

# Agenda

## **Ordinary Meeting**

**Thursday, 28 April 2022**

**commencing at 9:00am**

**Council Chambers, 1 Omrah Avenue, Caloundra**





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**1 DECLARATION OF OPENING**

On establishing there is a quorum, the Chair will declare the meeting open.

**2 WELCOME AND OPENING****3 RECORD OF ATTENDANCE AND LEAVE OF ABSENCE****4 RECEIPT AND CONFIRMATION OF MINUTES**

That the Minutes of the Ordinary Meeting held on 24 March 2022 be received and confirmed.

**5 MAYORAL MINUTE****6 INFORMING OF CONFLICTS OF INTEREST****6.1 PRESCRIBED CONFLICTS OF INTEREST**

Pursuant to section 150EL of the *Local Government Act 2009* (the Act), a Councillor who has a prescribed conflict of interest in an issue to be considered at a meeting of the local government must –

- (a) immediately inform the meeting of the prescribed conflict of interest including the particulars stated in section 150EL(4) of the Act and
- (b) pursuant to section 150EM(2) of the Act must leave the place at which the meeting is being held, including any area set aside for the public, and stay away from the place while the matter is being discussed and voted on.

**6.2 DECLARABLE CONFLICTS OF INTEREST**

Pursuant to section 150EQ of the *Local Government Act 2009*, a Councillor who has a declarable conflict of interest in a matter to be considered at a meeting of the local government, must stop participating in the meeting and immediately inform the meeting of the declarable conflict of interest including the particulars stated in section 150EQ(4) of the Act.





If the Councillor with a declarable conflict of interest does not voluntarily decide not to participate in the decision, pursuant to section 150ES(3)(a) of the Act the eligible Councillors must, by resolution, decide

- (a) whether the Councillor may participate in the decision despite the Councillors conflict of interest or
- (b) that the Councillor must not participate in the decision and must leave the place at which the meeting is being held, including any area set aside for the public and stay away while the eligible Councillors discuss and vote on the matter.

The Councillor with the declarable conflict of interest must comply with any conditions the eligible Councillors impose per section 150ES(4) and (5) of the Act.

**7 PRESENTATIONS / COUNCILLOR REPORTS**



**8 REPORTS DIRECT TO COUNCIL****8.1 MARCH 2022 FINANCIAL PERFORMANCE REPORT****File No:** Council meetings**Author:** Coordinator Financial Services  
Business Performance Group**Attachments:** Att 1 - March 2022 Financial Performance Report..... 11    
Att 2 - 2021/22 Capital Grant Funded Project Report March 2022  
..... 21  **PURPOSE**

To meet Council's legislative obligations, a monthly report is to be presented to Council on its financial performance and investments.

**EXECUTIVE SUMMARY**

This monthly financial performance report provides Council with a summary of performance against budget as at 31 March 2022 in terms of the operating result and delivery of the capital program.

**Operating Performance****Table 1: Operating Budget as at 31 March 2022**

	<b>Original Budget \$000</b>	<b>Current Budget \$000</b>
Total Operating Revenue	498,433	500,456
Total Operating Expenses	479,602	490,383
<b>Operating Result</b>	<b>18,832</b>	<b>10,073</b>

Details of the monthly financial report are contained in Attachment 1.

**OFFICER RECOMMENDATION**

That Council receive and note the report titled “March 2022 Financial Performance Report”.

**FINANCE AND RESOURCING**

This report sets out the details of Council's financial performance and investments for the month ending 31 March 2022 and meets Council's legislative reporting requirements.

**CORPORATE PLAN****Corporate Plan Goal:** *Our outstanding organisation***Outcome:** We serve our community by providing this great service**Operational Activity:** S28 - Financial and procurement services – financial and procurement management and governance, ensuring effective business management and legislative compliance, coordination

and development of Council's budget process, administration of financial systems, sundry debtors, accounts payable, financial and asset accounting, treasury, procurement, contract and supply functions.

## CONSULTATION

### Portfolio Councillor Consultation

Consultation has been undertaken with the Portfolio Councillor, E Hungerford.

### Internal Consultation

This report has been written in conjunction with advice from:

- Group Executive Business Performance
- Chief Financial Officer

### External Consultation

No external consultation is required for this report.

### Community Engagement

No community engagement is required for this report.

### Legal

This report ensures that Council complies with its legislative obligations with respect to financial reporting in accordance with Section 204 of the *Local Government Regulation 2012*.

Investment of funds is in accordance with the provisions of the *Statutory Bodies Financial Arrangements Act 1982* and the associated Regulations and the *Local Government Act 2009*.

### Policy

Sunshine Coast Council's 2021/22 Investment Policy and

Sunshine Coast Council's 2021/22 Debt Policy.

### Risk

Failure to achieve the budgeted operating result will negatively impact Council's capacity to complete its capital expenditure program.

### Previous Council Resolution

#### Ordinary Meeting 24 February 2022 (OM22/12)

*That Council:*

- (a) receive and note the report titled "**Budget Review 2 2021/22**"
- (b) adopt Appendix A as tabled, pursuant to sections 169 and 170 of the *Local Government Regulation 2012*, Council's amended budget for 2021/22 financial year incorporating:
  - (i) the statement of income and expenditure
  - (ii) the statement of financial position
  - (iii) the statements of changes in equity
  - (iv) the statement of cash flow

- (v) *the relevant measures of financial sustainability*
- (vi) *the long term financial forecast*
- (c) *note the following documentation applies as adopted 24 June 2021*
  - (i) *the Debt Policy*
  - (ii) *the Revenue Policy*
  - (iii) *the total value of the change, expressed as a percentage, in the rates and utility charges levied for the financial year compared with the rates and utility charges levied in the previous budget*
  - (iv) *the Revenue Statement and*
  - (v) *the rates and charges to be levied for the 2021/22 financial year and other matters as adopted 24 June 2021 and*
- (d) *endorse the Minor Capital Works Program (Appendix B).*

**Ordinary Meeting 16 September 2021 (OM21/87)**

*That Council:*

- (a) *receive and note the report titled “**Budget Review 1 2021/22**”*
- (b) *adopt Appendix A as tabled, pursuant to sections 169 and 170 of the Local Government Regulation 2012, Council’s amended budget for 2021/22 financial year incorporating:*
  - (i) *the statement of income and expenditure*
  - (ii) *the statement of financial position*
  - (iii) *the statements of changes in equity*
  - (iv) *the statement of cash flow*
  - (v) *the relevant measures of financial sustainability*
  - (vi) *the long term financial forecast*
  - (vii) *the Debt Policy*
- (c) *note the following documentation applies as adopted 24 June 2021*
  - (i) *the Revenue Policy*
  - (ii) *the total value of the change, expressed as a percentage, in the rates and utility charges levied for the financial year compared with the rates and utility charges levied in the previous budget*
  - (iii) *the Revenue Statement and*
  - (iv) *the rates and charges to be levied for the 2021/22 financial year and other matters as adopted 24 June 2021 and*
- (d) *endorse the Minor Capital Works Program (Appendix B).*

**Special Meeting Budget 24 June 2021 (SM21/3)**

*That Council adopt Appendix A as tabled, pursuant to sections 169 and 170 of the Local Government Regulation 2012, Council’s budget for 2021/22 financial year incorporating:*

- i. the statement of income and expenditure*
- ii. the statement of financial position*
- iii. the statements of changes in equity*
- iv. the statement of cash flow*

- v. *the relevant measures of financial sustainability*
- vi. *the long term financial forecast*
- vii. *the Debt Policy (adopted by Council resolution on 27 May 2021)*
- viii. *the Revenue Policy (adopted by Council resolution on 27 May 2021)*
- ix. *the total value of the change, expressed as a percentage, in the rates and utility charges levied for the financial year compared with the rates and utility charges levied in the previous budget*
- x. *the Revenue Statement*
- xi. *Council's 2021/22 Capital Works Program, endorse the indicative four-year program for the period 2023 to 2026, and note the five-year program for the period 2027 to 2031*
- xii. *the rates and charges to be levied for the 2021/22 financial year and other matters as detailed below in clauses 3 to 12*
- xiii. *endorse the 2021/22 Minor Capital Works Program*
- xiv. *establish a \$5 million internally restricted Disaster Rehabilitation Reserve.*

**Related Documentation**

2021/22 Adopted Budget

**Critical Dates**

There are no critical dates for this report.

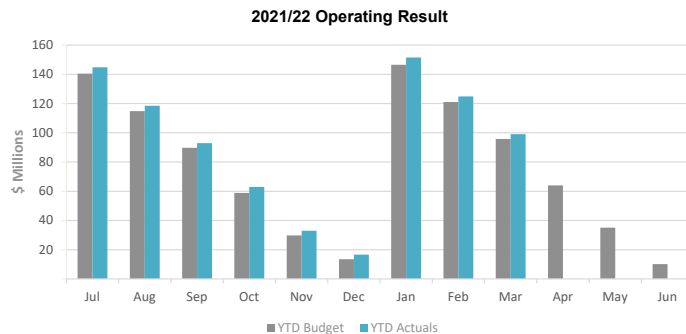
**Implementation**

There are no implementation details to include in this report.





## Statement of Income and Expenses

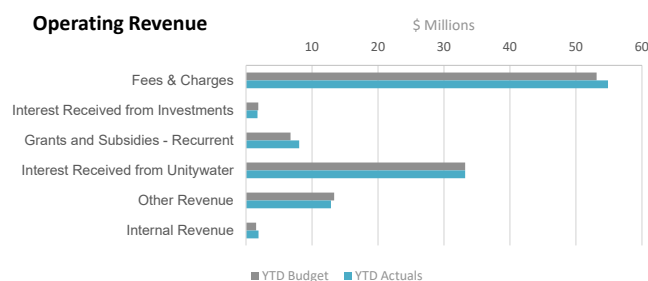


- Council has a positive operating result of \$99 million, which is \$1.5 million above the current budget as at 31 March 2022.



Statement of Income & Expenses							
	Annual		YTD				Annual
	Original Budget \$'000	Current Budget \$'000	Current Budget \$'000	Actuals \$'000	Variance \$'000	Variance %	Forecast Budget \$'000
<b>Operating Revenue</b>							
Net Rates and Utility Charges	343,342	344,142	342,955	342,991	36	0.0%	344,142
Fees and Charges	65,577	67,530	53,124	54,858	1,734	3.3%	67,530
Interest Received from Investments	2,550	2,550	1,863	1,745	(117)	(6.3%)	2,550
Operating Grants and Subsidies	15,218	15,563	6,744	8,060	1,316	19.5%	15,563
Operating Contributions	302	316	294	286	(8)	(2.6%)	316
Unitywater Participation	49,838	49,838	33,221	33,221	0	0.0%	49,838
Other Revenue	19,853	18,388	13,352	12,866	(486)	(3.6%)	18,388
Internal Sales/Recoveries	1,749	2,227	1,541	1,902	362	23.5%	2,127
<b>Total Operating Revenue</b>	<b>498,429</b>	<b>500,554</b>	<b>453,093</b>	<b>455,929</b>	<b>2,836</b>	<b>0.6%</b>	<b>500,454</b>
<b>Operating Expenses</b>							
Employee Costs	156,262	157,761	115,726	115,195	(531)	(0.5%)	157,761
Materials and Services	187,704	192,033	133,476	133,464	(12)	(0.0%)	192,033
Finance Costs	12,244	13,121	10,016	10,020	4	0.0%	13,121
Company Contributions	3,615	3,615	3,615	3,615	(0)	(0.0%)	3,615
Depreciation Expense	95,097	95,097	71,323	71,322	(1)	(0.0%)	95,097
Other Expenses	21,884	24,607	17,210	17,779	568	3.3%	24,607
Recurrent Capital Expenses	3,444	4,139	4,139	5,470	1,331	32.2%	4,139
<b>Total Operating Expenses</b>	<b>480,250</b>	<b>490,372</b>	<b>355,505</b>	<b>356,865</b>	<b>1,360</b>	<b>0.4%</b>	<b>490,372</b>
<b>Operating Result</b>	<b>18,179</b>	<b>10,182</b>	<b>97,587</b>	<b>99,064</b>	<b>1,477</b>	<b>1.5%</b>	<b>10,082</b>
<b>Capital Revenue</b>							
Capital Grants and Subsidies	19,368	26,534	12,828	12,828	0	0.0%	26,534
Capital Contributions - Cash	28,631	29,589	23,332	23,332	(0)	(0.0%)	29,589
Capital Contributions - Fixed Asset	55,000	55,000	176	176	(0)	(0.0%)	55,000
<b>Total Capital Revenue</b>	<b>102,999</b>	<b>111,123</b>	<b>36,336</b>	<b>36,336</b>	<b>(0)</b>	<b>(0.0%)</b>	<b>111,123</b>
<b>Non-recurrent Expenses</b>							
Profit/Loss on disposal, revaluation & impairment	7,048	-	-	2,537	2,537	-	-
Movements in landfill and quarry provisions	4,964	5,583	4,187	4,187	-	-	5,583
Assets Transferred to Third Parties	-	-	-	11	11	-	-
<b>Total Non-recurrent Expenses</b>	<b>12,012</b>	<b>5,583</b>	<b>4,187</b>	<b>6,736</b>	<b>2,548</b>	<b>60.9%</b>	<b>5,583</b>
<b>Net Result</b>	<b>109,166</b>	<b>115,721</b>	<b>129,736</b>	<b>128,664</b>	<b>(1,072)</b>	<b>(0.8%)</b>	<b>115,621</b>

## Operating Result – March 2022



Operating Summary						
	Annual		YTD			
	Original Budget \$000s	Current Budget \$000s	Current Budget \$000s	Actuals \$000s	Variance \$000s	Variance %
Operating Revenue	498,429	500,554	453,093	455,929	2,836	0.6%
Operating Expenses	476,806	486,233	351,366	351,395	29	0.0%
Recurrent Capital Expenses	3,444	4,139	4,139	5,470	1,331	32.2%
<b>Operating Result</b>	<b>18,179</b>	<b>10,182</b>	<b>97,587</b>	<b>99,064</b>	<b>1,477</b>	<b>1.5%</b>
Capital Revenue	102,999	111,123	36,336	36,336	(0)	(0.0%)
Non-recurrent Expenses	12,012	5,583	4,187	6,736	2,548	60.9%
<b>Net Result</b>	<b>109,166</b>	<b>115,721</b>	<b>129,736</b>	<b>128,664</b>	<b>(1,072)</b>	<b>(0.8%)</b>

### Substantial Revenue Variance for the Period Ending 31 March 2022

	Annual		YTD				Annual
	Original Budget \$000	Current Budget \$000	Current Budget \$000	Actuals \$000	Variance \$000	Variance %	
<b>Operating Revenue</b>							
Fees and Charges	65,577	67,530	53,124	54,858	1,734	3.3%	67,530
Operating Grants and Subsidies	15,218	15,563	6,744	8,060	1,316	19.5%	15,563

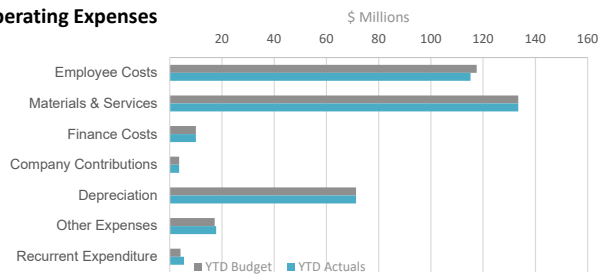
As at 31 March 2022, \$455.9 million operating revenue had been achieved which is \$2.8 million more than current budget.

Significant revenue variances:

- **Fees and Charges** – Holiday park fees are ahead of the expected budget. A large volume of application fees were received during March.
- **Operating Grants** – Council has received an early grant payment \$1 million grant from Queensland Reconstruction Authority due to the heavy rainfall and flooding relief.

