

## 7.2.7 Caloundra West local plan code

### 7.2.7.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Caloundra West local plan area as shown on Map ZM44 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Caloundra West 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 7.2.7.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.7.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.7A (Caloundra West local plan elements)**.

### 7.2.7.2 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 Caloundra West local plan code.

*The Caloundra West local plan area is located in the south-eastern part of the Sunshine Coast and has a land area of approximately 2,295 hectares.*

*The local plan area includes the established residential neighbourhoods of Aroona, Little Mountain and part of Currimundi as well as emerging neighbourhoods at Bellvista and Meridan Plains.*

*The local plan area has a variable topography with the north-eastern part located in the coastal plain, the north-western part located on the Mooloolah River flood plain and the central and southern parts dominated by Little Mountain and its foothills.*

*The Mooloolah River, Currimundi Creek and the northern branch of Lamerough Creek are the main waterways traversing the local plan area and are important environmental, recreation and local character elements.*

*Whilst the natural landscape has been substantially altered over time to accommodate urban development, a broad mosaic of vegetation still remains in parts of the local plan area. In particular, the steeper hillside areas in the vicinity of Sugarbag Road and protected areas adjacent to Caloundra Road and the Dedicated Public Transport Corridor (CAMCOS), including the Caloundra Conservation Park, Meridan Plains Conservation Park, Jill Chamberlain Conservation Reserve and Sharyn Bonney Conservation Reserve retain areas of dense native vegetation contributing to the character and amenity of the local plan area.*

*About half of the local plan area is presently developed for housing with a number of residential estates currently under development or in the preliminary planning process. The predominant housing form in the local plan area is dwelling houses on conventional sized urban lots although some areas of small lot housing, multi unit development and several retirement villages are also present in the local plan area.*

*The Currimundi District Activity Centre, located in the north-eastern part of the local plan area, comprises the Currimundi Market Place located on the corner of Nicklin Way and Bellara Drive and the adjacent strip retail development located on either side of Nicklin Way. Several small local centres comprising of one or a small group of shops are interspersed throughout the local plan area.*

*The Sunshine Coast Industrial Park, located in the south-western part of the local plan area is a regionally significant industry and enterprise area that is progressively being developed.*

*The local plan area also accommodates a range of community activities and sport and recreation activities including the Corbould Park Racecourse, the Meridan Plains Sports Fields, Meridan State College, Talara State Primary School and Unity College.*

*Caloundra Road and Corbould Way are the principal transport routes providing a direct link from the Bruce Highway into Caloundra Town Centre and to Kawana. Caloundra Road is a major gateway to Caloundra from the west, providing a dramatic sense of arrival at Little Mountain with uninterrupted views to the Pumicestone Passage, islands and the ocean.*

*Several proposed transport corridors traverse the local plan area, including the Dedicated Public Transport Corridor (CAMCOS) (linking the North Coast Rail Line at Beerwah to Maroochydore) and the southern extension of the Multi Modal Transport Corridor (linking Caloundra South with the Sunshine Motorway).*

