

**Draft Sunshine Coast Planning Scheme**  
Review of Submissions  
**Region Wide Key Issues Paper No. 2: Industrial land**

<b>Key Issue:</b>	<b>Supply of industrial land on the Sunshine Coast</b>
No. of submissions:	11
Major issues raised:	Shortage of suitable industrial land Location of suitable industrial land

## 1.0 INTRODUCTION

Council received 11 submissions related to the supply and location of industrial land identified in the draft Sunshine Coast Planning Scheme. The major issues raised in these submissions are as follows:

- The draft planning scheme does not go far enough to encourage employment opportunities for business and industrial pursuits;
- The need to include industrial land in towns where there is no land currently zoned for that purpose; and
- Support for specific sites, such as Beerwah, and the Glass House Mountains area generally, Yandina (including Bridges) and an “Airport Employment Node” at Finland Road, adjacent to the Sunshine Coast Airport.

This Issues Paper provides a summary of the existing industrial land on the Sunshine Coast, outlines the provisions in the existing planning schemes (Caloundra City Plan 2004 and Maroochy Plan 2000) and the draft Sunshine Coast Planning Scheme and gives consideration to the future need for industrial land on the Sunshine Coast.

Further information is available on related issues in *Region Wide Key Issues Paper No. 1: Economic development* and *Local Area Key Issues Paper No. 12: Cane lands*.

## 2.0 INDUSTRIAL LAND ON THE SUNSHINE COAST

The existing industrial land on the Sunshine Coast is summarised below in **Table 1**.

**Table 1: Summary of existing industry land** (Source: Norling Needs Assessment 2010)

Type	Name	Occupied (ha)	Vacant (ha)	Total (ha)
Regional	Coolum Industrial Estate	142.1	127.9	270.0
	Sunshine Coast Airport Industrial Park	10.0	11.0	21.0
	Sunshine Coast Industrial Park	0.5	200.5	201.0
Subregional	Kunda Park	96.0	7.0	103.0
	Nambour Northern Gateway	138.3	17.9	156.2
	Yandina North and South	63.4	18.6	82.0
	Kawana	58.9	0.0	58.9
	Landsborough	6.0	11.7	17.2
	Maroochydore	59.5	0.5	60.0
Local	Kuluin	49.1	0.9	50.0
	Forest Glen	66.2	2.8	2.8
	Nambour	18.5	3.4	17.9
	Mooloolaba	0.4	0.0	0.4
	Caloundra	61.0	8.0	69.0
	Moffat Beach	15.4	0.0	15.4
	Beerwah	22.6	8.2	31.5
	Beerburrum	0.4	0.0	0.4
	Maleny	1.5	0.5	2.0
	Kenilworth	1.2	0.6	1.8
<b>TOTAL</b>		<b>813.6</b>	<b>419.3</b>	<b>1,232.9</b>

Of the approximately 1200 hectares of industrial land on the Sunshine Coast, it is estimated that approximately 800 hectares is occupied and approximately 400 hectares is vacant (at 2010). Whilst there has been some take up of industrial land since that time, this is not expected to be significant given the slow take up rate for industrial land in recent years.

In addition to the above industrial areas, the following industrial lands (**Table 2**) have been identified in the SEQ Regional Plan and through recent structure planning.

**Table 2: Additional Industrial Land**

Category	Name	Approximate Size (Ha)
	Caloundra South	90
Local	Palmview	5

As indicated, in addition to the 400 hectares of vacant industrial land in existing industrial areas, Caloundra South and Palmview are expected to provide an additional 95 hectares. The total number of hectares available for industrial development based on existing zoning and structure plan areas is therefore expected to be approximately **500 hectares**.

### 3.0 EXISTING PLANNING SCHEME PROVISIONS

#### 3.1 Overview

The consistent practice of the former Caloundra City Council and Maroochy Shire Council (and including prior to the commencement of the SEQ Regional Plan) has been to rely upon the strategic planning and zoning provisions of the prevailing planning schemes as a means to identify suitable industrial land.

#### 3.2 Caloundra City Plan 2004

The Caloundra City Plan adopts two industry precinct classes, Core Industry and Low Impact Industry.

