

7.2.18 Maroochy North Shore local plan code

7.2.18.1 Application

- (1) This code applies to assessable development:-
 - (a) within the Maroochy North Shore local plan area as shown on Map ZM21 contained within **Schedule 2 (Mapping)**; and
 - (b) identified as requiring assessment against the Maroochy North Shore 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 7.2.18.3 (Purpose and overall outcomes)**;
 - (b) **Table 7.2.18.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
 - (c) **Figure 7.2.18A (Maroochy North Shore local plan elements)**.

7.2.18.2 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 Maroochy North Shore local plan code.

The Maroochy North Shore local plan area is situated in the central eastern part of the Sunshine Coast, east of the Sunshine Motorway, north of the Maroochy River and to the south of Mount Coolum. It includes the established communities of Mudjimba, Pacific Paradise, North and South Marcoola, Town of Seaside, Twin Waters and the emerging residential community of Twin Waters West. The local plan area also includes the Sunshine Coast Airport, Airport Industrial Park, as well as a number of tourist resorts at Twin Waters and Marcoola. The local plan area has a land area of approximately 1,885 hectares.

The significant environmental values of the Maroochy North Shore local plan area, being the Maroochy River Conservation Park, Mount Coolum National Park, the Maroochy River foreshore, wetlands and waterways (including declared fish habitat areas) and the beach dunal system and foreshore areas provide a natural and scenic setting for residential and tourist development within the local plan area. The local plan area is located on a low sand dune system and coastal floodplain within the Maroochy River catchment. As a result, most of the area is relatively flat and close to sea level.

The Sunshine Coast Airport, located centrally within the local plan area, is a regionally significant facility and "gateway" to the Sunshine Coast's attractions. It is recognised within the SEQ Regional Plan 2009 - 2031 as a specialist activity centre and aviation and aerospace enterprise opportunity area. The Airport is intended to expand with the construction of a new runway to facilitate new international routes and additional airport related commercial and industry activities to support the growing economy of the Sunshine Coast.

The local plan area includes the Pacific Paradise shopping centre, located at the intersection of David Low Way and Mudjimba Beach Road, and a number of smaller neighbourhood centres at Marcoola, Mudjimba, Twin Waters, Town of Seaside and Pacific Paradise, which provide convenience goods and services and a community focus for local residents and tourists.

The residential communities within the local plan area consist predominantly of dwelling houses with pockets of medium to high density residential development mainly around the business centres at Marcoola, Pacific Paradise, Twin Waters, Mudjimba Beach and Town of Seaside. The existing residential communities of Mudjimba Beach, Pacific Paradise and North and South Marcoola have a coastal village character being located alongside the foreshore.

A number of community, sport and recreational facilities are also located within the local plan area including the Mudjimba Community Hall, North Shore Community Centre, Twin Waters Golf Club, the North Shore Multi Sports Complex, Apex Camp, Mudjimba Beach Holiday Park and Pacific Paradise State School.

The Sunshine Motorway, North Shore Connection Road, Suncoast Boulevard and David Low Way are major road links within the local plan area.

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

The existing and future airport operations, significant environmental areas and the drainage characteristics of the local plan area impose significant constraints on new urban development within the local plan area.

7.2.18.3 Purpose and overall outcomes

- (1) The purpose of the Maroochy North Shore local plan code is to provide locally relevant planning provisions for the assessment of development within the Maroochy North Shore local plan area.
- (2) The purpose of the Maroochy North Shore local plan code will be achieved through the following overall outcomes:-
 - (a) The Maroochy North Shore local plan area is to remain a predominantly low density coastal urban area comprising a number of beachside residential communities and the Sunshine Coast Airport as well as significant tourist and sport and recreation facilities.
 - (b) Urban development within the Maroochy North Shore local plan area is limited to land within the urban growth management boundary so as to protect environmental areas and landscape values, avoid further urban development on heavily constrained land, particularly low lying and flood prone land, and provide for the efficient provision of *infrastructure* and services. Whilst some limited consolidation is expected within allocated zones, further significant residential development is not supported in the local plan area due to flooding, coastal hazards and environmental constraints.
 - (c) Development within the local plan area protects the primary function of the Sunshine Coast Airport as a major airport and aviation precinct and provides for its expansion over time.
 - (d) Development within the Sunshine Coast Airport (Precinct MNS LPP-1) provides for the establishment of a range of uses and activities that are compatible with the primary function of the airport including aviation related business and industrial uses. Development at the Sunshine Coast Airport does not compromise the *Sunshine Coast activity centre network*².
 - (e) Development and land use in the vicinity of the Sunshine Coast Airport is compatible with the Airport's existing and potential future operations, such that airport operations will not be affected and land use conflicts are minimised.
 - (f) Development is designed and sited in recognition of the constraints presented by the existing and potential airport operations, local flooding and drainage constraints and significant environmental areas, including the beaches, foreshore, *waterways* and *wetlands*.
 - (g) Development retains key landscape character and natural environment elements and protects significant views contributing to the character and landscape setting of the local plan area, including those to and from Mount Coolum, particularly from the David Low Way and Sunshine Motorway.
 - (h) Development in the Local centre zone at Pacific Paradise supports the role and function of the centre as a local (full service) activity centre providing a business and community focus for the local plan area. Development contributes to a low-scale, compact centre with a village character which provides an attractive interface and gateway to David Low Way and other local roads through high quality building design and the provision of landscape treatments, active *frontages* and off street car parking.
 - (i) Other smaller business centres at Mudjimba, North and South Maroola and Twin Waters continue to function as local (not full service) activity centres providing a basic level of convenience goods and services to nearby residents. Local centres remain compact, with any expansion and enhancement limited to land included within the Local centre zone. No new business centres are established within the Maroochy North Shore local plan area.
 - (j) Development in the Low density residential zone, Medium density residential zone and Local centre zone is designed to protect and reinforce the low key coastal village character of the established residential communities within the local plan area.

