

#### 3.9 Planning Area No. 9 – North Shore

##### 3.9.1 Location and Role

This Planning Area includes the Sunshine Coast Airport and surrounding lands, including the localities of Mudjimba, Pacific Paradise, North Maroolo and South Maroolo and the emerging residential development of Twin Waters.

The area is set on the Maroochy River and coastal beachfront. The backdrop of the area is the heathland plains.

The role of the area is to provide for residential communities, the significant tourist resorts of Twin Waters and Surfair, and the regional Sunshine Coast Airport, which are all in close proximity to the principal activity centre of Maroochydoore.

##### 3.9.2 Vision Statement

(1) It is intended that:

*The natural environmental qualities of the North Shore, being the foreshores of the Maroochy River, beachfronts and the wallum heathland plains will be retained to preserve the environmental qualities of the locality and to provide a natural setting for residential and tourist development occurring within the Planning Area.*

*The Sunshine Coast Airport will continue to expand its role as both a regionally significant air transport facility and a regional “gateway”, with surrounding lands developed and used in ways which are compatible with the airport’s operations, the area’s significant environmental values, and the needs of the local communities.*

*New development is to occur in recognition of the constraints presented by airport operations and the drainage characteristics of the area. In addition, it is to have a high standard of urban and landscape design which respects or enhances the environmental qualities and the existing attractive character elements of the area.*

(2) This means that:

- (a) the significant environmental qualities of the area, including the Maroochy River foreshores and wetlands, beach dunal system, adjacent foreshore areas and the wallum heathland plains will be retained;
- (b) the residential amenity, existing character and community needs of the area will be retained and enhanced where possible;
- (c) the tourism potential of the area will be recognised and promoted;

- (d) the Airport’s existing and potential future operational needs will be recognised and protected;
- (e) development and use of surrounding premises will be compatible with the airport’s existing and future operations, such that airport operations will not be affected and land use conflict is minimised;
- (f) airport operations will have some impacts on surrounding residential communities, particularly in terms of noise, which will require resolution;
- (g) the airport’s operational requirements are acknowledged as a significant constraint to new development in the surrounding area;
- (h) development and use of premises immediately adjacent to the existing airport terminal is to support airport operations and promote tourism, economic and business and industry opportunities;
- (i) drainage is recognised as a significant constraint to new development; and
- (j) new development is to be of a high standard of urban and landscape design which retains or enhances the area’s environmental values and existing attractive character and promotes a ‘gateway’ experience for visitors at key locations around the airport.

##### 3.9.3 Key Character Elements

###### (1) Location of Uses and Activities

- (a) The Sunshine Coast Airport is a regionally significant facility which satisfies the primary air transport needs of the region. The airport is to remain and be allowed to be developed to meet regional growth in air transport.
- (b) Land uses in the area surrounding the Airport are affected by, and can affect, the Airport’s operations. Council intends to protect the Airport’s existing and future operational requirements, and to provide for the most appropriate and compatible development and use of surrounding premises.
- (c) Existing land in the immediate vicinity of the airport may currently be developed for purposes which are incompatible with airport operations. It is desirable that such land be converted to other uses which are more compatible with the airport’s operations.
- (d) Land immediately adjacent to the existing airport terminal is to be developed for airport-related industry and other complementary or compatible business and industry purposes.
- (e) State owned land parcels south-west and north of the airport have been identified as being of regional environmental significance and represent a valuable

opportunity for protecting some of the last significant remnants of wallum heath communities in the central Sunshine Coast and are intended to remain undeveloped as conservation reserves;

- (f) Tourist facilities at Mudjimba and Marcoola are to be retained and enhanced to maximise tourist and economic opportunities. The strip of land between the David Low Way and the beach (the ‘tourist accommodation strip’) is intended as a focus for tourists and other visitors through the provision of extensive tourist accommodation and limited commercial activity, mainly in the form of restaurants and entertainment facilities.
- (g) A commercial and community focus is to be encouraged in a central location based on the existing commercial centre in Timari Street. This centre, while remaining small-scale (ie. neighbourhood level) in character, will allow limited expansion of commercial and community uses and provide an activity node for the residential community of the Planning Area as a whole. Other local centres throughout the Planning Area are to remain at a convenience level, serving primarily the day-to-day needs of nearby residents.
- (h) Business opportunities are to occur on land which, whilst unsuitable for existing residential use due to Airport operations, may be suitable for other uses. Some of the land to the west of the airport and between the airport and the David Low Way is ideal for business incubation. This area will enable new businesses to start up within existing houses, either as a home based business or a pure business use. Potential uses are to be service related, rather than industrial and are to maintain acceptable levels of amenity during the transition from residential to non-residential.
- (i) Commercial development is not encouraged elsewhere in the Planning Area - in particular commercial ribbon development is not to occur along the David Low Way.

#### (2) Design Intent

- (a) The Airport and surrounding roads act as a gateway for tourism in the Shire and region. They provide an experience that is the first and last impression of the Shire and Sunshine Coast for many visitors. Development at high exposure, key gateway sites in the Planning Area is to provide a high standard of urban and landscape design that retains and enhances the image of the Shire and Sunshine Coast. Such high exposure and key gateways sites include those with frontage to:
  - exit and entry points to the Sunshine Motorway,
  - the David Low Way
  - the entry point to the airport and the airport entry road

- the proposed Pacific Paradise By-pass;
- (b) existing residential communities at Mudjimba Beach, Pacific Paradise and North and South Marcoola have a village character nestled alongside the foreshore. New development within these communities is to respect and enhance this established character;
- (c) emerging residential communities at Twin Waters should emulate the village character of the existing residential communities in the Planning Area and respect the environmental qualities of the river, adjacent foreshores and wetlands;
- (d) some existing and new residential development may require noise insulation to mitigate impacts from existing and future airport operations;
- (e) the David Low Way to the east of the airport and the adjacent land within the ‘business incubator area’ and the ‘tourism accommodation strip’ is to become an attractive, comfortable and vibrant space for both the pedestrian and motorist. The improvement of this area will enhance the functions of these adjacent uses and create a more favourable impression for visitors. This involves:
  - landscaping and other streetscape works to provide comfort and interest and better define and visually enhance the road reserve for both motorists and pedestrians;
  - new side access roads;
  - high standards of urban and landscape design for new development; and
  - layout and arrangement of new development which facilitates and supports the creation of an attractive and interesting public space;
- (f) new development in the ‘business incubator’ area will be designed to maintain existing residential amenity in terms of appearance, traffic, noise and hours of main activity;
- (g) a commercial and community focus is to be developed based on the existing commercial centre in Timari Street. The centre is to provide:
  - a low scale village character
  - a “village square” or plaza that promotes community interaction
  - land for community facilities
  - a high standard of urban and landscape design.

Other local centres throughout the Planning Area are to remain at their existing low scale, retaining and promoting the surrounding village residential character; and

- (h) aviation-related and other industry developed on land near to the airport terminal will exhibit high standards of urban and landscape design befitting a tourist gateway to the Sunshine Coast and will also be required to ensure new development is sensitive to the nearby areas of high conservation value so that edge effects and other adjacency impacts are minimised.

#### (3) Environmental Values

- (a) The beaches, dune systems, riverfront and adjacent wetlands, represent significant ecological, visual and recreational landscape assets which provide a spectacular setting for the Planning Area. New development is to protect or enhance the value of these assets.
- (b) The Planning Area contains coastal lowlands, with species-rich wallum heathlands. A range of ecologically significant flora and fauna (including rare, threatened and endangered species) has been found in past studies of the area's remnant vegetation. Development is to be managed to avoid or minimise adverse impacts on such vegetation.
- (c) Mt Coolum is a dominant landscape feature and views to it should be enhanced or protected. Where appropriate, development should highlight and frame such views.
- (d) The quality of water entering the Maroochy River is to be of an acceptable standard by implementing suitable measures, when sites are being developed, to control erosion and sedimentation and prevent unacceptable off-site discharges of polluted waters.
- (e) Some parts of the Planning Area are either in or adjacent to a declared Fish Habitat Area. These Fish Habitat Areas are located along major waterways in the Shire and are declared by the State government as being critical breeding and feeding areas for fish. The values of Fish Habitat Areas are to be protected, and any development that could affect any such area is to meet State government requirements.