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

### **7.2.7.3 Purpose and overall outcomes**

- (1) The purpose of the Caloundra West local plan code is to provide locally relevant planning provisions for the assessment of development within the Caloundra West local plan area.
- (2) The purpose of the Caloundra West local plan code will be achieved through the following overall outcomes:-
  - (a) The Caloundra West local plan area is a mature coastal urban area comprised of a number of interconnected residential communities, a major industrial and enterprise employment area and significant community and sport and recreation facilities.
  - (b) Urban and rural residential development in the Caloundra West local plan area is limited to land within the urban and rural residential growth management boundaries respectively so as to protect environmental areas, avoid constrained land and provide for the efficient provision of *infrastructure* and services.
  - (c) Opportunities for transit oriented development are provided in designated areas adjacent to the CoastConnect Priority Public Transport Corridor and the Dedicated Public Transport Corridor (CAMCOS), particularly within the Medium density residential zone and the Emerging community zone surrounding the proposed Aroona transit station.
  - (d) The sense of arrival to Caloundra from the west and the landscape and visual amenity of Caloundra Road is protected and reinforced by retaining and supplementing bushland and providing landscape buffers in corridors adjacent to Caloundra Road to effectively screen development, and maintaining the wide open vista over Moreton Bay available from the crest of Little Mountain.
  - (e) The Currimundi District Activity Centre is retained as a district level activity centre offering a wide range of business and community activities servicing the needs of residents in the northern part of the local plan area and nearby neighbourhoods in the adjacent Caloundra local plan area and Kawana Waters local plan area.
  - (f) Development in the District centre zone provides for Currimundi Market Place to function as the retail core with the areas adjacent to Nicklin Way providing a broader range of business uses in a configuration that substantially improves the *streetscape* character and appearance of this part of Nicklin Way.
  - (g) Land included in the Local centre zone on Parklands Boulevard opposite Sunset Drive is developed as a local (full service) activity centre incorporating a *supermarket* and associated business uses in a configuration that supports, and is complementary to, the proposed Aroona transit station to be established on adjacent land in conjunction with the Dedicated Public Transport Corridor (CAMCOS).
  - (h) Other local centres in the local plan area, including those at Aroona, Ivadale Lakes, Parklands, Bellvista and Little Mountain are retained as local (not full service) activity centres, providing for the day to day needs of residents in one or a small group of tenancies only.
  - (i) Whilst opportunities exist for the expansion and enhancement of business functions within the different centres in the local plan area, residents continue to rely upon Caloundra, Kawana or Maroochydore for their higher order business needs.
  - (j) Development within the Low density residential zone, Medium density residential zone and Emerging community zone occurs in an integrated manner and creates walkable

neighbourhoods with good pedestrian and cycle connectivity to centres, community facilities and open space. Whilst a range of residential lot sizes and housing types may be expected to establish within the undeveloped parts of the local plan area, the prevailing low density character of established residential areas is retained. The existing large residential lots in Discovery Drive, Homestead Drive and Manor Court are not further subdivided. Development of land in the Emerging community zone at 102-104 Old Caloundra Road, Little Mountain is conditional upon the satisfactory resolution of traffic impacts and, in the case that development is able to proceed, is for low density residential purposes only.

- (k) Land included in the Medium density residential zone and the Emerging community zone on Parklands Boulevard and Sunset Drive and the Community facilities zone at the end of Tallowood Close, in the vicinity of Meridan College, and within 800 metres of the proposed Aroona transit station, provides for the establishment of high quality, low rise medium density housing with buildings in configurations that are sensitive to and compatible with the existing predominantly low density character of the surrounding locality.
- (l) Development in the Rural residential zone to the west of Sugarbag Road and Sunset Drive provides for low impact rural residential living in a vegetated setting. Development provides for the retention of significant *vegetation* in a manner which retains the bushland character of Sugarbag Road and Sunset Drive and for buildings which sit lightly in the landscape with minimal site disturbance.
- (m) Corbould Park Racecourse continues to develop as a regionally significant *outdoor sport and recreation* facility that incorporates high quality facilities in an attractive, open landscape setting which protects the visual amenity of Caloundra Road as an important scenic route.
- (n) The Sunshine Coast Industrial Park continues to develop as a modern and visually appealing industry park with a high standard of environmental performance and design. Development facilitates a wide range of industrial uses through the provision of a range of lot sizes.
- (o) Land included in the Community facilities zone immediately to the south of the Sunshine Coast Industrial Park provides for the *site* to be developed for a range of uses including waste transfer and recycling facilities, sport and recreation uses and other compatible uses. Development on this *site* protects and connects *ecologically important areas* and environmental offset areas, incorporates an integrated water management system and provides for appropriate access to Racecourse Road and the southern extension of the Sunshine Motorway, south of Caloundra Road.
- (p) The significant environmental values and scenic quality of Caloundra Conservation Park, Meridan Plains Conservation Park, Jill Chamberlain Conservation Reserve, Sharyn Bonney Conservation Reserve and other local environmental reserves and parks are protected.
- (q) Development does not compromise the provision and operation of the proposed Dedicated Public Transport Corridor (CAMCOS), the CoastConnect Priority Public Transport and Bicycle Corridor, Corbould Way, the Multi-modal Transport Corridor, or proposed new road links to the Caloundra South Priority Development Area. Areas immediately adjacent to the Dedicated Public Transport Corridor (CAMCOS) included in the Environmental conservation and management zone are retained for their ecological, acoustic and visual buffering value.

