

3.4 Planning Area No. 4 – Mooloolaba

3.4.1 Location & Role

This Planning Area is located in the south eastern corner of the Shire on the boundary with Caloundra City. It fronts both the Mooloolah River and the Pacific Ocean. Mooloolaba is the major tourist node in Maroochy Shire, providing a comprehensive range of tourist facilities and activities along with business activities and permanent residential areas.

3.4.2 Vision Statement

(1) It is intended that:

Mooloolaba will be the pre-eminent coastal tourist destination on the Sunshine Coast, both in terms of the natural and built environment. It will be a people oriented place which is focussed on the Esplanade, sea and river and in harmony with its sub-tropical setting. A diverse range of services and activities will be provided to residents, workers and visitors.

(2) This means that:

- (a) the natural attributes of Mooloolaba, being the sea, beach and river, will be protected and enhanced. These attributes create a setting which accommodates the lifestyle needs of residents and visitors and It is imperative that new development respect these attributes and reflect the natural beauty, subtropical climate and the casual lifestyle inherent within this planning area;
- (b) new development will encourage interaction between people and the place, and will promote a sense of community which is in harmony with the environment. The evolution of Mooloolaba will be dependent upon attracting development which consolidates the existing trade, service and economic base;
- (c) only high quality and innovative development which ensures that Mooloolaba continues to be the focus for tourism in the Shire and on the Sunshine Coast will be encouraged. Development will be carried out in a manner which integrates internal and external environments, pedestrians with vehicles and built environments with living environments;
- (d) Critical to the success of achieving this vision, are the principles of continuity, connectivity, permeability and legibility, which collectively form the cornerstone for livability in Mooloolaba.

3.4.3 Key Character Elements

(1) Location of Uses and Activities

- (a) The structure of Mooloolaba reflects the natural landform of the area, with the most intense uses and activities clustered in the central area along the Esplanade, offering views to the foreshore. The location of the Wharf and Underwater World at the eastern end of the foreshore provides a focus for tourism activities. Residential premises, decreasing in scale and density towards the south and west, surround the centre, while pockets of shops, offices and community facilities exist along Brisbane Road. This structure is intended to be maintained, consolidated and enhanced.
- (b) The Esplanade is to be the primary focus of activity including the most intense development, with tourism-related uses preferred.
- (c) Residential accommodation (both visitor and long term use) is suitable to co-locate with other town centre uses, for example on upper floors of retail premises. Appropriately high densities of residential use which support and are supported by the centre's facilities and services will be encouraged in immediately surrounding areas. Lesser residential densities are provided for in areas further removed from the centre.
- (d) Mooloolaba is identified as a "major tourist node" and a preferred location for "major tourist facilities".
- (e) Accommodation, which caters directly to tourists, is the core economic sector which drives the local economy by generating flow-on expenditure and employment in many other industries (especially cafes and restaurants, retail trade, tourist attractions and transport services). The further development of the accommodation and tourism industries is important to local economic development and the generation of employment opportunities in a range of associated service industries which cater for both locals and visitors.

(2) Design Intent

- (a) Mooloolaba, especially the Esplanade, is to evolve into a people-oriented place, focused on the sea and in harmony with its sub-tropical setting. It will provide a diverse range of services and activities in attractive and responsive settings which fulfil the needs of both the local and regional community.
- (b) In essence, future development is to reassert the importance of human values in the centre by:
 - the development of town squares, promenades and a festive mall, which are intimately related with the Esplanade and sea and provide a high amenity address for the area's services and activities;

- fostering the ongoing development of the commercial and services heart of the area in terms of its diversity, intensity and essential role for tourism;
 - providing attractive linkages and continuity to a wide range of living, working, tourism and recreation environments;
 - nurturing a culture for quality design and environmental enhancement; and
 - achieving a gradation of urbanity, activity and complexity from the central area toward the perimeter Precincts, such that formal and organised activities are centred on the Esplanade;
- (c) The key urban design and form elements are the following:
- **Brisbane Road Entry Experience:** It is desired to establish Brisbane Road as an entry Boulevard and the intersection into a safe legible entry gateway.
 - **Future Development:** The location of these sites allows for direct access to the commercial heart, beach and foreshore, residential Precincts and major roadways and could be important mixed use Precincts.
 - **Riverside Parklands and Wharf:** The opportunity exists to reconnect the town centre to the river and the wharf while turning a disjointed collection of parks and spaces into an integrated recreational network.
 - The re-establishment of the lost connection and bring town centre activities back to the beach and the beach life to the Esplanade. The Esplanade and parklands could be turned into an integrated foreshore promenade, linking the headland to the wharf.
 - The establishment of a town centre adjoining the Esplanade, which is a more culturally and functionally responsive community place.
 - Streets are places to meet and recreate. Some of Mooloolaba's streets are intimate and relaxed. The Esplanade, requires a sympathetic treatment of its streetscape to encourage visitors to linger.
 - Mooloolaba's strong nautical associations evoke forms like boats, sails and masts, ropes and lightweight structures. The beach life and activity of Mooloolaba evokes an exciting and fun element of detail and colour with mystery and discovery.
 - Art work should form an integral part of the building form in all new private development. All major new premises should include public art

which is linked to the overall Mooloolaba Public Art strategy and themes.

- (d) Council supports a focus on stronger architectural design of buildings. Solar and wind access, lightweight structures and scale gradations in facades and elevations are encouraged as are use of high quality building materials and innovative design/construction techniques.
- (e) Site consolidation and linkages in and around the town centre are desired in order to facilitate the development of a range and quality of activities in easily accessible locations.

(3) Environmental Values

- (a) The sea and beach will be protected for both their environmental importance and attractiveness to people for visual and recreational purposes. These features provide habitat for aquatic fauna and flora which should not be detrimentally affected. The coastal areas and the Mooloolah River estuary environment also provide critical habitat for migratory birds protected under the CAMBA and JAMBA agreements and therefore need to be treated sensitively in the overall use of the area.
- (b) The Mooloolah River creates a strong physical edge to both the Shire and Mooloolaba. It is important that the environmental functions and values of the river be protected from the impacts of development.
- (c) The backdrop to Mooloolaba is formed by the escarpments of Buderim and the Blackall Range. This creates a sense of natural dominance over the built environment and will be retained as key character element contributing to the character and amenity of the Planning Area.

