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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) Residential expansion areas in the Low density residential zone at the northern and southern extent of the local plan area provide for large residential lot sizes and a corresponding dwelling mix comprising predominantly single *household* detached housing, which is sympathetic to the character of adjacent residential areas and provides an appropriate transition to surrounding rural areas.
- (j) Development within the Low density residential zone, particularly along Pine Camp Road and Peachester Road, provides for appropriate *buffers* to the nearby poultry industries.
- (k) 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).
- (l) 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.
- (m) 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.
- (n) 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.
- (o) Development provides for the retention of important viewlines from public places to the Glass House Mountains.
- (p) 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

Performance Outcomes		Acceptable Outcomes	
		<p>AO1.3</p> <p>For residential, business and community activities, roof forms use simple, traditional Queensland style roof designs including gable, hip, pitched, skillion or multiple gable roof forms.</p> <p>AO1.4</p> <p>Development uses understated colour schemes and low-reflective roofing and cladding materials.</p>	<p>traditional external building materials, such as timber cladding and corrugated iron roofs.</p>
PO2	<p>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.</p>	<p>AO2.1</p> <p>AO2.2</p> <p>AO2.3</p>	<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 Figure 7.2.2A (Beerwah local plan elements).</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"> (a) native <i>vegetation</i> adjacent to Coochin Creek; (b) bushland areas between Parkside Drive and Peachester Road; (c) native <i>vegetation</i> at the foothills of Mount Coochin; (d) bushland areas along Roberts Road and Kilcoy-Beerwah Road; and (e) other character <i>vegetation</i> identified on Figure 7.3A (Beerwah local plan elements). <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	<p>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.</p>	<p>AO3.1</p> <p>AO3.2</p>	<p>Development adjacent to a primary streetscape treatment area or identified gateway/entry point on Figure 7.2.2A (Beerwah local plan elements) incorporates architectural and landscape treatments and other design elements which:-</p> <ul style="list-style-type: none"> (a) enhance the sense of arrival to and the modern rural town character of Beerwah; and (b) emphasise corner sites and locations. <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—Section 9.4.2 (Landscape code) sets</p>

Performance Outcomes		Acceptable Outcomes	
			<p>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 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.	AO4	No acceptable outcome provided.
PO5	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.	AO5	Development provides for the retention and enhancement of a <i>public open space</i> corridor where identified as a greenspace link on Figure 7.2.2A Beerwah local plan elements).
PO6	Development on land with frontage to Coochin Creek identified as a local ecological linkage on Figure 7.2.2A (Beerwah 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 code) sets out requirements for the provision of ecological linkages.
PO7	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).	AO7	No acceptable outcome provided.
Built form			
PO8	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.	AO8	No acceptable outcome provided.
Development in the Major Centre Zone			
PO9	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.	AO9	No acceptable outcome provided.
PO10	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,	AO10	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

Performance Outcomes		Acceptable Outcomes	
	<p>fine grain built form elements;</p> <p>(c) creates vibrant and active streets and public spaces;</p> <p>(d) provides a continuous pedestrian friendly facade including all weather protection for pedestrians; and</p> <p>(e) provides integrated and functional parking and access arrangements that do not dominate the street.</p>		<p>and located behind smaller scale, fine grain built form elements;</p> <p>(c) provides <i>primary active street frontages</i> built to the boundary at street level where identified on Figure 7.2.2A (Beerwah local plan elements);</p> <p>(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;</p> <p>(e) has building openings overlooking the street;</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;</p> <p>(h) provides for on-site car parking at the rear or to one side of the development;</p> <p>(i) avoids direct service vehicle and car park access to Simpson Street;</p> <p>(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.</p>
PO11	<p>Development in the Major centre zone provides for improved vehicular circulation and connectivity within the Beerwah town centre by providing for:-</p> <p>(a) the continued operation of existing laneways; and</p> <p>(b) the provision of new dedicated public vehicular access laneways which extend and connect existing laneways.</p>	AO11	<p>Development provides dedicated public vehicular access laneways where identified on Figure 7.2.2A (Beerwah local plan elements).</p>
PO12	<p>Development in the Major centre zone 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 in particular between the Railway Station, Simpson Street, Turner Street and Turner Park;</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>	AO12	<p>Development provides visible, safe, comfortable and attractive through block pedestrian linkages where identified on Figure 7.2.2A (Beerwah local plan elements).</p>
Development in the Local Centre Zone			
PO13	<p>Development in the Local centre zone:-</p> <p>(a) provides for a mix of residential</p>	AO13	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>uses and small scale local convenience goods and services only;</p> <p>(b) does not detract from the Major centre zone as the primary location for centre activities within Beerwah; and</p> <p>(c) is designed in a manner which respects and complements the character and heritage values of the Beerwah Hotel.</p>		<p>Editor's Note—Section 8.2.9 (Heritage and character areas overlay code) sets out requirements for development on and adjacent to heritage places and in neighbourhood character areas.</p>
PO14	<p>Development in the Local centre zone:-</p> <p>(a) enhances the character and identity of Beerwah as a modern country town;</p> <p>(b) provides a continuous pedestrian friendly facade including all weather protection for pedestrians; and</p> <p>(c) provides integrated and functional parking and access arrangements that do not dominate the street.</p>	AO14	<p>Development in the Local centre zone:-</p> <p>(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;</p> <p>(b) has building openings overlooking the street;</p> <p>(c) ensures that signage is integrated with the building;</p> <p>(d) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths; and</p> <p>(e) provides for on-site car parking at the rear or to one side of the development.</p>
Development in the High Density Residential Zone			
PO15	<p>Development in the High density residential zone:-</p> <p>(a) provides for medium to high density residential accommodation in locations close to the Beerwah Town Centre and railway station;</p> <p>(b) occurs on large, integrated development sites through the co-ordinated amalgamation of existing lots;</p> <p>(c) provides for buildings which are designed to address, and optimise casual surveillance to, public streets, parks and other areas of community activity; and</p> <p>(d) improves pedestrian connectivity to the railway station and business areas.</p>	<p>AO15.1</p> <p>AO15.2</p>	<p>Development in the High density residential zone:-</p> <p>(a) provides for residential accommodation in the form of low rise apartment buildings, townhouses and the like;</p> <p>(b) amalgamates lots to create a minimum development <i>site</i> of 1,000m²;</p> <p>(c) ensures that the amalgamated lots do not isolate excluded lots; and</p> <p>(d) provides for buildings which address and optimise casual surveillance to public areas, particularly to Simpson Street and Turner Park.</p> <p>Development provides for high quality, attractive and comfortable pedestrian and cycle linkages to the railway station and business areas including where identified on Figure 7.2.2A (Beerwah local plan elements).</p>
Development in the Low Density Residential Zone			
PO16	<p>Development in the Low density residential zone has an appropriate separation distance from intensive animal industries (poultry).</p>	AO16	<p>A minimum separation distance of 500m is provided from an existing or approved poultry shed to the nearest boundary of a residential lot.</p>
PO17	<p>Reconfiguring a lot in the Low density residential zone at the northern and southern extent of the local plan area provides for large lot sizes, and a configuration of lots, which:-</p> <p>(a) is sympathetic to the character of</p>	AO17	<p>Reconfiguring a lot in the Low density residential zone north of Montrose Street and south of Coochin Hills Drive provides for:-</p> <p>(a) a minimum lot size of 600m², and an average lot size of at least 800m²;</p>

Performance Outcomes		Acceptable Outcomes	
	adjacent residential areas; (b) are used predominantly for single <i>household</i> detached housing; and appropriately transitions to the adjacent and surrounding rural areas.		and (b) any lots intended for a <i>dual occupancy</i> or <i>secondary dwelling</i> , to be nominated on a plan of development, with the lots nominated for these dwellings to not exceed 5% and 20% of total lots, respectively.
Development in the Rural Residential Zone			
PO18	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.	AO18	Reconfiguring a lot in the Rural residential zone provides for lots with a minimum lot size of 2,500m ² .
PO19	Development adjacent to the Glass House Mountains 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.	AO19	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 on land adjacent to conservation areas and other <i>ecologically important areas</i> .
Development in the Specialised Centre Zone			
PO20	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.	AO20	No acceptable outcome provided.
Development in the Medium Impact Industry Zone			
PO21	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	AO21	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	Way; and (e) provides landscaped visual and acoustic attenuation to nearby residential uses.		

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>			
PO1	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.	AO1.1	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— Section 8.2.9 (Heritage and character areas overlay code) sets out requirements for development on heritage places and in character areas. Note— Figure 7.2.3B (Places of high community value) 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.
		AO1.2	Development provides for buildings, structures

Performance Outcomes		Acceptable Outcomes	
		<p>AO1.3</p> <p>AO1.4</p> <p>AO1.5</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—Figure 7.2.3C (Typical Queensland vernacular roof designs) 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 500m².</p>
PO2	<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>	AO2	<p>No acceptable outcome provided.</p> <p>Note—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) 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>
PO3	Development provides for buildings and structures that have a maximum height of 2 <i>storeys</i> .	AO3	No acceptable outcome provided.
PO4	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>AO4.1</p> <p>AO4.2</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 Figure 7.2.3A (Blackall Range local plan elements).</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>AO4.3 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>AO4.4 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>
PO5	<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>AO5.1</p> <p>AO5.2</p> <p>AO5.3</p> <p>AO5.4</p> <p>AO5.5</p> <p>AO5.6</p> <p>AO5.7</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 Figure 7.2.3A (Blackall Range local plan elements).</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—Section 8.2.12 (Scenic amenity overlay code) contains additional requirements for development on land adjoining a scenic route or within a high scenic area.</p> <p>Note—Figure 7.2.3G (Siting of built elements) illustrates how to ensure that buildings, structures and roadways integrate into the landscape.</p>
PO6	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.	AO6.1	<p>Development adjacent to a primary streetscape treatment area or gateway/entry point identified on Figure 7.2.3A (Blackall Range local plan elements) 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—Figure 7.2.3H (Embellishments – use of components which create a distinctive character) illustrates how a belvedere has been incorporated on a street corner.</p>
		AO6.2	<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—Section 9.4.2 (Landscape code) 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>
PO7	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> .	AO7	No acceptable outcome provided.
PO8	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.	AO8	No acceptable outcome provided.
PO9	Development in the Rural zone on Kondalilla Falls Road, Flaxton:-	AO9	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>		
PO10	Development is sited and designed in a manner which is responsive to local topography.	AO10	<p>No acceptable outcome provided.</p> <p>Editor's Note—Section 8.2.10 (Landslide hazard and steep land overlay code) sets out requirements for development on <i>steep land</i>.</p>
Development in the Local Centre Zone			
PO11	<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>	AO11	<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 Figure 7.2.3A (Blackall Range local plan elements);</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—Figure 7.2.3I (Awnings and parapets) illustrates the use of awnings and parapets on traditional commercial buildings in rural settlements.</p> <p>Note—Figure 7.2.3J (Appropriate detailing) 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—Figure 7.2.3K (Sensitive signage) illustrates how appropriate signage that is in character with the area can be integrated with development.</p> <p>Note— Figure 7.2.3L (Hard landscape components) illustrates examples of hard landscape components which may be appropriate for use in the Blackall Range.</p> <p>Note—Figure 7.2.3M (Landscaping) 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>
PO12	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.	AO12	Development in the Local centre zone provides for lots which are a minimum of 2,000m ² in area, or larger where required to provide for adequate on-site effluent disposal.
PO13	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.	AO13	Development provides visible, safe, comfortable and attractive through block pedestrian linkages where identified on Figure 7.2.3A (Blackall Range local plan elements) .
Development in the Low Density Residential Zone and Rural Residential Zone			
PO14	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.	<p>AO14.1</p> <p>AO14.2</p> <p>AO14.3</p>	<p>Development in the Low density residential zone provides for lots which are a minimum of 2,000m² 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 7.2.3B Places of high community value



Figure 7.2.3C Typical Queensland vernacular roof designs

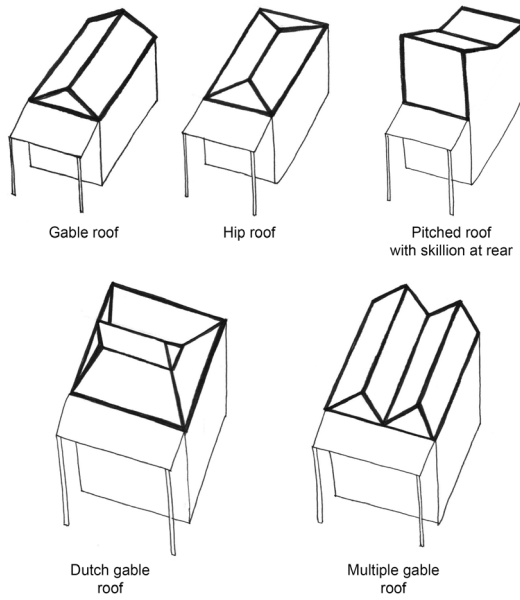


Figure 7.2.3D Buildings of consistent height and bulk as to achieve a human scale



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

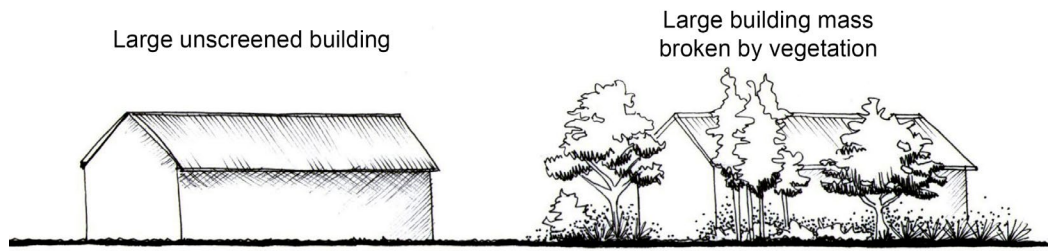


Figure 7.2.3F Use of street trees and site frontage landscaping



Figure 7.2.3G Siting of built elements

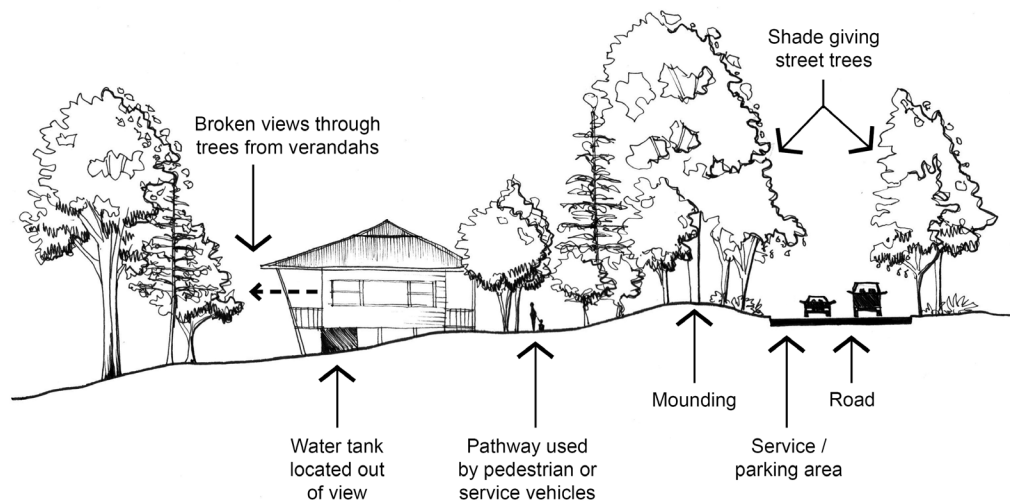


Figure 7.2.3H Embellishments – use of components which create a distinctive character



Figure 7.2.3I Awnings and parapets

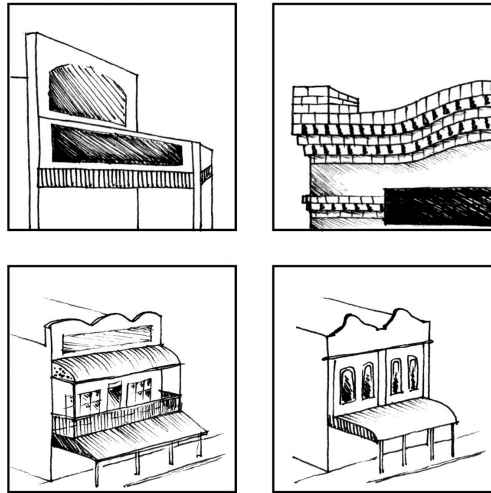


Figure 7.2.3J Appropriate detailing

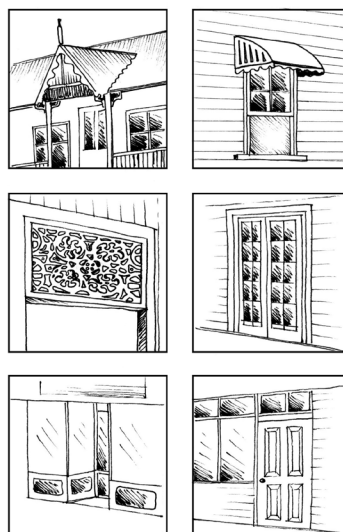


Figure 7.2.3K Sensitive signage

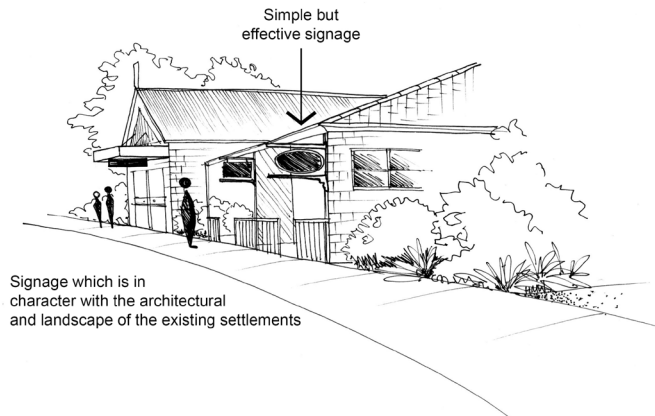


Figure 7.2.3L Hard Landscape components

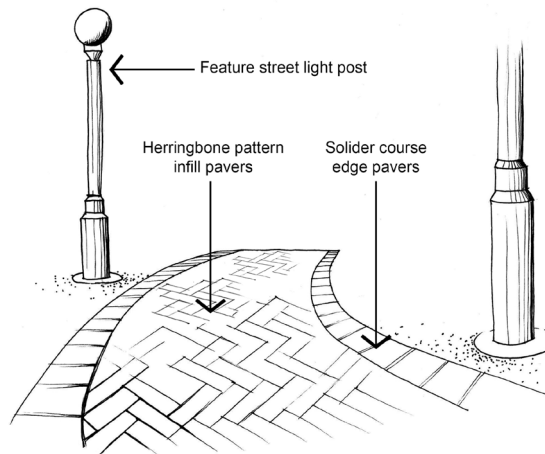
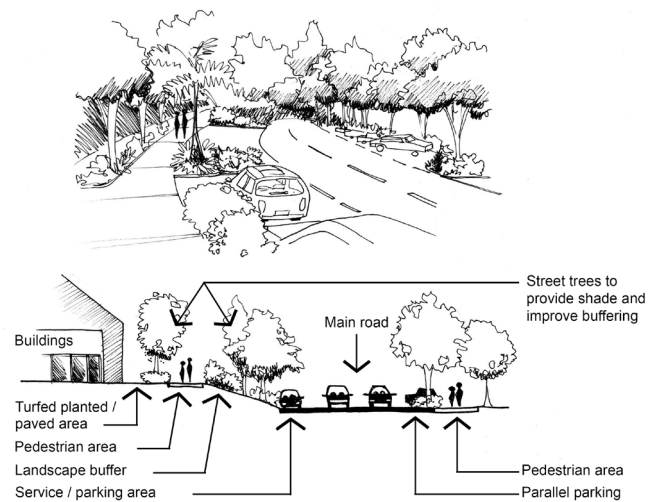


Figure 7.2.3M Landscaping



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 in the Emerging community zone is master planned and developed in a coordinated manner that sensitively responds to the flooding, drainage 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>			
PO1	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,	AO1.1	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.	<p>AO1.2</p> <p>Development provides for buildings and structures which incorporate articulated, pitched, skillion or curved roof forms.</p> <p>AO1.3</p> <p>Development uses understated colour schemes and low-reflective roofing and cladding materials.</p> <p>AO1.4</p> <p>Development provides for existing mature trees to be retained and incorporated into the development design.</p>	
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.	<p>AO2.1</p> <p>Development adjacent to a primary streetscape treatment area or gateway/entry point identified on Figure 7.2.4A (Bli Bli local plan elements):-</p> <p>(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</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>AO2.2</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— Section 9.4.2 (Landscape code) 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 Bli Bli.	<p>AO3.1</p> <p>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 Figure 7.2.4A (Bli Bli local plan elements).</p> <p>AO3.2</p> <p>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 Figure 7.2.4A (Bli Bli local plan elements).</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 is sited and designed in a manner which is responsive to local topography, flooding and drainage constraints.	AO4	<p>No acceptable outcome provided.</p> <p>Editor's Note—Section 8.2.10 (Landslide hazard and steep land overlay code) sets</p>

Performance Outcomes		Acceptable Outcomes	
			<p>out requirements for development on steep land.</p> <p>Editor's Note—Section 8.2.7 (Flood hazard overlay code) sets out requirements in relation to flood prone land.</p>
PO5	<p>Development for a food and drink outlet does not:-</p> <p>(a) provide for the establishment of a high volume convenience restaurant; or</p> <p>(b) incorporate a drive-through facility.</p>	AO5	No acceptable outcome provided.
Development in the Local Centre Zone			
PO6	<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>	AO6	No acceptable outcome provided.
PO7	<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>AO7.1</p> <p>AO7.2</p> <p>AO7.3</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 primary active street frontages built to boundary where identified on Figure 7.2.4A (Bli Bli local plan elements);</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 site frontage 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 Figure 7.2.4A (Bli Bli local plan elements).</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	
PO8	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.	AO8	No acceptable outcome provided.
Development in the Low Density Residential Zone			
PO9	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.	AO9	Development in the Low density residential zone provides for conventional residential lots which are a minimum of 700m ² in area.
Development in the Tourism Zone (Sunshine Castle)			
PO10	Development in the Tourism zone recognises the Sunshine Castle as a significant landmark site and tourist attraction.	AO10	No acceptable outcome provided.
Development in the Emerging Community Zone Generally			
PO11	Development in the Emerging community zone is master planned to ensure that development occurs in a logical and coordinated manner.	AO11	No acceptable outcome provided.
PO12	Development in the Emerging community zone provides for downstream drainage infrastructure, with capacity to drain ultimate development within the South Maroochy Drainage Board catchment.	AO12	Drainage infrastructure is identified, defined and constructed in accordance with a master drainage study for all land within the South Maroochy Drainage Board catchment which:- (a) identifies how flooding and drainage will be appropriately managed within the catchment; (b) considers the ultimate development and pre-urban development scenarios for the catchment; (c) appropriately defines and considers actionable nuisance and worsening; and (d) is endorsed by Council. Editor's note—in lieu of the developer undertaking works, an infrastructure agreement may be entered into to provide a monetary contribution for these works to be undertaken.
Development in the Emerging Community Zone (Park Lakes II)			
PO13	Development provides for:- (a) a variety of residential lot sizes and housing options including <i>dwelling houses, dual occupancies, and 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.	AO13	No acceptable outcome provided. Editor's note—Development at Park Lakes II is currently subject to an approved master plan and plan of development.

Performance Outcomes		Acceptable Outcomes	
PO14	<p>Development provides for:-</p> <ul style="list-style-type: none"> (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 Figure 7.2.4A (Bli Bli local plan elements); (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 link road; and (f) pedestrian and cycle links between residential neighbourhoods and planned community uses to the north. <p>Note—indicative road linkages and pedestrian/cycle links are identified on Figure 7.2.4A (Bli Bli local plan elements).</p>	AO14	<p>No acceptable outcome provided.</p> <p>Editor's note—Development at Park Lakes II is currently subject to an approved master plan and plan of development.</p>

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>			
PO1	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.	AO1.1	Development provides for the retention and/or adaptive reuse, 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	Development provides for the retention of historical landmarks, memorials and monuments.
PO2	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.	AO2	No acceptable outcome provided.
PO3	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.	AO3.1	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.
		AO3.2	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	
		AO3.3	Development uses understated colour schemes and low-reflective roofing and cladding materials.
		AO3.4	Development provides for existing mature trees to be retained and incorporated into the development design.
PO4	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.	AO4.1	Development adjacent to a primary streetscape treatment area or gateway/entry point identified on Figure 7.2.5A (Buderim local plan elements) :- (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.
		AO4.2	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— Section 9.4.2 (Landscape code) 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.
PO5	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.	AO5.1	Development protects and emphasises, and does not intrude upon, the important sight lines to coastal and rural hinterland landscapes where identified on Figure 7.2.5A (Buderim local plan elements) .
		AO5.2	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 Figure 7.2.5A (Buderim local plan elements) . 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	
PO6	Development on land identified as a local ecological linkage on Figure 7.2.5A (Buderim 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.
Development in the District Centre Zone and Local Centre Zone			
PO7	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.	AO7	No acceptable outcome provided.
PO8	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.	AO8	No acceptable outcome provided.
PO9	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.	AO9	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 Figure 7.2.5A (Buderim local plan elements) ; (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.
PO10	Development does not provide for the establishment of any additional large floor plate retail uses.	AO10	No acceptable outcome provided.
PO11	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> .	AO11	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
Development in the Low Density Residential Zone			
PO12	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.	AO12	Development in the Low density residential zone provides for conventional residential lots which are a minimum of 700m ² in area.
PO13	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.	AO13	Development in the Low density residential zone in Precinct BUD LPP-1 (Gloucester Road South) where identified on Local Plan Map LPM32 :- (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.
Development in the Emerging Community Zone (Lot 46 C31729, Endota Street)			
PO14	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.	AO14	No acceptable outcome provided.

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 700m² in area.
- (w) Development in the Medium density residential zone provides for a mix of residential housing types with *dwelling*s 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 Figure 7.2.6A (Caloundra local plan elements) :- (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— Section 9.4.2 (Landscape code) 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>AO3.2</p> <p>Development within the Lighthouse View Protection Area identified on Figure 7.2.6A (Caloundra local plan elements) 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>AO3.3</p> <p>Development provides for the retention of character <i>vegetation</i> where identified on Figure 7.2.6A (Caloundra local plan elements).</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 Figure 7.2.6A (Caloundra local plan elements).</p>
PO4	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.	AO4	<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>
PO5	Development improves local connectivity by providing pedestrian and cycle connections to and between key destinations including linkages:-	AO5	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>		
PO6	Development provides for through block pedestrian linkages which:-	AO6	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 Figure 7.2.6A (Caloundra local plan elements) , 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>		linkages.
PO7	<p>Development improves local connectivity and protects the following transport corridors identified on Figure 7.2.6A (Caloundra local plan elements):-</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>	AO7	No acceptable outcome provided.
PO8	<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 Figure 7.2.6A (Caloundra local plan elements).</p>	AO8	<p>No acceptable outcome provided.</p> <p>Editor's Note—Section 8.2.3 (Biodiversity, waterways and wetlands overlay code) sets out requirements for the provision of ecological linkages.</p>
Development in the Major Centre Zone Generally (Caloundra Town Centre)			
PO9	<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>	AO9	No acceptable outcome provided.
PO10	<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>	AO10	<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 Figure 7.2.6A (Caloundra local plan elements);</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 Figure 7.2.6A (Caloundra local plan elements) – 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>
Development in the Major Centre Zone in Precinct CAL LPP-1 (Bulcock Street)			
PO11	Development in the Major centre zone in Precinct CAL LPP-1 (Bulcock Street) identified on Local Plan Precinct Map LPM45 is sympathetic to, and enhances the role and character of, Bulcock Street as the traditional 'main street' for the Caloundra Town Centre.	AO11	No acceptable outcome provided.
PO12	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.	AO12	No acceptable outcome provided.
PO13	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.	AO13	No acceptable outcome provided.
PO14	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:- <p>(a) integrated development of the whole or a significant portion of the block;</p> <p>(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;</p> <p>(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;</p> <p>(d) pedestrian weather protection and</p>	AO14	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>		
Development in the Major Centre Zone in Precinct CAL LPP-2 (Ormuz Avenue)			
PO15	<p>Development in the Major centre zone in Precinct CAL LPP-2 (Ormuz Avenue) identified on Local Plan Precinct Map LPM45 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>	AO15	No acceptable outcome provided.
PO16	<p>Development in the Major centre zone in Precinct CAL LPP-2 (Ormuz Avenue) provides for Key Site 1 (Kronks Motel) identified on Figure 7.2.6A (Caloundra local plan elements) 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 400m² in area, provided for public use and located in a prominent location on the subject <i>site</i>, preferably opposite Bill Venardos Park;</p>	AO16	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>		
Development in the Major Centre Zone in Precinct CAL LPP-3 (Bowman Road/Oval Avenue)			
PO17	Development in the Major centre zone in Precinct CAL LPP-3 (Bowman Road/Oval Avenue) identified on Local Plan Precinct Map LPM45 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.	AO17	No acceptable outcome provided.
PO18	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 Figure 7.2.6A (Caloundra local plan elements) , or on land immediately to the west of Key Site 2.	AO18	No acceptable outcome provided.
PO19	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"> (a) outstanding building, <i>streetscape</i> and landscape design which is highly articulated and epitomises sub-tropical and sustainable design; (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; (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; (d) improved pedestrian and cycle links across Bowman Road to Bicentennial Park and Precinct CAL LPP-1 (Bulcock Street); (e) improved public transport set 	AO19	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 400m² 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</i> point at the intersection of Bowman Road and Park Place removed.</p>		
PO20	<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>	AO20	No acceptable outcome provided.
PO21	<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 Figure 7.2.6A (Caloundra local plan elements) 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>	AO21	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>		
PO22	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 Figure 7.2.6A (Caloundra local plan elements) with <i>active uses</i> such as <i>cafés</i> or <i>shops</i> located intermittently, generally on corner sites.	AO22	No acceptable outcome provided.
PO23	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.	AO23	No acceptable outcome provided.
PO24	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.	AO24	No acceptable outcome provided.
PO25	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.	AO25	No acceptable outcome provided.
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)			
PO26	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 Local Plan Precinct Map LPM45 provides for:- (a) a range of entertainment/catering	AO26	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>		
Development in the Specialised Centre Zone (Caloundra Road Showroom Area)			
PO27	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> .	AO27	No acceptable outcome provided.
Development in the Local Centre Zone (Currimundi and Moffat Beach Local Activity Centres)			
PO28	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.	AO28	No acceptable outcome provided.
PO29	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.	AO29	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 Figure 7.2.6A (Caloundra local plan elements) ; (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>
Development in the Low Impact Industry Zone (Moffat Beach Business Park)			
PO30	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>AO30.1</p> <p>AO30.2</p> <p>AO30.3</p> <p>AO30.4</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 <i>site</i>.</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>
PO31	Development in the Low impact industry zone ensures that new buildings in the Low impact industry zone:-	AO31	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.		
PO32	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.	AO32	No acceptable outcome provided.
PO33	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.	AO33	No acceptable outcome provided.
Development in the Tourist Accommodation Zone			
PO34	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.	AO34	Development:- (a) provides <i>primary active street frontages</i> , built to the boundary or set back a maximum of 3 metres, where identified on Figure 7.2.6A (Caloundra local plan elements) ; (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> .
PO35	Development in the Tourist accommodation zone provides for Key Site 4 (Kings Beach Tavern) identified on Figure 7.2.6A (Caloundra local plan elements) 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>	AO35	No acceptable outcome provided. Note— Figure 7.2.6B (Kings Beach Tavern preferred design treatment) 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 <i>storey</i> 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 <i>storeys</i> and 35% for <i>storeys</i> 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>		
PO36	<p>Development in the Tourist accommodation zone provides for Key Site 5 (Kings Beach Shops) identified on Figure 7.2.6A (Caloundra local plan elements) 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 Figure 7.2.6A (Caloundra local plan elements), 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 <i>storeys</i> and 40% for <i>storeys</i> above the second <i>storey</i>;</p> <p>(e) a stepping back of the building form from all boundaries above the second <i>storey</i> with a minimum <i>setback</i> of 7.5 metres from the</p>	AO36	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>		
PO37	<p>Development in the Tourist accommodation zone provides for Key Site 6 (Golden Beach Oaks Oasis Resort) identified on Figure 7.2.6A (Caloundra local plan elements) 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>	AO37	No acceptable outcome provided.
PO38	<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>	AO38	No acceptable outcome provided.

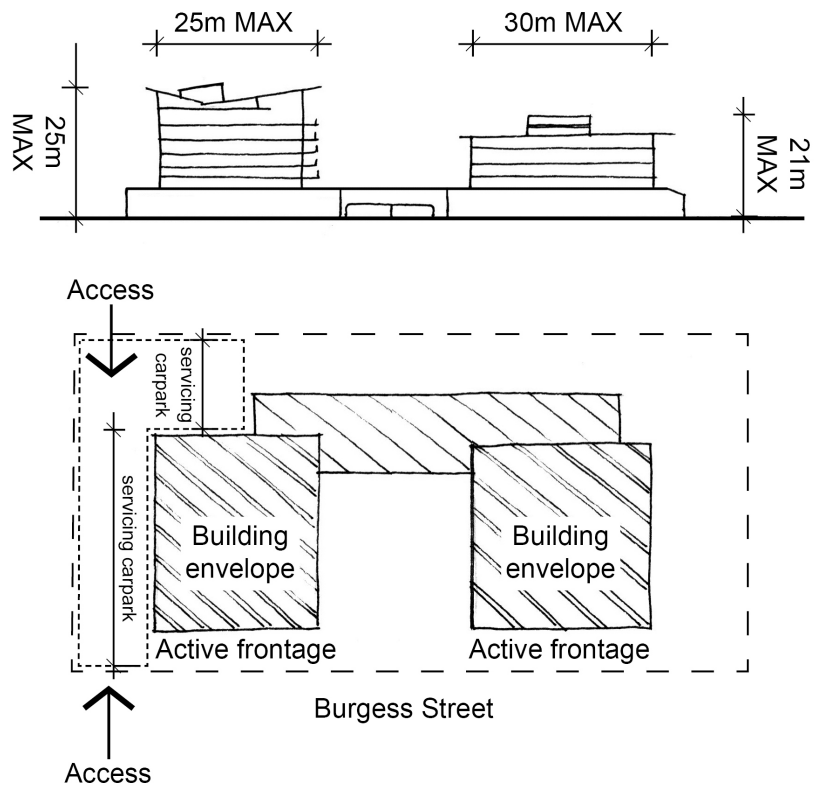
Performance Outcomes		Acceptable Outcomes	
	<p>business uses;</p> <p>(b) where business uses are proposed, maintains a <i>primary active street frontage</i> to The Esplanade;</p> <p>(c) provides for a maximum <i>site cover</i> of:-</p> <p>(i) 70% for that part of a building not exceeding 8.5 metres in 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>		
Development in the High Density Residential Zone			
PO39	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.	AO39	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>
Development in the Medium Density Residential Zone Generally			
PO40	Development in the Medium density residential zone at the following locations is compatible with the predominantly detached housing character of these locations:-	AO40	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>
Development in the Medium Density Residential Zone (Lot 0 BUP474 and Lot 1 RP135579, Canberra Terrace, Caloundra)			
PO41	Development is adequately set back from Canberra Terrace and Arthur Street in order to maintain views to and from the Caloundra Lighthouses.	AO41	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.
Development in the Low Density Residential Zone in Precinct CAL LPP-4 (Shelly Beach/Moffat Beach)			
PO42	Development for reconfiguring a lot in the Low density residential zone in Precinct CAL LPP-4 (Moffat Beach/Shelly Beach) identified on Local Plan Precinct Map LPM45 maintains the preferred low density character and amenity of the area by providing for any residential lot to be a minimum of 700m ² in area.	AO42	No acceptable outcome provided.
Development in the Community Facilities Zone			
Development in Precinct CAL LPP-9 (Omrah Avenue)			
PO43	Development in Precinct CAL LPP-9 (Omrah Avenue) identified on Local Plan Precinct Map LPM45 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> .	AO43	No acceptable outcome provided.
Development in Precinct CAL LPP-10 (Caloundra Aerodrome)			
PO44	Development in Precinct CAL LPP-10 (Caloundra Aerodrome) identified on Local Plan Precinct Map LPM45 :- (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 <i>access</i> to the aerodrome site to be from Caloundra Road via Pathfinder way; (f) provides an emergency <i>access</i> 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	AO44	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	aerodrome within the urban fabric and seeks to maintain the amenity of nearby residential areas.		
Development on the Tripcony Hibiscus Caravan Park Site (Lot 764 SP223350, Bulcock Street)			
PO45	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.	AO45	No acceptable outcome provided.
Development on the Former Caloundra Sewage Treatment Plant Site (Lot 3 CP845406, Queen Street)			
PO46	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.	AO46	No acceptable outcome provided.
Development on the Former Caloundra Waste Management Facility Site (Lot 191 CG1783, Pelican Waters Boulevard)			
PO47	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> ;	AO47	No acceptable outcome provided.

Performance Outcomes	Acceptable Outcomes	
<ul style="list-style-type: none"> (c) provides for the establishment of the Dedicated Public Transport Corridor (CAMCOS) and the Caloundra Transit Station; (d) occurs in accordance with an approved plan of development prepared for the whole of the <i>site</i>; (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 (f) provides street, pedestrian and cycle through-site connections to improve connectivity to and between surrounding areas and public spaces. 		

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>			
PO1	Development provides for buildings, structures and landscaping that are consistent with, and reflect the coastal urban character of, the 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

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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> <p>AO1.2 Development uses understated colour schemes and low-reflective roofing and cladding materials.</p> <p>AO1.3 Development provides for existing mature trees to be retained and incorporated into the design of development.</p>
PO2	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.	AO2	Development adjacent to Caloundra Road and Corbould Way, where identified on Figure 7.2.7A (Caloundra West local plan elements) , 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> .
PO3	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.	AO3	Development adjacent to the gateway/entry point on Caloundra Road at the crest of Little Mountain identified on Figure 7.2.7A (Caloundra West local plan elements) :- <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>
PO4	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>	AO4.1	Development adjacent to a primary <i>streetscape</i> treatment area or gateway/entry point identified on Figure 7.2.7A (Caloundra West local plan elements) , 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>
		AO4.2	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.
			<p>Note—Section 9.4.2 (Landscape code) sets out requirements for <i>streetscape</i> landscapes including entry statement landscapes.</p> <p>Note—a landscape master plan may provide further guidance regarding particular <i>streetscape</i> treatments in a local plan area.</p> <p>Note—<i>streetscape</i> 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.
PO5	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> .	AO5	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.
PO6	Development on land identified as a local ecological linkage on Figure 7.2.7A (Caloundra West local plan elements) facilitates the provision of a local ecological linkage connecting core habitat areas between Sharyn Bonney Bushland Reserve and Currimundi Creek.	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); (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.	AO7	No acceptable outcome provided.
Development in the District Centre Zone			
PO8	Development in the District centre zone supports the role and function of Currimundi District Activity Centre as a district level activity centre.	AO8	No acceptable outcome provided.
PO9	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.	AO9.1	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 Figure 7.2.7A (Caloundra West local plan elements) ; (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.
		AO9.2	Development on other sites in the District

Performance Outcomes		Acceptable Outcomes	
			<p>centre zone:-</p> <ul style="list-style-type: none"> (a) provides for <i>primary active street frontages</i> built to the boundary where identified on Figure 7.2.7A (Caloundra West local plan elements); (b) incorporates building openings and windows 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 along Nicklin Way in conjunction with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside; (d) ensures that signage is integrated with buildings; (e) provides landscaping, shaded seating and consistent and simple paving materials on footpaths; and (f) provides for on-site car parking at the rear or to one side of the development.
Development in the Local Centre Zone			
PO10	<p>Development in the Local centre zone supports the role and function of:-</p> <ul style="list-style-type: none"> (a) the proposed local centre located on Parklands Boulevard opposite Sunset Drive as a local (full service) activity centre only; and (b) other local centres as local (not full service) activity centres. 	AO10	No acceptable outcome provided.
PO11	<p>Development in the Local centre zone:-</p> <ul style="list-style-type: none"> (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. 	AO11	<p>Development in the Local centre zone:-</p> <ul style="list-style-type: none"> (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) 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 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 (f) provides on-site car parking at the rear or to one side of the development, integrated with other vehicle movement areas.
PO12	<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"> (a) provides for the coordinated and integrated development of sites included within the Local centre zone; (b) provides for local centre activities 	AO12	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 5,000m²; 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>		
Development in the Medium Density Residential Zone			
PO13	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.	AO13	Development in the Medium density residential zone within 800 metres of the proposed Aroona transit station, where identified on Figure 7.2.7A (Caloundra West local plan elements) , 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.
Development in the Low Density Residential Zone (Precinct CAW LPP-1, Homestead Drive)			
PO14	Development for reconfiguring a lot in the Low density residential zone in Precinct CAW LPP-1 (Homestead Drive) identified on Local Plan Map LPM44 protects the low density residential character of Discovery Drive, Homestead Drive and Manor Court.	AO14	Development for reconfiguring a lot in the Low density residential zone in Precinct CAW LPP-1 (Homestead Drive) identified on Local Plan Map LPM44 does not provide for lots fronting Discovery Drive, Homestead Drive and Manor Court to be further subdivided.
Development in the Rural Residential Zone			
PO15	Development for reconfiguring a lot in the Rural residential zone provides for lot sizes and a configuration of lots that:-	AO15	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>		
PO16	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:-	AO16	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"> (b) appropriately and sensitively responds to site characteristics; (c) achieves minimal site disturbance; (d) maximises the amount of constrained land and <i>ecologically important areas</i> in protected tenure; and (e) provides for new home sites to be screened from Sugarbag Road and Sunset Drive. 		
Development in the Emerging Community Zone Generally			
PO17	<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"> (a) are integrated with existing neighbourhoods; (b) have legible and permeable local road systems; (c) provide for the coordinated provision of <i>infrastructure</i>; and (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. 	AO17	No acceptable outcome provided.
PO18	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.	AO18	No acceptable outcome provided.
PO19	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.	AO19	Development in the Emerging community zone within 800 metres of the proposed Aroona transit station, where identified on Figure 7.2.7A (Caloundra West local plan elements) , 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.
PO20	Development in the Emerging community zone reflects the local structure planning elements including indicative road/linkage points and landscape buffers identified on Figure 7.2.7A (Caloundra West local plan elements) .	AO20	No acceptable outcome provided.
Development in the Emerging Community Zone (Lot 1 RP88161 and Lot 1 RP127289, 102-104 Old Caloundra Rd, Little Mountain)			
PO21	<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"> (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>; 	AO21	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.		
Development in the Medium Impact Industry Zone and High Impact Industry Zone (Sunshine Coast Industrial Park)			
PO22	<p>Development in the Medium impact industry zone and High impact industry zone:-</p> <p>(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;</p> <p>(b) retains, enhances and connects native <i>vegetation</i> areas and other <i>ecologically important areas</i>;</p> <p>(c) maintains and improves the quality of ground and surface water leaving the <i>site</i> and entering Pumicestone Passage and its tributaries;</p> <p>(d) caters for a range of industrial uses on lots ranging in size from:-</p> <p>(i) 2,500m² to 6,000m², where in the Medium impact industry zone; and</p> <p>(ii) 5,000m² to 10 hectares, where in the High impact industry zone;</p> <p>(e) protects industrial uses from incompatible development that may adversely affect its operation;</p> <p>(f) is adequately serviced and provides for appropriate road connections and access including by public transport and cycle;</p> <p>(g) provides for individual lot access to be via lower order roads within the development rather than from Pierce Avenue or Racecourse Road; and</p> <p>(h) is designed to maximise energy efficiency and exhibit a high standard of architectural and landscape design.</p>	AO22	<p>No acceptable outcome provided.</p> <p>Editor's Note— Development in the Sunshine Coast Industrial Park is currently regulated in accordance with an approved Master Plan and Plan of Development.</p>
Development in the Community Facilities Zone (Future Waste Management Facility) (Lot 504 RP 884348)			
PO23	<p>Development in the Community facilities zone on Lot 504 RP 884348:-</p> <p>(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;</p> <p>(b) occurs in accordance with a master plan prepared for the whole of the <i>site</i>;</p> <p>(c) retains, enhances and connects native <i>vegetation</i> areas, other <i>ecologically important areas</i> and</p>	AO23	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 Figure 7.2.7A (Caloundra West local plan elements); 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>		
Development in the Sport and Recreation Zone (Corbould Park Racecourse) (Lot 200 SP 189338, Pierce Avenue)			
PO24	<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>	AO24	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>		

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 Industry 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 Medium impact industry zone and High impact industry zone, to the west of Coolum Beach, provides for a diverse mix of predominantly 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 affects 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>Figure 7.2.8A (Coolum local plan elements):-</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—Section 9.4.2 (Landscape code) 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	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 Figure 7.2.8A (Coolum local plan elements) .
		AO3.2	<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 Figure 7.2.8A (Coolum local plan elements).</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.		
Development in the District Centre Zone			
PO5	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.	AO5	No acceptable outcome provided.
PO6	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.	AO6	No acceptable outcome provided.
PO7	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.	AO7	Development in the District centre zone:- (a) provides <i>primary active street frontages</i> built to the front boundary where identified on Figure 7.2.8A (Coolum local plan elements) ; (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.
PO8	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> .	AO8	No acceptable outcome provided.
PO9	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	AO9	Development provides through block pedestrian linkages where identified on Figure 7.2.8A (Coolum local plan elements) .

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.		
PO10	Development for a <i>food and drink outlet</i> does not incorporate a <i>drive-through facility</i> .	AO10	No acceptable outcome provided.
PO11	Development does not provide for the establishment of any additional large floor plate retail uses.	AO11	No acceptable outcome provided.
Development in the Tourist Accommodation Zone			
PO12	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.	AO12	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 Figure 7.2.8A (Coolum local plan elements) :- (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.
PO13	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> .	AO13	No acceptable outcome provided.
Development in the Local Centre Zone (Coolum West)			
PO14	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	AO14	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<i>major roads</i> and promotes a gateway experience.		
Development in the Low Density Residential Zone (135 Yandina-Coolum Road, Coolum (Lot 26 RP80884))			
PO15	Development in the Low density residential zone at 135 Yandina-Coolum Road, Coolum (Lot 26 RP80884) may provide for small scale <i>office</i> activities which:- (a) are compatible with surrounding land uses; and (b) support the Coolum West Local Centre.	AO15	No acceptable outcome provided.
Development in the Emerging Community Zone (Precinct COL LPP-1, Palmer Coolum Resort and The Coolum Residences)			
PO16	Development in the Emerging community zone in Precinct COL LPP-1 (Palmer Coolum Resort and The Coolum Residences) identified on Local Plan Map LPM11:- (a) maintains the primary function of the <i>site</i> 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 <i>vegetation</i> ; (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 <i>access</i> 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.	AO16	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	
Development in the Medium and High Impact Industry Zones			
PO17	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.	AO17	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> .
PO18	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.	AO18	No acceptable outcome provided.
PO19	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.	AO19	No acceptable outcome provided.
Coolum Beach Holiday Park			
PO20	Development provides for the existing tourist park <i>site</i> at Coolum Beach to be retained or redeveloped as a <i>tourist park</i> .	AO20	No acceptable outcome provided.
Development in the Rural Zone (Barns Lane)			
PO21	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.	AO21	No acceptable outcome provided.

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>			
PO1	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.	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.

Performance Outcomes		Acceptable Outcomes	
		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 rural village character, identity and sense of place of Eudlo.	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 and views to rural and natural areas identified on Figure 7.2.9A (Eudlo local plan elements) .
		AO2.3	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 Figure 7.2.9A (Eudlo local plan elements) . 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.
		AO2.4	Development provides for the retention and enhancement of the wide open space corridor that incorporates Eudlo Creek and adjacent land where identified on Figure 7.2.9A (Eudlo local plan elements) .
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, Eudlo.	AO3.1	Development adjacent to a primary <i>streetscape</i> treatment area or gateway/entry point identified on Figure 7.2.9A (Eudlo local plan elements) incorporates architectural and landscape treatments and other design elements which enhance the sense of arrival to, and the rural village character of, Eudlo.
		AO3.2	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— Section 9.4.2 (Landscape code) 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>
PO4	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> .	AO4	No acceptable outcome provided.
PO5	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.	AO5	No acceptable outcome provided.
Development in the Local Centre Zone			
PO6	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.	AO6	No acceptable outcome provided.
PO7	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.	AO7	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 Figure 7.2.9A (Eudlo local plan elements) ; (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

Performance Outcomes		Acceptable Outcomes	
			simple paving materials on footpaths; and (k) provides for on-site car parking at the rear or to one side of the development.
PO8	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.	AO8	Development for reconfiguring a lot in the Local centre zone provides for lots which are a minimum of 2,000m ² in area, or larger where required to provide for adequate on-site effluent treatment and disposal.
Development in the Low Density Residential Zone			
PO9	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.	AO9	Development for reconfiguring a lot in the Low density residential zone provides for lots which are a minimum of 2,000m ² in area, or larger where required to provide for adequate on-site effluent treatment and disposal.
Development in the Community Facilities Zone (Former Olsen Mill Site)			
PO10	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.	AO10	No acceptable outcome provided.

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 1,000m² *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 Figure 7.2.10A (Eumundi local plan elements) . 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	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 Figure 7.2.10A (Eumundi local plan elements) .
		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 Figure 7.2.10A (Eumundi local plan elements) . 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 Figure 7.2.10A (Eumundi local plan elements) 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— Section 9.4.2 (Landscape code) 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 Figure 7.2.10A (Eumundi local plan elements) .
		AO4.2	Development supports the clustering of community and open space recreation uses at the Eumundi Town Square and Parklands identified on the Figure 7.2.10A (Eumundi local plan elements) .
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 Figure 7.2.10A (Eumundi local plan elements) .
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	
Development for Markets in Eumundi			
PO9	Development provides for <i>market</i> activity to be limited to areas specifically intended to accommodate <i>markets</i> .	AO9	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).
PO10	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.	AO10	No acceptable outcome provided.
Development in the Local Centre Zone Generally			
PO11	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.	AO11	No acceptable outcome provided.
PO12	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 ² .	AO12	No acceptable outcome provided.
PO13	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.	AO13	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 Figure 7.2.10A (Eumundi local plan elements) ; (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.
PO14	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.	AO14	No acceptable outcome provided.
PO15	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.	AO15.1 AO15.2	Development for reconfiguring a lot in the Local centre zone provides for lots which are a minimum of 600m ² in area. Development in the Local centre zone does not result in the creation of <i>rear lots</i> .
Development in the Medium Density Residential Zone Generally			
PO16	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.	AO16	No acceptable outcome provided.
PO17	Development in the Medium density residential zone provides for buildings and structures that take the form of small separate buildings rather than large	AO17	Development provides for buildings that have no more than 4 attached <i>dwellings</i> .

Performance Outcomes		Acceptable Outcomes	
	single bulky developments.		
Development in Precinct EUM LPP-1 (Eumundi Butter Factory)			
PO18	<p>Development in Precinct EUM LPP-1 (Eumundi Butter Factory) identified on Local Plan Map LPM3:-</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>	AO18	No acceptable outcome provided.
Development in the Low Density Residential Zone			
PO19	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.	AO19	Development in the Low density residential zone provides for lots which are a minimum of 700m ² in area.
PO20	<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>	AO20	No acceptable outcome provided.
PO21	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.	AO21	Development provides a minimum 10 metre wide densely vegetated <i>landscape buffer</i> along the Eumundi-Noosa Road <i>frontage</i> where identified on Figure 7.2.10A (Eumundi local plan elements) .

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 in the Emerging community zone south of Old Maroochydore Road provides for *retirement facilities* and low density residential uses that are compatible with existing residential development in the locality and are appropriately buffered and separated from the Kunda Park Industrial Estate to mitigate potential land use conflicts. Development in this part of the Emerging community zone contributes to the upgrading of the Old Maroochydore Road/Whites Road intersection and provides for a local road network that promotes connectivity and accessibility, including to supporting services and facilities in the Buderim and Forest Glen activity centres.
- (j) 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.
- (k) 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*.
- (l) 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.
- (m) 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.
- (n) 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;
 - (ii) a secondary access road off Sandalwood Lane to service industrial land at this location; and
 - (iii) a new road connection between Whites Road and Vise Road to service residential land south of Old Maroochydore Road.
- (o) Development protects the operational efficiency of the Bruce Highway, Maroochydore Road and associated exits and entry points to these *major roads*.
- (p) Development is set well back from the Bruce Highway and Maroochydore Road/Old Maroochydore Road and incorporates landscape buffers or other landscape/urban design treatments to effectively screen development and provide an attractive and coherent *streetscape* that enhances the appearance and visual amenity of these *major roads*.
- (q) 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.
- (r) 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	
Development in the Forest Glen/Kunda Park/Tanawha Local Plan Area Generally (All Zones)			
PO1	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.	AO1.1	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; (b) articulated, pitched, skillion or curved roof forms; and (c) 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 an attractive <i>streetscape</i> character along the <i>frontage</i> of the Bruce Highway and Maroochydore Road/Old Maroochydore Road and enhances the landscape and visual amenity of other <i>major roads</i> in the local plan area.	AO2.1	Development adjacent to the Bruce Highway or Maroochydore Road/Old Maroochydore Road, where identified on Figure 7.2.11A (Forest Glen/Kunda Park/Tanawha local plan elements) , 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.
		AO2.2	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.
PO3	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.	AO3	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:- (a) bushland areas on the slopes of the Buderim escarpment; (b) bushland areas along the Bruce Highway, Tanawha Tourist Drive, Owen Creek Road and Mons Road; and (c) other character <i>vegetation</i> identified on Figure 7.2.11A (Forest Glen/Kunda Park/Tanawha local plan elements) . 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 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,	AO4.1	Development adjacent to an identified primary <i>streetscape</i> treatment area or gateway/entry point where identified on Figure 7.2.11A (Forest Glen/Kunda Park/Tanawha local plan elements) :-

Performance Outcomes		Acceptable Outcomes	
	Buderim and other parts of the local plan area.	AO4.2	<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 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—Section 9.4.2 (Landscape code) 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>
PO5	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.	AO5	No acceptable outcome provided.
PO6	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 points</i> 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.	AO6	No acceptable outcome provided.
PO7	As identified conceptually on Figure 7.2.11A (Forest Glen/Kunda Park/Tanawha local plan elements) , development provides for the establishment of:- <ul style="list-style-type: none"> (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; (b) a secondary access road off Sandalwood Lane to service the industrial land at this location; and (c) a new road connection (neighbourhood collector road) between Whites Road and Vise Road to service the Emerging community zone south of Old Maroochydore Road. 	AO7	No acceptable outcome provided.
PO8	Development on land identified as a local ecological linkage on Figure 7.2.11A (Forest Glen/Kunda	AO8	<p>No acceptable outcome provided.</p> <p>Editor's Note—Section 8.2.3 (Biodiversity,</p>

Performance Outcomes		Acceptable Outcomes	
	Park/Tanawha local plan elements) facilitates the provision of the local ecological linkage.		waterways and wetlands overlay code) sets out requirements for the provision of ecological linkages.
PO9	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> .	AO9	No acceptable outcome provided.
Development in the Local Centre Zone (Forest Glen)			
PO10	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 convenience goods and services to local residents and visitors.	AO10	No acceptable outcome provided.
PO11	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.	AO11	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 Figure 7.2.11A (Forest Glen/Kunda Park/Tanawha local plan elements) ; (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 <i>storey</i> ; (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.
Development in the Emerging Community Zone (North of Mons Road, Forest Glen)			
PO12	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.	AO12	No acceptable outcome provided.
PO13	Development in the Emerging community zone north of Mons Road provides for:-	AO13	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<ul style="list-style-type: none"> (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 access arrangements. 		
PO14	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 of, Mons Road and the Mons Road exit from the Bruce Highway, as a traditional style main street.	AO14	Development in the Emerging community zone fronting Mons Road complies with Acceptable Outcome AO11 (applicable to development in the Local centre zone).
Development in the Emerging Community Zone (South of Mons Road, Forest Glen)			
PO15	Development in the Emerging community zone south of Mons Road (Lot 2 RP177389):- <ul style="list-style-type: none"> (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. 	AO15	No acceptable outcome provided.
Development in the Emerging Community Zone (South of Old Maroochydore Road, Buderim)			
PO16	Development in the Emerging community zone south of Old Maroochydore Road, Buderim:- <ul style="list-style-type: none"> (a) provides for <i>retirement facilities</i> and other appropriate forms of low density housing that are compatible with the character and amenity of the locality; (b) provides for and maintains appropriate buffering and separation to the Kunda Park Industrial Estate to mitigate potential land use conflicts; (c) provides for the appropriate protection of land required to manage the flood risk and accommodate the conveyance of flood flows through the area; (d) provides for the protection, buffering and connection of <i>ecologically important areas</i>; (e) retains the bushland character currently experienced along Vise Road; (f) provides for a permeable and interconnected local road network that enhances accessibility, including to supporting services and facilities in the Buderim and 	AO16	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>Forest Glen activity centres;</p> <p>(g) contributes to the upgrading of the Old Maroochydore Road/Whites Road intersection; and</p> <p>(h) provides for the safe and efficient operation of the Old Maroochydore Road/Whites Road intersection in accordance with State government requirements and standards</p>		
Development in the Medium Density Residential Zone (Mons Road/Parsons Road Forest Glen)			
PO17	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> .	AO17	No acceptable outcome provided.
Development in the Low Impact Industry Zone (Forest Glen)			
PO18	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.	AO18	Reconfiguring a lot in the Low impact industry zone provides for lots which are a minimum of 4,000m ² 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 ² .
PO19	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.	AO19	No acceptable outcome provided.
Development in the Rural Residential Zone			
PO20	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 and applies environmentally sensitive design and construction techniques.	AO20	No acceptable outcome provided.
Development in the Community Facilities Zone (Sunshine Coast Grammar School) (Lot 1 SP 169832, Lot 16 SP 169831, Lot 9 SP 169400, Mons Road)			
PO21	Development in the Community facilities zone on Lot 1 SP 169832, Lot 16 SP 169831 and Lot 9 SP 169400:- (a) occurs in accordance with an	AO21	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>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 Figure 7.2.11A (Forest Glen/Kunda Park/Tanawha local plan elements); and</p> <p>(c) ensures that no <i>access</i> (other than limited and controlled emergency access) is provided from Gardenia Place.</p>		

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) Residential expansion areas in the Low density residential zone at the northern extent of the local plan area provide for large residential lot sizes and a corresponding dwelling mix comprising predominantly single *household* detached housing, which is sympathetic to the character of adjacent residential areas and which provides an appropriate transition to surrounding rural and rural residential areas.
 - (l) 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.