² Editor's Note—the *Sunshine Coast activity centre network* is described in **Table SC1.2.3 of Schedule 1 (Definitions)**.

- (k) The Town of Seaside (Precinct MNS LPP-2) continues to be developed as an integrated residential community based on “new urbanism” principles. Development contributes to the establishment of a walkable integrated residential community providing a mix of dwelling types, supported by limited small scale local convenience shopping and local business uses. Development reflects the distinct architectural features and landscape design of existing development within the precinct.
- (l) Development in the Tourist accommodation zone at Marcoola (Precinct MNS LPP-3 (Marcoola Tourist Accommodation)), located along David Low Way, remains a focus for visitor accommodation and *ancillary* uses. Development is designed to respond to local climatic conditions and airport noise, enhance facilities and pedestrian connectivity to the beach and foreshore, provide an attractive presentation to David Low Way and conserve the frontal dune system and remaining coastal heath vegetation communities.
- (m) Development provides for the Twin Waters Resort to be protected as a significant tourist facility. Development on this *site* respects the environmental and landscape values of the area and maintains the existing configuration of low scale, small clusters of buildings set within extensive parklands and naturally vegetated areas.
- (n) Development provides for the Twin Waters golf course to be preserved as an important sport and recreation facility and valuable area of private open space contributing to the character and identity of the local plan area.
- (o) Land included in the Emerging community zone (Twin Waters West) is master planned and developed in a coordinated manner that:-
 - (i) protects and enhances significant environmental and riparian areas, including *ecologically important areas*;
 - (ii) avoids or mitigates the potential adverse impacts of flooding constraints and other coastal hazards that affect this land; and
 - (iii) is compatible with, and does not adversely affect the safety and efficiency of, State transport infrastructure and State transport corridors and networks.
- (p) Development in the Emerging community zone (Twin Waters West) is integrated with the existing Twin Waters residential community and provides for the establishment of residential land uses that are sympathetic to, and in keeping with, the prevailing low density residential character of the area. Development incorporates large areas of public open space and focuses on connection to water as a key design and character element for the emerging residential community.
- (q) Development in the Emerging community zone (Twin Waters West) is designed in a manner which enhances connectivity and permeability while minimising adverse traffic and other amenity impacts on existing residential neighbourhoods to the east.
- (r) Development retains identified sites in the Medium density residential zone for retirement facilities in order to preserve these sites for such uses in the future.
- (s) Development in the Medium impact industry zone provides for a range of low to medium impact industrial uses that complement the existing and future operations of the Sunshine Coast Airport and service the local area. Development provides an attractive interface to major transport routes and the Sunshine Coast Airport.
- (t) Development 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 key destinations within the local plan area.

7.2.18.4 Performance outcomes and acceptable outcomes

Table 7.2.18.4.1 Performance outcomes and acceptable outcomes for assessable development

| Performance Outcomes | | Acceptable Outcomes | |
|--|---|---------------------|---|
| <i>Development in the Maroochy North Shore Local Plan Area Generally (All Zones)</i> | | | |
| PO1 | Development provides for buildings, structures and landscaping that are consistent with and reflect the low key | AO1.1 | Development for a residential, business or community activity provides for building design which incorporates the following |

| Performance Outcomes | | Acceptable Outcomes | |
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| | beachside character of the Maroochy North Shore local plan area in terms of form, composition and use of materials. | | <p>features:-</p> <ul style="list-style-type: none"> (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 roof forms; (c) open or transparent balustrades; and (d) landscaping integrated into the building design. |
| | | AO1.2 | Development uses understated colour schemes and low-reflective roofing and cladding materials. |
| | | AO1.3 | Development provides for existing mature trees and stands of melaleuca and wallum heath to be retained and incorporated into the design of development. |
| PO2 | Development contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways to reflect and enhance the sense of entry to, and the beachside character of, the Maroochy North Shore local plan area. | AO2.1 | <p>Development adjacent to an identified primary streetscape treatment area or gateway/entry point identified on Figure 7.2.18A (Maroochy North Shore local plan elements):-</p> <ul style="list-style-type: none"> (a) incorporates architectural and landscape treatments which enhance the sense of arrival to, and the beachside character of, the local plan area, and emphasise corner locations; and (b) incorporates building materials such as varied roof forms, changes in materials and variations in projected and recessed elements and facades. |
| | | AO2.2 | <p>Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.</p> <p>Note—Section 9.4.2 (Landscape code) sets out requirements for streetscape landscapes including entry statement landscapes.</p> <p>Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.</p> <p>Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required.</p> |
| PO3 | Development provides for the retention and enhancement of key landscape elements including significant views and vistas to and from Mount Coolum from the David Low Way and Sunshine Motorway, existing character trees, <i>wetlands</i> and other areas of significant <i>vegetation</i> including melaleuca and wallum heath contributing to the setting, character and sense of place of the | AO3.1 | Development protects and emphasises, and does not intrude upon, the important sightlines and views to and from Mount Coolum, particularly from David Low Way and the Sunshine Motorway identified on Figure 7.2.18A (Maroochy North Shore local plan elements) . |
| | | AO3.2 | Development provides for the retention and enhancement of existing mature |