(4) Access and Movement

- (a) The road hierarchy for Mooloolaba should allow for:
 - safe, effective and efficient through-traffic movement;
 - local traffic to have safe access free from through-traffic;
 - maximum opportunities for pedestrian and other non-motorised movement at appropriate locations; and
 - convenient public transport access and movement.
- (b) The hierarchy is to be achieved through:
 - the establishment of a through traffic route comprising Brisbane Road, Walan Street, Venning Street and Mooloolaba Esplanade, and including intersection works;

- the introduction of a shopping/parking divided roadway along the Esplanade; and
 - designation of the more intensely used section of Mooloolaba Esplanade south of Brisbane road as a shared zone. This section of street could easily be closed for major sporting or cultural events.
- (c) Car parking is intended to maximise the efficiency of use of on-street parking spaces and to provide a framework to create more off-street parking as development occurs and thus creates demand. Residential kerb space should also be protected.
- (d) In relation to public transport, it is preferred that larger coaches do not use the Esplanade as a bus zone. This could be facilitated by new premises having arcades/walkways to the Esplanade from First Avenue.
- (e) Pedestrian linkages will facilitate safe and enjoyable access, through road/path engineering, as well as building design and landscape treatment. Pedestrian paths will be open throughout the town centre day and night, to provide a variety of alternative routes between attractions and destinations. These paths will provide for both able and disabled persons and be safe and convenient.
- (f) The pedestrian network will be focused on the Esplanade and include:
- the development of a people-focused Esplanade integrated with upgraded foreshore parks and reserves;
 - application of themed landscape and street furniture elements; and
 - provision of a quality boardwalk system to complement existing pathways and pedestrian linkages.

3.4.4 Statements of Desired Precinct Character

(1) Mooloolaba Central (Precinct Class = Town Centre Core)

Intent

This Precinct is located at the core of the Mooloolaba tourist and business centre and includes the Mooloolaba Esplanade. The intent for this Precinct is to accommodate the town's core commercial/retail uses and to provide important investment opportunities for new tourism accommodation development. New development will be encouraged to offer a high level of amenity and a wide range of tourism/leisure facilities.

The Esplanade is the area with which most residents and visitors associate and it serves as the town's key social, community, recreational and open space area. It is the critical interface between the town and the beach. Council has adopted a redevelopment strategy for the Esplanade area. This "Concept Plan" graphically represents Council's strategy for this area and is shown on Figure 3-3.3.4 (a). The objectives reflected in this strategy are as follows:

- to provide a framework for the substantial improvement of amenity, facilities and activities of the Precinct for residents and visitors;
- to ensure the progressive improvement of the Precinct as the town's primary pedestrian and cultural focus;
- to ensure the orderly development of the area as the critical interface between the town and the beach;
- to exhibit an identity, coherence and harmony through ensuring a consistency of scale, built forms and materials;
- to meet the particular recreational and leisure needs of the community; and
- to provide a framework for the long term planning and management of land around the surf club, including the provision of safe and attractive pedestrian access from the Mooloolaba Wharf and Parkyn Parade to the Mooloolaba Esplanade.

This Precinct also incorporates the whole of the Mooloolaba Hotel site which is planned to accommodate a specific major tourism, commercial and accommodation development to a maximum height of 17 storeys (60m). It is preferred that this site remains in a substantial holding, as a single parcel, and is allowed to be developed either wholly or as a series of well-defined stages, as a comprehensively planned tourism, accommodation and commercial premises.

This Precinct encompasses other important redevelopment sites located between Brisbane Road, First Avenue and Smith Street, and sites located either side of the northern end of Burnett Street.

Development of the site bounded by Smith Street, Brisbane Road and First Avenue, which has been identified as a key development site, whether in conjunction with other sites or not, should include a substantial public car parking facility. Detailed negotiations as to the size, scale and use of such a facility should be undertaken with Council prior to the initiation of detailed concepts for this site.

Development on the Burnett Street sites is intended to provide a range of tourism, residential and commercial uses which are fully integrated with a revitalised Mooloolaba Esplanade. It is also intended that such development support the provision of the “Burnett Plaza” facility and adjacent spaces along the Esplanade generally in accordance with the principles of the “Esplanade Concept Plan” (Figure 3-3.3.4 (a)). This facility involves the creation of a central podium and plaza over Burnett Street at the intersection with the Esplanade - car parking is expected to be included under. Footpath levels may have to be raised to create walkable transitions across the Esplanade and to allow views over on-street car parking. Development should provide universal access between Burnett Street and the Esplanade. The creation of human-scale outdoor spaces scalloped into the corners of Burnett Street is desired. It is expected that this plaza structure will be developer funded.

The opportunity also exists within this Precinct for amalgamation of sites and Council would seek to encourage this.

Council’s support for the achievement of the maximum building heights described for this Precinct is dependent on proponents addressing, among other things, overshadowing of surrounding public and private land to Council’s satisfaction.

Council will seek eating terraces, courts and verandahs on the ground and first levels provided that these uses are located entirely within the property boundary. Lightweight awnings and deep shade structures should be used throughout all buildings and within the landscape. In particular, first storey level terraces on buildings facing the Esplanade will be sought.

Buildings fronting the Esplanade should be designed to address the issue of noise attenuation with the inclusion of elements such as double glazing and/or other appropriate measures in order to minimise the loss of amenity for residents and visitors at such premises.

Council may encourage licensed concessionaries for outdoor eating to front the Esplanade streetscape. Advice should be sought from the Department of Natural Resources

regarding any approval requirements it may have.

Vehicular access and car parking to the promenade and foreshore parks should be maintained within a low-speed environment with many spaces serving as “shared zones”. Through traffic should be discouraged from using the Esplanade.

In most instances, pedestrian space in this Precinct will also be vehicular space and vehicular congestion should be allowed to build. This will provide a safer overall pedestrian environment due to slow vehicular speed, and will act as a further disincentive for through traffic to use this route.

Improved pedestrian access to the Surf Club and Wharf to the east of this Precinct is intended, as is the maintenance of vehicle access to, and improved parking conditions at, the Surf Club.

Some form of transit centre will be needed in this Precinct behind the Esplanade which, given that there will be useable pedestrian links to the major activity areas, will remove the necessity of having tourist coaches on the Esplanade.

In the Esplanade east of Brisbane Road, kerbside regulation should maximise turnover of parking with ample kerb space reserved for loading and equal access parking. Future development in this Precinct should be sensitive to the impacts of overspill parking on visitors to the public space.

Dune and beach areas are intended to remain as strictly conservation zones, and any works will need to have consideration for Beach Protection Authority requirements. No permanent structures or other built elements are intended on the land to the north of the Esplanade which may impede natural coastal processes, or which significantly restrict views of the beach and ocean.

