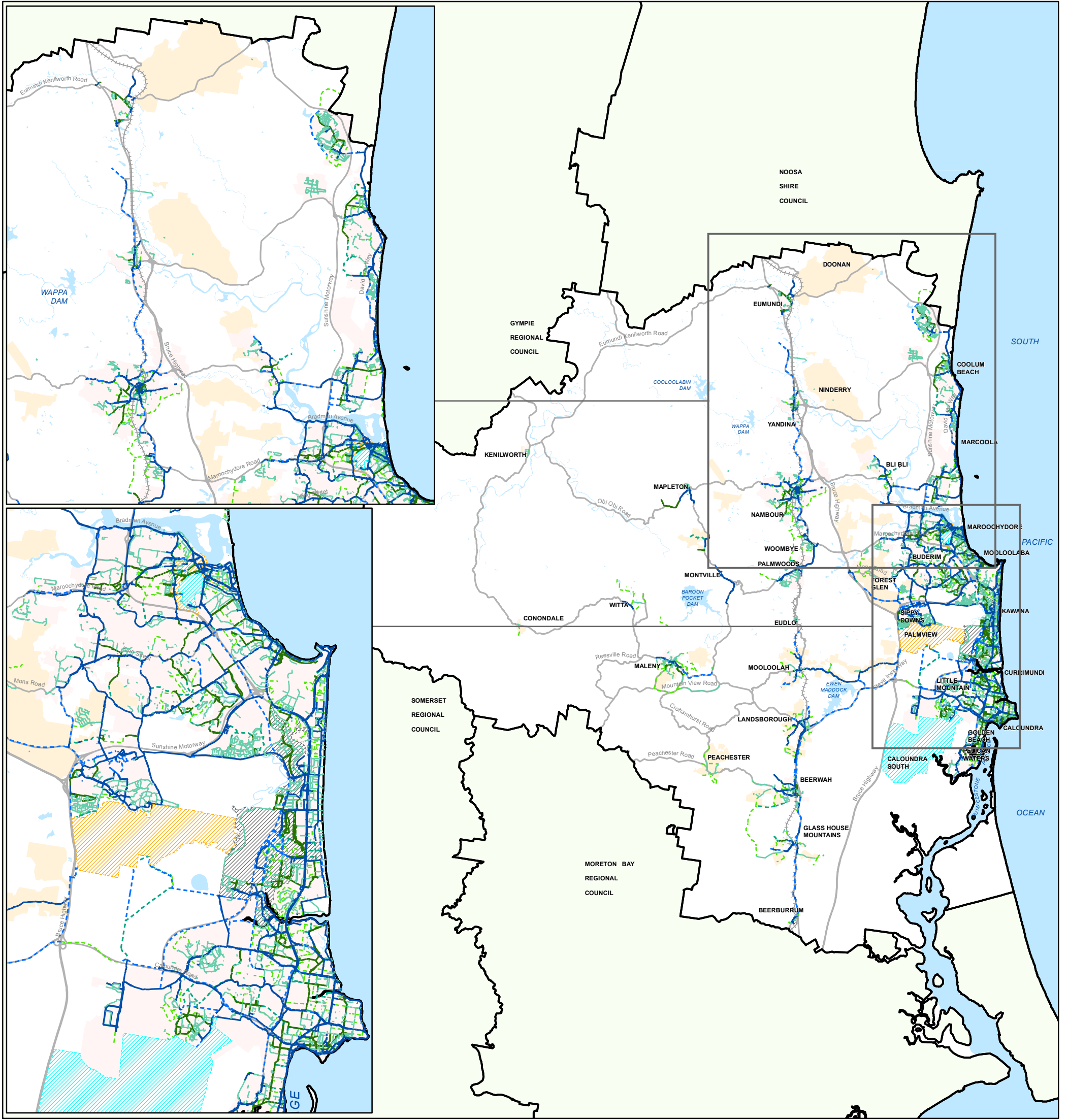
Approx Scale @ A3 1:330,425

0 1.5 3 6 9 12

Kilometres

Figure 9.4.8A

Note 1 : Certain corridors on this map are subject to further investigation and potential change.
Note 2 : Where corridors are located within Declared Master Planned Areas, Part 10 (Other Plans) applies.
Note 3 : Where corridors are located within Land within Development Control Plan 1 - Kawana Waters, Kawana Waters Development Agreement applies.