## Operating Result – March 2022 (continued)

### Operating Expenses



### Operating Summary

	Annual		YTD			
	Original Budget \$000s	Current Budget \$000s	Current Budget \$000s	Actuals \$000s	Variance \$000s	Variance %
Operating Revenue	498,429	500,554	453,093	455,929	2,836	0.6%
Operating Expenses	476,806	486,233	351,366	351,395	29	0.0%
Recurrent Capital Expenses	3,444	4,139	4,139	5,470	1,331	32.2%
<b>Operating Result</b>	<b>18,179</b>	<b>10,182</b>	<b>97,587</b>	<b>99,064</b>	<b>1,477</b>	<b>1.5%</b>
Capital Revenue	102,999	111,123	36,336	36,336	(0)	(0.0%)
Non-recurrent Expenses	12,012	5,583	4,187	6,736	2,548	60.9%
<b>Net Result</b>	<b>109,166</b>	<b>115,721</b>	<b>129,736</b>	<b>128,664</b>	<b>(1,072)</b>	<b>(0.8%)</b>

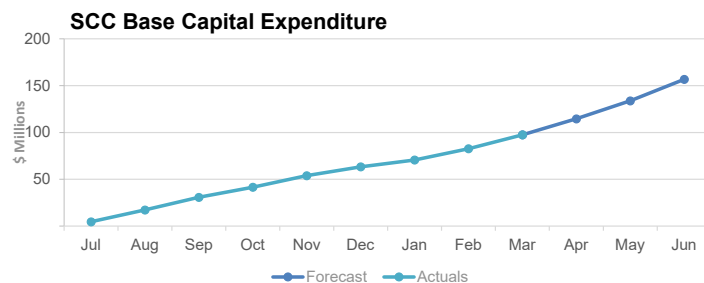
### Substantial Expenditure Variance for the Period Ending 31 March 2022

	Annual		YTD				Annual Forecast Budget \$000
	Original Budget \$000	Current Budget \$000	Current Budget \$000	Actuals \$000	Variance \$000	Variance %	
<b>Operating Expenses</b>							
Employee Costs	156,262	157,761	115,726	115,195	(531)	(0.5%)	157,761
Other Expenses	21,884	24,607	17,210	17,779	568	3.3%	24,607
Recurrent Capital Expenses	3,444	4,139	4,139	5,470	1,331	32.2%	4,139

As at 31 March 2022, \$356.8 million of the \$357.3 million budget year to date had been expended which resulted in a variance of \$440,000

- Employee expenses are below budget for March
- Council's operational expenditure remains within 1% of the budget year to date

## Capital Expenditure - March 2022

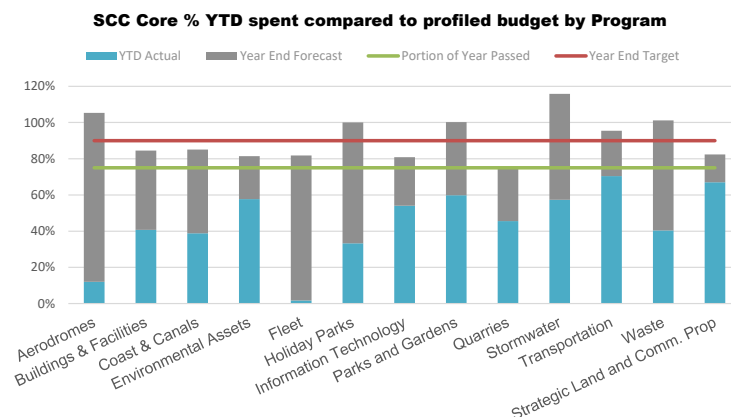


- As at 31 March 2022, \$172 million (59.2%) of Council's \$290.6 million Capital Works Program was financially expended.
- The Core Capital Program has progressed 58.1% of budget, an actual spend of \$97.5 million.
- Corporate Major Projects progressed 66%



Capital Expenditure	Annual		YTD		Year End	
	Original Budget \$000s	Current Budget \$000s	Actuals \$000s	% of FY Budget Spent	Forecast Year End Actual	Forecast Year End Variance to Budget
<b>Core Capital Works Program</b>						
Aerodromes	200	225	27	12.0%	237	12
Buildings and Facilities	12,663	10,374	4,224	40.7%	8,771	(1,603)
Coast and Canals	3,125	3,111	1,209	38.9%	2,649	(463)
Environmental Assets	1,800	1,747	1,009	57.7%	1,423	(324)
Minor Works	4,495	3,966	1,795	45.3%	3,362	(603)
Fleet	3,250	3,279	56	1.7%	2,684	(595)
Holiday Parks	2,540	1,894	631	33.3%	1,894	-
Information Technology	6,620	8,664	4,687	54.1%	7,007	(1,657)
Parks and Gardens	17,697	15,822	9,472	59.9%	15,859	38
Quarries	635	657	299	45.5%	490	(167)
Stormwater	8,201	7,240	4,151	57.3%	8,388	1,148
Transportation	86,848	83,830	59,059	70.5%	80,030	(3,799)
Waste	40,641	26,951	10,888	40.4%	27,264	313
<b>Total SCC Core Capital Program</b>	<b>188,714</b>	<b>167,759</b>	<b>97,506</b>	<b>58.1%</b>	<b>160,058</b>	<b>(7,702)</b>
Corporate Major Projects	60,425	62,801	41,465	66.0%	54,834	(7,967)
Strategic Land and Commercial Properties	19,383	47,134	31,593	67.0%	38,833	(8,300)
Maroochydore City Centre	553	1,470	643	43.7%	589	(880)
Sunshine Coast Airport Runway	-	11,460	851	7.4%	5,301	(6,160)
<b>Total Other Capital Program</b>	<b>80,361</b>	<b>122,865</b>	<b>74,552</b>	<b>60.7%</b>	<b>99,557</b>	<b>(23,307)</b>
<b>TOTAL</b>	<b>269,075</b>	<b>290,624</b>	<b>172,058</b>	<b>59.2%</b>	<b>259,615</b>	<b>(31,009)</b>

## Capital Expenditure - March 2022 (continued)



### Buildings and Facilities

- Detailed design is progressing for a new library and community centre at Sippy Downs as well as the upgrade of the Kawana Waters regional aquatic centre.

### Fleet

- Delays are being experienced in the procurement of heavy plant equipment, however \$1.2 million of orders have been placed.

### Holiday Parks

- Council has entered into a \$1.4 million contract for the replacement of amenities at the Coolum Beach and Mudjimba holiday park.

### Stormwater

- Council's \$1.5 million stormwater pipe relining program has progressed 87% complete

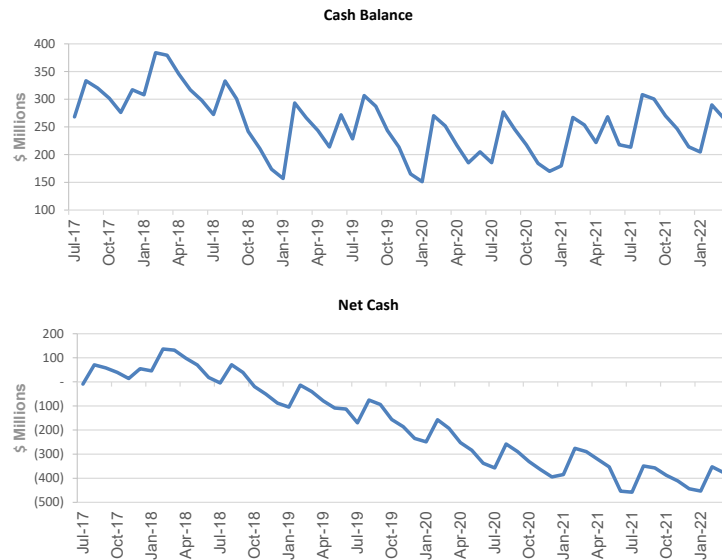
### Transportation

- Council's \$22.9 million road resurfacing and rehabilitation program has progressed 81% for March with a total expenditure of \$18.4 million.
- Council's \$2.18 million bus stop program has progressed 69% for March with a total expenditure of \$1.5 million.
- Construction continues for Council's major transport corridor upgrade at Brisbane Road Mooloolaba, while community consultation is underway for the Caloundra Transport Corridor Upgrade

### Waste

- Council has entered into \$20 million contract in October for the design and construction of a new material resource facility at the Nambour resource recovery centre.

## Cash Flows and Balance Sheet



### Cash and Balance Sheet - March 2022

	Original Budget \$'000s
<b>CASH FLOWS</b>	
Opening Cash	186,095
Net Cash Inflow/(Outflows) from:	
Operating Activities	66,159
Investing Activities	126,453
Financing Activities	(187,393)
<b>Net Increase/(decrease) in Cash Held</b>	<b>5,219</b>
<b>Cash at year end</b>	<b>191,314</b>
<b>BALANCE SHEET</b>	
Current Assets	246,160
Non Current Assets	6,290,967
<b>Total Assets</b>	<b>6,537,127</b>
Current Liabilities	120,894
Non Current Liabilities	537,476
<b>Total Liabilities</b>	<b>658,370</b>
<b>Net Community Assets/Total Community Equity</b>	<b>5,878,757</b>

- Council's cash at 31 March 2022 is \$257 million
- Council's debt at 31 March 2022 is \$643 million



## Debt

Sunshine Coast Council's debt program is governed by the 2021/22 Debt Policy, which was adopted with the Original Budget adoption on 24 June 2021 and revised at the 16 September 2021 Ordinary Meeting.

New borrowings are undertaken in accordance with the Queensland Treasury Corporation Guidelines, the Statutory Bodies Financial Arrangements Act 1982 and Section 192 of the Local Government Regulation 2012.

Table 1 includes Sunshine Coast Council's budgeted debt balance for 2021/22 following Budget Review 1 adoption in September 2021.

Council's proposed borrowings for 2021/22 are \$96.5 million which consists of -

- Waste Management \$37.8 million
- Holiday Parks \$600,000
- Maroochydore Multideck \$13 million
- Sunshine Coast City Hall \$45 million

The Palisade Investment Group payment of \$305 million, due on 30 June 2022, will reduce Council's debt associated with the airport expansion project to nil.

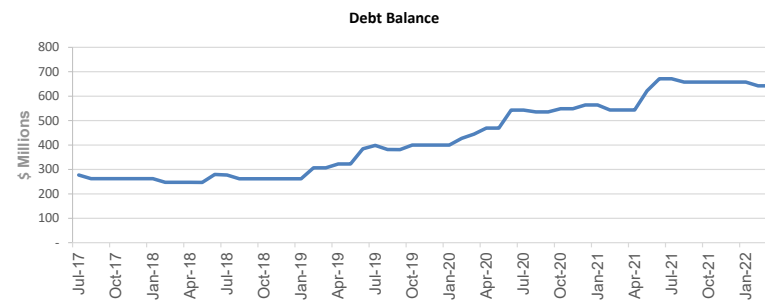
Council's forecast debt as at 30 June 2022 is \$488 million



### Debt - 2021/22

	Opening Balance	Debt Redemptions	New Borrowings	Closing Balance
	\$000	\$000	\$000	\$000
Sunshine Coast Council Core	257,375	11,672	96,461	342,164
Sunshine Coast Airport Expansion Project	265,004	265,004	-	-
Maroochydore City Centre	144,034	6,701	-	137,333
Sunshine Coast International Broadband Network	10,328	922	-	9,406
<b>Total</b>	<b>676,741</b>	<b>284,299</b>	<b>96,461</b>	<b>488,903</b>

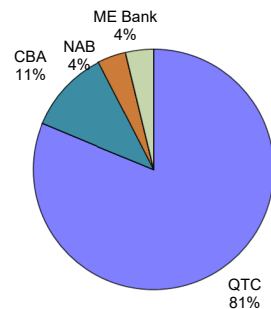
Table 1: 2021/22 Adopted Debt Balance



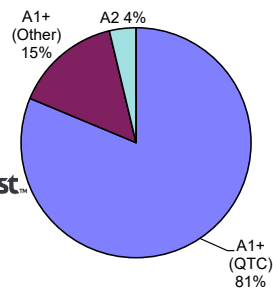


## Investment Performance

Investment per financial institution (%)



Investment by Standard & Poor's (Short Term Credit Rating)



### Investment Performance - March 2022

Liquidity as at:		31/03/2022		Term deposits maturing:			
		\$'000's			\$'000's		Count
At-call accounts				within 30 days	-		-
QTC + CBA (excl. trust)		237,410	88.58%	30-59 days	-		-
				60-89 days	-		-
Maturities within 7 days		-	0.00%	90-179 days	20,000		2
Total at-call		237,410	88.58%	180-364 days	-		-
Investment Policy Target			10.00%	1 year - 3 years	-		-
				Total	20,000		2

INVESTMENT SUMMARY (including Trust) as at:						Investment Policy	
	31/03/2022		31/12/2021		31/03/2021	Individual Limit	Group Limits
A1+ (QTC)	217,897	81%	168,743	78.8%	248,411	97.9%	100%
A1+ (Other)	40,124	15%	45,340	21.2%	5,341	2.1%	100%
A1	-	0%	-	0.0%	-	0.0%	30%
A2	10,000	4%	-	0.0%	-	0.0%	45%
A3	-	0%	-	0.0%	-	0.0%	10%
Total Funds	268,022		214,083		253,751		

FUND SUMMARY					
General Funds	257,410		203,585		242,202
Trust Funds	10,612		10,498		11,550
Total Funds	268,022		214,083		253,751

- All investment parameters remain within the guidelines established by the Investment Policy.
- For the month ending 31 March 2022 Council had \$257 million cash (excluding Trust Fund) with an average interest rate of 0.62%, being 0.53% above benchmark. This is compared to the same period last year with \$242 million cash (excluding Trust Fund) with an average interest rate of 0.64%, being 0.62% above benchmark.
- The benchmark used to measure performance of cash funds is Bloomberg AusBond Bank Bill index (BAUBIL).