Preferred and Acceptable Uses

Preferred and acceptable uses are indicated in the Supplementary Table of Development Assessment (refer Vol 1).

Landscape and Built Form

The character of development in this Precinct should reinforce its tourist, retail and leisure function. Accordingly, in this Precinct it is intended that:

- high amenity, high activity pedestrian spaces will be created, with pedestrian priority being a fundamental design principle for all development in the Precinct;
- premises should maximise activity along all street frontages and other public spaces, with buildings at street level maintaining a human scale;
- vehicular access and car parking be provided in low speed environments with many spaces serving as

“shared” spaces;

- there should be no substantial buildings north of the Esplanade (other than those existing);
- outdoor dining and second storey leisure and recreational activities which utilise verandah treatments be encouraged;
- street level spaces should promote all weather activity by providing sun and rain protection, including a continuous network of verandah/podium/colonnade structures;
- design should be of very high quality and provide interest and scale to the streetscape commensurate with the status of the centre as the pre-eminent tourist destination of the Sunshine Coast;
- over-shadowing, over-looking and wind tunnelling effects should be minimised;
- passive sun protection and natural ventilation be maximised;
- pedestrian linkages through developments which link activities and/or car park areas will be encouraged;
- tree planting be a strong unifying element with Norfolk Island Pines to be a major design element in the Precinct;
- residential towers shall be slender and set back from the street frontage with three storey active frontages to corner sites;
- car parking requirements are to be generally provided for on-site;
- car parking generated from developments should not overspill into residential areas;
- a plaza will be privately developed in Burnett Street (resulting in the closure of this road);
- the street environments of First Avenue and First Lane become shared vehicular - pedestrian spaces;
- new buildings address First Lane and First Avenue as a front, not as a back, in terms of access, architecture and activity;

Preferred Maximum Density

Site Area (m ²)	Maximum plot ratio	Site area per dwelling for calculating the DUF ¹
600 to 699 ²	1.0	225
700 to 799	1.0	200
800 to 899	1.0	140
900 to 999	1.0	131
1000 to 1099	1.0	123
1100 to 1199	1.1	115
1200 to 1299	1.2	109
1300 to 1399	1.3	103
1400 to 1499	1.4	98
1500 to 1599	1.5	93
1600 to 1699	1.6	89
1700 to 1799	1.7	85
1800 to 1899	1.8	82
1900 to 1999	1.9	78
2000 +	2.0	75
Non-residential gross floor area	At ground and first floor levels	

¹DUF = Dwelling Unit Factor (as defined in section 3.2 of this planning scheme)

²Three units, of any bedroom configuration, are not preferred on a site with an area less than 700 m²

- development works within the public realm be in accordance with the Esplanade Concept Plan (Figure MOPA.1);
- public art becomes a major feature of public spaces in the Precinct; and
- no development overshadow the school yard between 8am and 12 noon on 21 June.

Maximum building height

For sites to the east of Brisbane Road:

- 6 storeys (but not more than 25 metres)

Otherwise:

- 10 storeys (but not more than 37.5 metres)

Provided that Council may give favourable consideration to an application for impact assessable development in relation to an integrated development of premises as follows, where the premises provides for:

- promenading at the street level;
- eating terraces, courts and verandahs on the first and ground floor;

3. STATEMENTS OF DESIRED CHARACTER FOR PLANNING AREAS AND PRECINCTS

- arcades and cross-block pedestrian linkages;
- interesting building forms utilising high quality materials and finishes;
- a scale and mass of building acceptable to Council, by maintenance of appropriate width/depth/ height ratios having regard to the desirable character of the street;
- minimisation of overshadowing effects to public spaces and adjacent properties;
- maximum maintenance of views from surrounding sites;
- minimisation of wind tunnelling effects created by tall buildings;
- awnings and deep shade structures used throughout buildings and in the streetscape;
- a reduction in site cover commensurate with increased height of development;
- irrigated landscaped open space, and community facilities;
- acceptable levels of impact on existing traffic, public transport and pedestrian systems;
- the integration of art works into the building form and facade;
- building height, density and site cover that does not exceed the provisions in Table 4.1

Table 4.1

Site	Maximum Acceptable Building Height	Maximum Acceptable Site Area per Dwelling for Calculating the DUF ¹	Maximum Acceptable Site Cover
At least the whole of the land fronting Venning Street north to First Avenue	17 storeys (but not more than 60m)	35	25% (where any part of the building is over 37.5m in height)
All of that land bounded by Smith Street, Brisbane Road and First Avenue	12 storeys (but not more than 45m)	35	25% (where any part of the building is over 37.5m in height)
Any site west of Brisbane Road having a minimum area of 1800m ²	6 storeys (but not more than 25m)	50	27.5%
	10 storeys (but not more than 37.5m)	35	25%
Any site west of Brisbane Road having a minimum of less than 1800m ²	6 storeys (but not more than 25m)	50	27.5%
	10 storeys (but not more than 37.5m)	40	25%

¹DUF = Dwelling Unit Factor (as defined in section 3.2 of Volume 1 of this Planning Scheme)

(2) Mooloolaba East (Precinct Class = Town Centre Frame)

Intent

The primary purpose of the Precinct is to provide a mix of tourist, business and medium-high density accommodation uses, at a lesser density than in the Mooloolaba Central Precinct. It is intended to provide for the progressive improvement of amenity in the area through site development and public works.

The eastern part of the Precinct includes the Mooloolaba Wharf and Underwater World complex and is intended to remain as a major tourist focus for Mooloolaba and the Sunshine Coast through enhancement of the area as a major regional tourist facility and allowing for further investment which complements the existing range of tourism facilities.

High activity street frontages are desired generally throughout the Precinct, particularly along Brisbane Road, Burnett Street and River Esplanade, as well as through the Wharf site.

Preferred and Acceptable Uses

Preferred and acceptable uses are indicated in the Supplementary Table of Development Assessment (refer Vol 1).