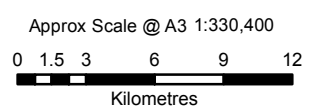
2031 Strategic Network of Pedestrian and Cycle Links (Pathways)

- | | |
|--|---|
| <p>Existing Pathways</p> <ul style="list-style-type: none"> — Regional — District — Local <p>Future Pathways (Note 1)</p> <ul style="list-style-type: none"> — Regional — District — Local <p>Land Use Categories</p> <ul style="list-style-type: none"> Urban Area Rural Residential Area | <p>Other Elements</p> <ul style="list-style-type: none"> Local Government Area Boundary Declared Master Planned Area (see Part 10 - Other Plans) (Note 2) Land within Development Control Plan 1 - Kawana Waters which is the subject of the Kawana Waters Development Agreement (see Section 1.2 - Planning Scheme Components) (Note 3) Priority Development Area (subject to the <i>Economic Development Act 2012</i>) Waterways and Waterbodies Major Road Railway |
|--|---|

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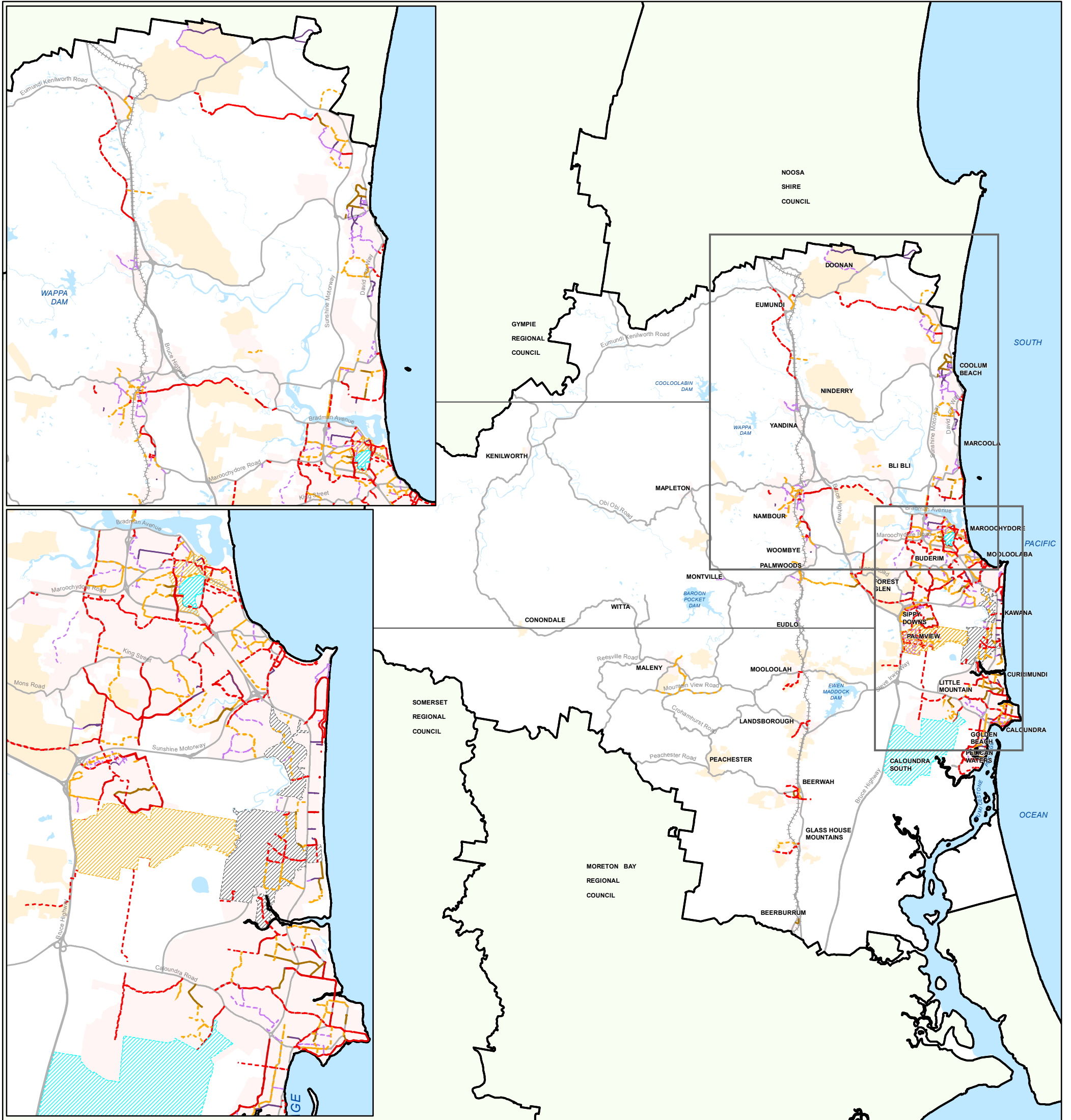
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Note 1 : Certain corridors on this map are subject to further investigation and potential change.
 Note 2 : Where corridors are located within Declared Master Planned Areas, Part 10 (Other Plans) applies.
 Note 3 : Where corridors are located within Land within Development Control Plan 1 - Kawana Waters, Kawana Waters Development Agreement applies.