2021/22 Financial Year Grant Funding							
	Description	Division	Suburb	Estimated Construction Start Month	Construction Completed Month	TOTAL Grant Revenue \$'000	Project Expenditure to date \$'000
<b>Federal Government</b>						<b>(\$21,590)</b>	<b>\$15,003</b>
<b>1</b>	<b>Roads to Recovery Program</b>					<b>(\$4,800)</b>	
<b>Blackspot Funding</b>						<b>(\$1,009)</b>	<b>\$18</b>
2	K2081 - BlackSpot Blackall Range Road West Woombye	Division 05	West Woombye	April 2022	June 2022	(\$157)	\$5
3	K2083 - BlackSpot Wust Road DOONAN - East of Regency Road - Stage 1	Division 09	Doonan	Cancelled	Cancelled	(\$60)	\$1
4	K2085 - BlackSpot Edmund St and William St Intersection Shelly Beach	Division 02	Shelly Beach	On Hold	On Hold	(\$792)	\$12
<b>Local Road and Community Infrastructure Grant Funding - Round 2 - Agreement end date 30 June 2022</b>						<b>(\$7,781)</b>	<b>\$6,554</b>
5	H3790 - LRCIP2 - Citrus Road Gravel Road Upgrade	Division 05	Palmwoods	August 2021	February 2022	(\$2,100)	\$2,125
6	H3799 - LRCIP2 - Zgrajewski Road Gravel Road Upgrade	Division 09	Yandina Creek	January 2022	May 2022	(\$2,200)	\$653
7	H3800 - LRCIP2 - Cupania Street East Stage 2 Kerb and Channel	Division 08	Mudjimba	May 2021	November 2021	(\$475)	\$786
8	H3941 - LRCIP2 - Crosby Hill Road Pathway	Division 07	Buderim	July 2021	January 2022	(\$709)	\$707
9	H4223 - LRCIP2 - Scholars Drive to Columbia Street - Road Link	Division 06	Sippy Downs	May 2022	June 2022	(\$450)	\$92
10	H4592 - LRCIP2 - Lees Road Western Section Gravel Road Upgrade	Division 10	Bridges	August 2021	December 2021	(\$650)	\$966
11	H9360 - LRCIP2 - Railway Street Service Road	Division 01	Landsborough	July 2021	August 2021	(\$130)	\$152
12	K1484 - LRCIP2 - Meridan Way Lighting	Division 03	Meridan Plains	September 2021	November 2021	(\$250)	\$242
13	K1492 - LRCIP2 Spray Seal - Old Gympie Road Resurfacing	Division 01	Glass House Mountains	October 2021	October 2021	(\$168)	\$153
14	K1493 - LRCIP2 Spray Seal - Bald Knob Road	Division 05	Peacheater	October 2021	October 2021	(\$186)	\$90
15	K1495 - LRCIP2 Asphalt - Mountain View Road	Division 05	Maleny	October 2021	October 2021	(\$462)	\$589
<b>Urban Congestion Fund</b>						<b>(\$8,000)</b>	<b>\$8,431</b>
16	H3747 - Mooloolaba Transport Corridor - D and C	Division 04	Mooloolaba		November 2023	(\$8,000)	\$8,431
<b>State Government</b>						<b>(\$4,397)</b>	<b>\$7,658</b>
<b>Unite and Recover Stimulus Package - Agreement end date 30 June 2021</b>						<b>(\$1,575)</b>	<b>\$7,325</b>
17	B4741 - Place Making Mooloolaba Master Plan	Division 04	Mooloolaba	February 2021	May 2022	(\$1,500)	\$7,297
18	H9821 - Albany Lakes Park Sippy Downs Play Space Precinct Upgrade	Division 06	Sippy Downs	May 2021	August 2021	(\$75)	\$28
<b>19 Bus Stop Shelter Program</b>						<b>(\$247)</b>	
<b>20 Passenger Transport Accessible Infrastructure Program</b>						<b>(\$679)</b>	
<b>21 Passenger Transport Infrastructure Investment Program</b>						<b>(\$145)</b>	
<b>Transport Infrastructure Development Scheme</b>						<b>(\$206)</b>	<b>\$0</b>
22	K1314 - Bli Bli State School Precinct Active TIIP	Division 09	Bli Bli	April 2022	May 2022	(\$200)	\$0
23	K2436 - TIDS Talara School Precinct - Active TIIP	Division 03	Currumbundi	July 2021	July 2021	(\$6)	\$0
<b>South East Queensland Community Stimulus Program - Agreement end date 30 June 2024</b>						<b>(\$1,545)</b>	<b>\$334</b>
24	H1670 - SEQCSP First Avenue Streetscape	Division 04	Maroochydore		November 2023	(\$100)	\$22
25	H0956 - SEQCSP Mooloolaba to Alex Bluff Recreation	Division 04	Alexandra Headland			(\$100)	\$0
26	H9957 - SEQCSP Buderim Village Park Buderim Stage 9	Division 07	Buderim			(\$150)	\$40
27	K1618 - SEQCSP Caloundra Indoor Sports Stadium - Roof Replacement	Division 02	Caloundra	January 2022	June 2022	(\$350)	\$46
28	K1898 - SEQCSP Parkyn Parade Pedestrian Facilities	Division 04	Mooloolaba	March 2022	March 2022	(\$145)	\$49
29	K2259 - SEQCSP Albany Lakes Park Play Upgrade Stage 2	Division 06	Sippy Downs	April 2022	September 2022	(\$250)	\$57
30	K2406 - SEQCSP Turner Park Beerwah Activation Stage 2	Division 01	Beerwah	May 2022	June 2022	(\$100)	\$9
31	K2449 - SEQCSP North Shore Multi-Sports Complex	Division 08	Mudjimba			(\$50)	\$8
32	K2478 - SEQCSP Palmwoods Warriors Football Club	Division 05	Palmwoods			(\$50)	\$22
33	K2843 - SEQCSP Landsborough Streetscape - Stage 2	Division 01	Landsborough	April 2022	February 2023	(\$250)	\$81
<b>Project Complete</b>							



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## 8.2 COMMERCIAL USE OF COMMUNITY LAND - HIGH USE PROCESS

File No:	F2021/79579
Author:	Coordinator Community Land Permits and Parking Customer Engagement & Planning Services Group
Appendices:	App A - Recommended applicants for approved activities and locations ( <i>Under Separate Cover</i> ) - Confidential 
Attachments:	Att 1 - 2022 Approved activities and locations ..... 29  

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### PURPOSE

This report seeks Council endorsement of the 2022 High-Use / High-Impact Commercial Use of Community Land Expression of Interest (EOI) process.

### EXECUTIVE SUMMARY

High-Use / High-Impact Permits allow certain businesses on the Sunshine Coast to conduct commercial activities at approved locations. Commercial activities include refreshment vans, learn to surf lessons and beach equipment hire businesses. Businesses are awarded three-year permits in accordance with Council's Local Laws. The current High-Use / High-Impact Permits, issued in 2019, are due to expire on 30 June 2022.

The 2022 Expression of Interest (EOI) process was open to existing permit holders and new businesses from 15 November 2021 until 12 December 2021. At the closing of the EOI process, Council received a total of 34 EOIs. There were 4 activities and locations where no EOI was received. Permits are proposed to be awarded for the period 1 July 2022 to 30 June 2025.

Council officers have now completed the assessment of all EOIs. The EOIs were considered by an assessment panel using defined selection criteria to score and rate the EOIs. The selection criteria included elements such as:

- the applicant's professionalism
- quality of equipment
- management of safety
- commitments to the community and
- existing performance as a permit holder (where the applicant is an existing permit holder).

The assessment process has resulted in the following outcomes:

- 22 existing permit holders have been successful
- 1 existing permit holder has been unsuccessful
- 3 new permit holders are proposed
- 4 activities and locations will remain vacant, namely:
  - Jet Ski Hire at Caloundra
  - Refreshment Van at Cambroon
  - Mobile Dog Washing at Buderim
  - Refreshment Van at Nambour.

The outcome of the assessment process, including the recommended applicants is outlined in **Appendix A – Recommended applicants**. This confidential Appendix will be published to the community after the applicants have been formally notified of Council's decision.

For the activities and locations where no EOI has been received, Council officers recommend that these opportunities remain vacant for the duration of the permit period (1 July 2022 to 30 June 2025). The vacancies will be advertised periodically on Council's website to encourage and invite new applications. In an effort to provide timely assessment of any EOIs received, it is recommended the awarding of permits for vacant activities and locations, during the permit period, be delegated to the Chief Executive Officer. New applications will be reviewed by an assessment panel in accordance with the Community Land and Complementary Commercial Activity Policy.

## OFFICER RECOMMENDATION

That Council:

- (a) **receive and note the report titled “Commercial use of community land - High use process”**
- (b) **endorse the proposal to award permits to the recommended applicants for approved locations and activities as detailed in Confidential Appendix A**
- (c) **authorise the Chief Executive Officer to make Appendix A publicly available once all applicants have been notified of Council's decision and**
- (d) **delegate to the Chief Executive Officer the authority to award High-Use / High Impact Permits for vacant activities and locations for the duration of the permit period (1 July 2022 to 30 June 2025).**

## FINANCE AND RESOURCING

The management of the EOI process has been financed from the Customer Engagement and Planning Services - Customer Response core budget 2021/22. This includes advertising expenses.

Total revenue of \$67,834 is expected to be received as a result of this process and through the permit period. This is made up of the \$637.00 cost-recovery fee application fee and annual fees of \$108 per square meter of land used for the relevant activities.

If the recommendations within the report are endorsed by Council, awarding of permits and permit compliance will be managed by officers from the Customer Response Branch within the Customer Engagement and Planning Services, as part of core operations.

## CORPORATE PLAN

<b>Corporate Plan Goal:</b>	<b><i>Our service excellence</i></b>
<b>Outcome:</b>	We serve our community by providing this great service
<b>Operational Activity:</b>	S20 - Local amenity and local laws – maintaining and regulating local amenity through local laws, regulated parking, community land permits and management of animals, overgrown land and abandoned vehicles.

## CONSULTATION

### Councillor Consultation

Council endorsed the EOI process, advertising, and High-Use / High-Impact Permit activities and locations on 10 November 2021.

Feedback received highlighted the need to ensure that tenure of existing permit holders, along with their performance, should be a key consideration in assessing EOIs. This has been noted for future reviews of the policy.

### **Internal Consultation**

Internal stakeholder consultation was undertaken in relation to the review of activities and locations for inclusion in the EOI process.

Internal stakeholders supported the High-Use / High-Impact Permit activities and locations for inclusion in the EOI process. It is noted however, that any future review of activities, locations and policy should consider fee structures which charge an appropriate commercial rate for businesses operating entirely on community land.

### **External Consultation**

There has been no external consultation undertaken as part of this report. However, ongoing discussions have taken place with external agencies in relation to the permitting of commercial use activities that are adjacent to areas such as on-water activities on Pumicestone Passage and Maroochy River, where additional approvals are required.

### **Community Engagement**

There has been no community engagement undertaken as part of this report. However, the community, including prospective business operators, were invited to submit an EOI following Council's endorsement of the activities and locations on 10 November 2021. The Expression of Interest process was open for the period 15 November 2021 to 12 December 2021.

## **PROPOSAL**

Council manages a variety of commercial permits. This proposal relates to High-Use / High-Impact Permits. The 2019 High-Use / High-Impact Permits are due to expire on 30 June 2022. These permits allow certain businesses on the Sunshine Coast to conduct a range of commercial activities on Council-controlled land. Such activities may include refreshment vans, learn to surf lessons and beach equipment hire businesses. An activity or location may be deemed high impact due to the popularity of the location, the actual impact of the activity itself or the amount of time the permit holder is permitted to operate on Council-controlled land.

Council endorsed the activities and locations to be included in the 2022-2025 High-Use / High-Impact Permit period on 10 November 2021. **Attachment 1** details the approved locations and activities, the status of each permit, and the number of EOIs received for the 2022-2025 period.

The EOI process was advertised, and existing permit holders were advised of the process via direct email and invited to submit an EOI to Council if they wished to consider the continuation of their operations at their current location. Interested businesses were able to make a submission between the 15 November 2021 and 12 December 2021.

At the closing of the EOI process on 12 December 2021, Council had received a total of 34 EOIs for the 29 advertised activities and locations. There were 4 activities and locations for which no EOI was received.

An assessment panel was formed including 3 Council Officers from the following Groups:

- Customer Engagement and Planning Services (Customer Response)
- Economic and Community Development (Economic Development)
- Liveability and Natural Assets (Environmental Operations).

The chosen assessment panel members were selected for their professional knowledge and experience in business development, land, and property management. Each panel member provided a level of expertise in relation to the assessing of Expression of Interests for each of the approved activities and locations.

As a minimum, applicants were required to meet the Mandatory Assessment Criteria, as outlined in the Community Land and Complementary Commercial Activity Policy, before proceeding to the next stage of the assessment process.

Once an EOI met the Mandatory Assessment Criteria, applicants were further assessed on selection criteria. The selection criteria are based on the guiding principles of the Community Land and Complementary Commercial Activity Policy. The selection criteria include elements such as:

- the applicant's professionalism
- quality of equipment
- management of safety
- commitments to the community and
- existing performance as a permit holder (where the applicant is an existing permit holder)

The assessment process resulted in the following outcomes:

- 22 existing permit holders have been successful
- 1 existing permit holder has been unsuccessful
- 3 new permit holder are proposed
- 4 activities and locations which will remain vacant, namely:
  - Jet Ski Hire at Caloundra
  - Refreshment Van at Cambroon
  - Mobile Dog Washing at Buderim
  - Refreshment Van at Nambour.

Council Officers recommend that permits be awarded to successful applicants, as outlined in Confidential **Appendix A** for the period of 1 July 2022 to 30 June 2025 inclusive.

As no applications were received for 4 of the approved activities and locations, it is recommended that these remain vacant. It is proposed the vacancies will be periodically advertised to invite prospective business operators to apply. To provide timely assessment outcomes to applicants, it is recommended that the awarding of permits for vacant activities and locations during the permit period be delegated to the Chief Executive Officer, based on an assessment consistent with the process outlined in this report.

## Legal

The awarding of High-use / High-impact Permits for all approved locations includes the following types of land tenure:

1. Freehold land owned by Council
2. Reserves under the control or management of Council as Trustee
3. Roadways (formed and unformed) other than State controlled roads
4. Pathways, footpaths, bathing reserves and foreshores.



The holding of the land determines the legal framework that applies. Local laws can apply to Council freehold land and roads, foreshores, and bathing reserves. The *Land Act 1994* and *Land Regulation 2020* applies to reserves that Council holds as trustee. Where the approved location for a High-use / High-impact Permits includes land other than Council freehold land, the permit must also be issued in accordance with the applicable legislation.

Where approved activities require access to land outside Council's control, permits are granted subject to the successful applicant obtaining approvals from other agencies. For example, the State Government is responsible for providing approval for on-water activities, including:

- kite surfing lessons, Bulcock Beach (Happy Valley)
- learn to surf lessons, Bulcock Beach (Happy Valley)
- jet ski hire, Caloundra
- seaplane flights, Maroochy River
- pedal boat hire, Mooloolah River.

### Policy

The [Community Land and Complementary Commercial Activity Policy](#) articulates Council's position on community land and commercial activity. This policy was adopted in 2011 and includes the following permit types:

- High-use / High-impact permits
- Low-use / Low-impact permits
- Outdoor Dining permits
- Goods on Footpath permits

The most recent EOI process for the High-use / High-impact Permits has presented some operational challenges and key learnings for the future. Accordingly, it is proposed that Council officers undertake a review of the Community Land and Complementary Commercial Activity Policy and associated processes prior to the expiry of permits on 30 June 2025. The intended review will allow Council to deliver a more contemporary, community responsive and equitable policy platform for the future. The review program will also include consultation with permit holders.

### Risk

The risks associated with the various locations and activities have been assessed as part of the process leading to the current recommendations. In response to the relevant risks appropriate conditions and requirements have been placed on the permits to ensure the activities can be safely operated on council-controlled land. Permit holders agree to comply with these conditions when accepting the permit and any non-compliance with the conditions will be managed in accordance with Council's Compliance and Enforcement Policy and the relevant legislation.

Should permits not be awarded prior to 30 June 2022 the locations and activities may not operate until an approval is issued by Council. Based on the current timeline Council has allowed adequate time to have approvals in place prior to the expiry of the existing permits.

### Previous Council Resolution

#### Ordinary Meeting - 10 November 2021 (OM21/112)

*That Council:*

- (a) *receive and note the report titled “**Commercial Use of Community Land – High Use Process**”*
- (b) *endorse the implementation of an expression of interest process for the awarding of permits for the period 1 July 2022 to 30 June 2025*
- (c) *endorse the activities and locations to be included in the 2022-2025 High-use / High-impact Commercial Use of Community Land expression of interest process, as outlined in Proposed Activities and Locations (Appendix A) and*
- (d) *endorse the proposed fees and charges, including the annual rental fees, proposed discounts, pro-rata arrangements and payment options for all new permits issued from 1 July 2022 to 30 June 2025, as outlined in Fees and Charges (Appendix B).*

### **Related Documentation**

Related documentation to this report is as follows:

- [Community Land and Complementary Commercial Activity Policy](#)
- [Compliance and Enforcement Policy 2021](#)
- [Land Act 1994](#)
- [Land Regulation 2020](#)
- [Local Government Act 2009](#)
- [Regional Economic Development Strategy 2013-2033](#)
- [Sunshine Coast Council Corporate Plan 2021-2025](#)
- [Sunshine Coast Council Local Laws](#)
- [Sunshine Coast Environment and Liveability Strategy 2017](#)
- [Transport Infrastructure \(Waterways Management\) Regulation 2012](#)
- [Transport Operations \(Marine Safety\) Regulation 2016](#)

### **Critical Dates**

Subject to Council's endorsement of this report, permits will be issued to successful applicants in May 2022, prior to the expiry of existing permits on 30 June 2022.