- (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 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 Figure 7.2.12A (Glass House Mountains local plan elements) . 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	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 Figure 7.2.12A (Glass House Mountains local plan elements) .
		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

Performance Outcomes		Acceptable Outcomes	
			<p>including:-</p> <ul style="list-style-type: none"> (a) mature Mango, African Tulip, Poinciana, Jacaranda, Coral, Tibouchina and Frangapani trees within the town centre; (b) the memorial Camphor Laurel on the corner of Reed Street and Bishop Street; (c) Ivory Curl Flower, Yellow Poinciana and Flindersia street trees and parkland trees; (d) stands of Eucalyptus trees adjacent to the Neighbourhood Centre, Uniting Park and the railway station car park; (e) <i>vegetation</i> along Bruce Parade; (f) bushland along the Local centre zone boundaries; (g) remnant <i>vegetation</i> along Coonowrin Creek and tributaries; and (h) other character <i>vegetation</i> where identified on Figure 7.2.12A (Glass House Mountains local plan elements). <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 <i>streetscapes</i> and gateways to enhance the sense of entry and the rural town character of Glass House Mountains local plan area.	AO3.1	Development adjacent to a primary streetscape treatment area or gateway/entry point identified on Figure 7.2.12A (Glass House Mountains local plan elements) 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.
		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 – Section 9.4.2 (Landscape code) 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 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.	AO4	<p>Development provides a minimum 10 metre wide densely vegetated <i>landscape buffer</i> along Steve Irwin Way.</p> <p>Editor's Note—Section 8.2.12 (Scenic amenity overlay code) sets out additional requirements in relation to development on scenic routes.</p>
PO5	Development on land with frontage to Coonowrin Creek, or on land otherwise	AO5	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	identified as a local ecological linkage on Figure 7.2.12A (Glass House Mountains local plan elements) , facilitates the provision of the local ecological linkage.		Editor's Note— Section 8.2.3 (Biodiversity, waterways and wetlands overlay code) sets out requirements for the provision of ecological linkages.
PO6	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> .	AO6	No acceptable outcome provided.
Development in the Local Centre Zone			
PO7	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.	AO7	No acceptable outcome provided.
PO8	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.	AO8	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</i> or <i>service industry</i>) with a total <i>gross leasable floor area</i> exceeding 1,000m ² occurs in the Local centre zone on the eastern side of the railway.
PO9	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.	AO9	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 Figure 7.2.12A (Glass House Mountains local plan 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 simple, traditional Queensland style roof designs, such as hipped or gabled, and parapets facing the street; (f) has building openings overlooking

Performance Outcomes		Acceptable Outcomes	
			<p>the street, with the main entrance visually emphasised in the centre of the ground floor facade;</p> <p>(g) uses understated colour schemes and low-reflective roofing and cladding materials;</p> <p>(h) ensures that signage is integrated with the building;</p> <p>(i) includes provision of landscaping, shaded seating, public art and consistent and simple paving materials on footpaths; and</p> <p>(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.</p>
PO10	<p>Development in the Local centre zone:-</p> <p>(a) provides safe and convenient <i>access</i> which respects the road hierarchy and protects the safety and efficiency of Steve Irwin Way; and</p> <p>(b) provides integrated and functional parking and <i>access</i> arrangements that do not dominate the street.</p>	<p>AO10.1</p> <p>AO10.2</p> <p>AO10.3</p>	<p>Development does not gain <i>access</i> from Steve Irwin Way.</p> <p>Development provides for shared car parking and <i>access</i> arrangements between sites.</p> <p>Development provides on-site car parking at the rear or to one side of the development</p>
Development in the Medium Density Residential Zone			
PO11	<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) provides good pedestrian and cycle connectivity to the town centre;</p> <p>(c) avoids flood prone land, protects native <i>vegetation</i> areas and provides appropriate riparian buffers to Coonowrin Creek;</p> <p>(d) is of a domestic scale that does not dominate the <i>streetscape</i> or detract from the visual amenity of adjoining properties;</p> <p>(e) provides for building form which reflects the traditional Queensland style with the use of timber, pitched roofs, verandahs and subdued colours;</p> <p>(f) contributes positively to local <i>streetscape</i> character;</p> <p>(g) provides for generous open space to be maintained between buildings to preserve a predominantly open feel; and</p> <p>(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>.</p>	AO11	No acceptable outcome provided.
PO12	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.	AO12	Development provides for buildings that have no more than 4 attached <i>dwellings</i> .
Development in the Low Density Residential Zone and Rural Residential Zone			

Performance Outcomes		Acceptable Outcomes	
PO13	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 House Mountains local plan area; and (b) provides for the safe and effective treatment and disposal of effluent on-site where applicable.	AO13.1	Development in the Rural residential zone provides for lots which are a minimum of 2,500m ² in area, or larger where required to provide for adequate on-site effluent disposal.
		AO13.2	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 Figure 7.2.12A (Glass House Mountains local plan elements) .
		AO13.3	Development provides for subdivision design and landscaping which softens the visual impact of development, particularly when viewed from the town's main approach roads.
PO14	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.	AO14	Reconfiguring a lot:- (a) incorporates an interconnected internal road system, pedestrian, cycle and open space links including where identified Figure 7.2.12A (Glass House Mountains local plan elements) ; (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 Figure 7.2.12A (Glass House Mountains local plan elements) , 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.
PO15	Development provides for an appropriate separation distance from nearby intensive animal industries (poultry).	AO15	A minimum separation distance of 500m is provided from an existing or approved poultry shed to the nearest boundary of a residential lot.
Additional Performance Outcomes and Acceptable Outcomes for Development in the Low Density Residential Zone North of Buzaki Road and Beanland Drive			
PO16	Reconfiguring a lot in the Low density residential zone north of Buzaki Road and Beanland Drive provides for large lot sizes, and a configuration of lots, which:- (a) is sympathetic to the character of adjacent residential areas; (b) appropriately transitions to the adjacent and surrounding rural and rural residential areas; (c) are used predominantly for single <i>household</i> detached housing; and (d) optimises view corridors to the Glass House Mountains from public roads and open space.	AO16	<i>In partial fulfillment of Performance Outcome PO16:-</i> Reconfiguring a lot in the Low density residential zone north of Buzaki Road and Beanland Drive provides for:- (a) a minimum lot size of 700m ² , and an average lot size of at least 900m ² ; and (b) any lots intended for a <i>dual occupancy</i> or <i>secondary dwelling</i> , to be nominated on a plan of development, with the lots nominated for these dwellings to not exceed 5% and 20% of total lots, respectively.
PO17	Development in the Low density residential zone north of Buzaki Road and Beanland Drive may, in part, provide for a retirement facility and/or a	AO17	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	residential care facility where the facility is:- (a) a small scale, well-designed integrated facility; (b) located towards the southern extent of the area; and (c) accommodated as a part of an overall design which provides for predominantly low density residential lots across the remainder of the area.		

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>			
PO1	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.	AO1.1	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.
		AO1.2	Development uses understated colour schemes and low-reflective roofing and

Performance Outcomes		Acceptable Outcomes	
			cladding materials.
PO2	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.	A02.1	Development adjacent to an identified primary streetscape treatment area, boulevard treatment area or gateway/entry point where identified on Figure 7.2.13A (Golden Beach/Pelican Waters local plan elements) :- (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.
		A02.2	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— Section 9.4.2 (Landscape code) 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 protects the important sightlines from Bulcock Beach and elevated positions in the Caloundra local plan area to the Glass House Mountains.	A03	No acceptable outcome provided.
PO4	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.	A04	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 Figure 7.2.13A (Golden Beach/Pelican Waters local plan elements) .
PO5	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.	A05.1	Development integrates with and extends the coastal path where identified on the Figure 7.2.13A (Golden Beach/Pelican Waters local plan elements) .
		A05.2	Development protects and enhances the greenspace link where identified on the Figure 7.2.13A (Golden Beach/Pelican Waters local plan elements) .
PO6	Development on land with frontage to Bells Creek and tributaries or on land otherwise identified as a local ecological linkage on Figure 7.2.13A (Golden Beach/Pelican Waters local plan elements) facilitates the provision of a local ecological linkage connecting Pumicestone Passage to core habitat areas in the west of the local plan area.	A06	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	A07	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>		
Development in the District Centre Zone			
PO8	<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>	A08	No acceptable outcome provided.
PO9	<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>	A09	<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>
Development in the Local Centre Zone			
PO10	<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>	A010	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
PO11	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.	AO11	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 Figure 7.2.13A (Golden Beach/Pelican Waters local plan elements) ; (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.
Development in the Medium Density Residential Zone			
PO12	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.	AO12	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.
Development in the Emerging Community Zone (Pelican Waters Southern Lakes Area) Generally			
PO13	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.	AO13	No acceptable outcome provided.
PO14	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;	AO14	No acceptable outcome provided. Note— Figure 7.2.13A (Golden Beach/Pelican Waters local plan elements) 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"> (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; (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; (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; (e) provides for the establishment of a variety of residential lots and housing types with an emphasis on multi-unit housing; (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; (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; (h) provides for the establishment of a town square and an extensive waterfront park and reserve system linking to the existing open space network; (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; (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; (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 (l) provides for a contemporary 	<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.		
Development in the Emerging Community Zone (Pelican Waters Southern Lakes Area – (Focal Tower Development)			
PO15	Development in the Emerging community zone (Pelican Waters Southern Lakes Area) provides for the establishment of not more than one focal tower.	AO15	No acceptable outcome provided.
PO16	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.	AO16.1 AO16.2 AO16.3 AO16.4 AO16.5	The maximum height of the focal tower does not exceed 30 metres. The focal tower is provided generally in the location identified on Figure 7.2.13A (Golden Beach/Pelican Waters local plan elements) . 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.
Development in the Emerging Community Zone (Pelican Waters Southern Lakes Area – Open Space Network)			
PO17	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	AO17.1	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>
		AO17.2	Open space is provided generally in the locations identified on Figure 7.2.13A (Golden Beach/Pelican Waters local plan elements) .
		AO17.3	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.
		AO17.4	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.
		AO17.5	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.
		AO17.6	Recreational opportunities associated with man-made waterways are maximised through the provision of suitable areas and facilities to enable public access.
		AO17.7	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.
Development in the Emerging Community Zone (Pelican Waters Southern Lakes Area – Community Facilities)			
PO18	Development in the Emerging	AO18	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 Figure 7.2.13A (Golden Beach/Pelican Waters local plan elements) :- (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)			
PO19	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.	AO19	No acceptable outcome provided.
PO20	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.	AO20	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.
PO21	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.	AO21	No acceptable outcome provided.
PO22	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;	AO22	No acceptable outcome provided.

Performance Outcomes	Acceptable Outcomes
<ul style="list-style-type: none"> (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; (c) the continued viable operation of the Pelican Waters Golf Club; and (d) the necessary <i>infrastructure</i> to service the development including, but not necessarily limited to, the following:- <ul style="list-style-type: none"> (i) water supply and sewerage <i>infrastructure</i>; (ii) stormwater <i>infrastructure</i>; (iii) open space <i>infrastructure</i>; and (iv) road, pedestrian and bicycle path, and public transport <i>infrastructure</i>. 	

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 40,000m² 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.
- (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 Figure 7.2.14A (Kawana Waters local plan elements) , 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—Section 9.4.2 (Landscape code) 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	<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>	AO3	<p>Development provides through block pedestrian linkages where identified on Figure 7.2.14A (Kawana Waters local plan elements).</p>
PO4	<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>	AO4	<p>Development integrates with and extends the coastal path where identified on the Figure 7.2.14A (Kawana Waters local plan elements).</p>
PO5	<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>AO5.1</p> <p>AO5.2</p>	<p>Development protects and enhances the greenspace link where identified on the Figure 7.2.14A (Kawana Waters local plan elements).</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>
PO6	<p>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.</p>	AO6	<p>No acceptable outcome provided.</p> <p>Editor's Note—Section 8.2.3 (Biodiversity, waterways and wetlands overlay code) sets out requirements for the provision of ecological linkages.</p>
PO7	<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>	AO7	<p>No acceptable outcome provided.</p>
Development in the District Centre Zone Generally			
PO8	<p>Development in the District centre zone</p>	AO8	<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"> (a) support the role and function of the Kawana Shoppingworld and nearby business areas as a district activity centre; (b) provide a wide range of goods and services to residents and visitors; and (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. 		
PO9	<p>Development in the District centre zone provides for:-</p> <ul style="list-style-type: none"> (a) the total <i>gross leasable floor area</i> for retail and commercial uses to not exceed 40,000m² in Precinct KAW LPP-1 (South of Point Cartwright Drive) identified on Local Plan Map LPM35; and (b) the maximum <i>gross leasable floor area</i> of any single retail tenancy to not exceed 1,000m² in Precinct KAW LPP-2 (North of Point Cartwright Drive) identified on Local Plan Map LPM35. 	AO9	No acceptable outcome provided.
PO10	<p>Development in the District centre zone does not provide for the following higher order uses:-</p> <ul style="list-style-type: none"> (a) a <i>department store</i>; (b) a <i>discount department store</i> (other than the one already existing at commencement of the planning scheme); or (c) a <i>theatre</i> (being cinemas). 	AO10	No acceptable outcome provided.
PO11	<p>Development in the District centre zone:-</p> <ul style="list-style-type: none"> (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; and (d) provides continuous weather protection for pedestrians along active or semi-active street front areas. 	AO11	<p>Development in the District centre zone:-</p> <ul style="list-style-type: none"> (a) creates a more pedestrian friendly internal and external street environment which effectively links the different parts of the centre; (b) reduces the dominance of signage elements along the Nicklin Way and Point Cartwright Drive site <i>frontages</i>; (c) creates a more contemporary built form and landscape character that is compatible with a coastal urban setting; (d) provides for new or extended large floor plate retail uses to be sleeved and located behind smaller scale, fine grain built form elements; (e) provides <i>primary active street frontages</i>, built to boundary, where identified on Figure 7.2.14A (Kawana Waters local plan elements); (f) provides for any residential uses to be effectively integrated with business uses; (g) has building openings overlooking the street; (h) provides all weather protection in the form of continuous awnings and/or

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>
PO12	Development in the District centre zone provides functional and integrated car parking and vehicular access.	AO12	Shared car parking and access arrangements are provided between sites.
Development in the District Centre Zone in Precinct KAW LPP-1 (South of Point Cartwright Drive)			
PO13	<p>Development in the District centre zone in Precinct KAW LPP-1 (South of Point Cartwright Drive) identified on Local Plan Map LPM35 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>	AO13	<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 5,000m²; 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.
PO14	<p>Development in the District centre zone in Precinct KAW LPP-1 (South of Point Cartwright Drive) fronting Bermagui Crescent, Buddina:-</p> <p>(a) integrates with development on Lot 2 SP202887 (Kawana Shoppingworld site);</p> <p>(b) improves connections between Kawana Shoppingworld, Weema Street and the foreshore;</p> <p>(c) maximises site area to achieve good quality urban design;</p> <p>(d) is designed to exhibit a high standard of architectural design;</p> <p>(e) provides active and attractive street <i>frontages</i> to pedestrian connections; and</p> <p>(f) provides integrated and functional car parking and access arrangements that do not dominate the street.</p>	AO14	<p>Development in the District centre zone in Precinct KAW LPP-1 (South of Point Cartwright Drive) fronting Bermagui Crescent, Buddina:-</p> <p>(a) amalgamates lots to create a minimum development <i>site</i> of 2,500m² and a minimum <i>frontage</i> of 30 metres;</p> <p>(b) ensures that the amalgamated lots do not isolate excluded lots;</p> <p>(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 Figure 7.2.14A (Kawana Waters local plan elements);</p> <p>(d) contributes, via infrastructure agreement, a proportional monetary contribution towards the construction, landscaping and lighting of the pedestrian way;</p> <p>(e) provides <i>primary active street frontages</i> to the pedestrian way where identified on Figure 7.2.14A (Kawana Waters local plan elements);</p> <p>(f) provides cantilevered awnings or other forms of weather protection along the full length of the pedestrian way;</p> <p>(g) minimises vehicle movements along Bermagui Crescent and across the pedestrian way; 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>
Development in the District Centre Zone in Precinct KAW LPP-2 (North of Point Cartwright Drive)			
PO15	<p>Development in the District centre zone in Precinct KAW LPP-2 (North of Point Cartwright Drive) identified on Local Plan Map LPM35:-</p> <p>(a) provides for a mixed use (predominantly residential), integrated development for the whole of the District centre zone north of Point Cartwright Drive;</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 fronting Kawana Waters Canal and Orana Street and enhances the visual amenity along this section of Nicklin Way;</p> <p>(d) provides safe and efficient means of ingress and egress designed to minimise any impact on traffic flow;</p> <p>(e) provides integrated car parking arrangements that do not dominate the street;</p>	AO15	<p>Development in the District centre zone in Precinct KAW LPP-2 (North of Point Cartwright Drive) provides for:-</p> <p>(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 Figure 7.2.14A (Kawana Waters local plan elements);</p> <p>(b) <i>mixed use development</i> with residential and visitor accommodation above the ground <i>storey</i>;</p> <p>(c) variations in design between buildings, including bulk and facade articulation;</p> <p>(d) the maximum wall length of any tower to not exceed 25 metres;</p> <p>(e) <i>building height</i> which does not exceed 8.5 metres above ground level within 20 metres of the Orana</p>

Performance Outcomes		Acceptable Outcomes	
	<ul style="list-style-type: none"> (f) incorporates public access adjacent to Kawana Waters Canal; and (g) maintains public views to Kawana Waters Canal, particularly from Nicklin Way. 		<p>Street <i>frontage</i> of the <i>site</i>;</p> <ul style="list-style-type: none"> (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; (g) continuous public access along Kawana Waters Canal where identified on Figure 7.2.14A (Kawana Waters local plan elements); (h) underground electricity supply for the full <i>frontage</i> of the <i>site</i>; (i) car parking below ground level in a <i>basement</i> structure(s) or which is sleeved behind buildings with active frontages; (j) vehicle <i>access</i> points along Nicklin Way to have a minimum spacing of 60 metres; and (k) loading docks and service areas located and screened so as to be visually unobtrusive from adjoining roads and Kawana Waters Canal.
Development in the District Centre Zone in Precinct KAW LPP-3 (Nicklin Way North Minyama)			
PO16	<p>Development in the District centre zone in Precinct KAW LPP-3 (Nicklin Way North Minyama) identified on Local Plan Map LPM35 provides for business uses to be limited to primarily <i>office</i> and health care related uses in accordance with the following:-</p> <ul style="list-style-type: none"> (a) a use listed as a consistent use in Column 1 of Table 7.2.14.4.2 (Kawana Waters local plan supplementary table of consistent uses and potentially consistent uses in the District centre zone) occurs in the precinct; and (b) a use listed as a potentially consistent use in Column 2 of Table 7.2.14.4.2 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>Note—a use not listed in Table 7.2.14.4.2 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 Table 6.2.7.2.1 (Consistent uses and potentially consistent uses in the District centre zone).</p>	AO16	No acceptable outcome provided.
PO17	<p>Development in the District centre zone in Precinct KAW LPP-3 (Nicklin Way North Minyama):-</p> <ul style="list-style-type: none"> (a) provides an attractive frontage to Nicklin Way and maintains public 	AO17	<p>Development in the District centre zone in Precinct KAW LPP-3 (Nicklin Way North Minyama) provides for:-</p> <ul style="list-style-type: none"> (a) buildings which are sited and designed to achieve visual

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>
Development in the Local Centre Zone			
PO18	<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>	AO18	No acceptable outcome provided.
PO19	<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>	AO19	<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>
Development in Precinct KAW LPP-4 (Buddina Urban Village) Generally			
PO20	<p>Development in Precinct KAW LPP-4 (Buddina Urban Village) identified on Local Plan Map LPM35:-</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>	AO20	No acceptable outcome provided.
PO21	Development in Precinct KAW LPP-4	AO21.1	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>AO21.2</p> <p>Development ensures that the amalgamated lots do not isolate excluded lots.</p> <p>AO21.3</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>AO21.4</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>AO21.5</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>	<p>a minimum development <i>site</i> of 3,000m² in Sub-precincts KAW LPSP-4a and KAW LPSP-4b and 3,400m² in Sub-precinct KAW LPSP-4c, in accordance with the development nodes identified on Figure 7.2.14A (Kawana Waters local plan elements).</p>
Development in Sub-precincts KAW LPSP-4b and KAW LPSP-4c (Buddina Urban Village)			
PO22	<p>Development in Sub-precincts KAW LPSP-4b and KAW LPSP-4c identified on Local Plan Map LPM35:-</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>	AO22.1	<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 Figure 7.2.14A (Kawana Waters local plan elements);</p> <p>(b) in Sub-precinct KAW LPSP-4c, provides pedestrian connections between Iluka Avenue/Lowanna Drive and Pacific Boulevard where identified on Figure 7.2.14A (Kawana Waters local plan elements); 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	
		AO22.2	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 Figure 7.2.14A (Kawana Waters local plan elements) ; (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.
Development in the Medium Density Residential Zone Generally			
PO23	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.	AO23	No acceptable outcome provided.
Development in the Medium Density Residential Zone in Precinct KAW LPP-5 (Nicklin Way Warana)			
PO24	Development in the Medium density residential zone in Precinct KAW LPP-5 (Nicklin Way Warana) identified on Local Plan Map LPM35:- (a) provides for integrated development on amalgamated sites; and (b) rationalises access points and provides for safe and efficient access to Nicklin Way.	AO24.1 AO24.2	Development amalgamates lots to create a minimum development <i>site</i> of 1,000m ² . A single access driveway to Nicklin Way is provided for each development <i>site</i> .
Development in the Medium Density Residential Zone in Precinct KAW LPP-6 (Regatta Boulevard Wurtulla)			
PO25	Development in the Medium density residential zone in Precinct KAW LPP-6 (Regatta Boulevard Wurtulla) identified on Local Plan Map LPM35:- (a) provides acoustic and visual buffering to Nicklin Way; (b) provides safe and efficient access; and (c) does not adversely affect the functioning of Nicklin Way.	AO25.1 AO25.2 AO25.3	Mounding and vegetated landscape buffers are provided along the Nicklin Way <i>frontage</i> where identified on the Figure 7.2.14A (Kawana Waters local plan elements) . An access 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 access 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.
Reconfiguring a Lot in the Low Density Residential Zone (Minyama Island)			
PO26	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 ² in area.	AO26	No acceptable outcome provided.
Development in the Emerging Community Zone (Brightwater)			
PO27	<p>Development in the Emerging community zone at Brightwater:-</p> <ul style="list-style-type: none"> (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; (b) provides for a range of lot sizes and dwelling types, with medium density residential development provided in key locations; (c) provides an interconnected system of open space and community facilities to meet the needs of the local community; (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; (e) protects the function and visual amenity of Kawana Way; (f) provides appropriate riparian buffers to the Mooloolah River; (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 (h) avoids development of land otherwise subject to constraints. 	AO27	<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>
Development in the Specialised Centre Zone			
PO28	Development in the Specialised centre zone does not compete with the role and function of the Kawana Town Centre or the Kawana district centre.	AO28	No acceptable outcome provided.
PO29	<p>Development in the Specialised centre zone provides:-</p> <ul style="list-style-type: none"> (a) a coherent and attractive streetfront address and achieves a high level of visual amenity and presentation to Nicklin Way; (b) a high level of comfort and convenience to pedestrians; and (c) functional and integrated car parking and vehicular access. 	AO29	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
Development in the Medium Impact Industry Zone			
PO30	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.	AO30.1	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).
		AO30.2	The building design and layout locates potential noise sources away from the lake frontage.
		AO30.3	Major openings in buildings and all areas where work may be conducted outside the building are located away from the lake frontage.
		AO30.4	The <i>site</i> is landscaped to present attractively to the lake, with fencing and landscaping used to screen industrial activities from view.
		AO30.5	<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
District Centre Zone (Precinct KAW LPP-3 – Nicklin Way North Minyama)	
Residential activities	
(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
Business activities	
(a) <i>Funeral parlour</i> (b) <i>Health care services</i> (c) <i>Home based business</i> (where other than a <i>high impact home based business activity</i>) (d) <i>Office</i> (e) <i>Sales office</i> (f) <i>Shop</i> (where for a pharmacy)	None
Community activities	
(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
Sport and recreation activities	
(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>)	

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 Figure 7.2.15A (Kenilworth local plan elements) .
		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 Figure 7.2.15A (Kenilworth local plan elements) . 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 Figure 7.2.15A (Kenilworth local plan elements) 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—Section 9.4.2 (Landscape code) 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	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.	AO4	No acceptable outcome provided.
PO5	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> .	AO5	No acceptable outcome provided.
Development in the Local Centre Zone			
PO6	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.	AO6	No acceptable outcome provided.
PO7	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 <i>access</i> arrangements that do not dominate the street.	AO7	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 Figure 7.2.15A (Kenilworth local plan elements) ; (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>
Development in the Low Impact Industry Zone			
PO8	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.	AO8	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 Figure 7.2.15A (Kenilworth local plan elements) .
Development in the Low Density Residential Zone and Rural Residential Zone			
PO9	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.	AO9	No acceptable outcome provided.
PO10	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>AO10.1</p> <p>AO10.2</p> <p>AO10.3</p> <p>AO10.4</p>	<p>Development for reconfiguring a lot in the Low density residential zone provides for lots which are a minimum of 800m² in area.</p> <p>Development for reconfiguring a lot in the Rural residential zone provides for lots which are a minimum of 8,000m² 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 Figure 7.2.15A (Kenilworth local plan elements).</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>
PO11	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.	AO11	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 Figure 7.2.15A (Kenilworth local plan elements) ; and (c) provides for larger lot sizes adjoining land in the Rural zone.

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 20th 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 5,000m² 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 Figure 7.2.16A (Landsborough local plan elements) .
		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 Figure 7.2.16A (Landsborough local plan elements).</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 Figure 7.2.16A (Landsborough local plan elements) 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—Section 9.4.2 (Landscape code) 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—Figure 7.2.16B (Design principles for development fronting the northern side of Caloundra Street) illustrates application of some of the above design principles for development fronting the northern side of Caloundra Street.</p> <p>Note—the Planning Scheme Policy for Landsborough (urban design guidelines) provides further guidance in relation to the achievement of urban design outcomes for development in Landsborough.</p>
PO5	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.	AO5	Development provides safe, comfortable and attractive through block pedestrian linkages where identified on Figure 7.2.16A (Landsborough local plan elements) .
PO6	Development on land with frontage to Mellum Creek, Little Rocky Creek, Addlington Creek, or on land otherwise identified as a local ecological linkage on Figure 7.2.16A (Landsborough 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 provision and operation of <i>transport networks</i> including:- (a) the Steve Irwin Way and other <i>major roads</i> ; (b) the existing transit hub centred around Landsborough station; and (c) the proposed realignment and duplication of the North Coast Rail Line, including any associated road upgrades and overpasses.	AO7	No acceptable outcome provided.
Development in the Local Centre Zone			
PO8	Development in the Local centre zone provides for small scale uses and mixed uses that:- (a) support Landsborough town centre's role and function as a local (full service) activity centre; and (b) provide a wide range of convenience goods and services to the urban area of Landsborough and immediately surrounding rural residential and rural communities.	AO8	No acceptable outcome provided.
PO9	Development in the Local centre zone:-	AO9	Development in the Local centre zone:-

Performance Outcomes		Acceptable Outcomes	
	<ul style="list-style-type: none"> (a) protects and is sympathetic to the traditional rural town character and identity of Landsborough; (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; (f) uses traditional building materials; and (g) provides integrated and functional parking and <i>access</i> arrangements that do not dominate the street. 		<ul style="list-style-type: none"> (a) provides <i>primary active street frontages</i>, built to the front boundary where identified on Figure 7.2.16A (Landsborough local plan elements); (b) is designed to respect the layout, scale (including height and <i>setback</i>) and character of existing buildings; (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; (d) provides for a mixture of original lowset timber framed buildings and compatible new buildings; (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) provides detailing and articulation for horizontal emphasis including awnings, parapet walls and first floor balconies; (h) uses traditional building materials (timber cladding and corrugated iron roofing); (i) uses understated colour schemes and low-reflective roofing and cladding materials; (j) ensures that signage is integrated with the building; (k) locates on-site car parking at the rear or to one side of the development; and (l) provides pedestrian routes from rear car parking areas to the street. <p>Note—Figure 7.2.16C (Design principles for development in Landsborough’s Local centre zone) illustrates application of some of the above design principles for development in Landsborough’s Local centre zone.</p> <p>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.</p>
Development in the Specialised Centre Zone			
PO10	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.	AO10.1	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.
		AO10.2	Development in the Specialised centre zone provides for individual buildings not to exceed a <i>gross leasable floor area</i> of 450m ² .

Performance Outcomes		Acceptable Outcomes	
Development in the Medium Impact Industry Zone			
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.
Development in the Low Density Residential Zone Generally			
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.
Development in the Low Density Residential Zone in Precinct LAN LPP-1 (Landsborough Town West)			
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 ² .

Performance Outcomes		Acceptable Outcomes	
	<p>on Local Plan Map LPM42:-</p> <ul style="list-style-type: none"> (a) maintains the low density residential character of the area; (b) provides for a transition of lot sizes to surrounding rural residential areas; (c) responds to and retains environmental features, including significant <i>vegetation</i> and other <i>ecologically important areas</i>; (d) protects the visual amenity of Landsborough-Maleny Road as a scenic route; (e) provides for appropriate pedestrian and cycle links; and (f) provides for road and intersection upgrades. 	<p>AO13.2</p> <p>AO13.3</p> <p>AO13.4</p> <p>AO13.5</p> <p>AO13.6</p> <p>AO13.7</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>
Development in the Low Density Residential Zone in Precinct LAN LPP-2 (Landsborough Town East)			
PO14	<p>Reconfiguring a lot in the Low density residential zone in Precinct LAN LPP-2 (Landsborough Town East) identified on Local Plan Map LPM42:-</p> <ul style="list-style-type: none"> (a) creates a distinct residential neighbourhood by maintaining the low density residential character of the area; and (b) provides for appropriate pedestrian and cycle links to improve accessibility to the Landsborough town centre. 	<p>AO14.1</p> <p>AO14.2</p>	<p>Reconfiguring a lot maintains a minimum lot size of:-</p> <ul style="list-style-type: none"> (a) 1,000m² on land between Toorbul Street and Forestdale Road; and (b) 650m² elsewhere in Precinct LAN LPP-2 (Landsborough Town East). <p>Reconfiguring a lot contributes to the provision of a network of cycleways and pedestrian paths linking to the Landsborough town centre.</p>
Development in the Medium Density Residential Zone			
PO15	<p>Development in the Medium density residential zone:-</p> <ul style="list-style-type: none"> (a) provides for the establishment of medium density housing compatible with a rural town setting; (b) is sympathetic to the rural town character of Landsborough; (c) is of a domestic scale that does not dominate the <i>streetscape</i> and is compatible with surrounding development; (d) provides for building form that reflects the traditional Queensland style; (e) provides for generous open space to be maintained between buildings to preserve a predominantly open feel; and (f) provides for on-site car parking to be located and designed such that it does not dominate the <i>streetscape</i>. 	<p>AO15.1</p> <p>AO15.2</p>	<p>For a <i>multiple dwelling</i>, the development <i>site</i> has an area of at least 1,000m².</p> <p>Development within the Medium density residential zone:-</p> <ul style="list-style-type: none"> (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; (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 (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>.

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.
Development in the Emerging Community Zone (Lot 2 RP208083, Coolum Street)			
PO16	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.	AO16	No acceptable outcome provided.

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

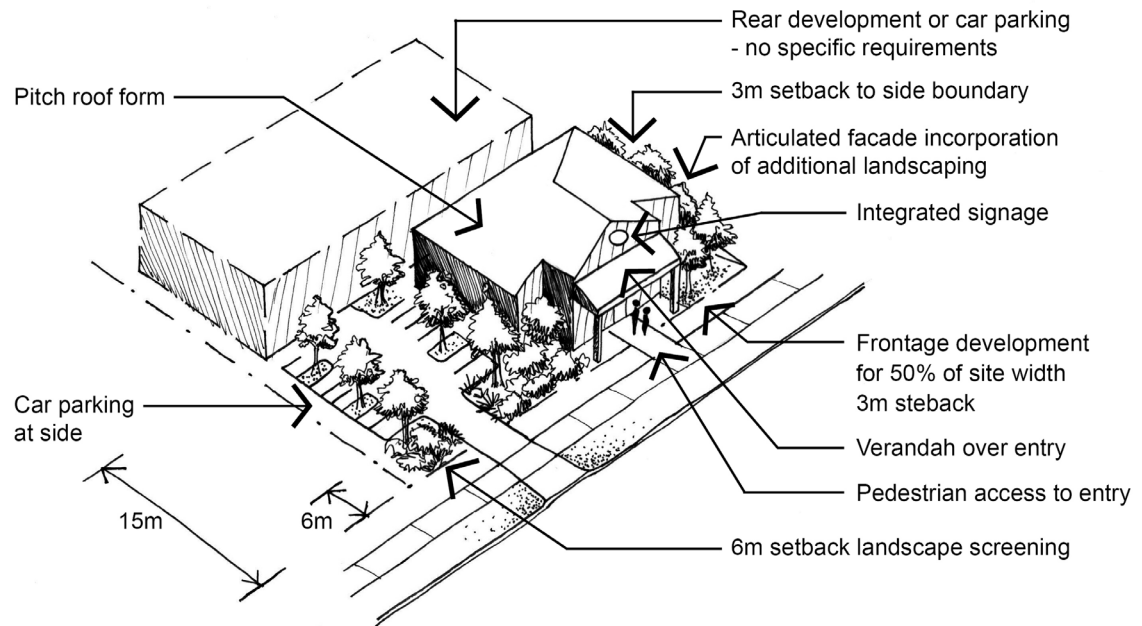


Figure 7.2.16C Design principles for development in Landsborough's Local centre zone

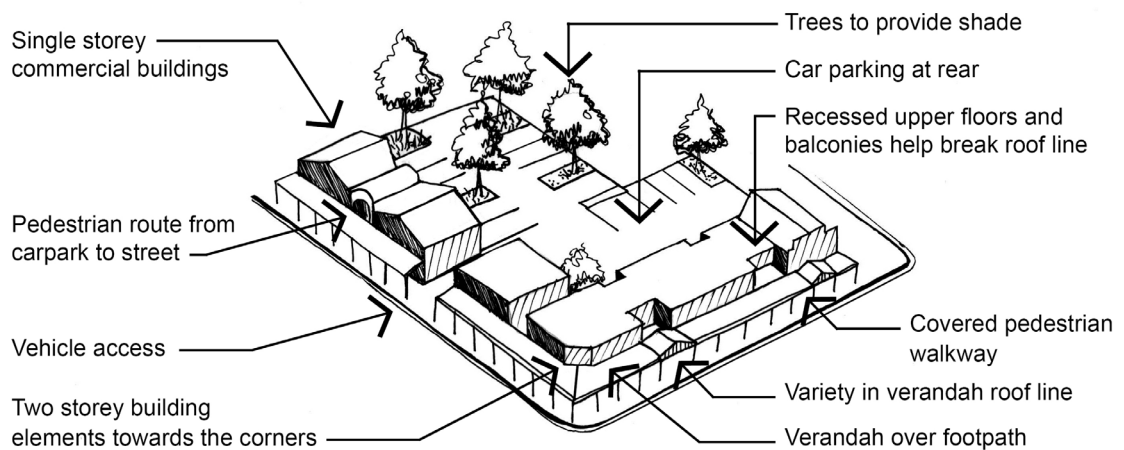


Figure 7.2.16D Design principles for development in Landsborough's Medium impact industry zone

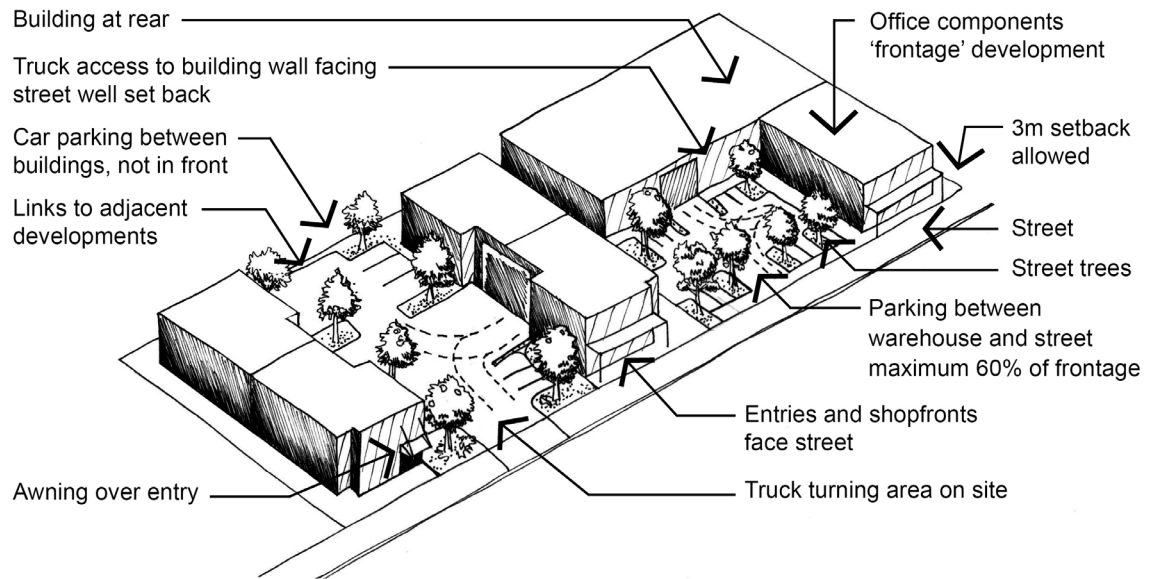
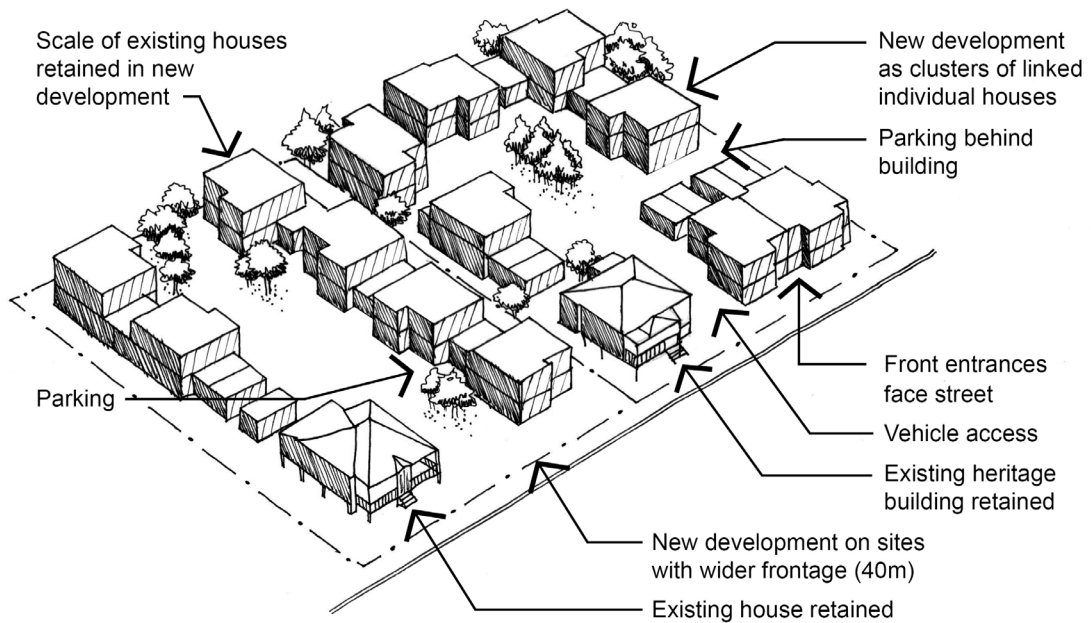


Figure 7.2.16E Design principles for development in Landsborough's Medium density residential zone



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 Figure 7.2.17A (Maleny local plan elements) .
		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 Figure 7.2.17A (Maleny local plan elements).</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 and coherent <i>streetscapes</i> and gateways to enhance the rural town character of, and sense of entry and arrival to, Maleny.	AO3.1	Development adjacent to the primary streetscape treatment area or an identified gateway/entry point identified on Figure 7.2.17A (Maleny local plan elements) 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.
		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—Section 9.4.2 (Landscape code) 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 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.	AO4	Development provides safe, comfortable and attractive through block pedestrian linkages where identified on Figure 7.2.17A (Maleny local plan elements) .
PO5	Development improves local connectivity by providing for required improvements to the local road network including new road links and intersection upgrades as identified on Figure 7.2.17A (Maleny local plan elements) .	AO5	No acceptable outcome provided.
PO6	Development in the Maleny local plan area contributes to a network of linked open space.	AO6	Development provides for an interconnected open space system that links with a series of linear parks along Obi Obi Creek and Walkers Creek.
PO7	Development on land with frontage to Obi Obi Creek and Walkers Creek, or on land otherwise identified as a local ecological linkage on Figure 7.2.17A (Maleny local plan elements) ,	AO7	<p>No acceptable outcome provided.</p> <p>Editor's Note—Section 8.2.3 (Biodiversity, waterways and wetlands overlay code) sets out requirements for the provision of ecological linkages.</p>

Performance Outcomes		Acceptable Outcomes	
	facilitates the provision of the local ecological linkage.		
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.
Development in the District Centre Zone			
PO9	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.	AO9.1	Development in the District centre zone:- (a) provides <i>primary active street frontages</i> , built to the front boundary, where identified on Figure 7.2.17A (Maleny local plan elements) ; (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.
		AO9.2	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"> (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; (d) provides for pedestrian linkages between Maple Street and Bicentenary and Willow Lanes; and (e) is a mainly single storey facade.
PO10	Development does not provide for the establishment of any additional large floor plate retail uses.	AO10	No acceptable outcome provided.
Development in the Low Impact Industry Zone			
PO11	Development in the Low impact industry zone provides:- <ul style="list-style-type: none"> (a) attractive buildings which are sympathetic to Maleny's rural town character and identity; (b) safe and efficient access to the local road network; (c) acoustic attenuation and visual buffering to adjacent land zoned for residential purposes; and (d) stormwater drainage that protects the water quality of Obi Obi Creek and Baroon Pocket Dam. 	AO11	The layout and design of industrial development in the Low impact industry zone provides:- <ul style="list-style-type: none"> (a) buildings with an attractive streetfront address and muted colour schemes reflecting predominantly natural and earthy tones; (b) safe and efficient vehicle access from Lawyer Street and Cudgerie Street; (c) densely landscaped screening and acoustic attenuation measures to adjacent existing and future residential areas included in the Low density residential zone; and (d) a total site stormwater management solution which protects the water quality of Obi Obi Creek and Baroon Pocket Dam.
Development in the Low Density Residential Zone			
PO12	Reconfiguring a lot in the Low density residential zone:- <ul style="list-style-type: none"> (a) provides for lot sizes and a configuration of lots that is sympathetic to the rural town character and identity of Maleny; (b) is designed to sensitively respond to site characteristics and avoids significant scarring of the landscape; (c) provides for an interconnected system of local roads, pedestrian, cycle and open space links with adjoining land; (d) provides a transition of development intensity between the town and adjacent rural areas; and (e) includes adequate provision for open space, future road requirements and effective stormwater drainage. 	AO12.1	Reconfiguring a lot in the Low density residential zone has a minimum lot size of:- <ul style="list-style-type: none"> (a) 700m² where located in Precinct MAL LPP-1 (Maleny Community Precinct); (b) 1,200m² where located in Precinct MAL LPP-2 (Maleny West); and (c) 800m² elsewhere in the local plan area.
		AO12.2	Reconfiguring a lot in the Low density residential zone:- <ul style="list-style-type: none"> (a) provides for a subdivision layout which minimises the extent of cut and fill required to accommodate new lots and roads; (b) incorporates an interconnected internal road system that limits and rationalises the number of access points to the existing road network; (c) for the area west of Bunya Street, does not provide vehicle access from Cudgerie Street; (d) where fronting Beech Street, gains access from Cedar Street rather than from Beech Street; (e) contributes to the upgrading of intersections identified on Figure 7.2.17A (Maleny local plan

Performance Outcomes		Acceptable Outcomes	
			<p>elements);</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>AO12.3</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 <i>access</i> 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 <i>access</i> points to the existing road network;</p> <p>(b) provides for <i>access</i> from Miva or Tulip Streets, rather than direct <i>access</i> from Myrtle Street (Maleny–Stanley River Road); and</p> <p>(c) contributes to the upgrading of intersections identified on Figure 7.2.17A (Maleny local plan elements).</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.
Development in the Medium Density Residential Zone (Erowal Aged Care Facility)			
PO15	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.	AO15	No acceptable outcome provided.
Reconfiguring a Lot in the Rural Residential Zone			
PO16	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.	AO16	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 Figure 7.2.17A (Maleny local plan elements) ; (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 Figure 7.2.17A (Maleny local plan elements) ; (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.
PO17	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.	AO17	Reconfiguring a lot in the Rural residential zone has a minimum lot size of:- (a) 1,500m ² where located in Precinct MAL LPP-1 (Maleny Community Precinct) and having <i>frontage</i> to North Maleny Road; (b) 5,000m ² where located in Precinct MAL LPP-3 (Walkers Creek); and (c) 5,000m ² where located in Precinct MAL LPP-4 (Maleny North).

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

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 Marcoola, Town of Seaside, Twin Waters and the emerging residential community of Twin Waters West. The local plan area also includes the Sunshine Coast Airport, Airport Industrial Park, as well as a number of tourist resorts at Twin Waters and Marcoola. The local plan area has a land area of approximately 1,885 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 Marcoola, 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 Marcoola, Pacific Paradise, Twin Waters, Mudjimba Beach and Town of Seaside. The existing residential communities of Mudjimba Beach, Pacific Paradise and North and South Marcoola 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, coastal hazards 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*¹.
 - (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 Maroola 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.

¹ 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) Land included in the Emerging community zone (Twin Waters West) is master planned and developed in a coordinated manner that:-
 - (i) protects and enhances significant environmental and riparian areas, including *ecologically important areas*;
 - (ii) avoids or mitigates the potential adverse impacts of flooding constraints and other coastal hazards that affect this land; and
 - (iii) is compatible with, and does not adversely affect the safety and efficiency of, State transport infrastructure and State transport corridors and networks.
- (p) Development in the Emerging community zone (Twin Waters West) is integrated with the existing Twin Waters residential community and provides for the establishment of residential land uses that are sympathetic to, and in keeping with, the prevailing low density residential character of the area. Development incorporates large areas of public open space and focuses on connection to water as a key design and character element for the emerging residential community.
- (q) Development in the Emerging community zone (Twin Waters West) is designed in a manner which enhances connectivity and permeability while minimising adverse traffic and other amenity impacts on existing residential neighbourhoods to the east.
- (r) 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.
- (s) 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.
- (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.

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	AO1.1	Development for a residential, business or community activity provides for building design which incorporates the following

Performance Outcomes		Acceptable Outcomes	
	beachside character of the Maroochy North Shore local plan area in terms of form, composition and use of materials.	<p>AO1.2</p> <p>AO1.3</p>	<p>features:-</p> <p>(a) a mix of lightweight and textured external building materials, including timber finishes or masonry construction with variation provided in texture and detailing;</p> <p>(b) articulated, pitched, skillion or curved roof forms;</p> <p>(c) open or transparent balustrades; and</p> <p>(d) 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 and stands of melaleuca and wallum heath to be retained and incorporated into the design of development.</p>
PO2	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.	<p>AO2.1</p> <p>AO2.2</p>	<p>Development adjacent to an identified primary streetscape treatment area or gateway/entry point identified on Figure 7.2.18A (Maroochy North Shore local plan elements):-</p> <p>(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</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—Section 9.4.2 (Landscape code) 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 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	<p>AO3.1</p> <p>AO3.2</p>	<p>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 Figure 7.2.18A (Maroochy North Shore local plan elements).</p> <p>Development provides for the retention and enhancement of existing mature</p>

Performance Outcomes		Acceptable Outcomes	
	Maroochy North Shore local plan area.		trees, stands of melaleuca and wallum heath.
PO4	The major open space links and scenic qualities offered by Mount Coolool 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.	AO4.1	Development protects and enhances the greenspace link along the coastal foreshore where identified on the Figure 7.2.18A (Maroochy North Shore local plan elements) .
		AO4.2	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.
PO5	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.	AO5	No acceptable outcome provided.
PO6	Development on land with frontage to the Maroochy River facilitates the provision of a local ecological linkage as identified on Figure 7.2.18A (Maroochy North Shore local plan elements) .	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 in the local plan area is sited and designed in a manner which is responsive to local flooding and drainage constraints.	AO7	No acceptable outcome provided. Editor's note— Section 8.2.7 (Flood hazard overlay code) sets out requirements for development on flood prone land.
PO8	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.	AO8	No acceptable outcome provided.
Development in the Community Facilities Zone in Precinct MNS LPP-1 (Sunshine Coast Airport)			
PO9	Development in the Community facilities zone in Precinct MNS LPP-1 (Sunshine Coast Airport) identified on Local Plan Map LPM21:- (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	AO9	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>the airport;</p> <p>(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;</p> <p>(f) provides a high level of amenity and effectively manages the potential for land use conflict with existing and likely future surrounding development; and</p> <p>(g) encourages public transport accessibility and use.</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 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</p> <p>(b) other local centres as local (not full service) activity centres providing basic convenience goods and services.</p>	AO10	No acceptable outcome provided.
PO11	<p>Development in the Local centre zone:-</p> <p>(a) is sympathetic to the coastal village character of the local plan area;</p> <p>(b) contributes to the creation of a contemporary coastal built form and <i>streetscape</i>;</p> <p>(c) creates vibrant and active streets and public spaces; and</p> <p>(d) provides continuous weather protection for pedestrians.</p>	AO11	<p>Development in the Local centre zone:-</p> <p>(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;</p> <p>(b) provides <i>primary active street frontages</i>, built to boundary, where identified on Figure 7.2.18A (Maroochy North Shore local plan elements);</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 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;</p> <p>(e) ensures that signage is integrated with buildings; and</p> <p>(f) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths.</p>
PO12	<p>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.</p>	AO12	No acceptable outcome provided.
PO13	<p>Development in the Local centre zone at Pacific Paradise and Maroocha South provides for off street car parking and vehicular access arrangements which:-</p> <p>(a) avoids direct service vehicle and car park access to David Low Way; and</p> <p>(b) provides for service vehicle and car park areas to occur behind the</p>	AO13	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	active street <i>frontage</i> .		
Development in Precinct MNS LPP-2 (Town of Seaside)			
PO14	<p>Development in Precinct MNS LPP-2 (Town of Seaside) identified on Local Plan Map LPM21:-</p> <ul style="list-style-type: none"> (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 character of existing development within the precinct; (e) provides for retail and commercial development to be limited to existing nodes and provide for small scale local goods and services only; (f) provides for the maintenance and enhancement of public access to the beach and foreshore; (g) protects the visual amenity of the road network; and (h) provides for the maintenance and enhancement of the environmental and landscape values of the area. 	AO14	<p>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.</p>
Development in the Tourist Accommodation Zone (Precinct MNS LPP-3, Marcoola Tourist Accommodation)			
PO15	<p>Development in the Tourist accommodation zone in Precinct MNS LPP-3 (Marcoola Tourist Accommodation) identified on Local Plan Map LPM21:-</p> <ul style="list-style-type: none"> (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; (b) is designed in a manner which responds to local climatic conditions and the beachfront setting; (c) achieves a high level of visual amenity and attractive presentation to David Low Way; (d) provides interesting and diverse public outdoor spaces that extend around and through the Precinct and link the David Low Way to the beach; (e) avoids direct service vehicle and car park access to David Low Way; 	AO15	<p>Development in the Tourist accommodation zone in Precinct MNS LPP-3 (Marcoola Tourist Accommodation):-</p> <ul style="list-style-type: none"> (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; (b) provides for non-residential uses which have a maximum <i>gross leasable floor area</i> of 150m², with such uses to be located on corner sites; (c) incorporates generous verandahs, balconies and terraces; (d) provides for buildings which address the <i>frontages</i> to David Low Way, internal access streets and main pedestrian areas; (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;

Performance Outcomes		Acceptable Outcomes	
	<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>		<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>
Development in the Tourist Accommodation Zone (Twin Waters Resort)			
PO16	<p>Development in the Tourist accommodation zone at Twin Waters Resort provides for:-</p> <p>(a) the retention of the <i>site</i> as a significant tourist facility;</p> <p>(b) buildings which are low rise and respect the scale of surrounding development and <i>vegetation</i>;</p> <p>(c) the protection of significant environmental areas including melaleuca wetlands, coastal heath and other significant <i>vegetation</i>;</p> <p>(d) building and landscape design which provides for small clusters of buildings set within extensive parklands and naturally vegetated areas;</p> <p>(e) development <i>infrastructure</i> with sufficient capacity to accommodate additional demand; and</p> <p>(f) appropriate address of potential airport noise.</p>	AO16	No acceptable outcome provided.
Development in the Medium Density Residential Zone (Menzies Drive Pacific Paradise)			
PO17	<p>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.</p>	AO17	No acceptable outcome provided.
PO18	<p>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>.</p>	AO18	No acceptable outcome provided.
Development in the Medium Impact Industry Zone			
PO19	<p>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</p>	AO19	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	plan area.		
PO20	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.	AO20	No acceptable outcome provided.
Development in the Emerging Community Zone (Twin Waters West)			
PO21	Development in the Emerging community zone is master planned to ensure that development occurs in a logical and coordinated manner.	AO21	Development is undertaken in accordance with an approved Master Plan and Infrastructure Agreement.
PO22	Development in the Emerging community zone provides for residential uses at a scale and intensity, and in a configuration that is consistent with and sympathetic to the established low density residential character of the adjoining Twin Waters residential community.	AO22	<i>In partial fulfilment of Performance Outcome PO22:-</i> Development provides for:- (a) low density residential uses within the development to achieve:- (i) a minimum lot size of 500m ² ; and (ii) an average lot size of at least 700m ² ; and (b) limited Multi-unit residential uses which are focussed in discreet nodes with convenient access to public transport and active transport routes.
PO23	Development in the Emerging community zone maintains or improves the amenity of neighbouring premises having regard to:- (a) overshadowing; (b) privacy and overlooking; (c) building character and appearance; and (d) building massing and scale as seen from neighbouring premises.	AO23	<i>In partial fulfilment of Performance Outcome PO23:-</i> Development for Multi-Unit residential uses does not adjoin or overlook a residence in the existing Twin Waters residential community.
PO24	Development in the Emerging community zone provides for adequate flood immunity (including <i>safe refuge</i>) and emergency access arrangements while avoiding any adverse off-site flooding impacts.	AO24	No acceptable outcome provided.
PO25	Development in the Emerging community zone emphasises the role of water as a key character element and lifestyle feature of the community.	AO25	No acceptable outcome provided.
PO26	Development in the Emerging community zone provides for an extension of the existing Twin Waters waterway system and the establishment and management of channels and waterbodies in a manner that:- (a) protects and improves flood storage capacity; (b) avoids adverse impacts on coastal processes and coastal resources; (c) protects <i>ecologically important areas</i> and other significant environmental areas; (d) does not result in an adverse change to the tidal prism of the adjacent Maroochy River; (e) avoids or minimises impacts arising from:-	AO26	No acceptable outcome provided. Editor's note— Section 9.4.6 (Stormwater management code) sets out requirements for constructed waterbodies. Editor's note—the Planning Scheme policy for development works provides guidance and specifies standards in relation to constructed waterbodies.