#### (4) Access and Movement

- (a) The David Low Way, Sunshine Motorway, Mudjimba Beach Road and Esplanade, and Ocean View Drive are the major roads in the Planning Area at present. Major movement issues in this Planning Area include:
- the need to divert traffic from that part of the David Low Way which runs through Pacific Paradise and which currently serves the local community;
  - the need for more direct access between the Motorway and the Airport; and
  - the provision for on and off ramp facilities for vehicles travelling on the Motorway to and from the north.
- (b) In response to the above, the State government is investigating options for an alternative alignment to

connect the Airport and the Motorway and for the Motorway interchange to be upgraded. The preferred alignment, once determined, may impact on existing development or sensitive environmental areas. It is preferable that any future road alignment avoid impacts on areas of high ecological significance, however where such impacts cannot be avoided, construction techniques should be employed which minimise impacts and as far as possible protect ecological functions.

- (c) Vehicular and pedestrian access to the waterfront is to be retained or enhanced. In particular:
- new development on land in the 'tourist accommodation strip' between the David Low Way and the beachfront, is to provide numerous public access points to and along the beachfront;
  - development in the emerging Twin Waters residential community is to provide public access to and along the waterfront.
- (d) Development of a clearly defined and easy to understand pedestrian and bikeway network to facilitate commuter and recreational walking and cycling is intended, especially to provide and strengthen links to and along the beachfront, riverfront and adjacent foreshore areas. New development will facilitate the pedestrian and bicycle network.
- (e) The CAMCOS (Caboolture to Maroochydore Corridor Options Study) Corridor, which is proposed to be the major public transport corridor serving the Sunshine Coast, follows the Sunshine Motorway corridor through this Planning Area. Council will continue to be actively involved in the CAMCOS Study to determine the most appropriate route for the corridor.

#### 3.9.4 Statements of Desired Precinct Character

##### (1) North Marcoola (*Precinct Class = Neighbourhood Residential*)

###### *Intent*

This Precinct comprises the seaside village of North Marcoola, centred around the existing local convenience centre in Lorraine Avenue and the Surf Lifesaving Club on the Marcoola Esplanade.

The village has a relaxed character due to its suburban streetscapes and low density housing, association with the beach and few non-residential premises. The Precinct comprises almost entirely single detached dwellings with some multi-unit residential development in areas closer to the beachfront.

A naturally vegetated esplanade area separates the Precinct from the surf beach, which contributes significantly to the pleasant character of the Precinct, as well as providing significant protection against coastal

erosion. This vegetation is to therefore to be protected.

The western edge of the Precinct is the David Low Way, and to the west are views of the coastal heathland plains and the landmarks of Mt Coolum and Mt Ninderry.

A considerable portion of the Precinct is likely to be affected by aircraft noise from the existing runway configuration of the Sunshine Coast Airport. In affected areas, new premises are to be designed and constructed in accordance with relevant Australian Standards to mitigate the operational impacts of aircraft using the nearby Sunshine Coast Airport.

In addition, the eastern part of the Precinct is located with a Coastal Management Control District (Area Prone to Coastal Erosion) and is subject to the requirements of the Coastal Protection and Management Act and any Regional Coastal Management Plan for the area.

The Precinct's proximity to a fine surf beach is likely to generate a gradual increase in demand for housing and some pressure for redevelopment. However the development potential of the Precinct is constrained by the extent and relative newness of established housing, poor access to community infrastructure, the Coastal Management Control District (Erosion Prone Area) and in particular due to exposure to aircraft noise. Therefore new premises should be limited to a low density to reduce the extent of noise impact and any impacts from coastal erosion, and to retain the coastal village character of the Precinct. Detached housing is therefore appropriate throughout the Precinct as the predominant form of use.

There is the opportunity for some expansion of the existing small local centre which is situated at the intersection of Lorraine Avenue and Marcoola Esplanade. It should continue to serve as the focus of convenience level shopping for the locality. It is intended that future development should consist of small scale ground floor shops, offices and cafes, with residential premises located above. Such residential premises could be suitable for either permanent or tourist accommodation, but is not intended at a high density. Development in this centre should complement the landscaped parklands along the beachfront and reinforce the area as the centre of community recreation. It is not envisaged that there is any other establishment or expansion of commercial uses in the Precinct.

#### *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.

Shops, Fast food stores, Restaurants, Offices, Medical centres and Veterinary clinics may also be appropriate in the local centre to be consolidated at the intersection

of Lorraine Avenue and Marcoola Esplanade, and bounded by Marcoola Esplanade, Petrie Avenue and the laneway to the south and parallel to Lorraine Avenue. Such commercial uses are to be located at ground storey level, with the upper storey occupied by residential uses. Residential uses which are appropriate at the upper level includes Bed and breakfast, Caretakers residence, single dwellings and two or more dwellings.

In addition, some community uses may be appropriate at the local centre to contribute to the sense of community focus in the Precinct. Such uses would include Child care centres, and Special uses such as a community hall, meeting room or church.

Undesirable use includes residential uses at higher densities and other forms of commercial or industrial uses, or buildings which detract from the desired residential character by exceeding the predominant building height of two storeys.

#### *Landscape and Built Form*

New development should contribute to a high standard of residential amenity. Buildings should exhibit a residential character and respect the scale and amenity of adjacent existing premises. Premises should incorporate attractive landscaping that complements the character of the Precinct's established gardens. Any substantial existing trees or areas of garden considered to be of significance to the character of the Precinct should be retained and incorporated within the new premises. The Precinct's streetscapes should be enhanced with additional planting of appropriate trees.

Any commercial or community or Special use in the area bounded by Marcoola Esplanade, Petrie Avenue and the laneway to the south and parallel to Lorraine Avenue will:

- be located at ground storey level only,
- contribute to the community focus of the locality,
- respond to the coastal character of the setting,
- provide for shade and shelter over the street frontage, and
- provide all required carparking on site.

Development in the Coastal Management Control District (Area Prone to Coastal Erosion) is to comply with the requirements of the Coastal Protection and Management Act and any Regional Coastal Management Plan for the area. The area affected is outlined in the Special Management Area regulatory map found in Volume 1 of this Planning Scheme.

New premises in the areas affected by airport operations should be designed and constructed in accordance with relevant Australian Standards. These requirements are outlined in the Local Area Code -



Development in the Vicinity of the Airport found in Volume 4 of this Planning Scheme.

#### (2) Marcoola Beachside (Precinct Class = Multi Storey Residential)

##### *Intent*

The Precinct comprises flat land in several large lots with long frontages to the David Low Way. Existing development in this Precinct includes six storey high rise tourism accommodation towers and ancillary buildings. The balance of the Precinct is vacant land. Most of the native vegetation in the Precinct has been cleared, but the adjacent coastal beachfront dune system is largely intact.

This Precinct generally presents opportunities for innovative development for tourism and residential uses in a coastal location adjacent to the Sunshine Coast Airport. A focus on tourist activities is envisaged for future development, including tourist and airport-related accommodation and ancillary tourist, hospitality and entertainment uses. Permanent residential premises are also envisaged in this area.

Mixed-use development will be encouraged provided it comprises predominantly residential accommodation for the short-stay tourism market. Small-scale retail and services uses may be appropriate provided they are compatible with the principal residential uses and of a type primarily associated with tourism or airport activities. Recreation and leisure uses may be incorporated in premises to provide facilities catering for both tourists and more permanent residents along this part of the coast.

It is intended that building height in the Precinct would be a maximum of three storeys (and not more than 12 metres) at the southern and northern ends of the Precinct, stepping up to six storeys (but not more than 25 metres) at the centre of the Precinct, where adjacent to the existing six storey buildings.

Development in this Precinct is to conserve the frontal dune system, from both direct and indirect impacts. It should transform the frontage along David Low Way into a distinctive and appealing place that effectively markets the locality and enhances the image of the Shire and the Sunshine Coast. The Precinct should become a vital and vibrant place, a meeting place, that attracts local visitors and tourists. It should also demonstrate how mixed-use premises can be developed in an ecologically responsible manner and take advantage of, but not degrade, its beachfront setting.

Council will endeavour to carry out landscape and other streetscape works to enhance the appearance, function and amenity of streets and other public spaces in the area. Council will also liaise with the responsible Queensland Government department in relation to the

enhancement of the David Low Way road reserve.

A considerable portion of the Precinct is likely to be affected by aircraft operations, in particular noise, from the existing and proposed runway configurations of the Sunshine Coast Airport. Any new premises are to be designed and constructed in accordance with relevant Australian Standards.

In addition, the southern part of the Precinct is severely constrained by the extent of operational impacts from the airport, including noise and location in the Runway End Safety Zone.