Landscape and Built Form

In this Precinct it is intended that:

- buildings should address the street and/or other public spaces, and create continuous frontage activities, a human scale and visual interest;
- a quality urban residential streetscape character should be created;
- active frontages be provided, with premises incorporating such activities as outdoor dining on terraces, in courtyards and on verandahs at ground and first storey levels;
- overshadowing, overlooking and wind tunnelling effects be minimised;
- passive solar protection and natural ventilation be encouraged;
- building envelopes should encourage useable spaces and activities between lots;
- arcades and other cross-block public access through development sites be provided;
- regulation of kerbside car parking reflect the mixed use nature of the area;
- car parking requirements be provided for on-site;
- existing mature trees should be protected;

- high levels of landscaping be used in car parking areas;
- a high amenity pedestrian linkage be created to link the key activity areas of the Wharf area with the Surf Club and Esplanade Boardwalk (via part of the Caravan Park);
- waterway and river health be maintained;
- appropriate waste reception facilities for boats be provided with any development, on waterside sites, related to ancillary leisure facilities and marinas.

Preferred Maximum Density

Site area (m ²)	Maximum plot ratio	Site area per dwelling for calculating the DUF ¹
600 to 699 ²	1.0	225
700 to 799	1.0	200
800 to 899	1.0	140
900 to 999	1.0	131
1000 to 1099	1.0	123
1100 to 1199	1.1	115
1200 to 1299	1.2	109
1300 to 1399	1.3	103
1400 to 1499	1.4	98
1500 to 1599	1.5	93
1600 to 1699	1.6	89
1700 to 1799	1.7	85
1800 +	1.8	80
Non-residential gross floor area	At ground and first floor levels	

¹DUF = Dwelling Unit Factor (as defined in section 3.2 of this planning scheme)

²Three units, of any bedroom configuration, are not preferred on a site with an area less than 700 m²

Maximum building height

For sites to the east of River Esplanade:

- 3 storeys (but not more than 12 metres)

Otherwise:

- 4 storeys (but not more than 15 metres)

Council may give favourable consideration to an application for impact assessable development in relation to an integrated development on a site west of River Esplanade as follows, where the development has regard to those matters referred to for impact assessable development in the Mooloolaba Central Precinct and does not exceed the maximum building height, density and site cover in Table 4.2

Table 4.2

Maximum Acceptable Building Height	Maximum Acceptable Site Area per Dwelling for Calculating the DUF ¹	Maximum Acceptable Site Cover
8 storeys (but not more than 30m)	45	25% (where any part of the building is over 25m in height)

¹DUF = Dwelling Unit Factor (as defined in section 3.2 of Volume 1 of this Planning Scheme)

(3) Brisbane Road North (Precinct Class = Town Centre Frame)

Intent

This Precinct is part of the principal entrance into Mooloolaba. The intent of the Precinct is to provide primarily for medium-high density residential development and allow for some limited business/commercial uses. This will involve providing for the on-going development of the Precinct as a medium to high density residential area while allowing for the development of professional offices, and other low-intensity commercial activities, at ground and first storey levels with adequate vehicle access and on-site parking provisions.

Preferred and Acceptable Uses

Preferred and acceptable uses are indicated in the Supplementary Table of Development Assessment (refer Vol 1).

Landscape and Built Form

In this Precinct it is intended that:

- residential buildings should be set back to designated alignments;
- buildings should be oriented towards and address the street;
- a quality urban streetscape character should be created befitting a main entry corridor into Mooloolaba;

- active frontages should be provided;
- overshadowing, overlooking and wind tunnelling effects be minimised;
- passive solar protection and natural ventilation be encouraged;
- building envelopes should provide useable spaces and activities between lots;
- cross-block public access through developments be provided;
- regulation of kerbside car parking reflect the mixed use and entry corridor nature of the area;
- car parking requirements are to be provided for on-site; and
- existing mature trees be protected.

Preferred Maximum Density

Site area (m ²)	Maximum plot ratio	Site area per dwelling for calculating the DUF ¹
600 to 699 ²	1.0	225
700 to 799	1.0	200
800 to 899	1.0	180
900 to 999	1.0	172
1000 to 1099	1.0	164
1100 to 1199	1.0	157
1200 to 1299	1.0	150
1300 to 1399	1.0	144
1400 to 1499	1.0	139
1500 to 1599	1.1	134
1600 to 1699	1.1	129
1700 to 1799	1.1	125
1800 to 1899	1.2	120
1900 to 1999	1.2	117
2000 to 2099	1.2	113
2100 to 2199	1.2	110
2200 to 2299	1.2	106
2300 to 2399	1.2	103
2400 +	1.2	100
Additional non-residential gross floor area	At ground and first storey levels	

¹DUF = Dwelling Unit Factor (as defined in section 3.2 of this planning scheme)

²Three units, of any bedroom configuration, are not preferred on a site with an area less than 700 m²

Maximum building height

- 3 storeys (but not more than 12.0 metres)

Provided that Council may give favourable consideration to an application for impact assessable development where the development has regard to those matters referred to for impact assessable development in the Mooloolaba Central Precinct and does not exceed the maximum building height, density and site cover in Table 4.3

Table 4.3

Maximum Acceptable Building Height	Maximum Acceptable Site Area per Dwelling for Calculating the DUF ¹	Maximum Acceptable Site Cover
3 storeys (but not more than 12m)	75	30%
4 to 6 storeys (but not more than 25m)	50	27.5% (where no more than 20m in height), or 25% otherwise

¹DUF = Dwelling Unit Factor (as defined in section 3.2 of Volume 1 of this Planning Scheme)

(4) Brisbane Road South (Precinct Class = Town Centre Frame)

Intent

This Precinct is part of the principal entrance to Mooloolaba. The Precinct fulfils an important role as a focus for both neighbourhood shopping and a range of showrooms and businesses serving a wider catchment. The Precinct's continuity and character are fragmented due to its interruption by several canals, a wide street reserve with variable quality landscaping, and a host of competing advertising signs. Unfortunately the Precinct does not take advantage of its relationship to the adjacent canals or evoke a coherent sense of arrival at the Sunshine Coast.

Preferred and Acceptable Uses

Preferred and acceptable uses are indicated in the Supplementary Table of Development Assessment (refer Vol 1).

The Precinct has the potential to become a more vibrant business and community centre. Some redevelopment is expected over time, particularly on properties close to canals. Future development should improve the identity and amenity of the Precinct and reinforce its dual role as a Local Centre and significant place of employment and services.

Redevelopment of older small-scale premises for mixed-use development incorporating apartments above street level businesses will be encouraged on appropriate sites. Additional provision of outdoor cafes and similar compatible activities that would enliven the Precinct will also be promoted. A comprehensive streetscape program should transform the public environment into an impressive boulevard befitting its role as the 'gateway' to Mooloolaba.

