

## 7.2.16 Landsborough local plan code

### 7.2.16.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Landsborough local plan area as shown on Map ZM42 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Landsborough local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.16.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.16.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.16A (Landsborough local plan elements)**.

### 7.2.16.2 Context and setting

This section is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and is intended to assist in the interpretation of the Landsborough local plan code.

*The Landsborough local plan area is located on the North Coast Rail Line between the towns of Beerwah and Mooloolah in the southern hinterland of the Sunshine Coast. The local plan area includes Landsborough's town centre, the surrounding urban area and adjacent rural residential areas to the north, south and west. The local plan area has a land area of approximately 898 hectares.*

*Landsborough is a picturesque and historic hinterland town. Situated at the southern entrance to the Blackall Range, Landsborough is framed to the north and west by elevated terrain associated with the Blackall Range escarpment and Mount Mellum. Mellum Creek and adjoining tributaries traverse the local plan area with pockets of remnant vegetation located along the creek corridors. The town includes a number of local and State heritage places as well as two character areas comprising groups of buildings indicative of early 20<sup>th</sup> century building styles.*

*Landsborough's town centre, which fulfils the local needs of the immediately surrounding urban, rural and rural residential community, is primarily located on the western side of the rail line around Cribb Street and Maleny Street. Cribb Street, which contains historic buildings and adjoins the railway station, is the traditional "main street" of Landsborough. Maleny Street provides a range of convenience retail and commercial uses.*

*The local plan area also includes an industrial area to the east of the rail line with access via Caloundra Street. There is also a substantial rendering plant operation (Sunland Meats) located immediately to the south of Mellum Creek.*

*Landsborough includes a range of community activities and sport and recreation areas including Landsborough State School, emergency services, local utilities, the Landsborough Museum, places of worship and district sports grounds. An Arts, Community and Heritage Precinct is planned for land south of the town centre and Maleny Street.*

*A mix of older dwelling houses, dual occupancies and small scale multiple dwellings are located in Mill Street, Cribb Street and Gympie Street which adjoins the business centre and railway station. Beyond the central area, the residential areas are characterised by dwelling houses on larger lots in traditional street layouts. The rural residential areas to the north, south and west include lot sizes of 5,000m<sup>2</sup> or greater. Some of these rural residential areas are constrained by flooding, steep land and/or significant vegetation.*

*Landsborough functions as an important public transport node, with a bus link from the railway station to the coastal urban area and to Maleny. The major road access into Landsborough from the east is via Caloundra Street from Steve Irwin Way. Maleny Street links Caloundra Street to Landsborough-Maleny Road providing access to Maleny and the Blackall Range. Old Landsborough Road links Landsborough to Beerwah.*

The North Coast Rail Line, which bisects the local plan area, is proposed to be realigned and duplicated. As part of the planned upgrade, provision has been made for a grade separated crossing at Gympie Street North.

Urban zoned land within the local plan area is connected, or has the ability to be connected, to reticulated water and sewerage.

### 7.2.16.3 Purpose and overall outcomes

- (1) The purpose of the Landsborough local plan code is to provide locally relevant planning provisions for the assessment of development within the Landsborough local plan area.
- (2) The purpose of the Landsborough local plan code will be achieved through the following overall outcomes:-
  - (a) Landsborough remains a small rural town with a visible heritage character, primarily servicing the local needs of the immediately surrounding urban, rural residential and rural community.
  - (b) Development for urban and rural residential purposes within the Landsborough local plan area is limited to land within the urban and rural residential growth management boundaries respectively to protect and reinforce the character and identity of Landsborough, provide for the efficient provision of *infrastructure* and services and to avoid constrained land that is generally unsuitable for urban and rural residential development.
  - (c) Development retains the key built form, *streetscape*, landscape character and natural environment elements that contribute to the character, setting and identity of Landsborough as a rural town with a strong sense of place and associations with the past.
  - (d) Development in the local plan area protects and retains the *character areas* in Landsborough (Cribb Street and Landsborough East) and buildings identified as having cultural heritage or *streetscape* significance as important elements of local character and identity.
  - (e) Development for business uses is contained within the Local centre zone and contributes to Landsborough town centre's role as a local (full service) activity centre providing a wide range of convenience goods and services to service Landsborough and immediately surrounding rural residential and rural communities.
  - (f) Development in the Local centre zone protects the traditional built form, heritage and *streetscape* character of Landsborough. Development in Cribb Street enhances the traditional main street of Landsborough with active street *frontages*, traditional built form and improved streetscaping and landscaping. Development in Maleny Street reflects this street's role as a gateway to the Blackall Range with active street *frontages*, traditional built form and enhanced *streetscape* and landscaping.
  - (g) Development in the Specialised centre zone along Caloundra Street provides a range of larger format retail and business uses which are of a scale that is compatible with the rural town character and local activity centre role of Landsborough.
  - (h) Development in the Medium impact industry zone remains small scale and low key and is limited to land included in the Medium impact industry zone to the east of the rail line. This area develops as an integrated industrial estate with high quality buildings and landscaped grounds, particularly where fronting Caloundra Street. The northern interface to land in the Low density residential zone is sensitively treated and buffered to mitigate impacts.
  - (i) Development in the Low density residential zone is sympathetic to the traditional character and identity of established low density residential areas in Landsborough.
  - (j) Development in the Medium density residential zone provides for the establishment of a range of medium density accommodation types that are compatible in scale and design with the rural town setting. Such accommodation provides a high standard of architectural design to complement the traditional built form character of Landsborough.
  - (k) The rendering plant operation located immediately to the south of Mellum Creek operates in accordance with existing approvals. If the rendering plant ceases operation, the preferred future use of the *site* is for residential development which contributes to residential choice in