| Performance Outcomes | | Acceptable Outcomes | |
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| | Maroochy North Shore local plan area. | | trees, stands of melaleuca and wallum heath. |
| PO4 | The major open space links and scenic qualities offered by Mount Coolool National Park, the foreshore park and reserve system along the coastline, the Maroochy River Conservation Park and <i>wetland</i> areas and remnant <i>vegetation</i> along the Maroochy River are protected and enhanced. | AO4.1 AO4.2 | Development protects and enhances the greenspace link along the coastal foreshore where identified on the Figure 7.2.18A (Maroochy North Shore local plan elements) . Development provides for the retention and enhancement of wallum heath, <i>wetland</i> areas and other native <i>vegetation</i> including adjacent to the foreshore, and the Maroochy River. |
| PO5 | Development provides for the Twin Waters Golf Course to be retained as an important sport and recreation facility and open space area contributing to the character and identity of the local plan area. | AO5 | No acceptable outcome provided. |
| PO6 | Development on land with frontage to the Maroochy River facilitates the provision of a local ecological linkage as identified on Figure 7.2.18A (Maroochy North Shore local plan elements) . | AO6 | No acceptable outcome provided. Editor's note— Section 8.2.3 (Biodiversity, waterways and wetlands overlay code) sets out requirements for the provision of ecological linkages. |
| PO7 | Development in the local plan area is sited and designed in a manner which is responsive to local flooding and drainage constraints. | AO7 | No acceptable outcome provided. Editor's note— Section 8.2.7 (Flood hazard overlay code) sets out requirements for development on flood prone land. |
| PO8 | Development in the local plan area does not compromise the current or potential future role of the Sunshine Coast Airport or adversely impact on the existing or future operational needs of the Airport. | AO8 | No acceptable outcome provided. |
| Development in the Community Facilities Zone in Precinct MNS LPP-1 (Sunshine Coast Airport) | | | |
| PO9 | Development in the Community facilities zone in Precinct MNS LPP-1 (Sunshine Coast Airport) identified on Local Plan Map LPM21:- (a) occurs in an integrated manner in accordance with the approved Sunshine Coast Airport Master Plan; (b) provides for uses and activities which support, and are consistent with, the efficient operation of the Sunshine Coast Airport as an international airport and aviation precinct; (c) is of a nature, scale and intensity that does not compromise the <i>Sunshine Coast activity centre network</i> , with retail activities limited to small scale uses directly serving passengers; (d) incorporates a high standard of urban design and landscaping that creates attractive terminal facilities, buildings, streets and entrance roads that promote a sense of arrival and departure and provide a favourable impression for tourists travelling to and from | AO9 | No acceptable outcome provided. |

| Performance Outcomes | | Acceptable Outcomes | |
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| | <p>the airport;</p> <p>(e) provides for airport related business uses and other uses to be co-located to maximise urban efficiency and contribute to an integrated land use outcome;</p> <p>(f) provides a high level of amenity and effectively manages the potential for land use conflict with existing and likely future surrounding development; and</p> <p>(g) encourages public transport accessibility and use.</p> | | |
| Development in the Local Centre Zone | | | |
| PO10 | <p>Development in the Local centre zone supports the role and function of:-</p> <p>(a) the Pacific Paradise Local Centre as a local (full service) activity centre providing a range of convenience goods and services to local residents and visitors; and</p> <p>(b) other local centres as local (not full service) activity centres providing basic convenience goods and services.</p> | AO10 | No acceptable outcome provided. |
| PO11 | <p>Development in the Local centre zone:-</p> <p>(a) is sympathetic to the coastal village character of the local plan area;</p> <p>(b) contributes to the creation of a contemporary coastal built form and <i>streetscape</i>;</p> <p>(c) creates vibrant and active streets and public spaces; and</p> <p>(d) provides continuous weather protection for pedestrians.</p> | AO11 | <p>Development in the Local centre zone:-</p> <p>(a) provides for large floor plate retail uses such as <i>supermarkets</i> to be sleeved and located behind smaller scale, fine grain built form elements;</p> <p>(b) provides <i>primary active street frontages</i>, built to boundary, where identified on Figure 7.2.18A (Maroochy North Shore local plan elements);</p> <p>(c) has building openings overlooking the street;</p> <p>(d) provides all weather protection in the form of continuous awnings and/or light verandah structures with non-load bearing posts over footpath areas with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside;</p> <p>(e) ensures that signage is integrated with buildings; and</p> <p>(f) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths.</p> |
| PO12 | <p>Development in the Local centre zone at Pacific Paradise and South Maroocha achieves a high level of visual amenity and attractive presentation to David Low Way and promotes a gateway experience for visitors.</p> | AO12 | No acceptable outcome provided. |
| PO13 | <p>Development in the Local centre zone at Pacific Paradise and Maroocha South provides for off street car parking and vehicular access arrangements which:-</p> <p>(a) avoids direct service vehicle and car park access to David Low Way; and</p> <p>(b) provides for service vehicle and car park areas to occur behind the</p> | AO13 | No acceptable outcome provided. |