Landscape and Built Form

Redevelopment and renovation work should transform the Precinct into a place characterised by attractive low to medium scale mixed-use and commercial buildings fronting a wide tree-lined boulevard. Over time new buildings should replace existing under-capitalised or inappropriate older premises, particularly on strategic waterfront and 'gateway' sites.

Buildings should be designed to respond to the climate. Buildings should incorporate generous verandahs, balconies and terraces and provide relatively continuous shelter for pedestrians. Buildings over two storeys should incorporate setbacks above that level to achieve a predominantly two-storey townscape along the boulevard. Where possible new development should create attractive spaces for indoor/outdoor cafes and provide a comfortable pedestrian environment. Buildings should be located close to the street frontages to enhance the continuity of the retail/recreation experience.

Development adjacent to waterways should open up some views and/or semi-public spaces overlooking the water wherever reasonably possible. Development adjacent to residential development in an adjoining Precinct should ameliorate potential detrimental impacts on residential amenity through appropriate transitions of building height and scale and attention to detailed design to minimise loss of privacy.

Preferred Maximum Density

Site area (m ²)	Maximum plot ratio	Site area per dwelling for calculating the DUF ¹
For premises which are wholly residential		
600 to 1199	0.6	200
1200 +	0.75	160
For premises which include a non-residential component		
All sites	1.0 (total premises)	200
	0.4 (non-residential)	200

¹DUF = Dwelling Unit Factor (as defined in section 3.2 of this planning scheme)

Maximum building height

- 3 storeys (but not more than 12 metres)

(5) Mooloolaba North (Precinct Class = Multi-storey Residential)

Intent

The primary purpose of the Precinct is to provide for medium-high density residential and tourist accommodation, with a small mix of other (tourist and business) uses, with a high level of amenity.

Vehicular access to lots fronting Mooloolaba Esplanade should be from First Avenue or Meta Street. This will provide a safer pedestrian environment and optimise traffic operations along Mooloolaba Esplanade, a part of the District Network under the Main Roads 'Road Network Strategy'.

This Precinct also includes the primary school between Venning and Meta Streets which is intended to be recognised as a valuable educational, open space and recreation resource, and an existing caravan park north of the Mooloolaba Esplanade. The caravan park use is intended to continue in the northern-most part of the Precinct, while the development of public open space facilities between the caravan park site and the Esplanade is desired.

The caravan park is intended to provide short-term accommodation and not be used for permanent residence.

Preferred and Acceptable Uses

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1)

for the Multi-storey Residential Precinct Class, where on land south of the Mooloolaba Esplanade.

The following uses may also be considered consistent with the intent and desired character of this Precinct where appropriately sited and designed:

- Caravan park (on land north of the Esplanade)
- Special use (on the existing school site).

Landscape and Built Form

In this Precinct it is intended that:

- buildings should be oriented towards and address the street;
- a quality urban residential streetscape character should be created;
- active street frontages be encouraged;
- overshadowing, overlooking and wind tunnelling effects be minimised;
- passive solar protection and natural ventilation be encouraged;
- building envelopes create useable spaces and activities between lots;
- cross-block public access through development sites be provided, specifically multiple access pathways to the adjoining primary school and to the Esplanade and the caravan park site;
- regulation of kerbside car parking reflect the mixed use nature of the area, though some parking should be protected for residential usage;
- car parking requirements be provided for on-site;
- improved pedestrian and bicycle access be provided to the school;
- existing mature trees should be protected and additional tree planting carried out;
- vehicular access to and from private car parking areas via the Mooloolaba Esplanade frontage be eliminated, if possible, as sites between the Esplanade and First Avenue are redeveloped;
- the dune system be maintained; and
- lighting be provided around the Esplanade which is of a uniform standard and street furniture of the Mooloolaba custom range be provided in public spaces.

Preferred Maximum Density

Site area (m ²)	Maximum plot ratio	Site area per dwelling for calculating the DUF ¹
600 to 699 ²	1.0	200
700 to 799	1.0	175
800 to 899	1.0	140
900 to 999	1.0	138
1000 to 1099	1.1	136
1100 to 1199	1.1	134
1200 to 1299	1.2	132
1300 to 1399	1.3	131
1400 to 1499	1.4	129
1500 to 1599	1.5	127
1600 to 1699	1.6	126
1700 to 1799	1.7	124
1800 to 1899	1.8	123
1900 to 1999	1.9	121
2000 +	2.0	120
Additional non-residential gross floor area	Up to a maximum plot ratio of 0.1 (but not more than 150 m ²) on sites fronting the Mooloolaba Esplanade or First Avenue	

¹DUF = Dwelling Unit Factor (as defined in section 3.2 of this planning scheme)

²Three units, of any bedroom configuration, are not preferred on a site with an area less than 700 m²

Maximum building height

- 4 storeys (but not more than 15 metres)

Provided that Council may give favourable consideration to an application for impact assessable development in relation to an integrated development on a site south of the Esplanade as follows, where the development has regard to the Precinct intent, preferred and acceptable uses and landscape and built form of this Precinct and does not exceed the maximum building height, density and site cover in Table 4.5.

Table 4.5

Maximum Acceptable Building Height	Maximum Acceptable Site Area per Dwelling for Calculating the DUF ¹	Maximum Acceptable Site Cover
4 storeys (but not more than 15m)	75	27.5%
6 storeys (but not more than 25m)	50	25%

¹DUF = Dwelling Unit Factor (as defined in section 3.2 of Volume 1 of this Planning Scheme)

(6) River Esplanade (Precinct Class = Multi-storey Residential)

Intent

The intent of the Precinct is to provide for primarily medium-high density residential development and allow for some limited business uses. This will involve providing for the on-going development of the Precinct as a medium to high density residential area while allowing for the development of professional offices, and other low-intensity commercial activities, at ground storey level.

Charles Clark Park is located along the edge of the river within this Precinct, and provides important passive and active recreation opportunities for both local residents and visitors to the area.

Development and use of land along the Mooloolah River should provide for the protection of the quality of water in the river by protecting the river banks from erosion, and preventing any unacceptable levels of sedimentation and other pollutants from entering the river. It is intended that future development should compliment the existing areas of open space located along the Mooloolah River.

Preferred and Acceptable Uses

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the Multi-storey Residential Precinct Class.

The following uses (at ground storey level) may also be considered consistent with the intent and desired character of this Precinct where appropriately sited and designed:

- Medical centre
- Offices
- Restaurant (along River Esplanade).