Landsborough, sensitively responds to site constraints and provides for direct pedestrian and cycle connections across Mellum Creek to the town centre.

- (l) Development in the local plan area is supported by a network of open space to meet the needs of the local community and facilitates safe and convenient pedestrian and cycle connections between and around the key destinations within the local plan area.
- (m) Development does not compromise or adversely impact upon the existing transit hub and the North Coast Rail Line, including the planned realignment and duplication of the rail line and the possible future provision of a grade separated crossing within the local plan area.

#### 7.2.16.4 Performance outcomes and acceptable outcomes

**Table 7.2.16.4.1 Performance outcomes and acceptable outcomes for assessable development**

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Landsborough Local Plan Area Generally (All Zones)</i>			
PO1	Development provides for buildings, structures and landscaping that is consistent with and reflects the traditional rural town character of Landsborough in terms of scale, siting, form, composition and use of materials.	AO1.1	Development provides for the retention and/or adaptive re-use, with limited modification, of buildings which have cultural heritage or character significance.  Editor's Note—Section 8.2.9 (Heritage and character areas overlay code) sets out requirements for development on or in proximity to <i>local heritage places</i> and in <i>character areas</i> .  Note—The <b>Planning Scheme Policy for Landsborough (urban design guidelines)</b> provides guidance in relation to the achievement of urban design outcomes for development in Landsborough.
		AO1.2	Buildings and structures incorporate traditional external building materials, such as timber cladding and corrugated iron roofs.
		AO1.3	For residential, business and community activities, roof forms reflect simple, traditional Queensland style roof designs including gable, hip, pitched or multiple gable roof forms.
PO2	Development provides for the retention and enhancement of key landscape elements including historical landmarks, significant views and vistas, existing character trees and areas of significant <i>vegetation</i> contributing to the setting, character and sense of place of Landsborough.	AO2.1	Development provides for the retention of historical landmarks, memorials and monuments.
		AO2.2	Development protects and emphasises, and does not intrude upon, important sight lines to Mount Mellum, the Blackall Range and other views to surrounding rural and natural areas, including the significant views identified on <b>Figure 7.2.16A (Landsborough local plan elements)</b> .
		AO2.3	Development provides for the retention and enhancement of existing mature trees and character <i>vegetation</i> contributing to the vegetated backdrop, setting and <i>streetscape</i> character of Landsborough including:- (a) <i>riparian vegetation</i> adjacent to Mellum Creek , Little Rocky Creek,