Performance Outcomes		Acceptable Outcomes	
	<ul style="list-style-type: none"> (i) altered stormwater quality and flow; (ii) waste water; (iii) the creation or expansion of non-tidal artificial <i>waterways</i>; (f) avoids or minimises the release and mobilisation of nutrients that may increase the risk of algal blooms; and (g) meets best practice hydraulic and environmental standards, including no deterioration in water quality in surrounding waterways, wetlands and waterbodies. 		
PO27	Development in the Emerging community zone provides for the waterway system to be established and operated in accordance with an approved lake management plan.	AO27	No acceptable outcome provided.
PO28	Development in the Emerging community zone provides for the ongoing maintenance and management of any constructed waterbody and associated infrastructure, taking into account whole of life cycle costing and the provision of an ongoing funding source (i.e. sinking fund).	AO28	<p>No acceptable outcome provided.</p> <p>Editor's note—Section 9.4.6 (Stormwater management code) sets out requirements for constructed waterbodies.</p> <p>Editor's note—the Planning Scheme policy for development works provides guidance and specifies standards in relation to constructed waterbodies.</p>
PO29	<p>Development in the Emerging community zone provides for a legible and permeable local road network that provides for:-</p> <ul style="list-style-type: none"> (a) primary access to the site at the Ocean Drive/David Low Way intersection; (b) local access to the site via the Stillwater Drive/Esperance Drive intersection and Godfreys Road; and (c) other points of access as appropriate to distribute traffic and enhance local connectivity. <p>Note—indicative road linkages/access points are identified in Figure 7.2.18A (Maroochy North Shore local plan elements).</p>	AO29	No acceptable outcome provided.
PO30	Development in the Emerging community zone provides for the protection and enhancement of Settler's park as a recreation park, <i>local heritage place</i> and gateway entry feature for the Pacific Paradise and Twin Waters communities.	AO30	<p>Development ensures that any reconfiguring of boundaries of Settler's Park required to accommodate upgrading of the David Low Way/Ocean Drive intersection, achieves the following:-</p> <ul style="list-style-type: none"> (a) no net loss in the size of the park area; (b) no reduction in park embellishments; (c) improved levels of protection for all mango trees within the park with a minimum curtilage around the mango trees of 15 metres to the east and west and 10 metres to the north and south; and (d) high quality streetscape and landscape treatments that enhance the setting and interpretation of the local heritage place (including the in situ mango trees) and present an attractive gateway entry feature for

Performance Outcomes		Acceptable Outcomes	
			<p>the Pacific Paradise and Twin Waters communities.</p> <p>Editor's note—Section 8.2.9 (Heritage and character areas overlay code) sets out requirements for development on and adjacent to heritage places.</p> <p>Editor's note—Settler's Park is one of two local heritage places located in the Emerging community zone (Twin Waters West).</p>
PO31	<p>Development in the Emerging community zone provides for a subdivision layout and transport infrastructure to be designed, located and sequenced having specific regard to:-</p> <ul style="list-style-type: none"> (a) improving local connectivity; (b) minimising adverse traffic impacts on existing residential areas; and (c) reflecting the amenity and character of the adjoining Twin Waters residential community (including but not limited to the provision of generous verge widths). 	AO31	<p><i>In partial fulfilment of Performance Outcome PO31:-</i></p> <p>Development does not locate any road higher than a local street classification under the Sunshine Coast 2031 functional transport hierarchy immediately adjacent to existing residential lots.</p> <p>Editor's note—Section 9.4.8 Transport and parking code sets out the requirements for the provision of transport infrastructure.</p> <p>Editor's note—the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works provides guidance and specifies standards in relation to the provision of transport infrastructure.</p>
PO32	<p>Development in the Emerging community zone provides for a legible and permeable active transport network with a walkable waterfront along a significant portion of the waterway system and cycle and pedestrian links which connect with:-</p> <ul style="list-style-type: none"> (a) residential neighbourhoods to the east; (b) the regional pedestrian and cycle path adjacent to the Sunshine Motorway; and (c) the Maroochy River and foreshore. <p>Note—indicative pedestrian/cycle links are identified on Figure 7.2.18A (Maroochy North Shore local plan elements).</p>	AO32	No acceptable outcome provided.
PO33	<p>Development in the Emerging community zone provides for an extension of the principal pedestrian and cycle linkage and the coastal path, as identified on Figure 7.2.18A (Maroochy North Shore local plan elements), which is designed to sensitively respond to site characteristics, protect <i>ecologically important areas</i> and enhance pedestrian and cycle connectivity.</p>	AO33	No acceptable outcome provided.
PO34	<p>Development in the Emerging community zone provides for an open space network that has sufficient area and is configured in a manner that:-</p> <ul style="list-style-type: none"> (a) meets the open space and recreational needs of residents and visitors; and (b) maximises public access to the waterfront. 	AO34	<p><i>In partial fulfilment of Performance Outcome PO34:-</i></p> <p>Development provides for a minimum of 25% of the total site area as public open space, exclusive of waterbodies and waterways, and may include the following:-</p> <ul style="list-style-type: none"> (a) walkable waterfront areas and linear parks; and

Performance Outcomes		Acceptable Outcomes	
			(b) conservation areas and buffers.
PO35	<p>Development in the Emerging community zone provides for:-</p> <p>(a) the protection, buffering, connection and rehabilitation of <i>ecologically important areas</i> (including the Maroochy River and the Maroochy River Conservation Area) and the Conservation and rehabilitation areas identified on Figure 7.2.18A (Maroochy North Shore local plan elements); and</p> <p>(b) the management of coastal hazards and coastal processes to protect land vulnerable to coastal erosion and tidal inundation.</p> <p>Editor's note—Section 8.2.3 (Biodiversity, waterways and wetlands overlay code) sets out <i>buffer</i> distances and other requirements for development on land adjacent to conservation areas and other <i>ecologically important areas</i>.</p>	<p>AO35.1</p> <p>Development does not occur within the Conservation and rehabilitation area identified on Figure 7.2.18A (Maroochy North Shore local plan elements).</p> <p>AO35.2</p> <p>Development provides for a rehabilitated <i>buffer</i> where identified on Figure 7.2.18A (Maroochy North Shore local plan elements), with a minimum width of:-</p> <p>(a) 30 metres around all edges of the <i>ecologically important area</i> on Lot 2 on RP103117;</p> <p>(b) 50 metres from the south-eastern boundary of the <i>site</i>, linking the <i>ecological important areas</i> to the north and south; and</p> <p>(c) 150 metres measured from the Highest Astronomical Tide (HAT).</p> <p>Note—some buffers may provide the opportunity for linear open space where demonstrated that the linear open space will not compromise the protection of retained vegetation, rehabilitated areas and the management of coastal hazards and coastal processes.</p>	
PO36	<p>Development in the Emerging community zone provides for a substantial landscape <i>buffer</i> and separation area to the Sunshine Motorway and the proposed Dedicated Public Transport Corridor (CAMCOS), in order to provide effective visual and acoustic separation and screening.</p> <p>Note—the landscape <i>buffer</i> and separation areas are to be designed in manner which does not compromise flood solutions for the <i>site</i>.</p>	AO36	<p>Development adjacent to the Sunshine Motorway and the proposed Dedicated Public Transport Corridor (CAMCOS) provides a densely planted landscape <i>buffer</i> along the full frontage of the <i>site</i>, which:-</p> <p>(a) is located separate to the proposed Dedicated Public Transport Corridor (CAMCOS);</p> <p>(b) has a minimum width of 40 metres; and</p> <p>(c) incorporates fencing wholly contained within the <i>site</i> at the eastern edge of the landscape <i>buffer</i>.</p> <p>Note—the indicative location and extent of the landscape <i>buffer</i> is shown on Figure 7.2.18A (Maroochy North Shore local plan elements).</p>
PO37	<p>Development in the Emerging community zone does not compromise the provision or operation of the proposed Dedicated Public Transport Corridor (CAMCOS).</p>	AO37	No acceptable outcome provided.
PO38	<p>Development in the Emerging community zone does not compromise the safe and efficient management or operation of state-controlled roads, including the Sunshine Motorway and David Low Way.</p>	AO38	No acceptable outcome provided.
PO39	<p>Development in the Emerging community zone achieves acceptable noise levels for residents and visitors by mitigating adverse impacts on the development from noise generated by State transport infrastructure and transport networks.</p>	AO39	<p>No acceptable outcome provided.</p> <p>Editor's note—Section 9.4.3 Nuisance code sets out requirements for preventing or minimising the exposure of proposed <i>sensitive land uses</i> to nuisance emissions.</p> <p>Editor's note—the Planning scheme policy for nuisance provides guidance for managing nuisance.</p>

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 in the Maroochydore/Kuluin local plan area generally)**;
 - (c) **Table 7.2.19.4.2 (Additional performance and acceptable outcomes for assessable development in the Principal centre zone)**; and
 - (d) **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 1,390 hectares.

The local plan area includes the Maroochydore Principal Regional Activity Centre, 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 takes in the Maroochydore Principal Regional Activity Centre. Part of the Maroochydore Principal Regional Activity Centre is a priority development area subject to the Economic Development Act 2012 and does not form part of the local plan area. The Maroochydore City Centre Priority Development Area (PDA) is intended to be developed as the new city centre and central business district for the Maroochydore Principal Regional Activity Centre.

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, Maroochydore Road and Maroochy Boulevard are the principal transport routes within the local plan area. Other major roads include Bradman Avenue, Aerodrome Road, Duporth Avenue, Dalton Drive, 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), CoastConnect Priority Public Transport and Bicycle Corridor and potential future Sunshine Coast Light Rail 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 the Maroochydore Principal Regional Activity Centre, 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.

Editor's note—part of the Maroochydore Principal Regional Activity Centre is a priority development area subject to the *Economic Development Act 2012*.

- (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 Wisers 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 Wisers 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 sub-region.
- (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', and facilitates the integration of the whole of the Maroochydore Principal Regional Activity Centre.
- (i) Development provides for the following key elements of the urban open space and pedestrian/cycle network:-

- (i) a public pedestrian promenade, to be available for public access at all times, along Cornmeal Creek and Maud Canal linking Sunshine Plaza to the proposed transit station and interchange (CAMCOS) and residential areas to the south-west;
 - (ii) a continuous high quality walkable waterfront and greenspace link, available for public access at all times, along the Cotton Tree foreshore, Cornmeal Creek and Maud Canal; and
 - (iii) a continuous high quality public pedestrian and cycle link along the Maroochy River and Maroochydore Beach foreshore, integrating and extending the Coastal Path System.
- (j) 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.
- (k) 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.
- (l) Development provides for community infrastructure and services that meet the needs of residents in the Maroochydore Principal Regional Activity Centre and the Sunshine Coast sub-region.
- (m) The Principal centre zone in Precinct MAR LPP-1 (City Core) is developed as a mixed use retail core and contains the highest order retail uses in conjunction with a range of business uses and a significant quantity of residential *dwelling*s. In conjunction with development in the Maroochydore City Centre Priority Development Area, Precinct MAR LPP-1 (City Core) is intended to be the most concentrated urban setting in the Maroochydore Principal Regional Activity Centre and is to provide the greatest range and diversity of uses.
- (n) Development in the Principal centre zone in Sub-precinct MAR LPSP-1 (Ocean Street Hospitality Area) provides for 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.
- (o) Development in the Principal centre zone on Key Site 1 (Sunshine Plaza) provides for expansion or redevelopment of the shopping centre and adjacent sites to provide for an integrated, high quality design which addresses and activates key street frontages, enhances connectivity through the *site*, in particular through the provision of the public pedestrian promenade and identified road links, and presents an attractive interface to surrounding areas through outstanding building, streetscape and landscape design.
- (p) Development in the Principal centre zone on Key Site 2 (Big Top) provides for an integrated, high quality *mixed use development* which contributes to the vibrancy of Ocean Street, Cornmeal Creek and Horton Parade, enhances pedestrian connectivity through and around the *site* and displays an outstanding level of architectural and landscape design befitting of its prominent location.
- (q) Development in the Principal centre zone in Precinct MAR LPP-2 (Aerodrome Road) and Precinct MAR LPP-3 (Maroochy Boulevard/Dalton Drive) occurs in accordance with **Table 7.2.19.4.3 (Maroochydore/Kuluin local plan supplementary table of consistent and inconsistent uses in the Principal centre zone)** and in particular ensures that any retail business uses do not detract from or compete with the core retailing functions of Precinct MAR LPP-1 (City Core).
- (r) Development in the Principal centre zone in Precinct MAR LPP-2 (Aerodrome Road):-
- (i) predominantly comprises medium intensity residential activities and business activities, including smaller scale *showroom* uses;
 - (ii) recognises the role of Aerodrome Road as a gateway entry to the Maroochydore Principal Regional Activity Centre and major tourist route and provides for it to be established as a landscaped boulevard with transit and pedestrian priority, limited lot access for vehicles and high quality building presentation;
 - (iii) provides for the establishment of key transit nodes at major intersections along Aerodrome Road; and
 - (iv) provides for bicycle and pedestrian infrastructure which connects major transit stations within the Maroochydore Principal Regional Activity Centre to the Cotton Tree waterfront and the eastern surf beaches.

- (s) Development in the Principal centre zone in Precinct MAR LPP-3 (Maroochy Boulevard/Dalton Drive):-
- (i) comprises a mix of uses including medium intensity residential activities, business activities (including smaller scale *showroom* uses) as well as other supporting activities and infrastructure necessary to service the Maroochy Principal Regional Activity Centre;
 - (ii) provides a built form which reinforces the gateway function of Maroochy Boulevard and contributes to a sense of arrival to the Maroochy Principal Regional Activity Centre;
 - (iii) provides for Maroochy Boulevard and Dalton Drive to be established as landscaped boulevards incorporating public transport infrastructure, wide pedestrian paths and limited lot access for vehicles; and
 - (iv) reflects a high level of design detail in terms of the architectural quality of buildings, the type and size of signage, and the quality of landscape treatments both within the road reserve and within development sites.
- (t) 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.
- (u) With the exception of the two local business areas situated on the corner of Maroochy Road and Main Road and Maroochy 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.
- (v) Development in the Local centre zone provides for small scale uses, active street *frontages* and other urban elements that create vibrant streets and places.
- (w) Development in the Specialised centre zone provides for the progressive refurbishment of sites along Wisers 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*.
- (x) Development in the High density residential zone in Precinct MAR LPP-4 (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.
- (y) Development in the Low density residential zone in Precinct MAR LPP-5 (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*. Whilst the conversion of existing dwelling stock is supported, new custom built *offices* are not developed in Precinct MAR LPP-6 (Maud Street/Sugar Road).
- (z) Development improves local connectivity and access by providing identified public road links including links between Martins Drive and Fishermans Road, Pikki Street and Primary School Court, Southern Drive and Amaroo Street, Millwell Road East and Southern Drive and required road links into the Maroochy City Centre Priority Development Area.
- (aa) 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 Maroochy 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.
- (bb) The existing *tourist park* sites located at Cotton Tree and Maroochy Beach are maintained as *tourist parks* to provide short term, affordable visitor accommodation to complement Maroochy's role as a tourism focus area.
- (cc) 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 in the Maroochydhore/Kuluin local plan area generally¹

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Maroochydhore/Kuluin Local Plan Area Generally (All Zones)</i>			
PO1	Development supports the role and function of Maroochydhore 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, 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.	AO1	No acceptable outcome provided.
PO2	Development provides for buildings, structures and landscaping that are consistent with, and reflect the coastal urban character of, the Maroochydhore/Kuluin local plan area.	AO2.1	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.
		AO2.2	Development uses understated colour schemes and low-reflective roofing and cladding materials.
PO3	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 Maroochydhore/Kuluin local plan area.	AO3.1	Development protects and emphasises, and does not intrude upon, important views to the Maroochy River, beaches and other areas where identified on Figure 7.2.19A (Maroochydhore/Kuluin local plan elements) .
		AO3.2	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 Maroochydhore 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 Figure 7.2.19A (Maroochydhore/Kuluin local plan elements) . Note—in some circumstances, the eradication

¹ Editor's note—Table 7.2.19.4.2 (Additional performance outcomes and acceptable outcomes for assessable development in the Principal centre zone) of this code provides additional assessment criteria for assessable development located in the Principal centre zone.

Performance Outcomes		Acceptable Outcomes	
			of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.
PO4	<p>Development:-</p> <p>(a) provides for the establishment of landscaped boulevards along Maroochydore Road, Maroochy Boulevard, Evans Street, Dalton Drive, Bradman Avenue, Duporth Avenue (part), Sixth Avenue, the Esplanade, Aerodrome Road and Alexandra Parade; and</p> <p>(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, Maroochydore/Kuluin.</p>	<p>AO4.1</p> <p>Development adjacent to a primary streetscape treatment area, boulevard treatment area or gateway/entry point where identified on Figure 7.2.19A (Maroochydore/Kuluin local plan elements):-</p> <p>(a) incorporates a high standard of urban design and architectural and landscape treatments which enhance the sense of arrival to, and the urban beachside character of, the local plan area and emphasise corner locations; and</p> <p>(b) incorporates design elements such as varied roof forms, changes in materials and variations in projected and recessed elements and facades.</p> <p>AO4.2</p> <p>Development on a <i>site</i> having a landscape setback as specified on Figure 7.2.19A (Maroochydore/Kuluin local plan elements):-</p> <p>(a) provides for a 3 metre wide deep planted (in natural ground) continuous landscaping strip for at least 70% of the length of the <i>site frontage</i> boundary; and</p> <p>(b) has a built form which typically includes courtyard edges and interfaces.</p> <p>AO4.3</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—Section 9.4.2 (Landscape code) 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>	
PO5	Development with <i>frontage</i> to Aerodrome Road or Alexandra Parade minimises direct vehicle access and gives priority to pedestrians and the CoastConnect Priority Public Transport and Bicycle Corridor.	AO5	Development on a <i>site</i> with <i>frontage</i> to Aerodrome Road or Alexandra Parade:-
PO6	Development provides a wide, vegetated <i>buffer</i> to the Sunshine Motorway to visually screen and soften built form elements.	AO6	Development provides a 10 metre wide mounded landscaped <i>buffer</i> along the Sunshine Motorway road <i>frontage</i> of a <i>site</i> where identified on Figure 7.2.19A (Maroochydore/Kuluin local plan elements) .
PO7	Development protects and enhances	AO7	Development provides for the retention

Performance Outcomes		Acceptable Outcomes	
	the major open space links offered by the foreshore park and reserve system, Cornmeal Creek, Maud Canal and associated drainage systems.		and enhancement of the greenspace links identified on Figure 7.2.19A (Maroochydore/Kuluin local plan elements) .
PO8	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.	AO8	No acceptable outcome provided.
PO9	Development ensures the Dalton Lakes Drainage Reserve continues to function as a water management area and <i>buffer</i> to the Sunshine Motorway and Maroochy Boulevard.	AO9	No acceptable outcome provided.
PO10	Development on land with frontage to Eudlo Creek facilitates the provision of a local ecological linkage as identified on Figure 7.2.19A (Maroochydore/Kuluin local plan elements) .	AO10	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.
PO11	Development provides public road links where identified on Figure 7.2.19A (Maroochydore/Kuluin local plan elements) to improve local connectivity, access and servicing arrangements.	AO11	No acceptable outcome provided.
PO12	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 Maroochydore; (b) the Sunshine Motorway and any future connection to the Sunshine Motorway in the south eastern part of the local plan area; (c) the CoastConnect Priority Public Transport and Bicycle Corridor along Aerodrome Road and Alexandra Parade; and (d) Maroochydore Road, Maroochy Boulevard, Maud Street/Sugar Road and Bradman Avenue.	AO12	No acceptable outcome provided.
Development in the Local Centre Zone Generally			
PO13	Development in the Local centre zone:- (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 (b) provides a basic level of convenience goods and services to local residents and visitors.	AO13	No acceptable outcome provided.
Development in the Local Centre Zone (King Street, Cotton Tree)			
PO14	Development in the Local centre zone at Cotton Tree:- (a) is sympathetic to the urban village character of Cotton Tree; (b) contributes to the vitality of King Street; (c) provides continuous weather protection for pedestrians;	AO14	Development in the Local centre zone at Cotton Tree:- (a) provides <i>primary active street frontages</i> , built to the front boundary, where identified on Figure 7.2.19A (Maroochydore/Kuluin local plan elements) ;

Performance Outcomes		Acceptable Outcomes	
	<ul style="list-style-type: none"> (d) complements the traditional main street form and <i>streetscape</i> of Cotton Tree; and (e) provides integrated and functional car parking and <i>access</i> arrangements that do not dominate the <i>streetscape</i>. 		<ul style="list-style-type: none"> (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 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; (e) ensures that signage is integrated with buildings; (f) includes provision for landscaping, shaded seating and consistent and simple paving materials on footpaths; and (g) provides for car parking in basements.
Development in the Local Centre Zone (Local Business Area along Maroochydore Road)			
PO15	<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> <ul style="list-style-type: none"> (a) maintains, but does not increase, the existing scale of business uses; (b) improves the appearance of the <i>streetscape</i>; (c) minimises impacts on adjoining or nearby residential uses; and (d) does not impact upon the operational efficiency of Maroochydore Road as a major transport corridor. 	AO15	<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> <ul style="list-style-type: none"> (a) does not involve any expansion to the <i>gross floor area</i> of business uses established on the <i>site</i>; (b) improves the appearance of buildings and landscaping on the <i>site</i>; (c) provides for buildings which have a scale and form that is compatible with nearby residential buildings; (d) does not provide for direct access to Maroochydore Road; and (e) does not provide for the establishment of high traffic generating uses.
Development in the Tourist Accommodation Zone (Cotton Tree Esplanade)			
PO16	<p>Development in the Tourist accommodation zone:-</p> <ul style="list-style-type: none"> (a) contributes to the vitality of key streets and esplanades; and (b) is sympathetic to the coastal character of Cotton Tree and Maroochydore. 	AO16	<p>Development in the Tourist accommodation zone:-</p> <ul style="list-style-type: none"> (a) provides <i>primary active street frontages</i>, built to the front boundary, where identified on Figure 7.2.19A (Maroochydore/Kuluin local plan elements); (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.

Performance Outcomes		Acceptable Outcomes	
Development in the High Density Residential Zone in Precinct MAR LPP-4 (Wharf Street)			
PO17	<p>Development for an <i>office</i> in the High density residential zone in Precinct MAR LPP-4 (Wharf Street) identified on Local Plan Map LPM22:-</p> <ul style="list-style-type: none"> (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. 	AO17	No acceptable outcome provided.
Development in the Low Density Residential Zone in Precinct MAR LPP-5 (Maud Street/Sugar Road)			
PO18	<p>Development in the Low density residential zone in Precinct MAR LPP-5 (Maud Street/Sugar Road) identified on Local Plan Map LPM22 provides for <i>offices</i> to be incorporated within existing dwelling houses, provided that such development:-</p> <ul style="list-style-type: none"> (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; and (c) provides for car parking arrangements which are in keeping with a residential appearance and do not dominate the <i>streetscape</i>. 	AO18	<p>Development for an <i>office</i> in the Low density residential zone in Precinct MAR LPP-5 (Maud Street/Sugar Road):-</p> <ul style="list-style-type: none"> (a) is limited to <i>dwelling houses</i> existing prior to the commencement of the planning scheme; (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.
Development in the Emerging Community Zone (Sunshine Cove)			
PO19	<p>Development in the Emerging community zone at Sunshine Cove:-</p> <ul style="list-style-type: none"> (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 	AO19	<p>No acceptable outcome provided.</p> <p>Editor's note—development at Sunshine Cove is currently regulated in accordance with an approved master plan and plan of development.</p>

Performance Outcomes		Acceptable Outcomes	
	and the Sunshine Motorway.		
Development in the Community Facilities Zone (Tourist Parks)			
PO20	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> .	AO20	No acceptable outcome provided.

Table 7.2.19.4.2 Additional performance outcomes and acceptable outcomes for assessable development in the Principal centre zone

Performance Outcomes		Acceptable Outcomes	
Development in the Principal Centre Zone Generally			
Land Use Intent			
PO1	Development in the Principal centre zone provides for the Maroochydore Principal Regional Activity Centre to be established as the key focal point for commercial, business and higher order retailing uses in conjunction with recreational, cultural and entertainment facilities of regional significance and higher density residential development.	AO1	No acceptable outcome provided.
PO2	Development provides for a mix and intensity of uses that contribute to the establishment of the Maroochydore Principal Regional Activity Centre as the primary Central Business District for the Sunshine Coast sub-region.	AO2	No acceptable outcome provided.
PO3	<p>Development in the Principal centre zone in Precinct MAR LPP-2 (Aerodrome Road) and Precinct MAR LPP-3 (Maroochy Boulevard/Dalton Drive) provides for:-</p> <p>(a) a use listed as a consistent use in Column 1 of Table 7.2.19.4.3 (Maroochydore/Kuluin local plan supplementary table of consistent uses and potentially consistent uses in the Principal centre zone) to occur in the relevant precinct; and</p> <p>(b) a use listed as a potentially consistent use in Column 2 of Table 7.2.19.4.3 to occur in the relevant 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 Table 7.2.19.4.3 is an inconsistent use and is not intended to occur in the Principal centre zone in Precinct MAR LPP-2 or Precinct MAR LPP-3.</p>	AO3	No acceptable outcome provided.
Integration and Connectivity with the Maroochydore City Centre Priority Development Area			
PO4	Development in the Principal centre zone provides for high levels of integration and connectivity with the key structural elements of the Maroochydore City Centre Priority Development Area, including open space, pedestrian, cyclist and vehicular	AO4	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	linkages.		
Accessibility, Permeability and Legibility			
PO5	Development provides for a walkable waterfront and open space network along the full frontages of Cornmeal Creek and Maud Canal providing public access at all times and connectivity through the Principal Regional Activity Centre and beyond to the Maroochy River and foreshore and surrounding residential areas.	AO5	Development ensures that a walkable waterfront and open space network is provided in public ownership in accordance with the greenspace link and key pedestrian/cycle link identified on Figure 7.2.19A (Maroochydoore/Kuluin local plan elements) .
PO6	Development provides for a high amenity and functional pedestrian promenade, available for public access at all times, extending along the full frontage of Maud Canal from Cornmeal Creek to the proposed transit station and interchange (CAMCOS) and surrounding residential areas.	AO6.1	Development provides a pedestrian promenade in public ownership along the full frontage of the Maud Canal from Cornmeal Creek to the proposed transit station and interchange (CAMCOS), and surrounding residential areas.
		AO6.2	The pedestrian promenade is designed and constructed in accordance with the specifications shown on Figure 7.2.19B (Maroochydoore Public Pedestrian Promenade Design) .
		AO6.3	Development provides for shade structures, landscaping and directional signage to be installed within the pedestrian promenade.
PO7	Development provides mid-block pedestrian connections which:- (a) are located to reflect the desired lines of pedestrian movement between major points of attraction and public spaces that are available for public access at all times; (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.	AO7.1	Development for a large floor plate use in the Principal centre zone, or on land otherwise identified as accommodating a through block pedestrian linkage on Figure 7.2.19A (Maroochydoore/Kuluin local plan elements) provides publicly accessible, visible, safe, comfortable and attractive through block pedestrian linkages.
		AO7.2	The pedestrian connections are subject to an easement in favour of the Council to ensure guaranteed 24 hour and 7 days per week public access.
Built Form			
PO8	Development provides for buildings that achieve the following:- (a) define the public domain and contribute to the character of the <i>streetscape</i> and urban open space; (b) have a scale, rhythm and proportions which respond to the building's use, its context including views and vistas and the preferred character of the area in which it is located; and (c) have a high architectural quality.	AO8	No acceptable outcome provided.
PO9	Development provides buildings that:- (a) are closely related to streets, public spaces and pedestrian routes; (b) maintain some area free of buildings at ground level to accommodate deep planted landscapes and facilitate pedestrian movement and other	AO9	Development for a building in the Principal centre zone in Precinct MAR LPP-1 (City Core) provides for a maximum <i>site cover</i> of 90% for the podium element, and 50% for the tower element, where the following criteria are met:- (a) the site has a principal <i>frontage</i> of at

Performance Outcomes		Acceptable Outcomes	
	<p>functions associated with the building;</p> <p>(c) exhibit well-defined podium and tower elements which provide a slender building profile above podium level; and</p> <p>(d) are sited and oriented to cause least environmental impact.</p>		<p>least 20 metres;</p> <p>(b) deep planted landscapes are provided at the principal <i>frontage</i> of the site and are of a sufficient size and dimension to accommodate mature trees; and</p> <p>(c) the development demonstrates outstanding building, <i>streetscape</i> and landscape design which is highly articulated and epitomises sub-tropical and sustainable design.</p> <p>OR</p> <p>In all other circumstances, development complies with the <i>site cover</i> requirements of the applicable use code.</p>
PO10	<p>Development provides spaces between buildings which:-</p> <p>(a) allow for light and air penetration;</p> <p>(b) provide for an adequate level of privacy and outlook;</p> <p>(c) avoid wind tunnelling effects; and</p> <p>(d) sensitively respond to adjoining uses.</p>	<p>AO10.1</p> <p>AO10.2</p>	<p>Development ensures that a building which incorporates a tower element but not a podium element is <i>setback</i> a minimum of 6 metres from the side boundary.</p> <p>Development ensures that a building which incorporates a tower element and a podium element provides for the following:-</p> <p>(a) the podium element to have a maximum height of 16 metres and be built to the property boundary unless adjoining a residential use in which case the podium element may only be built to the property boundary up to 4.5 metres in height; and</p> <p>(b) the tower element to be <i>setback</i> 6 metres from the front of the podium element with a minimum separation distance of 15 metres between tower elements on the same <i>site</i>.</p>
PO11	<p>Development provides buildings that:-</p> <p>(a) are architecturally treated with facades and elevations that avoid large blank walls; and</p> <p>(b) incorporate roof forms, openings and <i>setbacks</i> that articulate vertical building surfaces and contribute positively to the Maroochydore Principal Regional Activity Centre <i>streetscape</i>.</p>	AO11	<p>Development ensures that a building incorporates architectural treatments of facades and elevations such that:-</p> <p>(a) semi-enclosed spaces and colonnades are provided at street level where abutting pedestrian routes, through the use of awnings, pergolas, or other devices that may be suspended, free standing, supported on columns or cantilevered;</p> <p>(b) blank or featureless walls extend for no more than 15 metres either in plane or elevation without including articulation or variation, such as stepping by a minimum of 0.6 metres, windows, balconies or other such features; and</p> <p>(c) top levels of buildings and roof forms that are shaped to:-</p> <p>(i) reduce their apparent bulk and provide visually attractive skyline silhouettes;</p> <p>(ii) screen mechanical plant from view; and</p> <p>(iii) provide roof-top terraces to</p>

Performance Outcomes		Acceptable Outcomes	
			take advantage of views where appropriate.
PO12	Development provides buildings that respect and reflect the distinctive character of their settings and express contemporary architectural practice.	AO12	Development ensures that a building is finished with external building materials and colours that:- (a) are robust and do not require high levels of maintenance; (b) complement their setting and be attractive to neighbouring premises; and (c) are not mirrored or highly reflective.
PO13	Development provides buildings with service structures and mechanical plant that are attractively presented and make a positive contribution to the Maroochydore Principal Regional Activity Centre <i>streetscape</i> .	AO13.1	Development ensures that building service structures, lift motor rooms and mechanical plant are designed as architectural features of the building or are effectively screened from the street or public open space.
		AO13.2	Development ensures that building roof tops allow for the future inclusion of satellite dishes and <i>telecommunications facilities</i> in an unobtrusive manner such that these services are not visible from the street or public open space.
		AO13.3	Development ensures that building caps and rooftops contribute to the architectural character of the building and create a coherent roofscape for the Maroochydore Principal Regional Activity Centre.
Active Streets and Public Spaces			
PO14	Development on a <i>site</i> identified as having an active <i>frontage</i> on Figure 7.2.19A (Maroochydore/Kuluin local plan elements) provides a continuous pedestrian friendly façade and incorporates activities located at ground level that promote a vibrant and lively <i>streetscape</i> character.	AO14	Development provides <i>primary active street frontages</i> and <i>secondary active street frontages</i> where identified on Figure 7.2.19A (Maroochydore/Kuluin local plan elements) .
PO15	Development involving new or extended large floor plate retail uses is located and designed to contribute to vibrant and active streets and public places.	AO15	Development for a large format retail use (such as a <i>showroom</i> , <i>discount department store</i> , <i>department store</i> or a <i>supermarket</i>) provides a main entrance onto a public street with any external walls that would otherwise front the street, containing sleeving uses.
PO16	Development ensures that the ground floor level of a building:- (a) is adaptable, allowing for changes in land use over time; and (b) distinguish the commercial and sub-tropical identity of the Maroochydore Principal Regional Activity Centre.	AO16	Development provides for business uses in premises having a primary active street frontage as specified on Figure 7.2.19A (Maroochydore/Kuluin local plan elements) to have a minimum floor to ceiling height of 3.5 metres at the ground floor level.
PO17	Development provides for footpaths and walkways intended primarily for pedestrians to be comfortable to use and adequately sheltered from excessive sunlight and inclement weather.	AO17	Development adjacent to a public street or other public and semi-public space provides adequate and appropriate shelter along or around such spaces with:- (a) a minimum shelter width of:- (i) 3.2 metres provided for <i>primary active street frontages</i> specified on Figure 7.2.19A (Maroochydore/Kuluin local

Performance Outcomes		Acceptable Outcomes	
			<p>plan elements); and</p> <p>(ii) 2.7 metres provided for <i>secondary active street frontages</i> specified on Figure 7.2.19A (Maroochydore/Kuluin local plan elements); and</p> <p>(b) a shelter type that comprises one or more of the following:-</p> <p>(i) verandah;</p> <p>(ii) colonnade;</p> <p>(iii) awning;</p> <p>(iv) covered pergola;</p> <p>(v) arcade.</p>
Housing Diversity			
PO18	Development ensures that a range of <i>dwelling</i> types and sizes are provided to facilitate social mix, meet changing demographic needs and provide opportunities for affordable living.	AO18	<p>Development ensures at least 10% of all <i>dwelling</i>s on a <i>site</i> are equal to or less than 100m² in <i>gross floor area</i>.</p> <p>Note—Acceptable Outcome AO18 is not intended to apply to sites fronting the Maroochy River.</p>
Streetscapes, Public Spaces and Landscapes²			
PO19	Development provides attractive landscapes that contribute to the sub-tropical character, amenity, utility and safety of the Maroochydore Principal Regional Activity Centre including within public places and open space areas, <i>streetscapes</i> and streetscape interfaces.	AO19.1	Development provides landscaping on top of podium levels and car parks and on balconies and verandahs, where such front the street.
		AO19.2	Development provides planter boxes that are an integral part of the building structure, are appropriately drained and do not exceed 0.6 metres in height.
		AO19.3	Development provides for the use of primarily advanced trees and shrubs to soften large built form exteriors and to achieve screening of a minimum of 30% of the building elevation.
		AO19.4	Development provides footpath paving treatments and street furniture that integrate with adjoining development and setback areas and align with public footpaths.
PO20	Development which in order to comply with a minimum habitable floor level, has a ground storey that is different to the level of the adjoining street or other public space, provides for the following:-	AO20	No acceptable outcome provided.
	(a) a high level of non-discriminatory pedestrian access to maintain an <i>active frontage</i> ;		
	(b) a ramp, stair or other element to facilitate pedestrian and vehicular access that is entirely accommodated within the <i>site</i> .		
PO21	Development provides for art installations to be incorporated where possible, as an essential element to engage users of the urban environment.	AO21	No acceptable outcome provided.
Car Parking			
PO22	Development provides for or contributes to the provision of consolidated or	AO22	No acceptable outcome provided.

² These provisions are intended to supplement the *Landscape code*.

Performance Outcomes		Acceptable Outcomes	
	shared car parking which serves a variety of nearby uses.		
PO23	Development in Precinct MAR LPP-1 (City Core) and in Sub-precinct MAR LPSP-1 (Ocean Street Hospitality Area) provides car parking areas and service areas that are not visually dominant from a street or public open space.	AO23.1	Development provides car parking areas, service areas and access driveways that are located so that they will not dominate the <i>streetscape</i> or unduly intrude upon pedestrian use of footpaths, through:- (a) the use of rear access lanes; (b) parking and service areas situated at the rear of the <i>site</i> , incorporated wholly within a building or below ground level, and shared driveways.
		AO23.2	Development provides vehicular access arrangements that do not ramp along boundary alignments edging the street, laneways, public open space and the like.
PO24	Development in a precinct other than Precinct MAR LPP-1 (City Core) and in Sub-precinct MAR LPSP-1 (Ocean Street Hospitality Area) provides ground level car parking areas and service areas that do not dominate the street <i>frontage</i> .	AO24.1	Development provides for any ground level car parking area to be:- (a) located behind or contained within a building and not visible from the street <i>frontage</i> ; or (b) screened by a minimum 3 metre wide landscape buffer containing continuous shade tree planting.
		AO24.2	Development provides for loading docks to be fully enclosed and manoeuvring areas for service vehicles to be <i>setback</i> a minimum of 5 metres and not be adjacent to or visible from the street.
Development in the Principal Centre Zone in Precinct MAR LPP-1 (City Core)			
PO25	Development in the Principal centre zone in Precinct MAR LPP-1 (City Core) identified on Local Plan Map LPM22 comprises a vibrant and high intensity mixed use core where the principal business and administrative functions are complemented by retailing, entertainment, education, community and cultural facilities, tourism and residences.	AO25	No acceptable outcome provided.
PO26	Development in the Principal centre zone in Precinct MAR LPP-1 (City Core) does not comprise <i>showrooms</i> so that it does not delay or compromise the following:- (a) the capacity of the existing and planned road transport infrastructure networks in the Maroochydore Principal Regional Activity Centre; (b) the employment potential of the Maroochydore Principal Regional Activity Centre; (c) the intended urban design outcomes for the Maroochydore Principal Regional Activity Centre; (d) the principle of a transit oriented community through pedestrian and cycle paths and public transport; (e) the development of <i>showrooms</i> in other areas intended for this use by the planning scheme outside of the Maroochydore Principal Regional Activity Centre.	AO26	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
Development in the Principal Centre Zone (Key Site 1 – Sunshine Plaza)			
<p>PO27</p>	<p>Development in the Principal centre zone on Key Site 1 (Sunshine Plaza) ensures that significant expansion or redevelopment of the Sunshine Plaza Shopping Centre or adjacent properties:-</p> <ul style="list-style-type: none"> (a) occurs in an integrated manner in accordance with a master plan or approved plan of development; (b) provides for outstanding building, <i>streetscape</i> and landscape design which is highly articulated and epitomises sub-tropical and sustainable design; (c) facilitates a high level of accessibility to the Maroochydore Station transit interchange and the transit station and interchange (CAMCOS); (d) provides for Cornmeal Creek and the Maud Canal to function as key elements of the urban open space infrastructure network and provides for development which reinforces and activates these links; (e) does not compromise the proposed road hierarchy and transport infrastructure necessary to service the Maroochydore Principal Regional Activity Centre; (f) provides strong linkages with surrounding development and, in particular, the provision of the public pedestrian promenade and other urban design elements and treatments necessary to create a high level of integration and connectivity; (g) provides public road links as indicated on Figure 7.2.19A (Maroochydore/Kuluin local plan elements) to improve local connectivity; and (h) minimises visual and amenity impacts associated with car parking and servicing areas. 	<p>AO27</p>	<p>No acceptable outcome provided.</p>
Development in the Principal Centre Zone (Key Site 2 – Big Top)			
<p>PO28</p>	<p>Development in the Principal centre zone on Key Site 2 (Big Top) ensures that redevelopment of the site:-</p> <ul style="list-style-type: none"> (a) provides for the <i>site</i> to be developed as a high quality, integrated, mixed use development incorporating a range of centre activities and residential accommodation; (b) provides for outstanding building, <i>streetscape</i> and landscape design which is highly articulated and epitomises sub-tropical and sustainable design; (c) provides an attractive address to all street <i>frontages</i> and to Cornmeal Creek; 	<p>AO28</p>	<p>No acceptable outcome provided.</p>

Performance Outcomes		Acceptable Outcomes	
	<ul style="list-style-type: none"> (d) facilitates a high level of accessibility to the Maroochydore Station transit interchange; (e) provides for development which reinforces and activates the public pedestrian and urban open space link along Cornmeal Creek; (f) provides strong linkages with surrounding development and, in particular, the provision of through block pedestrian links connecting Ocean Street and Duporth Avenue with Cornmeal Creek Esplanade, and other urban design elements and treatments necessary to create a high level of integration and connectivity; (g) provides <i>primary active street frontages</i> to Cornmeal Creek, Ocean Street, Duporth Avenue and Horton Parade and the 'urban laneway' through the <i>site</i> connecting Ocean Street with Cornmeal Creek Esplanade; (h) maintains existing vehicular access points; and (i) provides integrated and functional car parking and access arrangements that do not dominate the street. 		
Development in the Principal Centre Zone in Sub-precinct MAR LPSP-1 (Ocean Street Hospitality Area)			
PO29	Development in the Principal centre zone in Sub-Precinct MAR LPSP-1 (Ocean Street Hospitality Area) identified on Local Plan Map LPM22 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.	AO29	No acceptable outcome provided.
Development in the Principal Centre Zone in Precinct MAR LPP-2 (Aerodrome Road)			
PO30	Development in the Principal centre zone in Precinct MAR LPP-2 (Aerodrome Road) identified on Local Plan Map LPM22 complies with the following:- <ul style="list-style-type: none"> (a) development predominantly comprises medium intensity residential uses and commercial business uses with short term or permanent residential uses occurring generally at floor levels above the ground <i>storey</i>; (b) development does not detract from or compete with major retailing activities in Precinct MAR LPP-1 (City Core); (c) development facilitates and supports the creation of Aerodrome Road as an attractive landscaped boulevard with transit and pedestrian priority; 	AO30	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>(d) development with a <i>frontage</i> to Aerodrome Road provides for the consolidation of existing lot accesses along Aerodrome Road and for rear access to lots to be obtained from other streets where reasonably practicable;</p> <p>(e) development provides for bicycle and pedestrian infrastructure which connects the Maroochydore Station transit interchange and the transit station and interchange (CAMCOS) to the Cotton Tree waterfront and the eastern surf beaches.</p>		
PO31	Development provides for all <i>showrooms</i> to have a maximum <i>gross leasable floor area</i> of 3,000m ² per tenancy.	AO31	No acceptable outcome provided.
Development in the Principal Centre Zone in Precinct in MAR LPP-3 (Maroochy Boulevard/Dalton Drive)			
PO32	<p>Development in the Principal centre zone in Precinct MAR LPP-3 (Maroochy Boulevard/Dalton Drive), identified on Local Plan Map LPM22, complies with the following:-</p> <p>(a) development predominantly comprises medium intensity business and residential activities including <i>offices</i> and smaller scale <i>shops</i> and <i>showrooms</i>;</p> <p>(b) development does not detract from or compete with major retailing activities in Precinct MAR LPP-1 (City Core).</p>	AO32	No acceptable outcome provided.
PO33	<p>Development provides for the following:-</p> <p>(a) all <i>showrooms</i> to have a maximum <i>gross leasable floor area</i> of 3,000m² per tenancy;</p> <p>(b) the total maximum <i>gross leasable floor area</i> of all retail business uses (other than <i>showroom</i>) to not exceed 20,000m² for the precinct.</p>	AO33	No acceptable outcome provided.
PO34	Development provides for Maroochy Boulevard and Dalton Drive to be established as attractive landscaped boulevards incorporating significant tree planting, public transport infrastructure, wide pedestrian paths and limited lot access for vehicles.	AO34	No acceptable outcome provided.
PO35	Development to the north of the Dalton Drive east-west extension is integrated with the adjoining development in the Priority Development Area, having regard to block size, access arrangements, intended uses, built form and stormwater flow requirements.	AO35	No acceptable outcome provided.
PO36	Development provides for appropriate buffering to the Sunshine Motorway and the Dedicated Transit Corridor (CAMCOS), such that development achieves a high level of amenity and the safety and efficiency of these major	AO36	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	transport infrastructure elements is maintained.		
PO37	Development provides a built form that is sympathetic to adjoining development, with a transitioning of building height, bulk and scale on the edges of the precinct.	AO37	No acceptable outcome provided.
PO38	Development fronting Dalton Drive or Maroochy Boulevard provides for the following:- (a) <i>showroom</i> development that maintains a strong built form along Dalton Drive and Maroochy Boulevard and incorporates land uses that activate these <i>frontages</i> ; (b) car parking that is located behind buildings and does not dominate the street <i>frontage</i> ; (c) consolidated access points to Dalton Drive and Maroochy Boulevard.	AO38	No acceptable outcome provided.
PO39	Development fronting Maroochy Boulevard provides for buildings to be of a consistent height that frames Maroochy Boulevard as the gateway entry to the Maroochy Regional Activity Centre.	AO39	Development fronting Maroochy Boulevard has a minimum height of 8 metres.

Table 7.2.19.4.3 Maroochy/Maroochy/Kuluin local plan supplementary table of consistent uses and potentially consistent uses in the Principal 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
Principal centre zone (Precinct MAR LPP-2 – Aerodrome Road and Precinct MAR LPP-3 – Maroochy Boulevard/Dalton Drive)	
Residential activities	
(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
Business activities	
(a) <i>Adult store</i> (b) <i>Agricultural supplies store</i> (c) <i>Bar</i> (d) <i>Car wash</i> (e) <i>Food and drink outlet</i> (f) <i>Function facility</i> (g) <i>Funeral parlour</i> (h) <i>Garden centre</i> (where not exceeding a <i>gross leasable floor area</i> of 450m ²) (i) <i>Hardware and trade supplies</i> (where not exceeding a <i>gross leasable floor area</i> of 450m ²) (j) <i>Health care services</i> (k) <i>Home based business</i> (where other than a <i>high impact home based business activity</i>) (l) <i>Hotel</i> (m) <i>Market</i> (n) <i>Office</i> (o) <i>Sales office</i>	(a) <i>Garden centre</i> (where exceeding a <i>gross leasable floor area</i> of 450m ²) (b) <i>Hardware and trade supplies</i> (where exceeding a <i>gross leasable floor area</i> of 450m ²) (c) <i>Showroom</i> (where each individual tenancy exceeds a <i>gross leasable floor area</i> of 3,000m ²) (d) <i>Tourist attraction</i>

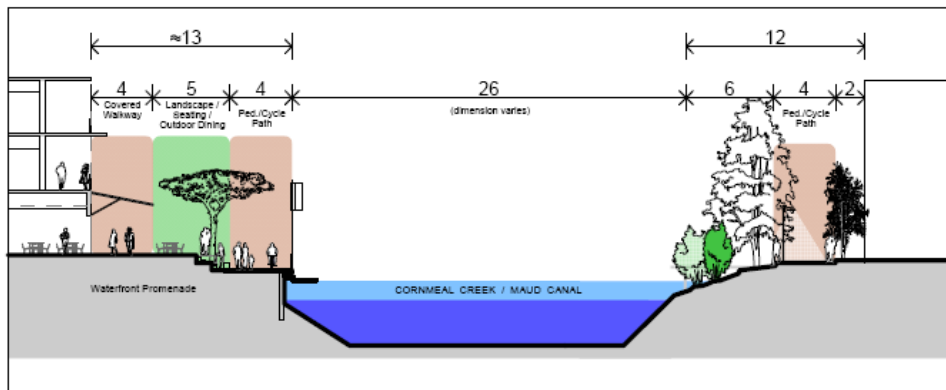
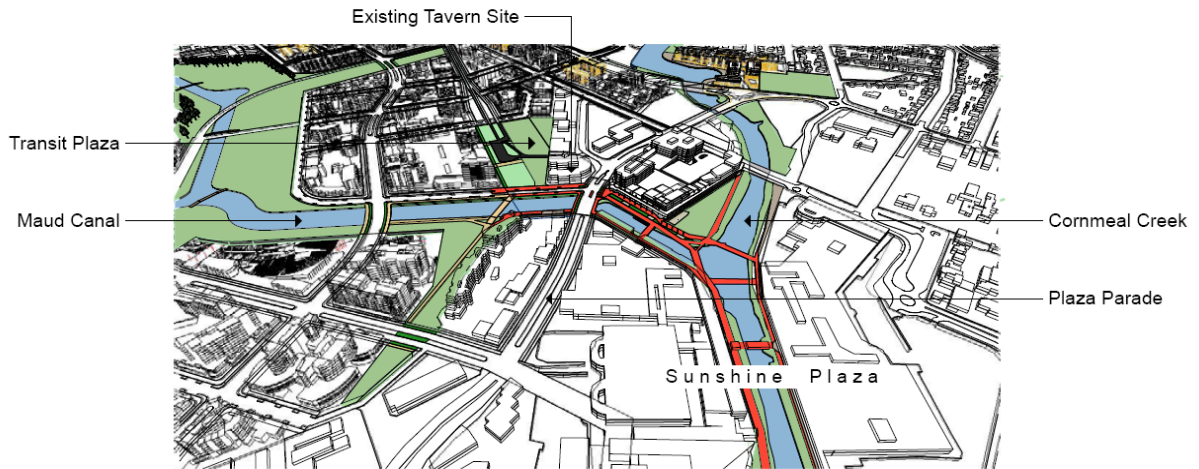
Column 1 Consistent Uses	Column 2 Potentially Consistent Uses
(p) <i>Service station</i> (q) <i>Shop</i> (if not involving a <i>department store</i>) (r) <i>Shopping centre</i> (if not involving a <i>department store</i>) (s) <i>Showroom</i> (where each individual tenancy does not exceed a <i>gross leasable floor area</i> of 3,000m ²) (t) <i>Theatre</i> (u) <i>Veterinary services</i>	
Industrial activities	
<i>Service industry</i>	(a) <i>Low impact industry</i> (b) <i>Research and technology industry</i>
Community activities	
(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
Sport and recreation activities	
(a) <i>Club</i> (b) <i>Indoor sport and recreation</i> (c) <i>Park</i>	None
Other activities	
(a) <i>Major electricity infrastructure</i> (where for underground high voltage sub-transmission powerlines and associated transition structures) (b) <i>Parking station</i> (c) <i>Telecommunications facility</i> (where other than a freestanding tower) (d) <i>Utility installation</i> (where a <i>local utility</i>)	None

Table 7.2.19.4.4 Maroochydore/Kuluin local plan supplementary table of consistent uses and potentially consistent uses in the Open space zone

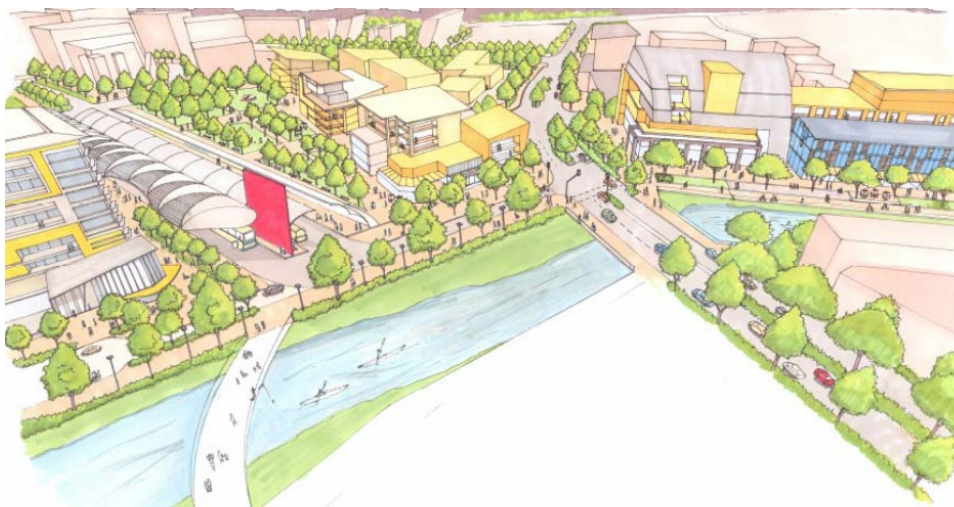
Note—this table overrides the consistent and potentially consistent uses specified in the zone codes in Part 6 (Zones) for Lot 6 SP239529.

Column 1 Consistent Uses	Column 2 Potentially Consistent Uses
Residential activities	
<i>Caretaker's accommodation</i>	None
Business activities	
(a) <i>Food and drink outlet</i> (where located on Council owned or controlled land, conducted in association with an open space or sport and recreation use on the same site and having a <i>gross leasable floor area</i> not exceeding 100m ²) (b) <i>Market</i>	<i>Food and drink outlet</i> (where other than as specified in column 1)
Community activities	
(a) <i>Community use</i> (where located on Council owned or controlled land and undertaken by or on behalf of the Council) (b) <i>Emergency services</i>	None
Sport and recreation activities	
(a) <i>Outdoor sport and recreation</i> (where located on Council owned or controlled land, undertaken by or on behalf of the Council or a <i>not-for-profit organisation</i> and the <i>gross floor area</i> of any building associated with the use does not exceed 150m ²) (b) <i>Park</i>	<i>Outdoor sport and recreation</i> (where other than as specified in column 1)
Other activities	
(a) <i>Environment facility</i> (where located on Council owned or controlled land, undertaken by or on behalf of the Council) (b) <i>Major electricity infrastructure</i> (where for underground high voltage sub-transmission powerlines and associated transition structures) (c) <i>Utility installation</i> (where a <i>local utility</i>)	None

Figure 7.2.19B Maroochydore Public Pedestrian Promenade Design



Public Pedestrian Promenade Indicative Section



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 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 Tourist accommodation zone on Key Site 3 (Club Eatery) provides for an integrated, high quality *mixed use development* which incorporates facilities capable of attracting and accommodating a five-star international standard accommodation hotel and reinforces the role of Mooloolaba as a premier tourist destination and visitor accommodation area. Development provides for exemplar architecture, streetscape and landscape design, through a sub-tropical design response that recognises the beachfront and landmark nature of the *site*.
- (n) 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.
- (o) Development in the Low density residential zone maintains the traditional beachside residential character of these parts of local plan area.
- (p) 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.
- (q) 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.
- (r) 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.
- (s) 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.
- (t) 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.
- (u) 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.
- (v) 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.
- (w) 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, 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.	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.
PO2	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.	AO2.1	Development adjacent to a primary streetscape treatment area, boulevard treatment area or gateway/entry point identified on Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements) :- (a) provides landscaping, public art and public space improvements; (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 (c) incorporates design elements such as varied roof forms, changes in materials, and variations of 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—Section 9.4.2 (Landscape code) 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 Council's Infrastructure and Guideline Standards for each centre as required.

Performance Outcomes		Acceptable Outcomes	
PO3	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.	AO3	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, Alexandra Headland, Mooloolaba Beach, Mooloolaba Spit, Point Cartwright, the Pacific Ocean and elevated parts of the local plan area including where identified on Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements) .
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 AO4.2	Development protects and enhances the greenspace links identified on Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements) . 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 AO5.2	Development on sites identified on Figure 7.2.20B (Brisbane Road upgrade) 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. 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.
PO6	Development improves pedestrian accessibility by providing through block linkages as shown on Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements) .	AO6	No acceptable outcome provided.
Development in the District Centre Zone Generally			
PO7	Development in the District centre zone:- (a) contributes to the creation of a contemporary, subtropical	AO7	Development in the District centre zone:- (a) provides <i>primary active street frontages</i> , built to boundary, where

Performance Outcomes		Acceptable Outcomes	
	<p>coastal built form and <i>streetscape</i>;</p> <p>(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;</p> <p>(c) creates vibrant and active streets and public spaces;</p> <p>(d) provides a continuous pedestrian friendly facade including all weather protection for pedestrians; and;</p> <p>(e) provides integrated and functional parking and access arrangements that do not dominate the street.</p>		<p>identified on Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements);</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 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) 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>
PO8	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.	AO8	Development between Brisbane Road and Smith Street amalgamates sites to create access from Smith Street and rationalise access from Brisbane Road.
Development in the District Centre Zone (Key Site 1 – Brisbane Road Carpark)			
PO9	<p>Development in the District centre zone on Key Site 1 (Brisbane Road Carpark) identified on Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements):-</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>	AO9	No acceptable outcome provided.
PO10	Development in the District centre zone on Key Site 1 (Brisbane Road	AO10	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	Carpark) identified on Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements) provides for well designed, accessible and integrated public car parking to meet the public parking needs.		
PO11	Development in the District centre zone on Key Site 1 (Brisbane Road Carpark) identified on Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements) , where integrating a multi-storey public car parking facility, may:- (a) increase <i>site cover</i> to a maximum of 90% for that part of the building up to 4 <i>storeys</i> and a maximum of 65% for that part of the building exceeding 4 <i>storeys</i> ; and (b) build to the <i>primary active street frontages</i> for that part of the building up to 4 <i>storeys</i> .	AO11	No acceptable outcome provided.
Development in the Tourist Accommodation Zone Generally			
PO12	Development in the Tourist accommodation zone provides a 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.	AO12	No acceptable outcome provided.
PO13	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.	AO13.1	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 Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements) :- (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.

Performance Outcomes		Acceptable Outcomes	
		AO13.2	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 access to be rationalised and minimises access across active street <i>frontages</i> .
Development in the Tourist Accommodation Zone (Key Site 3 – Club Eatery)			
PO14	<p>Development in the Tourist accommodation zone on Key Site 3 (Club Eatery) identified on Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements):-</p> <p>(a) provides for the <i>site</i> to be redeveloped as a high quality, integrated, <i>mixed use development</i>; and</p> <p>(b) provides for exemplar architecture, <i>streetscape</i> and landscape design which is highly articulated and epitomises sub-tropical and sustainable design and that recognises the beachfront and landmark nature of the <i>site</i>.</p> <p>Note—for the purposes of this performance outcome, exemplar architecture will be demonstrated through a sub-tropical design response to create a landmark building, which results in a development with a form and function that epitomises the Sunshine Coast lifestyle and effectively links the development to public spaces through an integrated landscape and built-form response.</p> <p>Editor's note—a peer review will be required to demonstrate best practice sub-tropical design principles have been appropriately considered and incorporated in the proposed design.</p>	AO14	No acceptable outcome provided.
PO15	<p>Development in the Tourist accommodation zone on Key Site 3 (Club Eatery) on Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements) where incorporating a five-star international standard accommodation hotel component may provide for:-</p> <p>(a) a maximum <i>building height</i> to RL 50m AHD, as identified in Specific Site Note 1 on the applicable Height of Buildings and Structures Overlay Map; and</p> <p>(b) a maximum <i>site cover</i> of 90% for that part of the building up to 2 <i>storeys</i> and a maximum <i>site cover</i> of 65% for that part of the building exceeding 2 <i>storeys</i>,</p>	AO15	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>provided the development includes a minimum building <i>setback</i> of 6.0m to River Esplanade (that includes a 10m by 10m corner truncation <i>setback</i> for the south east corner of the site) for the part of the building exceeding 2 <i>storeys</i>.</p> <p>Note—for the purposes of this performance outcome, the following physical components are required to be incorporated to demonstrate that the proposal will provide for and operate as a five-star international standard accommodation hotel component of the development:</p> <ul style="list-style-type: none"> • exemplar architecture and landscape design (refer PO14); • over-sized guest rooms; • expansive lobby; • multiple restaurants; • conference facilities; • wide passageways; • high ceiling heights; • dedicated service lift; • housekeeping and linen store on every floor; • covered porte cochere capable of bus set down; and • publicly accessible rooftop amenities and facilities (e.g. restaurant, day spa and pool). <p>Note—the five-star international standard accommodation hotel component is to comprise a minimum of 50% of the apartments/suites in the overall development.</p> <p>Note—for the purpose of determining <i>site cover</i> for this performance outcome, <i>site cover</i> shall be determined based upon the floor plane of each level and not the aggregate of all levels, when viewed in plan view.</p>		
Development in Precinct MAH LPP-1 (Mooloolaba Hospitality Area)			
PO16	Development in Precinct MAH LPP-1 (Mooloolaba Hospitality Area) identified on Local Plan Map LPM34 provides for a range of entertainment/catering business uses and other business uses including <i>food and drink outlets, function facilities, bars and hotels</i> that may operate after hours and include live music which creates a vibrant atmosphere.	AO16	No acceptable outcome provided.
Development in the Tourism Zone (Key Site 2 – Underwater World/Mooloolaba Wharf)			
PO17	Development in the Tourism zone on Key Site 2 (Underwater World/Mooloolaba Wharf) identified on Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements) :- (a) provides for the site to be redeveloped as a high quality,	AO17	No acceptable outcome provided.