Landscape and Built Form

In this Precinct it is intended that:

- buildings should be oriented towards and address the street;
- a quality urban residential streetscape character should be created;
- overshadowing, overlooking and wind tunnelling effects be minimised;
- passive solar protection and natural ventilation be encouraged;
- building envelopes should create useable spaces and activities between lots;
- Charles Clark Park should become a strong activities focus;
- an illuminated riverside walkway should form part of a natural link between the parkland and the Wharf.
- cross-block public access through developments be provided;
- regulation of kerbside car parking reflect the mixed use nature of the area;
- car parking requirements be provided for on-site;
- existing mature trees should be protected; and
- buildings proposed on lots fronting the Mooloolah River and River Esplanade be located and be of an acceptable height so as not to impact on riparian and aquatic ecosystems through shading and development activities.

Preferred Maximum Density

Site area (m ²)	Maximum plot ratio	Site area per dwelling for calculating the DUF ¹
600 to 699 ²	1.0	200
700 to 799	1.0	175
800 to 899	1.0	140
900 to 999	1.0	138
1000 to 1099	1.0	136
1100 to 1199	1.1	134
1200 to 1299	1.2	132
1300 to 1399	1.3	131
1400 to 1499	1.4	129
1500 to 1599	1.5	127
1600 to 1699	1.6	126
1700 to 1799	1.7	124
1800 to 1899	1.8	123
1900 to 1999	1.9	121
2000 +	2.0	120
Additional non-residential gross floor area	Up to a maximum plot ratio of 0.1 (but not more 150m ²) on sites: <ul style="list-style-type: none"> • fronting River Esplanade north of Foote Street, and • corner sites elsewhere. 	

¹DUF = Dwelling Unit Factor (as defined in section 3.2 of this planning scheme)

²Three units, of any bedroom configuration, are not preferred on a site with an area less than 700 m²

Maximum building height

- 3 storeys (but not more than 12 metres)

Provided that Council may give favourable consideration to an application for impact assessable development in relation to an intergrated development on a site south of the Esplanade as follows, where the development has regard to those matters referred to for impact assessable development in the Mooloolaba Central Precinct and does not exceed the maximum building height, density and site cover in Table 4.6.

Table 4.6

Maximum Acceptable Building Height	Maximum Acceptable Site Area per Dwelling for Calculating the DUF ¹	Maximum Acceptable Site Cover
3 storeys (but not more than 12m)	75	30%
6 storeys (but not more than 25m)	50	25% where any part of the building is higher than 20m, or 27.5% otherwise

¹DUF = Dwelling Unit Factor (as defined in section 3.2 of Volume 1 of this Planning Scheme)

(7) Goonawarra Drive (Precinct Class = Mixed Housing)

Intent

The primary purpose of the Precinct is to serve as a medium density residential area characterised by:

- a high quality residential environment;
- a high standard of residential amenity and safety;
- an area protected from the undesirable impacts of traffic and parking.

North of Walan Street, some suitably sited and designed low intensity office uses may be favourably considered. Walan Street itself may be widened in the future, and allowance should be made for this in development fronting the street.

Preferred and Acceptable Uses

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the Mixed Housing Precinct Class.

The following uses (at ground or first storey level) may also be considered consistent with the intent and desired character of this Precinct where appropriately sited and designed on land north of Walan Street:

- Medical centre
- Offices
- Restaurant.

Landscape and Built Form

In this Precinct it is intended that:

- buildings should address the street and create an urban streetscape;
- Sunshine Coast vernacular qualities be expressed in the architecture of buildings in the area and the landscape treatment of the area's public spaces;
- car parking facilities should not dominate the streetscape;
- on-street car parking for residents be protected;
- the residential amenity of streets be protected through the minimising of non-residential traffic impacts;
- high quality fencing and wall treatments be encouraged;
- existing mature trees should be protected;
- car parking requirements be provided for on-site; and
- all proposed development on sites fronting Walan Street have regard to potential future road widening requirements.

Preferred Maximum Density

For sites north of Walan Street:

Site area (m ²)	Maximum plot ratio	Site area per dwelling for calculating the DUF ¹
600 to 699 ²	1.0	225
700 to 799	1.0	200
800 to 899	1.0	180
900 to 999	1.0	172
1000 to 1099	1.0	164
1100 to 1199	1.0	157
1200 to 1299	1.0	150
1300 to 1399	1.0	144
1400 to 1499	1.0	139
1500 to 1599	1.1	134
1600 to 1699	1.1	129
1700 to 1799	1.1	125
1800 to 1899	1.2	120
1900 to 1999	1.2	117
2000 to 2099	1.2	113
2100 to 2199	1.2	110
2200 to 2299	1.2	106
2300 to 2399	1.2	103
2400 +	1.2	100

¹DUF = Dwelling Unit Factor (as defined in section 3.2 of this planning scheme)

²Three units, of any bedroom configuration, are not preferred on a site with an area less than 700 m²

For sites south of Walan Street:

Site area (m ²)	Maximum plot ratio	Site area per dwelling for calculating the DUF ¹
600 to 699 ²	1.0	225
700 to 799	1.0	200
800 to 899	1.0	180
900 to 999	1.0	177
1000 to 1099	1.0	174
1100 to 1199	1.0	171
1200 to 1299	1.0	169
1300 to 1399	1.0	166
1400 to 1499	1.0	164
1500 to 1599	1.0	161
1600 to 1699	1.0	159
1700 to 1799	1.0	157
1800 to 1899	1.0	154
1900 to 1999	1.0	152
2000 +	1.0	150

¹DUF = Dwelling Unit Factor (as defined in section 3.2 of this planning scheme)

²Three units, of any bedroom configuration, are not preferred on a site with an area less than 700 m²

Maximum building height (all premises):

- 2 storeys (but not more than 8.5 metres) to the south of Walan Street
- 3 storeys (but no greater than 12m) to the north of Walan Street

Provided that Council may give favourable consideration to an application for impact assessable development of a higher density as follows, where the development has regard to those matters referred to for impact assessable development in the Mooloolaba Central Precinct:

Maximum Acceptable Building Height	Maximum Acceptable Site Area per Dwelling for Calculating the DUF ¹	Maximum Acceptable Site Cover
3 storeys (but not more than 12m) (to the south of Walan St)	120	30%
6 storeys (but not more than 25m) (to the north of Walan St)	50	25% where any part of the building is higher than 20m, or 27.5% otherwise

¹DUF = Dwelling Unit Factor (as defined in section 3.2 of Volume 1 of this Planning Scheme)

(8) Parkyn Parade (Precinct Class = Mixed Housing)

Intent

This Precinct is essentially fully developed with multiple unit dwellings in mostly 3 to 4 storey buildings. The Precinct enjoys views south across the Mooloolah River and north across to the ocean beach. It is situated between the concentrated tourism node in and around Mooloolaba Central and the lower key recreational areas of the Spit. As such it is well situated to provide holiday accommodation but is also adversely affected by traffic and parking congestion.