### **Implementation**

Should the recommendations be accepted by Council, the Chief Executive Officer will:

- notify all applicants of the assessment outcome (May 2022)
- issue permits to successful applicants (May 2022)
- undertake compliance and monitoring for the duration of the permit period (1 July 2022 to 30 June 2025)
- consider any new requests for High-Use / High-Impact activities in accordance with Council's endorsed policy
- advertise vacant activities and locations on Council's website and conduct periodic promotion throughout the permit period (1 July 2022 to 30 June 2025)
- assess any applications for vacant activities and locations in accordance with Council's policy and award permits based on assessment panel recommendations, for the permit period (1 July 2022 to 30 June 2025).



## High-use / high-impact commercial use of community land permits 2022-2025 Approved activities and locations

The following outlines those activities and locations approved and endorsed by council for inclusion in the 2022-2025 High-use / high-impact commercial use of community land EOI process, including existing permit status and number of EOIs received.

### Division 2

Ref	Activity category	Permitted activity	Permitted location	Permitted hours of operation	Fee per sqm	Discount rate	Current Status / Duration of operation (since policy adoption in 2011)	Applications received
2.1	Surf Based Business	Kite Surfing Lessons, with up to four (4) students and two (2) kites flying at any one time and all equipment to be removed from council-controlled land, including car parks, following each lesson <b>**Approval subject to the successful applicant supplying proof of state government approval, for the use of Pumicestone Passage for the purpose of conducting kite surfing lessons</b>	Bulcock Beach (Happy Valley), between Beach Access 293 & 296	7 days per week, 6am to 7pm	\$97.00	50%	Current permit held by: <ul style="list-style-type: none"> <li>Kitethrills</li> </ul> <p>This business has operated from this location since 1 July 2013 under the current policy. Other approvals issued prior to this time under former policy.</p>	1 application received

Attachment 1 – 2022-2025 approved activities and locations

Ref	Activity category	Permitted activity	Permitted location	Permitted hours of operation	Fee per sqm	Discount rate	Current Status / Duration of operation (since policy adoption in 2011)	Applications received
2.2	Surf Based Business	Learn to Surf Lessons, with the number of students per instructor not to exceed eight (8) at any one time and all equipment to be removed from council-controlled land, including car parks, following each lesson **Approval subject to the successful applicant supplying proof of state government approval, for the use of Pumicestone Passage for the purpose of conducting learn to surf lessons	Bulcock Beach (Happy Valley), between Beach Access 293 & 296	7 days per week, 6am to 7pm	\$97.00	50%	<p>Current permit held by:</p> <ul style="list-style-type: none"> <li>North Caloundra Surf School &amp; Sunshine Coast Surf Schools</li> </ul> <p>These businesses have operated from this location since 1 July 2019.</p> <p>North Caloundra Surf School held the permit for this location for the permit period 1 July 2013 to 30 June 2016. Other approvals had been issued prior to this time under former policy.</p> <p>Another operator was successful for the period 1 July 2016 to 30 June 2019.</p>	2 applications received
2.3	Miscellaneous Business	Jetski Hire, undertake business transactions and storage of water craft on council-controlled land	Bulcock Beach and Foreshore, Caloundra	7 days per week, 7am to 7pm	\$97.00	0%	<p>Current permit held by:</p> <ul style="list-style-type: none"> <li>Caloundra Jet Ski</li> </ul> <p>This business has operated from this location since 15 September 2016.</p> <p>A Trial Permit was issued to this business in 2015/16 to determine its suitability in adding the activity and location into the High-use / high-impact process.</p>	No applications received

[Attachment 2 – 2022-2025 approved activities and locations](#)

Ref	Activity category	Permitted activity	Permitted location	Permitted hours of operation	Fee per sqm	Discount rate	Current Status / Duration of operation (since policy adoption in 2011)	Applications received
2.4	Surf Based Business	Learn to Surf Lessons & Elite Surf Coaching, with the number of students per instructor not to exceed eight (8) at any one time and all equipment to be removed from council-controlled land, including car parks, following each lesson	Dicky Beach north of Ann Street, between Beach Access 261 and 263	7 days per week, 6am to 7pm	\$97.00	50%	<p>Current permit held by:</p> <ul style="list-style-type: none"> <li>North Caloundra Surf School and Maroochy Surf School</li> </ul> <p>These businesses have operated from this location since 1 July 2019.</p> <p>North Caloundra Surf School held the permit for this location for the permit period 1 July 2013 to 30 June 2016. Other approvals had been issued prior to this time under former policy.</p> <p>Another operator was successful for the period 1 July 2016 to 30 June 2019. North Caloundra Surf School</p>	2 applications received
2.5	Surf Based Business	Learn to Surf Lessons, with the number of students per instructor not to exceed eight (8) at any one time and all equipment to be removed from council-controlled land, including car parks, following each lesson	Dicky Beach, between Beach Access 263 and 267	7 days per week, 6am to 7pm	\$97.00	50%	<p>Current permit held by:</p> <ul style="list-style-type: none"> <li>North Caloundra Surf School and Sunshine Coast Surf Schools</li> </ul> <p>These businesses have operated from this location since 1 July 2019.</p> <p>North Caloundra Surf School held the permit for this location for the permit period 1 July 2013 to 30 June 2016. Other approvals had been issued prior to this time under former policy.</p> <p>Another operator was successful for the period 1 July 2016 to 30 June 2019. Dicky Beach Surf School</p>	1 application received

Attachment 2 – 2022-2025 approved activities and locations

Ref	Activity category	Permitted activity	Permitted location	Permitted hours of operation	Fee per sqm	Discount rate	Current Status / Duration of operation (since policy adoption in 2011)	Applications received
2.6	Surf Based Business	Learn to Surf Lessons, with the number of students per instructor not to exceed eight (8) at any one time and all equipment to be removed from council-controlled land, including car parks, following each lesson	Kings Beach, between Beach Access 288 & 291	7 days per week, 6am to 7pm	\$97.00	50%	<p>Current permit held by:</p> <ul style="list-style-type: none"> <li>North Caloundra Surf School and Sunshine Coast Surf Schools</li> </ul> <p>These businesses have operated from this location since 1 July 2019.</p> <p>North Caloundra Surf School held the permit for this location for the permit period 1 July 2013 to 30 June 2016. Other approvals had been issued prior to this time under former policy.</p> <p>Another operator was successful for the period 1 July 2016 to 30 June 2019. North Caloundra Surf School</p>	1 application received

Attachment 2 – 2022-2025 approved activities and locations

### Division 3

Ref	Activity category	Permitted activity	Permitted location	Permitted hours of operation	Fee per sqm	Discount rate	Current Status / Duration of operation (since policy adoption in 2011)	Applications received
3.1	Surf Based Business	Learn to Surf Lessons, with the number of students per instructor not to exceed eight (8) at any one time and all equipment to be removed from council-controlled land, including car parks, following each lesson	Currimundi Beach, between Beach Access 259 & 260	7 days per week, 6am to 7pm	\$97.00	50%	<p>Current permit held by:</p> <ul style="list-style-type: none"> <li>North Caloundra Surf School &amp; Sunshine Coast Surf Schools</li> </ul> <p>These businesses have operated from this location since 1 July 2019.</p> <p>North Caloundra Surf School held the permit for this location for the permit period 1 July 2013 to 30 June 2016. Other approvals had been issued prior to this time under former policy.</p> <p>Another operator was successful for the period 1 July 2016 to 30 June 2019. Currimundi Surf School</p>	2 applications received
3.2	Miscellaneous Business	Tandem Skydiving & Parachute Landings, with all equipment to be removed from council-controlled land, including car parks, following each landing	Currimundi Beach, between Beach Access 253 & 254	7 days per week, 7am to 7pm	\$97.00	50%	<p>Current permit held by:</p> <ul style="list-style-type: none"> <li>Sunshine Coast Skydivers</li> </ul> <p>Operating at this location since 1 July 2016.</p> <p>Permits were issued to another operator prior to this time. Sunshine Coast Sky Divers</p>	1 application received
3.3	Snacks & Drinks Business	Refreshment Van, offering hot and cold beverages and pre-packaged goods from a self-sufficient vehicle, including provision of water and electricity. Vehicle to be removed from council-controlled land, including car parks, at the end of business each day	Buderim Street Car Park, Currimundi Beach	7 days per week, 7am to 7pm	\$97.00	0%	<p>Current permit held by:</p> <ul style="list-style-type: none"> <li>Make Love, Peace and Coffee</li> </ul> <p>This business has operated from this location since 1 July 2016.</p>	2 applications received

Attachment 2 – 2022-2025 approved activities and locations

Ref	Activity category	Permitted activity	Permitted location	Permitted hours of operation	Fee per sqm	Discount rate	Current Status / Duration of operation (since policy adoption in 2011)	Applications received
3.4	Surf Based Business	Stand Up Paddle Lessons, with the number of students not to exceed eight (8) at any one time and all equipment to be removed from council-controlled land, including car parks, following each lesson	Currimundi Lake and Currimundi Beach, between Beach Access 252 & 255	7 days per week, 6am to 7pm	\$97.00	50%	<p>Current permit held by:</p> <ul style="list-style-type: none"> <li>Kitethrills and Sunshine Coast Surf Schools</li> </ul> <p>These businesses have operated from this location since 1 July 2019.</p> <p>Kitethrills held the permit for this location for the permit period:</p> <ul style="list-style-type: none"> <li>1 July 2013 to 30 June 2016 and</li> <li>1 July 2016 to 30 June 2019.</li> </ul> <p>Other approvals had been issued prior to this time under former policy. Kitethrills and Sunshine Coast Surf Schools</p>	1 application received

#### Division 4

Ref	Activity category	Permitted activity	Permitted location	Permitted hours of operation	Fee per sqm	Discount rate	Current Status / Duration of operation (since policy adoption in 2011)	Applications received
4.1	Surf Based Business	Learn to Surf Lessons and Elite Surf Coaching, with the number of students per instructor not to exceed eight (8) at any one time and all equipment to be removed from council-controlled land, including car parks, following each lesson	Alexandra Headlands Beach, between Beach Access 156 & 163	7 days per week, 6am to 7pm	\$97.00	50%	<p>Current permit held by:</p> <ul style="list-style-type: none"> <li>XL Surfing Academy</li> </ul> <p>This business has operated from this location since 1 July 2013 under the current policy. Other approvals issued prior to this time under former policy. XL Surfing Academy</p>	2 applications received

Attachment 2 – 2022-2025 approved activities and locations



Ref	Activity category	Permitted activity	Permitted location	Permitted hours of operation	Fee per sqm	Discount rate	Current Status / Duration of operation (since policy adoption in 2011)	Applications received
4.2	Surf Based Business	Learn to Surf Lessons and Elite Surf Coaching, with the number of students per instructor not to exceed eight (8) at any one time and all equipment to be removed from council-controlled land, including car parks, following each lesson	Mooloolaba Beach, between Beach Access 182 and 194	7 days per week, 6am to 7pm	\$97.00	50%	Current permit held by: <ul style="list-style-type: none"> <li>XL Surfing Academy and Maroochy Surf School</li> </ul> These businesses have operated from this location since 1 July 2013. Other approvals had been issued prior to this time under former policy.XL Surfing Academy and Maroochy Surf School	2 applications received
4.3	Surf Based Business	Pedal Boat Hire, hiring of water bikes (maximum of twelve (12) inflatable water powered Pedal Boats) with all equipment to be removed from council-controlled land, including car parks, at the end of business each day.	Charles Clarke Park, Mooloolaba	7 days per week, 6am to 7pm	\$97.00	50%	Current permit held by: <ul style="list-style-type: none"> <li>Vacant</li> </ul> Low-use / low-impact approved for Pedal Boat Hire at this location, operated by Pedal Paradise. This business has been operating under this permit arrangement since July 2020. This activity and location has been approved for inclusion in the High-use / high-impact permit process from 1 July 2022.	1 application received
4.4	Shaved Ice & Cold Drinks	Refreshment sales including shave ice and cold drinks.  Vehicle to be removed from council-controlled land, including car parks, at the end of business each day.	Mooloolaba Beach between Beach Access 181 and 194	7 days per week, 7am to 7pm	\$97.00	0%	Current permit held by: <ul style="list-style-type: none"> <li>Mooloolaba Beach Snow Cones and Drinks</li> </ul> Operating at this location since April 2021. Prior to this time, other permit arrangements were in place for this activity, at this location.	2 applications received
4.5	Beach Equipment Hire Business	Beach Equipment Hire (Stand Up Paddle Boards only) with all equipment to be removed from council-controlled land, including car parks, at the end of business each day	Maroochy River, between First Jetty and Boat Shed Restaurant	7 days per week, 7am to 7pm	\$97.00	0%	Current permit held by: <ul style="list-style-type: none"> <li>Ocean Addicts</li> </ul> Operating at this location since 1 July 2013.	1 application received

Attachment 2 – 2022-2025 approved activities and locations

Ref	Activity category	Permitted activity	Permitted location	Permitted hours of operation	Fee per sqm	Discount rate	Current Status / Duration of operation (since policy adoption in 2011)	Applications received
4.6	Surf Based Business	Stand Up Paddle Lessons, with the number of students not to exceed eight (8) at any one time and all equipment to be removed from council-controlled land, including car parks, following each lesson	Maroochy River, between First Jetty and Boat Shed Restaurant	7 days per week, 6am to 7pm	\$97.00	50%	Current permit held by: <ul style="list-style-type: none"> <li>Ocean Addicts</li> </ul> Operating at this location since 1 July 2013.	1 application received
4.7	Surf Based Business	Learn to Surf Lessons and Elite Surf Coaching, with the number of students per instructor not to exceed eight (8) at any one time and all equipment to be removed from council-controlled land, including car parks, following each lesson	Maroochy Beach, between Beach Access 143 & 150	7 days per week, 6am to 7pm	\$97.00	50%	Current permit held by: <ul style="list-style-type: none"> <li>Maroochy Surf School</li> </ul> This business has operated from this location since 1 July 2013 under the current policy. Other approvals issued prior to this time under former policy.	1 application received

#### Division 5

Ref	Activity category	Permitted activity	Permitted location	Permitted hours of operation	Fee per sqm	Discount rate	Current Status / Duration of operation (since policy adoption in 2011)	Applications received
5.1	Snacks & Drinks Business	Refreshment Van, offering hot and cold beverages and pre-packaged goods from a self-sufficient vehicle, including provision of water and electricity. Vehicle to be removed from council-controlled land, including car parks, at the end of business each day	Little Yabba Creek, Cambrook	7 days per week, 7am to 7pm	\$97.00	0%	Current permit held by: <ul style="list-style-type: none"> <li>Bellbird Creek Café Refreshment Van</li> </ul> This business has been operating at this location since 1 July 2013.	No applications received