Figure 9.4.8B(i)



2031 Strategic Network of Pedestrian and Cycle Links (On Road Cycleways)

- | | |
|--|--|
| Existing On Road Cycleways | Other Elements |
| — Regional | ▭ Local Government Area Boundary |
| — District | ▨ Declared Master Planned Area (see Part 10 - Other Plans) (Note 2) |
| — Local | ▨ Land within Development Control Plan 1 - Kawana Waters which is the subject of the Kawana Waters Development Agreement (see Section 1.2 - Planning Scheme Components) (Note 3) |
| Future On Road Cycleways (Note 1) | ▨ Priority Development Area (subject to the <i>Economic Development Act 2012</i>) |
| - - - Regional | ▭ Waterways and Waterbodies |
| - - - District | — Major Road |
| - - - Local | ++++ Railway |
| Land Use Categories | |
| Urban Area | |
| Rural Residential Area | |

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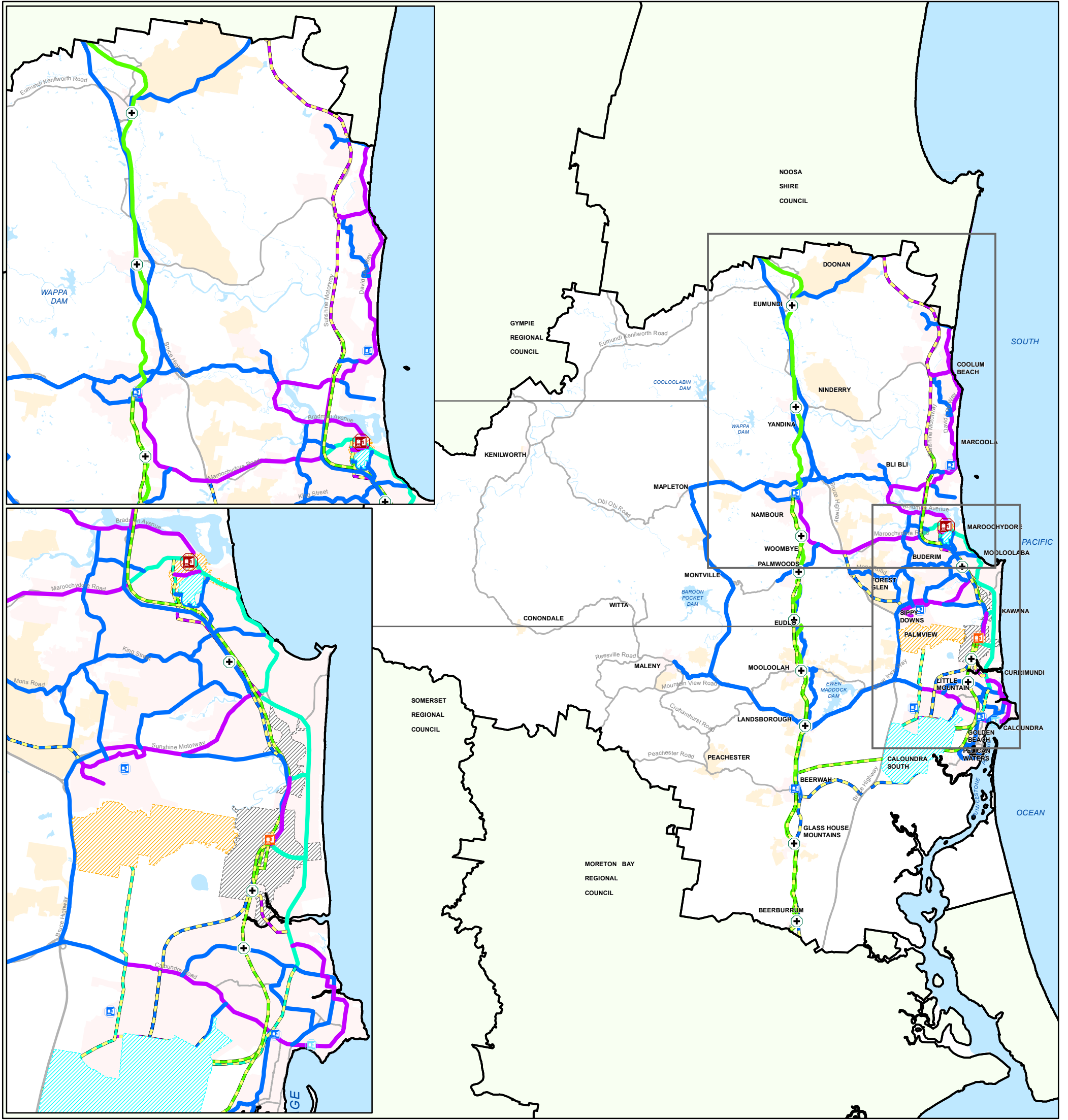
Approx Scale @ A3 1:330,425