The southern part of the Precinct is also valued by the community due its heathland wildflower displays. The maintenance of this regularly mown land has caused spectacular wildflower displays of low growing heathland species. There may be opportunities to retain or enhance this part of the Precinct for wildflower heathland displays.

The eastern part of the Precinct is located within a Coastal Management Control District (Area Prone to Coastal Erosion) and is subject to the requirements of the Coastal Protection and Management Act and any Regional Coastal Management Plan.

##### *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 and that contribute to the tourist vitality of the Precinct:

- Art and craft centre
- Fast food store
- Indoor recreation
- Outdoor recreation
- Restaurant
- Shop.

Undesirable uses are those which do not contribute to the tourist vitality of the Precinct, and include other commercial uses, such as Offices and Medical centres, and industrial uses.

##### *Landscape and Built Form*

New buildings should be located and shaped to create an attractive and memorable frontage along David Low Way and a series of comfortable and interesting internal courtyards, squares and gardens. The disposition, shapes and heights of new buildings should be arranged so that they gradually increase in height from low

buildings (three storeys) adjacent to the north and south edges of the Precinct to taller buildings (six storeys) adjacent to the existing tourist accommodation towers in the Precinct. The overall effect of the arrangement of buildings should be to diminish the prominence of this existing building and achieve a built form that has a predominantly horizontal massing.

Buildings should address the main street frontage as well as internal access streets and main pedestrian areas. Cafes and tourism-oriented shops should be located at street level around appropriately designed entrances and internal spaces.

Buildings should be designed to take advantage of the climate and incorporate generous verandahs, balconies and terraces. Buildings adjacent to the frontal dune system should incorporate setbacks above the third storey to avoid compromising the amenity of the beach and dune system. Development should also incorporate appropriate ways of sheltering internal spaces from prevailing winds and mitigating aircraft noise.

Landscaping should acknowledge the coastal setting of the Precinct and make use of native species to reflect the existing character of the coastal dune vegetation. Substantial landscaping should be provided to the David Low Way frontage of the site to soften building forms and provide an attractive presentation to David Low Way. Interesting, diverse and surprising outdoor spaces should extend around and through the Precinct and link the David Low Way to the beach.

Non-residential uses should:

- be located at ground floor level
- be limited to sites along the frontage to the David Low Way, and main entry streets, courts or arcades incorporated in developments.

Development in the Coastal Management Control District (Area Prone to Coastal Erosion) is to comply with the requirements of the Coastal Protection and Management Act and any Regional Coastal Management Plan for the area. The area affected is outlined in the Special Management Area regulatory map found in Volume 1 of this Planning Scheme.

New premises in the areas affected by airport operations should be designed and constructed in accordance with relevant Australian Standards. These requirements are outlined in the Local Area Code - Development in the Vicinity of the Airport found in Volume 4 of this Planning Scheme.

#### *Preferred Maximum Density*

| Site area (m <sup>2</sup> )      | Maximum plot ratio  | Site area per dwelling for calculating the DUF <sup>1</sup> |
|----------------------------------|---|---|
| 600 to 699 <sup>2</sup>          | 1.0   | 225   |
| 700 to 799                       | 1.0   | 200   |
| 800 to 899                       | 1.0   | 180   |
| 900 to 999                       | 1.0   | 171   |
| 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   | 138   |
| 1500 to 1599                     | 1.1   | 133   |
| 1600 to 1699                     | 1.1   | 129   |
| 1700 to 1799                     | 1.1   | 124   |
| 1800 +                           | 1.2   | 120   |
| Non-residential gross floor area | Up to a maximum plot ratio of 0.1 (but not more than 150 m <sup>2</sup> ) on corner sites |   |

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

<sup>2</sup>Three units, of any bedroom configuration, are not preferred on a site with an area less than 700 m<sup>2</sup>

#### *Maximum building height*

- 3 storeys (but not more than 12 metres)
- Council may consider buildings up to 6 storeys (but not more than 25 metres) where consistent with the stated Intent for the Precinct

#### *Building siting*

- Minimum setbacks to the 'toe' of the dunes should be equal to the building height but no less than 10 metres.

### **(3) Marcoola Commercial Strip** *(Precinct Class = Local Centre)*

#### *Intent*

This Precinct is located along the western frontage to David Low Way and currently consists of ribbon development of various low rise commercial buildings of shops, offices, fast food stores and restaurants.

The Precinct currently presents a poor and uncoordinated image due to the various building forms, lack of landscaped treatment to sites and road reserve areas, and signage clutter.

It is intended that the Precinct provides a greater range of commercial uses to complement the adjacent Marcoola Beachside and provide a wider range of facilities for tourists and local residents. The Precinct could also accommodate tourist accommodation, though at a lesser scale than the adjacent Marcoola Tourist Precinct.

In conjunction with development in the adjacent Marcoola Beachside, development in this Precinct should transform the frontage along David Low Way into a distinctive and appealing place that effectively markets the locality and enhances the image the Shire

and the Sunshine Coast. The Precinct should become a vital and vibrant place, a meeting place, a ‘village’ of complementary uses that attracts local visitors and tourists. It should also demonstrate how mixed-use premises can be developed in an ecologically responsible manner and take advantage of, but not degrade, its beachfront setting.

Council will endeavour to carry out landscape and other streetscape works to enhance the appearance, function and amenity of streets and other public spaces in the area. Council will also liaise with the responsible Queensland Government department in relation to the enhancement of the David Low Way road reserve.

The Precinct is affected by aircraft noise and other operational impacts from the existing and proposed runway configurations of the Sunshine Coast Airport. The level of noise impact is unsuitable for permanent residential occupation within the Precinct, but is suitable for commercial uses, and premises providing short term accommodation, such as motels. Any new premises are to be designed and constructed in accordance with relevant Australian Standards.

**Preferred and Acceptable Uses**

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

In addition short term accommodation uses such Accommodation buildings, Bed and Breakfast, and Motels, are appropriate in the Precinct.

Indoor recreation may also be appropriate in the Precinct where such use contributes to the tourist vitality of the locality.

Undesirable development includes other commercial and industrial uses, and new premises which allow for permanent residential occupation, such as Detached houses, Dual occupancies and Multiple dwelling units.

**Landscape and Built Form**

New small and mid-scale buildings should be located and shaped to create an attractive and memorable

frontage along David Low Way and a series of comfortable and interesting internal courtyards, squares and gardens. Buildings should address the main street frontage as well as internal access streets and main pedestrian areas. Cafes and tourism-oriented shops should be located at street level around appropriately designed entrances and internal spaces.

Buildings should be designed to take advantage of the climate and incorporate generous verandahs, balconies and terraces. Development should also provide for sheltering of internal spaces from prevailing winds and for mitigating aircraft noise.

Premises should be arranged so that they provide a continuous pedestrian flow from adjacent sites, and promote a promenade atmosphere along the street frontage.

Landscaping should acknowledge the coastal setting of the Precinct and make use of native species to reflect the existing character of the coastal dune vegetation. Substantial landscaping should be provided to the David Low Way frontage of the site to soften building forms and provide an attractive presentation to David Low Way. Signage should be coordinated and cohesive.

**Preferred Maximum Density**

| Site area (m <sup>2</sup> ) | Maximum plot ratio | Site area per dwelling for calculating the DUF <sup>1</sup> |
|-----------------------------|--------------------|---|
| All sites                   | 1.0                | 180   |

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

**Maximum building height**

- 3 storeys (but not more than 12.0 metres)

**Building siting**

Buildings are to be set on the front property boundary to the service road in the David Low Way road reserve.

**(4) Sunshine Coast Airport  
(Precinct Class = Special Purpose)**

**Intent**

This Precinct comprises the existing site of the Sunshine Coast Airport together with adjoining lands intended to allow for the airport’s expansion over time in accordance with approved Airport Master Plans.

Council is seeking to maintain all feasible options for the long-term future upgrading of the Airport. Ongoing planning of the Airport site is through regularly reviewed and updated Master Plans.

The intention for the Precinct is activities which are related to the operation of the airport, including runways, administrative operations passenger terminal and related commercial facilities in the terminal. This Precinct allows for known plans for the future expansion of these airside facilities

The Precinct also includes land other than the terminal building, runway and directly related aviation services which is intended for airport related commercial activities, including flying schools, servicing facilities for aircraft and freight operations, and it is intended that these facilities also be located in the Precinct. The actual extent of these landside facilities will be determined through the ongoing master planning of the Airport Precinct.