### 7.2.7.4 Performance outcomes and acceptable outcomes

**Table 7.2.7.4.1 Performance outcomes and acceptable outcomes for assessable development**

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Caloundra West Local Plan Area Generally (All Zones)</i>			
<b>PO1</b>	Development provides for buildings, structures and landscaping that are consistent with, and reflect the coastal urban character of, the local plan area.	<b>AO1.1</b>	Development for a residential, business or community activity provides for building design which incorporates the following features:- (a) a mix of lightweight and textured external building materials, including timber finishes or masonry construction with variation provided in texture and detailing; (b) articulated, pitched, skillion or curved

Performance Outcomes		Acceptable Outcomes	
			<p>roof forms;</p> <p>(c) open or transparent balustrades; and</p> <p>(d) landscaping integrated into the building design.</p> <p><b>AO1.2</b> Development uses understated colour schemes and low-reflective roofing and cladding materials.</p> <p><b>AO1.3</b> Development provides for existing mature trees to be retained and incorporated into the design of development.</p>
<b>PO2</b>	Development contributes to the establishment of an attractive <i>streetscape</i> character that enhances the sense of arrival to Caloundra from the west along Caloundra Road and enhances the landscape and visual amenity of other <i>major roads</i> in the local plan area.	<b>AO2</b>	Development adjacent to Caloundra Road and Corbould Way, where identified on <b>Figure 7.2.7A (Caloundra West local plan elements)</b> , provides a minimum 20 metre wide landscaped <i>buffer</i> along the full <i>frontage</i> of the road that is dedicated to <i>Council</i> as road, with any fencing wholly contained in private property at the rear of the <i>landscape buffer</i> .
<b>PO3</b>	Development preserves the gateway qualities and integrity of the wide open ocean view from Caloundra Road at the crest of Little Mountain to Bribie Island and Moreton Bay.	<b>AO3</b>	Development adjacent to the gateway/entry point on Caloundra Road at the crest of Little Mountain identified on <b>Figure 7.2.7A (Caloundra West local plan elements)</b> :- <p>(a) ensures that buildings and structures do not impede or intrude upon the ocean views to Bribie Island and Moreton Bay from Caloundra Road at the crest of Little Mountain; and</p> <p>(b) incorporates landscape treatments that enhance the <i>gateway/entry point</i>.</p>
<b>PO4</b>	Development contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways to:- <p>(a) enhance the coastal character of the Caloundra West local plan area; and</p> <p>(b) enhance the landscape and visual amenity of <i>major roads</i> in the Caloundra West local plan area and the townscape character of Currimundi District Centre.</p>	<b>AO4.1</b>	Development adjacent to a primary streetscape treatment area or gateway/entry point identified on <b>Figure 7.2.7A (Caloundra West local plan elements)</b> , other than the gateway on Caloundra Road at the crest of Little Mountain:- <p>(a) incorporates architectural and landscape treatments which enhance the sense of arrival to, and the coastal urban character of, the Caloundra West local plan area, and emphasise the <i>gateway/entry point</i> or corner location; and</p> <p>(b) incorporates building design such as varied roof forms, changes in materials and variations in projected and recessed elements and facades.</p>
		<b>AO4.2</b>	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.
			Note— <b>Section 9.4.2 (Landscape code)</b> sets out requirements for streetscape landscapes including entry statement landscapes.
			Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.
			Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and