Performance Outcomes		Acceptable Outcomes	
			<p>Addlington Creek and tributaries;</p> <p>(b) mature eucalypts within Pioneer Park and along Caloundra Street, which frame the eastern entry to the town; and</p> <p>(c) other character <i>vegetation</i> identified on <b>Figure 7.2.16A (Landsborough local plan elements)</b>.</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>
<b>PO3</b>	Development contributes to the establishment of attractive gateways and coherent <i>streetscapes</i> to enhance the rural town character of, and sense of entry and arrival to, Landsborough.	<b>AO3.1</b>	<p>Development adjacent to a primary streetscape treatment area or identified gateway/entry point identified on <b>Figure 7.2.16A (Landsborough local plan elements)</b> incorporates architectural and landscape treatments and other design elements which enhance the sense of entry and arrival to, and rural town character of, Landsborough and emphasise corner locations.</p>
		<b>AO3.2</b>	<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—<b>Section 9.4.2 (Landscape code)</b> 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>
<b>PO4</b>	Development on sites fronting the northern side of Caloundra Street between the rail line and Steve Irwin Way provides for a range of well-designed buildings complemented by attractive landscape treatment that enhances Caloundra Street as the main entrance into Landsborough from Steve Irwin Way.	<b>AO4.1</b>	<p>Development provides a landscaped <i>buffer</i> strip at least 3 metres in width to the Caloundra Street <i>frontage</i> to complement existing <i>vegetation</i> in the Caloundra Street road reserve.</p>
		<b>AO4.2</b>	<p>Development incorporates architectural elements, building forms and landscaping with:-</p> <p>(a) building facades contributing to established proportion and scale (including sky-lining and silhouette) along Caloundra Street;</p> <p>(b) front facades exhibiting additional modelling and detailing, with major windows and building openings addressing the street <i>frontage</i>;</p> <p>(c) individual built structures close to the street having a maximum front wall length of 50% of the length of the front boundary;</p> <p>(d) buildings <i>setback</i> a minimum of 3 metres from the front boundary to allow for incorporation of awnings and verandahs;</p>