The overall outcome for the Core Industry Precinct is to provide for industrial uses and limited business and commercial uses. The following industry uses that are consistent in the Core Industry Precinct are:

- Industry – General
- Industry – Local Service
- Landscape Supplies
- Storage Yard
- Vehicle Depot
- Vehicle Repair Centre
- Warehouse

The overall outcome for the Low Impact Industry Precinct is to provide for industrial uses of a lesser effect than high impact industry uses. The following industry uses that are consistent in the Low Impact Industry Precinct are:

- Industry – General
- Industry – Local Service
- Outdoor Sales or Hire Yard
- Vehicle Repair Centre
- Warehouse

### 3.3 Maroochy Plan 2000

The Maroochy Plan also adopts two industry precinct classes, Core Industry and Business and Industry.

Core Industry precincts are generally intended to accommodate a wide range of manufacturing, other industrial, storage, distribution, and related activities. These developments often cater for uses with potential for environmental harm or nuisance that seek larger land holding sites with suitable buffer distances from other land uses (such as residential areas).

Business and Industry precincts have preferred land uses that are small scale operations having a service or light industrial character and little potential for environmental harm or nuisance.

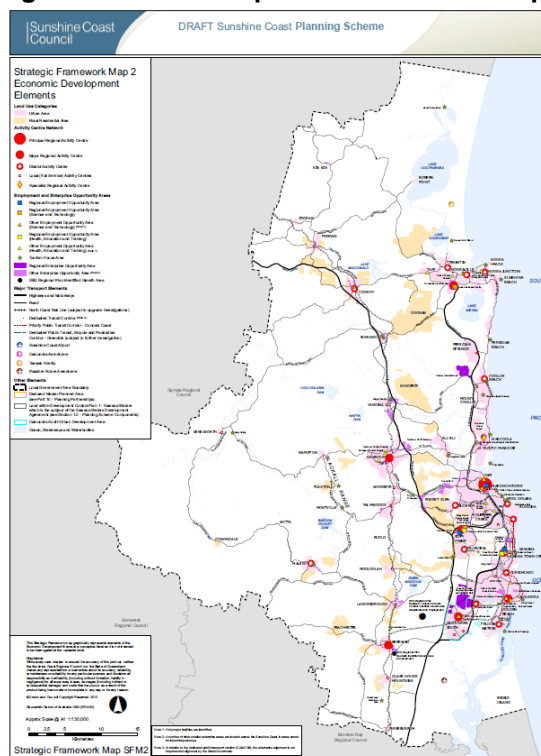
### 4.0 DRAFT SUNSHINE COAST PLANNING SCHEME

In September 2013, Council adopted its “Sunshine Coast The Natural Advantage - Regional Economic Development Strategy 2013-2033, which provides a 20-year vision and blueprint for sustainable economic growth. High-value industries identified in the Strategy include health and well-being, education and research, professional services and knowledge industries, tourism, sport and leisure, agribusiness, clean technologies and aviation and aerospace.

Areas for economic growth that provide further employment (including industry) are identified in the SEQ Regional Plan as “Regional enterprise opportunity areas” and are also included in the draft planning scheme.

The industry and enterprise areas for the region are identified in the Strategic Framework and shown on Strategic Framework Map 2: Economic Development Elements (**Figure 1**).

**Figure 1: Strategic Framework Map 2: Economic Development Elements**



The Strategic Framework Map 2: Economic Development Elements (**Figure 1**) identifies the following network of industry and enterprise areas (**Table 3**).

