

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, Mooloolah Public Hall and St Thomas Anglican Church are 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

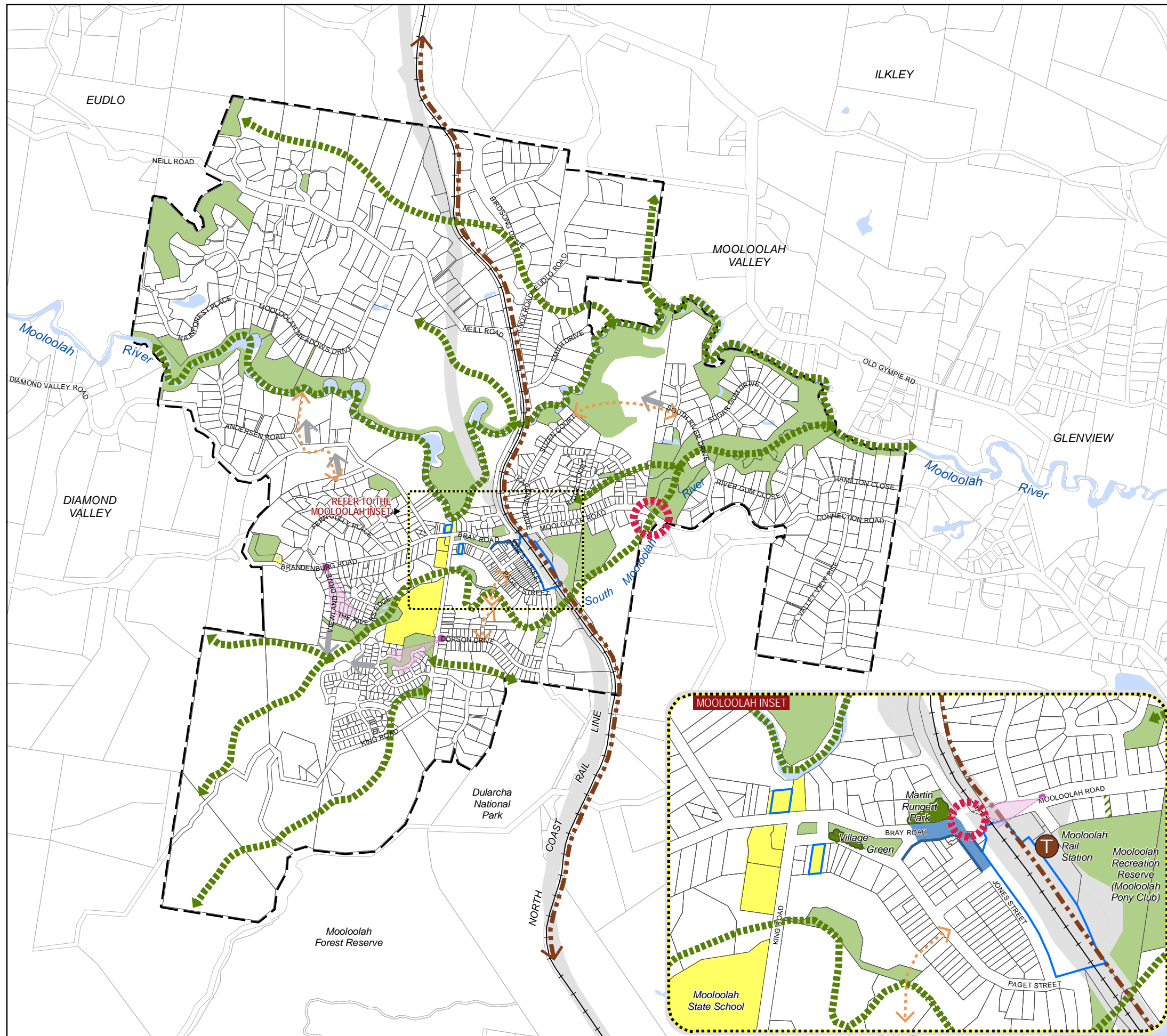
Performance Outcomes		Acceptable Outcomes	
<i>Development in the Mooloolah Local Plan Area Generally (All Zones)</i>			
PO1	Development provides for buildings, structures and landscaping that reflects and enhances the rural town character of Mooloolah in terms of form, composition and use of materials.	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

Performance Outcomes		Acceptable Outcomes	
			<p>Mooloolah River and South 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	AO6	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>future provision and operation of <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. 	AO7	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. 	AO8	<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.

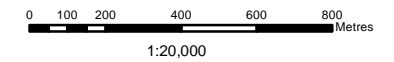
Performance Outcomes		Acceptable Outcomes	
Development in the Local Centre Zone (Lot 2 on RP8474 and Lots 1 and 2 on RP8476, Mooloolah Road)			
PO9	<p>Development in the Local centre zone on Lot 2 on RP8474 and Lots 1 and 2 on RP8476, Mooloolah Road, provides for the establishment of a <i>hotel</i> (tavern) 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	<p>Development of Lot 2 on RP8474 and Lots 1 and 2 on RP8476, Mooloolah Road, is limited to residential uses should the tavern not proceed in order to facilitate consolidation of business uses in the town centre on the western side of the railway line.</p>	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.



- LEGEND**
- Local Plan Area Boundary
 - Waterway^{Note 1}
 - Primary Active Street Frontage
 - Primary Streetscape Treatment Area
 - Local Ecological Linkage
 - Greenspace^{Note 1}
 - Community Activity/Facility^{Note 1}
 - Landscape Buffer
 - Character Vegetation
 - Gateway/Entry Point
 - Significant View
 - Heritage Place^{Note 2}
 - Through Block Pedestrian/Cycle Linkage
 - Dedicated Public Transit Corridor
 - Transit Hub
 - Indicative Road Linkage/Access Point
 - Proposed Rail Corridor Upgrade

Note 1: For contextual purposes only.
 Note 2: Refer to Heritage and Character Overlay maps in Schedule 2 (Mapping).



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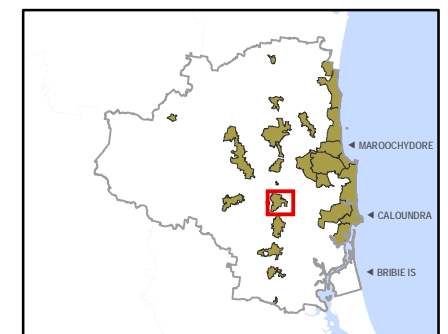


Figure 7.2.21A
 (Mooloolah Local Plan Elements)