#### *Preferred and Acceptable Uses*

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

#### *Landscape and Built Form*

New development in the Precinct should achieve high standards of siting, design and landscaping especially along entrance roads to the airport terminal.

Such development at the entrance to the airport will need to promote a sense of arrival and departure at the gateways of the Airport Area to promote a sense of community and provide a favourable impression for tourists travelling to and from the Airport and other tourist facilities.

As applicable, development is also to have regard to the Code for Industries in Urban Areas found in Volume 4 of this Planning Scheme.

#### **(5) Maroocha Business Incubator** *(Precinct Class = Neighbourhood Residential)*

##### *Intent*

This Precinct comprises that land adjoining the north-eastern corner of the Airport site and has a character of detached houses.

The Precinct is affected by aircraft noise and other operational impacts from the existing and proposed runway configurations of the Sunshine Coast Airport. The level of noise impact is generally unsuitable for permanent residential occupation within the Precinct, but is suitable for various residential uses which are short term and commercial uses.

Continued use of existing residential premises is envisaged. However noise constraints make the Precinct ideal for a “business incubator” Precinct - that is a Precinct that is suited for new and establishing businesses of a low key nature that are willing to

establish in existing dwelling houses, and which are compatible with existing surrounding residential uses.

It is intended to provide considerable development incentive and flexibility for new development and redevelopment in this Precinct to achieve premises which are more compatible with a noise-affected locality than conventional residential premises. Site amalgamations and perhaps even longer term revision of the road layout may be desirable to achieve this goal. The possibility of a land pooling scheme could even be investigated as one means of achieving the most attractive redevelopment option.

A mix of compatible uses is preferred, providing for tourist and airport-related accommodation, some permanent residential accommodation, home-based businesses and commercial/business premises.

New premises and reuse of existing premises for non residential uses are to be designed to minimise land use conflicts with existing residential premises and adjoining uses.

In addition, new premises are to be designed and constructed in accordance with relevant Australian Standards to mitigate the operational impacts of aircraft using the nearby Sunshine Coast Airport

#### *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.

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

- Accommodation buildings (where airport-related)
- Motel
- Office
- Special uses.

#### *Landscape and Built Form*

New development should maintain or enhance the character of its locality. Streetscape planting should be undertaken to improve the image and amenity of the Precinct.

New premises should be designed and constructed in accordance with relevant Australian Standards to mitigate the operational impacts of aircraft using the nearby Sunshine Coast Airport. These requirements are outlined in the Local Area Code - Development in the Vicinity of the Airport found in Volume 4 of this Planning Scheme.

In addition any non residential uses to be established in the Precinct are to:



- be desirably located within existing dwelling on the site
- provide all required carparking on site
- incorporate orderly vehicle and pedestrian access arrangements
- provide a minimum two metre landscaped setback to the street frontage
- have a residential style architecture and building form
- have minimal signage which does not exceed one metre in height
- minimise impacts upon adjacent residential property through landscape buffers, screen fencing and non glare signage and appropriate site layout
- incorporate attractive landscaping which enhances this Precinct. Any substantial existing trees or areas of garden considered to be of significance to the character of the Precinct should be retained and incorporated within the premises

In the future, Council may investigate and consult with local residents and landowners about the possibility of establishing a land pooling scheme / lot amalgamations and other redevelopment incentives to facilitate the desired future redevelopment of land in this Precinct for non residential uses.

#### *Preferred Maximum Density*

- For Commercial uses:  
Maximum site cover of 40%, and a maximum building height of 2 storeys (but no more than 8.5 metres)

#### **(6) South Marcoola (Precinct Class = Neighbourhood Residential)**

##### *Intent*

This Precinct is situated between the Sunshine Coast Airport and the David Low Way. It comprises a mix of detached housing and medium density units of varying size and style.

The Precinct adjoins the airport and is currently subject to high levels of aircraft noise and other operational impacts of the airport.

With the planned development of a new east-west runway at the airport, the Precinct is likely to be affected by a high degree of operational impacts from the airport in the future. These impacts include:

- aircraft noise to an extent that makes land unsuitable for residential use,
- location within the Runway End Safety Zone, and
- building height restrictions of the Obstacle Limitation Surface Height Limits which allow aircraft

movements free from buildings and other physical obstructions.

Accordingly, the development of further substantial housing is inappropriate in this Precinct and new development is to be limited to Detached houses on existing subdivided lots that incorporate appropriate design and construction techniques to mitigate adverse impacts associated with the airport.

Land within this Precinct will be considered in any property acquisition programme that Council may undertake.

#### *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.

New development should be limited to infill residential development of Detached houses on existing lots within the Precinct or minor additions to, and refurbishment of, existing buildings.

Undesirable uses include all other uses, and in particular, residential uses of higher densities including Annexed units, Dual occupancy, Accommodation building, Motel, Multiple dwelling units or any commercial or industrial use.

In addition, any reconfiguration of a lot which creates additional lots for residential, commercial or industrial use is undesirable.

#### *Landscape and Built Form*

The amenity and character of the locality is to be maintained or enhanced. Streetscape planting should be undertaken to improve the image and amenity of the Precinct for residents and enhance the frontage to the David Low Way.

New premises in the areas affected by airport operations should be designed and constructed in accordance with relevant Australian Standards to mitigate the operational impacts of aircraft using the nearby Sunshine Coast Airport. These requirements are outlined in the Local Area Code - Development in the Vicinity of the Airport found in Volume 4 of this Planning Scheme.

#### **(7) Airport Industrial Park (Precinct Class = Business and Industry)**

##### *Intent*

This Precinct is located to the immediate west of the Sunshine Coast Airport and has access from David Low Way. It is the only business and industry area servicing urban areas on the North Shore of the Maroochy River.

The Precinct is developed at the southern end, with the

northern area presently being vacant land. There is a wide range of business and industry uses established in the Precinct including commercial services, automotive services, small scale manufacturing (primarily kitchens, cabinets and furniture), mini-storage, small warehouses, services trades (primarily associated with building and construction trades), and showrooms.

The Precinct's significant attributes are:

- small to medium size sites for new developments,
- flat land (with some drainage and flooding constraints required to be addressed through filling),
- good access to the major road network via the David Low Way, the Sunshine Motorway and (in the future) the desired new east-west connection road,
- close proximity to the Sunshine Coast Airport.

It is intended that this Precinct accommodate uses appropriate to the Business and Industry Precinct, and also those which realise industrial opportunities provided by the Precinct's close proximity to the Sunshine Coast Airport.

A new east-west connector road between the Motorway and the airport has been identified as a desirable addition to the local road network. This proposed road dissects the Precinct, and should be allowed for in future development in this Precinct. Both the hydrology and the significant environmental values are to be maintained on-site and any construction is to be undertaken in accordance with best practice techniques.

Council may undertake or assist in more detailed economic assessment and market strategies to determine likely demand, measures to attract appropriate uses, and suitable linkages between airport expansion and industry opportunities.

#### *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 appropriately sited and designed:

- Adult products shop
- Fast-food store where it serves the Business and Industry Precinct only.

Undesirable uses are those which displace industrial opportunities, including commercial uses such as Shops and Showrooms.

#### *Landscape and Built Form*

New development in the Precinct should achieve high standards of siting, design and landscaping especially along the David Low Way, the Airport site and the new east-west connection road.

New development on vacant land in the Precinct is encouraged where the development proposal is supported a competent environmental impact assessment, and the development:

- is a rational and orderly expansion of the area presently developed for industry,
- has an acceptable level of flood immunity,
- is acceptable from an hydraulic point of view,
- is compatible with existing and preferred future use of adjoining lands (including airport expansion),
- maintain significant environmental values of the area to Council's satisfaction, and
- is otherwise acceptable from a planning point of view.

New development is also to have regard to the Code for Industries in Urban Areas found in Volume 4 of this Planning Scheme.

#### **(8) Airport Periphery** *(Precinct Class = Special Purpose)*

##### *Intent*

This Precinct comprises various small parcels of land which adjoin the Sunshine Coast Airport, are in government ownership, either constrained by airport operations, drainage problems or environmental attributes, and/or are already used for some public purpose.

The parcels are relatively flat, low-lying and within the flood plain of the Maroochy River and consists mainly of sandy soils. Some of the parcels of land in the Precinct are cleared, or otherwise degraded, and others are dominated by paperbark, wallum and coastal heathlands.

Land to the south of the airport has been designated as the preferred location for the Mudjimba Sports Complex which is intended to be a regional level active recreation facility.