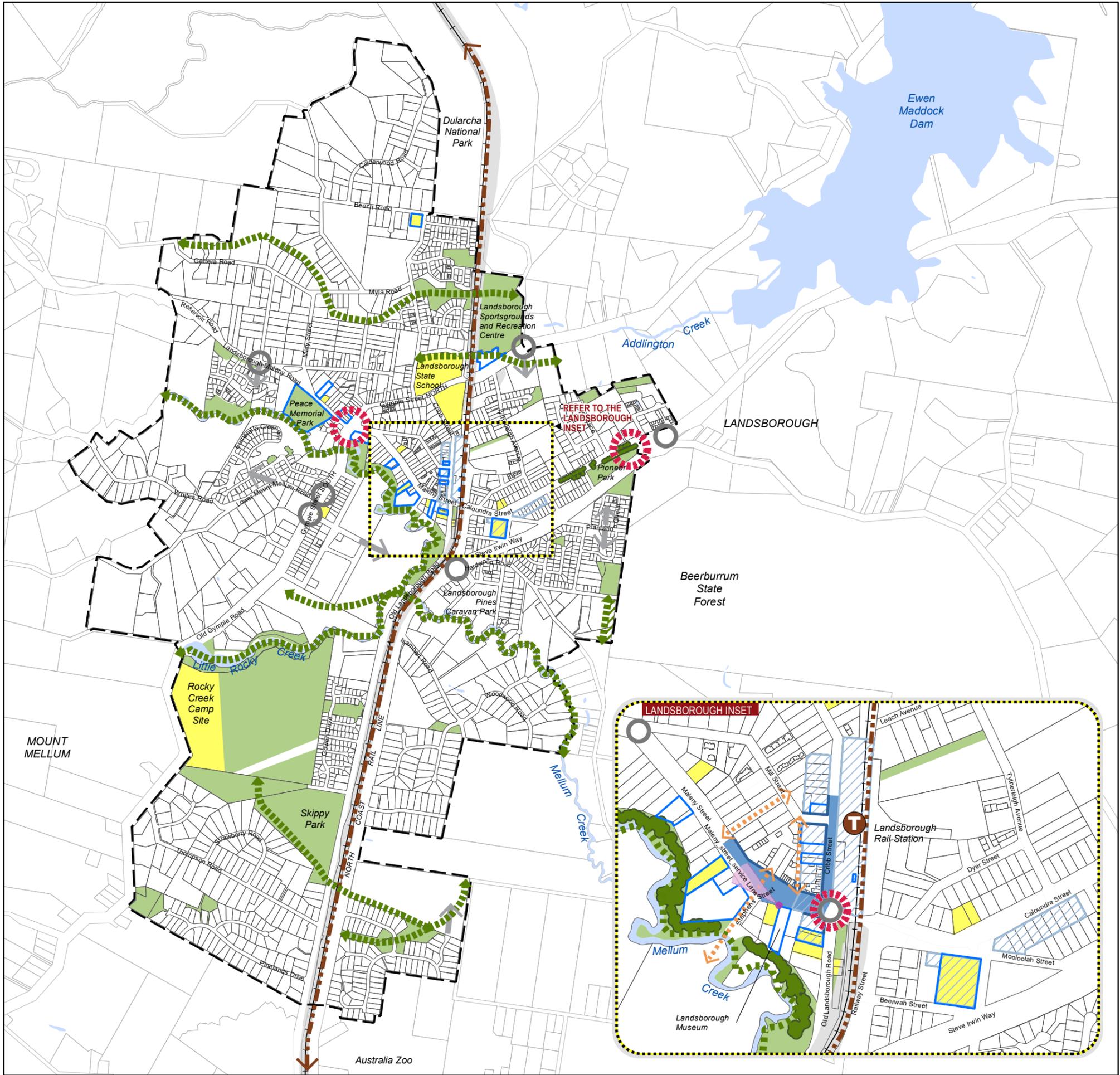
Performance Outcomes		Acceptable Outcomes	
			<p>(e) building articulation, roof overhangs, pedestrian shelters, awnings and verandahs incorporated to provide visual interest, shade and to create facade shadow;</p> <p>(f) industrial entrances (e.g. roller doors) orientated “side-on” away from the street; and</p> <p>(g) car parking areas provided between buildings in discrete, well-screened and shaded areas.</p> <p>Note—<b>Figure 7.2.16B (Design principles for development fronting the northern side of Caloundra Street)</b> illustrates application of some of the above design principles for development fronting the northern side of Caloundra Street.</p> <p>Note—the <b>Planning Scheme Policy for Landsborough (urban design guidelines)</b> provides further guidance in relation to the achievement of urban design outcomes for development in Landsborough.</p>
<b>PO5</b>	<p>Development provides through block pedestrian linkages which:-</p> <p>(a) are located to reflect the desire lines of pedestrian movement between major points of attraction and public spaces;</p> <p>(b) provide a safe alternative to the street based pedestrian and cycle movement network; and</p> <p>(c) provide a comfortable pedestrian environment in terms of access, width, shelter, materials and function.</p>	<b>AO5</b>	<p>Development provides safe, comfortable and attractive through block pedestrian linkages where identified on <b>Figure 7.2.16A (Landsborough local plan elements)</b>.</p>
<b>PO6</b>	<p>Development on land with frontage to Mellum Creek, Little Rocky Creek, Addlington Creek, or on land otherwise identified as a local ecological linkage on <b>Figure 7.2.16A (Landsborough local plan elements)</b>, facilitates the provision of the local ecological linkage.</p>	<b>AO6</b>	<p>No acceptable outcome provided.</p> <p>Editor’s Note—<b>Section 8.2.3 (Biodiversity, waterways and wetlands overlay code)</b> sets out requirements for the provision of ecological linkages.</p>
<b>PO7</b>	<p>Development does not compromise the provision and operation of <i>transport networks</i> including:-</p> <p>(a) the Steve Irwin Way and other <i>major roads</i>;</p> <p>(b) the existing transit hub centred around Landsborough station; and</p> <p>(c) the proposed realignment and duplication of the North Coast Rail Line, including any associated road upgrades and overpasses.</p>	<b>AO7</b>	<p>No acceptable outcome provided.</p>
<b>Development in the Local Centre Zone</b>			
<b>PO8</b>	<p>Development in the Local centre zone provides for small scale uses and mixed uses that:-</p> <p>(a) support Landsborough town centre’s role and function as a local (full service) activity centre; and</p> <p>(b) provide a wide range of convenience goods and services to the urban area of</p>	<b>AO8</b>	<p>No acceptable outcome provided.</p>