| Performance Outcomes | | Acceptable Outcomes | |
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| | active street <i>frontage</i> . | | |
| Development in Precinct MNS LPP-2 (Town of Seaside) | | | |
| PO14 | <p>Development in Precinct MNS LPP-2 (Town of Seaside) identified on Local Plan Map LPM21:-</p> <ul style="list-style-type: none"> (a) contributes to the establishment of a walkable, integrated residential community; (b) provides for a mix of dwelling types in accordance with relevant master plan and zoning land use allocations; (c) provides for building design which addresses the street, respects the scale and character of surrounding development and reflects the distinct architectural features of existing buildings within the precinct; (d) provides for landscape design consistent with the established character of existing development within the precinct; (e) provides for retail and commercial development to be limited to existing nodes and provide for small scale local goods and services only; (f) provides for the maintenance and enhancement of public access to the beach and foreshore; (g) protects the visual amenity of the road network; and (h) provides for the maintenance and enhancement of the environmental and landscape values of the area. | AO14 | <p>Development complies with the requirements set out in subdivision permit no. 51480 (as modified by permit no. CCC03/0053) and the endorsed "Urban Code – Toward Community" for the Town of Seaside.</p> |
| Development in the Tourist Accommodation Zone (Precinct MNS LPP-3, Marcoola Tourist Accommodation) | | | |
| PO15 | <p>Development in the Tourist accommodation zone in Precinct MNS LPP-3 (Marcoola Tourist Accommodation) identified on Local Plan Map LPM21:-</p> <ul style="list-style-type: none"> (a) provides a focus for high density tourist and airport related accommodation and <i>ancillary</i> retail and entertainment/catering uses that contribute to the tourism focus of the precinct and complement the Sunshine Coast Airport; (b) is designed in a manner which responds to local climatic conditions and the beachfront setting; (c) achieves a high level of visual amenity and attractive presentation to David Low Way; (d) provides interesting and diverse public outdoor spaces that extend around and through the Precinct and link the David Low Way to the beach; (e) avoids direct service vehicle and car park access to David Low Way; | AO15 | <p>Development in the Tourist accommodation zone in Precinct MNS LPP-3 (Marcoola Tourist Accommodation):-</p> <ul style="list-style-type: none"> (a) provides predominantly visitor accommodation with limited small scale business uses including cafes, restaurants and boutique <i>shops</i> located at ground level around appropriately designed entrances and internal spaces; (b) provides for non-residential uses which have a maximum <i>gross leasable floor area</i> of 150m², with such uses to be located on corner sites; (c) incorporates generous verandahs, balconies and terraces; (d) provides for buildings which address the <i>frontages</i> to David Low Way, internal access streets and main pedestrian areas; (e) is designed to create attractive and interesting public spaces including internal courtyards, squares and gardens that extend around and through the Precinct and link David Low Way to the beach; |

| Performance Outcomes | | Acceptable Outcomes | |
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| | <ul style="list-style-type: none"> (f) conserves the frontal dune system from both direct and indirect impacts; and (g) protects the remaining wildflower heathland in the Precinct. | | <ul style="list-style-type: none"> (f) incorporates appropriate ways of sheltering internal spaces from prevailing winds and mitigating aircraft noise; (g) does not gain direct access to David Low Way; (h) incorporates landscaping, comprising native species which reflect the existing character of the coastal dune <i>vegetation</i>; (i) incorporates dense landscaping along the David Low Way <i>frontage</i> of the <i>site</i> to soften building forms and provide an attractive presentation to the street; (j) provides for all buildings, structures and retaining walls, to be set back a minimum of 10 metres from the seaward boundary of the lot; and (k) retains the remaining wildflower heathland. |
| Development in the Tourist Accommodation Zone (Twin Waters Resort) | | | |
| PO16 | <p>Development in the Tourist accommodation zone at Twin Waters Resort provides for:-</p> <ul style="list-style-type: none"> (a) the retention of the <i>site</i> as a significant tourist facility; (b) buildings which are low rise and respect the scale of surrounding development and <i>vegetation</i>; (c) the protection of significant environmental areas including melaleuca wetlands, coastal heath and other significant <i>vegetation</i>; (d) building and landscape design which provides for small clusters of buildings set within extensive parklands and naturally vegetated areas; (e) development <i>infrastructure</i> with sufficient capacity to accommodate additional demand; and (f) appropriate address of potential airport noise. | AO16 | No acceptable outcome provided. |
| Development in the Medium Density Residential Zone (Menzies Drive Pacific Paradise) | | | |
| PO17 | Development in the Medium density residential zone located at Menzies Drive, Pacific Paradise, retains and enhances a dense vegetated <i>buffer</i> to North Shore Connection Road and the Sunshine Motorway to effectively screen development from the road. | AO17 | No acceptable outcome provided. |
| PO18 | Development in the Medium density residential zone on Lot 5 SP217624 located at Menzies Drive, Pacific Paradise, provides for this <i>site</i> to be preserved for the purpose of providing a <i>retirement facility</i> . | AO18 | No acceptable outcome provided. |
| Development in the Medium Impact Industry Zone | | | |
| PO19 | Development in the Medium impact industry zone provides for medium to low impact industrial uses that support the existing and future Sunshine Coast Airport operations and service the local | AO19 | No acceptable outcome provided. |