##### *Preferred and Acceptable Uses*

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

On the land south of the David Low Way, development for the purposes of indoor recreation may also be considered as consistent with the intent and desired character of this Precinct where appropriately sited and

designed. Additional sporting fields may be developed as part of the reserve, however any lighting associated with expansion of this use will need to have regard to airport safety considerations.

Other land in this Precinct adjoining the airport is primarily intended to provide a buffer between the airport and other uses, and where these sites have significant environmental values it is intended that they be retained as far as possible in their natural condition.

Undesirable development is that which degrades the environmental qualities of the Precinct, is to the detriment of future operational requirements of the airport, and prevent airport expansion, and those (such as commercial uses like Shops and Showrooms) which displace any industrial opportunities.

#### *Landscape and Built Form*

New development in the Precinct should achieve high standards of siting, design and landscaping especially along the David Low Way, the airport site and the proposed east-west connection road.

#### **(9) North Shore Centre** *(Precinct Class = Local Centre)*

##### *Intent*

This Precinct comprises the existing dominant retail centre in Pacific Paradise and is situated fronting the David Low Way at the eastern end of Timari Street. The Centre presently has a low level of amenity with poorly defined and provided car parking and service areas, little landscaping and no attractive or comfortable public space. The upgrading of the Centre is encouraged.

This Precinct is intended as the focus of retail and other commercial and community facilities able to serve the Pacific Paradise, Mudjimba, Marcoola and Twin Waters district. The redevelopment of the previous caravan park as part of such consolidation is considered appropriate.

New development which is consistent with the Centre's intended role of providing neighbourhood level retailing, business services and community / entertainment facilities is intended in this Precinct.

Residential uses at medium densities is also encouraged in the Precinct where part of mixed uses premises and located above ground storey level commercial uses. Such residential uses are intended to contribute to the security and vitality to the Precinct.

A realignment of the intersection of Menzies Drive / David Low Way / Mudjimba Beach Road is intended. Development at this location is to facilitate these road improvements.

An opportunity also exists to locate community facilities on the public land adjacent to the Pacific Paradise State Primary School. Such facilities may be in the form of a public hall, community centre, or performing arts facility, or other facility as required by the community.

This location is convenient to the commercial activities of the Centre and the school, and will reinforce the intended community focus of the North Shore Centre.

#### *Preferred and Acceptable Uses*

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

Community uses are particularly encouraged on the public land adjacent to the Pacific Paradise School.

Child care centres may also be appropriate in the Precinct where appropriately sited and designed. Indoor recreation, of a nature and form that provides a community facility and focus, may also be appropriate in the Precinct.

Residential uses, such as Multiple dwellings and Accommodation buildings, are also encouraged in the Precinct where located above ground storey non-residential uses.

#### *Landscape and Built Form*

New development should be in keeping with the scale and nature of a neighbourhood level local centre. Premises should remain small-scale and low-rise but upgrading works should be carried out to improve the amenity of the centre and create attractive and comfortable public spaces. This is likely to require on-site landscaping, streetscape works, refurbishment of existing premises and development of new premises.

In particular, development in the Precinct is to facilitate the provision of a relatively significant public place in the Centre, in the form of a town square. Such a public place will desirably facilitate community interaction in the centre, be furnished with attractive landscaping, shade trees and comfortable furniture, flanked with shop fronts and overlooked by offices and residential premises.

Development in the Centre is also to comply with the Centres Code found in Volume 4 of this Planning Scheme.

A realignment of the intersection of Menzies Drive/David Low Way/Mudjimba Beach Road is intended. Development at this location is to facilitate these road improvements.

*Preferred Maximum Density for multi-unit residential or mixed use premises*

| Site area (m <sup>2</sup> ) | Maximum plot ratio | Site area per dwelling for calculating the DUF <sup>1</sup> |
|-----------------------------|--------------------|---|
| All sites                   | 1.0                | 180   |

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

**Maximum building height**

- 3 storeys (but not more than 12 metres)

**(10) Pacific Paradise (Precinct Class = Neighbourhood Residential)**

**Intent**

Pacific Paradise is a near coastal neighbourhood which is almost entirely developed with traditional detached houses on large suburban lots and a small commercial centre. A small number of multiple dwelling unit complexes and dual occupancy dwellings exist and few vacant lots remain.

The Precinct also includes the Pacific Paradise School, an important facility for the community.

Straight, tree lined streets with established low rise dwellings typify the character of the Precinct.

The David Low Way divides the Precinct into two, and places undesirable traffic flows and conflicts in the neighbourhood. In this regard, it is proposed to develop a new road from the Sunshine Coast Airport to the Sunshine Motorway, which will by-pass the Precinct, and alleviate traffic problems.

The Precinct is in close proximity to the Sunshine Coast Airport and may be subject to aircraft noise. However future planning for the Airport indicates that these noise levels will not be in excess of limits suitable for residential development.

The intent for the Precinct is to remain a neighbourhood of Detached houses, with maintenance and enhancement of existing character.

An existing local neighbourhood centre is located at the intersection of Boomba and Bando Streets with the David Low Way. It should continue to develop as the focus of convenience level shopping for the locality, however it is not intended for the centre to expand beyond the existing site boundaries. It is intended that future development should consist of small scale ground floor shops, offices and cafes, with Residential uses located above. Such residential uses could be suitable for either permanent or tourist accommodation and

includes Dual occupancy, Multiple dwelling units, Accommodation buildings and Motels. It is not envisaged that there is any other establishment or expansion of commercial uses in the Precinct.

Residential development of low to medium density is also appropriate on that land which is in close proximity to the adjacent North Shore Centre Precinct and on the eastern side of David Low Way. Such residential development in this location has convenient access to the facilities of the North Shore Centre Precinct, and is separated from the balance of the Precinct, so impacts upon existing residential amenity can be avoided. Any development in this location is to have regard to traffic impacts upon the David Low Way.

Streetscape and traffic management works should be initiated to improve safety for pedestrians and cyclists along and across the David Low Way.

A tourist facility (Nostalgia Town) is located on Lot 3 RP195794. It is intended that the facility be retained and enhanced to maximise tourist opportunities in the area.

**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.

Shop, Fast food stores, Restaurants, Offices, Medical centres and Veterinary clinics may also be appropriate in the area bounded by the David Low Way, Boomba Street, Karome Street and Bando Street. Such commercial uses are to be located at ground storey level, with the second storey occupied by residential uses. Residential uses which are appropriate at the upper storey include Bed and breakfast, Caretakers residence, Dual occupancy, single dwellings, Multiple dwelling units, Accommodation buildings and Motels.

In addition, some community use may be appropriate in the Centre to contribute to the sense of community focus in the Precinct. Such uses would include Child care centres, and Special uses such as a community hall or meeting room or church.

The following uses may also be considered appropriate in that part of the Precinct located to the east of the David Low Way where they do not require direct access to the David Low Way:

- Accommodation building
- Motel
- Dual occupancy
- Multiple dwelling units.

If the new road from the Sunshine Coast Airport to the Sunshine Motorway, which will by-pass the Precinct



and relieve traffic conflicts, is implemented, then higher density residential uses may be also appropriate on that land that requires access to the David Low Way (and east of the David Low Way).

Undesirable uses include all commercial use and industrial uses, including Shops, Showrooms, Offices and Sales or hire yards, Garden centres or Landscape supplies. In particular any development which contributes to commercial ribbon development along the David Low Way is inappropriate. The implementation on the proposed by-pass road will see significant reduction in traffic and enhancement of residential amenity along this road, and therefore little justification for commercial development which intrudes into an established residential neighbourhood.

Undesirable uses are also buildings which are not in keeping with the desired residential character by exceeding the predominant building height of two storeys.

#### *Landscape and Built Form*

The amenity and character of the locality is to be maintained or enhanced. Streetscape planting should be undertaken to improve the image and amenity of the Precinct for residents and enhance the frontage to the David Low Way.

New development should contribute to a high standard of residential amenity. Buildings should exhibit a residential character and respect the scale and amenity of adjacent existing premises. Premises should incorporate attractive landscaping that complements the character of the Precinct's established gardens. Any substantial existing trees or areas of garden considered to be of significance to the character of the Precinct should be retained and incorporated within the new premises.

Any commercial or community use in the area bounded by David Low Way, Boomba Street, Karome Street and Bando Street will:

- be located on ground storey level only,
- contribute to providing a community focus of the locality,
- respond to the coastal character of the setting,
- provide shade and shelter over the street frontage, and
- provide all required carparking on site.