0 1.5 3 6 9 12

Kilometres

Note 1 : Certain corridors on this map are subject to further investigation and potential change.
 Note 2 : Where corridors are located within Declared Master Planned Areas, Part 10 (Other Plans) applies.
 Note 3 : Where corridors are located within Land within Development Control Plan 1 - Kawana Waters, Kawana Waters Development Agreement applies.

Figure 9.4.8B(ii)



2031 Strategic Network of Public Transport Links

Transit Hubs (Note 1)

- Regional Transit Hub
- Sub-Regional Transit Hub
- District Transit Hub
- Intra Regional Transit Hub
- Dedicated Transit Station

Strategic Public Transport Corridor Classification

- Dedicated Public Transport Corridor (Current)
- Dedicated Public Transport Corridor (Future) (Note 4)
- Public Transport Priority Corridor (Current)
- Public Transport Priority Corridor (Future)
- Public Transport Advantage Corridor (Current)
- Public Transport Advantage Corridor (Future)
- Other Public Transport Corridor (Current)
- Other Public Transport Corridor (Future)

Land Use Categories

- Urban Area
- Rural Residential Area

Other Elements

- Local Government Area Boundary
- Declared Master Planned Area (see Part 10 - Other Plans) (Note 2)
- Land within Development Control Plan 1 - Kawana Waters which is the subject of the Kawana Waters Development Agreement (see Section 1.2 - Planning Scheme Components) (Note 3)
- Priority Development Area (subject to the Economic Development Act 2012)
- Waterways and Waterbodies
- Major Road
- Railway

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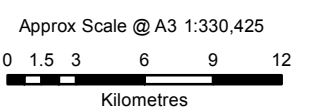


Figure 9.4.8C

Note 1 : Certain corridors on this map are subject to further investigation and potential change.
 Note 2 : Where corridors are located within Declared Master Planned Areas, Part 10 (Other Plans) applies.
 Note 3 : Where corridors are located within Land within Development Control Plan 1 - Kawana Waters, Kawana Waters Development Agreement applies.
 Note 4 : In relation to the dedicated public transport corridor (CAMCOS), the alternative alignment (i.e. the northern alignment through Caloundra South) is not the protected alignment by the State Government.