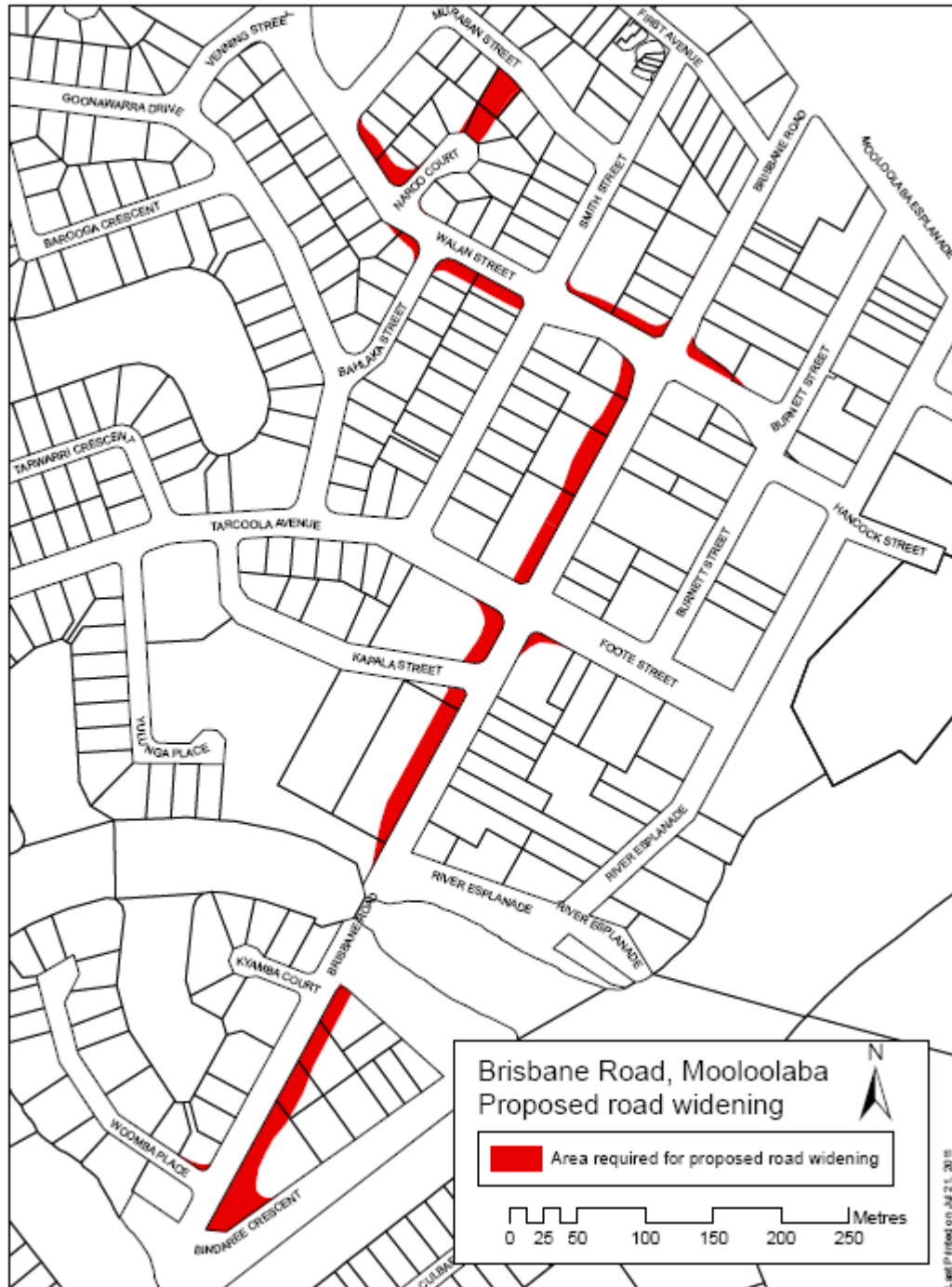
Performance Outcomes		Acceptable Outcomes	
	<p>integrated, mixed use development providing for a range of uses that complement existing tourism uses and providing for the continued operation of the marina;</p> <p>(b) provides for outstanding building, <i>streetscape</i> and landscape design which is highly articulated, epitomises sub-tropical and sustainable design and recognises the landmark nature of the site;</p> <p>(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;</p> <p>(d) complements the amenity of adjoining uses and provides strong links to open space on Parkyn Parade and River Esplanade;</p> <p>(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;</p> <p>(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;</p> <p>(g) provides an attractive address to all street <i>frontages</i> and to the Mooloolah River;</p> <p>(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</p> <p>(i) protects bank stability, water quality and hydrological processes within the Mooloolah River.</p>		
PO18	<p>Development in the Tourism zone on Key Site 2 (Underwater World/Mooloolaba Wharf) identified on Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements):-</p> <p>(a) improves vehicular accessibility into and through the site with primary access provided for from a road other than Parkyn Parade;</p>	AO18.1	<p>Development provides for vehicular site access which provides for:-</p> <p>(a) a road connection from Hancock Lane through to Parkyn Parade as indicated conceptually on Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements);</p> <p>(b) improved primary access into the site through the upgrade of the Hancock Lane intersection and the creation of a landscaped entry</p>

Performance Outcomes		Acceptable Outcomes	
	<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>AO18.2</p> <p>AO18.3</p>	<p>boulevard;</p> <p>(c) improved secondary access from Parkyn Parade; and</p> <p>(d) 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 Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements).</p> <p>Development provides a well designed and integrated public carpark to service the development and meet public parking needs.</p>
Development in the Local Centre Zone (Brisbane Road)			
PO19	<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>	AO19	No acceptable outcome provided.
PO20	<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>	AO20	<p>Development in the Local centre zone:-</p> <p>(a) provides <i>primary active street frontages</i>, built to boundary, where identified on Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements);</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 movement areas.</p>

Performance Outcomes		Acceptable Outcomes	
Development in the High Density Residential Zone (Muraban Street and Naroo Court, Mooloolaba)			
PO21	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 Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements) to improve local connectivity.	AO21	No acceptable outcome provided.
Development in the High Density Residential Zone in Precinct MAH LPP-3 (Mooloolaba Heart Street Activation)			
PO22	Development in Precinct MAH LPP-3 (Mooloolaba Heart Street Activation) identified on Local Plan Map LPM34 provides for a range of <i>food and drink outlets</i> and small scale retailing businesses, which:- (a) are located at ground level of a <i>mixed use building</i> ; and (b) provide <i>primary active street frontages</i> , built to boundary, as indicated on Figure 7.2.20A (Mooloolaba/Alexandra Headland local plan elements) .	AO22	No acceptable outcome provided.
Development in the Medium Density Residential Zone at Alexandra Headland			
PO23	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.	AO23	No acceptable outcome provided.
Development in the Waterfront and Marine Industry Zone			
PO24	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	AO24	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	improvements along Parkyn Parade; and (g) protects bank stability, water quality and hydrological processes within the Mooloolah River.		
Development in the Sport and Recreation Zone (The Yacht Club and Boat Ramp)			
PO25	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) improves public access between Parkyn Parade and the Mooloolah River; (c) provides required car-parking on site; (d) contributes to streetscape improvements along Parkyn Parade; and (e) protects bank stability, water quality and hydrological processes within the Mooloolah River.	AO25	No acceptable outcome provided.
Development in the Community Facilities Zone			
PO26	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> .	AO26	No acceptable outcome provided.
PO27	Development in the Community facilities zone in Precinct MAH LPP-2 (Mooloolaba Spit Government Uses) identified on Local Plan Map LPM34 provides for:- (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; (b) building design which addresses the street and adjoining parkland; (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 (d) improved pedestrian connections to the adjoining parkland, foreshore and Mooloolah River.	AO27	No acceptable outcome provided.

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 Figure 7.2.21A (Mooloolah local plan elements) .
		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 Figure 7.2.21A (Mooloolah local plan elements) ; 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>
PO3	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>AO3.1</p> <p>Development adjacent to the primary streetscape treatment area or the identified gateway/entry point within the town centre on Figure 7.2.21A (Mooloolah local plan elements) 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>AO3.2</p> <p>Development adjacent to the gateway/entry point on Mooloolah Road at the South Mooloolah River identified on Figure 7.2.21A (Mooloolah local plan elements) 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>AO3.3</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—Section 9.4.2 (Landscape code) 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 for a <i>food and drink outlet</i> does not:-	AO4	No acceptable outcome provided.
	(a) provide for the establishment of a <i>high volume convenience restaurant</i> ; or		
	(b) incorporate a <i>drive-through facility</i> .		
PO5	Development on land with frontage to the Mooloolah River and South Mooloolah River, or on land otherwise identified as a local ecological linkage on Figure 7.2.21A (Mooloolah local plan elements) , facilitates the provision of the local ecological linkage.	AO5	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.
PO6	Development does not compromise the future provision and operation of	AO6	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p><i>transport networks</i> including:-</p> <ul style="list-style-type: none"> (a) the proposed North Coast Rail Line realignment and duplication; (b) the potential future road overpass connecting Mooloolah Road and Jones Street; and (c) the pedestrian and cycle overpass linking the two business areas of the town. 		
Development in the Local Centre Zone Generally			
PO7	<p>Development in the Local centre zone provides for small scale uses and mixed uses that:-</p> <ul style="list-style-type: none"> (a) support Mooloolah Town Centre'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. 	A07	No acceptable outcome provided.
PO8	<p>Development in the Local centre zone:-</p> <ul style="list-style-type: none"> (a) is sympathetic to the rural character and identity of Mooloolah; (b) complements the traditional built form and <i>streetscape</i>; (c) provides an active interface to the street; and (d) provides integrated and functional parking and access arrangements that do not dominate the street. 	A08	<p>Development in the Local centre zone:-</p> <ul style="list-style-type: none"> (a) provides for Bray Road, Jones Street and Mooloolah Road to be maintained and enhanced 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) reflects and enhances the character of existing buildings on the western side of the railway; (d) provides <i>primary active street frontages</i>, built to the front boundary, where identified on Figure 7.2.21A (Mooloolah local plan elements); (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; (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 including a well defined shopfront and entry doors; (h) uses colour schemes and external finishes consistent with the theme established on the western side of the railway; (i) ensures that signage is integrated with the building; (j) includes provision of landscaping, shaded seating, public art and consistent and simple paving materials on footpaths; and (k) provides on-site car parking at the rear of the development, integrated with other vehicle movement areas.

Performance Outcomes		Acceptable Outcomes	
Development in the Local Centre Zone (Lot 2 on RP8474 and Lots 1 and 2 on RP8476, Mooloolah Road)			
PO9	<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"> (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; (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; (c) does not provide for gaming or betting activities or a drive through bottle shop; (d) is designed to minimise adverse amenity impacts, including impacts associated with excessive noise; and (e) is subject to a safety, security and emergency management plan developed in conjunction with the <i>Council</i> and relevant emergency services. 	AO9	No acceptable outcome provided.
PO10	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.	AO10	No acceptable outcome provided.
Development in the Medium Density Residential Zone			
PO11	<p>Development in the Medium density residential zone:-</p> <ul style="list-style-type: none"> (a) provides for the establishment of medium density housing compatible with a rural town setting; (b) is of a domestic scale that does not dominate the <i>streetscape</i> and is compatible with surrounding development; (c) provides for building form that reflects the traditional Queensland style; (d) contributes positively to local <i>streetscape</i> character; (e) provides for generous open space to be maintained between buildings to preserve a predominantly open feel; (f) provides for on-site car parking to be located and designed such that it does not dominate the <i>streetscape</i>; and (g) avoids constrained land. 	AO11	<p>Development in the Medium density residential zone:-</p> <ul style="list-style-type: none"> (a) provides an attractive street address to Paget Street and the Village Green; (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; (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; (d) incorporates verandah to at least 40% of the front facade length; (e) provides good pedestrian and cycle connectivity to the town centre; (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 (g) avoids flood prone land, protects

Performance Outcomes		Acceptable Outcomes	
			native <i>vegetation</i> areas and provides appropriate riparian buffers to South Mooloolah River.
Development in the Low Density Residential Zone and Rural Residential Zone			
PO12	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.	AO12.1 AO12.2	Development in the Low density residential zone provides for lots which are a minimum of 1,000m ² in area. Development in the Rural residential zone provides for lots which are a minimum of 4,000m ² in area, or larger where required to provide for adequate on-site effluent disposal.
PO13	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.	AO13	Reconfiguring a lot:- (a) incorporates an interconnected internal road system, pedestrian, cycle and open space links including where identified on Figure 7.2.21A (Mooloolah local plan elements) ; (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 Figure 7.2.21A (Mooloolah local plan elements) , 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.

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 in the Community facilities zone at Carter Road/Doolan Street Nambour (Sundale Nambour Garden Village) is master planned to ensure that development occurs in a functionally efficient and integrated manner. Development provides for a range of *residential care facilities* and *retirement facilities* complemented by a range of supporting small-scale business and community activities. Such activities do not detract from the role and function of the Nambour Town Centre as the key focus for business activities. Development provides a transition of *building height* adjacent to Carter Road/Doolan Street to minimise amenity impacts and achieve appropriate building massing and scale relative to its surroundings. Development also contributes to the retention of the preferred built form character for the Nambour local plan area.

- (q) 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*.
- (r) 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.
- (s) 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>			
PO1	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.	AO1	No acceptable outcome provided.
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 Nambour.	AO2.1 AO2.2 AO2.3	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 Figure 7.2.22A (Nambour local plan elements) . 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 Figure 7.2.22A (Nambour local plan elements) . 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 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	AO3	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	marshalling yards off Howard Street, for the purpose of tourism, transportation, connectivity and retention of heritage values.		
PO4	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.	AO4.1	Development adjacent to a primary streetscape treatment area or identified gateway/entry point on Figure 7.2.22A (Nambour local plan elements) incorporates architectural and landscape treatments and other design elements which enhance the sense of entry and arrival to, and contemporary rural town character of, Nambour, and emphasise corner locations.
		AO4.2	Development adjacent to the gateway/entry point on Nambour Connection Road at Panorama Drive, identified on Figure 7.2.22A (Nambour local plan elements) 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.
		AO4.3	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— Section 9.4.2 (Landscape code) 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.
PO5	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 Figure 7.2.22A (Nambour local plan elements) , facilitates the provision of the local ecological linkage.	AO5	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.
PO6	Development protects prominent hillsides, ridgelines and escarpments in the local plan area through sensitive and innovative lot layouts and building siting and design.	AO6	No acceptable outcome provided.
PO7	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 Figure 7.2.22A (Nambour local plan elements) .	AO7	No acceptable outcome provided.
PO8	Development does not compromise the provision and operation of <i>transport networks</i> , including the proposed realignment and duplication of the North	AO8	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	Coast Rail Line.		
Development in the Major Centre Zone Generally			
PO9	<p>Development in the Major centre zone provides large scale and mixed uses that:-</p> <p>(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 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>	AO9	No acceptable outcome provided.
PO10	<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>	AO10	<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 Figure 7.2.22A (Nambour local plan elements);</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 Figure 7.2.22B (Typical vertical proportions along part of Currie Street);</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 Figure 7.2.22C</p>

Performance Outcomes		Acceptable Outcomes	
			<p>(Articulated and ‘fine grain’ skyline); 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 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 Figure 7.2.22A (Nambour local plan elements); and</p> <p>(k) provides for on-site car parking at the rear or below ground level of the development.</p>
PO11	<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>	AO11	No acceptable outcome provided.
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)			
PO12	<p>Development in Precinct NAM LPP-1 (Nambour Hospitality Area) and NAM LPP-2 (Former Mill Site and Hospitality Area) identified on Local Plan Map LPM18 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>	AO12	No acceptable outcome provided.
Development in the Major Centre Zone in Precinct NAM LPP-2 (Former Mill Site and Hospitality Area)			
PO13	<p>Development in Precinct NAM LPP-2 (Former Mill Site and Hospitality Area) identified on Local Plan Map LPM18 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</p>	AO13	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	4,000m ² .		
PO14	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 Figure 7.2.22A (Nambour local plan elements) .	AO14	No acceptable outcome provided.
PO15	Development in Precinct NAM LPP-2 (Former Mill Site and Hospitality Area):- (a) provides for the establishment of an outwardly focused, active main street format; and (b) visually and physically integrates with the established town centre of Nambour and the State heritage-listed Mill Houses.	AO15	Development in Precinct NAM LPP-2 (Former Mill Site and Hospitality Area) is provided in a main street configuration and ensures that:- (a) any large floor plate retail use is separated from the street by sleeving; (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; (c) sleeving extends to the Bury Street and Mill Street boundaries and is provided adjacent to the Mill House Courtyard; (d) a civic space (mini plaza) is provided opposite the Mill House Courtyard; (e) site interpretative features, such as public artwork, are provided; and (f) service lanes and loading bays are appropriately screened and are located adjacent to the rail line corridor in areas of least visibility.
PO16	Development in Precinct NAM LPP-2 (Former Mill Site and Hospitality Area) provides a functional and permeable street network that:- (a) is integrated with the street network in the Nambour Town Centre; (b) is in the configuration identified on Figure 7.2.22A (Nambour local plan elements) ; and (c) incorporates the following road network and intersection improvements:- (i) the widening and extension of Mill Lane to connect to Mill Street adjacent to the Mill Houses; (ii) the extension of Bury Street into the Former Mill Site; (iii) the extension of Mitchell Street into the Former Mill Site; (iv) intersections upgraded at Mill Street/Mill Lane and Mitchell Street/Mill Lane; and (v) a new intersection located at the Bury Street and new Mill Lane extension.	AO16	No acceptable outcome provided.
PO17	Development in Precinct NAM LPP-2 (Former Mill Site and Hospitality Area) ensures that the State heritage listed Mill Houses:- (a) are sensitively reused for a range of business, community and cultural activities; and	AO17	Development in Precinct NAM LPP-2 (Former Mill Site and Hospitality Area) provides for the establishment of a 'Mill Houses Courtyard' that:- (a) is in the location identified on Figure 7.2.22A (Nambour local plan elements) ;

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

Performance Outcomes		Acceptable Outcomes	
	<p>Column 1 of Table 7.2.22.4.2 (Nambour local plan supplementary table of consistent uses and potentially consistent uses in the Major centre zone) to occur in the precinct; and</p> <p>(b) a use listed as a potentially consistent use in Column 2 of Table 7.2.22.4.2 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> <p>Note—a use not listed in Table 7.2.22.4.2 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 Table 6.2.6.2.1 (Consistent uses and potentially consistent uses in the Major centre zone).</p>		
PO21	<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>	AO21	No acceptable outcome provided.
Development in the Local Centre Zone in Precinct NAM LPP-4 (Nambour Health Hub)			
PO22	<p>Development in the Local centre zone in Precinct NAM LPP-4 (Nambour Health Hub) identified on Local Plan Precinct Map LPM18:-</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>	AO22	No acceptable outcome provided.
PO23	<p>Development in the Local centre zone in Precinct NAM LPP-4 (Nambour Health Hub) identified on Local Plan Map LPM18 provides for:-</p> <p>(a) a use listed as a consistent use in Column 1 of Table 7.2.22.4.3 (Nambour local plan supplementary table of consistent uses and potentially consistent uses in the Local centre zone) to occur in the</p>	AO23	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>precinct; and</p> <p>(b) a use listed as a potentially consistent use in Column 2 of Table 7.2.22.4.3 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> <p>Note—a use not listed in Table 7.2.22.4.3 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 Table 6.2.8.2.1 (Consistent uses and potentially consistent uses in the Local centre zone).</p>		
PO24	<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>AO24.1</p> <p>AO24.2</p> <p>AO24.3</p> <p>AO24.4</p> <p>AO24.5</p> <p>AO24.6</p>	<p>Development provides for the retention and adaptive re-use of existing residential buildings, with limited external modification.</p> <p>OR</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 access driveways between <i>sites</i> where there is restricted access within one <i>site</i> to gain rear access.</p>

Performance Outcomes		Acceptable Outcomes	
Development in the Medium Density Residential Zone			
PO25	<p>Development in the Medium density residential zone:-</p> <ul style="list-style-type: none"> (a) provides for the establishment of medium density housing compatible with a rural town setting; (b) is sympathetic to and respects the character of established residential areas and identified character areas; (c) is of a domestic scale that does not dominate the <i>streetscape</i> and is compatible with surrounding development; (d) provides for building form that reflects the traditional Queensland style; (e) contributes positively to local <i>streetscape</i> character; (f) provides for generous open space to be maintained between buildings to preserve a predominantly open feel; (g) provides for on-site car parking to be located and designed such that it does not dominate the <i>streetscape</i>; and (h) avoids constrained land. 	AO25	<p>Development in the Medium density residential zone:-</p> <ul style="list-style-type: none"> (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; (b) where located within an identified character area identified on a Heritage and character areas overlay map:- <ul style="list-style-type: none"> (i) provides for the retention and adaptive re-use of existing residential buildings, with limited external modification; (ii) provides for shared access driveways between sites where there is restricted access within one site to gain rear access; (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; (d) incorporates verandah to at least 40% of the front facade length; (e) provides good pedestrian and cycle connectivity to the town centre; (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 (g) avoids land subject to constraints.
Development in the Low Density Residential Zone			
PO26	<p>Reconfiguring a lot within the Low density residential zone:-</p> <ul style="list-style-type: none"> (a) is designed to sensitively respond to site characteristics and avoids significant scarring of the landscape; (b) is compatible with the predominant landscape character of its location and setting; and (c) provides for an interconnected system of local roads, pedestrian, cycle and open space links with adjoining land. 	AO26	<p>Reconfiguring a lot in the Low density residential zone:-</p> <ul style="list-style-type: none"> (a) provides for a subdivision layout which minimises the extent of cut and fill required to accommodate new lots and roads; (b) avoids or minimises <i>vegetation clearing</i>; (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 (d) incorporates an interconnected internal road system, pedestrian, cycle and open space links including where identified on Figure 7.2.22A (Nambour local plan elements).
Development in the Emerging Community Zone			
PO27	<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"> (a) are designed to sensitively respond to site characteristics and avoids significant scarring of the 	AO27	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>landscape;</p> <p>(b) are integrated with and connect to established residential development to the north and the east;</p> <p>(c) have legible and permeable local street systems and movement networks;</p> <p>(d) provide for the coordinated provision of <i>infrastructure</i>; and</p> <p>(e) retain, enhance and connect native <i>vegetation</i> areas and other <i>ecologically important areas</i>.</p>		
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.
Development in the Community Facilities Zone (Sundale Nambour Garden Village)			
PO29	<p>Development in the Community facilities zone (Sundale Nambour Garden Village):-</p> <p>(a) 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 manner;</p> <p>(b) provides for a range of <i>residential care facilities</i> and <i>retirement facilities</i>;</p> <p>(c) contributes to the creation of a cluster of health-related business uses which complement the <i>residential care facility/retirement facility</i> on the same <i>site</i>;</p> <p>(d) provides for a limited range of other business and community activities which complement the <i>residential care facility/retirement facility</i> on the same <i>site</i> and residential uses in the immediate area; and</p> <p>(e) ensures that business activities have an intensity and scale which do not detract from the role and function of the Nambour Town Centre as the key focus for commercial and retail activities.</p>	AO29	No acceptable outcome provided.
PO30	Development in the Community facilities zone (Sundale Nambour Garden Village) provides a built form that is sympathetic to surrounding residential development, with a transition of <i>building height</i> , bulk and scale at the Carter Road/Doolan Street frontages.	AO30	<p><i>In partial fulfilment of Performance Outcome PO30:-</i></p> <p>Development in the community facilities zone (Sundale Nambour Garden Village) where adjoining or opposite a residential use or land included in a <i>residential zone</i>, provides for buildings and structures to be <i>setback</i> from the corresponding <i>site</i> boundary a minimum distance equal to the height of the building or structure.</p>
PO31	<p>Development in the Community facilities zone (Sundale Nambour Garden Village):-</p> <p>(a) preserves the amenity of adjacent land and <i>dwelling houses</i>;</p> <p>(b) does not dominate the <i>streetscape</i></p>	AO31	No acceptable outcome provided.

Performance Outcomes	Acceptable Outcomes
<p>and contributes positively to local <i>streetscape</i> character;</p> <p>(c) provides for buildings which are designed to address and optimise casual surveillance to public streets, pedestrian pathways, Petrie Creek and other areas of community activity;</p> <p>(d) maintains an adequate area suitable for landscapes adjacent to the road <i>frontages</i>;</p> <p>(e) provides for on-site car parking to be located and designed such that it does not dominate the <i>streetscape</i>;</p> <p>(f) maintains the visual continuity and pattern of buildings and landscape elements within the immediate area;</p> <p>(g) provides for the protection and buffering of <i>ecologically important areas</i> and local ecological linkages identified on Figure 7.2.22A (Nambour local plan elements); and</p> <p>(h) maintains and, wherever practicable, enhances pedestrian and cycle connectivity along Petrie Creek and to existing and planned pedestrian/cycle pathways.</p>	

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
Major Centre Zone (Precinct NAM LPP-3 – Town Centre Frame)	
Residential activities	
(k) <i>Caretaker's accommodation</i> (l) <i>Community residence</i> (m) <i>Dual occupancy</i> (where forming part of a <i>mixed use development</i>) (n) <i>Dwelling unit</i> (o) <i>Multiple dwelling</i> (p) <i>Residential care facility</i> (q) <i>Resort complex</i> (r) <i>Retirement facility</i> (s) <i>Rooming accommodation</i> (t) <i>Short-term accommodation</i>	None
Business activities	
(v) <i>Adult store</i> (where not located in an <i>adult store sensitive use area</i>) (w) <i>Agricultural supplies store</i> (x) <i>Bar</i> (y) <i>Car wash</i> (z) <i>Food and drink outlet</i> (where not incorporating a <i>drive-through facility</i>) (aa) <i>Funeral parlour</i> (bb) <i>Garden centre</i> (where not exceeding a <i>gross leasable floor area</i> of 300m ²) (cc) <i>Hardware and trade supplies</i> (where not exceeding a <i>gross leasable floor area</i> of 300m ²) (dd) <i>Health care services</i> (ee) <i>Home based business</i> (where other than a <i>high impact home based business activity</i>) (ff) <i>Office</i> (gg) <i>Sales office</i> (hh) <i>Service station</i> (ii) <i>Shop</i> (where occupying not more than 200m ² of	(e) <i>Garden centre</i> (where exceeding a <i>gross leasable floor area</i> of 300m ²) (f) <i>Hardware and trade supplies</i> (where exceeding a <i>gross leasable floor area</i> of 300m ²)

Column 1 Consistent uses	Column 2 Potentially consistent uses
gross leasable floor area)	
(jj) Showroom	
(kk) Veterinary services	
Industrial activities	
(c) Service industry	Research and technology industry
(d) Low impact industry (where occupying not more than 200m ² of gross leasable floor area)	
Community activities	
(h) Child care centre	None
(i) Community care centre	
(j) Community use	
(k) Educational establishment	
(l) Emergency services	
(m) Place of worship	
Sport and recreation activities	
(d) Club	None
(e) Indoor sport and recreation	
(f) Park	
Other activities	
(c) Parking station	None
(d) Telecommunications facility (where other than a freestanding tower)	
(e) Utility installation (where a local utility)	

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

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

Figure 7.2.22B Typical vertical proportions along part of Currie Street

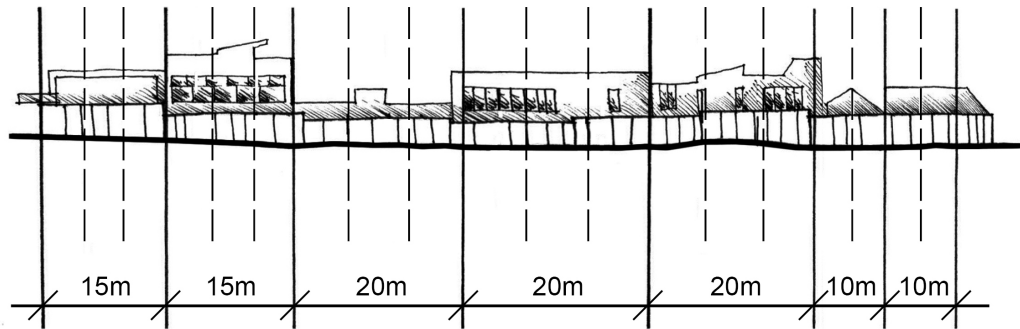
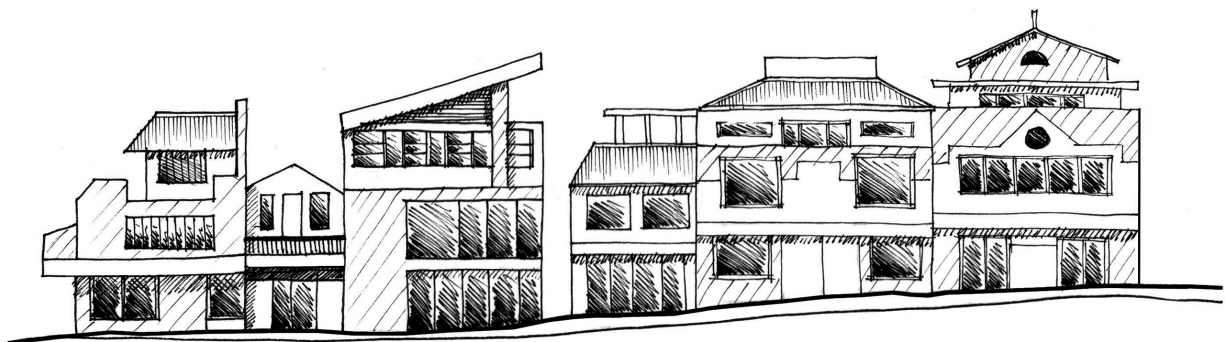


Figure 7.2.22C Articulated and 'fine grain' skyline



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>			
PO1	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.	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

Part 7

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 Figure 7.2.23A (Palmwoods local plan elements) .
		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 Figure 7.2.23A (Palmwoods local plan elements) ; (c) bushland along Woombye-Palmwoods Road, Eudlo Road and Palmwoods-Montville Road; and (d) other character <i>vegetation</i> identified on Figure 7.2.23A (Palmwoods local plan elements) . 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 Figure 7.2.23A (Palmwoods local plan elements) 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— Section 9.4.2 (Landscape code) 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>
PO4	<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>	AO4	<p>Development provides visible, safe, comfortable and attractive through block pedestrian linkages where identified on Figure 7.2.23A (Palmwoods local plan elements).</p>
PO5	<p>Development is sited and designed in a manner which sensitively responds to local topography.</p>	AO5	<p>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.</p>
PO6	<p>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 Figure 7.2.23A (Palmwoods local plan elements), facilitates the provision of the local ecological linkage.</p>	AO6	<p>No acceptable outcome provided.</p> <p>Editor's note—Section 8.2.3 (Biodiversity, waterways and wetlands overlay code) sets out requirements for the provision of ecological linkages.</p>
PO7	<p>Development does not compromise or adversely impact upon the operation or future upgrading of the North Coast Rail Line.</p>	AO7	<p>No acceptable outcome provided.</p>
PO8	<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>	AO8	<p>No acceptable outcome provided.</p>
Development in the Local Centre Zone			
PO9	<p>Development in the Local centre zone provides for small scale uses and mixed uses that:-</p> <p>(a) support Palmwoods' role and function as a local (full service) activity centre; and</p> <p>(b) provide a wide range of goods and services to meet the convenience needs of Palmwoods' resident population and immediately surrounding rural community.</p>	AO9	<p>No acceptable outcome provided.</p>
PO10	<p>Development in the Local centre zone provides for:-</p> <p>(a) Main Street to be retained as the primary focus for centre activities; and</p> <p>(b) development along Margaret Street to be limited to small scale, low intensity business uses with low</p>	AO10	<p>No acceptable outcome provided.</p>

Performance Outcomes		Acceptable Outcomes	
	traffic generation.		
PO11	<p>Development in the Local centre zone:-</p> <ul style="list-style-type: none"> (a) is sympathetic to the rural town character and identity of Palmwoods; (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 functional and integrated <i>access</i>, car parking and servicing areas which preserve the integrity of existing stone retaining walls and do not dominate the street. 	AO11	<p>Development in the Local centre zone:-</p> <ul style="list-style-type: none"> (a) provides for Main Street and Margaret Street to be maintained and enhanced as attractive and pedestrian friendly main streets; (b) provides for <i>primary active street frontages</i>, built to the front boundary, where identified on Figure 7.2.23A (Palmwoods local plan elements); (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; (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; (f) has simple, traditional Queensland-style roof designs such as hipped or gabled and parapet walls of various shapes facing the street; (g) has building openings overlooking and addressing the street; (h) incorporates vertical proportions on the front façade and well defined shopfronts and entry doors; (i) uses traditional building materials (timber cladding and corrugated iron roofing); (j) uses understated colour schemes and low-reflective roofing and cladding materials; (k) ensures that signage is integrated with the building; (l) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths; (m) provides for vehicular <i>access</i> to be from the rear of sites where required to preserve old stone retaining walls; and (n) retains on-street car parking and provides for on-site car parking behind buildings at the rear of the development.
PO12	<p>Redevelopment of disused railway land adjacent to Main Street in the vicinity of Church Street:-</p> <ul style="list-style-type: none"> (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); (b) does not compromise or adversely impact upon the current or future operation of the North Coast Rail Line; (c) provides for the retention and/or 	AO12	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>		
Development in the Medium Impact Industry Zone			
PO13	<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>	AO13	No acceptable outcome provided.
Development in the Low Impact Industry Zone			
PO14	<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>	AO14	No acceptable outcome provided.
Development in the Low Density Residential Zone			
PO15	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.	AO15.1	Reconfiguring a lot in the Low density residential zone has a minimum lot size of 800m ² .
		AO15.2	Reconfiguring a lot in the Low density residential zone provides for regular-shaped lots with a grid street layout and subdivision pattern.
PO16	<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>	AO16	<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 Figure 7.2.23A (Palmwoods local plan elements).</p>

Performance Outcomes		Acceptable Outcomes	
Development in the Low Density Residential Zone (West of Landershute Road)			
PO17	Development in the Low density residential zone (west of Landershute Road) provides for coordinated road access/egress from Landershute Road, with no direct access to Palmwoods-Montville Road.	AO17	Development in the Low density residential zone (west of Landershute Road) provides road access/egress as indicated on Figure 7.2.23A (Palmwoods local plan elements) .
Development in the Medium Density Residential Zone			
PO18	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) sensitively responds to local topography; (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; (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; (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; (h) provides for the retention of existing mature <i>vegetation</i> , particularly on ridgelines and hilltops; and (i) provides strong pedestrian links to the town centre.	AO18	No acceptable outcome provided.
Development in the Emerging Community Zone Generally			
PO19	Development in the Emerging community zone is master planned to ensure that development occurs in a logical and coordinated manner.	AO19	No acceptable outcome provided.
PO20	Development in the Emerging community zone provides for:- (a) predominantly low density residential housing; and (b) lot sizes and a configuration of lots that is sympathetic to the rural town character and identity of the Palmwoods local plan area.	AO20	No acceptable outcome provided.
PO21	Reconfiguring a lot within the Emerging community zone:- (a) is designed to sensitively respond to site characteristics and avoids significant scarring of the landscape; and (b) provides for an interconnected system of local roads, pedestrian, cycle and open space links with adjoining land and the Palmwoods	AO21	Reconfiguring a lot in the Emerging community zone:- (a) provides for a subdivision layout which minimises the extent of cut and fill required to accommodate new lots and roads; and (b) incorporates an interconnected, permeable internal road system, pedestrian, cycle and open space links, including as indicated on

Performance Outcomes		Acceptable Outcomes	
	Town Centre.		Figure 7.2.23A (Palmwoods local plan elements).
PO22	Development in the Emerging community zone provides for:- (a) the protection and buffering of <i>ecologically important areas</i> and drainage areas, including the character <i>vegetation</i> and local ecological linkages identified on Figure 7.2.23A (Palmwoods local plan elements) ; and (b) appropriate buffering and separation to nearby agricultural land and rural uses.	AO22	No acceptable outcome provided.
Development in the Emerging Community Zone (North-Eastern Part of Local Plan Area)			
PO23	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.	AO23	No acceptable outcome provided.
Development in the Emerging Community Zone (South-Eastern Part of Local Plan Area)			
PO24	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.	AO24	No acceptable outcome provided.
Development of Surplus Railway land and Rural land within the Urban Growth Management Boundary not available for Urban Purposes at Commencement of Planning Scheme			
PO25	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-	AO25	No acceptable outcome provided.

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

Performance Outcomes		Acceptable Outcomes	
	(f) where for business uses, provides an active <i>frontage</i> to Main Street and the pedestrian link to the new railway station.		
PO28	Development provides for surplus railway land and rural land within the urban growth management boundary made available in the life of the 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.	AO28	Development of surplus railway land or rural land within the urban growth management boundary is undertaken in accordance with a local master plan that has been subject to public consultation and implemented either through a planning scheme amendment or a variation approval.

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>			
PO1	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.	AO1.1	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 Figure 7.2.24A (Peregian South local plan elements) , 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— Section 9.4.2 (Landscape code) 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 Figure 7.2.24A (Peregian South local plan elements) .
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 Figure 7.2.24A (Peregian South local plan elements) .	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.

Performance Outcomes		Acceptable Outcomes	
PO7	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.	AO7	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 on land adjacent to conservation areas and other <i>ecologically important areas</i> .
PO8	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.	AO8	No acceptable outcome provided.
Development in the Local Centre Zone Generally			
PO9	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.	AO9	No acceptable outcome provided.
PO10	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 ² ; (b) for the local centre on the corner of Balgownie Drive and Peregian Springs Drive, a total of 1,000m ² ; and (c) for other local centres, a total of 500m ² , with no single tenancy exceeding 100m ² .	AO10	No acceptable outcome provided.
PO11	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 ² ; and (c) is sleeved and located behind smaller scale fine grain built form elements.	PO11	No acceptable outcome provided.
PO12	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 <i>access</i> that does not dominate the street.	AO12	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>
PO13	<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 <i>storey</i>; and</p> <p>(d) occurs in a manner which allows for the gradual and orderly expansion of the centre over time.</p>	AO13	No acceptable outcome provided.
Development in the Medium Density Residential Zone			
PO14	<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>	AO14	No acceptable outcome provided.
Development in the Emerging Community Zone			
PO15	<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 500m², with no single tenancy exceeding 100m²;</p>	AO15	<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"> (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; (e) provides an interconnected system of open space and community facilities to meet the needs of the local community; (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; (g) provides a new connection to the Sunshine Motorway at the southern end of the local plan area; (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; (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 (j) provides for the maintenance, enhancement and reconnection of native <i>vegetation</i> areas, <i>wetlands</i> and other <i>ecologically important areas</i>. 	

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.⁴
 - (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:-

⁴ 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*⁵;
 - (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:-

⁵ 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 500m².
- (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>			
PO1	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.	AO1	No acceptable outcome provided.
PO2	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> .	AO2	No acceptable outcome provided.
PO3	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.	AO3.1	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.
		AO3.2	Development uses understated colour schemes and low-reflective roofing and cladding materials.
		AO3.3	Development provides for existing mature trees and stands of native <i>vegetation</i> to be retained and incorporated into the design of development.
PO4	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.	AO4	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 Figure 7.2.25A (Sippy Downs local plan elements) ; (c) bushland within the <i>landscape buffer</i> to the Sunshine Motorway; and (d) other character <i>vegetation</i> identified on Figure 7.2.25A (Sippy Downs local plan elements) . 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 contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways to enhance	AO5.1	Development adjacent to gateway/entry points where identified on Figure 7.2.25A (Sippy Downs local plan elements) :-

Performance Outcomes		Acceptable Outcomes	
	the sense of entry to, and character of, the Sippy Downs local plan area.	AO5.2	<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—Section 9.4.2 (Landscape code) 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—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 streetscape improvements in Precinct SID LPP-1 (Sippy Downs Town Centre).</p>
PO6	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.	AO6	<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—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 <i>landscape buffers</i> in Precinct SID LPP-1 (Sippy Downs Town Centre).</p>
PO7	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.	AO7.1 AO7.2	<p>Development complements and extends pedestrian and cycle linkages, including where identified on Figure 7.2.25A (Sippy Downs local plan elements).</p> <p>Development provides a simple, grid-based road/street network which complies with and complements the proposed road/street network identified on Figure 7.2.25A (Sippy Downs local plan elements).</p>
PO8	Development on land with frontage to Sippy Creek or Mountain Creek facilitates the provision of a local ecological linkage as identified on Figure 7.2.25A (Sippy Downs local plan elements) .	AO8	<p>No acceptable outcome provided.</p> <p>Editor's note—Section 8.2.3 (Biodiversity, waterways and wetlands overlay code) sets out requirements for the provision of ecological linkages.</p>
PO9	Development provides for, and does not compromise the future provision and operation of, <i>transport networks</i>	AO9	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 Figure 7.2.25A (Sippy Downs local plan elements) ; (b) the Sunshine Motorway; and (c) the Bruce Highway.		
Development in the Local Centre Zone			
PO10	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.	AO10	No acceptable outcome provided.
PO11	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 ² ; and (b) for other local centres, a total of 1,000m ² . 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).	AO11	No acceptable outcome provided.
PO12	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.	AO12	No acceptable outcome provided.
PO13	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.	AO13	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 Figure 7.2.25A (Sippy Downs local plan elements) ; (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.
Development in the Specialised Centre Zone			
PO14	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 ² .	AO14	No acceptable outcome provided.
PO15	Development in the Specialised centre zone is located, designed and effectively screened such that it is not recognisable from the Sunshine Motorway.	AO15	No acceptable outcome provided.
Development in the Low Density Residential Zone (Toral Drive and Jorl Court)			
PO16	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 culs-de-sac and <i>rear lots</i> .	AO16	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 culs-de-sac.
Development in the Medium Density Residential Zone			
PO17	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.	AO17	No acceptable outcome provided.
PO18	Development provides a minimum 20 metre wide landscaped <i>buffer</i> to the electricity substation at Power Road.	AO18	No acceptable outcome provided.
Development in the Emerging Community Zone (Lots 1 and 7 on RP817448 at 137 Crosby Hill Road, Tanawha)			
PO19	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	AO19	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 700m² for all business uses on the site;</p> <p>(ii) a total of 100m² for <i>health care services</i>; and</p> <p>(iii) a total of 500m² 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 Figure 7.2.25A (Sippy Downs local plan elements);</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 Figure 7.2.25A (Sippy Downs local plan elements); and</p> <p>(f) appropriate <i>buffers</i> to <i>waterways</i> and <i>wetlands</i>.</p>		
Development in the Community Facilities Zone (University of the Sunshine Coast)			
PO20	<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 Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages);</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>	AO20	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	Stringybark Road; and (iv) is an open parkland with areas of bushland, existing trees and gardens.		
Development in the Community Facilities Zone (Lot 1 SP215755 at 227 – 237 Sippy Downs Drive)			
PO21	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> .	AO21	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)⁶

Performance Outcomes		Acceptable Outcomes	
Development in Precinct SID LPP-1 (Sippy Downs Town Centre) Generally			
Town Centre Structure and Character			
PO1	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 Figure 7.2.25B (Sippy Downs Town Centre Master Plan) and comprising the following sub-precincts identified on Local Plan Map LPM33 :- (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).	AO1	No acceptable outcome provided.
PO2	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;	AO2	No acceptable outcome provided. Note—the Planning scheme policy for Sippy Downs Town Centre provides guidance in relation to achieving the desired architectural and landscape character of the Sippy Downs Town Centre.

⁶ 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"> (iv) has a high level of public and private amenity; (v) promotes variety and visual interest; and (vi) delivers a vibrant relationship with adjacent public and semi-public spaces. 		
Land Uses			
PO3	<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"> (a) a use listed as a consistent use in Column 1 of Table 7.2.25.4.3 (Sippy Downs local plan supplementary table of consistent uses and potentially consistent uses in the Major centre zone) to occur in the relevant sub-precinct; and (b) a use listed as a potentially consistent use in Column 2 of Table 7.2.25.4.3 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. <p>Note—a use not listed in Table 7.2.25.4.3 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>	AO3	No acceptable outcome provided.
Connectivity and Movement			
PO4	<p>Development provides an interconnected, efficient and permeable street network which:-</p> <ul style="list-style-type: none"> (a) facilitates convenient access for pedestrians, cyclists and vehicles; (b) provides clear, safe and convenient connections to existing and proposed streets; (c) in the case of Principal Streets:- <ul style="list-style-type: none"> (i) are located where identified on Figure 7.2.25A (Sippy Downs local plan elements); and (ii) provide the focus for activity and movement in the Sippy Downs Town Centre; (d) in the case of Local Access Streets:- <ul style="list-style-type: none"> (i) are provided in the approximate location identified on Figure 7.2.25A (Sippy Downs local plan elements); and (ii) provide for additional through connections in the street network; and (e) ensures that all Principal and Local Access Streets are provided and are dedicated as road reserve. 	AO4	<p>Development provides for all Principal Streets and Local Access Streets:-</p> <ul style="list-style-type: none"> (a) to be provided in the locations identified on Figure 7.2.25A (Sippy Downs local plan elements); (b) to be designed in accordance with the standards specified in the Planning scheme policy for Sippy Downs Town Centre; and (c) to be dedicated as road reserve.
PO5	Development provides a support network of rear/service lanes to provide:-	AO5	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	(a) vehicle access to lots; (b) service functions; (c) intra-block connectivity; (d) high levels of vehicle and pedestrian permeability; (e) opportunities for shared or consolidated access and servicing; and (f) further block subdivision.		
PO6	Development provides for vehicular access arrangements which:- (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 Figure 7.2.25D (Sippy Downs Town Centre Road/Street Designations) ; and (b) provide for limited direct access to/from:- (i) other Principal Streets; and (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 (c) do not restrict the ability of adjacent premises to achieve access to/from a Local Access Street.	AO6.1 AO6.2 AO6.3 AO6.4	Development provides that a servicing area and a car parking area are only accessed from a Local Access Street. 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. 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. 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.
PO7	Development contributes to the creation of a safe and convenient pedestrian and cycle movement network, including where identified on Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages) .	AO7	No acceptable outcome provided.
PO8	Development provides pedestrian through block links which:- (a) are located: (i) generally in accordance with Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages) ; and (ii) at other mid block locations to align with key activity nodes and the indicative pedestrian crossings of streets; (b) provide guaranteed 24 hour/7 days a week public access by means of a dedicated easement to <i>Council</i> ; (c) are consistent with the preferred street layout; and (d) have a minimum width of 5 metres.	AO8	No acceptable outcome provided. Note—the Planning scheme policy for Sippy Downs Town Centre provides guidance in relation to the provision of pedestrian through block links.
Parking			
PO9	Development being a multi-level car parking structure:- (a) is sleeved behind the active street <i>frontage</i> ; (b) does not have a direct street <i>frontage</i> other than to a Local	AO9	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 Figure 7.2.25C (Sippy Downs Town Centre Core Plan) .		
PO10	Development which is adjacent to the Sunshine Motorway ensures that any car parking area is not visible from the Sunshine Motorway.	AO10	No acceptable outcome provided.
PO11	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.	AO11	No acceptable outcome provided.
Built Form			
PO12	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.	AO12	No acceptable outcome provided. Note—the Planning scheme policy for Sippy Downs Town Centre 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.
PO13	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 Figure 7.2.25C (Sippy Downs Town Centre Core Plan) , development should address these links.	AO13	No acceptable outcome provided.
PO14	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;	AO14	No acceptable outcome provided. Note—The Planning scheme policy for Sippy Downs Town Centre 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"> (c) reduce the reliance on non-renewable energy sources for heating and cooling systems in response to the local climate; (d) minimise excessive shade or sun exposure on public spaces; (e) deliver a high level of public and private amenity; (f) promote variety and visual interest within the <i>streetscape</i> and public realm; (g) provide a sense of enclosure to streets and public spaces; (h) provide for a seamless transition from external areas to internal areas; (i) ensure equitable access to attractive views and prevailing cooling breezes; and (j) avoid excessively wide and tall facades and inadequate spaces between buildings. 		
PO15	<p>The height of buildings complies with Figure 7.2.25E (Sippy Downs Town Centre Building Heights) such that:-</p> <ul style="list-style-type: none"> (a) buildings fronting a Principal Street have:- <ul style="list-style-type: none"> (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 (ii) a minimum height of not less than:- <ul style="list-style-type: none"> (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 (B) 2 <i>storeys</i> otherwise; and (b) buildings fronting a Local Access Street have:- <ul style="list-style-type: none"> (i) a maximum height of not more than 4 <i>storeys</i> and not more than 15 metres; and (ii) a minimum height of not less than 2 <i>storeys</i>. 	AO15	No acceptable outcome provided.
PO16	<p>Development provides for a variation in <i>building height</i> such that:-</p> <ul style="list-style-type: none"> (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"> (i) the corner of two Principal Streets; (ii) premises where a separation of 30 metres is achieved to an existing or future 5 or 6 <i>storey</i> corner element; (iii) towards the <i>frontage</i> of 'A' Street and Sippy Downs Drive; and (iv) at a terminating vista; and (b) development on a Local Access 	AO16	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.		
PO17	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> .	AO17	No acceptable outcome provided. Note—the Planning scheme policy for Sippy Downs Town Centre provides guidance in relation to achieving desired outcomes for the taller elements of buildings.
PO18	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 ² ; and (b) has a minimum horizontal separation distance of 30 metres to other elements above 4 <i>storeys</i> or 15 metres.	AO18	No acceptable outcome provided. Note—the Planning scheme policy for Sippy Downs Town Centre provides guidance in relation to achieving desired outcomes for the taller elements of buildings.
PO19	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.	AO19	No acceptable outcome provided.
PO20	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.	AO20	No acceptable outcome provided.
Landscape Buffer			
PO21	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;	AO21	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 Figure 7.2.25B (Sippy Downs Town Centre Master Plan) ; (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 Figure 7.2.25B (Sippy Downs Town Centre Master Plan);</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 Planning scheme policy for Sippy Downs Town Centre.</p>
Landscaping and Environment			
PO22	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.	AO22	<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—Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages) identifies an Environmentally Sensitive Area (Frog breeding and forage habitat).</p>
PO23	<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>AO23.1</p> <p>AO23.2</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 Planning scheme policy for Sippy Downs Town Centre provides guidance in relation to the retention of existing <i>vegetation</i> within the Sippy Downs Town Centre.</p>
PO24	<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>AO24.1</p> <p>AO24.2</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 cunninghamiana</i>; or</p> <p>(b) <i>Livistona australis</i>.</p>
PO25	Development provides on-site landscaping involving deep planting	AO25	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>		
PO26	<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>	AO26	<p>Development provides street trees in accordance with the species types and applicable street cross section detail specified in the Planning scheme policy for Sippy Downs Town Centre.</p>
PO27	<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>	AO27	<p>Development provides for street lighting, planting, verges and street furniture in accordance with the standards specified in the Planning scheme policy for Sippy Downs Town Centre.</p>
PO28	<p>Development provides for footpaths which:-</p> <p>(a) differentiate with the road/street types where identified in Figure 7.2.25D (Sippy Downs Town Centre Road / Street Designations);</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>	AO28	<p>Development provides for footpaths in accordance with the standards specified in the Planning scheme policy for Sippy Downs Town Centre.</p>
PO29	<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>	AO29	<p>Development provides for street furniture in accordance with the standards specified in the Planning scheme policy for Sippy Downs Town Centre.</p>

Performance Outcomes		Acceptable Outcomes	
Integrated Water Management			
PO30	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.	AO30	Development provides for water supply, wastewater and stormwater <i>infrastructure</i> in accordance with the standards specified in the Planning scheme policy for Sippy Downs Town Centre .
Development in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core)			
Land Uses and Locations (Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core))			
PO31	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.	AO31	No acceptable outcome provided.
PO32	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 Figure 7.2.25C (Sippy Downs Town Centre Core Plan) 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 ² of land is transferred to the <i>Council</i> in freehold to provide for the establishment of a multi purpose, integrated community facility.	AO32	No acceptable outcome provided. Note—the Planning scheme policy for Sippy Downs Town Centre provides guidance in relation to the Sippy Downs Town Centre Core Plan.

Performance Outcomes		Acceptable Outcomes	
PO33	<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"> (a) arranging <i>active uses</i> to front public spaces and maximise pedestrian activity; (b) providing for the orientation and clustering of pedestrian intensive development towards Principal Streets; (c) ensuring a variety of compatible mixed uses are provided within each <i>site</i>; and (d) ensuring uses and spaces are safe, equitable and accessible. 	AO33	No acceptable outcome provided.
PO34	<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"> (a) is incorporated into a <i>mixed use development</i>; and (b) where in a location identified as requiring <i>primary active street frontage</i> on Figure 7.2.25C (Sippy Downs Town Centre Core Plan), ensures that all <i>dwellings</i> and <i>rooming units</i> are located above the ground storey. 	AO34	No acceptable outcome provided.
PO35	<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"> (a) is located generally in accordance with an area identified as 'Large Floor Plate Retail' as shown on the Figure 7.2.25C (Sippy Downs Town Centre Core Plan); (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; (c) ensures that 'A' Street is the primary retail location and pedestrian movement path by:- <ul style="list-style-type: none"> (i) maintaining close proximity to 'A' Street and locating the main pedestrian entrance as close to 'A' Street as possible; (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; (iii) ensuring that the street is the easiest way for people to move between large floor plate uses; (iv) ensuring that the large floor plate use is not oriented towards a car parking area; and (v) ensuring that pedestrian 	AO35	<p>No acceptable outcome provided.</p> <p>Note—the Planning scheme policy for Sippy Downs Town Centre 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 Figure 7.2.25C (Sippy Downs Town Centre Core Plan) ; 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 Figure 7.2.25C (Sippy Downs Town Centre Core Plan) :- (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 Figure 7.2.25C (Sippy Downs Town Centre Core Plan) 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 Planning scheme policy for Sippy Downs Town Centre .
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.
Maximum Retail Floorspace (Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core))			
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"> (a) the maximum retail floor space that is realistically viable for the Town Centre Core in the medium and long term; (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; (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 (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. <p>Note—<i>Council</i> may require the preparation of an Economic Impact Assessment to determine:-</p> <ul style="list-style-type: none"> (a) whether the scale and range of retail uses proposed is reasonable and appropriate, having regard to the matters detailed above; and (b) compliance with other outcomes of this code as relevant to the proposal. <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"> (a) that is considered to compromise the achievement of the 'vision' and 'planning intent' for Sippy Downs Town Centre; or (b) which results in an ultimate development outcome that is not generally in accordance with the Town Centre Layout identified on Figure 7.2.25C (Sippy Downs Town Centre Core Plan); <p>will not be supported.</p>
PO42	<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"> (a) the development of more than 1 <i>discount department store</i>; (b) the development of more than 2 <i>full line supermarkets</i>, with each having a <i>gross leasable floor area</i> not exceeding 4,300m²; (c) the development of more than 2 <i>small supermarkets</i>, with each having a <i>gross leasable floor area</i> not exceeding 1,500m²; (d) the total <i>gross leasable floor area</i> of any other <i>shop</i> exceeding 300m²; or (e) the development of a <i>showroom</i>. 	AO42	No acceptable outcome provided.
Residential Development (Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core))			
PO43	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.	AO43	No acceptable outcome provided.
PO44	Development in Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core) ensures that:-	AO44	No acceptable outcome provided.
	(a) residential development is provided in conjunction with the first non-		

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>		
Setbacks (Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core))			
PO45	<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>	AO45	No acceptable outcome provided.
Public Open Space (Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core))			
PO46	<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 Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages);</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>	AO46	<p>Development provides a Town Square which:-</p> <p>(a) is located in accordance with the Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages); and</p> <p>(b) is designed in accordance with the standards specified in the Planning scheme policy for Sippy Downs Town Centre.</p>

Performance Outcomes		Acceptable Outcomes	
	water feature or the like.		
PO47	<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"> (a) are located generally in accordance with Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages); (b) have minimum dimensions of 9 metres by 9 metres; (c) provide shade trees and public seating; (d) contain planting to soften the built form edges where pedestrian access is not required; (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 (f) provide integrated public art, a water feature or the like. 	AO47	<p>Development provides Mini Plazas which:-</p> <ul style="list-style-type: none"> (a) are located in accordance with Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages); and (b) are designed in accordance with the standards specified in the Planning scheme policy for Sippy Downs Town Centre.
Development in Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct)			
Land Uses and Locations (Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct))			
PO48	<p>Development in Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct):-</p> <ul style="list-style-type: none"> (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; (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 (c) provides for retail uses to be limited and located only in the local centre. 	AO48	No acceptable outcome provided
PO49	<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"> (a) functions as a local (not full service) activity centre providing basic convenience goods and services to employees and residents of the immediate area; (b) is located on the southern side of the 'Main Street' designation where identified on Figure 7.2.25B (Sippy Downs Town Centre Master Plan) fronting the Town Plaza; and (c) does not exceed a total <i>gross leasable floor area</i> of 500m² for all retail and catering uses; and (d) comprises one or more of the following:- <ul style="list-style-type: none"> (i) <i>shop</i> (having a <i>gross</i> 	AO49	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p><i>leasable floor area</i> not exceeding 100m²); 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 Figure 7.2.25D (Sippy Downs Town Centre Road/Street Designations); 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 <i>storeys</i> 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 Figure 7.2.25D (Sippy Downs Town Centre Road/Street Designations) 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 Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages) and further described in performance outcome PO56 of this table.</p>		
PO53	<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.	AO53	No acceptable outcome provided.
Maximum Retail Floorspace (Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct))			
PO54	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 ² in order to protect the role and function of the town centre core.	AO54	No acceptable outcome provided.
Setbacks (Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct))			
PO55	<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>	AO55	No acceptable outcome provided.
Public Open Space (Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct))			
PO56	Development in Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct) provides a	AO56	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"> (a) is transferred to the <i>Council</i> in freehold tenure; (b) is located in accordance with Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages); (c) has minimum dimensions of 80 metres by 35 metres; (d) provides shade trees and public seating; (e) provides a mix of paved, grassed and landscaped areas; (f) is designed to provide opportunities for a kiosk or small scale cafe with outdoor dining; and (g) provides public toilets, integrated public art, a water feature or the like. 		<p>Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages); and</p> <ul style="list-style-type: none"> (b) is designed in accordance with the standards specified in the Planning scheme policy for Sippy Downs Town Centre.
PO57	<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"> (a) are located generally in accordance with Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages); (b) have minimum dimensions of 9 metres by 9 metres; (c) provide shade trees and public seating; (d) contain planting to soften the built form edges where pedestrian access is not required; (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 (f) provide integrated public art, a water feature or the like. 	AO57	<p>Development provides Mini Plazas which:-</p> <ul style="list-style-type: none"> (a) are located in accordance with Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages); and (b) are designed in accordance with the standards specified in the Planning scheme policy for Sippy Downs Town Centre.
Development in Sub-precinct SID LPSP-1c (Sippy Downs West Neighbourhood)			
Land Uses and Locations (Sub-precinct SID LPSP-1c (Sippy Downs West Neighbourhood))			
PO58	<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>	AO58	No acceptable outcome provided.
PO59	<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"> (a) serves the local residents of the Sub-precinct; and (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 	AO59	No acceptable outcome provided.

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

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>		
PO64	<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 Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages);</p> <p>(c) is a minimum of 600m² 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>	AO64	<p>Development provides a Neighbourhood Park which:-</p> <p>(a) is located in accordance with the Figure 7.2.25F (Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages); and</p> <p>(b) is designed in accordance with the standards specified in the Planning scheme policy for Sippy Downs Town Centre.</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

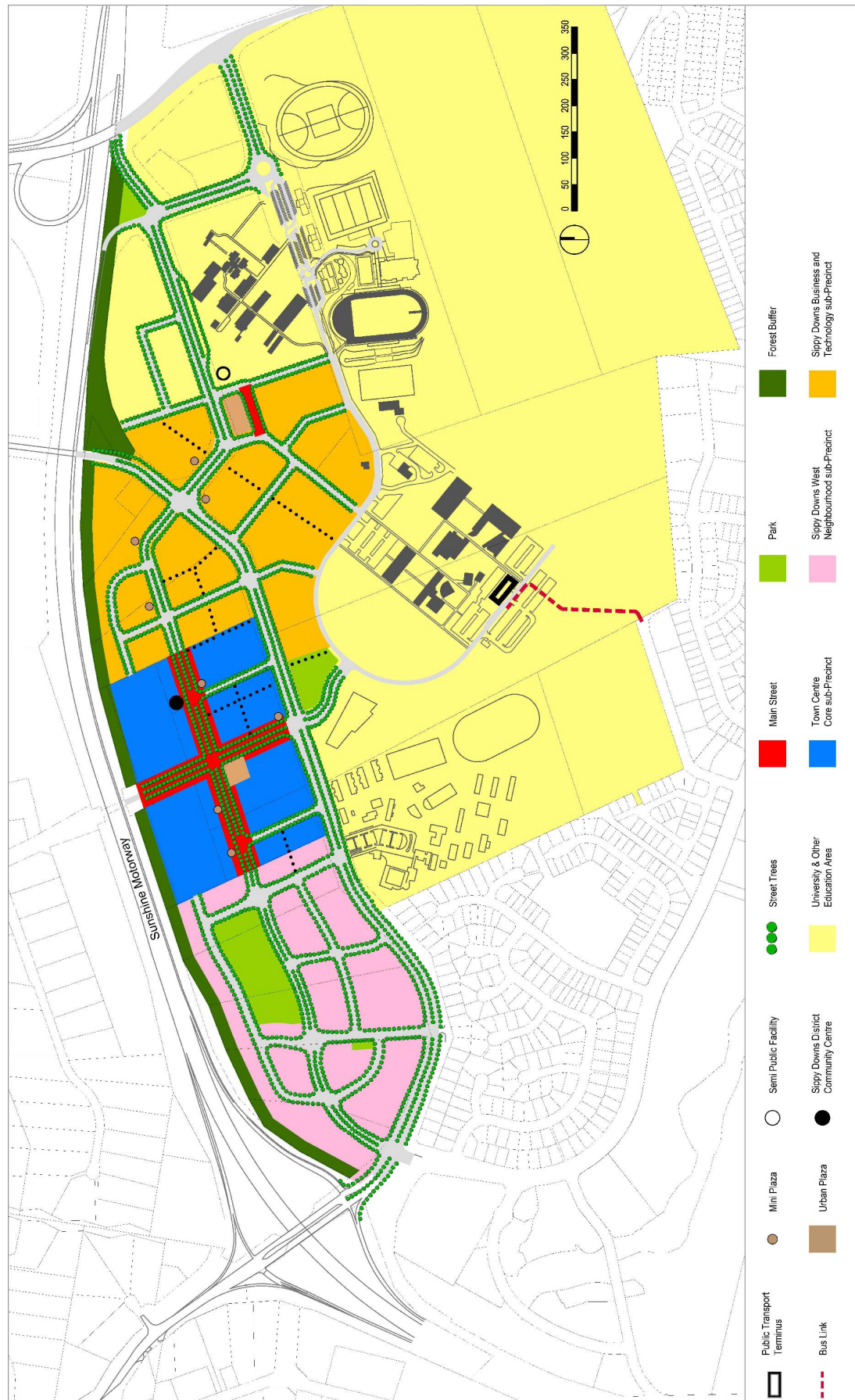
Note—this table overrides the consistent and potentially consistent uses specified in the zone codes in **Part 6 (Zones)** for the precincts and sub-precincts specified.