#### *Preferred Maximum Density for multi-unit residential or mixed use premises*

| Site area (m <sup>2</sup> ) | Maximum plot ratio | Site area per dwelling for calculating the DUF <sup>1</sup> |
|-----------------------------|--------------------|---|
| All sites                   | 0.6                | 250   |

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

#### *Maximum Building Height*

- For all premises, 2 storeys (but not more than 8.5 metres).

#### **(11) North Shore Rural** *(Precinct Class = General Rural Lands)*

#### *Intent*

This Precinct comprises existing undeveloped land that is intended to remain in non-urban use and comprises of:

- an area of land adjacent to the northern edge of the Pacific Paradise Precinct and to the west of the school severely constrained by flooding and drainage problems,
- areas of land south of the David Low Way which are relatively low-lying and significantly constrained by the operational requirements of the Sunshine Coast Airport, and
- the strip of large rural residential lots along the western side of Nojoor Road which adjoins the environmentally significant Maroochy Conservation Park.

#### *Preferred and Acceptable Uses*

Preferred uses within this Precinct are those referred to in the Table of Development Assessment (refer Vol 1) for the General Rural Lands Precinct Class, provided they are undertaken in a manner which avoids or minimises land use conflicts and retains or enhances the area's environmental values.

Any new development will be assessed having particular regard to:

- the issue of flooding,
- the maintenance of the hydraulic and environmental capacity of the floodplain
- the impacts associated with the operational requirements of the Sunshine Coast Airport.
- the likely impacts on and from the David Low Way, and

- the likely impacts on the adjoining residential and environmentally significant areas.

The rural residential use of the lots along Nojoor Road is intended to continue but no intensification of such use is intended by way of either the creation of additional lots or provision of more than one dwelling per lot.

#### *Landscape and Built Form*

Any development of the land within the Precinct and adjacent to the northern edge of the Pacific Paradise Precinct and to the west of the school is to provide for:

- measures to ensure an acceptable level of flood immunity and a no-worsening or improvement of flooding conditions in the area,
- placement of the proposed Pacific Paradise By-pass road,
- buffering measures which can avoid or minimise land use conflicts with any adjacent incompatible uses, and
- landscaped treatment to the site boundaries which screens or enhances the visual impacts of development from the Sunshine Motorway and proposed Pacific paradise By-pass road.

Any development of other land within the Precinct is to address:

- the operational impacts of aircraft using the nearby Sunshine Coast Airport. These requirements are outlined in the Local Area Code - Development in the Vicinity of the Airport found in Volume 4 of this Planning Scheme, and
- impacts upon adjacent environmentally significant areas, residential areas and traffic.

#### **(12) Mudjimba** (*Precinct Class = Neighbourhood Residential*)

##### *Intent*

This Precinct comprises most of the existing seaside village of Mudjimba and includes some adjacent undeveloped land. The village has an attractive relaxed character. This is a reflection of its origins as a seaside holiday destination and extensive stands of melaleuca trees within the street reserves and in private gardens. The Precinct's character is also influenced by the predominance of soft verges in the streets and the low density and small-scale of development.

A naturally vegetated esplanade area separates the Precinct from the surf beach, which contributes significantly to the pleasant character of the Precinct, as well as providing significant protection against coastal erosion. This vegetation is to therefore to be protected.

A considerable portion of the Precinct is likely to be affected by aircraft noise from the existing runway configuration of the Sunshine Coast Airport. Many new premises are therefore to be designed and constructed in accordance with relevant Australian Standards to mitigate the operational impacts, in particular noise, of aircraft using the nearby Sunshine Coast Airport.

In addition, the eastern part of the Precinct is located with a Coastal Management Control District (Area Prone to Coastal Erosion) and is subject to the requirements of the Coastal Protection and Management Act and any Regional Coastal Management Plan.

The Precinct's proximity to a fine surf beach is likely to generate a gradual increase in demand for housing and some pressure for redevelopment. However, the development potential of the Precinct is constrained by the extent and relative newness of established housing, poor access to community infrastructure, the Coastal Management Control District (Erosion Prone Area) and in particular, exposure to aircraft noise. Therefore, future development should be limited to low density premises to reduce the extent of noise impact, and any impacts from coastal erosion, and to retain the coastal village character of the Precinct. Detached housing is therefore appropriate throughout the developed part of the Precinct as the predominant form of use.

Part of the Precinct at the north western corner remains undeveloped. This part of the Precinct has lagoons and flat low-lying land, much of which is subject to periodic inundation. The Precinct contains areas of ecological significance that are directly related to hydrological characteristics and warrant conservation. The land has frontage to existing streets from the developed areas of the Precinct as well as from the David Low Way.

Some of this land has been previously proposed for residential use but much of the land in the Precinct is not considered suitable for conventional urban residential development due to locational constraints, flood susceptibility, wetland and ecological values, infrastructure provision and exposure to aircraft noise. Consequently most of this land should be protected from conventional residential development to:

- provide for the conservation of valued habitats,
- enhance the existing coastal wetlands landscape character,
- allow for more innovative and sensitive residential development that can better respect and complement the landscape and environmental values of the Precinct,
- allow for premises to be established only on those locations that are least constrained by biophysical, infrastructure and airport related constraints, and

- provide for sensitively designed, low impact and quite low density premises compared to conventional suburban residential use.

#### *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. In the north western undeveloped section of the Precinct, such uses are appropriate where the landscape and environmental values and constraints of the area are respected.

Undesirable use includes residential uses at higher densities and commercial and industrial uses, or buildings which are not in keeping with the desired residential character by exceeding the predominant building height of two storeys.

Other forms of residential use may be appropriate in the north western undeveloped section of the Precinct where developed in response to the site characteristics and environmental characteristics. A range of alternative forms and patterns of built form may be considered in this part of the Precinct. This range may include compact groupings of small lot housing, clustered dwellings and attached or detached dwellings on very large lots, where overall density does not exceed that indicated by the Preferred Maximum Density provisions below. Proposals should respond to the characteristics of individual sites and demonstrate their appropriateness.

#### *Landscape and Built Form*

New development should contribute to a high standard of residential amenity. Buildings should exhibit a residential character and respect the scale and amenity of adjacent existing premises. Premises should incorporate attractive landscaping that complements the character of the Precinct's established gardens. Any substantial existing trees or areas of garden considered to be of significance to the character of the Precinct should be retained and incorporated within the new premises. The Precinct's streetscapes should be enhanced with additional planting of appropriate trees.

Development in the Coastal Management Control District (Area Prone to Coastal Erosion) is to comply with the requirements of the Coastal Protection and Management Act and any Regional Coastal Management Plan for the area. The area affected is outlined in the Special Management Area regulatory map found in Volume 1 of this Planning Scheme.

New premises in the areas affected by airport operations should be designed and constructed in accordance with relevant Australian Standards to mitigate the operational impacts of aircraft using the nearby Sunshine Coast Airport. These requirements are outlined in the Local

Area Code - Development in the Vicinity of the Airport found in Volume 4 of this Planning Scheme.

Development in the north western undeveloped section of the Precinct is to:

- be designed and located such that its visual and physical impact on significant habitats and the landscape character of the Precinct is minimal,
- not be located in wetlands,
- not involve large amounts of landfill,
- be preferably located where vegetation has previously been cleared and access can be achieved without adverse impact on the landscape or the amenity of the locality,
- minimise clearing of native vegetation other than for previously approved sites for dwellings and ancillary buildings and necessary infrastructure,
- conserve and enhance existing mature vegetation,
- provide landscaping which blends development into the predominant landscape character of its environs, and
- restore areas which may have been damaged by construction work or previous inappropriate vegetation clearing.

#### *Preferred Maximum Density*

For development in the north western undeveloped section of the Precinct:

- The density of any new lot created in this Precinct shall be in accordance with the Code for Reconfiguring a Lot. However land in the Precinct should not be simply divided into the minimum area. Such lots may be appropriate in some parts of the Precinct but inappropriate in others.
- The minimum area per dwelling may be used as an average density that can be applied over a site to derive a maximum Dwelling Unit Factor for alternative forms of residential premises.
- Individual buildings should not exceed a building plan envelope area of 300 square metres where the maximum dimension in any single direction is 30 metres.
- Buildings should be located such that they have minimal visual impact on the predominant densely vegetated character of the Precinct. The positioning of buildings should therefore be determined having regard to the nature of individual sites with respect to matters such as:
  - degree of exposure to nearby streets and roads and adjacent premises
  - degree of visibility when viewed from further afield

- opportunities afforded by areas which may be partially cleared or of lower conservation value
- the need to avoid destruction of mature habitat vegetation.