Performance Outcomes		Acceptable Outcomes	
			Guideline Standards for each centre as required.
<b>PO5</b>	Development provides for the retention and enhancement of key landscape elements contributing to the setting, character and sense of place of the Caloundra West local plan area including existing character trees and areas of significant <i>vegetation</i> .	<b>AO5</b>	Development provides for the retention and enhancement of existing mature trees and character <i>vegetation</i> contributing to the setting and character of the Caloundra West local plan area including:- (a) bushland areas in the vicinity of Sugarbag Road and Sunset Drive; (b) <i>vegetation</i> on ridgelines and elevated hilltops; (c) riparian <i>vegetation</i> along Currimundi Creek; and (d) <i>vegetation</i> adjacent to Corbould Way.  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.
<b>PO6</b>	Development on land identified as a local ecological linkage on <b>Figure 7.2.7A (Caloundra West local plan elements)</b> facilitates the provision of a local ecological linkage connecting core habitat areas between Sharyn Bonney Bushland Reserve and Currimundi Creek.	<b>AO6</b>	No acceptable outcome provided.  Editor's Note— <b>Section 8.2.3 (Biodiversity, waterways and wetlands overlay code)</b> sets out requirements for the provision of ecological linkages.
<b>PO7</b>	Development does not compromise the future provision and operation of <i>transport networks</i> including:- (a) the Dedicated Public Transport Corridor (CAMCOS); (b) the CoastConnect Priority Public Transport and Bicycle Corridor along the Nicklin Way; (c) the Multi-modal Transport Corridor; and (d) the Kawana Arterial extension between Caloundra Road and the Caloundra South Priority Development Area.	<b>AO7</b>	No acceptable outcome provided.
<b>Development in the District Centre Zone</b>			
<b>PO8</b>	Development in the District centre zone supports the role and function of Currimundi District Activity Centre as a district level activity centre.	<b>AO8</b>	No acceptable outcome provided.
<b>PO9</b>	Development in the District centre zone:- (a) improves the functional relationships that exist between different parts of the centre; (b) contributes to the creation of a contemporary coastal built form; (c) creates a coherent <i>streetscape</i> and vibrant and active streets and public spaces; (d) provides continuous weather protection for pedestrians along active or semi-active street front areas; and (e) provides integrated and functional parking and <i>access</i> arrangements that do not dominate the street.	<b>AO9.1</b>	Development in the District centre zone provides for the Currimundi Market Place Shopping Centre to be progressively improved in a manner that:- (a) provides a <i>primary active street frontage</i> to the Nicklin Way where identified on <b>Figure 7.2.7A (Caloundra West local plan elements)</b> ; (b) creates a more pedestrian friendly internal street environment; (c) reduces the dominance of car parking areas and signage elements at the Nicklin Way <i>site frontage</i> ; and (d) creates a more contemporary built form and landscape character that is compatible with a sub-tropical coastal urban setting.
		<b>AO9.2</b>	Development on other sites in the District

Performance Outcomes		Acceptable Outcomes	
			<p>centre zone:-</p> <ul style="list-style-type: none"> <li>(a) provides for <i>primary active street frontages</i> built to the boundary where identified on <b>Figure 7.2.7A (Caloundra West local plan elements)</b>;</li> <li>(b) incorporates building openings and windows overlooking the street;</li> <li>(c) provides all weather protection in the form of continuous cantilevered awnings and/or light verandah structures with non-load bearing posts over footpath areas along Nicklin Way in conjunction with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside;</li> <li>(d) ensures that signage is integrated with buildings;</li> <li>(e) provides landscaping, shaded seating and consistent and simple paving materials on footpaths; and</li> <li>(f) provides for on-site car parking at the rear or to one side of the development.</li> </ul>
<b>Development in the Local Centre Zone</b>			
<b>PO10</b>	<p>Development in the Local centre zone supports the role and function of:-</p> <ul style="list-style-type: none"> <li>(a) the proposed local centre located on Parklands Boulevard opposite Sunset Drive as a local (full service) activity centre only; and</li> <li>(b) other local centres as local (not full service) activity centres.</li> </ul>	<b>AO10</b>	No acceptable outcome provided.
<b>PO11</b>	<p>Development in the Local centre zone:-</p> <ul style="list-style-type: none"> <li>(a) creates vibrant and active streets and public spaces;</li> <li>(b) provides a coherent and attractive streetfront address and achieves a high level of visual amenity;</li> <li>(c) provides a high level of comfort and convenience to pedestrians; and</li> <li>(d) provides functional and integrated car parking and vehicular access that does not dominate the street.</li> </ul>	<b>AO11</b>	<p>Development in the Local centre zone:-</p> <ul style="list-style-type: none"> <li>(a) respects the layout, scale (including height and <i>setback</i>) and character of development on adjoining sites;</li> <li>(b) where applicable, provides for new or extended large floor plate retail uses to be sleeved and located behind smaller scale, fine grain built form elements;</li> <li>(c) has building openings overlooking the street;</li> <li>(d) provides all weather protection in the form of continuous awnings and/or light verandah structures over footpath areas with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside;</li> <li>(e) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths; and</li> <li>(f) provides on-site car parking at the rear or to one side of the development, integrated with other vehicle movement areas.</li> </ul>
<b>PO12</b>	<p>Development in the Local centre zone at the proposed local centre located on Parklands Boulevard opposite Sunset Drive:-</p> <ul style="list-style-type: none"> <li>(a) provides for the coordinated and integrated development of sites included within the Local centre zone;</li> <li>(b) provides for local centre activities</li> </ul>	<b>AO12</b>	No acceptable outcome provided.