Attachment 2 – 2022-2025 approved activities and locations

### Division 6

Ref	Activity category	Proposed activity	Proposed location	Proposed hours of operation	Fee per sqm	Discount rate	Current Status / Duration of operation (since policy adoption in 2011)	Applications received
6.1	Miscellaneous Business	Mobile Dog Washing, with all equipment, including car parks, to be removed from council-controlled land at the end of business each day.	Elizabeth Daniels Park Car Park, Buderim	7 days per week, 7am to 7pm	\$97.00	0%	Vacant  This location and activity has been vacant since 1 July 2013.	No applications received
6.2	Snacks and Drinks Business	Refreshment Van, offering hot and cold beverages and pre-packaged goods from a self-sufficient vehicle, including provision of water and electricity. Vehicle to be removed from council-controlled land, including car parks, at the end of business each day	Elizabeth Daniels Park Car Park, Buderim	7 days per week, 7am to 7pm	\$97.00	0%	Current permit held by: <ul style="list-style-type: none"> <li>Who's Hungry?</li> </ul> Operating at this location since 1 July 2019.  Prior to this time, Who's Hungry? had been approved to operate at this location under alternative permit arrangement.	1 application received

### Division 8

Ref	Activity category	Permitted activity	Permitted location	Permitted hours of operation	Fee per sqm	Discount rate	Current Status / Duration of operation (since policy adoption in 2011)	Applications received
8.1	Surf Based Business	Learn to Surf Lessons, including surf awareness, with the number of students per instructor not to exceed eight (8) at any one time and all equipment to be removed from council-controlled land, including car parks, following each lesson	Marcoola Beach, between Beach Access 100 & 117	7 days per week, 6am to 7pm	\$97.00	50%	Current permit held by: <ul style="list-style-type: none"> <li>Coolum Surf School</li> </ul> This business has operated from this location since 1 July 2013 under the current policy. Other approvals issued prior to this time under former policy.	1 application received
8.2	Snacks & Drinks Business	Refreshment Van, offering hot and cold beverages and pre-packaged goods from a self-sufficient vehicle, including provision of water and electricity. Vehicle to be removed from council-controlled land, including car parks, at the end of business each day	Mount Coolum Car Park	7 days per week, 7am to 7pm	\$97.00	0%	Current permit held by: <ul style="list-style-type: none"> <li>Mountain Juice and Coffee</li> </ul> This business has operated from this location since 1 July 2013.	2 applications received

Attachment 2 – 2022-2025 approved activities and locations

Ref	Activity category	Permitted activity	Permitted location	Permitted hours of operation	Fee per sqm	Discount rate	Current Status / Duration of operation (since policy adoption in 2011)	Applications received
8.3	Surf Based Business	Learn to Surf Lessons, with the number of students per instructor not to exceed eight (8) at any one time and all equipment to be removed from council-controlled land, including car parks, following each lesson	Mudjimba Beach, between Beach Access 117 & 132	7 days per week, 6am to 7pm	\$97.00	50%	Current permit held by: • Coolum Surf School  This business has operated from this location since 1 July 2013.  Permits were issued to other operators prior to this time.	1 application received
8.4	Miscellaneous Business	Seaplane flights, including the use of Council-controlled land for business transactions	Maroochy Riverbank, Bradman Avenue, Maroochydhore (adjacent to Minti Street intersection)	7 days per week, 7am to 7pm	\$97.00	0%	Current permit held by: • Paradise Seaplanes  Operating at this location since December 2014.	1 application received

Attachment 2 – 2022-2025 approved activities and locations

## Division 9

Ref	Activity category	Permitted activity	Permitted location	Permitted hours of operation	Fee per sqm	Discount rate	Current Status / Duration of operation (since policy adoption in 2011)	Applications received
9.1	Beach Equipment Hire Business	Beach Equipment Hire, including the hire of watercraft from trailer, with all equipment to be removed from council-controlled land, including car parks, at the end of business each day	Coolum Beach, between Beach Access 69 & 81	7 days per week, 7am to 7pm	\$97.00	0%	Current permit held by: <ul style="list-style-type: none"> <li>Coolum Beach Equipment Hire</li> </ul> This business has been operating at this location since 1 July 2013. Other approvals issued prior to this time under former policy.	1 application received
9.2	Surf Based Business	Learn to Surf Lessons and Elite Surf Coaching, with the number of students per instructor not to exceed eight (8) at any one time and all equipment to be removed from council-controlled land, including car parks, following each lesson	Coolum Beach, between Beach Access 69 & 81	7 days per week, 6am to 7pm	\$97.00	50%	Current permit held by: <ul style="list-style-type: none"> <li>Coolum Surf School</li> </ul> This business has been operating at this location since 1 July 2013. Other approvals issued prior to this time under former policy.	2 applications received
9.3	Surf Based Business	Kite Surfing Lessons, with up to four (4) students and two (2) kites flying at any one time and all equipment to be removed from council-controlled land, including car parks, following each lesson	Lake Weyba Foreshore	7 days per week, 6am to 7pm	\$97.00	50%	Current permit held by: <ul style="list-style-type: none"> <li>Adventure Sports Kitesurf Australia</li> </ul> This business has been operating at this location since 1 July 2013. Other approvals issued prior to this time under former policy.	1 application received
9.4	Miscellaneous Business	Tandem Skydiving & Parachute Landings, with all equipment to be removed from council-controlled land, including car parks, following each landing	Stumers Creek, Coolum Beach between Beach Access 68d & 76	7 days per week, 7am to 7pm	\$97.00	50%	Current permit held by: <ul style="list-style-type: none"> <li>Australia Skydive, trading as Noosa Skydive</li> </ul> This business has been operating at this location since June 2017. Permits were issued to another operator prior to this time.	1 application received

Attachment 2 – 2022-2025 approved activities and locations

Division 10

Ref	Activity category	Permitted activity	Permitted location	Permitted hours of operation	Fee per sqm	Discount rate	Current Status / Duration of operation (since policy adoption in 2011)	Applications received
10.1	Snacks & Drinks Business	Refreshment Van, offering hot and cold beverages and pre-packaged goods from a self-sufficient vehicle, including provision of water and electricity. Vehicle to be removed from council-controlled land, including car parks, at the end of business each day	Quota Park, Nambour	7 days per week, 7am to 7pm	\$97.00	0%	Vacant  This location and activity has been vacant since 30 June 2019.	No applications received





Attachment 2 – 2022-2025 approved activities and locations

### 8.3 PROPOSED PLANNING SCHEME AMENDMENTS

**File No:** D2021/1526507

**Author:** Interim Coordinator Planning Scheme Amendments  
Customer Engagement & Planning Services Group

**Attachments:**

Att 1 - Explanatory Memorandum - Proposed Airport Environs Overlay Amendment .....	51	<a href="#">↓</a>	
Att 2 - Amendment Instrument - Proposed Airport Environs Overlay Amendment .....	59	<a href="#">↓</a>	
Att 3 - Explanatory Memorandum - Proposed Site Specific and Editorial Matters Amendment .....	93	<a href="#">↓</a>	
Att 4 - Amendment Instrument - Proposed Site Specific and Editorial Matters Amendment .....	135	<a href="#">↓</a>	

### PURPOSE

The purpose of this report is to:

- present to Council, two proposed planning scheme amendments relating to:
  - the Airport environs overlay
  - Site specific and editorial matters and
- seek Council's endorsement to prepare and progress the proposed amendments in accordance with the *Planning Act 2016* and the *Minister's Guidelines and Rules 2020*.

### EXECUTIVE SUMMARY

It is proposed to undertake two proposed amendments to the *Sunshine Coast Planning Scheme 2014*, namely the:

1. ***Proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) - Airport Environs Overlay***

The proposed Airport Environs Overlay Amendment has been prepared to respond to updates to the *State Planning Policy 2017* (SPP) mapping layers for the Sunshine Coast Airport and to appropriately integrate in the planning scheme, the relevant State Planning Policy state interest policies relating to strategic airports and aviation facilities.

Under the State Planning Policy, the Sunshine Coast Airport is identified as a strategic airport. On 15 July 2020 and 3 March 2021, the strategic airport and aviation facilities mapping layers for the Sunshine Coast Airport were updated in the State Planning Policy Interactive Mapping System to reflect the new runway.

Local government is responsible for ensuring that its planning scheme continues to accurately reflect these State mapping layers, where necessary, and appropriately integrate the relevant State Planning Policy state interest policies, so that the planning scheme remains current and fit for purpose.

Therefore, the proposed Airport Environs Overlay Amendment is seeking to amend:

- the Airport environs overlay maps, to reflect the updated State Planning Policy mapping layers for the Sunshine Coast Airport and
- the Tables of assessment for the Airport environs overlay, the Airport environs overlay code, Administrative definitions and Planning scheme policy for the airport environs overlay code, to reflect new mapping elements and changed

terminology relating to the strategic airports and aviation facilities mapping and state interest policies.

Further detail in relation to the proposed Airport Environs Overlay Amendment is contained in **Attachment 1 – Explanatory Memorandum** and **Attachment 2 – Amendment Instrument**.

It should be noted that the proposed Airport Environs Overlay Amendment is not a mechanism to amend the flight paths for the Sunshine Coast Airport.

2. ***Proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) – Site Specific and Editorial Matters***

The proposed Site Specific and Editorial Matters Amendment has been prepared in response to representations received from stakeholders seeking an amendment to the *Sunshine Coast Planning Scheme 2014*.

The proposed Site Specific and Editorial Matters Amendment is seeking to amend the zoning, maximum building height, local plan precincts/elements and/or planning scheme provisions for specific sites located in the Buderim, Kawana Waters, Maroochydore/Kuluin, Mooloolaba/Alexandra Headland, Peregian South, Sippy Downs, Woombye and Yandina Local plan areas and to address minor editorial matters.

The proposed amendment items have been carefully assessed and where involving a change to a zone and/or building height, are considered appropriate and consistent with the prevailing zone/maximum building height for the applicable local plan area.

The proposed Site Specific and Editorial Matters Amendment items do not involve a significant policy change and generally:

- respond to a Council resolution, Council property-related matters or specific community concerns/representations
- reflect an existing development approval or an existing/desired future land use
- address minor editorial matters to improve the clarity and efficiency of the planning scheme.

Further detail in relation to the proposed Site Specific and Editorial Matters Amendment is contained in **Attachment 3 – Explanatory Memorandum** and **Attachment 4 – Amendment Instrument**.

It is proposed that Council prepare and progress the proposed amendments to ensure that the planning scheme remains current and fit for purpose.

The proposed amendments are to be prepared and progressed in accordance with the *Planning Act 2016* and the *Minister's Guidelines and Rules 2020*, which sets out the minimum requirements that Council must follow when making or amending a planning scheme. The next step in the process is to progress the proposed amendments towards State interest review and public consultation. It is reasonable to allow up to 12 months or more for planning scheme amendments of this type to be finalised.

## **OFFICER RECOMMENDATION**

**That Council:**

- (a) receive and note the report titled “Proposed Planning Scheme Amendments”
- (b) decide to amend the *Sunshine Coast Planning Scheme 2014* (including Planning Scheme Policies) under Section 20 (Amending planning schemes under Minister's rules) of the *Planning Act 2016*



- (c) delegate authority to the Chief Executive Officer to carry out the statutory process to prepare and progress the following amendments, in accordance with the *Planning Act 2016* and the *Minister's Guidelines and Rules 2020*:
- (i) the proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) – Airport Environs Overlay* and
  - (ii) the proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) – Site Specific and Editorial Matters* and
- (d) note that following public consultation on the proposed amendments and receipt of any submissions, a further report will be presented to Council for formal consideration.

## FINANCE AND RESOURCING

Sufficient funds are allocated in the Strategic Planning Branch 2021/22 budget for undertaking amendments to the *Sunshine Coast Planning Scheme 2014*.

## CORPORATE PLAN

**Corporate Plan Goal:** *Our environment and liveability*

**Outcome:** We serve our community by providing this great service

**Operational Activity:** S14 - Sustainable growth and network planning – providing land use planning, social policy, infrastructure planning and charges, flood mapping, transportation planning and environmental initiatives.

## CONSULTATION

### Councillor Consultation

Consultation has occurred with Councillors during a workshop on the planning scheme amendment program, which included discussion about the properties subject to the site specific amendment. Council officers also provided one-on-one briefings to relevant Divisional Councillors, in January 2022, in relation to this report.

### Internal Consultation

Consultation has occurred with relevant internal officers from the following Groups and Branches:

- Office of the CEO and the Mayor:
  - Major Projects and Strategic Property Branch, in relation to the Council owned proposed amendment sites in the Buderim and Mooloolaba/Alexandra Headland Local plan areas
- Customer Engagement and Planning Services Group:
  - Development Services Branch - in relation to the proposed amendment sites in the Buderim, Kawana Waters, Peregrine South and Yandina Local plan areas
  - Urban Growth Projects Branch - in relation to the proposed amendment sites in the Kawana Waters Local plan area (i.e. Buddina Urban Village)
- Liveability and Natural Assets Group:
  - Environmental Operations Branch - in relation to the proposed amendment sites in the Kawana Waters Local plan area (i.e. Buddina Urban Village)

- Environment and Sustainability Policy Branch - in relation to the proposed amendment sites in the Kawana Waters and Sippy Downs Local plan areas (i.e. Buddina Urban Village and Toral Drive/Jorl Court)
- Built Infrastructure Group:
  - Transport and Infrastructure Planning Branch, in relation to the proposed amendment sites in the Sippy Downs Local plan area (i.e. Power Road and Toral Drive/Jorl Court).

### External Consultation

Consultation has occurred with Unitywater in relation to the proposed amendment sites in the Sippy Downs Local plan area (i.e. Toral Drive/Jorl Court).

### Community Engagement

There has been no community engagement undertaken in relation to this report. However, in accordance with the *Minister's Guidelines and Rules 2020*, Council is required to undertake formal community consultation for a minimum of 20 business days in relation to the proposed amendments.

### PROPOSAL

It is proposed to undertake two proposed amendments to the *Sunshine Coast Planning Scheme 2014*, namely the:

1. *Proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) - Airport Environs Overlay* and
2. *Proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) – Site Specific and Editorial Matters.*

### **Proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) – Airport Environs Overlay**

The Sunshine Coast Airport is identified as a strategic airport in the *State Planning Policy 2017* (SPP). The State Planning Policy state interests relating to strategic airports and aviation facilities are therefore applicable to the Sunshine Coast Local Government area and are required to be appropriately integrated in the *Sunshine Coast Planning Scheme 2014*, in accordance with the *Planning Act 2016*.

On 15 July 2020 and 3 March 2021, the mapping layers for the Sunshine Coast Airport were updated in the State Planning Policy Interactive Mapping System (IMS) to reflect the new runway. The State Planning Policy Interactive Mapping System mapping layers for the Sunshine Coast Airport reflect mapping data provided to the Department of Transport and Main Roads by Sunshine Coast Airport.

The State Planning Policy strategic airports and aviation facilities mapping layers are identified in Appendix 1 of the State Planning Policy as Category 1 – State mapping layers that must be appropriately integrated in a local planning instrument in a way that achieves the relevant state interest policy. Local Government is responsible for ensuring that its planning scheme continues to accurately reflect these State mapping layers, where necessary, and appropriately integrate the relevant State Planning Policy state interest policies, so that the planning scheme remains current and fit for purpose.

The proposed Airport Environs Overlay Amendment is seeking to amend:

- the Airport environs overlay maps, to reflect the updated State Planning Policy mapping layers for the Sunshine Coast Airport and
- the Tables of assessment for the Airport environs overlay, the Airport environs overlay code, Administrative definitions and the Planning scheme policy for the airport environs

overlay code, to reflect new mapping elements and changed terminology relating to the strategic airports and aviation facilities mapping and state interest policies.

Further detail in relation to the proposed Airport Environs Overlay Amendment is contained in **Attachment 1 – Explanatory Memorandum** and **Attachment 2 – Amendment Instrument**.