Column 1 Consistent uses	Column 2 Potentially consistent uses
Major Centre Zone (Precinct SID LPP-1 – Sippy Downs Town Centre) – Sub-precinct SID LPSP-1a (Sippy Downs Town Centre Core)	
Residential activities	
<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
Business activities	
<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 ² 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>)	
Industrial activities	
<i>Service industry</i>	(a) <i>Low impact industry</i> (b) <i>Research and technology industry</i>
Community activities	
(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
Sport and recreation activities	
(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
Other activities	
(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
Major Centre Zone (Precinct SID LPP-1 – Sippy Downs Town Centre) – Sub-precinct SID LPSP-1b (Sippy Downs Business and Technology Sub-precinct)	
Residential activities	
(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
Business activities	
(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 ²) (l) <i>Shopping centre</i> (where any retail/catering uses do not exceed a total <i>gross leasable floor area</i> of 500m ² and any <i>shop</i> tenancy does not exceed a	<i>Nightclub entertainment facility</i>

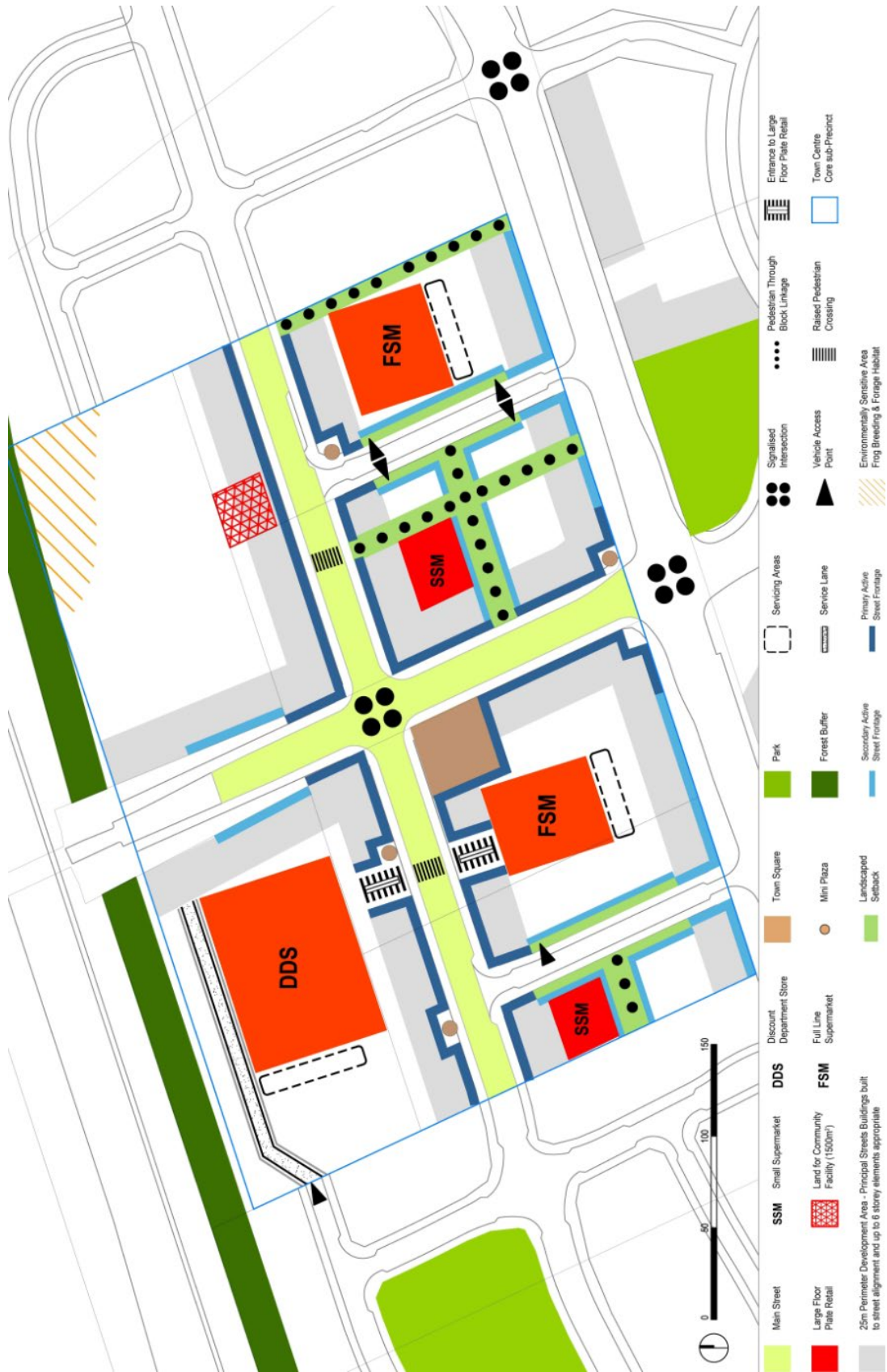
Column 1 Consistent uses	Column 2 Potentially consistent uses
<i>gross leasable floor area of 100m²</i> (m) <i>Theatre (where not for a cinema)</i> (n) <i>Veterinary services</i>	
Industrial activities	
(a) <i>Research and technology industry</i> (b) <i>Service industry</i>	<i>Low impact industry</i>
Community activities	
(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
Sport and recreation activities	
(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
Other activities	
(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 7.2.25B Sippy Downs Town Centre Master Plan



Part 7

Figure 7.2.25C Sippy Downs Town Centre Core Plan



Part 7

Figure 7.2.25D Sippy Downs Town Centre Road / Street Designations

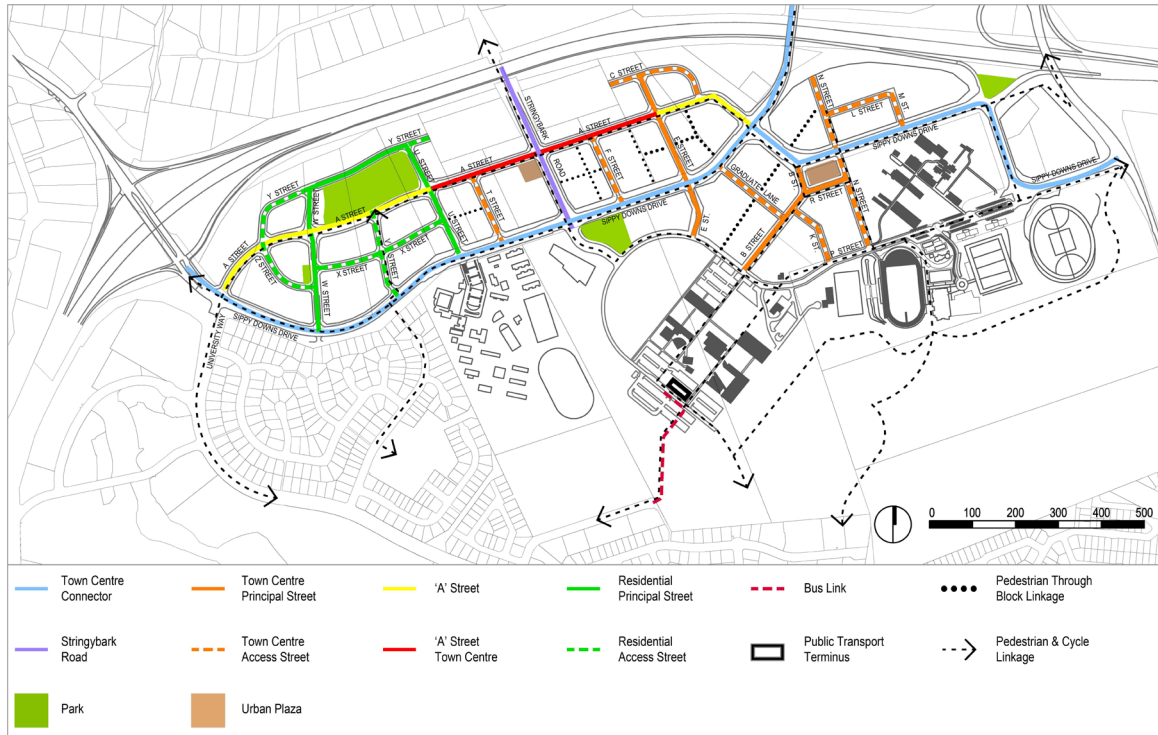


Figure 7.2.25E Sippy Downs Town Centre Building Heights

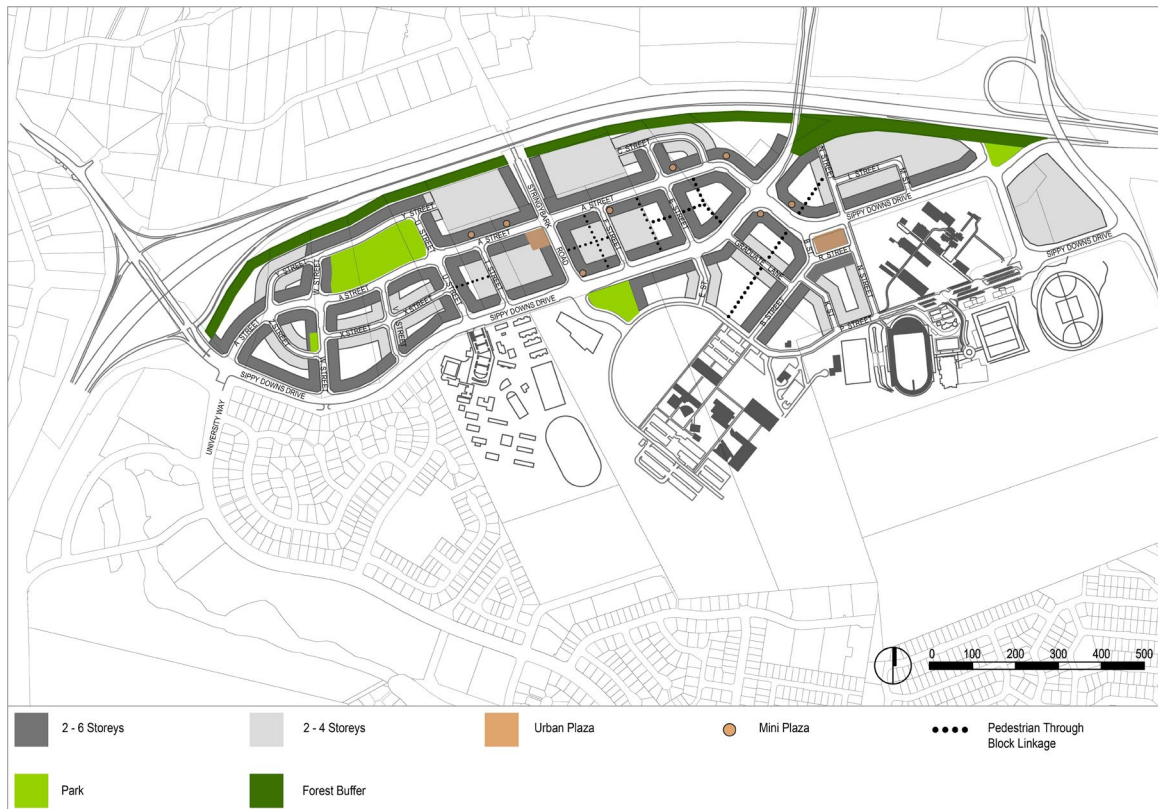
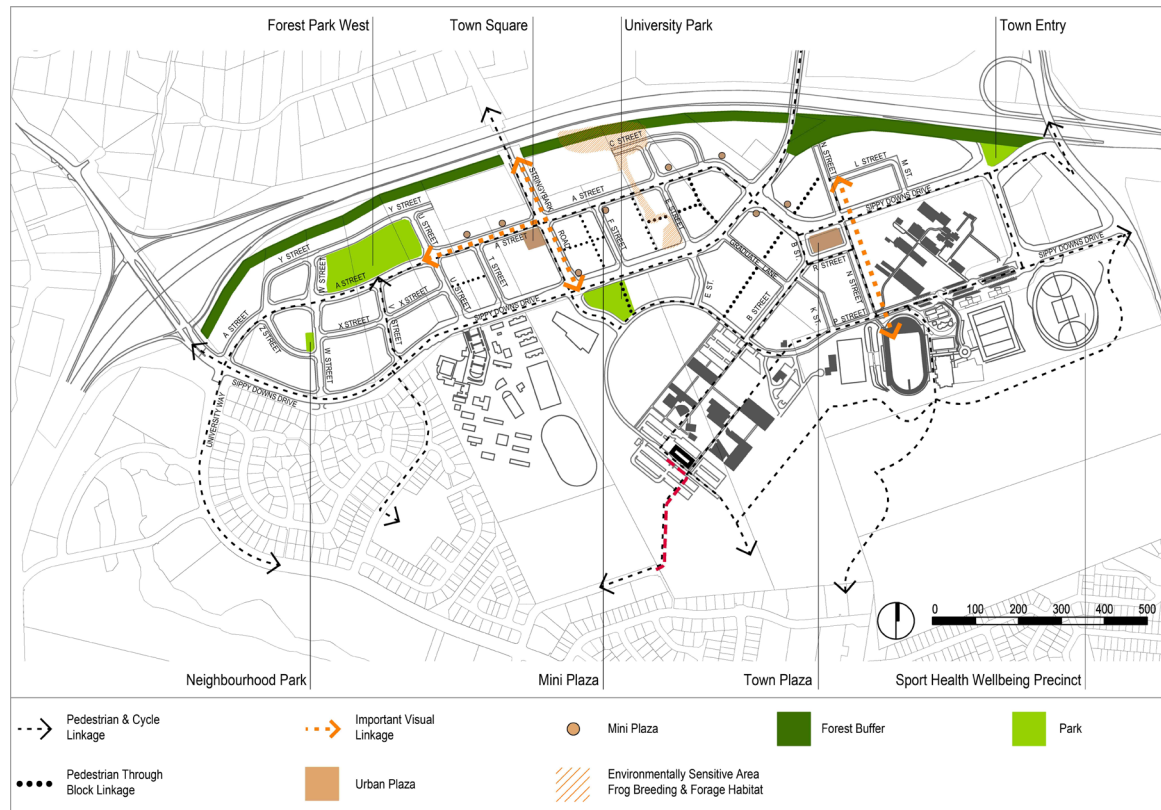


Figure 7.2.25F Sippy Downs Town Centre Open Space, Pedestrian and Cycle Linkages



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 Figure 7.2.26A (Woombye local plan elements) .
		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 Figure 7.2.26A (Woombye local plan elements) . 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 Figure 7.2.26A (Woombye local plan elements) 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—Section 9.4.2 (Landscape code) 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 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.	AO4	No acceptable outcome provided.
PO5	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.	AO5	No acceptable outcome provided.
PO6	Development on land with frontage to Paynter Creek, or on land otherwise identified as a local ecological linkage on Figure 7.2.26A (Woombye 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 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.	AO7	No acceptable outcome provided.
Development in the Local Centre Zone			
PO8	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.	AO8	No acceptable outcome provided.
PO9	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.	AO9	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 Figure 7.2.26A (Woombye local plan elements) ; (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"> (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; (f) has simple, traditional Queensland-style roof designs such as hipped or gabled and parapet walls of various shapes facing the street; (g) has building openings overlooking and addressing 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; and (k) provides for on-site car parking at the rear or to one side of the development.
Development in the Low Density Residential Zone			
PO10	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.	AO10.1	Reconfiguring a lot in the Low density residential zone provides for a minimum lot size of 800m ² .
		AO10.2	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.
PO11	Reconfiguring a lot within the Low density residential zone:- <ul style="list-style-type: none"> (a) is designed to sensitively respond to site characteristics and avoids significant scarring of the landscape; and (b) provides for an interconnected system of local roads, pedestrian, cycle and open space links with adjoining land. 	AO11	Reconfiguring a lot in the Low density residential zone:- <ul style="list-style-type: none"> (a) provides for a subdivision layout which minimises the extent of cut and fill required to accommodate new lots and roads; and (b) incorporates an interconnected, permeable internal road system, pedestrian, cycle and open space links.
Development in the Medium Density Residential Zone			
PO12	Development in the Medium density residential zone:- <ul style="list-style-type: none"> (a) provides for the establishment of a range of medium density housing compatible with a rural town setting; (b) is sympathetic to the rural town character and heritage values of Woombye; (c) is of a domestic scale that does not dominate the <i>streetscape</i> and is compatible with surrounding development; (d) provides for a building form that reflects the traditional Queensland style; (e) provides for generous open space to be maintained between buildings to preserve a predominantly open feel and character; 	AO12	Development in the Medium density residential zone:- <ul style="list-style-type: none"> (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>; (b) provides generous open spaces between buildings; (c) incorporates landscaping which complements the character of established gardens in the zone; (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;

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

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 Coolum 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 provides road network improvements required to service development, improve local connectivity and permeability and ensure safe and efficient access to development sites.
- (p) 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.
- (q) 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	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

Performance Outcomes		Acceptable Outcomes	
	Yandina.	<p>AO2.3</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"> (a) the tree covered hillsides of the western foothills; (b) native <i>vegetation</i> along the North Maroochy River and South Maroochy River; and (c) other character <i>vegetation</i> where identified on Figure 7.2.27A (Yandina local plan elements). <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>AO2.4</p> <p>Development retains and revegetates the remaining gully systems in the Fleming Street and Scott Street area.</p> <p>AO2.5</p> <p>Development retains and enhances the open space land west of Farrell Street to provide:-</p> <ul style="list-style-type: none"> (a) a green open space <i>buffer</i> between business uses and residential areas; and (b) a green foreground to views west of the town centre. 	<p>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 areas where identified on Figure 7.2.27A (Yandina local plan elements).</p>
PO3	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>AO3.1</p> <p>Development adjacent to the primary streetscape treatment area or identified gateway/entry point on Figure 7.2.27A (Yandina local plan elements) 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>AO3.2</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>AO3.3</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>AO3.4</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></p>	

Performance Outcomes		Acceptable Outcomes	
			<p>and landscape design.</p> <p>Note—Section 9.4.2 (Landscape code) 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 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.	AO4	Development provides a minimum 10 metre wide densely vegetated <i>landscape buffer</i> along the Bruce Highway <i>frontage</i> where identified on Figure 7.2.27A (Yandina local plan elements) .
PO5	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 Figure 7.2.27A (Yandina local plan elements) , facilitates the provision of the local ecological linkage.	AO5	<p>No acceptable outcome provided.</p> <p>Editor's note—Section 8.2.3 (Biodiversity, waterways and wetlands overlay code) sets out requirements for the provision of ecological linkages.</p>
PO6	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> .	AO6	No acceptable outcome provided.
Development in the Local Centre Zone			
PO7	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.	AO7	No acceptable outcome provided.
PO8	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.	AO8	<p>Development in the Local centre zone:-</p> <p>(a) provides for Stevens Street to be maintained and enhanced as an attractive and pedestrian friendly main street;</p> <p>(b) provides a fine scale built form with narrow building frontages and buildings built to the Stevens Street road boundary;</p> <p>(c) respects the layout, scale (including height and <i>setback</i>) and character of development on adjoining sites;</p> <p>(d) provides <i>primary active street frontages</i>, built to the front boundary, where identified on Figure 7.2.27A (Yandina local plan elements);</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 kerb;</p>

Performance Outcomes		Acceptable Outcomes	
			<ul style="list-style-type: none"> (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 gabled, and parapets facing the street; (h) has building openings overlooking the street, with the main entrance visually emphasised in the centre of the ground floor facade; (i) provides detailing and articulation for horizontal emphasis including awnings, parapet walls and first floor balconies; (j) uses traditional building materials (timber cladding and corrugated iron roofing); (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.
PO9	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.	AO9	No acceptable outcome provided.
PO10	Reconfiguring a lot in the Local centre zone does not result in the alienation of business zoned land.	AO10.1	Development for reconfiguring a lot in the Local centre zone provides for lots which are a minimum of 600m ² in area.
		AO10.2	Development in the Local centre zone does not result in the creation of <i>rear lots</i> .
Development in the Low Impact Industry Zone			
PO11	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.	AO11	Development in the Low impact industry zone:- <ul style="list-style-type: none"> (a) incorporates attractive and sensitively designed street facades which are of a domestic scale; (b) provides for any larger access doors (e.g. roller doors) to be located side-on or to the rear of buildings; (c) provides for car parking and service areas to the side or rear of buildings; and (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 Figure 7.2.27A (Yandina local plan elements).
PO12	Development in the Low impact industry zone in the Yandina Industrial Estate (East):-	AO12	No acceptable outcome provided.

Performance Outcomes	Acceptable Outcomes	
<p>(a) does not adversely impact on the scenic amenity of Mount Ninderry when viewed from the Bruce Highway and Yandina Coolum Road;</p> <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 Figure 7.2.27A (Yandina local plan elements), 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—Section 8.2.3 (Biodiversity, waterways and wetlands overlay code) sets out requirements for appropriate riparian <i>buffers</i>.</p>		
<p>PO13 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</p>	<p>AO13.1</p> <p>AO13.2</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 Figure 7.2.27A (Yandina local plan elements).</p> <p>Development provides for access and road connections in accordance with Figure 7.2.27A (Yandina local plan elements).</p>

Performance Outcomes		Acceptable Outcomes	
	on Lot 6 RP811902.		
PO14	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.	AO14	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 Figure 7.2.27A (Yandina local plan elements) .
Development in the Medium and High Impact Industry Zones			
PO15	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.	AO15	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 Figure 7.2.27A (Yandina local plan elements) .
PO16	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.	AO16	No acceptable outcome provided.
Development in the Medium Density Residential Zone			
PO17	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.	AO17	No acceptable outcome provided.
PO18	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.	AO18	Development provides for buildings that have no more than 4 attached <i>dwellings</i> .
Development in the Low Density Residential Zone			
PO19	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.	AO19.1 AO19.2	Reconfiguring a lot in the Low density residential zone provides for lots which are a minimum of 700m ² 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.
PO20	Development in the Low density residential zone on Lot 1 SP186045, located on Wharf Street, retains existing	AO20	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	bushland areas adjoining land in the 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.		
Additional Performance Outcomes and Acceptable Outcomes for Development in the Low Density Residential Zone South of Wappa Falls Road			
PO21	Development in the Low density residential zone south of Wappa Falls Road provides for a larger average lot size, and a configuration of lots, which:- (a) is sympathetic to the character of existing rural living and residential lots; (b) appropriately transitions to the adjacent residential uses along Wappa Falls Road and Bracken Fern Road; and (c) are used predominantly for single <i>household</i> detached housing.	AO21	<i>In partial fulfillment of Performance Outcome PO21:-</i> Reconfiguring a lot in the Low density residential zone south of Wappa Falls Road provides for:- (a) an average lot size of at least 800m ² ; and (b) lots which are a minimum of 1,000m ² in area adjacent to existing lots along Wappa Falls Road and along the frontage to Bracken Fern Road.
PO22	Development in the Low density residential zone south of Wappa Falls Road provides for:- (a) the protection, rehabilitation and buffering of natural waterways and drainage lines through the site; (b) a minimum 10 metre wide vegetated buffer to Creightons Road, extending and enhancing the existing vegetated buffer along the eastern boundary of the site; and (c) the continuation of the existing nature strip/vegetated buffer on the northern boundary of the site fronting Wappa Falls Road.	AO22	No acceptable outcome provided.
PO23	As identified conceptually on Figure 7.2.27A (Yandina local plan elements) , development in the Low density residential zone south of Wappa Falls Road provides for a safe, interconnected, permeable and legible road, pedestrian and cycle network to service the development, including:- (a) primary access from Wappa Falls Road at the northern boundary of the site, via a new intersection at Retreat Crescent; (b) other external access points from: (i) Wappa Falls Road on the western boundary of the site; and (ii) Bracken Fern Road; (c) works to improve the safety and efficiency of the Nambour North Connection Road, Wappa Falls Road and Creightons Road intersections; and (d) the extension of the existing pedestrian/cycle pathway along Wappa Falls Road from Retreat Crescent to Nambour North Connection Road.	AO23	No acceptable outcome provided.

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9.3.5 Dual occupancy code

9.3.5.1 Application

- (1) This code applies to accepted development and assessable development identified as requiring assessment against the Dual occupancy¹ code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The acceptable outcomes in **Table 9.3.5.3.1 (Requirements for accepted development and performance outcomes and acceptable outcomes for assessable development)** are requirements for applicable accepted development.
- (3) All provisions in this code are assessment benchmarks for applicable assessable development.

9.3.5.2 Purpose and overall outcomes

- (1) The purpose of the Dual occupancy code is to ensure dual occupancies are appropriately located, achieve a high level of comfort and amenity for occupants, maintain the amenity of neighbouring premises and are compatible with the character and *streetscape* of the local area.
- (2) The purpose of the Dual occupancy code will be achieved through the following overall outcomes:-
 - (a) a *dual occupancy* is located in an area intended to accommodate more diverse housing options and is integrated within its neighbourhood setting in a manner which appropriately disperses the distribution of density having regard to the intent of the zone;
 - (b) a *dual occupancy* incorporates a high standard of design and makes a positive contribution to the *streetscape* character of the area in which it is located;
 - (c) a *dual occupancy* is sited and designed to protect the amenity, privacy and access to sunlight of adjoining residential premises;
 - (d) a *dual occupancy* provides a high level of amenity and convenience to residents of the *dual occupancy*; and
 - (e) a *dual occupancy* is provided with an appropriate level of *infrastructure* and services.

9.3.5.3 Performance outcomes and acceptable outcomes²

Table 9.3.5.3.1 Requirements for acceptable development and performance outcomes and acceptable outcomes for assessable development

Performance Outcomes		Acceptable Outcomes	
<i>Location and Site Suitability</i>			
PO1	The <i>dual occupancy</i> is located on a <i>site</i> which:- (a) is convenient to local services and public transport; (b) is in an area intended to accommodate more diverse housing options; (c) is dispersed and not concentrated within low density residential neighbourhoods; (d) has sufficient area and dimensions to accommodate the use (including associated <i>access</i> , <i>parking</i> ,	AO1.1	The <i>site</i> is included in a <i>centre zone</i> and the <i>dual occupancy</i> is part of a <i>mixed use building</i> . OR The <i>site</i> is included in the Medium density residential zone. OR The <i>site</i> is included in the Low density residential zone, other than in Precinct

¹ Editor's note—in accordance with **Schedule 1 (Definitions)**, a reference to a '*dual occupancy*' in the planning scheme includes a reference to any *home office* and all outbuildings, structures and works normally associated with a *dual occupancy*.

² Editor's note—a Structure Plan, as varied by an approved master plan or an approved plan of development for a variation approval or reconfiguring a lot, may vary or specify alternative requirements for accepted development or performance outcomes and acceptable outcomes for assessable development for a *dual occupancy*. In such cases, compliance with these alternative requirements for accepted development or performance outcomes and acceptable outcomes for assessable development will be deemed to represent compliance with the comparable provisions of the Dual occupancy code.

Performance Outcomes		Acceptable Outcomes	
	landscapes and setback requirements); and (e) is not steep and is otherwise suitable for the proposed development.	AO1.2	LDR-1 (Protected Housing Area). Where located on a <i>site</i> included in the Low density residential zone, other than in Precinct LDR-1 (Protected Housing Area) and there is no approved plan of development (nominating <i>dual occupancy</i> lots), the <i>site</i> :- (a) has a minimum area of 800m ² , exclusive of any access strip; (b) does not adjoin another lot developed or approved for a <i>dual occupancy</i> ; and (c) has a <i>slope</i> of not more than 15%. OR Where located on a <i>site</i> included in the Low density residential zone, other than in Precinct LDR-1 (Protected Housing Area), the lot is nominated as a <i>dual occupancy</i> lot on an approved plan of development. Note—A reference to an approved plan of development in AO1.2 above, only applies to an approved plan of development which nominates <i>dual occupancy</i> lots.
Site Cover and Density			
PO2	The <i>dual occupancy</i> :- (a) is of a scale that is compatible with surrounding development; (b) does not present an appearance of bulk to adjacent premises, road or other areas in the vicinity of the <i>site</i> ; (c) maximises opportunities for the retention of existing <i>vegetation</i> and allows for soft landscapes between buildings and the street; (d) allows for adequate area at ground level for outdoor recreation, entertainment, clothes drying and other site facilities; and (e) facilitates on-site stormwater management and vehicular access.	AO2.1 AO2.2	The <i>site cover</i> of the <i>dual occupancy</i> does not exceed:- (a) 50% where a single <i>storey dual occupancy</i> ; (b) 40% where the <i>dual occupancy</i> is 2 or more <i>storeys</i> in height; or (c) 50% for the ground floor and 30% for the upper floors where the <i>dual occupancy</i> is 2 or more <i>storeys</i> in height. The maximum number of bedrooms per <i>dwelling</i> in the <i>dual occupancy</i> does not exceed 3.
Streetscape Character			
PO3	The <i>dual occupancy</i> is designed and constructed to:- (a) provide an attractive address to all street <i>frontages</i> ; (b) make a positive contribution to the preferred <i>streetscape</i> character of the locality; (c) provide shading to walls and windows of the <i>dual occupancy</i> ; (d) minimise opportunities for residents to overlook the <i>private open space</i> areas of neighbouring premises; and (e) maximise the retention of existing mature trees within the <i>frontage</i> setback, to retain <i>streetscape</i> character.	AO3.1 AO3.2 AO3.3	Each <i>dwelling</i> has an individual design such that the floor plan is not a mirror image of the adjoining <i>dwelling</i> and includes distinct external design elements (e.g. variations in roof line, facade, treatment or position of main entrances and garages, window treatments and shading devices). The <i>dual occupancy</i> is <i>setback</i> at least 4.5 metres from any street <i>frontage</i> , with any garage or carport associated with the <i>dual occupancy setback</i> at least 6 metres. Any garage or carport is <i>setback</i> a minimum of 1.5 metres from the main face of the associated <i>dwelling</i> , or in line

Performance Outcomes		Acceptable Outcomes	
		AO3.4	with the main face of the associated <i>dwelling</i> , where the <i>dwelling</i> incorporates a front verandah or portico projecting forward of the main face or faces. The <i>dual occupancy</i> is <i>setback</i> from any side or rear property boundary in accordance with the boundary clearance provisions of the QDC MP1.3.
Private Open Space			
PO4	Sufficient <i>private open space</i> is provided to allow for the amenity and reasonable recreation needs of the occupants of the <i>dual occupancy</i> .	AO4	Each <i>dwelling</i> is provided with <i>private open space</i> at ground level free of buildings which:- (a) is at least 50m ² in area; (b) comprises not more than two separate parts; (c) has one part directly accessible from the main living area which:- (i) is at least 25m ² in area; (ii) has a minimum dimension of 4 metres; and (iii) has a maximum gradient of 1 in 20 (5%).
Setbacks to Canals and Artificial Waterways			
PO5	Buildings and structures are adequately <i>setback</i> from canals and other artificial <i>waterways</i> or waterbodies (e.g. lakes) to:- (a) protect the structural integrity of the canal/ <i>waterway</i> /waterbody profile and revetment wall; and (b) ensure no unreasonable loss of amenity occurs to adjacent land and dwellings, having regard to:- (i) privacy and overlooking; (ii) views and vistas; (iii) building character and appearance; and (iv) building massing and scale as seen from neighbouring premises.	AO5	Buildings and structures exceeding 1 metre in height above ground level (other than pool fencing which is at least 75% transparent) are <i>setback</i> a minimum of 4.5 metres from the property boundary adjacent to the canal or artificial <i>waterway</i> /waterbody.
Site Landscapes			
PO6	The <i>dual occupancy</i> incorporates site landscapes that:- (a) provide an attractive landscape setting for the enjoyment and appreciation of residents; (b) integrate the development into the surrounding urban landscape; (c) effectively define and screen <i>private open space</i> and service areas; (d) utilise locally native <i>vegetation</i> species as the major planting theme; and (e) maximise the retention of existing mature trees in order to retain the landscape character of the area.	AO6.1 AO6.2 AO6.3 AO6.4 AO6.5	The <i>site</i> is fully landscaped with turf and tree and shrub species. At least 20% of the <i>site</i> is retained for soft landscapes (i.e. not used as hardstand area). A minimum 1 metre wide landscape strip is provided along the full length of the street <i>frontage</i> (excluding driveways and pathways). A 1.8 metre high solid screen fence is provided along:- (a) the full length of all rear <i>site</i> boundaries; and (b) the full length of all side <i>site</i> boundaries to the front building line. Fences or walls are not provided along street <i>frontages</i> . OR

Performance Outcomes		Acceptable Outcomes	
			Fences or walls to street <i>frontages</i> are not more than:- (a) 1.8 metres high where the <i>site</i> is on a <i>major road</i> ; or (b) 1.2 metres high where the <i>site</i> is not on a <i>major road</i> .
Safety and Security			
PO7	The <i>dual occupancy</i> , including buildings and outdoor spaces, is designed to protect the personal security and safety of residents by allowing for casual surveillance.	AO7.1 AO7.2	Each <i>dwelling</i> has an entrance which is clearly identifiable and visible from the street and driveway. The internal pathway network has clear sightlines to the <i>dwelling</i> entrance and street access points.
Access and Car Parking			
PO8	Sufficient parking spaces are provided on the <i>site</i> to cater for residents and visitors.	AO8	A minimum of 2 (two) car parking spaces are provided per <i>dwelling</i> , with at least 1 (one) car parking space capable of being covered. Note—car parking spaces may be provided in a tandem configuration provided that all spaces are wholly contained within the <i>site</i> such that parked vehicles do not protrude into the road reserve.
PO9	The design and management of <i>access</i> , parking and vehicle movement on the <i>site</i> facilitates the safe and convenient use of the <i>dual occupancy</i> by residents and visitors.	AO9	Access driveways, internal circulation and manoeuvring areas, and on-site car parking areas are designed and constructed in accordance with:- (a) IPWEA Standard Drawings SEQ R-049, R-050 and R-056 as applicable; and (b) <i>AS2890 Parking facilities – Off-street parking</i> .
Services and Utilities			
PO10	The <i>dual occupancy</i> is provided with, and connected to, <i>infrastructure</i> and services.	AO10	The <i>dual occupancy</i> is connected to the reticulated water supply, sewerage and telecommunications <i>infrastructure</i> networks and has an electricity supply.
PO11	The <i>dual occupancy</i> is provided with a stormwater management system which:- (a) makes adequate provision for drainage of the premises to a lawful point of discharge; and (b) conveys external catchment stormwater through the development.	AO11	Where the <i>dual occupancy</i> is on a lot with a finished level that falls to the road, stormwater is:- (a) piped to kerb and channel; or (b) connected directly into the <i>Council's</i> piped stormwater <i>infrastructure</i> network. OR Where the <i>dual occupancy</i> is on a lot with a finished level that falls away from the road, stormwater is:- (a) connected into an inter-allotment drainage easement; or (b) connected directly into the <i>Council's</i> piped stormwater <i>infrastructure</i> network.
PO12	Development works and connections to <i>infrastructure</i> and services are undertaken in accordance with accepted engineering standards and are complete prior to the commencement of the use.	AO12.1 AO12.2	All development works are certified by a Registered Professional Engineer Queensland (RPEQ). All connections to <i>infrastructure</i> and services are in accordance with the requirements of the relevant infrastructure entity.
PO13	The <i>dual occupancy</i> is provided with	AO13.1	A separate waste storage area is

Performance Outcomes		Acceptable Outcomes	
	adequate areas for the storage of waste and recyclable items, in appropriate containers, which are convenient to use and service.	AO13.2	<p>provided for each <i>dwelling</i> to accommodate the permanent storage of waste and recyclable items in standard waste containers.</p> <p>OR</p> <p>A shared waste storage area over which each <i>dwelling</i> has control via access rights or ownership is provided to accommodate the permanent storage of waste and recyclable items in standard waste containers.</p> <p>The separate or shared waste storage area is:-</p> <ul style="list-style-type: none"> (a) a level, constructed hardstand area, and where shared, provided with a screened enclosure; (b) of sufficient size to accommodate the required number of standard waste containers (i.e. a minimum of 2 wheelie bins per <i>dwelling</i>, and a minimum of 600mm x 600mm per wheelie bin); (c) not visible from passing vehicle or pedestrian traffic; (d) easy to access and use; and (e) not located adjacent to the living areas of existing neighbouring properties.
Filling or excavation			
PO14	<p>Any <i>filling or excavation</i> associated with a <i>dual occupancy</i>:-</p> <ul style="list-style-type: none"> (a) sensitively responds to the slope and landform characteristics of the <i>site</i>; (b) provides safe and efficient <i>access</i> for vehicles and pedestrians on sloping land; (c) minimises adverse impacts on the <i>streetscape</i>; and (d) does not adversely impact upon the privacy or amenity of surrounding premises. 	<p>AO14.1</p> <p>AO14.2</p>	<p>The extent of excavation (cut) and fill does not involve a total change of more than 1.0 metre relative to the ground at any point.</p> <p>No part of any cut or fill is within 1.5 metres of any property boundary, except cut and fill involving a change in ground level of less than 200mm that does not necessitate the removal of any <i>vegetation</i>.</p> <p>OR</p> <p>Filling and/or excavation is confined to within the plan area of the <i>dual occupancy</i>, with ground level being retained around external walls of the building.</p>

9.3.6 Dwelling house code

9.3.6.1 Application

- (1) This code applies to accepted development and assessable development identified as requiring assessment against the Dwelling house³ code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The acceptable outcomes in **Table 9.3.6.3.1 (Requirements for accepted development and performance outcomes and acceptable outcomes for assessable development)** are requirements for applicable accepted development.
- (3) All provisions in this code are assessment benchmarks for applicable assessable development.

9.3.6.2 Purpose and overall outcomes

- (1) The purpose of the Dwelling house code is to ensure *dwelling houses* achieve a high level of comfort and amenity for occupants, maintain the amenity and privacy of neighbouring residential premises and are compatible with the character and *streetscape* of the local area.
- (2) The purpose of the Dwelling house code will be achieved through the following overall outcomes:-
 - (a) a *dwelling house* incorporates a high standard of design and makes a positive contribution to the *streetscape* character of the area in which it is located;
 - (b) a *dwelling house* is sited and designed to protect the amenity and privacy of neighbouring residential premises;
 - (c) a *dwelling house* provides a high level of amenity to the residents of the *dwelling house*; and
 - (d) a *dwelling house* is provided with an acceptable level of *infrastructure* and services.

9.3.6.3 Performance outcomes and acceptable outcomes⁴

Table 9.3.6.3.1 Requirements for accepted development and performance outcomes and acceptable outcomes for assessable development

Performance Outcomes		Acceptable Outcomes	
Height of Buildings and Structures			
PO1	The height of the <i>dwelling house</i> is consistent with the preferred character of a local area and does not adversely impact on the amenity of neighbouring premises having regard to:- (a) overshadowing; (b) privacy and overlooking; (c) views and vistas; (d) building appearance; and (e) building massing and scale as seen from neighbouring premises.	AO1	The height of the <i>dwelling house</i> does not exceed the height specified for the <i>site</i> on the applicable Height of Buildings and Structures Overlay Map.
Garages, Carports and Sheds			
PO2	Garages, carports and sheds:- (a) preserve the amenity of adjacent land and dwelling houses; (b) do not dominate the <i>streetscape</i> ;	AO2.1	Where located on a lot in a <i>residential zone</i> , a garage, carport or shed:- (a) is <i>setback</i> at least 6 metres from any <i>road frontage</i> ;

³ Editor's note—in accordance with **Schedule 1 (Definitions)**, a reference to a '*dwelling house*' in the planning scheme includes a reference to any *secondary dwelling* or *home office* associated with the *dwelling house*, and all outbuildings, structures and works normally associated with a *dwelling house*.

⁴ Editor's note—a Structure Plan, as varied by an approved master plan or an approved plan of development for a variation approval or reconfiguring a lot, may vary or specify alternative requirements for accepted development or performance outcomes and acceptable outcomes for assessable development for a *dwelling house*. In such cases, compliance with these alternative requirements for accepted development or performance outcomes and acceptable outcomes for assessable development will be deemed to represent compliance with the comparable provisions of the Dwelling house code.

Performance Outcomes		Acceptable Outcomes	
	<ul style="list-style-type: none"> (c) maintain an adequate area suitable for landscapes adjacent to the road <i>frontage</i>; and (d) maintain the visual continuity and pattern of buildings and landscape elements within the street. 	<p>AO2.2</p>	<ul style="list-style-type: none"> (b) does not exceed a height of 3.6 metres; and (c) has a total floor area that does not exceed 56m². <p>Note—AO2.1(b) and (c) do not apply to a garage under the main roof of a <i>dwelling house</i>.</p> <p>Note—AO2.1(a) alternative provision to QDC.</p> <p>Where located on a lot in a residential zone, the total width of a garage door facing a street (and that is visible from the road <i>frontage</i>) does not exceed 6 metres within any one plane, with any additional garage door being set back a further 1 metre from the street <i>frontage</i> to break up the apparent width of the garage facade.</p>
Setbacks in Residential Zones			
PO3	<p>Where located in a <i>residential zone</i>, the <i>dwelling house</i> is set back from any road <i>frontage</i> so as to:-</p> <ul style="list-style-type: none"> (a) achieve a close relationship with, and high level of passive surveillance of, the street; (b) create a coherent and consistent <i>streetscape</i>, with no or only minor variations in <i>frontage</i> depth; (c) make efficient use of the <i>site</i>, with opportunities for large back yards; (d) provide reasonable privacy to residents and neighbours on adjoining lots; and (e) maintain reasonable access to views and vistas, prevailing breezes and sunlight for each <i>dwelling house</i>. 	AO3	<p>Where located in a <i>residential zone</i>, the <i>dwelling house</i> (other than a garage, carport or shed) is <i>setback</i> to any road <i>frontage</i> at least:-</p> <ul style="list-style-type: none"> (a) 4.5 metres for the ground <i>storey</i>; and (b) 6 metres for any levels above the ground <i>storey</i>. <p>Note—AO3 alternative provision to QDC.</p>
Setbacks in Rural and Rural Residential Zones			
PO4	<p>Where located in the Rural zone, the <i>dwelling house</i> is set well back from any road <i>frontage</i> so as to:-</p> <ul style="list-style-type: none"> (a) maintain an open visual landscape dominated by natural elements (rather than built structures); (b) preserve the amenity and character of the rural or rural residential area, having regard to building massing and scale as seen from the road and neighbouring premises; (c) protect views and vistas; (d) avoid or minimise noise and dust nuisance from sealed roads, existing State controlled roads and extractive industry <i>transport routes</i>; and (e) protect the functional characteristics of existing State controlled roads and extractive industry <i>transport routes</i>. 	<p>AO4.1</p> <p>AO4.2</p>	<p>Where located on a lot in the Rural zone, and the lot has an area of more than 2 hectares, the <i>dwelling house</i> (including any associated garage, carport or shed) is set back at least:-</p> <ul style="list-style-type: none"> (a) 40 metres from a State controlled road or an extractive industry <i>transport route</i>; (b) 20 metres from any other road; or (c) if an extension not exceeding 50m² <i>gross floor area</i> and within, under or structurally part of an existing <i>dwelling house</i>, the <i>setback</i> of the existing <i>dwelling house</i> on the <i>site</i>. <p>Where located on a lot in the Rural zone, and the lot has an area of not more than 2 hectares, or where located on a lot in the Rural residential zone, the <i>dwelling house</i> (including any associated garage, carport or shed) is set back at least:-</p> <ul style="list-style-type: none"> (a) 10 metres from any road <i>frontage</i>; or (b) if an extension not exceeding 50m² <i>gross floor area</i> and within, under or structurally part of an existing <i>dwelling house</i>, the <i>setback</i> of the existing <i>dwelling house</i> on the <i>site</i>.

Performance Outcomes		Acceptable Outcomes	
			Note—AO4.1 and AO4.2 alternative provisions to QDC.
PO5	Where located in the Rural zone or Rural residential zone, the <i>dwelling house</i> is set back from side and rear boundaries so as to:- (a) maintain an open visual landscape dominated by natural elements (rather than built structures); (b) preserve the amenity and character of the rural or rural residential area, having regard to building massing and scale as seen from the road and neighbouring premises; and (c) minimise opportunities for residents to overlook the <i>private open space</i> areas of neighbouring premises.	AO5.1	Where located on a lot in the Rural zone, the <i>dwelling house</i> (including any associated garage, carport or shed) is set back from any side or rear boundary at least:- (a) 3 metres where the lot has an area of 2 hectares or less; or (b) 10 metres where the lot has an area of more than 2 hectares.
		AO5.2	Where located on a lot in the Rural residential zone the <i>dwelling house</i> (including any associated garage, carport or shed) is <i>setback</i> at least 3 metres from any side or rear boundary. Note—AO5.1 and AO5.2 alternative provisions to QDC.
Setbacks to Canals and Artificial Waterways			
PO6	Buildings and structures are adequately <i>setback</i> from canals and other artificial <i>waterways</i> or waterbodies (e.g. lakes) to:- (a) protect the structural integrity of the canal/ <i>waterway</i> /waterbody profile and revetment wall; (b) ensure no unreasonable loss of amenity to adjacent land and dwellings occur having regard to:- (i) privacy and overlooking; (ii) views and vistas; (iii) building character and appearance; and (c) building massing and scale as seen from neighbouring premises.	AO6	Buildings and structures exceeding 1 metre in height above ground level (other than pool fencing which is at least 75% transparent) are <i>setback</i> a minimum of 4.5 metres from the property boundary adjacent to the canal or artificial <i>waterway</i> /waterbody. Note—AO6 alternative provision to QDC.
Services and Utilities			
PO7	The <i>dwelling house</i> is provided with a level of <i>infrastructure</i> and services that is appropriate to its setting and commensurate with its needs.	AO7.1	Where located on a lot in an <i>urban zone</i> the <i>dwelling house</i> is connected to the reticulated water supply, sewerage, stormwater drainage and telecommunications <i>infrastructure</i> networks (where available to the lot).
		AO7.2	Where located on a lot in a <i>non-urban zone</i> and/or reticulated sewerage is not available to the lot, the <i>dwelling house</i> is connected to an on-site effluent treatment and disposal system. Note—the <i>Plumbing and Drainage Act 2003</i> sets out requirements for on-site effluent treatment and disposal.
		AO7.3	Where located on a lot in a <i>non-urban zone</i> and/or reticulated water supply is not available to the lot, the <i>dwelling house</i> is provided with a rainwater collection tank that:- (a) has a minimum capacity of 45,000 litres; and (b) is plumbed so that water from the rainwater tank is available for household use.

Performance Outcomes		Acceptable Outcomes	
Access and Car Parking			
PO8	Sufficient parking spaces are provided on the <i>site</i> to cater for residents and visitors.	AO8	On-site car parking is provided in accordance with the following:- (a) for a lot exceeding 300m ² —at least 2 (two) car parking spaces with at least one space capable of being covered; or (b) for a lot not exceeding 300m ² —at least 1 (one) covered car parking space. Note—car parking spaces may be provided in a tandem configuration provided that all spaces are wholly contained within the <i>site</i> such that parked vehicles do not protrude into the road reserve.
PO9	The design and management of access, parking and vehicle movement on the <i>site</i> facilitates the safe and convenient use of the <i>dwelling house</i> by residents and visitors.	AO9	Access driveways, internal circulation and manoeuvring areas, and on-site car parking areas are designed and constructed in accordance with:- (a) IPWEA Standard Drawings SEQ R-049, R-050 and R-056 as applicable; and (b) <i>AS2890 Parking facilities – Off-street parking</i> .
Tennis Courts and Sports Courts			
PO10	Where a <i>dwelling house</i> includes a tennis court or other type of sports court, the court is designed, located and operated to avoid any adverse impacts on the amenity of neighbouring premises.	AO10.1	A 1.5 metre landscape strip incorporating screening tree and/or shrub species is provided between the tennis court or sports court and any side property boundary to create a visual screen between the tennis court and the side boundary.
		AO10.2	The tennis court or sports court is fenced with 3.6 metre high mesh fencing for a full size tennis court or 2.4 metre high mesh fencing if for a half size court.
		AO10.3	Where incorporating lighting:- (a) the tennis court or sports court is located at least 50 metres from the external wall of an existing or approved dwelling on an adjacent lot; and (b) the vertical illumination resulting from direct, reflected or other incidental lighting emanating from the <i>site</i> does not exceed 8 lux when measured at any point 1.5 metres outside the boundary and at any level from ground level upwards.
Secondary Dwellings			
PO11	Any <i>secondary dwelling</i> established in association with the <i>dwelling house</i> is:- (a) located on a lot with sufficient area to accommodate the <i>secondary dwelling</i> and associated access, parking, landscape and <i>setback</i> requirements; (b) small in scale and clearly ancillary to the <i>dwelling house</i> ; and (c) provided with sufficient on-site car parking to meet user needs.	AO11.1	The <i>secondary dwelling</i> is located on a lot with a minimum area of 600m ² , where there is no approved plan of development (nominating lots for <i>secondary dwellings</i>). OR Where there is an approved plan of development (nominating lots for <i>secondary dwellings</i>), the <i>secondary dwelling</i> :- (a) is located on a lot nominated for a secondary dwelling; or (b) provides accommodation only for a relative or carer of a resident of the dwelling house. Note—A reference to an approved plan of

Performance Outcomes		Acceptable Outcomes	
		<p>AO11.2</p> <p>The <i>secondary dwelling</i> has a maximum <i>gross floor area</i> of:-</p> <p>(a) 90m² where located on a lot in the Rural zone or Rural residential zone; and</p> <p>(b) 60m² where located on a lot in another zone.</p> <p>AO11.3</p> <p>The <i>dwelling house</i> and the <i>secondary dwelling</i> have a combined maximum <i>site cover</i> of 50%.</p> <p>AO11.4</p> <p>At least 1 (one) car parking space, in addition to the requirement for the <i>dwelling house</i>, is provided for the <i>secondary dwelling</i>.</p>	<p>development in AO11.1 above, only applies to an approved plan of development which nominates <i>secondary dwelling</i> lots.</p>
Filling or excavation			
PO12	<p>Any <i>filling or excavation</i> associated with a <i>dwelling house</i>:-</p> <p>(a) sensitively responds to the slope and landform characteristics of the <i>site</i>;</p> <p>(b) provides safe and efficient <i>access</i> for vehicles and pedestrians on sloping land;</p> <p>(c) minimises adverse impacts on the <i>streetscape</i>; and</p> <p>(d) does not adversely impact upon the privacy or amenity of surrounding premises.</p>	AO12	<p>Except where located on a <i>site</i> having a <i>slope</i> of greater than 15% as identified on an applicable Landslide Hazard and Steep Land Overlay Map:-</p> <p>(a) the extent of excavation (cut) or fill does not involve a total change of more than 1.0 metre relative to ground level at any point; and</p> <p>(b) no part of any un-retained cut or fill batter is within 1.5 metres of any property boundary except cut and fill involving a change in ground level of less than 200mm.</p> <p>OR</p> <p>Filling and/or excavation is confined to within the plan area of the <i>dwelling house</i> with ground level being retained around external walls of the building.</p> <p>OR</p> <p>Where on a lot in an identified drainage deficient area, filling is undertaken in accordance with a current drainage deficient area flood information certificate issued by the <i>Council</i> for the <i>site</i>.</p> <p>Editor's note—drainage deficient areas are identified on Figure 8.2.7 (Drainage deficient areas) of the Flood hazard overlay code.</p>
Additional Requirements for Dwelling Houses in Certain Areas and Precincts			
Blackall Range Local Plan Area			
PO13	<p>The <i>dwelling house</i>:-</p> <p>(a) has a scale and bulk that is subservient to the natural and rural landscape with building forms that are visually broken up;</p> <p>(b) has exterior surfaces that allow the <i>dwelling house</i> to blend in with the natural and rural landscape; and</p> <p>(c) incorporates roof forms that are consistent with traditional rural or rural village setting.</p>	<p>AO13.1</p> <p>The height of the <i>dwelling house</i> does not exceed 2 <i>storeys</i>.</p> <p>AO13.2</p> <p>The total footprint of the <i>dwelling house</i>, including any associated garage, carport or shed, does not exceed 280m².</p> <p>AO13.3</p> <p>The exterior colour of the <i>dwelling house</i> is characterised by muted earth/environmental tones that blend with the hinterland rural and natural</p>	

Performance Outcomes		Acceptable Outcomes	
			<p>environment.</p> <p>Note—appropriate colours will depend on 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>AO13.4 The <i>dwelling house</i> incorporates one of the following roof designs:- (a) gable roof; (b) hip roof; (c) Dutch gable; (d) pitched roof with skillion at rear; or (e) multiple gable roof.</p>
Buderim Local Plan Area (Precinct BUD LPP-1 (Gloucester Road South) on Local Plan Map LPM32)			
PO14	The <i>dwelling house</i> is designed and sited such that it 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.	AO14	<p>The <i>dwelling house</i> (including any garage, carport or shed) is <i>setback</i> at least 10 metres from Gloucester Road.</p> <p>Note—AO14 alternative provision to QDC.</p>
Caloundra Local Plan Area (Precinct CAL LPP-4 (Moffat Beach/Shelly Beach) on Local Plan Map LPM45)			
PO15	The <i>dwelling house</i> preserves the amenity of adjacent land and <i>dwelling houses</i> and does not dominate the <i>streetscape</i> having regard to:- (a) building character and appearance; (b) views and vistas; and (c) building mass and scale as seen from neighbouring premises.	AO15.1	<p>The <i>dwelling house</i> (including any garage, carport or shed) is <i>setback</i> a minimum of 6 metres from the primary street <i>frontage</i>.</p> <p>Note—AO15.1 alternative provision to QDC.</p>
		AO15.2	<p>Any <i>secondary dwelling</i> not physically attached to the <i>dwelling house</i> by a common wall and under the main roof does not exceed 4 metres in height.</p>

9.3.7 Extractive industry code

9.3.7.1 Application

- (1) This code applies to assessable development identified as requiring assessment against the Extractive industry code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) All provisions in this code are assessment benchmarks for applicable assessable development.

9.3.7.2 Purpose and overall outcomes

- (1) The purpose of the Extractive industry code is to ensure that the exploitation of *extractive resources* is undertaken in an environmentally sound manner which avoids, or if avoidance is not practicable, minimises and mitigates, any adverse impacts on environmental and landscape values, public safety and the amenity of surrounding premises.
- (2) The purpose of the Extractive industry code will be achieved through the following overall outcomes:-
 - (a) extraction of *extractive resources* occurs in a safe and environmentally sound manner;
 - (b) *ecologically important areas* and water quality are protected from any environmental degradation potentially arising from *extractive industry* operations;
 - (c) *extractive industry* operations are located, designed, constructed and operated to avoid, or if avoidance is not practicable, minimise and mitigate, adverse impacts on any *sensitive land use*;
 - (d) *transport routes* allow extractive materials to be transported with the least amount of impact on development along those roads and on the function of those roads;
 - (e) land used for *extractive industry* operations is effectively rehabilitated; and
 - (f) in Precinct RUR1 (Meridan Plains Extractive Resource Area), the exploitation of *extractive resources* occurs in a manner that:-
 - (i) maintains or improves the integrity of the Mooloolah River and the flood storage capacity of the Mooloolah River *floodplain*;
 - (ii) maintains, as far as practicable, the flow conveyance patterns of the Mooloolah River flood plain, avoids any worsening of existing flooding conditions and protects the existing ground water regime;
 - (iii) protects, buffers and reconnects *ecologically important areas*;
 - (iv) maintains the quality of surface water and groundwater;
 - (v) avoids adverse impacts on upstream and downstream properties;
 - (vi) provides for and protects existing and planned future transport and other *infrastructure corridors*;
 - (vii) provides for and protects the function of identified *transport routes*;
 - (viii) provides appropriate separation distances to conflicting land uses;
 - (ix) minimises the visual impacts of *extractive industry* operations throughout the life of the development on the scenic values of the *floodplain* as an open landscape;
 - (x) provides for the rehabilitation of the area in a manner that supports the establishment of a range of complementary open space and recreation uses within a post extraction setting;
 - (xi) provides land for continuous public access trails along a rehabilitated Mooloolah River esplanade, connecting to public access points and open space areas; and
 - (xii) protects the advanced waste water and sewage treatment plant site.

Performance Outcomes		Acceptable Outcomes	
Road System and Public Transport			
PO4	The surrounding road system is capable of accommodating the additional traffic generated by the sport and recreation use without adverse impacts.	AO4	No acceptable outcome provided.
PO5	The sport and recreation use provides for public transport facilities and services, where required, to accommodate the needs of users, having regard to the scale and nature of the use.	AO5	No acceptable outcome provided.
Additional Requirements for Outdoor Sport and Recreation and Major Sport, Recreation and Entertainment Facility			
PO6	Any structure associated with the use does not result in a significant loss of amenity for surrounding development, having regard to:- (a) the extent and duration of lighting and overshadowing; (b) privacy and overlooking impacts; (c) impacts on views and vistas; and (d) the scale of the structure relative to its surroundings.	AO6	No acceptable outcome provided.

9.3.20 Telecommunications facility code

9.3.20.1 Application

- (1) This code applies to assessable development identified as requiring assessment against the Telecommunications facility code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) All provisions in this code are assessment benchmarks for applicable assessable development.