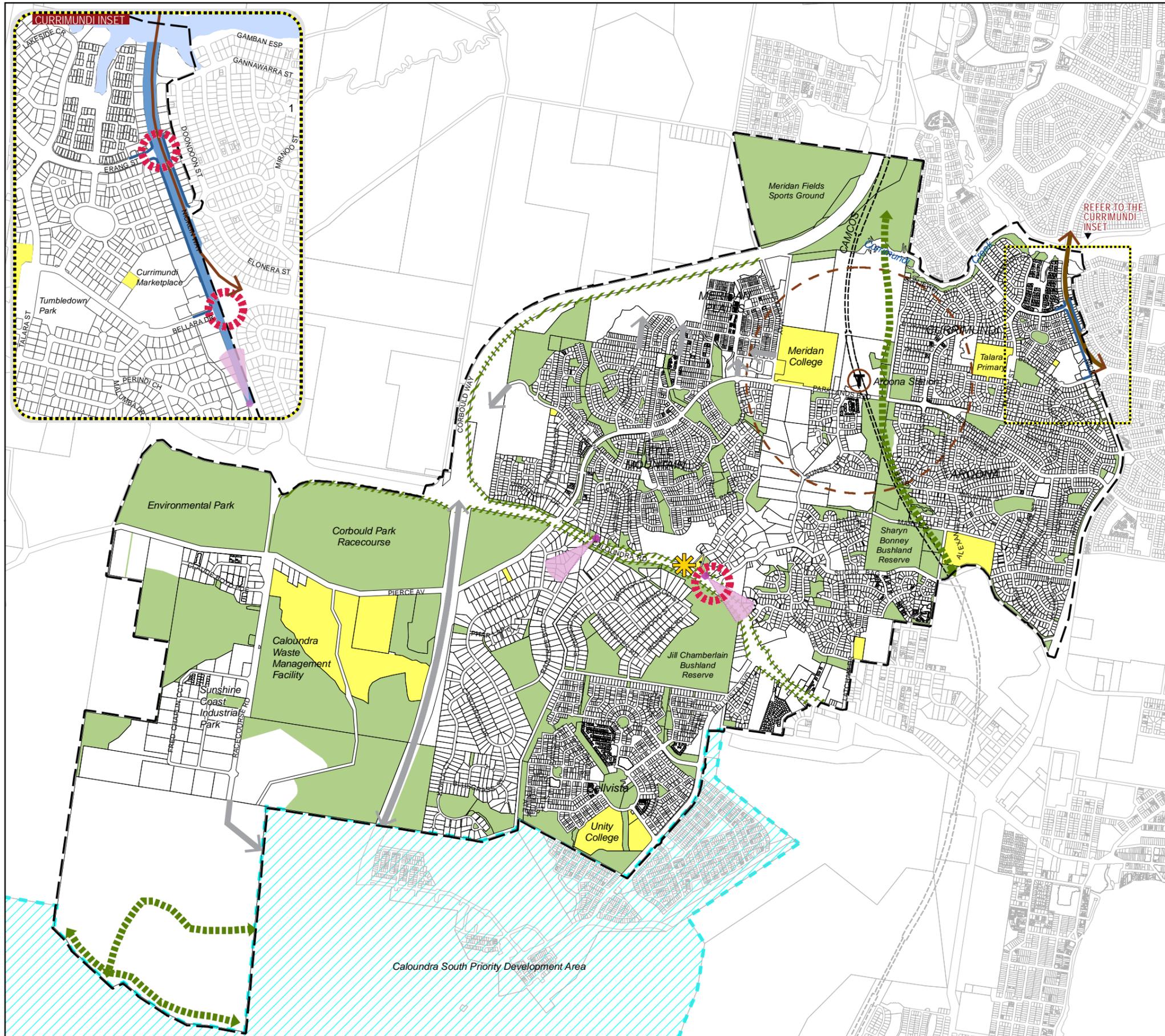
Performance Outcomes		Acceptable Outcomes	
	<p>to be integrated with the proposed Aroona transit station and support the achievement of transit oriented development outcomes;</p> <p>(c) provides for any large format retail use to be sleeved and located behind smaller scale fine grain built form elements;</p> <p>(d) provides for the maximum <i>gross leasable floor area</i> for business uses in the Local centre zone at this location to not exceed 5,000m<sup>2</sup>; and</p> <p>(e) provides for the establishment of a central community meeting place such as a village square or plaza which:-</p> <p>(i) effectively integrates with the local centre and the Aroona transit station;</p> <p>(ii) provides a comfortable, safe and attractive environment for pedestrians;</p> <p>(iii) integrates with and is overlooked by <i>active uses</i>; and</p> <p>(iv) includes public artwork, shade and seating.</p>		
<b>Development in the Medium Density Residential Zone</b>			
<b>PO13</b>	Development in the Medium density residential zone provides for a significant resident population to be accommodated within the primary catchment of the Aroona transit station so as to support the functional efficiency of the Dedicated Public Transport Corridor (CAMCOS) and promote transit oriented development outcomes.	<b>AO13</b>	Development in the Medium density residential zone within 800 metres of the proposed Aroona transit station, where identified on <b>Figure 7.2.7A (Caloundra West local plan elements)</b> , provides for the establishment of high quality, low rise multi-unit residential uses at densities of between 25 and 50 <i>equivalent dwellings</i> per hectare.