It is also noted that Airservices Australia is undertaking a post implementation review of the flight paths implemented to support the new runway, including consideration of community suggested alternative flight paths. If the outcomes of this review result in changes to the existing flight paths, Sunshine Coast Airport may need to undertake a noise modelling review which may result in changes to the Aircraft Noise Exposure Forecast (ANEF) mapping identified in the State Planning Policy Interactive Mapping System and the planning scheme.

### **Proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) – Site Specific and Editorial Matters**

The proposed Site Specific and Editorial Matters Amendment is seeking to:

- amend the zoning, maximum building height, local plan precincts/elements and/or planning scheme provisions for specific sites located in the Buderim, Kawana Waters, Maroochydore/Kuluin, Mooloolaba/Alexandra Headland, Peregrine South, Sippy Downs, Woombie and Yandina Local plan areas and
- address minor editorial matters, such as cross-referencing errors.

The proposed Site Specific and Editorial Matters Amendment has been prepared in response to representations received from stakeholders seeking an amendment to the *Sunshine Coast Planning Scheme 2014*, to change a zone, overlay (i.e. maximum building height) and/or local plan precincts for specific sites.

All representations received are investigated and where appropriate, progressed as part of a future planning scheme amendment. A number of these representations were discussed with Council at a workshop on the planning scheme amendment program. These items form part of the proposed Site Specific and Editorial Matters Amendment.

The proposed amendment items have been carefully assessed and where involving a change to a zone and/or building height, are considered appropriate and consistent with the prevailing zone/maximum building height for the applicable local plan area.

The proposed Site Specific and Editorial Matters Amendment items do not involve a significant policy change and generally:

- respond to a Council resolution, Council property-related matters or specific community concerns/representations
- reflect an existing development approval or existing/desired future land use and
- address minor editorial matters to improve the clarity and efficiency of the planning scheme.

Further detail in relation to the proposed Site Specific and Editorial Matters Amendment is contained in **Attachment 3 – Explanatory Memorandum** and **Attachment 4 – Amendment Instrument**.

### **Process for amending a planning scheme**

The proposed amendments are to be prepared and progressed in accordance with the *Planning Act 2016* and the *Minister's Guidelines and Rules 2020*, which sets out the minimum requirements that Council must follow when amending a planning scheme.

The proposed amendments are considered a 'major' amendment under Schedule 1 – Types of planning instrument amendments, of the *Minister's Guidelines and Rules 2020*, as they include a change to a zone and overlay (i.e. Height of buildings and structures overlay) for specific sites under the planning scheme and a change to a category of development or

category of assessment (i.e. Tables of assessment for the Airport environs overlay) and a policy position expressed in the planning scheme (i.e. Airport environs overlay code).

In accordance with the *Minister's Guidelines and Rules*, the process for making a proposed 'major' amendment requires consideration of State interests and public consultation.

If Council decides to make the proposed amendments, the next step is to progress the proposed amendments towards State interest review and public consultation. It is reasonable to allow at least 12 months for planning scheme amendments of this type to be completed. However, this will depend upon a number of variables, including the length of the State interest review process and the deliberations of the Planning Minister.

### **Legal**

No legal advice has been sought in the preparation of this report.

The *Planning Act 2016* and the *Minister's Guidelines and Rules 2020* sets out the process that a local government must follow when amending a planning scheme. Where necessary, legal advice may be sought during the amendment process to ensure compliance with these statutory requirements.

### **Policy**

The proposed amendments have been prepared in accordance with the *Planning Act 2016* and the *Minister's Guidelines and Rules 2020*. The proposed amendments also comply with the relevant aspects of the *ShapingSEQ South East Queensland Regional Plan 2017* and the *State Planning Policy 2017*.

The proposed amendments also align with Council's policy in the *Sunshine Coast Council Corporate Plan 2021-2025*, relating to land use planning.

### **Risk**

The proposed amendments include items that are aimed at improving the operation and efficiency of the planning scheme. Failure to progress the proposed amendments will mean that these improvements are not implemented.

The proposed amendments will be subject to further consideration by the Planning Minister as part of the State interest review process, which could result in changes to the content of the proposed amendments or a direction not to proceed with the proposed amendments.

The proposed amendments also involve changes to a zone, overlay and/or local plan precincts/elements for specific sites. There is a risk that some proposed changes will be of concern to some members of the community. The public consultation process provides an opportunity for any person to put forward submissions in this regard. Following consideration of submissions, Council may decide to proceed, proceed with changes or not proceed with a proposed amendment, thereby mitigating the risk of community concern.

### **Previous Council Resolution**

There are a number of Council resolutions that relate to land included within the proposed Site Specific and Editorial Matters Amendment. The following Council resolutions are the most pertinent:

At the Ordinary Meeting held on 17 October 2019, in relation to Item 8.1 – Development Application for a Material Change of Use of Premises (Extension to existing service station) at 2-6 Lavarack Cres, Buderim, Council resolved to further consider the zoning of the land subject to the development application as part of the next planning scheme or major planning scheme review (refer to item (c) of Council Resolution OM19/157, below).

### **Ordinary Meeting 17 October 2019 (OM19/157)**

That Council:

- (a) receive and note the report titled **“Development Application for a Material Change of Use of Premises (Extension to existing Service Station) at 2-6 Lavarack Cres, Buderim”**
- (b) REFUSE application No. MCU18/0216 for a Development Permit for Material Change of Use of Premises for an extension to an Existing Service Station at 2-4 and 6 Lavarack Crescent, Buderim for the following reasons:
  - (i) The development would result in the expansion of centre uses beyond the allocated zoned area. The proposed development therefore departs from the following relevant assessment benchmarks of the Sunshine Coast Planning Scheme 2014:
    - (a) Strategic Framework 3.3. Settlement pattern: Element 3 – Efficient and functional urban form section 3.3.4.1 (d)
    - (b) Strategic Framework 3.4. Economic development Element 1 – Natural (competitive) advantage and key economic sectors section 3.4.2.1 (b) (i)
    - (c) The Buderim local plan code overall outcome (h)
  - (ii) The location of development in the Local Centre (not full service) zone inappropriately expands centre activities outside of the activity centre and proposes a higher order and larger scale use than intended for the particular activity centre, and therefore undermines the Sunshine Coast Activity Centre Network. The proposed development therefore departs from the following relevant assessment benchmarks of the Sunshine Coast Planning Scheme 2014:
    - (a) The Purpose of the Local centre zone code (section 6.2.8.2 (1))
    - (b) The following overall outcomes of the Local centre zone code; (b), (e) and (m)
    - (c) Strategic Framework 3.3 Settlement pattern: Element 5 – Enterprise corridor and activity centres section 3.3.6.1 (a)
  - (iii) The proposal has not demonstrated there is a latent unsatisfied demand for additional service station facilities in the catchment area that cannot be met by the Sunshine Coast Planning Scheme 2014 in its present form
  - (iv) The proposed development has not demonstrated that amenity of residential neighbourhoods will not be impacted. The amenity impacts resulting from the proposed 4.5m high acoustic barrier is unacceptable, where it is located within Low Density Residential zoned land and is located within 2 metres of an existing adjoining dwelling with no landscape buffering. The proposed development therefore departs from the following relevant assessment benchmarks of the Sunshine Coast Planning Scheme 2014:
    - (a) Performance Outcomes 2, 3, 9 & 10 and the Purpose and Overall Outcomes of the Service station code
    - (b) The following overall outcomes of the Low density residential zone code; (a), (e), (g), (h) and (o)
  - (v) The proposal would continue the historical creep of commercial uses into Buderim’s residential areas and erodes Council’s efforts to contain commercial uses in the planned zones and prevent future creep
  - (vi) The proposed development is inconsistent with reasonable community expectations for development at the premises which does not support a service station use in a low density residential zone. Such expectations are informed by,

*among other things, existing developments and the Sunshine Coast Planning Scheme 2014*

- (vii) The departures from the assessment benchmarks above are not capable of being addressed or mitigated by conditions of approval*
  - (viii) The departures from the assessment benchmarks and the relevant matters discussed above support refusal of the proposed development*
  - (ix) Compliance with some assessment benchmarks and the submission of relevant matters advanced by the Applicant and submitters are not, on balance, material, and should be given little weight and do not otherwise sufficiently support approval of the proposed development*
  - (x) Refusal of the proposed development advances the purposes of the Planning Act 2016 because the development fails to maintain physical and social wellbeing of people and communities due to its negative impacts on residential amenity of adjacent residential properties, and*
- (c) further consider the zoning of the land subject to the development application as part of the next planning scheme or major planning scheme review.*

At the Ordinary Meeting held on 14 October 2021, in relation to Item 8.3 – Disposal of Property - Mooloolaba, Council resolved to dispose of Lot 900 SP318724 (part of 52A Amarina Avenue, Mooloolaba) to a government agency (the Northern SEQ Distributor-Retailer Authority) (refer to Council Resolution OM21/96, below).

#### **Ordinary Meeting, 14 October 2021 (OM21/96)**

*That Council:*

- (a) receive and note the report titled “Disposal of Property, Mooloolaba”*
- (b) resolved, pursuant to section 236(2) of the Local Government Regulation 2012, that an exception to dispose of an interest in land described as proposed Lot 900 SP318724, other than by tender or auction applies, as the disposal is pursuant to section 236(1)(b)(i) to a government agency and*
- (c) note that Northern SEQ Distributor-Retailer Authority is a government agency.*

#### **Related Documentation**

*Planning Act 2016*

*Minister’s Guidelines and Rules 2020*

*ShapingSEQ South East Queensland Regional Plan 2017*

*State Planning Policy 2017*

*Sunshine Coast Planning Scheme 2014*

#### **Critical Dates**

There is a desire to progress and implement the proposed amendments as soon as practicable to ensure the planning scheme remains current and fit-for-purpose.

#### **Implementation**

If Council decides to amend the planning scheme, the following steps are intended to be undertaken:

- provide a notice to the Planning Minister of Council’s decision to amend the planning scheme, including a statement about the nature and details of the proposed amendments in accordance with the *Minister’s Guidelines and Rules 2020* and

- prepare and progress the proposed amendments towards state interest review and public consultation.







## Explanatory Memorandum

### Proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) No. [to be inserted] – Airport Environs Overlay

Draft for Council Consideration

April 2022



## 1. Short title

The amendment instrument to which this explanatory memorandum relates is the proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) No. [to be inserted]* relating to the Airport environs overlay.

## 2. Type of local planning instrument

The proposed amendment to the *Sunshine Coast Planning Scheme 2014* constitutes a 'major amendment' in accordance with Schedule 1 of the *Minister's Guidelines and Rules* (September 2020) made under the *Planning Act 2016*.

The proposed Planning Scheme Policy (PSP) amendment constitutes an 'amendment' to a planning scheme policy in accordance with Schedule 1 of the *Minister's Guidelines and Rules* (September 2020).

## 3. Entity making the proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) No. [to be inserted] – Airport Environs Overlay

The entity making the proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) No. [to be inserted] – Airport Environs Overlay* is the Sunshine Coast Regional Council.

## 4. Land affected by the proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) No. [to be inserted] – Airport Environs Overlay

The proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) No. [to be inserted] – Airport Environs Overlay*, generally applies to land subject to the Airport environs overlay relating to the Sunshine Coast Airport and Caloundra Aerodrome.

## 5. Purpose of the proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) No. [to be inserted] – Airport Environs Overlay

The purpose of the proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) No. [to be inserted] – Airport Environs Overlay* is to:

- (a) reflect the changes to the State Planning Policy (SPP) Interactive Mapping System (IMS) mapping layers in relation to the Sunshine Coast Airport, as amended on 15 July 2020 and 3 March 2021, and to appropriately integrate the relevant State Planning Policy (SPP) state interests relating to strategic airports and aviation facilities.

The proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) No. [to be inserted] – Airport Environs Overlay* includes:

- (a) amendments to the Airport environs overlay code to:
  - i. reflect the new Airport environs overlay mapping elements and changed terminology; and
  - ii. update and align the assessment benchmarks with the SPP state interests relating to strategic airports and aviation facilities, including associated guidance material.
- (b) amendments to the Tables of assessment for the Airport environs overlay code, to reflect the new Airport environs overlay mapping elements, changed terminology, and re-arrangement of thresholds and triggers to relate to the appropriate mapping element for the Airport environs overlay code;
- (c) amendments to the Planning scheme policy for the airport environs overlay code to:
  - i. reflect the new Airport environs overlay mapping elements and changed terminology;
  - ii. include additional reference to Airservices Australia as a referral agency in accordance with SPP guidance material and National Airports Safeguarding Framework (NAFS) requirements;

- iii. include additional guidance relating to the Building Restriction Area (previously referred to as the Aviation Facility Sensitive Area); and
- (d) a number of other related and consequential amendments are also required to other parts of the planning scheme.

It is noted that the Caloundra Aerodrome is not a strategic airport and as such the SPP is not directly relevant to its operation. However, to maintain consistency and simplify the operation of the planning scheme, the principles of the SPP have been adopted and adapted as required to suit the available mapping for the Caloundra Aerodrome.

## 6. Reasons for the proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) No. [to be inserted] – Airport Environs Overlay

Council has prepared the proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) No. [to be inserted] - Airport environs overlay* to respond to changes to the State Planning Policy Interactive Mapping System (IMS) mapping layers, as amended on 15 July 2020 and 3 March 2021, and to appropriately integrate the relevant State Planning Policy (SPP) state interest policies in relation to strategic airports and aviation facilities.

## 7. Details of the proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) No. [to be inserted] – Airport Environs Overlay

The details of the proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) No. [to be inserted] – Airport Environs Overlay* are outlined in **Table 7.1** below.

**Table 7.1** provides a summary of those aspects of the proposed amendment relating to assessment benchmarks.

**Table 7.1 Summary of proposed planning scheme amendment relating to assessment benchmarks**

Planning Scheme Part	Summary of Amendment
<b>Part 5 (Tables of assessment)</b>	<ul style="list-style-type: none"> <li>Amend Table 5.10.1 (Overlays) in section 5.10 (Categories of development and categories of assessment – overlays) to reflect the new Airport environs overlay mapping elements (e.g. lighting area buffer and wildlife hazard buffer zone), changed terminology (e.g. aviation facility sensitive area now referred to as building restricted area), and re-arrangement of thresholds and triggers to relate to the appropriate mapping element for the Airport environs overlay code.</li> </ul>
<b>Part 8 (Overlays)</b>	<ul style="list-style-type: none"> <li>Amend Section 8.2.2 (Airport environs overlay code) to update and align with the new Airport environs overlay terminology and mapping elements and update the assessment benchmarks to appropriately integrate the SPP state interests relating to strategic airports and aviation facilities and reflect relevant guiding principles and outcomes sought in associated guidance material.</li> </ul>
<b>Schedule 1 (Definitions)</b>	<ul style="list-style-type: none"> <li>Amend SC1.2 (Administrative definitions) to include new and updated airport environs overlay mapping elements and terminology (e.g. aviation facilities, building restricted area, lighting area buffer, light restriction zone, obstacle limitation surface area and contours, operational airspace and wildlife hazard buffer zone) and to delete redundant terms (e.g. aviation facility sensitive area).</li> </ul>
<b>Schedule 2 (Mapping)</b>	<ul style="list-style-type: none"> <li>Amend the Airport environs overlay mapping relating to the Sunshine Coast Airport to reflect changes to the State Planning Policy Interactive Mapping System (SPPIMS) mapping layers, as amended on 15 July 2020 and 3 March 2021.</li> </ul>
<b>Schedule 6 (Planning scheme policies)</b>	<ul style="list-style-type: none"> <li>Amend SC6.5 (Planning scheme policy for the airport environs overlay code) to:</li> </ul>

Planning Scheme Part	Summary of Amendment
	<ul style="list-style-type: none"> <li>– update and reflect new and revised airport environs overlay mapping terminology and elements;</li> <li>– include additional references to Airservices Australia as a referral agency in accordance with the State Planning Policy guidance material and the National Airports Safeguarding Framework;</li> <li>– Include additional guidance to relate to changes to the Aviation Facility Sensitive Area (now the Building restriction area); and</li> <li>– Delete the Light intensity zone figure and include new figures relating to the aviation facilities and associated building restricted area.</li> </ul>

## 8. Compliance with the *Planning Act 2016*

In accordance with the Minister's Alignment Amendment Rules, the *Sunshine Coast Planning Scheme 2014* was amended for alignment with the *Planning Act 2016* on 3 July 2017. The proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) No. [to be inserted] – Airport Environs Overlay* does not materially affect this compliance.

The proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) No. [to be inserted] – Airport Environs Overlay* has been prepared in accordance with:-

- (a) Section 20 (Amending planning schemes under the Minister's rules) of the *Planning Act 2016*; and
- (b) *Minister's Guidelines and Rules* (September 2020) made under the *Planning Act 2016*.

In accordance with Chapter 2, Part 4, section 17.2 of the Minister's Guidelines and Rules, the *Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) No. [to be inserted] – Airport Environs Overlay*:-

- (a) advances the purpose of the Act, in that the operation of strategic airports and aviation facilities is protected facilitating economic growth and development of Queensland's aviation industry;
- (b) is consistent with section 16(1) of the Act in that it:-
  - (i) continues to identify strategic outcomes for strategic airports and aviation facilities within the Sunshine Coast local government area;
  - (ii) continues the inclusion of measures that facilitate the achievement of the strategic outcomes in the planning scheme for strategic airports and aviation facilities, including the identification of assessable development, the provision of an assessment code, overlay mapping and a planning scheme policy as implementation mechanisms;
  - (iii) has been prepared with reference to matters dealt with by the planning scheme, including to reflect the changes to the State Planning Policy IMS mapping layers, as amended on 15 July 2020 and 3 March 2021, and appropriately integrates the relevant State Planning Policy (SPP) state interest relating to strategic airports and aviation facilities.
- (c) is consistent with the regulated requirements prescribed in the *Planning Regulation 2017*;
- (d) is well drafted and articulated with amendments to the Tables of assessment, Airport environs overlay code and Planning Scheme Policy for the airport environs overlay code and overlay maps within the *Sunshine Coast Planning Scheme 2014*; and
- (e) accords with the outcomes from relevant State guidance material (e.g. *Strategic airports and aviation facilities state interest – Example planning scheme assessment benchmarks (May 2021 – VS1.0)* and *Integrating State Interests in a planning scheme – Guidance for local governments (November 2021 – VS1.2)*, Section 17 *Strategic Airports and Aviation Facilities*).

## 9. Compliance with State planning instruments

At the time of the gazettal of the *Sunshine Coast Planning Scheme 2014* in May 2014, the Minister identified that the *South East Queensland Regional Plan 2009-2031* and the *State Planning Policy* were appropriately reflected in the planning scheme.

A new State Planning Policy (SPP) commenced on 3 July 2017 and a new Regional Plan, *ShapingSEQ South East Queensland Regional Plan 2017*, was released on 11 August 2017.

A review of the proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) and Planning Scheme Policy (Amendment) No. [to be inserted] – Airport Environs Overlay* has confirmed that the proposed amendment complies with the relevant aspects of the new State planning instruments. In accordance with Schedule 3 (Required Material) of the *Minister's Guidelines and Rules*, particular aspects of the proposed amendment that have been identified as potentially relevant to State planning instruments are detailed in **Table 9.1** overleaf.

Table 9.1 Compliance with State planning instruments

Aspect of Proposed Amendment	State Interest	Summary of Compliance
Whole of Amendment Package	<i>ShapingSEQ South East Queensland Regional Plan 2017</i>	The Sunshine Coast Airport is identified as 'enabling economic infrastructure' under the <i>ShapingSEQ Regional Plan</i> . The proposed amendment seeks to protect and enhance the ongoing operation of the Sunshine Coast Airport.
Whole of Amendment Package	<i>State Planning Policy (September 2020) – Planning for liveable communities and housing</i>	The proposed amendment package has no impacts upon this State Interest.
Whole of Amendment Package	<i>State Planning Policy (September 2020) – Planning for economic growth</i>	The proposed amendment package has no impacts upon this State Interest.
Whole of Amendment Package	<i>State Planning Policy (September 2020) – Planning for environment and heritage</i>	The proposed amendment package has no impacts upon this State Interest.
Whole of Amendment Package	<i>State Planning Policy (September 2020) – Planning for safety and resilience to hazards</i>	The proposed amendment package has no impacts upon this State Interest.
Proposed changes to the Airport environs overlay code assessment provisions	<i>State Planning Policy (September 2020) Planning for infrastructure</i>	The code has been prepared to comply with the requirements of the SPP (specifically to provide coverage of the matters relevant to Planning for infrastructure – Strategic airports and aviation facilities) and reflects the outcomes sought in associated guidance material, including <i>Integrating State Interests in a planning scheme – Guidance for local governments (November 2021 – VS1.2)</i> (specifically Section 17 Strategic Airports and Aviation Facilities) and the <i>Strategic airports and aviation facilities state interest – Example planning scheme assessment benchmarks (May 2021-VS1.0)</i> .
Proposed changes to planning scheme overlay mapping (to reflect the changes to the State Planning Policy IMS mapping layers)	<i>State Planning Policy (September 2020) Planning for infrastructure</i>	The proposed amendment appropriately integrates the relevant State Planning Policy (SPP) state interest policies in relation to strategic airports and aviation facilities by reflecting the changes to the State Planning Policy IMS mapping layers, as amended on 15 July 2020 and 3 March 2021.

## 10. Consultation with government agencies

Consultation with representatives from the Department of State Development, Local Government, Infrastructure and Planning (DSDLGIP), in relation to the proposed amendment, is intended to be carried out during the State interest review process.

## 11. Public consultation

In accordance with the *Minister's Guidelines and Rules 2020*, Council must undertake public consultation when making a 'major amendment' to the planning scheme.

In regard to public consultation about the proposed planning scheme amendment, the communication strategy is intended to include the following: -

- formal public consultation on the proposed amendment for a minimum of 20 business days;
- a notice in the Courier Mail (including the on-line version of the Sunshine Coast Daily) and on Council's website;
- written notice to key stakeholder groups, stating the purpose and general effect of the proposed amendment;
- release of an industry newflash; and
- a copy of the proposed amendment material to be made available at Council's administration buildings in Nambour, Caloundra and Maroochydore and available for viewing and downloading on Council's website.

The Department's Communications Engagement Toolkit for Planning has been considered in the preparation of this communication strategy, which has been tailored to suit the likely community and stakeholder interest in this proposed planning scheme amendment.

## 12. Background studies and reports

No additional background studies or reports have been prepared to inform the preparation of the proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) No. [to be inserted]* – Airport environs overlay.

## 13. Indicative timeframe

In accordance with the *Minister's Guidelines and Rules* Schedule 3, item 5 of the 'required material' for a proposed major amendment, an indicative timeframe for the proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) No. [to be inserted]* – Airport environs overlay is provided below:

Amendment Stage	Indicative Timing
<i>Preparation</i>	April 2022
<i>First State Interest Review</i>	May 2022 – July 2022
<i>Public notification</i>	August 2022 – October 2022
<i>Consider and report on submissions</i>	November 2022 – February 2023
<i>Ministerial Review</i>	March 2023 – May 2023
<i>Adoption and commencement</i>	June 2023 – August 2023

It should be noted that this timeframe is indicative only and is heavily dependent upon several external factors, including the length of State Interest Reviews, the complexity of the public notification process and the number of submissions received.





## Amendment Instrument

### Proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) No. [to be inserted] – Airport Environs Overlay

Draft for Council Consideration

April 2022

Made under the *Planning Act 2016*, section 20 (Amending planning schemes under Minister's rules)

This amendment has effect on and from [to be inserted]



## 1. Short title

The amendment instrument to which this explanatory memorandum relates is the proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) No. [to be inserted]* relating to the Airport environs overlay.

## 2. Commencement

This amendment instrument has effect on and from [to be inserted].

## 3. Purpose

The purpose of the proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) No. [to be inserted]* – Airport Environs Overlay is to:

- (a) reflect the changes to the State Planning Policy (SPP) Interactive Mapping System (IMS) mapping layers in relation to the Sunshine Coast Airport, as amended on 15 July 2020 and 3 March 2021, and to appropriately integrate the relevant State Planning Policy (SPP) state interests in relation to strategic airports and aviation facilities.

The proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment No. [to be inserted] – Airport Environs Overlay includes:

- (a) amendments to the Airport environs overlay code to:
  - i. reflect the new Airport environs overlay mapping elements and changed terminology; and
  - ii. update and align the assessment benchmarks with the SPP state interests relating to strategic airports and aviation facilities, including associated guidance material.
- (b) amendments to the Tables of assessment for the Airport environs overlay code to reflect the new Airport environs overlay mapping elements, changed terminology, and re-arrangement of thresholds and triggers to relate to the appropriate mapping element for the Airport environs overlay code;
- (c) amendments to the Planning scheme policy for the airport environs overlay code to:
  - i. reflect the new Airport environs overlay mapping elements and changed terminology;
  - ii. include additional reference to Airservices Australia as a referral agency in accordance with SPP guidance material and National Airports Safeguarding Framework (NASF) requirements; and
  - iii. include additional guidance relating to the Building Restriction Area (previously referred to as the Aviation Facility Sensitive Area).
- (d) a number of other related and consequential amendments are also required to other parts of the planning scheme.

It is noted that the Caloundra Aerodrome is not a strategic airport and as such the SPP is not directly relevant to its operation. However, to maintain consistency and simplify the operation of the planning scheme, the principles of the SPP have been adopted and adapted as required to suit the available mapping for the Caloundra Aerodrome.

## 4. Amendment table

This amendment instrument amends the component of the *Sunshine Coast Planning Scheme 2014* in Table 1, Column 1, in respect of the planning scheme provisions stated in Table 1, Column 2, in the manner stated in Table 1, Column 3.

**Table 1 Amendment table**

Column 1	Column 2	Column 3
Planning scheme component	Planning scheme provision	Amendment
Part 5 (Tables of Assessment)	Section 5.10 (Categories of development and categories of assessment – overlays), Table 5.10.1 (Overlays)	Amend as shown in <b>Appendix A</b>
Part 8 (Overlays)	Section 8.2.2 (Airport environs overlay code), Section 8.2.2.2 (Purpose and overall outcomes), Section 8.2.2.3 (Performance outcomes and acceptable outcomes), Table 8.2.2.3.2 (Performance Outcomes and acceptable outcomes for assessable development), Table 8.2.2.3.3 (Land uses and ANEF contours)	Amend as shown in <b>Appendix A</b>
Schedule 1 (Definitions)	SC1.2 (Administrative definitions), Table SC1.2.1 (Index of administrative definitions), Table SC1.2.2 (Administrative definitions)	Amend as shown in <b>Appendix A</b>
Schedule 2 (Mapping)	Overlay Map OVMBSCA(i) (Airport Environs Overlay Map Sunshine Coast Airport (i))	Delete and insert as shown in <b>Appendix B</b>
Schedule 2 (Mapping)	Overlay Map OVMBSCA(ii) (Airport Environs Overlay Map Sunshine Coast Airport (ii))	Delete and insert as shown in <b>Appendix B</b>
Schedule 2 (Mapping)	Overlay Map OVMBSCA(iii) (Airport Environs Overlay Map Sunshine Coast Airport (iii))	Delete and insert as shown in <b>Appendix B</b>
Schedule 2 (Mapping)	Overlay Map OVMBSCA(iv) (Airport Environs Overlay Map Sunshine Coast Airport (iv))	Insert new map as shown in <b>Appendix B</b>
Schedule 2 (Mapping)	Overlay Map OVMBM(i) (Airport Environs Overlay Map Maleny (i))	Delete as shown in <b>Appendix B</b>
Schedule 6 (Planning scheme policies)	SC6.5 Planning scheme policy for the airport environs overlay code, SC6.5.3 (Advice relating to obstructions and hazards outcomes), SC6.5.4 (Guidelines for achieving airport environs overlay code outcomes)	Amend as shown in <b>Appendix A</b>

## Appendix A Amendment schedule (text)

### 5.10 Categories of development and categories of assessment – overlays

The following table identifies where an overlay changes the category of development and category of assessment from that stated in a zone or local plan and the relevant requirements for accepted development and assessment benchmarks for assessable development.

Table 5.10.1 Overlays

ASSESSMENT BENCHMARKS FOR ASSESSABLE DEVELOPMENT AND REQUIREMENTS FOR ACCEPTED DEVELOPMENT FOR OVERLAYS		
Development subject to overlay <sup>9</sup>	Category of development and category of assessment	Assessment benchmarks for assessable development and requirements for accepted development <sup>10</sup>
<b>Acid sulfate soils overlay</b>		
Any development if:- (a) within <b>Area 1</b> as identified on an Acid Sulfate Soils Overlay Map and involving:- (i) excavating or otherwise removing 100m <sup>3</sup> or more of soil or sediment; or (ii) filling of land with 500m <sup>3</sup> or more of material with an average depth of 0.5 metres or greater; or (b) within <b>Area 2</b> as identified on an Acid Sulfate Soils Overlay Map and involving excavating or otherwise removing 100m <sup>3</sup> or more of soil or sediment at or below 5 metres AHD.	Code assessment if the development is provisionally made accepted development by another table of assessment.	• Acid sulfate soils overlay code
	No change if not otherwise specified above.	• Acid sulfate soils overlay code
<b>Airport environs overlay – where within the outer horizontal limits of an obstacle limitation surface area (operational airspace)</b>		
Material change of use if:- (a) within the <del>outer horizontal</del> limits of an <del>obstacle limitation surface area</del> as identified on an Airport Environs Overlay Map; and (b) involving one or more of the following:- (i) buildings, structures or works over 12 metres in height; (ii) <del>extractive industry; or</del> (iii) <del>the emission of gaseous plumes, smoke, dust, ash or steam; or</del> (iv) <del>external lighting that includes:-</del> (A) <del>straight parallel lines 500 metres to 1,000 metres long; or</del> (v) <del>(iii) flare plumes, buildings or machinery with reflective cladding, upward shining lights, flashing or sodium lights.</del>	Code assessment if the change of use is provisionally made accepted development by another table of assessment.	• Airport environs overlay code
	No change if not otherwise specified.	
Operational work if:- (a) within the <del>outer horizontal</del> limits of an <del>obstacle limitation surface area</del> as identified on an Airport Environs Overlay Map; and (b) involving <del>one or more of the following:-</del> (i) <del>the emission of gaseous plumes, smoke, dust, ash or steam; or</del> (ii) <del>external lighting not associated with a material change of use that includes:-</del> (A) <del>straight parallel lines 500 metres to 1,000 metres long; or</del> (iii) <del>(i) (B) flare plumes, buildings or machinery with reflective cladding, upward shining lights, flashing or sodium lights.</del>	No change	• Airport environs overlay code
<b>Airport environs overlay – where within the lighting area buffer</b>		

<sup>9</sup> Editor's note—to remove any doubt, development that is not identified as being subject to an overlay in this table does not require assessment against an overlay code and there is no change to the provisional level of assessment.

<sup>10</sup> Editor's note—to remove any doubt, where there are no relevant acceptable outcomes for accepted development subject to requirements provided in the applicable overlay code, accepted development is not required to be assessed against the overlay code.