**Table 3: Industry and enterprise areas**

Description	Location	Applicable local plan or structure plan
<p><b>Regional industry and enterprise areas</b></p> <p>Large industry and enterprise areas of regional significance with high levels of access to regional freight corridors, proximity to a workforce and adequate separation from incompatible land uses so as to accommodate some high impact industry uses in appropriate locations.</p>	<ul style="list-style-type: none"> <li>• Coolum Industry Park</li> <li>• Sunshine Coast Airport Industrial Park</li> <li>• Sunshine Coast Industrial Park</li> </ul>	<ul style="list-style-type: none"> <li>• Coolum local plan</li> <li>• Maroochy North Shore local plan</li> <li>• Caloundra West local plan</li> </ul>
<p><b>Sub-regional industry and enterprise areas</b></p> <p>Moderate to large or specialised industry and enterprise areas of sub-regional significance meeting one or more, but not necessarily all of the criteria that define a regional industry and enterprise area.</p>	<ul style="list-style-type: none"> <li>• Beerwah Industrial Area</li> <li>• Caloundra South Industrial Park</li> <li>• Caloundra West Industrial Estate</li> <li>• Forest Glen Industrial Area</li> <li>• Kawana Industrial Area</li> <li>• Kunda Park Industrial Area</li> <li>• Kuluin Industrial Area</li> <li>• Landsborough Industrial Area</li> <li>• Maroochydhore Industrial Area</li> <li>• Mooloolaba Harbour Industrial Area</li> <li>• Nambour East Industrial Area</li> <li>• Yandina Industrial Area</li> </ul>	<ul style="list-style-type: none"> <li>• Beerwah local plan</li> <li>• Caloundra West local plan</li> <li>• Forest Glen/Kunda Park/Tanawha local plan</li> <li>• Kawana Waters local plan</li> <li>• Forest Glen/Kunda Park/Tanawha local plan</li> <li>• Maroochydhore/Kuluin local plan</li> <li>• Landsborough local plan</li> <li>• Maroochydhore/Kuluin local plan</li> <li>• Mooloolaba/Alexandra Headland local plan</li> <li>• Nambour local plan</li> <li>• Yandina local plan</li> </ul> <p>Editor's note—Caloundra South is a priority development area under the control of Economic Development Queensland.</p>

Enterprise and industry areas provide for a scale and nature of industrial use that is compatible with its regional, sub-regional or local classification and the industry zone type.

In addition to these areas, the Strategic framework in Section 3.3.81 (c) and identified conceptually on **Figure 1: Strategic Framework Map SFM 2: Economic Development Elements** identifies possible employment areas for further consideration as follows:-

- (i) the Beerwah Further Investigation Area (potential for employment activities);
- (ii) the Beerwah/Caloundra South Further Investigation Area (potential for residential activities and employment activities); and
- (iii) the Finland Road/Mudjimba West Further Investigation Area (potential for employment activities related to the Sunshine Coast Airport and community activities).

The draft Sunshine Coast Planning Scheme rationalises the various industrial zone types existing within the current planning schemes and aligns these to the zone types identified under the Queensland Planning Provisions. Under the draft Sunshine Coast Planning Scheme there are four types of industrial zone as follows:-

- (a) Low impact industry zone;
- (b) Medium impact industry zone;
- (c) High impact industry zone; and
- (d) Waterfront and marine industry zone.

The Waterfront and marine industry zone is limited to a small number of sites on Mooloolaba Spit and accordingly, almost all industrial land in the region is included in one of the three other industrial zones (**Table 4**) with the main difference between zones being the scale and intensity of industrial uses intended to occur in the zone and the level of assessment for different types of industrial use.

**Table 4: Intent and Uses in Industry Zones**

Zone	Description
Low impact industry zone	<ul style="list-style-type: none"> <li>• Low impact industrial uses such as motor vehicle service and repair workshop or fitting and turning workshop. Also, transport depots, warehouses, research and technology industries (such as medical laboratories and computer component manufacturing) and service industries such as electronic goods repair and dry cleaning.</li> <li>• Non-industrial activities that support industrial uses such as snack bars, caretaker's accommodation, agricultural supplies stores and service stations may be established.</li> <li>• Indoor sport and recreation, churches and other non-ancillary uses may be established where not compromising the operation and viability of industrial uses.</li> </ul>
Medium impact industry zone	<ul style="list-style-type: none"> <li>• Medium and low impact industrial uses such as spray painting, cabinet making, metal foundries, food processing, transport depots as well as research and technology industries.</li> <li>• Non-industrial activities that support industrial uses such as snack bars, caretaker's accommodation, service stations and veterinary services may be established.</li> </ul>
High impact industry zone	<ul style="list-style-type: none"> <li>• High impact industrial uses such as glass or glass fibre making, asphalt manufacturing, boiler making, brewery, and engineering works.</li> <li>• Not located near sensitive uses and/or appropriately buffered.</li> </ul>

However, some industrial uses, such as “Service industry” and “Research and technology industry” may also occur in the centre zones and “Rural industry” may occur in the Rural zone.