<b>Development in the Low Density Residential Zone (Precinct CAW LPP-1, Homestead Drive)</b>			
<b>PO14</b>	Development for reconfiguring a lot in the Low density residential zone in Precinct CAW LPP-1 (Homestead Drive) identified on <b>Local Plan Map LPM44</b> protects the low density residential character of Discovery Drive, Homestead Drive and Manor Court.	<b>AO14</b>	Development for reconfiguring a lot in the Low density residential zone in Precinct CAW LPP-1 (Homestead Drive) identified on <b>Local Plan Map LPM44</b> does not provide for lots fronting Discovery Drive, Homestead Drive and Manor Court to be further subdivided.
<b>Development in the Rural Residential Zone</b>			
<b>PO15</b>	Development for reconfiguring a lot in the Rural residential zone provides for lot sizes and a configuration of lots that:-	<b>AO15</b>	Development for reconfiguring of lot in the Rural residential zone provides for a minimum lot size of 1 hectare.
	<p>(a) is sympathetic to the prevailing rural residential character of the area in which it is located; and</p> <p>(b) sensitively responds to site constraints.</p>		
<b>PO16</b>	Development in the Rural residential zone to the west of Sugarbag Road and Sunset Drive provides for low impact rural residential living in a bushland setting, and is designed in a manner which:-	<b>AO16</b>	No acceptable outcome provided.
	<p>(a) protects the bushland character of Sugarbag Road and Sunset Drive;</p>		