#### (13) Mudjimba Village East (Precinct Class = Mixed Housing)

##### *Intent*

This Precinct comprises the central portion of the original seaside village of Mudjimba. The Precinct evokes an attractive relaxed character reflecting its origins as a place for family seaside holidays. This character is derived from the extensive stands of melaleuca species that exist within the street reserves and in private gardens, a predominance of soft verges in the streets, the low density and scale of development and scattered vacant lots.

Mudjimba's proximity to a fine surf beach is likely to generate a gradual increase in demand for housing and some pressure for redevelopment. This part of Mudjimba is suitable for higher density housing to fulfil this need.

There is also the opportunity for some expansion of the existing local convenience centre located at the intersection of Mudjimba Beach Road and the Esplanade. It should continue as the focus of convenience level shopping for the locality. Future development should provide a range of medium-density accommodation incorporating small scale cafes and convenience shops at street level. Non-residential uses should be integrated within predominantly residential premises. Such residential premises could be suitable for either permanent or tourist accommodation. Development in this centre should complement the landscaped parklands along the beachfront and reinforce the area as the centre of community recreation. It is not envisaged that there is any other establishment or expansion of commercial uses in the Precinct.

The Precinct is in close proximity to the Sunshine Coast Airport and may be subject to aircraft noise. However future planning for the Airport indicates that these noise levels will not be in excess of limits suitable for residential development.

In addition, the eastern part of the Precinct is located with a Coastal Management Control District (Area prone to Coastal Erosion) and is subject to the requirements of the Coastal Protection and Management Act and any Regional Coastal Management Plan for the area.

##### *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.

Shops, Fast food stores, Restaurants, Offices, Medical centres and Veterinary clinics may also be appropriate in the area between Kawanna Street and Mudjimba Esplanade. Such commercial uses are to be located at ground storey level, with the other storeys occupied by residential uses.

In addition, some community uses may be appropriate in the area between Kawanna Street and Mudjimba Esplanade to contribute to the sense of community focus in the centre. Such uses would include Child care centres, and Special uses such as a community hall or meeting room or church.

Undesirable use includes other forms of commercial and industrial uses, or buildings which are not in keeping with the desired residential character by exceeding the predominant building height of two storeys.

##### *Landscape and Built Form*

New development should contribute to a high standard of residential amenity. Buildings should exhibit a residential character and respect the scale and amenity of adjacent existing premises. Premises should incorporate attractive landscaping that complements the character of the Precinct's established gardens. Any substantial existing trees or areas of garden considered to be of significance to the character of the Precinct should be retained and incorporated within the new premises. The Precinct's streetscapes should be enhanced with additional planting of appropriate trees.

Any commercial or community use in the area between Kawanna Street and Mudjimba Esplanade will:

- be located on ground floor only,
- contribute the community focus of the locality,
- respond to the coastal character of the setting,
- provide shade and shelter over the street frontage, and
- provide all required carparking on site.

New development in this area should create a node of street-front buildings that form an appropriate termination for Mudjimba's main street and a 'gateway' to the beach. Buildings may be higher than those in adjacent residential Precincts but should respect the scale and overall residential character of their neighbouring areas. The amenity of buildings and adjacent spaces - and particularly the frontage to Mudjimba Beach Road and Mudjimba Esplanade - should be enhanced by landscaping in spaces between buildings as well as on terraces or roof gardens. Buildings should be designed to take advantage of the climate and views along the coast by incorporating generous verandahs, balconies and sheltered terraces.

Development in the Coastal Management Control



District (Area prone to Coastal Erosion) is to comply with the requirements of the Coastal Protection and Management Act and any Regional Coastal Management Plan for the area. The area affected is outlined in the Special Management Area regulatory map found in Volume 1 of this Planning Scheme.

#### *Preferred Maximum Density*

| Site area (m <sup>2</sup> ) | Maximum plot ratio | Site area per dwelling for calculating the DUF <sup>1</sup> |
|-----------------------------|--------------------|---|
| 600 to 699 <sup>2</sup>     | 1.0                | 240   |
| 700 to 799                  | 1.0                | 240   |
| 800 to 899                  | 1.0                | 240   |
| 900 to 999                  | 1.0                | 229   |
| 1000 to 1099                | 1.0                | 220   |
| 1100 to 1199                | 1.0                | 211   |
| 1200 to 1299                | 1.0                | 202   |
| 1300 to 1399                | 1.0                | 195   |
| 1400 to 1499                | 1.0                | 188   |
| 1500 to 1599                | 1.0                | 181   |
| 1600 to 1699                | 1.0                | 175   |
| 1700 to 1799                | 1.0                | 169   |
| 1800 +                      | 1.0                | 165   |

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

<sup>2</sup>Three units, of any bedroom configuration, are not preferred on a site with an area less than 700 m<sup>2</sup>

#### *Maximum building height*

- For that land between Kawanna Street and Mudjimba Esplanade:  
3 storeys (but not more than 12 metres)
- For the balance of the Precinct:  
2 storeys (but not more than 8.5 metres).

#### **(14) Mudjimba Community Land** *(Precinct Class = Special Purpose)*

##### *Intent*

This Precinct is situated adjacent to the southern edge of the Mudjimba Planning Area and includes a caravan park, community hall, RSL and surf life saving club facilities, emergency service facilities and a school site. It adjoins the Mudjimba Conservation Park and the foreshore area.

Land in this Precinct is intended to be continued to be developed and used for Community and Special uses that fulfil community needs, as well as the Caravan

park. Any development is to respect the area's environmental values and provide for adequate infrastructure.

In addition, the eastern part of the Precinct is located within a Coastal Management Control District (Area prone to Coastal Erosion) and is subject to the requirements of the Coastal Protection and Management Act and any Regional Coastal Management Plan.

#### *Preferred and Acceptable Uses*

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

Extension of the existing RSL Club and Caravan Park may also be appropriate, where undertaken with regard to environmental qualities and infrastructure.

Undesirable development is that which degrades the environmental qualities of the Precinct and development that does not realise community benefits.

#### *Maximum building height*

- 2 storeys (but not more than 8.5 metres)

#### **(15) Twin Waters Residential (Precinct Class = Master Planned Community)**

##### *Intent*

This Precinct comprises the site of the Twin Waters residential community and adjacent golf course and land on the corner of Nojoor Road and Ocean Drive. The Precinct is an emerging residential community, and master planning of the community is appropriate.

It is intended that the community includes:

- a design which is sympathetic to the waterside setting and environmental qualities of the site, waterways and adjacent land
- resolve environmental constraints such as flooding, impacts on waterways hydrology and any acid sulphate soils
- a predominance of detached houses with a minimum lot size of 600m<sup>2</sup>
- 3 clusters of low to medium density housing in the Precinct
- extensive parklands, particularly over vegetated areas and adjacent to waterways
- a small commercial centre of convenience shopping, centrally located in the Precinct
- maintenance of the existing golf course as important private open space.

The Precinct is in close proximity to the Sunshine Coast Airport and may be subject to aircraft noise. However

future planning for the Airport indicates that these noise levels will not be in excess of limits suitable for residential development.

#### *Preferred and Acceptable Uses*

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

#### *Landscape and Built Form*

Development in the Precinct is to address:

- visual and physical impacts of development on significant habitats, the landscape character and adjacent residential areas,
- environmental constraints in the Precinct including flooding, impacts on waterways hydrology and any acid sulphate soils,
- water quality of the Maroochy River and adjacent waterways,
- maximisation of native vegetation retention,
- provision landscaping which blends development into the predominant landscape character of its environs,
- restoration of areas which may have been damaged by construction work or previous inappropriate vegetation clearing, and
- prevention of direct and indirect impacts upon adjacent areas of environmental importance, in particular, the Maroochy River Conservation Park.

The predominant housing form in the Precinct should be Detached houses with a minimum lot size of 600m<sup>2</sup> and maximum building height of 2 storeys (but not more than 8.5 metres).

Three clusters of low to medium density housing may also be appropriate. The total area of these clusters should not exceed 20 hectares. Building height for such development should be mostly 2 storeys (but not more than 8.5 metres), though may be increased to 3 storeys (but not more than 12 metres) where not adjacent to public waterways or public roadways. The site area per dwelling should be in the vicinity of 180m<sup>2</sup> per dwelling.