Editor's note—

- (a) this code deals with *telecommunication facilities* involving the erection of a telecommunication tower; and
- (b) development for a *telecommunications facility* that involves studios or offices for broadcasting should be assessed against the Business uses and centre design code as provided for in **Part 5 (Tables of assessment)**.

Editor's note—the planning scheme does not apply to *telecommunications facilities* identified as low impact under the *Telecommunications (Low Impact Facilities) Determination 1997*. This includes certain co-located *telecommunications facilities*.

9.3.20.2 Purpose and overall outcomes

- (1) The purpose of the Telecommunications facility code is to ensure *telecommunication facilities* are developed in a manner which protects public health, the environment and the amenity of surrounding premises.
- (2) The purpose of the Telecommunication facility code will be achieved through the following overall outcomes:-
 - (a) a *telecommunications facility* does not adversely affect the amenity of surrounding premises;
 - (b) a *telecommunications facility* is integrated with its natural, rural or townscape setting and does not detract from the visual amenity of scenic routes;
 - (c) a *telecommunications facility* does not adversely impact upon community wellbeing; and
 - (d) a *telecommunications facility* is located with compatible uses and facilities.

9.3.20.3 Performance outcomes and acceptable outcomes

Table 9.3.20.3.1 Performance outcomes and acceptable outcomes for assessable development

Performance Outcomes		Acceptable Outcomes	
Proximity To Residential Uses and Public Spaces			
PO1	The <i>telecommunications facility</i> is located so as to minimise any adverse impacts on the amenity of nearby residential uses and public spaces.	AO1	The <i>telecommunications facility</i> is located at least:- (a) 400 metres from any residential use, or <i>park</i> ; and (b) 20 metres from any public pathway. Editor's note—where a proposal cannot achieve the above separation distances and has demonstrated that there is no suitable alternative location that can achieve these separation distances, a visual impact assessment may be undertaken to demonstrate compliance with PO1.
Visual Amenity and Landscape Character			
PO2	The <i>telecommunications facility</i> is integrated with its natural, rural or townscape setting and is not visually dominant or obtrusive.	AO2.1	<i>In partial fulfilment of Performance Outcome PO2</i> The <i>telecommunications facility</i> :- (a) is of a similar height to surrounding

Performance Outcomes		Acceptable Outcomes	
			<p>structures or <i>vegetation</i>;</p> <p>(b) has a colour and finish that reduces visual recognition in the landscape; and</p> <p>(c) is unobtrusive when viewed from any scenic route identified on a Scenic Amenity Overlay Map.</p>
		AO 2.2	The <i>telecommunications facility</i> is located at least 1 kilometre from any other existing or approved <i>telecommunications facility</i> .
		AO2.3	Any building associated with the <i>telecommunications facility</i> is <i>setback</i> from any street front boundary a distance at least equal to the front <i>setback</i> required for the adjoining use.
		AO2.4	A 3 metre wide landscape strip is provided between any building associated with the <i>telecommunications facility</i> and any street front boundary or adjoining use.
Health and Safety			
PO3	The <i>telecommunications facility</i> does not cause human exposure to electromagnetic radiation beyond accepted precautionary limits.	AO3	<p>The <i>telecommunications facility</i> is designed and operated to restrict human exposure to electromagnetic radiation in accordance with the:-</p> <p>(a) <i>Radio Communications (Electromagnetic Radiation – Human Exposure) Standard 2003</i>; and</p> <p>(b) <i>Radio Protection Standard for Maximum Exposure Levels to Radiofrequency Fields</i>.</p>
PO4	The <i>telecommunications facility</i> is secure and potential impacts from vandalism are minimised.	AO4.1	Security fencing is provided to prevent unauthorised entry to the <i>telecommunications facility</i> .
		AO4.2	Safety and warning signage is displayed where necessary.
Facility Co-location			
PO5	The <i>telecommunications facility</i> is designed to facilitate co-location with other <i>telecommunication facilities</i> .	AO5	The structural elements of the <i>telecommunications facility</i> are designed to support co-masting or co-siting with other carriers.

9.3.21 Utility code⁶

9.3.21.1 Application

- (1) This code applies to assessable development identified as requiring assessment against the Utility code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) All provisions in this code are assessment benchmarks for applicable assessable development.

9.3.21.2 Purpose and overall outcomes

- (1) The purpose of the Utility code is to ensure major utilities and other large scale *infrastructure* uses are provided in a timely, co-ordinated and efficient way and are developed in a manner which protects local communities and the environment.
- (2) The purpose of the Utility code will be achieved through the following overall outcomes:-
 - (a) major utility infrastructure and facilities are provided in a co-ordinated and efficient manner;
 - (b) major utility infrastructure and facilities minimise adverse impacts on the natural environment, important landscape elements and local communities;
 - (c) major utility infrastructure and facilities maximise the efficient use of natural resources, including water and energy; and
 - (d) major utility infrastructure and facilities does not adversely impact upon community wellbeing.

9.3.21.3 Performance outcomes and acceptable outcomes

Table 9.3.21.3.1 Performance outcomes and acceptable outcomes for assessable development

Performance Outcomes		Acceptable Outcomes	
Location and Site Suitability			
PO1	The utility is located and sited such that:- (a) it is well placed relative to the <i>infrastructure</i> network that is services; (b) opportunities for cost efficiencies and reduction in environmental and social impacts are maximised; and (c) a high standard of accessibility is available for maintenance purposes and at times of emergency.	AO1.1 AO1.2 AO1.3	The utility is established on a <i>site</i> that is well located such that it can efficiently service the supply or distribution network. Where practicable, the utility is co-located with another utility of a similar or compatible type. The utility is located in a position where it can be easily accessed for maintenance purposes or at times of emergency.
Visual Amenity and Landscape Character			
PO2	The utility is sited and designed to:- (a) minimise adverse visual impacts beyond the boundaries of the <i>site</i> ; and (b) minimise adverse impacts on the amenity of nearby residential, community or other <i>sensitive land uses</i> .	AO2	No acceptable outcome provided.
PO3	The utility provides an attractive street front address with unsightly elements screened from view by walls, landscapes and natural features.	AO3	No acceptable outcome provided.

⁶ Editor's note—the **Planning Scheme Policy for the Utility code** provides guidance in relation to satisfying certain outcomes of this code, including information that may be required to support an application for a *renewable energy facility* or other major *utility installation*.

9.4.2 Landscape code⁹

9.4.2.1 Application

- (1) This code applies to assessable development identified as requiring assessment against the Landscape code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) All provisions in this code are assessment benchmarks for applicable assessable development.

9.4.2.2 Purpose and overall outcomes

- (1) The purpose of the Landscape code is to ensure that landscapes are provided in a manner which is consistent with the desired character and amenity of the Sunshine Coast.
- (2) The purpose of the Landscape code will be achieved through the following overall outcomes:-
 - (a) development provides landscapes that retain, as far as practicable, existing *vegetation* and topographic features for their biodiversity, ecological, wildlife habitat, recreational, aesthetic and cultural values;
 - (b) development provides landscapes that create new landscape environments that co-ordinate and complement the natural elements of climate, *vegetation*, drainage, aspect, landform and soils;
 - (c) development provides landscapes that complement the *vegetation* mix of the original regional ecosystem of the *site*, where practicable, in order to protect and enhance native flora and fauna and encourage ecological connectivity;
 - (d) development provides landscapes that rehabilitate areas of poor environmental quality and provide mechanisms for long term protection of works;
 - (e) development provides landscapes that successfully integrate the built form with the local urban landscape character, contribute to the local *streetscape*, enhance the sub-tropical qualities of the Sunshine Coast and mitigate the impact of increased urbanisation;
 - (f) development provides landscapes that minimise the consumption of energy and water, and encourage the use of local native plant species and landscape materials, where practicable;
 - (g) development provides landscapes that enhance personal safety and security;
 - (h) development provides landscapes that are functional, durable and provide for the efficient use of water and energy; and
 - (i) development provides landscapes that are practical and low maintenance, with ongoing management considered as an integral part of the overall landscape design.

9.4.2.3 Performance outcomes and acceptable outcomes

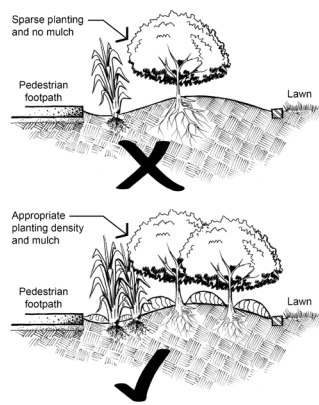
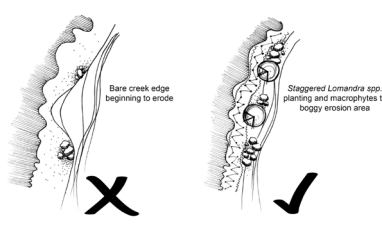
Table 9.4.2.3.1 Performance outcomes and acceptable outcomes for assessable development

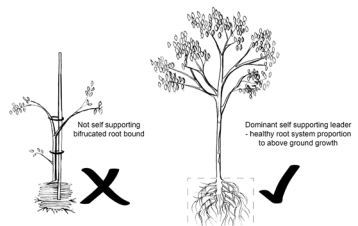
Performance Outcomes		Acceptable Outcomes	
<i>Retention of Vegetation and Topographic Features in Layout and Design of Landscapes</i>			
PO1	Development provides landscapes that, as far as practicable, retain and protect existing trees, <i>vegetation</i> and topographic features of ecological, recreational, aesthetic and cultural value.	AO1	No acceptable outcome provided. Note—the Planning scheme policy for development works provides more specific guidance about the retention of <i>vegetation</i> and topographic features.

⁹ Editor's note—the **Planning scheme policy for development works** provides guidance and specifies standards for satisfying certain outcomes of this code, including details of how to prepare a landscape plan and preferred plant species to be used in landscape works.

Performance Outcomes		Acceptable Outcomes	
Management of Weeds			
PO2	Development provides for all weeds to be managed within the <i>site</i> and frontages and for the implementation of effective measures to reduce weed intrusion and the risk of re-infestation on an ongoing basis.	AO2	No acceptable outcome provided. Note—the Planning scheme policy for development works provides more specific guidance about the management of weeds.
Landscape Design			
PO3	Development provides for landscapes that contribute to and create a high quality landscape character for the <i>site</i> , street, local area and the Sunshine Coast, by:- (a) promoting the character of the Sunshine Coast as a sub-tropical environment; (b) being sensitive to site conditions, natural landforms and landscape characteristics; (c) protecting and enhancing native <i>vegetation</i> , wildlife habitat and ecological values; (d) protecting and framing significant views, vistas and areas of high scenic quality; and (e) being of an appropriate scale to integrate successfully with development.	AO3	No acceptable outcome provided. Note—the publication <i>Sub-tropical Design in South East Queensland – a handbook for Planners, Developers and Decision Makers</i> provides guidance about the use of landscapes in a sub-tropical climate.
Landscape Management and Maintenance			
PO4	Development provides for landscapes that are designed, constructed, established and maintained to allow for natural vegetation communities renewal, where practicable, and to ensure minimisation of ongoing maintenance costs.	AO4	No acceptable outcome provided.
PO5	Development provides for maintenance issues to be considered as an integral part of the landscape design and a sustainable maintenance regime to be implemented over time.	AO5	No acceptable outcome provided.
Safety and Security			
PO6	Development provides for landscapes that enhance access points and personal safety, but which do not impede visibility at access points, pedestrian crossings, speed control devices and intersections.	AO6	Development provides landscapes which:- (a) define territory and ownership of public, common, semi-private and private space and does not create ambiguous spaces adjacent to areas with security issues; (b) allow passive surveillance into, and visibility within, communal recreational spaces, children's play areas / playgrounds, pathways and car parks; (c) incorporate trees that will establish to provide a minimum of 1.8 metres clear trunk and understorey planting that is a maximum of 0.7 metres in height above the road pavement, where located immediately adjacent to pathways, entries, parking areas, street corners, street lighting and driveways; (d) minimise the use of dense shrubby <i>vegetation</i> over 1.5 metres in height along street <i>frontages</i> and adjacent to open space areas; (e) incorporate pedestrian surfaces that


Performance Outcomes		Acceptable Outcomes	
			<p>comply with AS/NZS 4586 Slip resistance classification of new pedestrian surface materials and AS 3661 Slip resistance of pedestrian surfaces, and be stable and trafficable in all weather conditions;</p> <p>(f) provide universal access in accordance with <i>Australian Standard AS 1428: Design for Access and Mobility</i>; and</p> <p>(g) provide security and pathway level lighting to site entries, driveways, parking areas, building entries and pedestrian pathways.</p>
PO7	Development provides for public landscape management to occur within a safe working environment.	AO7	<p>No acceptable outcome provided.</p> <p>Note—development of landscape is to have regard to the Manual of Uniform Traffic Control Devices and the <i>Work Health and Safety Act 2011</i>.</p>
Energy Efficiency			
PO8	Development provides landscapes that assist in passive solar access, the provision of shade, microclimate management and energy conservation.	AO8.1 AO8.2 AO8.3 AO8.4 AO8.5	<p>Landscape elements are positioned to shade walls, windows and outdoor areas from afternoon (western) sun.</p> <p>Landscapes facilitate winter sun access to living areas, north facing windows and public spaces.</p> <p>Landscapes, fences and walls allow exposure of living and public areas to prevailing summer breezes and protection against winter winds.</p> <p>Landscape elements do not shade solar collector devices during the middle 6 hours of the day.</p> <p>Existing street and park trees are retained where solar collectors are installed.</p> <p>Note—Figure 9.4.2A (Design for passive solar access) illustrates how landscapes may provide for passive solar access, the provision of shade and microclimate management.</p> <p>Figure 9.4.2A Design for passive solar access</p>
Stormwater Drainage and Water Conservation			
PO9	Development provides for landscapes that successfully integrate stormwater drainage and water sensitive urban design elements with the street tree infrastructure and surrounding landscapes.	AO9	No acceptable outcome provided.
PO10	Development provides for landscapes that promote the efficient use of water through appropriate plant selection and	AO10	<p>Landscapes maximise the infiltration and conservation of water by:-</p> <p>(a) selecting plant species appropriate for</p>

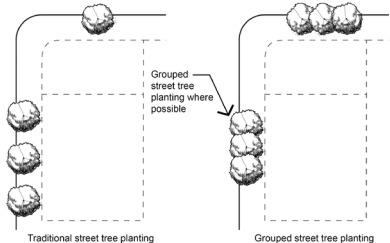
Performance Outcomes		Acceptable Outcomes	
	layout and by maximising opportunities for water infiltration.		<p>local conditions and appropriate turf species that require minimal irrigation after establishment;</p> <p>(b) grouping plants and street trees (where appropriate) in mulched beds;</p> <p>(c) minimising impervious surfaces;</p> <p>(d) incorporating semi-porous pavement surfaces as an alternative to impervious surfaces; and</p> <p>(e) draining hard surface areas to landscaped areas and water sensitive urban design devices.</p> <p>Note—Figure 9.4.2B (Planting density and use of mulch) illustrates how landscapes may promote water conservation through appropriate planting density and use of mulch.</p> <p>Figure 9.4.2B Planting density and use of mulch</p> 
PO11	Development provides for landscapes with planting and lawn areas that do not require permanent irrigation, except in high profile and high use landscape areas.	AO11	No acceptable outcome provided.
Site Stability and Soil Quality			
PO12	Development provides for landscapes which are designed and sited to ensure the stability of soils and minimisation of erosion.	AO12	No acceptable outcome provided.
PO13	Development provides for landscapes on steep and unstable land to be managed with slope stabilising planting rather than engineered retaining structures, as far as practicable.	AO13	<p>Landscapes incorporate stabilising plant species at an appropriate density and establishment materials on batters, slopes and the edges of <i>waterways</i> using soils which are less prone to erosion.</p> <p>Note – Figure 9.4.2C (Landscape design for waterway edges) illustrates the preferred landscape treatment for <i>waterway</i> edges.</p> <p>Figure 9.4.2C Landscape design for waterway edges</p> 
PO14	Development provides for landscapes that incorporate planting media that is	AO14.1	All planting media including site soil and imported topsoil used in landscapes:-

Performance Outcomes		Acceptable Outcomes													
	capable of supporting the successful establishment and sustainable growth of selected plant species.	AO14.2	(a) is suitable for the successful establishment of the selected plant species; and (b) is suitably remediated to maximise the site specific vegetation performance objectives. As far as practicable, existing site soil is used for planting media.												
Planting Technique, Plant Selection, Stock Size and Quality															
PO15	Development provides for landscapes where planting of plant stock is undertaken in accordance with best horticultural practice.	AO15	No acceptable outcome provided.												
PO16	Development provides for landscapes which incorporate plant stock of an appropriate size at the time of planting to fulfil the intended function whilst ensuring long term viability.	AO16	Landscapes incorporate plant stock sizes that comply with Table 9.4.2.3.1A (Minimum plant stock sizes) Table 9.4.2.3.1A Minimum plant stock sizes <table border="1"> <thead> <tr> <th>Column 1 Planting Stock</th> <th>Column 2 Minimum Pot Size</th> </tr> </thead> <tbody> <tr> <td>Feature or landmark trees</td> <td>45 litre pot</td> </tr> <tr> <td>Street trees or park trees</td> <td>25 litre pot</td> </tr> <tr> <td>Other trees</td> <td>15 litre pot (300mm)</td> </tr> <tr> <td>Shrubs, vines and ground covers</td> <td>140mm pot</td> </tr> <tr> <td>Macrophytes, tufting plants and revegetation stock</td> <td>50mm tube.</td> </tr> </tbody> </table>	Column 1 Planting Stock	Column 2 Minimum Pot Size	Feature or landmark trees	45 litre pot	Street trees or park trees	25 litre pot	Other trees	15 litre pot (300mm)	Shrubs, vines and ground covers	140mm pot	Macrophytes, tufting plants and revegetation stock	50mm tube.
Column 1 Planting Stock	Column 2 Minimum Pot Size														
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Macrophytes, tufting plants and revegetation stock	50mm tube.														
PO17	Development provides for landscapes which incorporate plant species that:- (a) are well matched to the required landscape function; (b) are not poisonous or dangerous; (c) have a form and structure typical of the species, free from structural or root system faults, diseases and nutritional deficits; and (d) are of appropriate hardiness for the intended location.	AO17.1 AO17.2 AO17.3 AO17.4	In urban settings, landscapes incorporate local and 'cultivar' native plants with moderate use of suitable non-invasive exotic species where function requires. Landscape planting does not use plant species that:- (a) have large thorns or spines; (b) are capable of triggering severe allergic reactions; or (c) are poisonous. Landscape planting does not use declared or environmental weeds as specified in the Planning scheme policy for development works . Street and park tree stock meet the requirements for quality specified in the <i>NATSPEC Guidelines: Specifying Trees, and/or plants are true to form</i> . Note— Figure 9.4.2D (Quality of street and plant tree stock) illustrates the condition of trees to be used in landscapes. Figure 9.4.2D Quality of street and plant tree stock 												

Performance Outcomes		Acceptable Outcomes	
		AO17.5	All plant stock is free of disease and nutritional deficiencies and has been acclimatised to conditions similar to those expected on the development <i>site</i> (i.e. full sun, wind, salt spray).
PO18	Development ensures that where palms are used in landscapes they are:- (a) used in a manner that is consistent with their natural character and occurrence on the Sunshine Coast, where practicable; (b) used as an emergent rather than dominant landscape feature, where other species are less suitable; and (c) the appropriate species for their location, and minimise public safety risks.	AO18	Palms included in the planting palette are planted in small naturalistic groups (clumped as they would normally occur) in coordination with other trees and foliage planting.
Revegetation and Habitat Restoration Works			
PO19	Development with landscapes for revegetation or habitat restoration works, ensures that the works:- (a) are of a high quality; (b) replicate the topography and structure of appropriate natural habitat and corridor elements; (c) utilise plant species of local native provenance where available; and (d) are established using appropriate methods so as to maximise environmental outcomes and minimise ongoing maintenance requirements.	AO19	Revegetation and habitat restoration works:- (a) are undertaken in accordance with the standards specified in the Planning scheme policy for development works ; (b) employ suitable establishment and management methods and combinations of methods to encourage the most successful regeneration; (c) use local native provenance species, where available, that are planted in a matrix or naturalistic pattern to densities best suited to the species, landform, soil profile, drainage and ecosystem being recreated; (d) provide for self-sustaining ecosystems to be created through successional planting/regeneration methods that employ pioneer species to stabilise the site, before encouraging longer term species establishment; and (e) use understorey shrubs and vines to appropriately bind rehabilitation area edges (including <i>waterway</i> edges) against degradation and weed infestation.
Landscape Design for Wildlife			
PO20	Development ensures that landscapes protect habitats and corridors for native wildlife by:- (a) replicating adjacent remnant <i>vegetation</i> including understorey <i>vegetation</i> and ground surface habitat logs, rock piles and melon holes; (b) siting landscaped areas to complement and enhance existing and surrounding <i>vegetation</i> ; (c) retaining old trees (including dead trees) with hollows for local native fauna habitat, where trees will not provide a public safety risk; (d) retaining natural leaf litter where appropriate for local native fauna; (e) creating or enhancing <i>vegetation</i> linkages between existing habitats; (f) selecting species that provide a range of foliage, fruit and flower	AO20	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>suitable for local native fauna;</p> <p>(g) minimising adverse effects to koalas by planting and retaining appropriate tree species and facilitating koala movement in koala habitat areas; and</p> <p>(h) providing wildlife nesting boxes, fauna bridges, ropeways, arboreal road crossings, fauna underpasses and traffic calming.</p>		
Landscape Buffers			
PO21	<p>Development provides for <i>landscape buffers</i> that:-</p> <p>(a) effectively protect the edges of existing native <i>vegetation</i> or another <i>ecologically important area</i>;</p> <p>(b) achieve visual screening of acoustic attenuation devices; and</p> <p>(c) provide separation between incompatible land uses or between major <i>infrastructure</i> elements (such as State controlled roads) and land uses.</p>	AO21	<p>Where a <i>landscape buffer</i> is required by an applicable development code, local plan code or overlay code, it is designed, constructed, established and maintained in accordance with the following:-</p> <p>(a) earth mounding is provided, where necessary, to complement and achieve satisfactory acoustic attenuation, visual screening or land use separation;</p> <p>(b) selected plant species are appropriate to the location, drainage and soil type, meet the buffer's functional requirements and require minimal ongoing maintenance;</p> <p>(c) plant selection includes a range of species to provide variation in form, colour and texture to contribute to the natural appearance of the <i>buffer</i>;</p> <p>(d) planting density results in the creation of upper, mid and understorey strata with:-</p> <p>(i) large trees planted at 6 metre centres;</p> <p>(ii) small trees planted at 2 metre centres; and</p> <p>(iii) shrubs planted at 1 metre centres;</p> <p>(e) tufting plants, vines and groundcovers planted at 0.5 metre to 1 metre centres; and</p> <p>(f) where adjoining the edge of native <i>vegetation</i> or <i>waterway</i> understorey, shrubs and vines are used to bind appropriately the <i>buffer</i> edges against degradation and weed infestation.</p> <p>Note—Figure 9.4.2E (Landscape buffer design) illustrates the preferred configuration of <i>landscape buffers</i>.</p> <p>Figure 9.4.2E Landscape buffer design</p>
Landscape Screening			

Performance Outcomes		Acceptable Outcomes	
<p>PO22</p>	<p>Development provides for complete or partial landscape screening of built form elements, carparks, fences, utilities and storage areas at maturity.</p>	<p>AO22.1</p> <p>AO22.2</p> <p>AO22.3</p> <p>AO22.4</p>	<p>Built form is softened and integrated with the broader landscape by structured landscape planting.</p> <p>Landscape screening occupies at least 30% of a building elevation as viewed from the street.</p> <p>Except where otherwise provided by the applicable use code, car parks and driveways are screened by:-</p> <p>(a) a planting bed of at least 1.5 metres wide where adjacent to a residential use; or</p> <p>(b) a planting bed of at least 3 metres wide where adjacent to a street <i>frontage</i> or <i>public open space</i>.</p> <p>Storage and utility areas are completely screened by <i>vegetation</i> or built screens, except for access ways.</p> <p>Note—Figure 9.4.2F (Landscape screening of building elevations) illustrates how landscape screening is intended to soften and integrate with the built form.</p> <p>Figure 9.4.2F Landscape screening of building elevations</p> 
Engineered Planting			
<p>PO23</p>	<p>Development provides for landscapes incorporating any podium planter, green wall or other vertical landscape element to be appropriately designed, constructed and managed with adequate growing media, drainage and irrigation, where required, and to ensure vigorous and sustainable plant growth without structural or drainage conflicts.</p>	<p>AO23</p>	<p>No acceptable outcome provided.</p>
Landscape Area Provision			
<p>PO24</p>	<p>Areas to be included in landscape provisions contribute to the local amenity and conditions that support the establishment of successful trees and landscapes whose growth is not compromised by services and <i>infrastructure</i>.</p>	<p>AO24</p>	<p>Landscape areas are concentrated toward development frontages and contribute to the <i>streetscape</i>.</p>
Streetscape Landscapes			
<p>PO25</p>	<p>Development provides for streetscape landscapes that:-</p> <p>(a) ensures the provision of shade trees at regular intervals;</p> <p>(b) contributes to the continuity and character of existing and proposed <i>streetscapes</i>;</p> <p>(c) in established urban areas, towns and villages, incorporates</p>	<p>AO25</p>	<p>No acceptable outcome provided.</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>

Performance Outcomes		Acceptable Outcomes	
	<p>landscape design (including planting, pavements, furniture, structures, etc.) that reflect and enhance the character of the streetscape; and</p> <p>(d) in new or establishing urban areas, incorporates landscape design that is consistent with and complementary to the natural landscape character of the local area.</p>		
PO26	<p>Development provides for entry statement landscapes that:-</p> <p>(a) consist mainly of vegetative features with minimal signage and built form;</p> <p>(b) have all components of the entry statement contained wholly on private land; and</p> <p>(c) are vandal resistant and require minimal ongoing maintenance.</p>	AO26	<p>Entry statements:-</p> <p>(a) are only provided at major estate or centre entry points;</p> <p>(b) incorporate feature trees and suitable understorey planting as the main elements of the entry statement;</p> <p>(c) incorporate restrained signage with all built form features located on private land; and</p> <p>(d) require minimal ongoing maintenance.</p> <p>Editor's note—Section 9.4.1 (Advertising devices code) sets out requirements for an entry statement sign.</p>
PO27	<p>Developments are designed to ensure adequate space is provided for street trees and that the provision of shade and amenity to the <i>streetscape</i> receives high priority when locating services, footpaths, driveways, car parking and buildings.</p>	AO27.1	<p>Street trees are centrally located between kerb and footpath.</p>
		AO27.2	<p>Street trees are suitable to the locality, soil type, drainage and functional requirements of a shade tree.</p> <p>Note—Figure 9.4.2G (Street tree planting configuration) illustrates traditional and grouped street tree planting configuration examples.</p> <p>Figure 9.4.2G Street tree planting configuration</p>  <p>The diagram shows two street layouts. The left layout, labeled 'Traditional street tree planting', shows a single tree planted between the kerb and footpath. The right layout, labeled 'Grouped street tree planting', shows a cluster of three trees planted in the same location. A dashed rectangular box encloses the grouped trees, with an arrow pointing to it and the text 'Grouped street tree planting where possible'.</p>
Provision of Natural and Built Shade			
PO28	<p>Development provides for landscapes that incorporate protective shade to public and communal spaces, including car parking areas, barbeque and picnic areas, children's play areas and exercise equipment stations.</p>	AO28.1	<p>All pathways are designed for maximum shade opportunities, with shade trees at an average of 6 metre centres and/or awnings to achieve a shade level consistent with the subtropical climate.</p> <p>Note—target of 80% shade at tree maturity.</p>
		AO28.2	<p>All carparking areas are shaded by either:-</p> <p>(a) shade trees at a maximum spacing of 1 shade tree per 4 parking bays planted in:-</p> <p>(i) deep natural ground where growing media has sufficient volume to facilitate vigour, sustainability and will allow for the tree to achieve mature form; or</p> <p>(ii) structured soil cells with growing media volume capable of</p>

Performance Outcomes		Acceptable Outcomes	
			<p>facilitating vigour, sustainability and allowing the tree to achieve mature form; or</p> <p>(b) a constructed shade structure, only where set back from the street and consistent with the character of the area.</p> <p>AO28.3 All public or communal barbecues, picnic table areas, children's play areas and playgrounds are shaded by a constructed shade structure and supplemented with trees.</p> <p>AO28.4 Constructed shade structures (awnings, pergolas, shelters and shade sails) are manufactured from long lasting UV stable materials that are vandal resistant and require minimal ongoing maintenance.</p> <p>AO28.5 Shade trees are selected from species suitable to the location, soil and drainage conditions and create a dense, wide spreading foliage canopy with minimal limb, leaf and fruit drop.</p> <p>AO28.6 The quantities and types of built or natural shade is provided in accordance with the <i>Creating Shade at Public Facilities: Policy and Guidelines for Local Government</i>, prepared by the Australian Institute of Environmental Health.</p>
Pathways and Access Points			
PO29	<p>Development provides for public and communal pathways and access points to be fit for purpose in terms of their location, width and extent and to be effectively integrated with the landscape design for the development.</p> <p>Note—public and communal pathways and access points include, but are not limited to, beach access paths, vehicle and machinery access paths, boat ramp accesses and pedestrian and bicycle pathways.</p>	AO29	Development complies with the standards for pathways and access points specified in the Planning scheme policy for development works .
Recreational Equipment			
PO30	<p>Development provides for children's play areas, recreational sports areas and exercise equipment provided in public and communal open space to:-</p> <p>(a) be appropriately located within open space;</p> <p>(b) utilise equipment and materials that are fit for purpose, durable and safe; and</p> <p>(c) be designed for the use of a range of age groups and physical and cognitive abilities.</p>	AO30	Development complies with the standards specified in the Planning scheme policy for development works .
Landscape Structures			
PO31	<p>Development provides for all built structures used in landscapes to:-</p> <p>(a) be appropriately located within the landscape;</p> <p>(b) be fit for purpose, durable and safe;</p> <p>(c) incorporate impervious roofs that maximise rain and sun protection,</p>	AO31	Development complies with the standards specified in the Planning scheme policy for development works .

Performance Outcomes		Acceptable Outcomes	
	<p>where intended to provide shelter;</p> <p>(d) harvest water for re-use, where appropriate; and</p> <p>(e) comply with any relevant building, engineering, plumbing or electrical standards.</p> <p>Note—landscape structures include, but are not limited to, shade shelters for barbecues and picnic areas, pergolas, toilet and change room facilities, maintenance and storage sheds, boardwalks, bridges, raised platforms, lookouts, steps and stairs.</p>		
Furniture and Fixtures			
PO32	<p>Development provides for all furniture and fixtures used in open space or landscapes to:-</p> <p>(a) be appropriately located within open space or the landscape;</p> <p>(b) be fit for purpose, durable and safe;</p> <p>(c) be vandal resistant with parts that are easily replaceable;</p> <p>(d) be easy to maintain; and</p> <p>(e) comply with any relevant building, engineering, plumbing or electrical standards.</p> <p>Note—landscape furniture and fixtures include, but are not limited to, seats, benches, picnic tables, tree guards, bicycle racks/rails, balustrades and railings, bollards, maintenance gates, barbeque plates, taps and drinking fountains, beach showers, bins and bin surrounds, lighting and signage.</p>	<p>AO32.1</p> <p>AO32.2</p>	<p>Development complies with the standards specified in the Planning scheme policy for development works.</p> <p>Landscape furniture and fixtures:-</p> <p>(a) comply with the furniture and fixture range design developed for the local area; or</p> <p>(b) where no range design exists, reflect a coordinated or themed design aesthetic.</p> <p>Note—a streetscape 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>
Pavements			
PO33	<p>Development provides for all pavements used in landscapes to be:-</p> <p>(a) hard wearing;</p> <p>(b) non-slip;</p> <p>(c) shaded or coloured to reduce glare and heat reflection; and</p> <p>(d) finished with surface treatments that require minimal cleaning or ongoing maintenance.</p>	AO33	<p>Development complies with the standards specified in the Planning scheme policy for development works.</p>
Fencing, Walls and Screening			
PO34	<p>Development provides for all fences, walls and screening structures used in landscapes, where interfacing with public use areas, to be:-</p> <p>(a) appropriately located within the landscape;</p> <p>(b) fit for purpose, durable and safe;</p> <p>(c) integrated within the landscape;</p> <p>(d) vandal and graffiti resistant where fronting a public space; and</p> <p>(e) articulated, screened by planting, coloured and textured so as to blend in with the character of the local area.</p>	<p>AO34.1</p> <p>AO34.2</p> <p>AO34.3</p> <p>AO34.4</p> <p>AO34.5</p>	<p>Development complies with the standards specified in the Planning scheme policy for development works.</p> <p>Fences and screens to street <i>frontages</i> are a minimum of 50% visually and climatically permeable.</p> <p>Fences and screens do not extend further than 6 lineal metres without articulation and vegetative screening.</p> <p>Fences and screens bordering public use areas allow for casual surveillance opportunities and are designed to blend with adjacent landscape features.</p> <p>Fences and screens bordering beachfront reserves are of commercial grade pool type fence construction, coloured to blend with adjacent landscape features.</p>

Performance Outcomes		Acceptable Outcomes	
			<p>Note—Figure 9.4.2H (Design of fences, walls and structures) illustrates the preferred treatment of fences, walls and structures used in landscapes.</p> <p>Figure 9.4.2H Design of fences, walls and structures</p>
Lighting			
PO35	Development provides for lighting of a suitable standard to be incorporated in landscapes, where required, to support the use of areas and facilities and maintain the safety and security of people and property.	AO35	Development complies with the standards specified in the Planning scheme policy for development works and <i>Australian Standard (AS 1158.3.1 Lighting for roads and public spaces)</i> .
Signage			
PO36	Development provides for signage in <i>public open space</i> and communal open space areas to be:- (a) appropriately located in open space; (b) limited to park naming signs, estate signs, way finding signs and symbols, education and interpretive signs and warning/safety signs; and (c) durable and easy to maintain.	AO36	No acceptable outcome provided.
Roads, Services and Utilities			
PO37	Development provides for all landscapes to be located a safe distance from utilities and underground services.	AO37.1	Planting and landscape structures are located to enable tradespersons to access, view and inspect switchboards, substations, service meters and the like.
		AO37.2	Root barriers are installed around critical <i>infrastructure</i> where <i>infrastructure</i> is located adjoining tree planting zones.
		AO37.3	Planting in landscapes adjacent to electricity substations or high voltage transmission line easements complies with:- (a) for Energex's assets, the <i>Energex Vegetation Management Standard</i> ; and (b) for Powerlink's assets, <i>Powerlink's Easement Co-use Guideline</i> and <i>Screening Your Home from Powerlines Guideline</i> .

9.4.3 Nuisance code¹⁰

9.4.3.1 Application

- (1) This code applies to assessable development identified as requiring assessment against the Nuisance code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) All provisions in this code are assessment benchmarks for applicable assessable development.

9.4.3.2 Purpose and overall outcomes

- (1) The purpose of the Nuisance code is to maintain community wellbeing and protect environmental values by preventing or mitigating:-
 - (a) nuisance emissions from development adversely impacting on surrounding *sensitive land uses*; and
 - (b) the exposure of proposed *sensitive land uses* to nuisance emissions from surrounding development.
- (2) The purpose of the Nuisance code will be achieved through the following overall outcomes:-
 - (a) development is located, designed, constructed and operated to maintain appropriate levels of amenity and environmental performance by:-
 - (i) not imposing unacceptable noise, light, glare, dust or odour emissions on surrounding *sensitive land uses*; and
 - (ii) ensuring that proposed *sensitive land uses* are not subject to unacceptable nuisance emissions generated from surrounding development; and
 - (b) environmental values are protected by preventing or minimising potential environmental harm or environmental nuisance resulting from the release of contaminants, particularly noise, odour, light, glare, dust and particulates.

9.4.3.3 Performance outcomes and acceptable outcomes

Table 9.4.3.3.1 Performance outcomes and acceptable outcomes for assessable development

Performance Outcomes		Acceptable Outcomes	
<i>Acoustic Amenity and Noise</i> ¹¹			
PO1	Development, other than development involving live entertainment or amplified sound in a hospitality area or as part of a temporary event, is located, designed, constructed and operated to ensure that noise emissions do not adversely impact on surrounding <i>sensitive land uses</i> . Note—this performance outcome applies even if noise emissions are generated by <i>sensitive land uses</i> , from sources such as communal areas, service areas, plant and equipment (e.g. air conditioning units) and the like.	AO1	Development does not involve activities that would cause noise related environmental harm or nuisance. OR Development ensures noise does not emanate from the <i>site</i> through site layout, design, construction, and operation.
PO2	Development that is a <i>sensitive land use</i> is located, designed, constructed and operated to achieve a satisfactory level of acoustic amenity where there is	AO2	The <i>sensitive land use</i> is not established in an area that will be adversely impacted by noise generated by existing land uses, activities and possible future development in

¹⁰ Editor's note—the **Planning scheme policy for nuisance code** provides guidance for achieving outcomes of this code, including the preparation of a noise impact assessment report, odour impact assessment report and lighting impact assessment report.

¹¹ Note—*Council* will take the order of occupancy of new and existing noise sources into consideration in implementing Performance Outcome PO1 of this code. The intent of this performance outcome is not to require existing lawful uses to control noise emissions in response to encroachment by new noise sensitive development.

Performance Outcomes		Acceptable Outcomes	
	<p>potential for noise emissions generated from surrounding development to adversely affect the <i>sensitive land use</i>.</p> <p>Editor's note—this performance outcome relates to a 'reverse amenity' situation where a proposed <i>sensitive land use</i> may be adversely impacted by noise emissions from surrounding development. In such cases, it is contingent upon the proposed <i>sensitive land use</i> to implement measures to ensure a satisfactory level of acoustic amenity is provided to prospective occupants and users of the development.</p>		<p>the area.</p> <p>OR</p> <p>Where located in an area where adverse noise impacts are likely, the <i>sensitive land use</i> mitigates all potential impacts through site layout, design, construction, and operation.</p>
PO3	Development involving live entertainment or amplified sound in a hospitality area, or as part of a temporary event, provides a satisfactory level of acoustic amenity for surrounding <i>sensitive land uses</i> , having regard to the location and setting of the development and the frequency of the event.	AO3	No acceptable outcome provided.
Odour, Dust and Particulates			
PO4	Development is located, designed, constructed and operated to ensure that odour, dust and particulate emissions do not cause environmental nuisance to <i>sensitive land uses</i> (whether existing or proposed uses) in the surroundings of the proposed development.	AO4.1	Development does not involve activities that create odorous air emissions.
		AO4.2	Development does not involve activities that will result in airborne particles or emissions being generated.
			<p>OR</p> <p>Development does not result in odour that causes environmental harm or nuisance with respect to surrounding land uses.</p> <p>OR</p> <p>Development ensures that no airborne particles or emissions cause environmental harm or nuisance through site layout, design, construction and operation.</p>
PO5	Development that is a <i>sensitive land use</i> is located, designed, constructed and operated to ensure that the proposed use is not subject to odour, dust or particulate emissions from surrounding development that would cause environmental nuisance.	AO5	No acceptable outcome provided.
Lighting and Glare			
PO6	Development ensures that lighting and glare does not have any significant adverse amenity impacts or create nuisance to surrounding premises.	AO6.1	Lighting devices are located, designed and installed to:- (a) minimise light spillage on surrounding premises; (b) preserve an acceptable degree of lighting amenity at surrounding premises; (c) provide covers or shading around lights; (d) direct lights downwards; (e) position lights away from possible affected areas; and (f) enable the brightness of lights to be adjusted to low levels.
		AO6.2	Streets, driveways, servicing and car parking areas are located and designed to

Performance Outcomes		Acceptable Outcomes	
		AO6.3	<p>minimise vehicle headlight impacts on any surrounding residential premises.</p> <p>Reflective glare that would cause nuisance to residents or the general public at surrounding premises and public spaces is avoided or minimised through the use of:-</p> <ul style="list-style-type: none"> (a) external building materials and finishes with low-reflectivity; or (b) building design/architectural elements or landscape treatments to block or reduce excessive reflected glare.

9.4.4 Reconfiguring a lot code

9.4.4.1 Application

- (1) This code applies to assessable development identified as requiring assessment against the Reconfiguring a lot code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) All provisions in this code are assessment benchmarks for applicable assessable development.

9.4.4.2 Purpose and overall outcomes

- (1) The purpose of the Reconfiguring a lot code is to ensure that new lots are configured in a manner which:-
 - (a) is consistent with the desired character of the local area;
 - (b) is appropriate for their intended use;
 - (c) is responsive to site constraints;
 - (d) provides appropriate access (including access for services); and
 - (e) supports high quality urban and landscape design outcomes.
- (2) The purpose of the Reconfiguring a lot code will be achieved through the following overall outcomes:-
 - (a) development provides for lots that are of a size and have dimensions that are appropriate for their intended use and responsive to local character and site constraints;
 - (b) development provides for lots that have a suitable and safe means of access to a public road; and
 - (c) development provides for subdivisions that result in the creation of safe and healthy communities by:-
 - (i) incorporating a well-designed and efficient lot layout that promotes walking, cycling and the use of public transport;
 - (ii) incorporating a road and *transport network* that is responsive to, and integrated with, the natural topography of the *site*, is integrated with existing or planned adjoining development and supports the circulation of public transport with no or only minimal route redundancy;
 - (iii) avoiding adverse impacts on native *vegetation, waterways, wetlands* and other *ecologically important areas* present on, or adjoining the *site*;
 - (iv) avoiding or mitigating the risk to people and property from natural hazards;
 - (v) incorporating a lot layout that is responsive to natural climatic influences and allows for new dwellings to reflect the principles of sub-tropical and sustainable design; and
 - (vi) providing appropriate *infrastructure*, including reticulated water and sewerage (where available), sealed roads, pedestrian and bicycle paths, urban and non-urban open space and community facilities in urban areas.

9.4.4.3 Performance outcomes and acceptable outcomes

Table 9.4.4.3.1 Performance outcomes and acceptable outcomes for assessable development

Performance Outcomes		Acceptable Outcomes	
Lot Layout and Site Responsive Design			
PO1	Development provides for a lot layout and configuration of roads and other transport corridors that avoids land subject to natural hazards and is responsive to:-	AO1	No acceptable outcome provided. Note—the following parts of the planning scheme include elements required to be addressed by a development application for reconfiguring a lot:-

Performance Outcomes		Acceptable Outcomes	
	<ul style="list-style-type: none"> (a) the setting of the <i>site</i> within an urban or non-urban context; (b) any natural environmental values or hazards present on, or adjoining the <i>site</i>; (c) any places of cultural heritage significance or character areas present on, or adjoining the <i>site</i>; (d) any important landmarks, views, vistas or other areas of high scenic quality present on, or able to be viewed from, the <i>site</i>; (e) any natural economic resources present on, adjoining or near the <i>site</i>; and (f) sub-tropical and sustainable design in terms of the orientation of lots, the provision of water cycle <i>infrastructure</i> and the incorporation of landscapes that are complementary to existing native <i>vegetation</i> within the subdivision. 		<ul style="list-style-type: none"> (a) Part 7 (Local plan codes), which identifies local planning requirements for local plan areas; (b) Part 8 (Overlays), which identifies development constraints and valuable resources; and (c) Part 10 (Other plans), which identifies structure planning and other requirements for declared master plan areas. <p>Note—the <i>Council</i> may require submission of a <i>local area structure plan</i> for a <i>site</i> exceeding 10 hectares in area, or a development involving the creation of 50 or more new lots, so as to demonstrate compliance with Performance Outcome PO1.</p>
Lot Layout and Neighbourhood/Estate Design			
PO2	<p>Development provides for a lot layout, land use and <i>infrastructure</i> configuration that:-</p> <ul style="list-style-type: none"> (a) provides for an efficient land use pattern; (b) effectively connects and integrates the <i>site</i> with existing or planned development on adjoining sites; (c) provides for the efficient movement of pedestrians, cyclists, public transport and private motor vehicles, in that order of priority; (d) provides for moderate and large size developments to have multiple access points; (e) creates legible and interconnected movement and open space networks; (f) provides defined edges to <i>public open space</i> by the alignment of a new road and avoids direct interface between freehold lots and <i>public open space</i>; (g) promotes a sense of community identity and belonging; (h) provides for a high level of amenity, having regard to potential noise, dust, odour and lighting nuisance sources; (i) accommodates and provides for the efficient and timely delivery of <i>infrastructure</i> appropriate to the site's context and setting; (j) avoids the use of culs-de-sac; (k) maximises the number of lots that have exposure to favourable solar orientation for future <i>dwellings</i>; (l) avoids the sporadic or out-of-sequence creation of lots; and (m) protects and enhances 	AO2	<p>No acceptable outcome provided.</p> <p>Note—the <i>Council</i> may require submission of a <i>local area structure plan</i> for a <i>site</i> exceeding 10 hectares in area, or a development involving the creation of 50 or more new lots, so as to demonstrate compliance with Performance Outcome PO2.</p>

Performance Outcomes		Acceptable Outcomes	
	<i>ecologically important areas</i> and provides for the clustering of lots into cleared areas.		
Size and Dimensions of Lots			
PO3	Development provides for the size, dimensions and orientation of lots to:- (a) be appropriate for their intended use in accordance with the intent of the applicable zone code; (b) be consistent with the prevailing urban fabric (where applicable) and the preferred character of the local area; (c) where for residential lots, provide sufficient area for a suitable building envelope, vehicle access and useable <i>private open space</i> , without the need for major earthworks and retaining walls; (d) where for commercial and industrial lots, provide sufficient area to accommodate a wide range of industry and commercial use types; (e) where not located in a sewered area, provide sufficient area for the safe and sustainable on-site treatment and disposal of effluent; (f) take account of and respond appropriately to natural values and site constraints; and (g) in the case of land included in the Rural zone, prevent the fragmentation of rural land.	AO3.1	Except where otherwise specified in a structure plan or local plan code, a lot complies with the minimum lot size and the minimum average lot size specified in Column 2 of Table 9.4.4.3.2 (Minimum lot size and dimensions) .
		AO3.2	Except where otherwise specified in a structure plan or local plan code, a lot contains a minimum square or rectangular area and a minimum <i>frontage</i> that complies with Columns 3 and 4 respectively of Table 9.4.4.3.2 (Minimum lot size and dimensions) .
		AO3.3	All reconfigured lots on land subject to a constraint or valuable feature identified on an overlay map contains a building envelope marked on a plan of development that demonstrates that there is an area sufficient to accommodate the intended purpose of the lot that is not subject to the constraint or valuable feature or that appropriately responds to the constraint or valuable feature.
		AO3.4	No additional lots are created on land included in:- (a) the Limited development (landscape residential) zone; or (b) the Rural residential zone (outside of the rural residential growth management boundary).
		AO3.5	Lot boundaries and roads are aligned to avoid traversing <i>ecologically important areas</i> .
Small Residential Lots			
PO4	Development provides for small residential lots (of less than 600m ²) to be created in limited circumstances where:- (a) consistent with the intent of the zone and compatible with the preferred character of the local area; and (b) on land that is fit for purpose and not subject to topographic constraints.	AO4.1	Notwithstanding Acceptable Outcome AO3.1 (above), small residential lots may be created on land in one of the following zones:- (a) the Emerging community zone; or (b) the Medium density residential zone.
		AO4.2	The land on which small residential lots are created has a <i>slope</i> of not more than 10%.
PO5	Small residential lots (of less than 600m ²) are developed in accordance with a plan of development, which demonstrates that:- (a) most lots are provided with a north-south orientation to optimise opportunities for passive solar design and natural airflow; (b) the development is efficiently configured and provides laneway access that optimises the use of public streets by pedestrians and minimises pedestrians/vehicle	AO5.1	A plan of development complies with the design criteria for small residential lots specified in Table 9.4.4.3.3 (Design criteria for small residential lots) .
		AO5.2	Each small residential lot is capable of containing a rectangle suitable for building purposes where the long axis of the rectangle faces between 30° east and 20° west of true north.

Performance Outcomes		Acceptable Outcomes	
	<p>conflict points;</p> <p>(c) an appropriate building envelope can be accommodated;</p> <p>(d) sufficient and useable <i>private open space</i> can be provided for each future <i>dwelling</i>;</p> <p>(e) any building contained within the building envelope is unlikely to impact adversely upon the amenity of <i>adjoining premises</i> as a result of overshadowing, privacy and access to sunlight; and</p> <p>(f) landscape and tree planting can be accommodated in deep soil zones to soften built form elements, improve micro climate and contribute to the quality of the public realm.</p>		
Rear (Hatchet) Lots			
PO6	<p>Development provides for <i>rear lots</i> to be created only where:-</p> <p>(a) forming part of a residential, rural residential or rural subdivision;</p> <p>(b) the lots are not likely to prejudice the subsequent development of adjoining land;</p> <p>(c) it is not desirable nor practicable for the <i>site</i> to be reconfigured so that all lots have full <i>frontage</i> to a road;</p> <p>(d) the siting of buildings on the <i>rear lot</i> is not likely to be detrimental to the use and amenity of the surrounding area;</p> <p>(e) uses on surrounding land will not have a detrimental effect on the use and amenity of the <i>rear lot</i>;</p> <p>(f) the safety and efficiency of the road from which <i>access</i> is gained is not adversely affected; and</p> <p>(g) vehicular <i>access</i> to <i>rear lots</i> will not have a detrimental impact on lots adjoining the access strip due to excessive noise, light, dust, stormwater runoff and the like.</p>	AO6	<p><i>Rear lots</i> are designed such that:-</p> <p>(a) the minimum area of the lot, exclusive of any access strip, complies with Columns 2 and 3 of Table 9.4.4.3.2 (Minimum lot size and dimensions);</p> <p>(b) the gradient of the access strip does not exceed 10%;</p> <p>(c) no more than four lots directly adjoin the <i>rear lot</i>, excluding lots that adjoin at one point;</p> <p>(d) no more than three lots gain <i>access</i> from the same access handle;</p> <p>(e) no more than 10% of lots within a subdivision are accessed from an access handle;</p> <p>(f) where two <i>rear lots</i> adjoin each other, a single common driveway and reciprocal access easements are provided;</p> <p>(g) no more than two <i>rear lots</i> and/or <i>rear lot</i> access strips directly adjoin each other;</p> <p>(h) <i>rear lot</i> access strips are located on only one side of a full <i>frontage</i> lot; and</p> <p>(i) <i>rear lot</i> access strips comply with the requirements of Table 9.4.4.3.4 (Access strip requirements for rear lots).</p>
Irregular Shaped Lots			
PO7	<p>Development provides for irregular shaped lots to be created only where:-</p> <p>(a) the creation of regular lots is impractical such as at a curve in the road;</p> <p>(b) safe <i>access</i> and visual exposure to and from the <i>site</i> can be provided, while not adversely impacting on the functionality of the surrounding road network; and</p> <p>(c) the irregular lot is demonstrably suitable for its intended purpose.</p>	AO7	<p>Irregular lots are designed so that they:-</p> <p>(a) fully contain a square or rectangle specified in Column 3 of Table 9.4.4.3.2 (Minimum lot size and dimensions); and</p> <p>(b) comply with requirements of Table 9.4.4.3.5 (Minimum width for irregular shaped lots).</p>
Rearrangement of Lot Boundaries			
PO8	Development provides that the	AO8	The rearrangement of lot boundaries

Performance Outcomes		Acceptable Outcomes	
	rearrangement of lot boundaries is an improvement on the existing situation.		<p>results in an improvement to the existing situation whereby the size and dimensions of proposed lots comply more fully with Table 9.4.4.3.2 (Minimum lot size and dimensions), and at least one of the following is achieved:-</p> <ul style="list-style-type: none"> (a) the rearrangement of lots remedies an existing boundary encroachment by a building or areas; (b) the rearranged lots will be made more regular in shape; (c) access is provided to a lot that previously had no access or an unsuitable access; (d) the rearranged lots better meet the overall outcomes for the zone and the local plan area in which the <i>site</i> is situated; (e) the rearrangement of lots remedies a situation where an existing lot has multiple zonings; (f) the rearrangement of lots provides for a significant improvement in rural productivity; or (g) the rearrangement of lots results in a significant improvement in the protection of environmental values.
Volumetric Subdivision			
PO9	Development provides that the subdivision of space above or below the surface of land facilitates efficient development in a manner that is consistent with the overall outcomes for the zone and local plan area in which the <i>site</i> is located, or is consistent with a development approval for material change of use that has not lapsed.	AO9	No acceptable outcome provided.
Subdivision by Lease			
PO10	Development provides that subdivision by lease facilitates efficient development in a manner that is consistent with the overall outcomes for the zone and local plan area in which the <i>site</i> is located, or is consistent with a development approval for material change of use that has not lapsed.	AO10	No acceptable outcome provided.
Buffers to Sensitive Land, Incompatible Uses and Infrastructure			
PO11	<p>Development provides for lots to be created in locations that:-</p> <ul style="list-style-type: none"> (a) are adequately buffered to prevent potential adverse impacts on future users of the lots and adjacent lots; (b) separate the lots from incompatible uses and <i>infrastructure</i>; (c) provide for protection of the scenic qualities of the Sunshine Coast through visual screening of development; and (d) do not create “reverse amenity” situations where the continued operation of existing uses or infrastructure is compromised by 	AO11.1	No part of any lot included in a <i>residential zone</i> , the Emerging community zone or the Rural residential zone is located within the setback area of an existing <i>intensive rural use</i> as specified in Column 4 of Table 9.3.16.3.3 (Siting and setback requirements for intensive rural uses) .
		AO11.2	Where located adjacent to rural land, development for residential and rural residential lots provides an agricultural <i>buffer</i> that complies with the buffer design criteria specified in Table 2 of the <i>State Planning Guidelines – Separating Agricultural and Residential Land Uses</i> .
		AO11.3	Any part of any lot included in a

Performance Outcomes		Acceptable Outcomes	
	the proposed development.	AO11.4	<p>residential zone, the Emerging community zone or the Rural residential zone:-</p> <ul style="list-style-type: none"> (a) can accommodate a minimum square or rectangle as specified in Column 3 of Table 9.4.4.3.2 (Minimum lot size and dimensions), clear of any electricity transmission line easement; (b) is not located within 500 metres of an existing or planned high voltage transmission grid substation site; (c) is not located within 100 metres of an existing bulk supply transformer; (d) incorporates a minimum 40 metre wide landscape <i>buffer</i> in accordance with the Landscape code, where adjoining a <i>major road</i> or railway corridor; (e) is not located within 60 metres of an existing zone transformer; and (f) is not located within any area subject to unacceptable noise, vibration, lighting or odour nuisance from the operation of an existing lawful, adjoining or nearby use. <p>Any reconfiguring a lot involving land in a <i>residential zone</i>, the Emerging community zone or the Rural residential zone provides for the number of lots burdened by electrical transmission line easements to be reduced to one.</p>
Avoidance of Contaminated Land			
PO12	Development ensures that lots are not created on contaminated land, unless the land is first remediated and declared to be fit for the intended purpose.	AO12	No acceptable outcome provided.
Road and Public Transport Infrastructure¹²			
PO13	<p>Development involving the creation of new roads and other transport corridors ensures that the road network:-</p> <ul style="list-style-type: none"> (a) accords with the 2031 Functional Transport Hierarchy as shown on Figure 9.4.8A (2031 Functional Transport Hierarchy); (b) provides visible distinction of roads, based on function and design features; (c) provides convenient, safe and efficient movement for all modes of transport between land use activities with priority given to pedestrian movement and bicycle use over vehicle movements; (d) allows for unimpeded and practical access to each proposed lot; (e) accommodates or facilitates access to cycle and pedestrian pathways; 	AO13	<p>No acceptable outcome provided.</p> <p>Editor's note – Section 9.4.8 (Transport and parking code) and Section 9.4.11 (Works, services and infrastructure code) include assessment criteria relating to the design and construction of road and public transport <i>infrastructure</i>.</p>

¹² Editor's note—vehicle access points to State controlled roads require approval under the *Transport infrastructure Act 1994*. Access approvals to State controlled roads are administered by the Department of Transport and Main Roads in accordance with the Road Planning and Design Manual.

Performance Outcomes		Acceptable Outcomes	
	<ul style="list-style-type: none"> (f) facilitates a high standard of urban design which reflects a grid pattern to assist connectivity, particularly for pedestrians and cyclists; (g) provides for the operation of public transport and accommodates public transport <i>infrastructure</i>; (h) connects to and integrates with existing roads and other relevant facilities within and external to the land to be subdivided; (i) provides for the dedication and construction of roads where required to allow <i>access</i> to and proper development of adjoining vacant land that is intended for development; (j) provides for the construction and adequate drainage of all proposed roads, pathways, laneways and bikeways within and adjoining the land to be subdivided; (k) does not unreasonably adversely impact on existing vehicular traffic, <i>active transport</i> users or the amenity of the surrounding environment; (l) provides safe passage for wildlife movement and incorporates wildlife movement corridors into the entire design and use of the road system; and (m) incorporates appropriate areas for the provision of street trees and landscapes. 		
PO14	Development involving the creation of new roads ensures that a network of public transport routes is provided such that public transport can efficiently service the neighbourhood/estate with no, or only minimal, route redundancy.	AO14	No acceptable outcome provided.
PO15	Development involving the creation of new roads ensures that design of streets and roads to be used as a public transport route allows for the efficient and unimpeded movement of buses, without facilitating high traffic speeds.	AO15	No acceptable outcome provided.
PO16	Development involving the creation of new roads ensures that most or all urban lots are located within walking distance of public transport.	AO16	In an urban area, at least 90% of lots are within 400 metres safe walking distance of an existing or proposed public transport route, or within 500 metres safe walking distance of a public transport stop.
Pedestrian and Bicycle Path Infrastructure			
PO17	Development provides for the establishment of a network of pedestrian and bicycle paths that:- <ul style="list-style-type: none"> (a) provides a high level of permeability and connectivity; (b) maximises opportunities to link activity centres, employment areas, residential areas, 	AO17	No acceptable outcome provided. Editor's note – Section 9.4.8 (Transport and parking code) and Section 9.4.11 (Works, services and infrastructure code) provide requirements for the design and construction of pedestrian and bicycle path <i>infrastructure</i> .