Performance Outcomes		Acceptable Outcomes	
	Landsborough and immediately surrounding rural residential and rural communities.		
<b>PO9</b>	<p>Development in the Local centre zone:-</p> <ul style="list-style-type: none"> <li>(a) protects and is sympathetic to the traditional rural town character and identity of Landsborough;</li> <li>(b) complements the traditional built form and <i>streetscape</i>;</li> <li>(c) addresses the street;</li> <li>(d) creates vibrant and active streets and public spaces;</li> <li>(e) provides continuous weather protection for pedestrians;</li> <li>(f) uses traditional building materials; and</li> <li>(g) provides integrated and functional parking and access arrangements that do not dominate the street.</li> </ul>	<b>AO9</b>	<p>Development in the Local centre zone:-</p> <ul style="list-style-type: none"> <li>(a) provides <i>primary active street frontages</i>, built to the front boundary where identified on <b>Figure 7.2.16A (Landsborough local plan elements)</b>;</li> <li>(b) is designed to respect the layout, scale (including height and <i>setback</i>) and character of existing buildings;</li> <li>(c) provides continuous all-weather protection in the form of awnings and/or light verandah structures with decorative non-load bearing posts over footpath areas with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerb;</li> <li>(d) provides for a mixture of original lowset timber framed buildings and compatible new buildings;</li> <li>(e) has simple, traditional Queensland style roof designs, such as hipped or gabled, and parapets facing the street;</li> <li>(f) has building openings overlooking the street, with the main entrance visually emphasised in the centre of the ground floor facade;</li> <li>(g) provides detailing and articulation for horizontal emphasis including awnings, parapet walls and first floor balconies;</li> <li>(h) uses traditional building materials (timber cladding and corrugated iron roofing);</li> <li>(i) uses understated colour schemes and low-reflective roofing and cladding materials;</li> <li>(j) ensures that signage is integrated with the building;</li> <li>(k) locates on-site car parking at the rear or to one side of the development; and</li> <li>(l) provides pedestrian routes from rear car parking areas to the street.</li> </ul> <p>Note—<b>Figure 7.2.16C (Design principles for development in Landsborough’s Local centre zone)</b> illustrates application of some of the above design principles for development in Landsborough’s Local centre zone.</p> <p>Note—the <b>Planning Scheme Policy for Landsborough (urban design guidelines)</b> provides guidance in relation to the achievement of urban design outcomes for development in Landsborough.</p>
<b>Development in the Specialised Centre Zone</b>			
<b>PO10</b>	Development in the Specialised Centre zone is limited in scale and intensity to ensure that such development is compatible with Landsborough’s role and function as a local activity centre and does not compete with higher	<b>AO10.1</b>	Development in the Specialised centre zone accommodates larger format business uses that are not suited or capable of being located in Landsborough’s Local centre zone.

Performance Outcomes		Acceptable Outcomes	
	order centres, including Beerwah.	AO10.2	Development in the Specialised centre zone provides for individual buildings not to exceed a <i>gross leasable floor area</i> of 450m <sup>2</sup> .
<b>Development in the Medium Impact Industry Zone</b>			
PO11	Development in the Medium impact industry zone:- (a) protects the amenity of adjacent residential areas; (b) protects water quality and other local environmental values; (c) ensures that the design, colours and finishes of buildings and structures are provided to a high standard; and (d) provides efficient and safe access.	AO11.1	The layout and design of development in the Medium impact industry zone:- (a) provides acoustic and visual buffering to the adjacent Low density residential zone; and (b) provides a total site stormwater management solution which protects the water quality of Ewen Maddock Dam and Pumicestone Passage catchments.
		AO11.2	Development incorporates a high standard of design with:- (a) <i>ancillary</i> office and display components of development located towards the front of sites; (b) car parking areas located between or behind buildings with linkages provided to adjacent sites; (c) the front facade of buildings exhibiting greater design interest, including wall articulation, pitched roof form, roof overhangs, verandahs, prominent entrance treatments and integrated signage; and (d) landscaping including shade trees provided to enhance the appearance and comfort of development and contribute to the buffering of the adjoining Low density residential zone.  Note—Figure 7.2.16D ( <b>Design principles for development in Landsborough’s Medium impact industry zone</b> ) illustrates application of some of the above design principles for development in Landsborough’s Medium impact industry zone.  Note—the <b>Planning Scheme Policy for Landsborough (urban design guidelines)</b> provides guidance in relation to the achievement of urban design outcomes for development in Landsborough.
		AO11.3	Development:- (a) provides safe and efficient access (including access to Tytherleigh Avenue and east/west connections); and (b) rationalises direct access to Caloundra Street through shared access arrangements.
<b>Development in the Low Density Residential Zone Generally</b>			
PO12	Development in the Low density residential zone provides for lot sizes and a configuration of lots that is sympathetic to the traditional character and identity of established residential areas in Landsborough.	AO12	Development for reconfiguring a lot in the Low density residential zone provides for larger lot sizes (as specified in AO13.1 and AO14.1 below), a grid pattern of streets, connectivity for pedestrians, open <i>streetscape</i> and mature street trees.