Performance Outcomes		Acceptable Outcomes	
	<ul style="list-style-type: none"> <li>(b) appropriately and sensitively responds to site characteristics;</li> <li>(c) achieves minimal site disturbance;</li> <li>(d) maximises the amount of constrained land and <i>ecologically important areas</i> in protected tenure; and</li> <li>(e) provides for new home sites to be screened from Sugarbag Road and Sunset Drive.</li> </ul>		
<b>Development in the Emerging Community Zone Generally</b>			
<b>PO17</b>	<p>Development in the Emerging community zone contributes to the creation of high quality, attractive, environmentally responsible and sustainable residential neighbourhoods which:-</p> <ul style="list-style-type: none"> <li>(a) are integrated with existing neighbourhoods;</li> <li>(b) have legible and permeable local road systems;</li> <li>(c) provide for the coordinated provision of <i>infrastructure</i>; and</li> <li>(d) retain, enhance and connect native <i>vegetation</i> areas and other <i>ecologically important areas</i>, and avoid development of land otherwise subject to constraints.</li> </ul>	<b>AO17</b>	No acceptable outcome provided.
<b>PO18</b>	Development in the Emerging community zone provides for the establishment of a mix of land uses and housing types at a scale and intensity and in a configuration that does not adversely impact upon the character or amenity of established residential neighbourhoods.	<b>AO18</b>	No acceptable outcome provided.
<b>PO19</b>	Development in the Emerging community zone provides for a significant resident population to be accommodated within the primary catchment of the Aroona transit station so as to support the functional efficiency of the Dedicated Public Transport Corridor (CAMCOS) and promote transit oriented development outcomes.	<b>AO19</b>	Development in the Emerging community zone within 800 metres of the proposed Aroona transit station, where identified on <b>Figure 7.2.7A (Caloundra West local plan elements)</b> , provides for the establishment of high quality, low rise multi-unit residential uses and live/work buildings at densities of between 25 and 50 <i>equivalent dwellings</i> per hectare in accordance with the relevant zonings.
<b>PO20</b>	Development in the Emerging community zone reflects the local structure planning elements including indicative road/linkage points and landscape buffers identified on <b>Figure 7.2.7A (Caloundra West local plan elements)</b> .	<b>AO20</b>	No acceptable outcome provided.
<b>Development in the Emerging Community Zone (Lot 1 RP88161 and Lot 1 RP127289, 102-104 Old Caloundra Rd, Little Mountain)</b>			
<b>PO21</b>	<p>Development in the Emerging community zone at 102-104 Old Caloundra Road, Little Mountain (Lot 1 RP88161 and Lot 1 RP127289):-</p> <ul style="list-style-type: none"> <li>(a) is conditional upon the appropriate address of traffic impacts, in particular on the operation and function of Bellvista Boulevard and Caloundra Road, prior to any urban development occurring on the <i>site</i>;</li> </ul>	<b>AO21</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	and (b) in the case that urban development is able to proceed, having regard to (a) above, provides for development to be for low density residential purposes only.		
<b>Development in the Medium Impact Industry Zone and High Impact Industry Zone (Sunshine Coast Industrial Park)</b>			
<b>PO22</b>	Development in the Medium impact industry zone and High impact industry zone:- (a) provides for the continued development of the Sunshine Coast Industrial Park as a modern and visually appealing industry park with a high standard of environmental performance and design; (b) retains, enhances and connects native <i>vegetation</i> areas and other <i>ecologically important areas</i> ; (c) maintains and improves the quality of ground and surface water leaving the <i>site</i> and entering Pumicestone Passage and its tributaries; (d) caters for a range of industrial uses on lots ranging in size from:- (i) 2,500m <sup>2</sup> to 6,000m <sup>2</sup> , where in the Medium impact industry zone; and (ii) 5,000m <sup>2</sup> to 10 hectares, where in the High impact industry zone; (e) protects industrial uses from incompatible development that may adversely affect its operation; (f) is adequately serviced and provides for appropriate road connections and access including by public transport and cycle; (g) provides for individual lot access to be via lower order roads within the development rather than from Pierce Avenue or Racecourse Road; and (h) is designed to maximise energy efficiency and exhibit a high standard of architectural and landscape design.	<b>AO22</b>	No acceptable outcome provided.  Editor's Note— Development in the Sunshine Coast Industrial Park is currently regulated in accordance with an approved Master Plan and Plan of Development.