Performance Outcomes		Acceptable Outcomes	
	<p>community facilities, open space and public transport stops;</p> <p>(c) have an alignment that maximises visual interest, allows for the retention of trees and other significant features and does not compromise the operation of or access to other <i>infrastructure</i>;</p> <p>(d) incorporates safe street crossings with adequate sight distances, pavement markings, warning signs and safety rails;</p> <p>(e) incorporates shade through the provision of street trees and landscapes; and</p> <p>(f) is well lit and located where there is casual surveillance from nearby premises.</p>		
Open space (including environmental reserves) and drainage reserves			
PO18	<p>Development provides for parks, environmental reserves drainage reserves and open space <i>infrastructure</i> that:-</p> <p>(a) provides for a range of passive and active recreation settings and can accommodate adequate facilities to meet the needs of the community;</p> <p>(b) is well distributed and contributes to the legibility, accessibility and character of the locality;</p> <p>(c) creates attractive settings and focal points for the community;</p> <p>(d) benefits the amenity of adjoining land uses;</p> <p>(e) incorporates appropriate measures for stormwater and flood management;</p> <p>(f) facilitates the retention and enhancement of native <i>vegetation, waterways, wetlands</i> and other <i>ecologically important areas</i> and natural and cultural features;</p> <p>(g) is cost effective to maintain; and</p> <p>(h) is dedicated as public land in the early stages of the subdivision.</p>	AO18	<p>No acceptable outcome provided.</p> <p>Editor's note—Section 9.4.2 (Landscape code) includes requirements for the design and construction of landscape elements in public parks and open space <i>infrastructure</i>.</p>
Local Parks			
PO19	<p>Development provides for local parks that:-</p> <p>(a) are of a size and configuration that meets the needs of the local catchment;</p> <p>(b) are located central to the catchment they are intended to serve;</p> <p>(c) provide a recreation area that is a prominent local feature which contributes to the character and identity of the local area and provides visual relief from the built environment;</p> <p>(d) are designed to accommodate varying and changing recreation activities;</p>	AO19	<p>Development contributes local parks at a rate of 25m² per additional dwelling or lot, whichever is greater:-</p> <p>(a) having a minimum area of 0.5 hectares or adjoining existing or proposed local parks to achieve a consolidated useable area and open space connectivity;</p> <p>(b) located within 500 metres of the catchment the park is intended to serve; and</p> <p>(c) in accordance with the Planning scheme policy for development works.</p> <p>Editor's note—local parks are required to be provided where identified in council's</p>

Performance Outcomes		Acceptable Outcomes	
	<ul style="list-style-type: none"> (e) are co-located with other open space and community facilities, where possible; (f) integrate with the natural environment; (g) are fit for purpose, low maintenance and minimise asset life cycle costs; and (h) achieve Council's desired standards of service for a local park. 		<p>Environment and Liveability Strategy or a local plan area or one or more of the following applies:</p> <ul style="list-style-type: none"> (a) the development creates a residential catchment generating the need for a local park; or, (b) the development extends an existing residential catchment, generating the need to either extend an existing local park, or, provide an additional local park; or, (c) the development extends an existing residential catchment that is not already serviced by a local park.
Stormwater Management Infrastructure			
PO20	<p>Development provides for the effective drainage of lots and roads in a manner that:-</p> <ul style="list-style-type: none"> (a) maintains and restores the natural flow regime; (b) effectively manages stormwater quality and quantity; and (c) ensures no adverse impacts on receiving waters and surrounding land. 	AO20	<p>No acceptable outcome provided.</p> <p>Editor's note—Section 9.4.6 (Stormwater management code) includes requirements for the design and construction of stormwater management <i>infrastructure</i>.</p>
Infrastructure and Services			
PO21	<p>Development provides that each lot is provided with appropriate development <i>infrastructure</i> and services commensurate with the nature and location of the subdivision.</p>	AO21.1	<p>In urban areas, new lots are connected to:-</p> <ul style="list-style-type: none"> (a) the reticulated water supply <i>infrastructure</i> network; (b) the reticulated sewer <i>infrastructure</i> networks; (c) the reticulated electricity <i>infrastructure</i> network; and (d) where available, a high speed telecommunications <i>infrastructure</i> network. <p>Editor's note—Section 9.4.6 (Stormwater management code) and Section 9.4.7 (Sustainable design code) include requirements for integrated water management and dual water reticulation systems that may reduce demand upon the reticulated water supply <i>infrastructure</i> network.</p>
		AO21.2	<p>In urban areas, where 5 or more new lots are created or a new road is created, electricity supply <i>infrastructure</i> is provided underground.</p>
		AO21.3	<p>In non-urban areas, new lots are provided with:-</p> <ul style="list-style-type: none"> (a) a connection to the reticulated water supply <i>infrastructure</i> network, where available; (b) a connection to the reticulated sewer <i>infrastructure</i> network, where available, or otherwise an area suitable to accommodate an on-site effluent treatment and disposal system; (c) a connection to the reticulated electricity <i>infrastructure</i> network or a separate electricity generation source; and (d) where available, access to a high speed telecommunications network.

Performance Outcomes		Acceptable Outcomes	
<i>Waterway Esplanades</i>			
PO22	Development involving subdivision including or adjacent to a major <i>waterway</i> (stream order 3 or above) provides for continuous public access along the full length of the <i>waterway</i> , in addition to any requirement for <i>park</i> and open space.	AO22	Development provides for a public esplanade to be provided for land adjoining any <i>waterway</i> of stream order 3 or above, where identified on a Biodiversity, Waterways and Wetlands Overlay Map, which:- <ul style="list-style-type: none"> (a) in respect to a <i>waterway</i> of stream order 5 or above, is a minimum of 30 metres wide measured from the high bank; (b) in respect to a <i>waterway</i> of stream order 3 or 4, is a minimum of 10 metres wide measured from the high bank; (c) is dedicated as public land; and (d) has legal access from a public place for the purposes of maintenance.

Table 9.4.4.3.2 Minimum lot size and dimensions^{13 14 15 16}

Column 1 Zone	Column 2 Minimum lot size			Column 3 Minimum square or rectangle (metres)	Column 4 Minimum frontage (metres)
	Column 2A Slope ≤ 15%	Column 2B Slope > 15% and ≤ 20%	Column 2C Slope > 20%		
Low density residential zone	600m ²	1,000m ²	1,500m ²	15 x 20	15
Medium density residential zone	800m ²	1,000m ²	1,500m ²	15 x 20	15
High density residential zone	800m ²	1,000m ²	1,500m ²	20 x 30	20
Tourist accommodation zone	1,000m ²	1,000m ²	1,500m ²	20 x 40	20
Principal centre zone	400m ²	1,000m ²	1,000m ²	10 x 12	Not specified
Major centre zone	400m ²	1,000m ²	1,000m ²	10 x 12	Not specified
District centre zone	400m ²	1,000m ²	1,000m ²	10 x 12	Not specified
Local centre zone	400m ²	1,000m ²	1,000m ²	10 x 12	Not specified
Specialised centre zone	1,000m ²	1,000m ²	1,000m ²	20 x 40	20
Sport and recreation zone	Not specified	Not specified	Not specified	Not specified	Not specified
Open space zone	Not specified	Not specified	Not specified	Not specified	Not specified
Low impact industry zone	1,000m ²	1,000m ²	1,000m ²	20 x 40	20
Medium impact industry zone	1,500m ²	1,500m ²	1,500m ²	30 x 40	30
High impact industry zone	4,000m ²	4,000m ²	4,000m ²	30 x 40	40
Waterfront and marine industry zone	1,000m ²	1,000m ²	1,000m ²	20 x 40	20
Community facilities zone	Not specified	Not specified	Not specified	Not specified	Not specified
Environmental management and conservation zone	Not specified	Not specified	Not specified	Not specified	Not specified
Limited development (landscape residential) zone	No new lots to be created				
Rural zone	100 hectares	100 hectares	100 hectares	Not specified	250
Rural residential zone where within the rural residential growth management boundary.	6,000m ² (minimum average 1 hectare)	6,000m ² (minimum average 1 hectare)	6,000m ² (minimum average 1 hectare)	50 x 100	60
Rural residential zone not otherwise specified.	No new lots to be created				
Emerging community zone	10 hectares	10 hectares	10 hectares	Not specified	100
Tourism zone	Not specified				

¹³ Note—the minimum lot size requirements specified in column 2 of **Table 9.4.4.3.2 (Minimum lot size and dimensions)** may be varied by an applicable local plan or structure plan.

¹⁴ Note—where a local plan or structure plan varies the minimum lot size requirements specified in column 2 of **Table 9.4.4.3.2 (Minimum lot size and dimensions)**, it does not override the requirement for a larger lot size to be provided on sloping sites (i.e. column 2B and 2C of **Table 9.4.4.3.2** continue to apply to the extent relevant).

¹⁵ Note—for land included in the Medium density residential zone or Emerging community zone, the minimum lot size requirements specified in column 2 of **Table 9.4.4.3.2 (Minimum lot size and dimensions)** may be varied by an approved plan of development that provides for a minimum lot size of 300m² and complies with the criteria for small lot housing.

¹⁶ Note—where **Table 9.4.4.3.2 (Minimum lot size and dimensions)** has not specified a minimum lot size or other dimension, development must satisfy Performance Outcome PO3.

Table 9.4.4.3.3 Design criteria for small residential lots

Column 1 Design element	Column 2 Row lots	Column 3 Narrow lots	Column 4 Small lots
Lot Width	< 10 metres	10 – 15 metres	> 15 metres
Access	Via laneway with a minimum width of 6 metres except where orientation of <i>private open space</i> is optimised by having vehicle <i>access</i> via the primary street <i>frontage</i> .	Not specified	In accordance with the Queensland Development Code.
Maximum <i>Site Cover</i>	60%	50%	
Minimum Private Open Space	20m ² with 4 metre dimension generally at rear of dwelling.	30m ² with 5 metre dimension generally at rear of dwelling.	
Minimum Planting	20m ² with access to deep soil and sky with 12m ² at primary street <i>frontage</i> .	30m ² with access to deep soil and sky with 15m ² at primary street <i>frontage</i> .	
Minimum Front <i>Setback</i>	(a) 5.5 metres to garage door and 4 metres to house wall when single street address provided; and (b) 4 metres to house wall and 2 metres to verandah / balcony when vehicle <i>access</i> provided by rear laneway.		
Minimum Rear <i>Setback</i>	(a) 4 metres where abutting another residential lot; and (b) 1 metre to ground <i>storey</i> and 0.5 metre to first upper <i>storey</i> where adjoining a laneway.		
Minimum Side <i>Setback</i>	1 metre where not nominated as built to boundary on the plan of development.		
Minimum Parking	(a) for a lot exceeding 300m ² —at least 2 (two) car parking spaces with at least one space capable of being covered; or (b) for a lot not exceeding 300m ² —at least 1 (one) covered car parking space. Note—car parking spaces may be provided in a tandem configuration provided that all spaces are wholly contained within the <i>site</i> such that parked vehicles do not protrude into the road reserve.		
Front Entry	Pedestrian entry and door visible and accessible from primary street <i>frontage</i> .		
Street Surveillance	Minimum 1 living space overlooking the primary street <i>frontage</i> .		
Front Fence	(a) Maximum of 1.8 metres high; (b) 50% transparent where exceeding 1.2 metres high; and (c) Articulated to allow for dense landscape screening.		
Light and Air	Buildings that exceed 8 metres in depth must be provided with a courtyard within the building footprint that has a minimum dimension of 2 metres x 2 metres.	Not specified	

Table 9.4.4.3.4 Access strip requirements for rear lots

Column 1 Zone	Column 2 Minimum width of single access strip (metres)	Column 3 Minimum width of combined access strips with reciprocal easement (metres)	Column 4 Minimum driveway width (metres)	Column 5 Maximum driveway length (metres)	Column 6 Standard of construction
Residential zones	5	6 (2x3)	3.5	40	Sealed concreted pavement or
Rural Residential zone	6	6 (2x3)	3.5	80	Sealed concreted pavement or
Rural zone	10	10 (2x5)	4	100	All weather gravel pavement

Table 9.4.4.3.5 Minimum width for irregular shaped lots

Column 1 Zone	Column 2 Minimum width measured at site frontage (metres)	Column 3 Minimum width measured 6 metres from site frontage (metres)
Low density residential zone and Medium density residential zone	6	10
High density residential zone and Tourist accommodation zone	10	15
Principal centre zone, Major centre zone, District centre zone, Local centre zone and Specialised centre zone	6	10
Low impact industry zone and Waterfront and marine industry zone	12	20
Medium impact industry zone and High impact industry zone	15	25
Rural zone and Rural residential zone	12	20

9.4.5 Safety and security code

9.4.5.1 Application

- (1) This code applies to assessable development identified as requiring assessment against the Safety and security code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) All provisions in this code are assessment benchmarks for applicable assessable development.

9.4.5.2 Purpose and overall outcomes

- (1) The purpose of the Safety and security code is to ensure development is designed in a manner which promotes public safety.
- (2) The purpose of the Safety and security code will be achieved through the following overall outcomes:-
 - (a) development is user friendly;
 - (b) development incorporates design elements that reduce vulnerability of people and property to crime;
 - (c) development increases people's awareness of their environment; and
 - (d) development is located and designed to ensure that users are not exposed to unacceptable levels of contaminants.

9.4.5.3 Performance outcomes and acceptable outcomes

Table 9.4.5.3.1 Performance outcomes and acceptable outcomes for assessable development

Performance Outcomes		Acceptable Outcomes	
Site and Boundary Identification			
PO1	Development provides for buildings, fences, landscapes and other features that are designed to clearly define territory and ownership of all public, common, semi-private and private space.	AO1	The boundaries of property and space are identified by means such as:- (a) fencing; and/or (b) changes in surface materials or levels; and/or (c) landscape treatments.
PO2	Development is designed such that all premises and access routes are clearly identifiable to all persons, particularly emergency services personnel.	AO2	All premises are identified by the provision of a street number in a prominent location.
Casual Surveillance			
PO3	Development provides for casual surveillance to be achieved by arranging uses within buildings and on sites to enable external areas to be monitored.	AO3	<i>Active uses</i> (e.g. shopfronts and living areas) are arranged within buildings at ground floor level, so that they overlook publicly accessible areas.
PO4	Development is designed such that open space areas, including seating areas, are located where they can be monitored.	AO4	Open space areas, including seating areas, are situated where they are in the line of sight of windows, doors and balconies/verandahs of buildings, or can be seen from a street.
Fencing and Walls			
PO5	Development provides for fencing and walls to be designed and constructed so as to:- (a) protect the privacy and amenity of private open space; (b) not present a security risk by screening doors, windows and major paths; and (c) provide for casual surveillance of	AO5	Fences and solid walls adjacent to pedestrian walkways and street <i>frontages</i> do not exceed 1.5 metres in height.

Performance Outcomes		Acceptable Outcomes	
	both properties and public thoroughfares.		
Landscapes			
PO6	Development provides for landscapes that do not present a security risk by screening doors, windows and pedestrian and cyclist paths or lead to opportunities for concealment.	AO6	No acceptable outcome provided. Editor's note— Section 9.4.2 (Landscape code) sets out the requirements for designing landscapes for public safety.
Lighting			
PO7	Development provides for lighting to pathways, building entries, driveways and car parking areas in a manner which:- (a) provides a sense of safety and security for residents, staff and visitors; (b) does not cause adverse impact on adjacent land uses; and (c) minimises the maintenance and operational cost of lighting infrastructure.	AO7.1 AO7.2 AO7.3 AO7.4	Lighting of appropriate intensities is provided which satisfies the requirements of <i>AS1158 – Lighting for Roads and Public Spaces</i> and the <i>Sunshine Coast Public Lighting Plan</i> . Lighting is focussed to illuminate concealment areas and entrances (e.g. entrances to loading docks). Lighting is directed onto the <i>site</i> or building and away from neighbouring sites. Lighting is consistent to reduce the contrast between shadows and well lit areas.
Building Design			
PO8	Development provides for buildings which are designed to ensure a high level of safety and security for residents, staff and the community and:- (a) optimise casual surveillance; (b) provide unimpeded sight lines; (c) control illegitimate access and minimise opportunities for vandalism; and (d) avoid concealment spots.	AO8.1 AO8.2 AO8.3 AO8.4 AO8.5	Windows and activities in buildings are directed, where possible, to overlook public and semi-public areas. No blank building facade is presented to any street <i>frontage</i> . Toughened glass, screens and other measures are used in windows that are provided at the ground <i>storey</i> , to deter unlawful entry. Vandal proof materials and anti-graffiti paint are used. Along property boundaries adjacent to the street or in view of the street and other publicly accessible areas within sites, building facades are provided which do not incorporate recesses of sufficient size to conceal a person.
PO9	Development provides for all building entrances to be located and designed so as to be easily identifiable and accessible.	AO9.1 AO9.2	Building entrances (including ramps and elevator entrances) are exposed to the primary street <i>frontage</i> and are well lit and clearly legible. For non-residential premises:- (a) building entrances provide clear sightlines from the building foyer so that occupants can see outside before leaving the building, and have lobbies visible from the exterior; and (b) staff entrances are located on the primary street <i>frontage</i> and not in side access ways.
Movement and Access			
PO10	Development provides for pedestrian and cyclist pathways and facilities that	AO10.1	All barriers (including landscape features) along principal pedestrian routes are

Performance Outcomes		Acceptable Outcomes	
	are safe, useable and readily accessible.	<p>AO10.2</p> <p>Pedestrian and cyclist facilities are designed to encourage the use of <i>active transport</i> modes by:-</p> <p>(a) minimising distances and providing safe grading paths, separated from motorised traffic; and</p> <p>(b) using even, non-slip pavement materials.</p> <p>AO10.3</p> <p>Pedestrian and cyclist and vehicular movement systems are co-located to encourage maximum surveillance, while providing for safe travel for each mode.</p> <p>AO10.4</p> <p>Legible and consistent signage, which indicates designated routes and safe places, is provided.</p>	regularly visually permeable.
PO11	Development provides for safe pedestrian access to and from the building's main entrance.	AO11	<p>Development is designed such that priority is given to the needs of pedestrians for direct links to a building's main entrance and to any adjoining local activities or public transport facilities.</p> <p>Editor's note—Section 9.4.8 (Transport and parking code) sets out requirements for the design of pedestrian and cycle facilities.</p>
Car Parks			
PO12	Development provides car parks which are designed, located and managed to promote public safety, security and non-discriminatory access.	<p>AO12.1</p> <p>Public parking areas:-</p> <p>(a) are clearly designated;</p> <p>(b) are well-lit; and</p> <p>(c) have clearly defined access points.</p> <p>AO12.2</p> <p>After hours staff parking is well lit and in close proximity to staff access points.</p> <p>AO12.3</p> <p>Enclosed underground car parks can only be accessed from inside the building or through a security system.</p> <p>AO12.4</p> <p>Multi-level car parks include the following:-</p> <p>(a) emergency telephones to security personnel;</p> <p>(b) mechanical surveillance;</p> <p>(c) alarms or poles; and</p> <p>(d) other similarly effective safety and security measures.</p> <p>AO12.5</p> <p>Signs are strategically located to direct people to entries and exits and to parking bays within the <i>site</i>.</p> <p>Editor's note—Section 9.4.8 (Transport and parking code) sets out additional requirements for car park design.</p>	
PO13	Development provides for restricted access areas to be designed, located and managed to promote public safety and security.	AO13	Loading docks, storage areas and other restricted access areas are well lit and/or can be locked after hours.
Public Facilities			
PO14	Development provides for publicly accessible facilities, including toilet facilities, to be located and designed to maximise safety.	AO14.1	Publicly accessible toilet facilities are well lit and located where they are obvious so that they can be monitored by other persons, including motorists.

Performance Outcomes		Acceptable Outcomes	
		AO14.2	Bicycle parking facilities are located in view of highly trafficked areas (i.e. the street).
		AO14.3	Automatic Teller Machines are located on the outer edges of buildings, and visible from highly trafficked areas or inside buildings, where a key card is required to access the facilities.
Additional Requirements for Entertainment Uses That Operate Primarily Outside of Daylight Hours			
PO15	Development provides for any entertainment business use that operates primarily outside of daylight hours, such as a <i>function facility</i> or <i>nightclub entertainment facility</i> , to be:- (a) located above street level; (b) designed to minimise adverse amenity impacts, including impacts associated with excessive noise; and (c) subject to a safety, security and emergency management plan developed in conjunction with the <i>Council</i> and relevant emergency services.	AO15	No acceptable outcome provided.
Contaminated Land			
PO16	Development is located and designed to avoid risk to human health and the environment from contaminated land.	AO16	Development for a residential, business or community activity is located on a <i>site</i> where soils are not contaminated by pollutants which represent a health or safety risk.

9.4.6 Stormwater management code¹⁷

9.4.6.1 Application

- (1) This code applies to assessable development identified as requiring assessment against the Stormwater management code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) All provisions in this code are assessment benchmarks for applicable assessable development.

9.4.6.2 Purpose and overall outcomes

- (1) The purpose of the Stormwater management code is to provide for sustainable stormwater management *infrastructure* which protects water quality, environmental values and public health.
- (2) The purpose of the Stormwater management code will be achieved through the following overall outcomes:-
 - (a) development is located, designed, constructed and operated to protect and enhance the environmental values and flow regimes of both constructed and natural *waterways*, *wetlands*, lakes, ground waters and drainage systems;
 - (b) development is provided with effective stormwater drainage systems to protect people, property and the environment from the effects of stormwater runoff;
 - (c) development avoids the provision of new constructed waterbodies, except where a demonstrated overriding need exists;
 - (d) development provides for suitable treatment, harvesting and re-use systems for urban stormwater runoff; and
 - (e) stormwater management systems are designed and constructed to enhance biodiversity, landscape and recreational values, and to achieve acceptable maintenance, renewal and adaptation costs.

9.4.6.3 Performance outcomes and acceptable outcomes

Table 9.4.6.3.1 Performance outcomes and acceptable outcomes for assessable development

Performance Outcomes		Acceptable Outcomes	
Development Design			
PO1	Development design, including but not limited to layout, scale, intensity and staging, is based on a thorough assessment of:- (a) site characteristics; (b) potential environmental risks; and (c) the likely effectiveness and limitations of available erosion and sediment control and stormwater drainage measures to achieve protection of the environmental values of water and the functioning of stormwater <i>infrastructure</i> , both during and post construction. ¹⁸	AO1	No acceptable outcome provided.
Stormwater Drainage Systems			
PO2	Development is provided with a stormwater drainage system which:-	AO2.1	Development is provided with a stormwater drainage system which is

¹⁷ Editor's note—the **Planning scheme policy for development works** provides guidance and specifies standards for satisfying certain outcomes of this code, including requirements for the preparation of a Stormwater Management Plan.

¹⁸ Editor's note—the **Planning scheme policy for development works** provides guidance for satisfying PO1, including requirements for the preparation of an Erosion Risk Assessment and an Erosion Hazard Evaluation Report. **Section 9.4.11 (Works, services and infrastructure code)** sets out additional requirements in relation to erosion and sediment control during construction activities and works.

Performance Outcomes		Acceptable Outcomes	
	(a) incorporates allowance for climate change; and (b) ensures the development is adequately drained, and stormwater is managed and lawfully discharged without altering stormwater drainage characteristics external to the <i>site</i> .	AO2.2	designed and constructed in accordance with the standards specified in the Planning scheme policy for development works .
		AO2.3	The stormwater drainage system connects to a lawful point of discharge in accordance with the Planning scheme policy for development works .
		AO2.4	Stormwater flows discharged from the development are either within the capacity of the downstream drainage system such that non-worsening occurs, or are mitigated to pre-development characteristics.
			Development provides for the management of stormwater to incorporate appropriate allowance for climate change impacts (including rainfall intensity and sea level rise), in accordance with the Planning scheme policy for development works .
PO3	Development is provided with stormwater conveyance channels which use natural channel design principles to convey external catchment stormwater through development and support landscape, passive recreation and ecological values.	AO3.1	Development is provided with stormwater conveyance channels designed in accordance with the standards specified in the Planning scheme policy for development works .
		AO3.2	Landscape and ecological features (e.g. plant species and habitat types) used in stormwater conveyance channels are complementary to the local context, including natural <i>waterways</i> .
		AO3.3	Bank and bed stability and planting densities result in a stable channel over the long term and minimal potential for invasive weed growth.
PO4	Stormwater <i>infrastructure</i> is designed to minimise maintenance costs and the requirement for specialised equipment or maintenance techniques.	AO4	Stormwater <i>infrastructure</i> is designed and constructed in accordance with the standards specified in the Planning scheme policy for development works .
PO5	Development avoids stormwater inflow and infiltration to the sewer <i>infrastructure</i> network.	AO5	No acceptable outcome provided.
Hydrology and Waterway Stability			
PO6	Development prevents increased channel bed and bank erosion in <i>waterways</i> by limiting changes in flow rate and flow duration within receiving waters.	AO6	Stormwater discharges are mitigated to achieve the waterway stability objective specified in the Planning scheme policy for development works .
PO7	Development protects in-stream ecology by maintaining pre-development low flow discharge regimes.	AO7	Frequent stormwater discharges are captured and managed to achieve the frequent flow management objective specified in the Planning scheme policy for development works .
PO8	Development ensures adequate surface and sub-surface water to maintain the environmental values of water dependent ecosystems, including downstream in stream and off stream aquatic, riparian, wetland and terrestrial ecosystems.	AO8	Stormwater harvesting (excluding roof water harvesting) and the location and form of stormwater discharge points do not compromise the pre-development hydrology of receiving waters.

Performance Outcomes		Acceptable Outcomes	
Stormwater Quality			
PO9	Development protects or enhances the environmental values and water quality objectives ¹⁹ of receiving waters or buffer areas within or downstream of a <i>site</i> .	AO9.1	Stormwater discharges achieve the pollutant load reduction objectives specified in the Planning scheme policy for development works .
		AO9.2	Where a development includes or adjoins a <i>constructed waterbody</i> or a <i>buffer</i> to a <i>waterway</i> or <i>wetland</i> , the pollutant load reduction targets are met prior to the discharge entering that <i>buffer</i> or <i>waterbody</i> .
PO10	Treatment systems that use natural processes and materials are integrated into the development, wherever practicable, taking into account the whole of life cycle cost to enhance biodiversity and landscape benefits.	AO10	No acceptable outcome provided.
PO11	Treatment systems are designed to eliminate or minimise health, safety and aesthetic hazards.	AO11	Risks associated with insect breeding, odour and public safety are minimised by designing treatment systems in accordance with the Planning scheme policy for development works .
PO12	Treatment systems are designed to minimise maintenance, renewal and adaptation costs and the requirement for specialised equipment or maintenance techniques.	AO12	Design achieves acceptable maintenance, renewal and adaptation costs for the project life ²⁰ in accordance with the Planning scheme policy for development works .
Stormwater Harvesting and Re-use			
PO13	Development provides for stormwater capture, in addition to roof water capture.	AO13	Stormwater harvesting systems are designed in accordance with the standards specified in the Planning scheme policy for development works .
PO14	Stormwater capture for the purpose of substituting for potable water use does not create a health, safety or aesthetic hazard.	AO14.1	Stormwater harvesting systems are designed in accordance with the standards specified in the Planning scheme policy for development works .
		AO14.2	Water quality treatment is designed, established and monitored to human health standards appropriate for the intended use.
PO15	Stormwater harvesting systems are designed to minimise maintenance costs and the requirement for specialised equipment or maintenance techniques and are provided with an ongoing funding source.	AO15.1	For systems that are to be dedicated to <i>Council</i> as public assets, there is an overriding community benefit resulting from the stormwater harvesting system.
		AO15.2	A detailed operations and maintenance budget is prepared for the project life and financial assurances are in place to operate and maintain the system for the project life.
Construction and Establishment of Stormwater Management Systems			
PO16	Construction methods and materials minimise environmental impacts and minimise the risk of asset failure.	AO16.1	Construction methods are undertaken in accordance with the standards specified in the Planning scheme policy for development works .
		AO16.2	Construction timing is co-ordinated with civil and other landscape works to minimise risks to stormwater <i>infrastructure</i> and the environment.
PO17	Vegetated stormwater management	AO17	Establishment and maintenance of

¹⁹ Editor's note—water quality objectives are prescribed in Schedule 1 of the *Environmental Protection (Water) Policy 2009*.

²⁰ Editor's note—project life is a minimum of 50 years, unless the asset is proposed to be decommissioned in a shorter period.

Performance Outcomes		Acceptable Outcomes	
	systems proposed to be dedicated as public assets are established and maintained during the maintenance period to ensure optimal <i>vegetation</i> growth and that the functional elements of the system achieve the design function at the end of the maintenance period.		stormwater management systems is undertaken in accordance with the standards specified in the Planning scheme policy for development works .
Constructed Waterbodies			
PO18	Constructed waterbodies which are proposed to be dedicated as public assets are avoided, unless there is an overriding need in the public interest.	AO18	Where a <i>constructed waterbody</i> is proposed to be dedicated as a public asset, an overriding need for the waterbody is demonstrated in accordance with the requirements of the Planning scheme policy for development works .
PO19	Constructed waterbodies are designed and constructed to achieve environmental values and water quality objectives which correlate to their intended function, use and receiving waters.	AO19	Constructed waterbodies are designed and constructed in accordance with standards specified in the Planning scheme policy for development works .
PO20	Constructed waterbodies are designed, constructed and established to minimise maintenance and decommissioning costs and the requirement for specialised maintenance equipment and techniques, and are provided with an on-going funding source.	AO20	A detailed maintenance and decommissioning costing is prepared for the project life in accordance with the Planning scheme policy for development works and financial assurances are in place to provide for maintenance for the project life and, if required, decommissioning.
PO21	Constructed waterbodies are not used as stormwater quality treatment devices.	AO21	Stormwater discharges achieve the pollutant load reduction objectives specified in the Planning scheme policy for development works , prior to entering the <i>constructed waterbody</i> .
PO22	Constructed waterbodies support landscape, passive recreation and ecological values, and do not pose a health, safety or aesthetic risk.	AO22	Constructed waterbodies are designed and constructed in accordance with the standards specified in the Planning scheme policy for development works .

9.4.7 Sustainable design code²¹

9.4.7.1 Application

- (1) This code applies to assessable development identified as requiring assessment against the Sustainable design code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) All provisions in this code are assessment benchmarks for applicable assessable development.

Notes—

- (a) performance outcomes PO1, PO2, PO3 and PO5 apply only to development involving the erection of a new building for a use or uses in the *residential activity group, business activity group, community activity group, sport and recreation activity group or other activity group*;
- (b) performance outcome PO4 applies only to development involving the erection of a new building exceeding 5 storeys in height for a use or uses in the *residential activity group, business activity group or community activity group*;
- (c) the Sustainable design code identifies only a limited range of sustainable design criteria. Development on the Sunshine Coast is encouraged to strive to achieve the highest practicable score using an accredited sustainability rating system (i.e. Greenstar);
- (d) development that achieves a minimum 4 star score using the Greenstar rating system is deemed to have complied with the Sustainable design code; and
- (e) *Council* may use its discretion to determine that part or all of the Sustainable design code should not apply to a particular development where compliance with the Sustainable design code would be unreasonable because of the small scale or nature of a particular development.

9.4.7.2 Purpose and overall outcomes

- (1) The purpose of the Sustainable design code is to ensure development meets *best practice* sustainability principles.
- (2) The purpose of the Sustainable design code will be achieved through the following overall outcomes:-
 - (a) development is located, designed, constructed and operated in accordance with *best practice* subtropical and sustainable design principles in order to:-
 - (i) take advantage of local climatic and environmental conditions;
 - (ii) optimise energy efficiency;
 - (iii) minimise reliance on non-renewable energy sources; and
 - (iv) facilitate and promote alternative energy supply through the use of renewable energy sources.

9.4.7.3 Performance outcomes and acceptable outcomes

Table 9.4.7.3.1 Performance outcomes and acceptable outcomes for assessable development

Performance Outcomes		Acceptable Outcomes	
<i>Subtropical Design and Climatic Comfort</i>			
PO1	Development provides for the siting, orientation and design of buildings to appropriately respond to the region's subtropical climate and creates an open and permeable built environment that connects indoor and outdoor spaces in an integrated design.	AO1	No acceptable outcome provided. Editor's note—the publication <i>Subtropical Design in South East Queensland – A Handbook for Planners, Developers and Decision Makers</i> , prepared by the Centre for Subtropical Design, provides guidance about the application of subtropical design principles.
PO2	Development is located, designed, constructed and operated in a manner	AO2	No acceptable outcome provided.

²¹ Editor's note—the *Queensland Development Code* also identifies sustainability requirements for certain development. Where there is a conflict between the Sustainable design code and the *Queensland Development Code*, the *Queensland Development Code* prevails.

Performance Outcomes		Acceptable Outcomes	
	<p>that incorporates passive design elements for cooling and heating, including:-</p> <p>(a) weather protection and sun shading (including eaves and overhangs that are incorporated into facades);</p> <p>(b) roof forms and colours that reduce direct solar heat gain;</p> <p>(c) rain protection appropriate to each facade orientation; and</p> <p>(d) providing opportunities for building occupants to determine indoor climate (e.g. adjustable louvres and shading).</p>		
PO3	Development is located, designed, constructed and operated in a manner that minimises adverse impacts on adjoining public spaces in terms of solar access and wind-tunnelling.	AO3	No acceptable outcome provided.
PO4	Development ensures that roof top levels of higher-rise buildings make a positive visual, open space, recreational and ecological contribution to the functioning of the <i>site</i> and surrounding area.	AO4	No acceptable outcome provided.
Energy Efficiency and Renewable Energy			
PO5	<p>Development is designed and operated to minimise the production of greenhouse gas emissions by implementing a range of emission-limiting measures including, but not limited to, the following:-</p> <p>(a) use of solar power or other non-polluting, renewable energy sources to supply part or all of the development's energy needs; and</p> <p>(b) for residential development, provision of a non-mechanical (natural) clothes drying area for each <i>dwelling</i>.</p>	AO5	No acceptable outcome provided.

9.4.8 Transport and parking code^{22 23}

9.4.8.1 Application

- (1) This code applies to accepted development and assessable development identified as requiring assessment against the Transport and parking code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The acceptable outcomes in **Table 9.4.8.3.1 (Requirements for accepted development and performance outcomes and acceptable outcomes for assessable development)** are requirements for applicable accepted development.
- (3) All provisions in this code are assessment benchmarks for applicable assessable development.

Note—accepted development within an existing building need only comply with Acceptable Outcome AO3.1 of **Table 9.4.8.3.1 (Requirements for accepted development and performance outcomes and acceptable outcomes for assessable development)**.

9.4.8.2 Purpose and overall outcomes

- (1) The purpose of the Transport and parking code is to ensure that transport *infrastructure* including pathways, public transport *infrastructure*, roads, parking and service areas, are provided in a manner which meets the needs of the development, whilst promoting active and public transport use and preserving the character and amenity of the Sunshine Coast.
- (2) The purpose of the Transport and parking code will be achieved through the following overall outcomes:-
 - (a) development is consistent with the objectives of the strategic transport network, which are to:-
 - (i) provide for a highly permeable and integrated movement network;
 - (ii) improve coordination between land use and transport so as to maximise the potential for walking, cycling and public transport use and reduce reliance on private motor vehicle travel;
 - (iii) achieve acceptable levels of access, convenience, efficiency and legibility for all transport users, with the needs of pedestrians considered in the first instance, then cyclists, public transport and then motorists;
 - (iv) preserve the amenity of *sensitive land uses*;
 - (v) limit road construction to the minimum necessary to meet the endorsed levels of service for ultimate development of the Sunshine Coast; and
 - (vi) provide for staging of *Council's* limited trunk road construction program to maximise sustainability;
 - (b) the environmental, economic and social impacts of transport on the natural and urban environment are minimised;
 - (c) transport *infrastructure* is designed and constructed to acceptable standards and operates in a safe and efficient manner that meets community expectations, prevents unacceptable off-site impacts and reduces whole of life cycle costs, including reduced ongoing maintenance costs;
 - (d) development provides for on-site parking, access, circulation and servicing areas that are safe, convenient and meet the reasonable requirements of the development;
 - (e) development provides for parking areas that are shared between many uses rather than separate parking areas attached to each building where peak parking times of the uses occur at different times and where the parking area is sufficient to meet the anticipated demands of all uses;

²² Editor's note—*Council* may require the preparation of a Traffic Impact Assessment Report and an Integrated Transport Plan to demonstrate compliance with certain outcomes of the **Transport and parking code**.

²³ Editor's note—the **Planning scheme policy for development works** provides guidance and specifies standards for satisfying certain outcomes of the Transport and parking code, including requirements for the preparation of a Traffic Impact Assessment.

- (f) development provides appropriate buffering between *sensitive receptors* and the *major road* network and rail corridors; and
- (g) development provides for major intersections and access points to be designed and constructed to reflect the natural values, character and identity of the Sunshine Coast.

9.4.8.3 Performance outcomes and acceptable outcomes

Table 9.4.8.3.1 Requirements for accepted development and performance outcomes and acceptable outcomes for assessable development²⁴

Performance Outcomes		Acceptable Outcomes	
Layout and Design of On-site Parking and Access			
PO1	Development ensures that the layout and design of vehicle <i>access</i> , on-site circulation systems and parking areas and systems is safe, convenient and legible for all users, including people with disabilities, pedestrians, cyclists and public transport services, where relevant.	AO1.1	Development provides access driveways, internal circulation and manoeuvring areas, service areas and parking areas in accordance with the standards specified in the Planning scheme policy for the transport and parking code , including ensuring:- <ul style="list-style-type: none"> (a) the number and type of vehicles planned for the development can be accommodated on-site; (b) on-site vehicle parking and manoeuvring areas provide for vehicles to enter and leave the <i>site</i> in a forward motion; and (c) a progressive reduction in vehicle speed between the external transport corridor and internal parking spaces such that lower speeds occur near areas of high pedestrian activity.
		AO1.2	Development provides clearly defined pathways within and around on-site vehicle parking areas that:- <ul style="list-style-type: none"> (a) are located in identified pedestrian desire lines; and (b) ensure pedestrian movement through parking areas is along aisles rather than across them.
Site Access			
PO2	Development ensures that the layout, design and construction of <i>access</i> :- <ul style="list-style-type: none"> (a) is safe, convenient and legible for all users, including people with disabilities, pedestrians, cyclists and public transport services, where relevant; (b) does not interfere with the planned function, safety, capacity and operation of the <i>transport network</i>; (c) minimises the impact of turning traffic from the development on external traffic systems; (d) provides sufficient sight distances to ensure safe operation; (e) is appropriate to design traffic volumes and vehicle types; and (f) includes appropriate and sufficient signage to ensure safe and convenient use. 	AO2.1	The location and design of any new site <i>access</i> is in accordance with the standards specified in the Planning scheme policy for the transport and parking code .
		AO2.2	For assessable development, the number of site <i>access</i> driveways is minimised (usually one), with <i>access</i> to the lowest order transport corridor to which the <i>site</i> has <i>frontage</i> , consistent with amenity impact constraints.

²⁴ Note—for accepted development in an existing building only acceptable outcome AO3.1 of **Table 9.4.8.3.1 (Requirements for accepted development and performance outcomes and acceptable outcomes for assessable development)** applies.

Performance Outcomes		Acceptable Outcomes	
On-Site Car Parking			
<p>PO3</p>	<p>Development provides on-site car parking for the demand anticipated to be generated by the development.</p>	<p>AO3.1</p>	<p>Development provides on-site car parking spaces at the minimum rates specified in Table 9.4.8.3.3 (Minimum on-site parking requirements).</p> <p>OR</p> <p>Where located in a <i>centre zone</i> or the Tourist accommodation zone, development provides on-site car parking spaces at rates varied from those in Table 9.4.8.3.3 (Minimum on-site parking requirements) for specified development, as outlined below:-</p> <ul style="list-style-type: none"> (a) <i>multiple dwelling</i> – 1 space per dwelling plus 1 visitor space per 4 dwellings; (b) <i>rooming accommodation, short-term accommodation, resort complex, or retirement facility</i> – visitor parking at 1 space per 10 beds (for rooming accommodation) or dwellings/ rooming units; (c) <i>food and drink outlet, function facility, hotel, bar or club</i> – 1 space per 20m² gross floor area plus 1 space per 20m² for any outdoor dining area (excluding any footpath dining area); (d) <i>shopping centre</i> – 1 space per 25m² gross floor area for any component above 1,000m² gross floor area; (e) <i>child care centre</i> –customer parking at 1 space per 7 children; and (f) <i>indoor sport and recreation or theatre</i> – 1 space per 20m² gross floor area. <p>Note—where the calculated number of spaces is not a whole number, the required number of parking spaces is the nearest whole number or rounded up to the next whole number in the circumstance of half a space. Parking requirements for other vehicles including service vehicles, motorcycles/scooters and cycles, as well as design requirements, outlined in the remainder of this code do not change.</p> <p>OR</p> <p>For accepted development, other than a call centre, located in premises that were lawfully established prior to the commencement of the planning scheme, the number of on-site car parking spaces provided is equal to the number of spaces required at the time the premises were lawfully established.</p> <p>OR</p> <p>Where development is physically unable to provide the required number of car parking spaces on-site, an Infrastructure Agreement is entered into between the developer and the <i>Council</i> which provides for contributions in lieu of on-site car</p>

Performance Outcomes		Acceptable Outcomes	
		AO3.2	parking spaces. For assessable development, car parking provided for <i>mixed-use development</i> is sufficient to meet the demand of residential and business uses, with exclusive designations for both user types.
PO4	Development provides for a reasonable portion of the total number of on-site car parking spaces to be wheelchair accessible spaces and to be identified and reserved for such purposes.	AO4.1	Development provides the number of parking spaces for people with disabilities, required by the <i>Building Code of Australia</i> .
		AO4.2	Parking spaces for people with disabilities, access and signage complies with AS 1428 – <i>General Requirements for Access: Buildings</i> and AS 2890.6 – <i>Parking facilities (Part 6: Off-street Parking for People with Disabilities)</i> .
On-site Parking and End of Trip Facilities for Bicycles			
PO5	Development provides on-site cycle parking facilities to encourage use of this mode of transport and support the demand anticipated to be generated by the development	AO5.1	Development provides on-site cycle parking spaces at the minimum rates specified in Table 9.4.8.3.3 (Minimum on-site parking requirements) .
		AO5.2	Cycle parking is designed in accordance with the Planning scheme policy for the transport and parking code .
		AO5.3	End of trip facilities, including personal lockers, change rooms, showers and sanitary compartments and wash basins are provided in accordance with the Planning scheme policy for the transport and parking code , for development involving:- (a) a use in the <i>business activity group</i> ; (b) a use in the <i>community activity group</i> ; (c) a use in the <i>industrial activity group</i> , other than <i>bulk landscape supplies</i> and <i>extractive industry</i> ; (d) a use in the <i>residential activity group</i> ; (e) a use in the <i>sport and recreation activity group</i> , other than <i>park</i> ; and (f) a use in the <i>other activity group</i> being <i>air services</i> .
Service Vehicle Requirements			
PO6	Development provides sufficient parking and access for service vehicles to meet the needs of the development.	AO6.1	Development provides on-site service vehicle parking bays at the minimum rates specified in Table 9.4.8.3.3 (Minimum on-site parking requirements) .
		AO6.2	Service vehicle access, internal circulation and manoeuvring, loading and unloading, waste collection and fuel delivery facilities (if required) and parking areas are designed in accordance with the standards specified in the Planning scheme policy for the transport and parking code .
PO7	Development provides for driveways, internal circulation areas and service areas to be designed to:- (a) ensure that proposed loading, unloading, waste collection and	AO7.1	Driveways, internal circulation areas, and service areas are provided to accommodate the nominated design vehicles for each development type.

Performance Outcomes		Acceptable Outcomes	
	<p>fuel delivery facilities (if required) can satisfactorily accommodate the number and type of service vehicles expected on-site; and</p> <p>(b) the movement of service vehicles on-site and loading and unloading operations do not interfere with on-site amenity and the safe and convenient movement of other vehicles and pedestrians on the <i>site</i>.</p>	AO7.2	Driveways, internal circulation areas, manoeuvring areas, loading and unloading areas and refuse collection facilities are designed and constructed in accordance with the standards specified in the Planning scheme policy for the transport and parking code .

Table 9.4.8.3.2 Additional performance outcomes and acceptable outcomes for assessable development

Performance Outcomes		Acceptable Outcomes	
Transport Network			
PO1	<p>Traffic on the street and road network and public transport and <i>active transport</i> networks and the provision of transport <i>infrastructure</i>, is considered in an integrated manner and in a regional and localised context to ensure that development:-</p> <p>(a) is consistent with the Sunshine Coast 2031 Functional Transport Hierarchy and strategic networks of pedestrian, cycle and public transport links; and</p> <p>(b) includes measures to upgrade the network to meet the imposed demands.</p>	AO1	<p>Development makes provision for pedestrian, cyclist, public transport and private vehicle movement consistent with:-</p> <p>(a) the Sunshine Coast Functional Transport Hierarchy as shown on Figure 9.4.8A (2031 Functional Transport Hierarchy) and described in the Planning scheme policy for the transport and parking code;</p> <p>(b) the Sunshine Coast Strategic Network of Pedestrian and cycle Links as shown on Figures 9.4.8B(i) and (ii) (2031 Strategic Network of Pedestrian and Cycle Links);</p> <p>(c) the Sunshine Coast Strategic Network of Public Transport Links as shown on Figure 9.4.8C (2031 Strategic Network of Public Transport Links); and</p> <p>(d) any relevant local area plan.</p>
PO2	<p>Development provides for a <i>transport network</i> which is designed to:-</p> <p>(a) achieve a high level of permeability and connectivity, particularly for pedestrians, cyclists and public transport, both within the development and to the surrounding area; and</p> <p>(b) maximise active and public transport access to activity centres, employment areas, residential areas, community facilities and open space in the local area.</p>	<p>AO2.1</p> <p>AO2.2</p> <p>AO2.3</p> <p>AO2.4</p> <p>AO2.5</p>	<p>Development provides for a street and road network based on a modified grid pattern.</p> <p>Development provides for high trip generating land uses, such as higher density residential development and employment generators, to be located in and around activity centres and around major public transport hubs.</p> <p>Development involving substantial increases in employment and residential activity are connected to the <i>principal public transport network</i> as shown on Figure 9.4.8C (2031 Strategic Network of Public Transport Links).</p> <p>Development provides routing, stop and interchange arrangements for public transport services.</p> <p>Development provides safe, convenient and direct pedestrian and cyclist access to activity centres, public transport stops and stations and other strategic redevelopment and activity generators.</p>
PO3	Development involving high trip	AO3	Development with potential to generate

Performance Outcomes		Acceptable Outcomes	
	generating land uses minimises any adverse impacts on surrounding land use and the external <i>transport network</i> , including by the provision of <i>infrastructure</i> and services to increase the use of active and public transport.		significant transport impacts is undertaken in accordance with an approved Traffic Impact Assessment Report and Integrated Transport Plan, prepared in accordance with the Planning scheme policy for the transport and parking code .
PO4	Development is designed to operate in a safe and efficient manner and facilitates the orderly provision of transport <i>infrastructure</i> in accordance with the intended role, function and characteristics of the <i>transport network</i> .	AO4.1	Development and any associated transport <i>infrastructure</i> is designed and constructed in accordance with the hierarchy characteristics and standards specified in the Planning scheme policy for the transport and parking code and Planning scheme policy for development works ²⁵ .
		AO4.2	Development provides for upgrades or contributes to the construction of <i>transport network</i> improvements.
		AO4.3	The design features of streets and roads encourage driver behaviour appropriate to the role and function of the street or road in the functional <i>transport hierarchy</i> .
		AO4.4	Development design incorporates road safety auditing in accordance with the standards specified in the Planning scheme policy for development works .
Pedestrian and Cycle Network			
PO5	Development provides a conveniently located network of footpaths, shared pathways and cycleways that:- (a) achieve a high level of safety and accessibility, particularly to public transport facilities and high trip generating land uses located internally and externally to the <i>site</i> ; (b) recognise the different needs of pedestrians and cyclists; (c) provide for safe and convenient joint usage; (d) allow the retention of trees and other significant features; (e) maximise the visual interest provided by views and landmarks where they exist; (f) do not compromise the operation of or access to other <i>infrastructure</i> and services; (g) are widened at potential conflict points; (h) are well lit and located where there is casual surveillance from nearby premises; and (i) incorporate safe street and road crossings for pedestrians and cyclists with adequate sight distances, pavement markings, warning signs and safety rails.	AO5.1	Footpaths, shared pathways and cycleways are provided in accordance with Figures 9.4.8B(i) and (ii) (2031 Strategic Network of Pedestrian and Cycle Links) and the standards specified in the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works .
		AO5.2	Development provides convenient and prominent pedestrian entrances that cater for universal access.
		AO5.3	Development provides cycle access, that:- (a) is located close to the building's pedestrian entrance; (b) is obvious and easily and safely accessible from outside the <i>site</i> ; (c) does not adversely impact on visual amenity; and (d) does not impede the movement of pedestrians or other vehicles.
PO6	Development provides for cyclists on streets and roads, unless specifically prohibited (e.g. motorways).	AO6	Streets and roads provide for on-road cycling in accordance with the standards specified in the Planning scheme policy

²⁵ Editor's note—a development application triggering concurrence referral to the Queensland Department of Transport and Main Roads will be subject to State government standards, guidelines and policies.

Performance Outcomes		Acceptable Outcomes	
			for the transport and parking code and the Planning scheme policy for development works.
Public Transport Facilities			
PO7	Development encourages the use of public transport through:- (a) design which maximises accessibility via existing and planned public transport facilities; and (b) appropriate provision of on-site or off-site public transport facilities, having regard to the specific nature and scale of development, and the number of people involved in the use.	AO7.1	Development is designed and arranged to provide convenient and attractive linkages to existing and proposed public transport facilities.
		AO7.2	On-site public transport facilities are provided in conjunction with the following development:- (a) <i>shopping centre</i> , where having a <i>gross floor area</i> of greater than 10,000m ² ; (b) <i>tourist attraction</i> , having a total <i>use area</i> of greater than 10,000m ² ; (c) <i>educational establishment</i> , where accommodating more than 500 students; (d) <i>major sport, recreation and entertainment facility</i> ; (e) <i>indoor sport and recreation</i> , where having a <i>gross floor area</i> of more than 1,000m ² , or for spectator sports; and (f) <i>outdoor sport and recreation</i> , where for spectator sports.
		AO7.3	On-street public transport facilities are provided as part of the following development:- (a) <i>shopping centre</i> , where having a <i>gross floor area</i> of 10,000m ² or less; (b) <i>tourist attraction</i> , where having a <i>gross floor area</i> of 10,000m ² or less; (c) <i>educational establishment</i> , where accommodating 500 or less students; and (d) <i>indoor sport and recreation</i> where having a <i>gross floor area</i> of 500m ² or less and not for spectator sports.
		AO7.4	Where not otherwise specified above, on-street public transport facilities are provided where development is located on an existing or future public transport route.
		AO7.5	Public transport facilities are located and designed in accordance with the standards specified in the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works .
Access and On-site Parking			
Car Parking Requirements			
PO8	Development provides for shared or multiple use of car parking areas, particularly large car parking areas:- (a) at times when car parking areas would otherwise not be occupied (e.g. weekends); (b) when car parking spaces service two or more land uses with varying peak usage times (e.g. restaurants)	AO8	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	and entertainment uses which generate peak parking demands in periods when retail or office uses are relatively inactive); and (c) to reduce the amount and size of the car parking area.		
PO9	Development in a <i>Regional Activity Centre</i> provides for or contributes to the provision of public or shared car <i>parking stations</i> which serve a variety of nearby uses.	AO9	No acceptable outcome provided.
PO10	Development ensures that car parking areas, service areas and access driveways are located where they will not dominate the <i>streetscape</i> and will not unduly intrude upon pedestrian use of pathways, through:- (a) the use of rear access lanes; (b) car parking areas and service areas being situated at the rear of the premises or below ground level; or (c) shared driveways.	AO10	No acceptable outcome provided.
PO11	Development does not provide for <i>basement</i> car parking areas to be located below public streets or roads.	AO11	No acceptable outcome provided.
PO12	Development provides for multi-level car parking areas to be designed, articulated and finished to make a positive contribution to the local <i>streetscape</i> character.	AO12	No acceptable outcome provided.
PO13	Development provides for car parking areas which are located, designed and managed to promote public security and safety.	AO13	No acceptable outcome provided. Note—Section 9.4.5 (Safety and security code) sets out requirements for safety and security in car parking areas.
On-site Parking for Motorcycles and Scooters			
PO14	Development provides sufficient on-site parking for motorcycles and scooters to encourage their use and support the demand anticipated to be generated by the development.	AO14.1 AO14.2	Development provides on-site motorcycle and scooter parking spaces at the minimum rates specified in Table 9.4.8.3.3 (Minimum on-site parking requirements) . Motorcycle and scooter parking is designed in accordance with the standards specified in the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works .
On-site Parking for Buses			
PO15	Development provides for sufficient access, internal circulation and on-site parking for buses to meet the needs of the development.	AO15.1	Development for any of the following uses provides a number of on-site bus parking spaces commensurate with the scale of the use and in any case, does not provide less than one on-site bus parking space:- (a) <i>rooming accommodation, short-term accommodation or resort complex</i> where having more than 20 beds (for <i>rooming accommodation</i>) or <i>dwelling/rooming units</i> ; (b) <i>retirement facility</i> , where having more than 20 <i>dwelling</i> s; (c) <i>function facility</i> , where having a gross floor area plus any outdoor dining area (excluding any footpath dining area) exceeding 200m ² ;

Performance Outcomes		Acceptable Outcomes	
		AO15.2	<p>(d) <i>hotel</i>, where having a <i>gross floor area</i> plus any outdoor dining area (excluding any footpath dining area) exceeding 500m²;</p> <p>(e) <i>tourist attraction</i>;</p> <p>(f) <i>community care centre</i>, where having a <i>gross floor area</i> exceeding 200m²;</p> <p>(g) <i>community use</i>, where having a <i>gross floor area</i> exceeding 200m²;</p> <p>(h) <i>educational establishment</i>;</p> <p>(i) <i>major sport, recreation and entertainment facility</i>;</p> <p>(j) <i>theatre</i>, where having a <i>gross floor area</i> exceeding 500m²;</p> <p>(k) <i>indoor sport and recreation</i>, where having a <i>gross floor area</i> exceeding 500m²; and</p> <p>(l) <i>outdoor sport and recreation</i>.</p> <p>Bus parking is designed in accordance with the standards specified in the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works.</p>
PO16	Development provides for site access driveways to incorporate queuing provisions sufficient to ensure safe and convenient access without impacting on external traffic systems.	AO16.1	Development provides for vehicle queuing in accordance with the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works .
		AO16.2	Development provides on-site queuing for a minimum of four cars where <i>drive-through facilities</i> or drop-off/pick-up services are proposed as part of the use, including the following development:- <p>(a) <i>child care centre</i>;</p> <p>(b) <i>educational establishment</i>, where for a school;</p> <p>(c) <i>food and drink outlet</i>, where including a <i>drive-through facility</i>;</p> <p>(d) <i>hardware and trade supplies</i>, where including a <i>drive-through facility</i>;</p> <p>(e) <i>hotel</i>, where including a <i>drive-through facility</i>; and</p> <p>(f) <i>service station</i>.</p>
Amenity and Environmental Impacts of Transport Infrastructure			
PO17	Development ensures that access, manoeuvring and parking facilities do not have adverse impacts on people, properties or activities, with regard to light, noise, emissions or stormwater run-off.	AO17	No acceptable outcome provided.
PO18	Development provides for access and parking areas that incorporate appropriate landscapes so as to:- <p>(a) provide shade;</p> <p>(b) maximise infiltration of stormwater runoff;</p> <p>(c) define parking areas;</p> <p>(d) soften views of hardstand areas.</p>	AO18	No acceptable outcome provided. Note— Section 9.4.2 (Landscape code) sets out requirements for landscapes.
PO19	The environmental impacts of transport <i>infrastructure</i> are minimised by appropriate design and the use of low impact construction techniques.	AO19	Development ensures that the environmental impacts of transport <i>infrastructure</i> are minimised by the use of low impact construction techniques, including:-

Performance Outcomes		Acceptable Outcomes	
			<ul style="list-style-type: none"> (a) co-location of transport corridors within an existing or planned <i>infrastructure</i> corridor; (b) location of transport corridors within an area clear of <i>vegetation</i>, or consisting of disturbed <i>vegetation</i>; (c) avoidance of clearing of native <i>vegetation</i> and provision of fauna underpasses and associated fencing, where appropriate; (d) minimisation of changes to the hydrological regime, including drainage patterns, run-off and water quality; (e) avoidance of crossing <i>waterways</i>, drainage lines and <i>wetlands</i>. Where such crossings are unavoidable, disturbed areas are reinstated and revegetated on completion of works; and/or (f) minimisation of changes to the natural landform and extensive earthworks.
Transport Corridor Widths, Pavement, Surfacing and Verges			
PO20	Development provides external road works along the full extent of the site <i>frontage</i> appropriate to the function and amenity of the transport corridor, including, where applicable:- <ul style="list-style-type: none"> (a) paved roadway; (b) kerb and channel; (c) safe vehicular access; (d) safe footpaths, shared pathways and cycleways; (e) safe on-road cycle lanes or verges for cycling; (f) stormwater drainage; (g) conduits to facilitate the provision of street lighting systems and traffic signals; and (h) public transport priority measures, indented bays, bus shelters and associated <i>infrastructure</i>. 	AO20	External street and road works are designed and constructed in accordance with the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works .
PO21	Development provides for the reserve width, pavement, edging and streetscape and landscape treatments of a transport corridor to support the intended role, function and amenity of the transport corridor.	AO21	Transport corridor design and construction is undertaken in accordance with the standards specified in the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works .
PO22	Development provides for street and road pavement and surfacing that:- <ul style="list-style-type: none"> (a) is sufficiently durable to carry wheel loads for design traffic; (b) provides adequate area for parked vehicles; (c) ensures the safe passage of vehicles, pedestrians and cyclists; (d) ensures appropriate management of stormwater and maintenance of all-weather access; and (e) allows for reasonable travel comfort. 	AO22.1	Street and road pavement is designed and constructed in accordance with the standards specified in the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works .
		AO22.2	Street and road drainage is designed and constructed in accordance with the standards specified in the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works .
PO23	Development provides pavement edging that controls:- <ul style="list-style-type: none"> (a) vehicle movements by delineating 	AO23	Pavement edging is designed and constructed in accordance with the standards specified in the Planning

Performance Outcomes		Acceptable Outcomes	
	the extent of the carriageway; and (b) stormwater runoff.		scheme policy for the transport and parking code and the Planning scheme policy for development works.
PO24	Development provides verges that:- (a) allow access for vehicles onto properties; (b) include an area for public utility services; (c) allow signage and line marking; and (d) contribute to the amenity of transport corridors.	AO24	Verges are designed and constructed in accordance with the standards specified in the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works.
Intersections and Traffic Controls			
PO25	Development provides for traffic speeds and volumes to be catered for through the design and location of intersections and traffic controls so as to:- (a) reduce stop-start conditions; (b) provide for appropriate sight distances; (c) reduce increased vehicle emissions; (d) minimise unacceptable traffic noise to adjoining land uses; (e) maintain convenience and safety levels for pedestrians, cyclists and public transport; and (f) integrate traffic controls with landscape and streetscape design.	AO25.1	Intersections are designed and constructed in accordance with the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works.
		AO25.2	Speed management is achieved in accordance with the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works.
Development Staging			
PO26	Staged development is planned, designed and constructed to ensure that:- (a) each stage of the development can be constructed without interruption to services and utilities provided to the previous stages; (b) transport <i>infrastructure</i> provided is capable of servicing the entire development; (c) early bus access and circulation is achieved through the connection of collector roads; and (d) materials used are consistent throughout the development.	AO26	No acceptable outcome provided.