Performance Outcomes		Acceptable Outcomes	
<b>Development in the Low Density Residential Zone in Precinct LAN LPP-1 (Landsborough Town West)</b>			
<b>PO13</b>	Reconfiguring a lot in the Low density residential zone in Precinct LAN LPP-1 (Landsborough Town West) identified on <b>Local Plan Map LPM42:-</b> (a) maintains the low density residential character of the area; (b) provides for a transition of lot sizes to surrounding rural residential areas; (c) responds to and retains environmental features, including significant <i>vegetation</i> and other <i>ecologically important areas</i> ; (d) protects the visual amenity of Landsborough-Maleny Road as a scenic route; (e) provides for appropriate pedestrian and cycle links; and (f) provides for road and intersection upgrades.	<b>AO13.1</b>	Reconfiguring a lot provides for lots which have a minimum area of 750m <sup>2</sup> .
		<b>AO13.2</b>	Reconfiguring a lot incorporates larger lots adjacent to Lower Mount Mellum Road, Whites Road and along the western boundary of Precinct LAN LPP-1 (Landsborough Town West).
		<b>AO13.3</b>	Reconfiguring a lot provides for the protection of significant <i>vegetation</i> adjacent to Mellum Creek and Landsborough-Maleny Road.
		<b>AO13.4</b>	In addition to any parkland dedication, reconfiguring a lot provides a local ecological linkage and open space corridor along Mellum Creek.
		<b>AO13.5</b>	A dense vegetated <i>buffer</i> is provided to Landsborough-Maleny Road to screen development from the road.
		<b>AO13.6</b>	Reconfiguring a lot contributes to the provision of pedestrian and cycle linkages to the Landsborough town centre.
		<b>AO13.7</b>	Reconfiguring a lot contributes to the upgrading of the Gympie Street South – Lower Mount Mellum Road intersection.
<b>Development in the Low Density Residential Zone in Precinct LAN LPP-2 (Landsborough Town East)</b>			
<b>PO14</b>	Development in the Low density residential zone in Precinct LAN LPP-2 (Landsborough Town East) identified on <b>Local Plan Map LPM42:-</b> (a) creates a distinct residential neighbourhood by maintaining the low density residential character of the area; (b) provides for appropriate pedestrian and cycle links to improve accessibility to the Landsborough town centre; (c) responds to and retains environmental features, including significant <i>vegetation</i> and other <i>ecologically important areas</i> ; and (d) provides enhanced ecological connectivity between significant <i>vegetation</i> and other <i>ecologically important areas</i> located adjacent to the precinct.	<b>AO14.1</b>	<i>In partial fulfilment of Performance Outcome PO14:-</i> Reconfiguring a lot provides for a minimum lot size of:- (a) 1,000m <sup>2</sup> on land between Toorbul Street and Forestdale Road; (b) 800m <sup>2</sup> on land between Forestdale Road and Hardwood Road; and (c) 650m <sup>2</sup> elsewhere in Precinct LAN LPP-2 (Landsborough Town East).
		<b>AO14.2</b>	Any lots intended for a <i>dual occupancy</i> or <i>secondary dwelling</i> are nominated on a plan of development, with the lots nominated for these dwellings to not exceed 5% and 20% of total lots, respectively.
		<b>AO14.3</b>	Development contributes to the provision of a network of cycleways and pedestrian paths linking to the Landsborough town centre.
		<b>AO14.4</b>	Development provides a vegetated buffer of at least 25m in width along the eastern boundary of Precinct LAN LPP-2 (Landsborough Town East).
<b>Development in the Medium Density Residential Zone</b>			
<b>PO15</b>	Development in the Medium density residential zone:- (a) provides for the establishment of medium density housing	<b>AO15.1</b>	For a <i>multiple dwelling</i> , the development <i>site</i> has an area of at least 1,000m <sup>2</sup> .
		<b>AO15.2</b>	Development within the Medium density