| Performance Outcomes | | Acceptable Outcomes | |
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| | plan area. | | |
| PO20 | Development in the Medium impact industry zone achieves a high standard of design and landscaping, especially along the <i>frontage</i> to David Low Way, North Shore Connection Road, Runway Drive (airport access road) and the Sunshine Coast Airport. | AO20 | No acceptable outcome provided. |
| Development in the Emerging Community Zone (Twin Waters West) | | | |
| PO21 | Development in the Emerging community zone is master planned to ensure that development occurs in a logical and coordinated manner. | AO21 | Development is undertaken in accordance with an approved Master Plan and Infrastructure Agreement. |
| PO22 | Development in the Emerging community zone provides for residential uses at a scale and intensity, and in a configuration that is consistent with and sympathetic to the established low density residential character of the adjoining Twin Waters residential community. | AO22 | <i>In partial fulfilment of Performance Outcome PO22:-</i> Development provides for:- (a) low density residential uses within the development to achieve:- (i) a minimum lot size of 500m ² ; and (ii) an average lot size of at least 700m ² ; and (b) limited Multi-unit residential uses which are focussed in discreet nodes with convenient access to public transport and active transport routes. |
| PO23 | Development in the Emerging community zone maintains or improves the amenity of neighbouring premises having regard to:- (a) overshadowing; (b) privacy and overlooking; (c) building character and appearance; and (d) building massing and scale as seen from neighbouring premises. | AO23 | <i>In partial fulfilment of Performance Outcome PO23:-</i> Development for Multi-Unit residential uses does not adjoin or overlook a residence in the existing Twin Waters residential community. |
| PO24 | Development in the Emerging community zone provides for adequate flood immunity (including <i>safe refuge</i>) and emergency access arrangements while avoiding any adverse off-site flooding impacts. | AO24 | No acceptable outcome provided. |
| PO25 | Development in the Emerging community zone emphasises the role of water as a key character element and lifestyle feature of the community. | AO25 | No acceptable outcome provided. |
| PO26 | Development in the Emerging community zone provides for an extension of the existing Twin Waters waterway system and the establishment and management of channels and waterbodies in a manner that:- (a) protects and improves flood storage capacity; (b) avoids adverse impacts on coastal processes and coastal resources; (c) protects <i>ecologically important areas</i> and other significant environmental areas; (d) does not result in an adverse change to the tidal prism of the adjacent Maroochy River; (e) avoids or minimises impacts arising from:- | AO26 | No acceptable outcome provided. Editor's note— Section 9.4.6 (Stormwater management code) sets out requirements for constructed waterbodies. Editor's note—the Planning Scheme policy for development works provides guidance and specifies standards in relation to constructed waterbodies. |