The continued use of the Precinct for visitor and long-term residential accommodation is intended.

Preferred and Acceptable Uses

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the Mixed Housing Precinct Class.

Landscape and Built Form

New premises should be of a scale compatible with existing buildings in the Precinct and contribute to a high standard of residential and visual amenity. A variety of architectural expression is encouraged to reflect a "Sunshine Coast" style and feeling. Development sites should incorporate extensive and attractive landscaping visible from the street and surrounding public spaces which complements the informal waterside landscapes of the Spit.

Preferred Maximum Density

Site area (m ²)	Maximum plot ratio	Site area per dwelling for calculating the DUF ¹
600 to 699 ²	1.0	200
700 to 799	1.0	175
800 to 899	1.0	140
900 to 999	1.0	137
1000 to 1099	1.1	134
1100 to 1199	1.1	132
1200 to 1299	1.1	129
1300 to 1399	1.1	126
1400 to 1499	1.2	124
1500 to 1599	1.2	122
1600 +	1.2	120

¹DUF = Dwelling Unit Factor (as defined in section 3.2 of this planning scheme)

²Three units, of any bedroom configuration, are not preferred on a site with an area less than 700 m²

Maximum building height:

- 3 storeys (but not more than 12 m) for Traditional houses and multi-unit premises,
- 2 storeys (but not more than 8.5 m) for other premises.

(9) Mooloolaba Spit Outdoor Recreation (Precinct Class = Special Purpose)

Intent

This Precinct comprises lands which are a significant recreational resource and contribute much to the character and image of the Shire. Within the Precinct are both natural and built recreational facilities that include an attractive beach, waterside open space, developed parklands, car parking, a surf club and a caravan park.

The management of these assets is intended to allow for the continued development and use of the built facilities in ways which do not cause environmental harm and which allow natural coastal processes to be respected. Both organised and casual recreational activities are intended to be provided for, with improvements to ensure safe and attractive pedestrian access across the Spit.

Few if any substantial new buildings are expected in this Precinct with greater priority given to pedestrian access and activity over time.

Development should also provide for the maintenance of a sustainable dune system.

The caravan park to the north west, is intended to continue while the development of public open space facilities between the caravan park site and the Esplanade is desired. The caravan park is intended to provide short-term accommodation and not be used for permanent residence.

Preferred and Acceptable Uses

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the Special Purpose Precinct Class.

The following uses may also be considered consistent with the intent and desired character of this Precinct where appropriately sited and designed:

- Car park
- Caravan park
- Indoor recreation
- Outdoor recreation
- Restaurant

Landscape and Built Form

New development in this Precinct should be in keeping with the waterside landscape and natural landforms of the Spit. This means any buildings and other structures should be minimal, low rise and have a very small site coverage. Tree planting and other landscaping treatments should be in keeping with the informal seaside character of the Precinct and be used as a strong unifying element, as well as providing shade.

New development should also frame or enhance important views and vistas, or at least not intrude upon them.

(10) Mooloolaba Spit Business and Industry (Precinct Class = Business and Industry)

Intent

This Precinct is an established small-scale maritime industrial area. Activities in the Precinct include those of public authorities, as well as the private sector, and are strongly related to the fishing and boating industries. The existing character and scale of development is intended to continue.

Little, if any, intensification of industrial activity at this location is expected, particularly given the constraints of a sensitive environmental setting, a single road access, surrounding recreational uses, and nearby residential areas. Any new business and industry development should be small-scale, low intensity and of a relatively “clean” nature, with a clear association with and need for a waterside location. Activities that are compatible with or complementary to the nearby tourist and recreational facilities are likely to be favoured.

Preferred and Acceptable Uses

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the Business and Industry Precinct Class.

The following uses may also be considered consistent with the intent and desired character of this Precinct where having a demonstrable association with and need for a waterside location and where appropriately sited and designed:

- Car park
- Fast food store
- Market
- Restaurant
- Special use.

Landscape and Built Form

New development in this Precinct should be in keeping with the waterside landscape and natural landforms of the Spit. This means any buildings and other structures should be small-scale and low rise, and should be designed and finished to reflect their maritime associations in a way that is in keeping with a vernacular “Sunshine Coast” style and character.

Tree planting and other landscaping treatments should be in keeping with the informal seaside character of the Precinct and be used as a strong unifying element, as well as enhancing the built forms.

(11) Mooloolaba West (Precinct Class = Neighbourhood Residential)

Intent

This Precinct comprises a suburb of traditional housing on the southern slopes of the Alexandra Headland and flatter land adjacent to Mooloolaba. Most houses have been built since 1980 and are typically single-storey on lots with extensive lawns and gardens. While the architectural and landscape styles are diverse, the Precinct has a relaxed suburban character. Little change is expected to occur in the short to medium term. In the longer term some redevelopment of more modest housing may be expected due to the Precinct’s proximity to popular beaches and availability of expansive southerly views from the higher slopes.

Emerald Woods Environmental Park is located in the southern portion of the Precinct, which contains significant remnant vegetation. This area also provides passive recreation opportunities for the local community and visitors to the area.

Future development shall be limited to low density residential development that maintains and enhances the Precinct’s suburban form, density and character.

Future domestic architecture should be more responsive to the Precinct’s climate and potential views than most existing development and compliment the vegetation of established gardens and streetscapes.

In addition, future development adjoining the environmental park should be sited and designed so as to limit the negative impacts on the existing parkland area.

This Precinct also includes the primary school between Venning and Meta Streets which is intended to be recognised as a valuable educational, open space and recreation resource.

An existing local convenience centre is located on the corner of Poinciana Drive and Jacaranda Drive. It is intended that this centre should remain the focus of local convenience shopping for the surrounding community.

Preferred and Acceptable Uses

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the Neighbourhood Residential Precinct Class, and predominantly Traditional houses on lots greater than 600m² in area.

The following uses may be considered appropriate where located in the local convenience centre, situated on the corner of Poinciana Drive and Jacaranda Drive.

- Fast food store
- Medical Centre
- Shop

Preferred uses for the School site is a range of educational facilities, associated with open space and recreational uses.