Performance Outcomes		Acceptable Outcomes	
	<p>compatible with a rural town setting;</p> <p>(b) is sympathetic to the rural town character of Landsborough;</p> <p>(c) is of a domestic scale that does not dominate the <i>streetscape</i> and is compatible with surrounding development;</p> <p>(d) provides for building form that reflects the traditional Queensland style;</p> <p>(e) provides for generous open space to be maintained between buildings to preserve a predominantly open feel; and</p> <p>(f) provides for on-site car parking to be located and designed such that it does not dominate the <i>streetscape</i>.</p>		<p>residential zone:-</p> <p>(a) is in the form of multiple separated buildings or provides for larger buildings to be expressed as a series of linked smaller buildings that are similar in scale to a detached house;</p> <p>(b) provides for a building form which reflects the traditional Queensland style and incorporates front facades and building elements including wall articulation, pitched roof forms, roof overhangs, verandahs and prominent entry treatments; and</p> <p>(c) provides car parking areas at the rear of and/or between buildings. Car parking areas are broken-up and do not dominate the <i>streetscape</i>.</p> <p>Note—Figure 7.2.16E (Design principles for development in Landsborough’s Medium density residential zone) illustrates application of some of the above design principles for development in Landsborough’s Medium density residential zone.</p>
<b>Development in the Emerging Community Zone (Lot 2 RP208083, Coolum Street)</b>			
<b>PO16</b>	<p>Development in the Emerging community zone on Lot 2 RP208083:-</p> <p>(a) provides for medium density residential uses that contribute to housing choice in Landsborough;</p> <p>(b) rehabilitates and remediates any contaminated land;</p> <p>(c) provides appropriate riparian buffers to Mellum Creek, protects adjoining riparian <i>vegetation</i> and avoids flood prone land;</p> <p>(d) in addition to any parkland dedication, provides a local ecological linkage and open space corridor along Mellum Creek;</p> <p>(e) provides an environmentally sensitive pedestrian and cycle link along the southern side of Mellum Creek;</p> <p>(f) provides a direct pedestrian and cycle link across Mellum Creek to Landsborough’s town centre; and</p> <p>(g) provides efficient, safe and convenient vehicle access via Gympie Street South.</p>	<b>AO16</b>	No acceptable outcome provided.



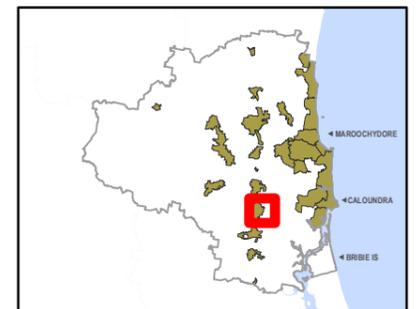
**LEGEND**

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



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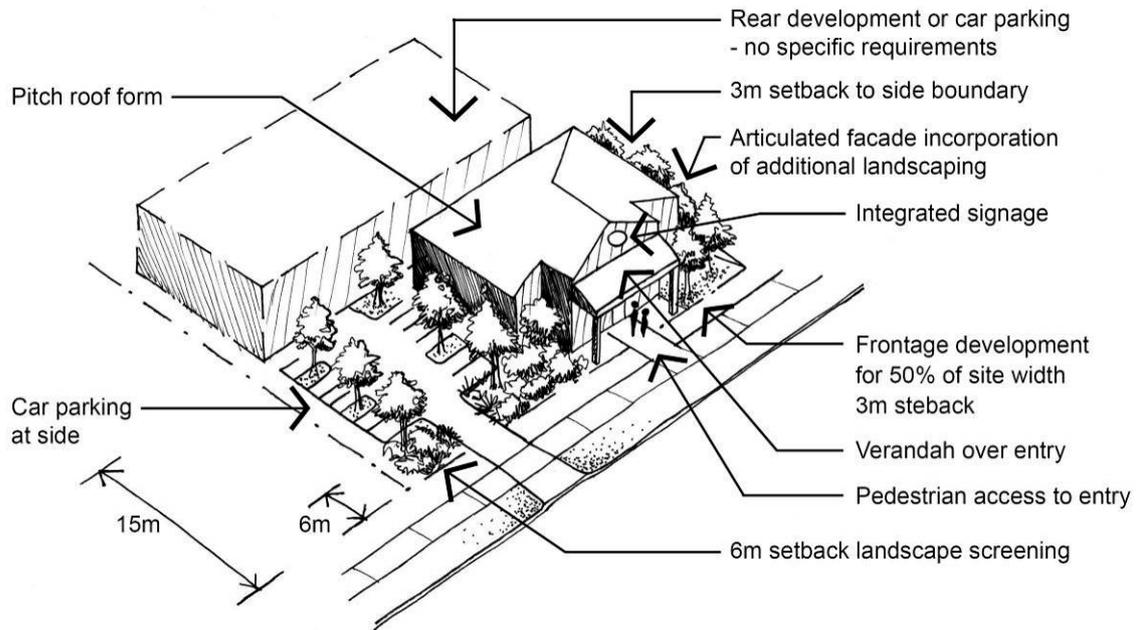
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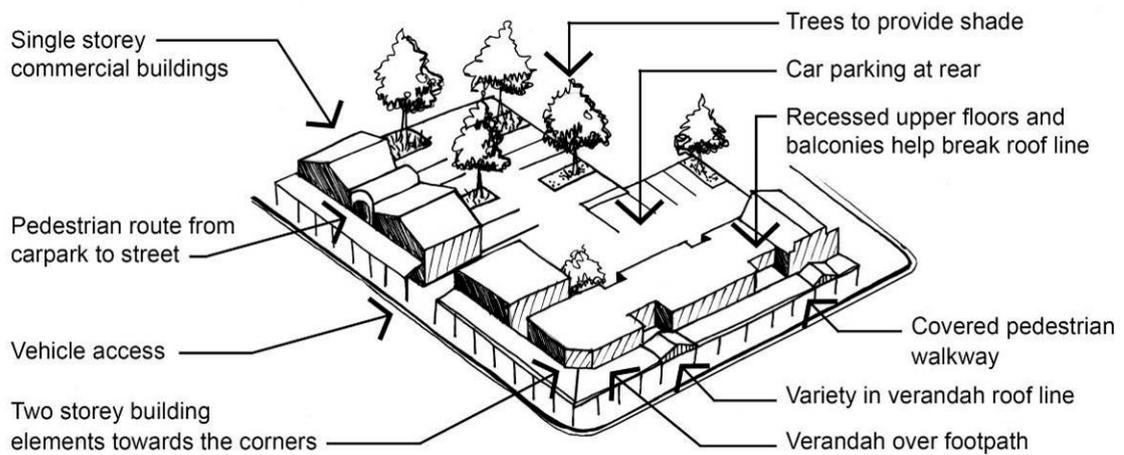
Note 1: For contextual purposes only.  
Note 2: Refer to Heritage and Character Overlay maps in Schedule 2 (Mapping).