| Performance Outcomes | | Acceptable Outcomes | |
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| | <ul style="list-style-type: none"> (i) altered stormwater quality and flow; (ii) waste water; (iii) the creation or expansion of non-tidal artificial <i>waterways</i>; (f) avoids or minimises the release and mobilisation of nutrients that may increase the risk of algal blooms; and (g) meets best practice hydraulic and environmental standards, including no deterioration in water quality in surrounding waterways, wetlands and waterbodies. | | |
| PO27 | Development in the Emerging community zone provides for the waterway system to be established and operated in accordance with an approved lake management plan. | AO27 | No acceptable outcome provided. |
| PO28 | Development in the Emerging community zone provides for the ongoing maintenance and management of any constructed waterbody and associated infrastructure, taking into account whole of life cycle costing and the provision of an ongoing funding source (i.e. sinking fund). | AO28 | <p>No acceptable outcome provided.</p> <p>Editor's note—Section 9.4.6 (Stormwater management code) sets out requirements for constructed waterbodies.</p> <p>Editor's note—the Planning Scheme policy for development works provides guidance and specifies standards in relation to constructed waterbodies.</p> |
| PO29 | <p>Development in the Emerging community zone provides for a legible and permeable local road network that provides for:-</p> <ul style="list-style-type: none"> (a) primary access to the site at the Ocean Drive/David Low Way intersection; (b) local access to the site via the Stillwater Drive/Esperance Drive intersection and Godfreys Road; and (c) other points of access as appropriate to distribute traffic and enhance local connectivity. <p>Note—indicative road linkages/access points are identified in Figure 7.2.18A (Maroochy North Shore local plan elements).</p> | AO29 | No acceptable outcome provided. |
| PO30 | Development in the Emerging community zone provides for the protection and enhancement of Settler's park as a recreation park, <i>local heritage place</i> and gateway entry feature for the Pacific Paradise and Twin Waters communities. | AO30 | <p>Development ensures that any reconfiguring of boundaries of Settler's Park required to accommodate upgrading of the David Low Way/Ocean Drive intersection, achieves the following:-</p> <ul style="list-style-type: none"> (a) no net loss in the size of the park area; (b) no reduction in park embellishments; (c) improved levels of protection for all mango trees within the park with a minimum curtilage around the mango trees of 15 metres to the east and west and 10 metres to the north and south; and (d) high quality streetscape and landscape treatments that enhance the setting and interpretation of the local heritage place (including the in situ mango trees) and present an attractive gateway entry feature for |

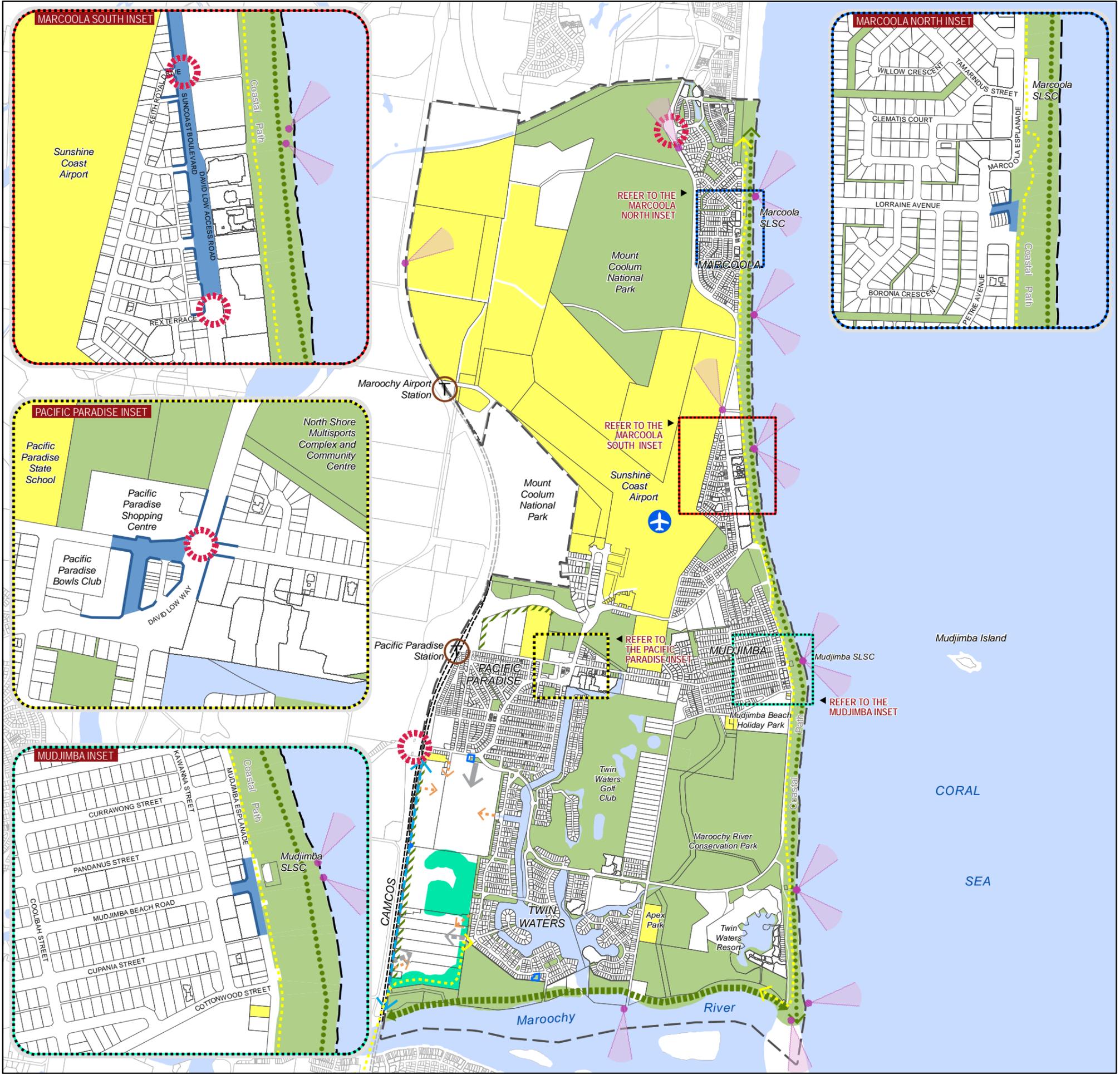
| Performance Outcomes | | Acceptable Outcomes | |
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| | | | <p>the Pacific Paradise and Twin Waters communities.</p> <p>Editor's note—Section 8.2.9 (Heritage and character areas overlay code) sets out requirements for development on and adjacent to heritage places.</p> <p>Editor's note—Settler's Park is one of two local heritage places located in the Emerging community zone (Twin Waters West).</p> |
| PO31 | <p>Development in the Emerging community zone provides for a subdivision layout and transport infrastructure to be designed, located and sequenced having specific regard to:-</p> <p>(a) improving local connectivity;</p> <p>(b) minimising adverse traffic impacts on existing residential areas; and</p> <p>(c) reflecting the amenity and character of the adjoining Twin Waters residential community (including but not limited to the provision of generous verge widths).</p> | AO31 | <p><i>In partial fulfilment of Performance Outcome PO31:-</i></p> <p>Development does not locate any road higher than a local street classification under the Sunshine Coast 2031 functional transport hierarchy immediately adjacent to existing residential lots.</p> <p>Editor's note—Section 9.4.8 Transport and parking code sets out the requirements for the provision of transport infrastructure.</p> <p>Editor's note—the Planning scheme policy for the transport and parking code and the Planning scheme policy for development works provides guidance and specifies standards in relation to the provision of transport infrastructure.</p> |
| PO32 | <p>Development in the Emerging community zone provides for a legible and permeable active transport network with a walkable waterfront along a significant portion of the waterway system and cycle and pedestrian links which connect with:-</p> <p>(a) residential neighbourhoods to the east;</p> <p>(b) the regional pedestrian and cycle path adjacent to the Sunshine Motorway; and</p> <p>(c) the Maroochy River and foreshore.</p> <p>Note—indicative pedestrian/cycle links are identified on Figure 7.2.18A (Maroochy North Shore local plan elements).</p> | AO32 | No acceptable outcome provided. |
| PO33 | <p>Development in the Emerging community zone provides for an extension of the principal pedestrian and cycle linkage and the coastal path, as identified on Figure 7.2.18A (Maroochy North Shore local plan elements), which is designed to sensitively respond to site characteristics, protect <i>ecologically important areas</i> and enhance pedestrian and cycle connectivity.</p> | AO33 | No acceptable outcome provided. |
| PO34 | <p>Development in the Emerging community zone provides for an open space network that has sufficient area and is configured in a manner that:-</p> <p>(a) meets the open space and recreational needs of residents and visitors; and</p> <p>(b) maximises public access to the waterfront.</p> | AO34 | <p><i>In partial fulfilment of Performance Outcome PO34:-</i></p> <p>Development provides for a minimum of 25% of the total site area as public open space, exclusive of waterbodies and waterways, and may include the following:-</p> <p>(a) walkable waterfront areas and linear parks; and</p> |