Industrial, rural and other than local convenience commercial and community uses are generally not considered consistent with the desired character of this Precinct.

Landscape and Built Form

New development should be low scale and contribute to a high standard of residential amenity. New development or redevelopment of existing dwellings should be sited and designed to avoid destruction of mature vegetation, erosion and extensive earthworks. Development on steeper slopes should be stepped and preferably of traditional framing construction to minimise its impact on the terrain. New buildings should be designed to take advantage of views and be carefully set in well-landscaped grounds. New planting should enhance the character of established trees in gardens and streets and, on the more elevated sites in the north, complement the remnant tall native trees in the adjacent Alexandra Heights Precinct.

(12) Mooloolaba Waters (*Precinct Class = Neighbourhood Residential*)

Intent

This Precinct is one of the few ‘canal’ estates developed on the Sunshine Coast. The majority of housing comprises traditional single-storey dwellings on large well-landscaped lots. In addition there are a limited number of semi-detached dwellings and home unit developments. These are generally compatible with the prevailing low-density suburban character of the Precinct. Although many of the houses are substantial, few specifically respond to the local climate or ‘Sunshine Coast’ setting. Unfortunately views and access to the water are almost exclusively confined to waterfront properties. Consequently, the Precinct’s streetscapes are typical of suburbia rather than that of a unique waterfront residential environment.

As the whole Precinct has been constructed relatively recently, little development activity is expected in the short to medium term. However in the longer term, some redevelopment of more modest housing may be expected due to the ‘rarity’ value of waterfront properties and the Precinct’s proximity to the beaches and the services in Mooloolaba. Any future development should be limited to low-density housing that enhances the Precinct’s predominant character.

Preferred and Acceptable Uses

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the Neighbourhood Residential Precinct Class, and predominantly Traditional houses on lots greater than 600m² in area.

Industrial, rural and other than local/convenience commercial and community uses are generally not considered consistent with the desired character of this Precinct.

Landscape and Built Form

New development should be low-scale and contribute to a high standard of residential amenity. New buildings should be designed to take advantage of the climate and water views where relevant. Any redevelopment occurring on waterfront sites that terminate the view corridor of local streets should be designed to open up views through to the canals from those streets. Dwellings should be set in well-landscaped grounds. New planting should take account of site-specific terrain and soil conditions, yet seek to increase the extent of taller shade species where practicable.

(13) Ulmarra Court (*Precinct Class = Mixed Housing*)

Intent

This Precinct is a small residential pocket on land between the Mooloolah River and the Sunshine Motorway. A mix of housing types is intended. Development of new premises should contribute to the creation of a distinct “village” feel by being oriented towards the streets, adding to attractively landscaped streetscapes, maintaining a small scale building form, and providing buffering to the surrounding major roads. Existing mature vegetation should be protected or enhanced as much as possible.

Given the limited vehicle access to the Precinct, relatively low intensity development is intended.

Development and use of land along the Mooloolah River should provide for the protection of the quality of water in the river by protecting the river banks from erosion, and preventing any unacceptable levels of sedimentation and other pollutants from entering the river.

Preferred and Acceptable Uses

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the Mixed Housing Precinct Class.

Industrial, rural, commercial and other than local community uses are generally not considered consistent with the desired character of this Precinct.

Landscape and Built Form

New development should be low-rise and contribute to a high standard of residential amenity. New buildings should be designed to take advantage of the climate and water views where relevant. Any redevelopment occurring on waterfront sites that terminate the view corridor of local streets should be designed to open up views through to the canals from those streets. Dwellings should be set in well-landscaped grounds. New planting should take account of site-specific terrain and soil conditions yet seek to increase the extent of taller shade species where practicable.

Preferred Maximum Density

Site area (m ²)	Maximum plot ratio	Site area per dwelling for calculating the DUF ¹
600 to 699 ²	1.0	200
700 to 799	1.0	175
800 to 899	1.0	140
900 to 999	1.0	137
1000 to 1099	1.1	134
1100 to 1199	1.1	132
1200 to 1299	1.1	129
1300 to 1399	1.1	126
1400 to 1499	1.2	124
1500 to 1599	1.21	221
600 +	1.2	120

¹DUF = Dwelling Unit Factor (as defined in section 3.2 of this planning scheme)

²Three units, of any bedroom configuration, are not preferred on a site with an area less than 700 m²

Maximum building height (all premises)

- 2 storeys (but not more than 8.5 m)

(14) Mooloolaba Boat Harbour (Precinct Class = Special Purpose)

Intent

This Precinct comprises the Mooloolaba Boat Harbour which is vested in the State and is managed by Queensland Transport for boat harbour purposes. The State has provided and maintains infrastructure such as breakwaters, dredged channels, dredged basins, pile and buoy moorings as well as public recreational facilities such as boat ramps and car/trailer parks. Land within the boat harbour has been made available to the private sector for provision of commercial and industrial services below and above high water mark such as slipways, seafood receivals, yacht club and marina, fuelling facilities and pilot services. Community services such as Air Sea Rescue and Coast Guard also operate in this boat harbour.

Any new development should be of a relatively clean nature, with a clear association with boat harbour activities. Activities that are compatible with, or complimentary to, the nearby tourist and recreational facilities will also be considered.

Development and use of land in this Precinct should provide for the protection of quality of water in the Mooloolah River by protecting the river banks from erosion, and preventing any unacceptable levels of siltation and other pollutants from entering the river.

Preferred and Acceptable Uses

Preferred uses within this Precinct are those related to boat harbour activities including this construction and maintenance of infrastructure such as wharves, jetties, boat ramps, slipways, seafood receivals, yacht clubs, marinas, pile and buoy mooring, marine services, fuelling facilities, car/trailer parks, bardstands, amenity blocks as well as community and ancillary uses.

Other acceptable land uses include those referred to in the Table of Development Assessment (refer Vol 1) for the Special Purpose Precinct Class that have:

- a demonstrable association with and need for a waterside location; and
- a nature and scale that will not adversely impact on the existing and future operation and expansion of essential community harbour services.

The following uses may also be considered consistent with the intent and desired character of the Precinct where appropriately sited and designed, and having a strong maritime association:

- Commercial Use,
- Community Use,
- Industrial Use,
- Integrated Resort.

Landscape and Built Form

New development in this Precinct should be in keeping with the waterside landscape and maritime theme. Buildings should be designed and finished to reflect their harbour association and purpose. Tree planting and landscaping should be in keeping with the informal seaside character of the Spit.