A small commercial centre suitably located in the Precinct is also appropriate. The centre would be ideally located in close proximity to the clubhouse for the golf course, an established node in the Precinct. The gross floor area of such a centre should not exceed 500m<sup>2</sup>, with no single tenancy exceeding 50m<sup>2</sup>. The centre would ideally contain Shops, Restaurants, Fast food stores, Medical centres and offices, all located at ground floor level. Such a centre may also contain Residential uses at upper levels, in particular Accommodation building, Motel or Multiple dwelling

units would be appropriate. The small commercial centre in this location is not to displace the role of the North Shore Centre Precinct, which is intended to be the focus of Commercial and Community uses in the North Shore Planning Area. Rather the commercial centre in this Precinct is to provide low scale convenience facilities for the Precinct only.

The golf course is to remain in its current state, providing valuable private open space in the Precinct. Expansion of the clubhouse facilities is not envisaged, unless of a minor nature.

Extensive parkland is to be provided in the Precinct, especially along waterways and over areas of remnant vegetation. This parkland, combined with landscaping of streetscapes and development sites with local species, will provide a setting which reflects the natural landscape character of the Precinct, rather than an alien landscape not reflective of the Sunshine Coast.

#### **(16) Twin Waters Resort (Precinct Class = Master Planned Community)**

#### *Intent*

This Precinct comprises the site of the Twin Waters resort. The resort is an important tourist facility for the Shire. The resort's continued use is intended to be in accordance with past development approvals. Future approvals may provide for further development. Such development is intended to be carried out to be sustainable by respecting the environmental and landscape values of the area and ensuring the availability of development infrastructure with sufficient capacity to accommodate any additional demand.

It is intended that the building height throughout the Precinct be confined to 2 storeys (but not more than 8.5 metres), however, some taller buildings - to a maximum height of 3 storeys (but not more than 12 metres), may be permitted surrounding the lake. In addition it is intended that the existing landscape character of the resort is maintained - that is small clusters of buildings set in extensive parklands and naturally vegetated areas.

The Precinct is in close proximity to the Sunshine Coast Airport and may be subject to aircraft noise. However future planning for the Airport indicates that these noise levels will not be in excess of limits suitable for residential development.

#### *Preferred and Acceptable Uses*

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

Council will also consider the expansion of the existing Integrated resort, where development has due regard to environmental and values of the Precinct.

**(17) North Shore Waterfront and Islands  
Environmental Area  
(Precinct Class = Special Purpose)**

**Intent**

The Precinct generally comprises land with frontage to the ocean and the Maroochy River including adjoining land of ecological and recreational significance. The Precinct includes:

- the Maroochy Conservation Park (including Goat, Channel and Mudjimba Islands);
- Chambers Island;
- beachfront land along Mudjimba and Marcoola Beaches; and
- the Apex Youth Camp and surrounding land.

This Precinct includes significant coastal and riverine vegetation communities, as well as coastal heathlands and small areas of littoral vine forest growing as low thickets as part of beach vegetation communities. Also contained within this Precinct are ecologically significant areas of mangrove and riparian vegetation along the Maroochy River estuary.

Rare and vulnerable species of flora and fauna have been identified within this Precinct.

The Precinct should be managed to:

- provide for the permanent preservation of the area's natural condition and the protection of the area's natural resources and values;
- showcases the Precincts natural resources and their environmental values;
- provides for nature-based and ecologically sustainable uses; and
- retains important vegetation linkages throughout and beyond the planning area.

Much of this Precinct is included in a Coastal Management Control District (Area Prone to Coastal Erosion) and is subject to the Coastal Protection and Management Act and any Regional Coastal Management Plan. Consistent with these provisions, no new permanent structures or other built elements which may impede natural coastal or estuarine processes or significantly restrict views of the beach and ocean are intended in the Precinct.

The Precinct includes land which is part of or adjacent to a declared Fish Habitat Area. Fish Habitat Areas are declared by the State government as critical for fish breeding and feeding. It is important that the sustainability and values of the Fish Habitat Area be retained.

It is intended that most forms of development or activities which result in negative impacts upon existing

remnant vegetation will be excluded from this Precinct. Low key informal recreation, educational, interpretational and scientific uses may be suitable, along with uses connected with ecosystem monitoring..

Areas currently designated for local park and recreational usage such as the Apex Youth Camp and playground facilities located near the Surf Lifesaving Club should continue in their current use. However it is not intended that there be any expansion of these areas within the Precinct, particularly at the expense of remnant vegetation.

It is envisaged that any development within this Precinct is works that will either improve the ecology, control negative impacts, or ensure greater accessibility to the Precincts natural features, in an appropriate manner.

Chambers Island, and associated recreation facilities (Sailing Club, toilet block, shower and bench seating) are located within the Precinct. It is envisaged that there will be no expansion of existing facilities on the Island.

**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 Purposes Precinct Class, in this case nature conservation management.

Informal and low key recreation, education and scientific uses may also be considered to be consistent with the intent and desired character of this Precinct where appropriately designed at sighted with minimal loss of existing vegetation. These uses may include:

- interpretation centre;
- boardwalks; and
- walking tracks.

The preferred use for Chambers Island is the Sailing Club, as well as ancillary uses that do not impact upon the existing character, amenity, ecological and scenic values of the Island.

**Landscape and Built Form**

New development in this Precinct should be in keeping with the seaside landscapes and natural landforms of the locality. Generally no new buildings or substantial structures are envisaged in this Precinct. Any buildings and other structure should be minimal, low rise and have a very small site coverage. Tree planting and other landscaping treatments should be in keeping with the natural open space character of the Precinct. Revegetation and rehabilitation of degraded areas of remnant vegetation needs to be addressed in order to maintain the ecological integrity of the Precinct.

The following measures are considered an appropriate

means of achieving effective ecological control of the Precinct:

- prevent vehicular access to areas of ecological significance;
- managing and restrict pedestrian access to identified key access points;
- extension of existing Conservation Park area to encompass unprotected areas of significant remnant vegetation; and
- prevention of new buildings or substantial structures

Any new development should also frame or enhance view and vistas, or at least not intrude upon them.

Development is to have regard to the declared Fish Habitat Area within, or close to, the Precinct. Development over or near the declared area is to protect the area's ecological integrity and comply with the relevant requirements of the State government.

#### (18) Maroocha Conservation (Precinct Class = Special Purpose)

##### *Intent*

The land in this Precinct is in two major parcels located to the south-west and north of the Sunshine Coast Airport. The south-western parcel is divided by the Sunshine Motorway and bounded to the east by a drainage line. Both parcels are bounded to the west by land currently under sugar cane production. These uses have potential to impact on the values of the Precinct through edge effect degradation, increased fire risk or through impacts on the natural hydrology of the heathlands.

These parcels in particular include habitat of regionally endangered ecosystem types in relatively good condition, and together support viable colonies of rare species such as *Allocasuarina emuina* and *Eucalyptus conglomerata*, as well as associated fauna species such as the Ground Parrot (*Pezoporus wallicus*) and a number of wallum frog species. Such habitat is regionally significant, has been recognised as worthy of inclusion on the register of the National Estate and warrants conservation. It is intended that in the longer term the land will be managed to protect its high conservation values.

The Precinct also includes the sewage treatment plant, located on a separate land parcel in the south west corner on the western side of the Sunshine Motorway. This Council owned facility is surrounded by relatively undisturbed remnant vegetation, which provides an important buffer between the treatment plant and the adjacent state owned land of high conservation significance.

The land in this Precinct should be managed in a manner which:

- provides, to the greatest possible extent, for the permanent preservation of the area's natural condition and the protection of the area's cultural resources and values;
- presents the area's cultural and natural resources and their values;
- ensures that the only use of the area is nature-based and ecologically sustainable.

To this end, the primary goal for management of land within the Precinct will be nature conservation. Management will be specifically aimed at protecting species diversity, populations of wildlife (particularly species listed as rare or threatened), rare or threatened bio-regional ecosystems and habitat values.

The Precinct's management objectives will be best achieved by the exclusion of most forms of development from this Precinct. Educational and scientific uses may be supported, along with uses connected with fire management and ecosystem monitoring.

##### *Preferred and Acceptable Uses*

Preferred uses within this Precinct are those referred to in the Supplementary Table of Development (refer Vol 1), and in the Table of Development Assessment (refer Vol 1) for the Special Purposes Precinct Class, in this case conservation.