| Performance Outcomes | | Acceptable Outcomes | |
|----------------------|--|--|---|
| | | | (b) conservation areas and buffers. |
| PO35 | <p>Development in the Emerging community zone provides for:-</p> <p>(a) the protection, buffering, connection and rehabilitation of <i>ecologically important areas</i> (including the Maroochy River and the Maroochy River Conservation Area) and the Conservation and rehabilitation areas identified on Figure 7.2.18A (Maroochy North Shore local plan elements); and</p> <p>(b) the management of coastal hazards and coastal processes to protect land vulnerable to coastal erosion and tidal inundation.</p> <p>Editor's note—Section 8.2.3 (Biodiversity, waterways and wetlands overlay code) sets out <i>buffer</i> distances and other requirements for development on land adjacent to conservation areas and other <i>ecologically important areas</i>.</p> | <p>AO35.1</p> <p>Development does not occur within the Conservation and rehabilitation area identified on Figure 7.2.18A (Maroochy North Shore local plan elements).</p> <p>AO35.2</p> <p>Development provides for a rehabilitated <i>buffer</i> where identified on Figure 7.2.18A (Maroochy North Shore local plan elements), with a minimum width of:-</p> <p>(a) 30 metres around all edges of the <i>ecologically important area</i> on Lot 2 on RP103117;</p> <p>(b) 50 metres from the south-eastern boundary of the <i>site</i>, linking the <i>ecological important areas</i> to the north and south; and</p> <p>(c) 150 metres measured from the Highest Astronomical Tide (HAT).</p> <p>Note—some buffers may provide the opportunity for linear open space where demonstrated that the linear open space will not compromise the protection of retained vegetation, rehabilitated areas and the management of coastal hazards and coastal processes.</p> | |
| PO36 | <p>Development in the Emerging community zone provides for a substantial landscape <i>buffer</i> and separation area to the Sunshine Motorway and the proposed Dedicated Public Transport Corridor (CAMCOS), in order to provide effective visual and acoustic separation and screening.</p> <p>Note—the landscape <i>buffer</i> and separation areas are to be designed in manner which does not compromise flood solutions for the <i>site</i>.</p> | AO36 | <p>Development adjacent to the Sunshine Motorway and the proposed Dedicated Public Transport Corridor (CAMCOS) provides a densely planted landscape <i>buffer</i> along the full frontage of the <i>site</i>, which:-</p> <p>(a) is located separate to the proposed Dedicated Public Transport Corridor (CAMCOS);</p> <p>(b) has a minimum width of 40 metres; and</p> <p>(c) incorporates fencing wholly contained within the <i>site</i> at the eastern edge of the landscape <i>buffer</i>.</p> <p>Note—the indicative location and extent of the landscape <i>buffer</i> is shown on Figure 7.2.18A (Maroochy North Shore local plan elements).</p> |
| PO37 | Development in the Emerging community zone does not compromise the provision or operation of the proposed Dedicated Public Transport Corridor (CAMCOS). | AO37 | No acceptable outcome provided. |
| PO38 | Development in the Emerging community zone does not compromise the safe and efficient management or operation of state-controlled roads, including the Sunshine Motorway and David Low Way. | AO38 | No acceptable outcome provided. |
| PO39 | Development in the Emerging community zone achieves acceptable noise levels for residents and visitors by mitigating adverse impacts on the development from noise generated by State transport infrastructure and transport networks. | AO39 | <p>No acceptable outcome provided.</p> <p>Editor's note—Section 9.4.3 Nuisance code sets out requirements for preventing or minimising the exposure of proposed <i>sensitive land uses</i> to nuisance emissions.</p> <p>Editor's note—the Planning scheme policy for nuisance provides guidance for managing nuisance.</p> |