The structure plan areas (**Table 2**) of Caloundra South and Palmview have included in their respective master plans additional industrial land for business and enterprise.

For Caloundra South, the sub-regional industry and enterprise area located to the west of the District Activity Centre is proposed to accommodate a wide range of industrial uses and a limited range of associated business and commercial uses.

A secondary industry and enterprise area located near the Bruce Highway interchange has an emphasis on transport and storage related industrial uses in conjunction with a limited range of associated business and commercial uses.

In Palmview, the area to be developed as a high quality local industrial area and business park will primarily service the community of Sippy Downs and Palmview. The “Local Industry and Enterprise Area” is intended to accommodate a range of low impact industry uses and complementary business and commercial uses and is to be established as an attractive, small scale employment area.

## 5.0 CONSIDERATION OF ISSUES

### Background

The SEQ Regional Plan is a statutory regional plan which means that the Urban Footprint land use category (includes industrial land) is prescribed and subject to regulation. Urban development is generally not permitted to occur outside the boundaries of this defined land use category. Council cannot at this time make zoning allocations that are in conflict with the SEQ Regional Plan.

However, the SEQ Regional Plan will be subject to a comprehensive review in 2014. Council is intending to make a submission to the SEQ Regional Plan review, providing an opportunity for Council and the State government to consider opportunities for industrial areas outside the Urban Footprint.

### **Shortage of suitable industrial land**

To inform the preparation of the draft planning scheme, a detailed assessment of population and employment capacity has been undertaken for the Sunshine Coast to 2031 and beyond.

The assessment considered the physical capacity of land together with existing land use patterns and strategic planning policy to determine a realistic estimate of future population and employment on the Sunshine Coast.

The Population and Employment Assessment identified the following employment estimate (**Figure 5**) for the Sunshine Coast:

**Figure 5: Employment Estimate for Sunshine Coast**

	<b>2006</b>	<b>2031</b>
Employees	125,000	221,000

The assessment determined that land zoned for industry activities (in the existing planning schemes) is likely to be fully developed before 2031 and consideration should be given to identifying areas for future industrial development beyond the life of the draft planning scheme, preferably in the southern part of the Sunshine Coast (in recognition of the projected higher population growth in this area).

In the draft planning scheme, the Strategic Framework addresses the need for more industrial land by identifying a number of “Further Investigation Areas” that contain land outside of local growth management boundaries, which potentially may be suitable to accommodate future employment and enterprise nodes.

The population and employment assessment also noted that many existing industrial areas are being converted to business and semi-industrial uses (e.g. showrooms, food and drink outlets, indoor sport and recreation activities, etc.). This is particularly prevalent in the industrial areas at Maroochydore, Kunda Park, Nambour, Moffat Beach and Caloundra West.

In response, this trend is likely to continue and result in demand for more industrial land to cater for the loss of industrial land in these areas. The draft Sunshine Coast Planning Scheme also seeks to address this issue by identifying a range of industry zone types and limiting the circumstances in which non-industrial uses can occur in industrial areas.

### **Future industrial land**

#### Redevelopment within existing zoned land

Whilst the draft planning scheme has identified a number of “employment, industry and enterprise areas” on the Sunshine Coast to support future employment and economic growth opportunities, the draft planning scheme also contains provisions to protect the current supply of industrial land.

This was achieved through a review of the tables of assessment for material change of use in industry zones to ensure that an appropriately wide range of industrial uses are provided for in each zone, and the list of identified “consistent” and “inconsistent” uses is appropriate for that particular zone.

## Identified Growth Areas

### *Beerwah*

Beerwah is identified as a Major Regional Activity Centre and is intended to continue to broaden its role and function as the service centre for the southern Sunshine Coast hinterland, providing significant business, retail, community and administrative services to the area.

An Identified Growth Area (Employment) lies outside the Beerwah local plan area, to the east of Steve Irwin Way and to the south of Coochin Creek (**Figure 6**).