Table 9.4.8.3.3 Minimum on-site parking requirements²⁶

Column 1 Land Use	Column 2 Car spaces	Column 3 Service vehicle spaces	Column 4 Motorcycle/scooter spaces	Column 5 Cycle spaces
Residential activities				
Dwelling unit	1 covered space minimum	Not required	Not required	Not required
Multiple dwelling	1 space / 1 bedroom <i>dwelling</i> 1.25 spaces / 2 bedroom <i>dwelling</i> 1.5 spaces / 3 bedroom <i>dwelling</i> 2 spaces / 4 bedroom or more <i>dwelling</i> + 1 visitor space / 4 <i>dwelling</i> s	<ul style="list-style-type: none"> Where ≤ 10 <i>dwelling</i>s and requiring access via a street – MRV (Type B Access) + VAN Where > 10 <i>dwelling</i>s or requiring access via a road – MRV (Type A Access) + VAN + WCV 	1 space / 10 <i>dwelling</i> s (min. 1 space)	1 resident space / <i>dwelling</i> + 1 visitor space / 4 <i>dwelling</i> s
Nature-based tourism	1 space / site/cabin/ <i>rooming unit</i> + 1 visitor space / 10 sites + 1 manager space (covered)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Not required	Not required
Rooming accommodation	1 space / 4 beds (min. 1 space) + 1 space / staff 1 space / 2 beds (min. 1 space) + 1 space / staff for student accommodation	<ul style="list-style-type: none"> Where ≤ 20 <i>beds</i> and requiring access via a street – MRV (Type B Access) + VAN Where > 20 <i>beds</i> or requiring access via a road – MRV (Type A Access) + VAN + WCV Where > 50 <i>beds</i> – sufficient spaces to accommodate number of vehicles likely to be parked at any one time (based on an approved Parking Needs Assessment, with min. MRV (Type A Access) + VAN + WCV) 	1 space / 10 <i>beds</i> (min. 1 space)	1 resident / employee space / 5 <i>beds</i> + 1 visitor space / 20 <i>beds</i>
Relocatable home park	1 space / relocatable home (covered) + 1 visitor space / 4 relocatable homes + 1 manager space (covered) + boat / trailer storage	<ul style="list-style-type: none"> Where ≤ 10 relocatable homes and requiring access via a street – MRV (Type B Access) + VAN Where > 10 relocatable homes or requiring access via a road – MRV (Type A Access) + VAN + WCV 	1 space / 10 relocatable homes (min. 1 space)	1 resident space / relocatable home + 1 visitor space / 4 relocatable homes
Residential care facility	1 space / 4 beds	MRV (Type A Access) + VAN + WCV + ambulance	1 space / 10 beds (min. 1 space)	1 employee space / 10 beds + 1 visitor space / 10 beds

²⁶ Note—for those uses which are typically accepted development (i.e. *caretaker's accommodation*, *dual occupancy* and *dwelling house*), the minimum on-site parking requirements are specified in the applicable use code.

Column 1 Land Use	Column 2 Car spaces	Column 3 Service vehicle spaces	Column 4 Motorcycle/scooter spaces	Column 5 Cycle spaces
Resort complex	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time
Retirement facility	1 space / unit (covered) + 1 visitor space / 5 units	<ul style="list-style-type: none"> Where ≤ 20 <i>dwelling</i>s and requiring access via a street – MRV (Type B Access) + VAN + ambulance Where > 20 <i>dwelling</i>s or requiring access via a road – MRV (Type A Access) + VAN + WCV + ambulance 	1 space / 10 unit (min. 1 space)	1 resident space / unit + 1 visitor space / 10 units
Short-term accommodation Note - where the <i>short-term accommodation</i> is in the form of a <i>multiple dwelling</i> , the parking rates specified for <i>multiple dwelling</i> apply.	1 space / <i>rooming unit</i> (covered) + 1 visitor space / 10 <i>rooming units</i>	<ul style="list-style-type: none"> Where ≤ 20 <i>rooming units</i> and requiring access via a street – MRV (Type B Access) + VAN Where > 20 <i>rooming units</i> or requiring access via a road – MRV (Type A Access) + VAN + WCV Where > 50 <i>rooming units</i> – sufficient spaces to accommodate number of vehicles likely to be parked at any one time (based on an approved Parking Needs Assessment, with min. MRV (Type A Access) + VAN + WCV) 	1 space / 10 <i>rooming units</i> (min. 1 space)	1 resident / employee space / 10 <i>rooming units</i> + 1 visitor space / 20 <i>rooming units</i>
Tourist park	1 space / site + 1 visitor space / 10 sites + 1 manager space (covered) + boat / trailer storage	<ul style="list-style-type: none"> Where ≤ 20 sites and requiring access via a street – HRV (Type B Access) + VAN + WCV Where > 20 sites or requiring access via a road – HRV (Type A Access) + VAN + WCV 	Not required	1 resident / employee space / 10 sites + 1 visitor space / 20 sites
Business activities				
Adult store	1 space / 20m ² GFA	Refer to Table 9.4.8.3.4	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA
Agricultural store supplies	1 space / 20m ² total <i>use area</i> (where ≤ 100m ² total <i>use area</i>) + 1 space / 50m ² total <i>use area</i> (for component > 100m ² total <i>use area</i>)	Refer to Table 9.4.8.3.4	1 space / 100m ² total <i>use area</i>	1 employee space / 100m ² total <i>use area</i> + 1 customer space / 100m ² total <i>use area</i>
Bar	1 space / 15m ² GFA + 1 space / 15m ² for any outdoor dining area (excluding any footpath dining area)	WCV + occasional access for SRV	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA
Car wash	Queuing space clear of the road reserve	SRV	Not required	Not required

Column 1 Land Use	Column 2 Car spaces for 4 vehicles	Column 3 Service vehicle spaces	Column 4 Motorcycle/scooter spaces	Column 5 Cycle spaces
Food and drink outlet	1 space / 15m ² GFA + 1 space / 15m ² for any outdoor dining area (excluding any footpath dining area)	Refer to Table 9.4.8.3.4	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA
Function facility	1 space / 15m ² GFA + 1 space / 15m ² for any outdoor dining area (excluding any footpath dining area)	Refer to Table 9.4.8.3.4	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA
Funeral parlour	1 space / 30m ² GFA	WCV	1 space / 100m ² GFA	1 employee space / 400m ² GFA
Garden centre	1 space / 20m ² total use area (where ≤ 100m ² total use area) + 1 space / 50m ² total use area (for component > 100m ² total use area)	<ul style="list-style-type: none"> Where requiring access via a road – HRV (Type A Access) Where requiring access via a street – HRV (Type B Access) 	1 space / 100m ² total use area	1 employee space / 100m ² total use area + 1 customer space / 100m ² total use area
Hardware and trade supplies	1 space / 20m ² total use area (where ≤ 100m ² total use area) + 1 space / 50m ² total use area (for component > 100m ² total use area)	Refer to Table 9.4.8.3.4	1 space / 100m ² total use area	1 employee space / 100m ² total use area + 1 customer space / 100m ² total use area
Health care services	1 space / 20m ² GFA	<ul style="list-style-type: none"> Where requiring access via a road – SRV (Type A Access) + occasional access for MRV Where requiring access via a street – SRV (Type B Access) + occasional access for MRV 	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA
Hotel	1 space / 15m ² GFA + 1 space / 15m ² for any outdoor dining area (excluding any footpath dining area)	<ul style="list-style-type: none"> Where ≤ 20 rooming units and requiring access via a street – MRV (Type B Access) + VAN Where > 20 rooming units or requiring access via a road – MRV (Type A Access) + VAN + WCV Where > 50 rooming units – sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. MRV (Type A Access) + VAN + WCV) 	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA
Market	1 space / 20m ² total use area	WCV	1 space / 100m ² total use area	1 employee space / 100m ² total use area + 1 customer space / 100m ² total use area
Nightclub entertainment facility	1 space / 15m ² GFA	WCV + occasional access for SRV	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA

Column 1 Land Use	Column 2 Car spaces	Column 3 Service vehicle spaces	Column 4 Motorcycle/scooter spaces	Column 5 Cycle spaces
Office	1 space / 30m ² GFA or 1 space / 40m ² GFA where in the Major centre zone or Principal centre zone.	Refer to Table 9.4.8.3.5 + WCV	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA
Office where a call centre	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Refer to Table 9.4.8.3.5 + WCV	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time
Outdoor sales	1 space / 20m ² total use area (where ≤ 200m ² total use area) + 1 space / 100m ² total use area (for component > 200m ² total use area)	Refer to Table 9.4.8.3.4	1 space / 100m ² total use area	1 employee space / 100m ² total use area + 1 customer space / 100m ² total use area
Sales office	2 spaces	Not required	Not required	Not required
Service station	1 space / 20m ² GFA (when involving sale of goods) + 2 spaces / service bay (min. 4 spaces)	AV	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA
Shop	1 space / 20m ² GFA	Refer to Table 9.4.8.3.4	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA
Shopping centre	1 space / 20m ² GFA	Refer to Table 9.4.8.3.4	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA
Showroom	1 space / 20m ² GFA (where ≤ 100m ² GFA) + 1 space / 50m ² GFA (for component >100m ² GFA)	Refer to Table 9.4.8.3.4	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA
Theatre	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 space / 15m ² GFA)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 WCV bay)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 space / 100m ² GFA)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 space / 50m ² GFA)
Tourist attraction	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time
Veterinary services	1 space / 20m ² GFA	<ul style="list-style-type: none"> Where requiring access via a road – SRV (Type A Access) + occasional access for MRV Where requiring access via a street – SRV (Type B Access) + occasional access for MRV 	1 space / 100m ² GFA	1 employee space / 100m ² GFA + 1 customer space / 100m ² GFA
Industrial activities				
Bulk landscape supplies	1 space / 100m ² GFA	<ul style="list-style-type: none"> Where requiring access via a road – HRV (Type A Access) + occasional 	Not required	Not required

Column 1 Land Use	Column 2 Car spaces	Column 3 Service vehicle spaces	Column 4 Motorcycle/scooter spaces	Column 5 Cycle spaces
		access for AV <ul style="list-style-type: none"> Where requiring access via a street – HRV (Type B Access) + occasional access for AV 		
Extractive industry	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Not required	Not required
All other uses in the industrial activity group	1 space / 50m ² GFA (where ≤ 500m ² GFA) + 1 space / 100m ² GFA (for component >500m ² GFA)	<ul style="list-style-type: none"> Where requiring access via a road – AV (Type A Access) Where requiring access via a street – AV (Type B Access) 	1 space / 200m ² GFA	1 employee space / 500m ² GFA
Community activities				
Cemetery	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time
Child care centre	1 employee space / employee + 1 customer space / 5 children	VAN + WCV (where >200m ² GFA)	1 space / 100m ² GFA	1 employee space / 100m ² GFA
Club	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 space / 15m ² GFA + 1 space / 15m ² for any outdoor dining area (excluding any footpath dining area))	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 WCV bay)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 space / 100m ² GFA)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 space / 50m ² GFA)
Community care centre	1 space / 20m ² GFA	VAN + WCV (where >200m ² GFA)	1 space / 100m ² GFA	1 employee space / 50m ² GFA + 1 visitor space / 50m ² GFA
Community use	1 space / 20m ² GFA	VAN + WCV (where >200m ² GFA)	1 space / 100m ² GFA	1 employee space / 50m ² GFA + 1 visitor space / 50m ² GFA
Crematorium	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time, including 1 space / 15m ² GFA for chapel component	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time
Educational establishment	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 WCV bay)	1 space / 100m ² GFA	1 student / employee space / 100m ² GFA
Emergency services	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time

Column 1 Land Use	Column 2 Car spaces	Column 3 Service vehicle spaces	Column 4 Motorcycle/scooter spaces	Column 5 Cycle spaces
Hospital	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 WCV bay)	1 space / 100m ² GFA	1 employee space / 50m ² GFA + 1 visitor space / 50m ² GFA
Place of worship	1 space / 15m ² GFA	<ul style="list-style-type: none"> Where requiring access via a road – SRV (Type A Access) + occasional access for MRV Where requiring access via a street – SRV (Type B Access) + occasional access for MRV 	1 space / 100m ² GFA	1 space / 50m ² GFA
Sport & recreation activities				
Indoor sport and recreation	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 WCV bay)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time
Major sport, recreation and entertainment facility	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 space / 1,500m ² total use area for spectator sports OR 1 space / 100m ² total use area for other uses)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 space / 1,500m ² total use area for spectator sports OR 1 space / 100m ² total use area for other uses)
Motor sport facility	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 space / 1,500m ² total use area)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (with min. 1 space / 1,500m ² total use area)
Outdoor sport and recreation	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	<ul style="list-style-type: none"> Where requiring access via a road – MRV (Type A Access) + WCV where requiring access via a street – MRV (Type B Access) + WCV 	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time
Park	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (in accordance with Desired Standards of Service for open space)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (in accordance with Desired Standards of Service for open space)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (in accordance with Desired Standards of Service for open space)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (in accordance with Desired Standards of Service for open space)
Rural activities				
Roadside stall	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (min. 1 space)	Not required	Not required	Not required

Column 1 Land Use	Column 2 Car spaces	Column 3 Service vehicle spaces	Column 4 Motorcycle/scooter spaces	Column 5 Cycle spaces
Rural industry	1 space / 50m ² total use area (where ≤ 500m ² total use area) + 1 space / 100m ² total use area (for component > 500m ² total use area)	<ul style="list-style-type: none"> Where requiring access via a road – AV (Type A Access) Where requiring access via a street – AV (Type B Access) 	1 space / 200m ² GFA	1 employee space / 500m ² GFA
Wholesale nursery	<ul style="list-style-type: none"> Where ≤ 100m² total use area – 1 space / 20m² total use area Where >100m² total use area – 1 space / 50m² total use area 	<ul style="list-style-type: none"> Where requiring access via a road – AV (Type A Access) Where requiring access via a street – AV (Type B Access) 	Not required	Not required
All other uses in the rural activity group	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	<ul style="list-style-type: none"> Where requiring access via a road – AV (Type A Access) Where requiring access via a street – AV (Type B Access) 	Not required	Not required
Other activities				
Air services	<ul style="list-style-type: none"> Where for office / educational activity - 1 space / 30m² GFA Where for workshop - 1 space / 50m² GFA Where for hangar - 1 space / 100m² GFA 	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	1 space / 100m ² GFA (min. 1 space)	<ul style="list-style-type: none"> Where for office / educational activity - 1 space / 50m² GFA Where for workshop - 1 space / 100m² GFA Where for hangar - 1 space / 500m² GFA
Parking station	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Not required	Not required	Not required
Telecommunications facility	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time (min. 1 space)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Not required	Not required
Utility installation (Local utility)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Not required	Not required
Utility installation (Major utility)	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time
All other uses in the other activity group	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time	Sufficient spaces to accommodate number of vehicles likely to be parked at any one time

Notes—

- (1) The **Transport and parking code** identifies specific circumstances in which the number of car parking spaces required may be varied from the rates specified.
- (2) Where the calculated number of spaces is not a whole number, the required number of parking spaces is the nearest whole number.
- (3) Unless specifically stated, covered parking is not required.
- (4) Design service vehicles are defined in the **Planning scheme policy for the transport and parking code**.
- (5) Type A Access – where the design vehicle *access* must:-
 - (i) enable entering and exiting the *site* in a forward motion;
 - (ii) enable travel through the *site* on circulation roads / aisles to *access* service areas, without significant impact on external or internal traffic operations; and
 - (iii) enable on-site manoeuvring to park and load / unload in a designated service area.
- (6) Type B Access – where the design vehicle *access* must:-
 - (i) enable standing wholly within the *site* without occupying any designated queue areas, or blocking access to more than 50% of car parking spaces; and
 - (ii) limit any on-street manoeuvring to reversing on or off the *site* in one movement only.
The swept path of the vehicle may cover the overall width of a two-way undivided driveway.
- (7) Where a development is for a residential activity or community activity use, and waste collection will occur not more than twice per week, a WCV parking space provided on site may be considered to satisfy the requirement to provide on-site parking for another service vehicle type that is not larger than the WCV.
- (8) Occasional access (for the maximum size of service vehicle expected less than 20 times per year) is to be provided for vehicles that occasionally service a *site* as part of its normal operation. Examples of this type of servicing are a furniture removal van at a *multiple dwelling* or office development and a refuse collection vehicle at a community activity facility. Vehicle *access* must:-
 - (i) enable standing wholly within the *site*;
 - (ii) enable reverse manoeuvres limited to one only, either to or from the *site*; and
 - (iii) enable the swept path of the vehicle to be not greater than the width of the access driveway.

Table 9.4.8.3.4 Minimum service vehicle parking requirements for Adult store, Agricultural supplies store, Food and drink outlet, Function facility, Hardware and trade supplies, Hotel, Outdoor sales, Shop, Shopping centre and Showroom

Column 1 GFA (m ²)	Column 2 Service Bays Required					
	VAN	SRV	MRV	HRV	AV	WCV
0-199		1				
200-599	1		1			1
600-999	1	1	1			1
1,000-1,499	2	1	1			1
1,500-1,999	2	2	1			1
2,000-2,799	2	2	2			1
2,800-3,599	2	2	2	1		1
3,600-4,399	3	2	2	1		1
4,400-6,499	3	2	2	1	1	1
6,500-8,499	4	2	2	1	1	1
8,500-11,499	4	3	2	1	1	1
11,500-14,749	5	3	2	1	1	1
14,750-17,999	5	3	3	1	1	1
18,000-20,999	6	3	3	1	1	1
21,000-2,3999	6	3	3	2	1	1
24,000-26,999	6	3	3	2	2	1
27,000-29,999	6	3	3	3	2	1
30,000-32,999	7	3	3	3	2	1
33,000-35,999	7	3	4	3	2	1
36,000-38,999	8	3	4	3	2	1
39,000-41,999	9	3	4	3	2	1
42,000+	10	3	4	3	2	1

Notes--

- (1) Design service vehicles are defined in the **Planning scheme policy for the transport and parking code**.
- (2) Where *gross floor area* exceeds 200m², provision is to be made for on-site refuse collection.
- (3) Where a development has a *gross floor area* of less than 1,500m², and waste collection will occur not more than twice per week, a WCV parking space provided on site may be considered to satisfy the requirement to provide on-site parking for another service vehicle type that is not larger than the WCV.
- (4) The following requirements apply to *shopping centres*:-
 - (i) except as provided for in (ii) below, service bay requirements are to be applied to each individual retail component of the development, with service bays located immediately adjacent to the component;
 - (ii) specialty shops in a *shopping centre* with a *gross floor area* of less than 200m² are to be grouped together and treated as a single retail component;
 - (iii) specialty shops for this purpose, MRV class vehicles are to be provided for in lieu of HRV and AV class vehicles.

Table 9.4.8.3.5 Minimum service vehicle parking requirements for office

Column 1 GFA (m ²)	Column 2 Service Bays Required			
	VAN	SRV	MRV	HRV
0-999		1		
1,000-2,499	1		1	
2,500-3,999	2	1	1	
4,000-5,999	3	1	1	
6,000-7,999	4	1	1	
8,000-9,999	4	2	1	
10,000-14,999	4	2	1	
15,000-19,999	5	2	1	
20,000-34,999	5	2	2	
35,000-49,999	5	2	2	1
50,000-64,999	6	2	2	1
65,000+	6	2	3	1

Notes—

- (1) Design service vehicles are defined in the **Planning scheme policy for the transport and parking code**.
- (2) Provision for courier vehicles and taxis must be positioned near main building entrances and clearly visible from access driveways and/or *frontage* roads and may be in the form of a short-stay lay-by area.
- (3) Where emergency power generating facilities are to be installed, provision for fuel delivery is required.
- (4) Developments exceeding 1,000m² GFA must provide for access and on-site standing of an HRV (e.g. furniture removal van).

9.4.9 Vegetation management code²⁷

9.4.9.1 Application

- (1) This code applies to assessable development identified as requiring assessment against the Vegetation management code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) All provisions in this code are assessment benchmarks for applicable assessable development.

9.4.9.2 Purpose and overall outcomes

- (1) The purpose of the Vegetation management code is to provide for the management of vegetation in a manner which protects and enhances the biodiversity and landscape values of the Sunshine Coast.
- (2) The purpose of the Vegetation management code will be achieved through the following overall outcomes:-
 - (a) development provides for the protection and enhancement of the Sunshine Coast's ecosystems, biodiversity and ecological values, natural physical processes, landscape character and amenity;
 - (b) development ensures that *vegetation* within *ecologically important areas* is conserved;
 - (c) development ensures that *vegetation* which is of cultural, heritage, character, ecological, horticultural, scientific, educational, recreation or aesthetic (including *streetscape*, *townscape* or *landscape*) significance or value is conserved;
 - (d) development avoids or minimises adverse impacts on koalas and provides for a net increase in koala habitat, where applicable;
 - (e) development provides appropriate biodiversity offsets where *vegetation clearing* cannot practicably be avoided; and
 - (f) development involving *vegetation clearing* is undertaken in an environmentally responsible manner and does not cause adverse amenity impacts, public health and safety concerns or land degradation, and is humane where impacts upon fauna are unavoidable.

9.4.9.3 Performance outcomes and acceptable outcomes

Table 9.4.9.3.1 Performance outcomes and acceptable outcomes for assessable development

Performance Outcomes		Acceptable Outcomes	
<i>Vegetation Protection</i>			
PO1	<p><i>Vegetation</i> is protected to ensure that:-</p> <ol style="list-style-type: none"> (a) habitats are provided and maintained for rare and threatened flora and fauna identified by a nature conservation law including the <i>Nature Conservation Act 1992</i> and the <i>Environmental Protection and Biodiversity Conservation Act 1999</i>; (b) ecological processes, biodiversity and the habitat values of native flora and fauna are protected and enhanced; (c) ecosystems are protected from weed invasion and edge effects; (d) the functioning and connectivity of biodiversity corridors and fauna 	AO1	<p><i>Vegetation clearing</i>, other than <i>exempt vegetation clearing</i>, does not occur.</p> <p>OR</p> <p>Otherwise, no acceptable outcome provided.</p> <p>Note—in assessing and deciding a development application for <i>vegetation clearing</i>, matters that will be taken into account by <i>Council</i> will include, but not necessarily be limited to:-</p> <ol style="list-style-type: none"> (a) whether the <i>vegetation clearing</i> is <i>reasonably necessary</i>; (b) any current development approval attached to the land which may include

²⁷ Editor's note—the **Planning scheme policy for development works** provides guidance and specifies standards for satisfying certain outcomes of this code, including the preparation of a Fauna Management Plan.

Performance Outcomes		Acceptable Outcomes	
	<p>movement networks is maintained;</p> <p>(e) the ecological health and integrity of riparian corridors, <i>waterways</i> and <i>wetlands</i> are maintained;</p> <p>(f) soil resources are protected against the loss of chemical and physical fertility through processes such as erosion, mass movement, salinity and water logging;</p> <p>(g) <i>vegetation</i> of historical, cultural or visual significance or identified in a local area study as being of priority for conservation is retained; and</p> <p>(h) the character and visual amenity of individual communities and local areas and the Sunshine Coast generally is maintained.</p>		<p>conditions or measures relating to <i>vegetation</i> retention or protection;</p> <p>(c) whether the <i>vegetation</i> is specifically protected by a vegetation protection order, registrable covenant, easement or similar legally binding mechanism that seeks to protect the values and functions of recognised significant <i>vegetation</i>;</p> <p>(d) whether the <i>vegetation</i> proposed to be cleared is identified as having significant values in a report adopted by <i>Council</i>;</p> <p>(e) whether the <i>vegetation</i> is located on land subject to the Heritage and Character Areas Overlay, or is otherwise identified as character <i>vegetation</i> in a local plan code;</p> <p>(f) whether the <i>vegetation</i> is identified or referred to in State or Federal legislation;</p> <p>(g) whether the <i>vegetation</i> includes habitat for animals or plants identified or referred to in State or Federal legislation;</p> <p>(h) whether the <i>vegetation</i> is located on a prominent hillside, slope or ridgeline;</p> <p>(i) whether <i>vegetation clearing</i> may cause or contribute to erosion or slippage;</p> <p>(j) whether the <i>vegetation</i> is, or forms part of, a riparian area or other habitat network and is valuable to the functioning of that network;</p> <p>(k) whether the <i>vegetation clearing</i> may have an adverse impact on the hydrology of the area, or upon hydrologically-sensitive plant communities, such as wetland, heathland, sedgeland, melaleuca forest or mangrove forest;</p> <p>(l) whether the <i>vegetation</i> is, or is capable of forming or contributing to, a <i>buffer</i> between different land uses;</p> <p>(m) whether the <i>vegetation</i> is, or is capable of forming or contributing to, a visual <i>buffer</i>, agricultural <i>buffer</i> or a <i>buffer</i> against pollution, light spillage or noise; and</p> <p>(n) whether the <i>vegetation</i> contributes to visual amenity or landscape quality.</p>
Waterways and Wetlands			
PO2	Development protects, enhances and rehabilitates:- (a) <i>vegetation</i> within a <i>waterway</i> and a <i>wetland</i> ; (b) the ecological functions of a <i>waterway</i> and <i>wetland</i> ; and (c) aquatic fauna habitat.	AO2	Vegetation clearing does not occur within a waterway or wetland as identified on a Biodiversity, Waterways and Wetlands Overlay Map.
PO3	<i>Vegetation</i> adjacent to a <i>waterway</i> or <i>wetland</i> is protected to assist in the maintenance of water quality, existing hydrological characteristics, habitat and visual amenity values.	AO3	Clearing of <i>vegetation</i> does not occur within:- (a) a riparian protection area identified on a Biodiversity, Waterway and Wetlands Overlay Map; or (b) 10 metres of each high bank of a <i>waterway</i> with a stream order 1 or 2 identified on a Biodiversity, Waterway and Wetlands Overlay Map.
Water Supply Catchments			
PO4	<i>Vegetation clearing</i> within a water supply catchment area, as identified on a Water Supply Catchments Overlay Map, is avoided or minimised so as to reduce the potential for erosion and soil runoff and maintain water quality.	AO4	No acceptable outcome provided.
Steep Land			
PO5	<i>Vegetation clearing</i> in a landslide	AO5	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	hazard area or on <i>steep land</i> , as identified on a Landslide Hazard and Steep Land Overlay Map, is avoided or minimised to maintain slope stability and prevent erosion and slippage.		
Koala Habitat			
PO6	<i>Vegetation clearing</i> :- (a) provides a net gain in mature and actively regenerating koala habitat; and (b) mitigates any potential threats or risks to koalas.	AO6.1 AO6.2	<i>Vegetation clearing</i> avoids clearing of <i>non-juvenile koala habitat trees</i> . OR Where clearing of <i>non-juvenile koala habitat trees</i> is unavoidable, such clearing is minimised, and an offset is provided in accordance with:- (a) the requirements specified in Table 9.4.9.3.2 (Biodiversity offset requirements) ; and (b) the Planning scheme policy for biodiversity offsets . Where clearing of <i>koala habitat trees</i> is unavoidable, clearing is undertaken in a sequential manner.
Biodiversity offsets			
PO7	Where the clearing of native <i>vegetation</i> cannot practicably be avoided, an appropriate biodiversity offset for the area that is adversely affected by the <i>vegetation clearing</i> is provided, that:- (a) results in a net environmental benefit; (b) is located on the development <i>site</i> , another <i>site</i> that has a nexus with the development <i>site</i> or a <i>site</i> that is within a rehabilitation focus area; (c) is supported by appropriate management and funding arrangements to ensure the ongoing viability of the offset; and (d) is not used for material or commercial gain.	AO7	Where the clearing of native <i>vegetation</i> cannot practicably be avoided, a biodiversity offset is provided in accordance with:- (a) the minimum standards specified in Table 9.4.9.3.2 (Biodiversity offset requirements) ; and (b) the Planning scheme policy for biodiversity offsets .
Management of Vegetation Clearing Works			
PO8	<i>Vegetation clearing</i> works are conducted in a manner that:- (a) protects natural landforms, including <i>steep land</i> , <i>waterways</i> and gullies; and (b) prevents soil degradation and controls erosion, slippage and sedimentation.	AO8	No acceptable outcome provided. Editor's note – Section 9.4.11 (Works, services and infrastructure code) sets out requirements for sediment and erosion control.
PO9	<i>Vegetation clearing</i> works are conducted in a manner that:- (a) protects the aesthetic and ecological values of retained <i>vegetation</i> ; and (b) minimises impacts on native fauna.	AO9.1	The health and stability of retained <i>vegetation</i> is maintained or enhanced during <i>vegetation clearing</i> work by:- (a) clearly marking <i>vegetation</i> to be retained with temporary fencing and flagging tape; (b) installing secure, barrier fencing around the outer drip line and critical root zone of the <i>vegetation</i> ; (c) preventing any filling, excavation, stockpiling, storage of chemicals, fuel or machinery within the fenced protection area; (d) using low impact construction

Performance Outcomes		Acceptable Outcomes	
			<p>techniques in the vicinity of <i>vegetation</i> to minimise interference with the <i>vegetation</i>; and</p> <p>(e) removing all species listed in the current version of the Sunshine Coast Local Government Area Pest Management Plan.</p>
		AO9.2	All clearing works carried out in the vicinity of the retained <i>vegetation</i> are to be undertaken in accordance with <i>AS4970 Protection of Trees on Development Sites</i> and <i>AS4687 Temporary Fencing and Hoarding</i> .
		AO9.3	<p>Where construction activities will result in adverse impacts upon fauna and/or the clearing and/or removal of fauna habitat:-</p> <p>(a) a suitably qualified professional fauna spotter and catcher undertakes pre-clearing inspections and is present for all clearing activities;</p> <p>(b) all vacant hollows and nests are rendered unusable to prohibit fauna return during clearing works;</p> <p>(c) all fauna is suitably relocated during the pre-clearing inspections or during clearing, where permitted by legislation;</p> <p>(d) nesting boxes are provided in retained or adjacent bushland, at a rate of 1:2 for the nesting hollows removed;</p> <p>(e) nesting boxes are designed to target species identified on the <i>site</i>, including native bee species;</p> <p>(f) an inspection program is implemented for the nesting boxes; and</p> <p>(g) ground habitat such as rocks and hollow logs and other structural elements are provided at a similar density and diversity to the area of the <i>vegetation</i> cleared.</p>
PO10	<i>Vegetation clearing</i> is undertaken in a manner that minimises environmental harm and environmental nuisance to surrounding areas as a result of air, dust or noise emissions.	AO10.1	No dust emissions extend beyond the boundaries of the <i>site</i> .
		AO10.2	No other air emissions, including odours, are detectable at the boundary of the <i>site</i> .
		AO10.3	Works are only carried out between the hours of 7.00am to 6.00pm Monday to Saturday inclusive.
		AO10.4	Noise generating equipment is shielded or acoustically treated in a manner that ensures the equipment does not create environmental nuisance.
Vegetation Disposal			
PO11	<i>Vegetation</i> cleared from a <i>site</i> is disposed of in a manner that:- (a) maximises reuse and/or recycling; (b) minimises impacts on public health and safety; and (c) minimises the release of carbon dioxide.	AO11	<p>Where <i>vegetation</i> is cleared, vegetation waste is appropriately disposed of in the following order of preference:-</p> <p>(a) milling for commercial timber products, landscaping or firewood;</p> <p>(b) on-site chipping or mulching, unless it causes spreading of non-indigenous</p>

Performance Outcomes		Acceptable Outcomes	
			species; and (c) transportation off-site and disposal in an approved green waste disposal facility.

Table 9.4.9.3.2 Biodiversity offset requirements

Column 1 Environmental value impacted	Column 2 Biodiversity offset outcome sought	Column 3 Biodiversity offset location	Column 4 Offset ratio
Mapped Ecologically Important Areas²⁸			
Native <i>vegetation</i> area	Conserve <i>vegetation</i> , prevent loss of biodiversity, reduce land degradation and maintain ecological processes.	In accordance with the standards specified in the Planning scheme policy for biodiversity offsets.	1:1 where involving development in a <i>centre zone</i> or <i>industry zone</i> 1.5:1 where not otherwise specified
Riparian area, <i>waterway</i> or <i>wetland</i>	Improve the integrity and viability of <i>wetlands</i> , <i>waterways</i> and riparian areas. Improve water quality, flows and aquatic habitat.	In accordance with the standards specified in the Planning scheme policy for biodiversity offsets.	2:1
Habitat for Rare and Threatened Species			
Koala habitat OR Habitat for other endangered species, vulnerable species and rare species	Improve the population viability of relevant species in the wild.	In accordance with the standards specified in the Planning scheme policy for biodiversity offsets.	5:1 where for Koala habitat 2:1 where for other habitat

²⁸ Native vegetation area, riparian areas (riparian protection areas and urban riparian areas), *waterways* and *wetlands* are identified on Biodiversity, Waterways and Wetlands Overlay Maps.

9.4.10 Waste management code²⁹

9.4.10.1 Application

- (1) This code applies to assessable development identified as requiring assessment against the Waste management code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) All provisions in this code are assessment benchmarks for applicable assessable development.

9.4.10.2 Purpose and overall outcomes

- (1) The purpose of the Waste management code is to ensure development provides for the sustainable management of waste in a manner which is environmentally acceptable, safe and efficient.
- (2) The purpose of the Waste management code will be achieved through the following overall outcomes:-
 - (a) development provides opportunities to minimise waste generation and increase re-use and recycling;
 - (b) development provides for waste management facilities which are conducive to the storage of waste in an environmentally acceptable, nuisance free and aesthetically pleasing manner;
 - (c) waste storage facilities are functionally appropriate for users of the facilities; and
 - (d) waste collection services are undertaken in a safe, efficient and unobstructed manner.

9.4.10.3 Performance outcomes and acceptable outcomes

Table 9.4.10.3.1 Performance outcomes and acceptable outcomes for assessable development

Performance Outcomes		Acceptable Outcomes	
Waste Minimisation			
PO1	Development minimises waste generation (including construction, demolition and operational waste) and provides opportunities for re-use and recycling, where appropriate.	AO1	Development with the potential to generate significant amounts of waste is undertaken in accordance with an approved waste management plan, prepared in accordance with the Planning scheme policy for the waste management code .
Waste Storage			
PO2	Development provides adequate facilities on-site for the storage of waste and recyclable material, in a manner which minimises the potential for environmental harm and environmental nuisance.	AO2	A waste container storage area(s) is provided that is sited, screened and designed in accordance with the standards specified in the Planning scheme policy for the waste management code .
PO3	Development provides for source separation and segregation of wastes, by providing convenient access to recycling containers, green waste containers and other specialised waste storage containers, as required, which are easily recognised and appropriate to the type and volume of wastes generated.	AO3	No acceptable outcome provided.
Waste Servicing			
PO4	Development is designed to facilitate	AO4.1	Where on-site waste collection services

²⁹ Editor's note—the **Planning scheme policy for the waste management code** provides standards, guidelines and advice for achieving certain outcomes of this code, including guidance for the preparation of a waste management plan.

Performance Outcomes		Acceptable Outcomes	
	<p>and allow for safe, unobstructed and efficient servicing of waste containers.</p>	<p>AO4.2</p> <p>AO4.3</p>	<p>are proposed:-</p> <ul style="list-style-type: none"> (a) the layout and internal trafficable areas of the development is designed to facilitate direct servicing of waste containers by the refuse collection vehicle in a safe, efficient and unobstructed manner; (b) refuse collection vehicle entry and exit from the <i>site</i> is carried out in a forward gear; and (c) the proposed point of servicing is designed to minimise the potential for nuisances to be caused by way of noise and odour. <p>Where on-street (kerbside) waste collection is proposed for standard domestic waste containers, sufficient kerbside space is provided adjacent to the <i>frontage</i> of the premises for the required number of bins, and such space is:-</p> <ul style="list-style-type: none"> (a) clearly separated from car parking bays, loading bays and other similar no-standing areas; (b) clear of overhanging branches, awnings and other such hindrances to servicing by a lifter arm; (c) clear of footpaths and pedestrian access connections to the road; (d) not in front of shop entrances or private residential premises; (e) not blocking the vision of vehicles using the roadway or entering and exiting the property; (f) capable of being serviced safely without the collection vehicle impeding traffic flow during servicing; and (g) capable of being serviced while the collection vehicle travels forward (i.e. without the vehicle needing to reverse). <p>Where on-street waste collection is proposed for standard bulk bins:-</p> <ul style="list-style-type: none"> (a) a storage embayment is provided just inside the property boundary alignment of the <i>site</i>, preferably next to the site access point, and adjacent to the likely point on the street where the bulk bin will be serviced by the contractor; (b) a reasonably level, smooth and non-slip access path is provided, from the temporary embayment continuous to the likely point on the street where a refuse collection vehicle will service the bin; (c) a lawful point exists on the street for the refuse collection vehicle to stand, at the likely point for bin servicing, such that the refuse collection vehicle is not required to “double park” and/or is not impeding traffic flow during servicing and is not blocking the vision of vehicles using the roadway

Performance Outcomes		Acceptable Outcomes	
			<p>or entering and exiting the property; and</p> <p>(d) at the point of collection, there is clear volumetric space available that is:-</p> <ul style="list-style-type: none"> (i) clear of overhanging branches, awnings and other such hindrances to servicing by a lifter arm; (ii) clear of footpaths and pedestrian access connections to the road; (iii) not in front of shop entrances or private residential premises; and (iv) capable of being serviced while the collection vehicle travels forward (i.e. without the vehicle needing to reverse). <p>Note—the Planning scheme policy for the waste management code contains guidance in relation to the achievement of AO4.1, AO4.2 and AO4.3.</p> <p>Editor's note—Section 9.4.8 (Transport and parking code) sets out additional requirements for service vehicle access and parking.</p>
PO5	Development is designed to allow for safe and unobstructed manual handling and manoeuvring of standard domestic waste containers and standard bulk bins.	AO5	No acceptable outcome provided.

9.4.11 Works, services and infrastructure code

9.4.11.1 Application

- (1) This code applies to assessable development identified as requiring assessment against the Works, services and infrastructure code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) All provisions in this code are assessment benchmarks for applicable assessable development.

9.4.11.2 Purpose and overall outcomes

- (1) The purpose of the Works, services and infrastructure code is to ensure that development works and the provision of *infrastructure* and services meets the needs of the development, and is undertaken in a sustainable manner in accordance with *best practice*.
- (2) The purpose of the Works, services and infrastructure code will be achieved through the following overall outcomes:-
 - (a) works are undertaken such that environmental harm and nuisance resulting from construction activities is avoided or minimised and the environmental values of water and retained *vegetation* are protected;
 - (b) development is designed and constructed to a standard that meets community expectations, prevents unacceptable off-site impacts and minimises whole of life cycle costs;
 - (c) physical and human *infrastructure* networks that provide basic and essential services and facilities to local communities are able to meet the planned increase in demand resulting from a planned increase in development density;
 - (d) development is provided with an appropriate level of water, wastewater treatment and disposal, drainage, energy and communications *infrastructure* and other services;
 - (e) *infrastructure* is designed, constructed and provided in a manner which maximises resource efficiency and achieves acceptable maintenance, renewal and adaptation costs;
 - (f) *infrastructure* is integrated with surrounding networks;
 - (g) development over or near *infrastructure* does not compromise or interfere with the integrity of the *infrastructure*; and
 - (h) *filling or excavation* does not adversely or unreasonably impact on the natural environment or adjacent properties and provides for sites to be suitably remediated to maximise landscape outcomes.

9.4.11.3 Performance outcomes and acceptable outcomes

Table 9.4.11.3.1 Performance outcomes and acceptable outcomes for assessable development

Performance Outcomes		Acceptable Outcomes	
Construction Management			
PO1	Air emissions, noise or lighting arising from construction activities and works do not adversely impact on surrounding areas.	AO1.1	Dust emissions do not extend beyond the boundary of the <i>site</i> .
		AO1.2	Air emissions, including odours, are not detectable at the boundary of the <i>site</i> .
		AO1.3	Works are only carried out between 7:00am to 6:00pm Monday to Saturday inclusive.
		AO1.4	Noise generating equipment is enclosed, shielded or acoustically treated in a manner

Performance Outcomes		Acceptable Outcomes	
		AO1.5	which ensures the equipment does not create environmental harm. Outdoor lighting complies with <i>AS4282-1997 Control of the Obtrusive Effects of Outdoor Lighting</i> .
PO2	Construction activities and works provide for:- (a) the protection of the aesthetic and ecological values of retained <i>vegetation</i> ; and (b) impacts on fauna to be minimised.	AO2.1	The health and stability of retained <i>vegetation</i> is maintained or enhanced during construction activities by:- (a) clearly marking <i>vegetation</i> to be retained with temporary fencing and flagging tape; (b) installing temporary barrier fencing around the outer drip line and critical root zone of the <i>vegetation</i> ; (c) preventing any filling, excavation, stockpiling, storage of chemicals, fuel or machinery within the fenced protection area; (d) using low impact construction techniques in the vicinity of <i>vegetation</i> to minimise interference with the <i>vegetation</i> ; and (e) removing all declared noxious weeds and environmental weeds from the <i>site</i> .
		AO2.2	All works carried out in the vicinity of retained <i>vegetation</i> comply with <i>AS4970 Protection of Trees on Development Sites</i> and <i>AS4687 Temporary Fencing and Hoarding</i> .
		AO2.3	Where construction activities will result in adverse impacts upon fauna and/or the clearing and/or removal of fauna habitat:- (a) a suitably qualified professional fauna spotter and catcher undertakes a fauna management report, pre-clearing inspections and is present for all clearing activities; (b) all vacant hollows and nests are relocated or rendered unusable to prohibit fauna return during clearing works; (c) all fauna is suitably relocated or humanely dealt with during the pre-clearing inspections or during clearing; and (d) 'offset' nesting hollows/nest boxes are provided in adjoining <i>vegetation</i> at least 1 month prior to the clearing,
PO3	<i>Vegetation</i> cleared from a <i>site</i> is disposed of in a manner that:- (a) maximises reuse and/or recycling; and (b) minimises impacts on public health and safety.	AO3	Where <i>vegetation</i> is cleared, vegetation waste is appropriately disposed of in the following order of preference:- (a) milling for commercial timber products, landscaping or firewood; (b) on-site chipping or mulching; (c) transportation off-site and disposal in an approved green waste disposal facility; and (d) use for forest floor habitat in adjoining bushland and revegetation areas.
PO4	Construction activities and works are managed such that all reasonable and practicable measures are taken to protect the environmental values of	AO4	Development is located, designed and constructed in accordance with an erosion and sediment control plan, prepared in accordance with the requirements specified

Performance Outcomes		Acceptable Outcomes	
	water and the functionality of stormwater <i>infrastructure</i> from the impacts of erosion, turbidity and sedimentation, both on and downstream of the development <i>site</i> .		in the Planning scheme policy for development works .
PO5	Construction activities and works are undertaken such that existing utilities, road and drainage <i>infrastructure</i> :- (a) continue to function efficiently; and (b) can be accessed by the relevant authority for maintenance purposes.	AO5.1	Existing utilities, road and drainage <i>infrastructure</i> are protected or relocated in accordance with the standards specified in the Planning scheme policy for development works .
		AO5.2	The costs of any alterations or repairs to utilities, road and drainage <i>infrastructure</i> are met by the applicant.
PO6	Traffic and parking generated during construction activities and works is managed to minimise impacts on the amenity of the surrounding area.	AO6	No acceptable outcome provided.
PO7	Construction activities and works provide for:- (a) minimisation of waste material; (b) separation of recyclable material; (c) storage of waste and recyclable material; and (d) collection of waste and recyclable material; in a manner that minimises adverse impacts on the amenity and safety of surrounding areas.	AO7	No acceptable outcome provided. Editor's note— Section 9.4.10 (Waste management code) sets out requirements for waste management.
Infrastructure, Services and Utilities			
PO8	Development is provided with <i>infrastructure</i> , services and utilities appropriate to its setting and commensurate with its needs.	AO8.1	Where development is located in an <i>urban zone</i> , appropriate connection is provided to reticulated sewerage, water supply, stormwater drainage, electricity, gas (where available in the street) and telecommunications services at no cost to the <i>Council</i> , including provision by way of dedicated road, public reserve or as a minimum by way of easements to ensure continued access is available to these services in accordance with the standards specified in the Planning scheme policy for development works , or where applicable, the requirements of the service provider.
		AO8.2	Where development is located in a <i>non-urban zone</i> and reticulated sewerage is not available, an on-site treatment and disposal system is provided that complies with the requirements of the <i>Plumbing and Drainage Act 2003</i> .
		AO8.3	Where development is located in a <i>non-urban zone</i> and reticulated water supply is not available, development is provided with appropriate on-site rainwater collection in accordance with the relevant use code. Editor's note— Section 9.4.6 (Stormwater management code) sets out requirements for stormwater management. Editor's note—the provision of telecommunications <i>infrastructure</i> is regulated in accordance with Federal Government legislation.
PO9	Development provides for	AO9.1	<i>Infrastructure</i> is planned, and appropriate

Performance Outcomes	Acceptable Outcomes
<p><i>infrastructure</i>, services and utilities that are planned, designed and constructed in a manner which:-</p> <ul style="list-style-type: none"> (a) ensures appropriate capacity to meet the current and planned future needs of the development; (b) is integrated with and efficiently extends existing networks; (c) minimises risk to life and property; (d) avoids, or where avoidance is not practicable minimises and mitigates, adverse impacts on <i>ecologically important areas</i>; (e) minimises risk of environmental harm; (f) achieves acceptable maintenance, renewal and adaptation costs; (g) can be easily and efficiently maintained; (h) minimises potable water demand and wastewater production; (i) ensures the ongoing construction or operation of the development is not disrupted; (j) where development is staged, each stage is fully serviced before a new stage is released; (k) ensures adequate clearance zones are maintained between utilities and dwellings to protect residential amenity and health; (l) preserves visual amenity in key areas (i.e. in centres or along scenic routes); and (m) minimises interference with the passage of pedestrians in areas of high pedestrian traffic. 	<p>contributions made, in accordance with the Local Government Infrastructure Plan or any other applicable infrastructure charging instrument.</p> <p>AO9.2 <i>Infrastructure</i> is planned, designed and constructed in accordance with <i>Council's</i> Local Government Infrastructure Plan, and the Planning scheme policy for development works, or where applicable, the requirements of the service provider.</p> <p>AO9.3 Compatible public utility services are co-located in common trenching in order to minimise the land required and the costs for underground services.</p> <p>AO9.4 Stormwater drainage, sewerage and sullage systems are designed so that overflows do not enter residences.</p> <p>AO9.5 <i>Infrastructure</i>, services and utilities are located and aligned so as to:-</p> <ul style="list-style-type: none"> (a) avoid disturbance of <i>ecologically important areas</i>; (b) minimise earthworks; and (c) avoid crossing <i>waterways</i> or <i>wetlands</i>. <p>OR</p> <p>Where the provision of <i>infrastructure</i> has adverse impacts upon an <i>ecologically important area</i> which cannot reasonably be avoided, development provides for a biodiversity offset for the area of an <i>ecologically important area</i>, in accordance with the following:-</p> <ul style="list-style-type: none"> (a) the biodiversity offset requirements specified in Table 9.4.9.3.2 (Biodiversity offset requirements) of Section 9.4.9 (Vegetation management code); and (b) the standards specified in the Planning scheme policy for biodiversity offsets. <p>AO9.6 Where the crossing of a <i>waterway</i> or <i>wetland</i> cannot be avoided, tunnel boring techniques are used to minimise disturbance and disturbed areas are reinstated and revegetated on completion of works.</p> <p>AO9.7 The selection of materials used in the construction of <i>infrastructure</i> is suitable, durable, easy to maintain and cost effective, taking into account the whole of life cycle cost, and achieves <i>best practice</i> environmental management and energy savings.</p> <p>AO9.8 Except where in the Rural zone, electrical and telecommunications reticulation <i>infrastructure</i> is provided underground in:-</p> <ul style="list-style-type: none"> (a) greenfield developments; (b) development involving the creation of more than 5 lots;

Performance Outcomes		Acceptable Outcomes	
			(c) development in <i>centre zones</i> ; and (d) development in areas of high scenic amenity.
Works Over or Near Sewerage, Water and Stormwater Drainage Infrastructure			
PO10	Building or operational work near or over the <i>Council's</i> stormwater <i>infrastructure</i> and/or sewerage and water <i>infrastructure</i> :- (a) protects the <i>infrastructure</i> from physical damage; and (b) allows ongoing necessary access for maintenance purposes.	AO10	Building or operational work near or over the <i>Council's</i> stormwater <i>infrastructure</i> and/or sewerage and water <i>infrastructure</i> complies with the Planning scheme policy for development works and the requirements of the water and sewerage service provider.
Filling or Excavation			
PO11	<i>Filling or excavation</i> :- (a) does not cause environmental harm; (b) does not impact adversely on visual amenity or privacy; (c) maintains natural landforms as far as possible; (d) provides for remediated soil conditions to support the successful establishment of landscapes; and (e) is stable in both the short and long term.	AO11	Development provides that:- (a) on sites:- (i) with a <i>slope</i> of 15% or more, or as identified in the Planning scheme policy for development works , the extent of excavation (cut) and fill does not involve a total change of more than 1.5 metres relative to the <i>natural ground level</i> at any point; or (ii) in other areas, the extent of excavation (cut) and fill does not involve a total change of more than 1.0m relative to the <i>natural ground level</i> at any point; (b) no part of any cut or fill batter is within 1.5 metres of any property boundary, except cut and fill involving a change in ground level of less than 200mm that does not necessitate the removal of any <i>vegetation</i> ; (c) retaining walls are no greater than 1.0 metre high; (d) retaining walls are constructed a minimum 150mm from property boundaries; (e) all stored material is:- (i) contained wholly within the <i>site</i> ; (ii) located in a single manageable area that does not exceed 50m ² ; and (iii) located at least 10 metres from any property boundary; (f) topsoil is harvested, stockpiled, remediated and reused in a manner that supports achievement of site specific vegetation performance objectives; and (g) any batter or retaining wall is structurally adequate.
PO12	<i>Filling or excavation</i> does not result in any contamination of land or water, or pose a health or safety risk to users and neighbours of the <i>site</i> .	AO12	Development provides that:- (a) no contaminated material is used as fill; (b) for excavation, no contaminated material is excavated or contaminant disturbed; and (c) waste materials are not used as fill, including:- (i) commercial waste; (ii) construction/demolition waste; (iii) domestic waste; (iv) garden/vegetation waste; and (v) industrial waste.
PO13	The location and extent of <i>filling or excavation</i> is consistent with the	AO13	The extent of <i>filling or excavation</i> is in accordance with an existing development

Performance Outcomes		Acceptable Outcomes	
	intended use of the <i>site</i> .		approval for a material change of use, reconfiguring a lot or building work (which has not lapsed).
PO14	<i>Filling or excavation</i> does not prevent or create difficult access to the property.	AO14	Driveways are able to be constructed and maintained in accordance with the requirements of the Planning scheme policy for development works .
PO15	<i>Filling or excavation</i> does not cause significant impacts through truck movements, dust or noise, on the amenity of the locality in which the works are undertaken or along routes taken to transport the material.	AO15	<i>Filling or excavation</i> is undertaken in accordance with the requirements of the Planning scheme policy for development works .
PO16	The transportation of materials in association with <i>filling or excavation</i> activities minimises adverse impacts on the road system.	AO16	Material is transported in accordance with the requirements of the Planning scheme policy for development works .

Appendix 2 Table of amendments

Table AP2.1 Table of amendments

Date of adoption and effective date	Planning scheme version number	Amendment type	Summary of amendment
Date of adoption – 24 July 2014 Effective date – 10 November 2014	Version 2 incorporating Sunshine Coast Planning Scheme 2014 (Minor Amendment) No. 1	Minor Amendment	The amendment clarifies the application and interpretation of the filling and excavation provisions in the Dwelling house code and the provisions relating to dwelling houses in the Landslide hazard and steep land overlay code.
Date of adoption – 26 February 2015 Effective date – 9 March 2015	Version 3 incorporating Sunshine Coast Planning Scheme 2014 (Administrative and Minor Amendment) No. 2	Administrative and Minor Amendment	The amendment corrects formatting, spelling, grammatical, mapping and cross-referencing errors and corrects factual matters incorrectly stated in the Planning Scheme.
Date of adoption – 13 July 2015 Effective date – 3 August 2015	Version 4 incorporating Planning Scheme Policies (Administrative and Minor Amendment) No. 3	Administrative and Minor Amendment	The amendment corrects spelling and grammatical errors, factual matters incorrectly stated, outdated terms and minor technical matters in the planning scheme policies for the flood hazard overlay code, development works and the transport and parking code.
Date of adoption – 23 November 2015 Effective date – 7 December 2015	Version 5 incorporating Sunshine Coast Planning Scheme 2014 (Transitional Interim Local Government Infrastructure Plan Amendment) No. 4	Transitional Interim Local Government Infrastructure Plan Amendment	The amendment deletes reference to water and sewer networks, corrects mapping errors, adds and removes a number of infrastructure projects and includes other minor revision or corrections.
Date of adoption – 22 March 2016 Effective date – 1 April 2016	Version 6 incorporating Sunshine Coast Planning Scheme 2014 (Major Amendment) No. 5	Major Amendment	The amendment reflects revised land use, densities and road layouts for the Palmview Master Planned Area, and includes amendments to the Planning Scheme Policy for Palmview Structure Plan and consequential planning scheme amendments.
Date of adoption – 5 August 2016 Effective date – 15 August 2016	Version 7 incorporating Sunshine Coast Planning Scheme 2014 (Major Amendment) No. 6	Major Amendment	The amendment changes the zoning of land at Tweddell Drive, Pelican Waters and at School Road, Bli Bli. The amendment also corrects a number of site specific zoning and building height anomalies located in other parts of the planning scheme area.

Date of adoption and effective date	Planning scheme version number	Amendment type	Summary of amendment
Date of adoption – 5 August 2016 Effective date – 15 August 2016	Version 7 incorporating Sunshine Coast Planning Scheme 2014 (Major Amendment) No. 7	Administrative and Minor Amendment	The amendment corrects formatting, spelling, grammatical, mapping and cross-referencing errors, corrects factual matters incorrectly stated in the Planning Scheme and reflects updates to the Queensland Planning Provisions (version 4.0).
Date of adoption – 16 February 2017 Effective date – 27 February 2017	Version 8 incorporating Sunshine Coast Planning Scheme 2014 (Administrative and Minor Amendment) No. 8	Administrative and Minor Amendment	The amendment corrects formatting, grammatical, mapping and cross-referencing errors. The amendment also reflects a number of development approvals including the Caloundra South Development Scheme and reflects latest State Planning Policy mapping in relation to transport infrastructure and erosion prone areas.
Date amendment made – 18 May 2017 Effective date – 3 July 2017	Version 9 incorporating Sunshine Coast Planning Scheme 2014 (Alignment Amendment) No. 9	Alignment Amendment	The amendment provides for terminology and other operational changes required to align the Planning Scheme with the <i>Planning Act 2016</i> and the <i>Planning Regulation 2017</i> .
Date of adoption – 17 July 2017 Effective date – 31 July 2017	Version 10 incorporating Sunshine Coast Planning Scheme 2014 (Major Amendment) No. 10	Major Amendment	The amendment reflects the vision and recommendations of the <i>Place Making Mooloolaba Master Plan</i> and generally applies to the Mooloolaba town centre of the Mooloolaba/Alexandra Headland local plan area.
Date of adoption – 26 February 2018 Effective date – 5 March 2018	Version 11 incorporating Sunshine Coast Planning Scheme 2014 (Qualified State Interest Amendment) No. 11	Qualified State Interest Amendment	The amendment deletes the requirement for the Muraban Street extension through Key Site 1 (Brisbane Road Carpark), from the Mooloolaba/Alexandra Headland local plan code.
Date of adoption – 8 March 2018 Effective date – 19 March 2018	Version 12 incorporating Sunshine Coast Planning Scheme 2014 (Major Amendment) No. 12	Major Amendment	The amendment changes the zoning of land at Twin Waters West, Pacific Paradise and includes specific provisions in the Maroochy North Shore Local plan code to guide future development of the Twin Waters West land. The amendment also undertakes necessary consequential planning scheme amendments.

Date of adoption and effective date	Planning scheme version number	Amendment type	Summary of amendment
Date of adoption – 8 May 2018 Effective date – 14 May 2018	Version 13 incorporating Sunshine Coast Planning Scheme 2014 (Major Amendment and Alignment Amendment) No. 13	Major Amendment and Alignment Amendment	The amendment changes a zone or overlay relating to specific sites and addresses operational matters to improve the clarity and efficiency of the planning scheme. The amendment also makes terminology changes to align the amended provisions with the <i>Planning Act 2016</i> and the <i>Planning Regulation 2017</i> .
Date of adoption – 5 June 2018 Effective date – 11 June 2018	Version 14 incorporating Sunshine Coast Planning Scheme 2014 (Major Amendment) No. 14	Major Amendment	The amendment deletes the Structure Plan for the Maroochydore Principal Regional Activity Centre from Part 10 (Other Plans) and incorporates relevant provisions relating to the area within the remainder of the planning scheme. The amendment also changes a zone or overlay relating to a number of specific sites within the Maroochydore Principal Regional Activity Centre and makes terminology changes to align the amended provisions with the <i>Planning Act 2016</i> and the <i>Planning Regulation 2017</i> .
Date of adoption – 14 June 2018 Effective date – 29 June 2018	Version 15 incorporating Sunshine Coast Planning Scheme 2014 (Local Government Infrastructure Plan Amendment) No. 15	Local Government Infrastructure Amendment	The amendment replaces the existing Priority Infrastructure Plan with a Local Government Infrastructure Plan that complies with the <i>Sustainable Planning Act 2009</i> (repealed) and <i>Statutory Guideline 03/14 Local government infrastructure plan</i> .
Date of adoption – 27 September 2018 Effective date – 19 October 2018	Version 16 applying or adopting Development Control Plan 1 Kawana Waters (Qualified State Interest Amendment) No. 16	Qualified State Interest Amendment	The amendment reflects and provides for the continued effect of the provisions of <i>Temporary Local Planning Instrument (Kawana Waters Town Centre) No. 3 2017</i> , which revises the planning and development framework for the Kawana Waters Town Centre.
Date of adoption - 27 November 2018 Effective date - 10 December 2018	Version 17 incorporating Sunshine Coast Planning Scheme 2014 (Qualified State Interest Amendment) No. 17	Qualified State Interest Amendment	The amendment provides for additional building height for certain publicly accessible rooftop uses in major tourism location on the Sunshine Coast.

Date of adoption and effective date	Planning scheme version number	Amendment type	Summary of amendment
<p>Date of adoption – 15 March 2019</p> <p>Effective date -1 April 2019</p>	<p>Version 18 incorporating Sunshine Coast Planning Scheme 2014 Amendment No. 18</p>	<p>Tailored Amendment</p>	<p>The amendment responds to changes to the Urban Footprint under the <i>South East Queensland Regional Plan 2017</i> (ShapingSEQ).</p> <p>The amendment also includes a small number of operational amendments which seek to improve the clarity and efficiency of the planning scheme, particularly with respect to local parks, telecommunication facilities and parking rates.</p>