Table 7.2.18.4.2 Maroochy North Shore local plan supplementary table of consistent uses and potentially consistent uses in the Medium impact industry zone

Note—this table overrides the consistent and potentially consistent uses specified in the zone codes in **Part 6 (Zones)**.

| Column 1 Consistent uses | Column 2 Potentially consistent uses |
|--|---|
| Medium Impact Industry Zone | |
| Residential activities | |
| <i>Caretaker's accommodation</i> | None |
| Business activities | |
| (a) <i>Car wash</i> (b) <i>Food and drink outlet</i> (where having a gross leasable floor area not exceeding 100m ²) (c) <i>Hardware and trade supplies</i> (where the primary purpose is for trade supplies) (d) <i>Outdoor sales</i> (where for a car hire business) (e) <i>Service station</i> (f) <i>Showroom</i> (where for a car hire business) (g) <i>Veterinary services</i> | (a) <i>Agricultural supplies store</i> (b) <i>Food and drink outlet</i> (where having a gross leasable floor area exceeding 100m ²) (c) <i>Sales office</i> |
| Industrial activities | |
| (a) <i>Bulk landscape supplies</i> (b) <i>Low impact industry</i> (c) <i>Medium impact industry</i> (d) <i>Research and technology industry</i> (e) <i>Service industry</i> (f) <i>Transport depot</i> (g) <i>Warehouse</i> | None |
| Community activities | |
| (a) <i>Community use</i> (where located on Council owned or controlled land and undertaken by or on behalf of the Council) (b) <i>Crematorium</i> (c) <i>Emergency services</i> | None |
| Sport and recreation activities | |
| <i>Park</i> | None |
| Other activities | |
| (a) <i>Substation</i> (b) <i>Telecommunications facility</i> (c) <i>Utility installation</i> (where a local utility) | None |



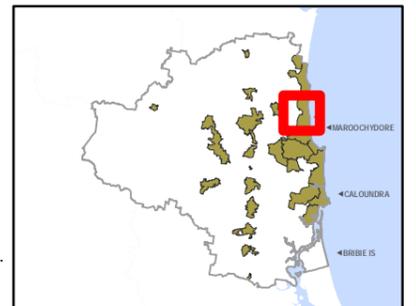
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- | | | | |
|--|---|--|--|
| | Local Plan Area Boundary | | Dedicated Public Transport Corridor (CAMCOS) |
| | Waterway ^{Note 1} | | Principal Pedestrian/Cycle Linkage |
| | Primary Active Street Frontage | | Coastal Path ^{Note 4} |
| | Primary Streetscape Treatment Area | | Through Block Pedestrian/Cycle Linkage |
| | Local Ecological Linkage | | Future Transit Hub |
| | Greenspace ^{Note 1} | | Indicative Primary Road Linkage/Access Point |
| | Conservation and Rehabilitation Area | | Indicative Local Road Linkage/Access Point |
| | Community Activity/Facility ^{Note 1} | | Sunshine Coast Airport |
| | Greenspace Link | | |
| | Gateway/Entry Point | | |
| | Landscape Buffer | | |
| | Significant View | | |
| | Heritage Place ^{Note 2} | | |

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Note 1: For contextual purposes only.
Note 2: Refer to Heritage and Character Overlay maps in Schedule 2 (Mapping).
Note 4: Indicative alignment, subject to further investigation in some areas.

Figure 7.2.18A (Maroochy North Shore Local Plan Elements)