<b>Development in the Community Facilities Zone (Future Waste Management Facility) (Lot 504 RP 884348)</b>			
<b>PO23</b>	Development in the Community facilities zone on Lot 504 RP 884348:- (a) provides for the <i>site</i> to be developed for a range of uses including waste transfer and recycling facilities, sport and recreation uses and other compatible uses; (b) occurs in accordance with a master plan prepared for the whole of the <i>site</i> ; (c) retains, enhances and connects native <i>vegetation</i> areas, other <i>ecologically important areas</i> and	<b>AO23</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>environment offset areas;</p> <p>(d) provides for appropriate road connections to Racecourse Road and the sub-arterial roads in the Caloundra South Priority Development Area linking to the Bruce Highway and the southern extension of the Sunshine Motorway;</p> <p>(e) incorporates an integrated water management system that mitigates any potential adverse impacts on the quality of ground and surface water entering Pumicestone Passage and its tributaries;</p> <p>(f) reflects the local structure planning elements including indicative road linkage/access points and local ecological linkages identified on <b>Figure 7.2.7A (Caloundra West local plan elements)</b>; and</p> <p>(g) provides for high quality lot, building and landscape design that reflects the standard of development evidenced in the adjoining Sunshine Coast Industrial Park.</p>		
<b>Development in the Sport and Recreation Zone (Corbould Park Racecourse) (Lot 200 SP 189338, Pierce Avenue)</b>			
<b>PO24</b>	<p>Development in the Sport and recreation zone on Lot 200 SP 189338 (Corbould Park Racecourse):-</p> <p>(a) provides for the continued development of the Corbould Park Racecourse as a major outdoor sport, recreation and entertainment facility accommodating racecourse functions as well as <i>ancillary</i> uses such as function facilities and short term accommodation associated with the facility;</p> <p>(b) where significant extensions or works are proposed, development occurs in accordance with an approved master plan for the whole of the <i>site</i> that provides for facility elements to be configured in a functionally efficient and integrated way;</p> <p>(c) despite the height limit indicated on the relevant Height of Buildings and Structures Overlay Map, a master plan may provide for a maximum height limit of 15 metres for parts of the <i>site</i>, where potential visual amenity impacts can be adequately addressed;</p> <p>(d) despite <i>third party advertising devices</i> generally not being encouraged to establish in the Sunshine Coast Council area, a master plan may provide for limited <i>third party advertising devices</i> to be erected on the premises where such <i>advertising devices</i> form part of an integrated advertising</p>	<b>AO24</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>strategy primarily aimed at promoting the events and racing program and providing directional guidance to the racecourse;</p> <p>(e) protects the landscape character and visual amenity of Caloundra Road by setting buildings and structures well back from the Caloundra Road <i>frontage</i> of the <i>site</i>; and</p> <p>(f) incorporates building, <i>streetscape</i> and landscape design which epitomises sub-tropical and sustainable design.</p>		



**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>
- Landscape Buffer
- Gateway/Entry Point
- Mountain or Hill
- Significant View
- Dedicated Public Transport Corridor (CAMCOS)
- CoastConnect Priority Public Transport Corridor
- Indicative Road Linkage/Access Point
- Future Transit Hub
- Arona Transit Catchment (800m)
- Caloundra South Priority Development Area (subject to the *Economic Development Act 2012*)

Note 1: For contextual purposes only.  
 1:28,554 0 175 350 700 1,050 1,400 Metres

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 Geocentric Datum of Australia 1994 (GDA94)

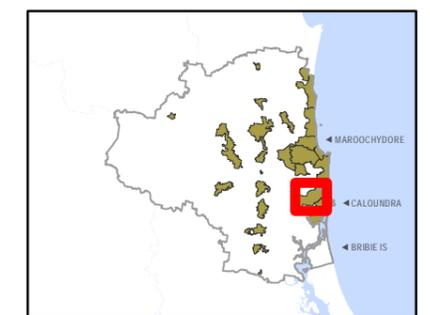


Figure 7.2.7A  
(Caloundra West Local Plan Elements)