**Figure 7.2.16A (Landsborough Local Plan Elements)**

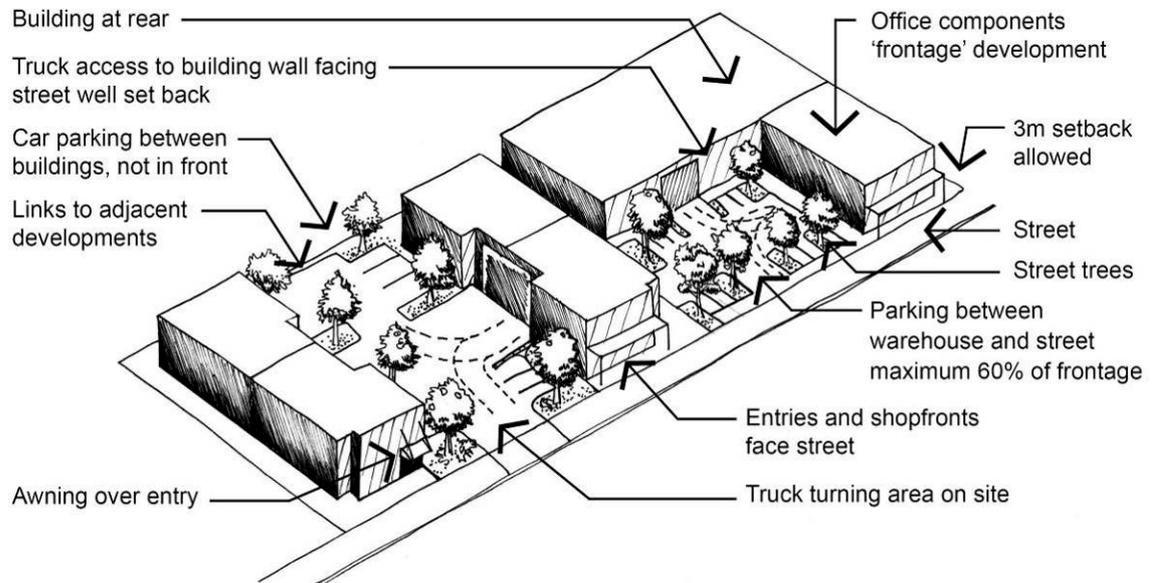
**Figure 7.2.16B Design principles for development fronting the northern side of Caloundra Street**



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



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



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