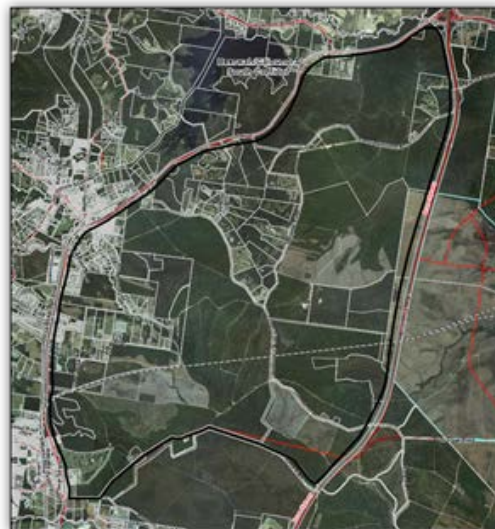
**Figure 6: Beerwah Identified Growth Area**



This area is relatively unconstrained. A small proportion of the Beerwah Identified Growth Area (approximately 10%) is subject to flooding under a 1:100 ARI flood event, however this is generally within the Coochin Creek corridor or within recommended remnant vegetation buffer areas. The area consists of approximately 71 hectares.

Beyond 2031, the draft Sunshine Coast Planning Scheme recognises the SEQ Regional Plan's "Beerwah/Caloundra South Corridor" Identified Growth Area (**Figure 7**) as the preferred location for investigation of long term growth needs.

**Figure 7: Beerwah/Caloundra South Corridor Identified Growth Area (Residential and Employment).**



The Beerwah/Caloundra South Corridor is the preferred area for long term growth as it is ideally located in the southern part of the Sunshine Coast with good accessibility, manageable constraints and the ability to be efficiently serviced. The area is large, having an area of approximately 5,032 hectares.

#### *Finland Road/Mudjimba West*

The Finland Road/Mudjimba West Further Investigation Area (**Figure 8**) is identified in a submission as having potential for employment activities related to the Sunshine Coast Airport and community activities.

**Figure 8: Finland Road/Mudjimba West Further Investigation Area**



The Sunshine Coast Airport is identified as a “Specialist Regional Activity centre” (**Figure 1**), and is a major existing, and emerging economic and specialised industry location in the region. As the Finland Road/Mudjimba West Further Investigation Area is severely constrained due to flooding, extensive investigations would need to be undertaken to ensure that development would not negatively impact on airport operations.

#### Other Areas

##### *Bridges*

Council, in its submission to the SEQ Regional Plan review in 2009, recommended the removal of the Bridges Investigation Area and the inclusion of that land in the Regional Landscape and Rural Production use category. The Bridges Investigation Area was subsequently removed from the regulatory maps and text within the SEQ Regional Plan 2009-2031, consistent with Council’s position.

##### *Sippy Creek West*

The Sippy Creek West area has previously been dismissed as an area potentially suitable for urban development (industry). Biophysical and natural hazard constraints, limited infrastructure and servicing capability and evidence that there is already sufficient enterprise land contained within other existing and planned areas to accommodate enterprise land needs to 2031 demonstrates that this area should not be further considered.



## **Conclusion**

Council's population and employment assessment has determined that land zoned for industry activities (in the existing planning schemes) is likely to be fully developed before 2031. On this basis, consideration should be given to identifying areas for future industrial development beyond the life of the draft planning scheme, preferably in the southern part of the Sunshine Coast (in recognition of the projected higher population growth in this area).

Therefore, the preferred areas for further investigation are:

- (a) Beerwah Identified Growth Area;
- (b) Beerwah/Caloundra South Corridor Identified Growth Area; and
- (c) Finland Road/Mudjimba West Further Investigation Area.

In the short term, take up rates in existing areas will also need to be monitored to inform future investigations with regard to the sequencing of industrial land, the area of land required to meet future needs and the immediacy of action required to meet those needs.

## **6.0 DIRECTION**

**That:-**

- (a) Opportunities for future industrial land be considered in more detail as part of submission to the SEQ Regional Plan review, in particular:**
  - (i) Beerwah Identified Growth Area;**
  - (ii) Beerwah/Caloundra South Corridor Identified Growth Area; and**
  - (iii) Finland Road/Mudjimba West Further Investigation Area.**