ASSESSMENT BENCHMARKS FOR ASSESSABLE DEVELOPMENT AND REQUIREMENTS FOR ACCEPTED DEVELOPMENT FOR OVERLAYS		
Development subject to overlay <sup>9</sup>	Category of development and category of assessment	Assessment benchmarks for assessable development and requirements for accepted development <sup>10</sup>
<b>Material change of use if:-</b> (a) within the <u>lighting area buffer</u> as identified on an Airport Environs Overlay Map; and (b) involving external lighting that includes:- (i) <u>straight parallel lines 500 metres to 1,000 metres long; or</u> (ii) <u>flare plumes, buildings or machinery with reflective surfaces, upward shining lights, flashing, laser or sodium lights.</u>	<b>Code assessment if the change of use is provisionally made accepted development by another table of assessment.</b>  <b>No change if not otherwise specified.</b>	• <u>Airport</u> <u>environs</u> <u>overlay code</u>
<b>Reconfiguring a lot if:-</b> (a) within the <u>lighting area buffer</u> as identified on an Airport Environs Overlay Map; and (b) <u>creating a new road within 6 kilometres of the runway.</u>	<b>No change</b>	• <u>Airport</u> <u>environs</u> <u>overlay code</u>
<b>Operational work if:-</b> (a) within the <u>lighting area buffer</u> as identified on an Airport Environs Overlay Map; and (b) involving external lighting <u>not associated with a material change of use or reconfiguring a lot that includes:-</u> (i) <u>straight parallel lines 500 metres to 1,000 metres long; or</u> (ii) <u>flare plumes, buildings or machinery with reflective surfaces, upward shining lights, flashing, laser or sodium lights.</u>	<b>No change</b>	• <u>Airport</u> <u>environs</u> <u>overlay code</u>
<b>Airport environs overlay – where within a specified <u>airport runway separation distances wildlife hazard buffer zone</u></b>		
<b>Material change of use if:-</b> (a) within the specified <u>airport runway separation distances wildlife hazard buffer zone</u> as identified on an Airport Environs Overlay Map; and (b) involving:- (i) <u>the disposal of putrescible waste within 13km of a runway; or</u> (ii) <u>utility installation involving the treatment and disposal of wastewater or sewage within 13km of a runway; or</u> (iii) <u>any of the following uses within 8km of a runway:-</u> (A) <u>animal keeping</u> involving a wildlife or bird sanctuary; (B) <u>animal husbandry</u> ; (C) <u>an industrial use involving food handling or processing, or an abattoir;</u> (D) <u>intensive animal industry; or</u> (iii) <u>any the following activities within 6km of a runway:-</u> (A) <u>external lighting that includes straight parallel lines 500 metres to 1,000 metres long; or</u> (B) <u>external lighting that includes flare plumes, buildings with reflective cladding, upward shining lights, flashing or sodium lights; or</u> (iv) <u>major sports, recreation and entertainment facilities or outdoor sport and recreation facilities</u> involving fair grounds, showgrounds, <u>sporting fields</u> , outdoor theatres or outdoor cinemas within 3km of a runway; or (v) <u>cropping</u> , where involving a turf farm or fruit tree farm within 3km of a runway; or (vi) the creation of a <u>constructed water body</u> within 3km of a runway.	<b>Code assessment if the change of use is provisionally made accepted development by another table of assessment.</b>  <b>No change if not otherwise specified.</b>	• <u>Airport</u> <u>environs</u> <u>overlay code</u>
<b>Reconfiguring a lot if:-</b> (a) within the specified <u>airport runway separation distances wildlife hazard buffer zone</u> as identified on an Airport Environs Overlay Map; and	<b>No change</b>	• <u>Airport</u> <u>environs</u> <u>overlay code</u>

Part 5

ASSESSMENT BENCHMARKS FOR ASSESSABLE DEVELOPMENT AND REQUIREMENTS FOR ACCEPTED DEVELOPMENT FOR OVERLAYS		
Development subject to overlay <sup>9</sup>	Category of development and category of assessment	Assessment benchmarks for assessable development and requirements for accepted development <sup>10</sup>
(b) involving <del>the creation of a constructed water body within 3km of a runway, any of the following activities:-</del> (i) <del>the construction of a new road within 6km of a runway; or</del> (ii) <del>the creation of a constructed water body within 3km of a runway.</del>		
<b>Operational work if:-</b> (a) within the specified <del>airport-runway separation distances</del> <del>wildlife hazard buffer zone</del> as identified on an Airport Environs Overlay Map; and (b) involving the creation of a <del>constructed water body</del> within 3km of a runway.	No change	• Airport environs overlay code
<b>Airport environs overlay – where within <del>aviation facility sensitive area</del> <del>area</del> building restricted area of an aviation facility</b>		
<b>Material change of use if:-</b> (a) within an <del>aviation facility sensitive area</del> <del>building restricted area</del> as identified on an Airport Environs Overlay Map; and (b) involving the construction of temporary or permanent buildings or structures.	No change	• Airport environs overlay code
<b>Operational work if:-</b> (a) within an <del>aviation facility sensitive area</del> <del>area</del> <del>building restricted area</del> as identified on an Airport Environs Overlay Map; and (b) involving the construction of temporary or permanent buildings or structures.	No change	• Airport environs overlay code
<b>Airport environs overlay – where within ANEF contours</b>		
<b>Material change of use, if:-</b> (a) involving any of the following uses within the 20 ANEF contour (or greater) as identified on an Airport Environs Overlay Map:- (i) a use in the <i>residential activity group</i> involving permanent accommodation; (ii) a use in the <i>community activity group</i> , other than <i>cemetery, crematorium or emergency services</i> ; or (iii) <i>health care services</i> . (b) involving any of the following uses within the 25 ANEF contour (or greater) as identified on an Airport Environs Overlay Map:- (i) a use in the <i>residential activity group</i> involving temporary accommodation; (ii) <i>hotel</i> (if incorporating a residential component); or (iii) <i>office</i> .	<b>Code assessment</b> if the change of use is provisionally made accepted development by another table of assessment (other than for a <i>dual occupancy</i> or <i>dwelling house</i> ).  No change if not otherwise specified.	• Airport environs overlay code
<b>Reconfiguring a lot</b> if creating additional lots within an ANEF contour as identified on an Airport Environs Overlay Map.	No change	• Airport environs overlay code
<b>Airport environs overlay – where within a public safety area</b>		
<b>Material change of use</b> other than in an existing building, if:- (a) within the <i>public safety area</i> as identified on an Airport Environs Overlay Map; and (b) involving any of the following:- (i) a use in the <i>residential activity group</i> ; (ii) a use in the <i>business activity group</i> ; (iii) a use in the <i>industrial activity group</i> ; (iv) a use in the <i>community activity group</i> ; or (v) a use in the <i>sport and recreation activity group</i> .	<b>Code assessment</b> if the change of use is provisionally made accepted development by another table of assessment.  No change if not otherwise specified.	• Airport environs overlay code
<b>Reconfiguring a lot</b> if creating additional lots within the <i>public safety area</i> as identified on an Airport Environs Overlay Map.	No change	• Airport environs overlay code
<b>Biodiversity, waterways and wetlands overlay</b>		
<b>Material change of use</b> , other than in an existing building, if:- (a) on land subject to the biodiversity, waterways and	<b>Code assessment</b> if for one of the following uses and provisionally	• Biodiversity, waterways and wetlands overlay code

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## 8.2.2 Airport environs overlay code<sup>6 7</sup>

### 8.2.2.1 Application

- (1) This code applies to accepted development and assessable development:-
  - (a) subject to the airport environs overlay shown on the overlay maps contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Airport environs overlay code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The acceptable outcomes in **Table 8.2.2.3.1 (Requirements for accepted development)** are requirements for applicable accepted development.
- (3) The following provisions of this code are assessment benchmarks for applicable assessable development:-
  - (a) **Section 8.2.2.2 (Purpose and overall outcomes)**; and
  - (b) **Table 8.2.2.3.2 (Performance outcomes and acceptable outcomes for assessable development)**.

### 8.2.2.2 Purpose and overall outcomes

- (1) The purpose of the Airport environs overlay code is to maintain and enhance the safety and operational efficiency of airports and *aviation facilities* and avoid land use conflicts.
- (2) The purpose of the Airport environs overlay code will be achieved through the following overall outcomes:-

- (a) development maintains the operational efficiency of airports and ~~enhances~~ does not compromise the safety of aircraft operating within an airport's *operational airspace*;

Note—*operational airspace* includes the areas and vertical dimensions of an airport's *obstacle limitation surface (OLS)*; is the airspace around an airport in which aircraft take-off, land or manoeuvre and is defined as the *obstacle limitation surface (OLS)*, which comprises the horizontal and vertical dimensions of the *obstacle limitation surface area (OLS-A)* and the *obstacle limitation surface contours (OLS-C)*. The *operational airspace* must be kept clear of obstructions to maintain the safe operation of aircraft while using an airport.

Note—unless otherwise stated, use of the term 'airport' in this code refers collectively to the Sunshine Coast Airport and the Caloundra aerodrome.

- (b) development protects *aviation facilities*, including navigation, communication and surveillance facilities, from incompatible land uses, buildings, structures and works that may impact on their ability to function effectively as an aid to airport and aircraft operations;

Note—*aviation facilities* include navigation, communication, or surveillance installations provided to assist the safe and efficient movement of aircraft ~~and may be located either on or off airport~~.

- (c) development ensures that *sensitive land uses* are not adversely impacted by aircraft noise or groundside operations by being compatible with forecast levels of aircraft noise within the 20 ANEF contour or greater (as defined by Australian Standard 2021-2015: Acoustics - Aircraft noise intrusion - Building siting and construction (AS 2021); and

<sup>6</sup> Editor's note—the following elements referred to in this code are identified on the Airport Environs Overlay Maps in **Schedule 2 (Mapping)**:-

(a) ~~obstacle limitation surface area (OLS-A)~~  
(b) ~~obstacle limitation surface contours (OLS-C)~~  
(c) ~~Australian noise exposure forecast (ANEF) contours~~  
(d) ~~lighting area buffer~~  
(e) ~~light restriction zone~~  
(f) ~~runway separation distances~~ ~~wildlife hazard buffer zone~~  
(g) ~~public safety areas~~; and  
(h) ~~aviation facilities~~ and their associated ~~sensitive areas~~ building restricted areas and area of interest.

<sup>7</sup> Editor's note—the **Planning scheme policy for the airport environs overlay code** provides advice and guidance for achieving certain outcomes of this code.

(d) development ensures that the risk of public safety being compromised by incidents in the take-off and landing phases of aircraft operations is minimised; and

(d)(e) development complements the role of an airport as an economic, freight and logistics hub, and enhance the economic opportunities that are available in proximity to an airport.

### 8.2.2.3 Performance outcomes and acceptable outcomes

Table 8.2.2.3.1 Requirements for accepted development

Performance Outcomes		Acceptable Outcomes	
Aircraft noise			
PO1	A dual occupancy or dwelling house is designed and constructed to ensure that noise interference or noise nuisance as a result of proximity to an airport is minimised.	AO1	A dual occupancy or dwelling house located on land identified on an Airport Environs Overlay Map as being within the 20 ANEF contour (or greater) incorporates noise attenuation measures in accordance with Australian Standard 2021-2015 (AS2021): Acoustics – Aircraft noise intrusion – Building siting and construction.

Table 8.2.2.3.2 Performance outcomes and acceptable outcomes for assessable development

Performance Outcomes		Acceptable Outcomes	
Obstructions and Hazards			
PO1	<p>Development <u>and associated activities</u> does not cause an obstruction or hazard to the safe movement of aircraft within an airport's <i>operational airspace</i> through the temporary or permanent intrusion of physical structures into the airport's <i>operational airspace</i>, particularly take-off and approach paths.</p> <p><u>Note – If a proposed development intrudes into the operational airspace, it must be referred to the airport operator for assessment.</u></p>	AO1.1	Buildings, structures (both freestanding and attached to buildings, including signs, masts or antennae) and <i>vegetation</i> at its mature height do not penetrate the <i>obstacle limitation surface (OLS)</i> of an airport as identified on an Airport Environs Overlay Map.
		AO1.2	Cranes and other construction equipment or activities do not penetrate the <i>obstacle limitation surface (OLS)</i> of an airport as identified on an Airport Environs Overlay Map.
		AO1.3	Uses that involve temporary or permanent aviation activities (e.g. parachuting or hot air ballooning) are not located <u>beneath</u> within the <i>operational airspace</i> of an airport as identified on an Airport Environs Overlay Map.
			Note—the <b>Planning Scheme Policy for the airport environs overlay code</b> provides further guidance in relation to the achievement of AO1.1 and AO1.2.
PO2	<p>Development does not cause an obstruction or hazard to the safe movement of aircraft within an airport's <i>operational airspace</i> through the attracting of wildlife, in particular flying vertebrates such as birds or bats, in significant numbers.</p> <p><u>Note – If a proposed development may increase the risk of wildlife strike, it must be referred to the airport operator for assessment.</u></p>	AO2.1	Uses involving the bulk handling or disposal of putrescible waste (e.g. landfill and waste transfer facilities) are not located within the 13 kilometre <u>airport runway separation distance contour wildlife hazard buffer zone</u> as identified on an Airport Environs Overlay Map.
		OR	Where increasing the scale or intensity of an existing use involving the bulk handling or disposal of putrescible waste within the 13 kilometre <u>airport runway separation distance</u>

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Performance Outcomes	Acceptable Outcomes
	<p><del>contour wildlife hazard buffer zone</del>, as identified on an Airport Environs Overlay Map, development includes measures to reduce the potential to attract birds and bats.</p> <p><b>AO2.2</b> Uses involving the following activities are not located within the 3 kilometre <del>airport runway separation distance contour wildlife hazard buffer zone</del>, as identified on an Airport Environs Overlay Map:-</p> <p>(a) <del>aquaculture</del>, except where using a recirculating aquaculture system contained within sheds;</p> <p>(b) <del>cropping</del>, where involving a turf farm or fruit tree farm;</p> <p>(c) <del>intensive animal industry</del>;</p> <p>(d) <del>animal husbandry</del>;</p> <p>(e) <del>animal keeping</del>, where involving a wildlife or bird sanctuary; <del>and</del></p> <p>(f) <del>industrial uses</del>, where involving food processing plants or stock handling or slaughtering; <del>and</del></p> <p>(g) <del>utility installation where involving the treatment and disposal of wastewater or sewerage</del>.</p> <p><b>AO2.3</b> Where uses or activities listed in AO2.2 (above) are located between the 3 kilometre and 8 kilometre <del>airport runway separation distance contour wildlife hazard buffer zone</del>, as identified on an Airport Environs Overlay Map:-</p> <p>(a) potential food and waste sources are covered or otherwise secured so they do not present a food source for domestic or other wildlife; and</p> <p>(b) development includes measures to reduce the potential to attract birds and bats.</p> <p><b>AO2.4</b> Where <del>major sports recreation and entertainment facilities or outdoor sport and recreation facilities</del> involving fair grounds, showgrounds, <del>sporting fields</del> and outdoor theatres or cinemas are located within the 3 kilometre <del>airport runway separation distance contour wildlife hazard buffer zone</del>, as identified on an Airport Environs Overlay Map, potential food and waste sources are covered or otherwise secured so they are not accessible to wildlife.</p> <p><b>AO2.5</b> Landscape and drainage works (including <del>artificial constructed waterbodies</del>) for development located within the 3 kilometre <del>airport runway separation distance contour wildlife hazard buffer zone</del>, as identified on an Airport Environs Overlay Map, are designed and installed to minimise bird and bat attracting potential (e.g. avoidance of fruiting and/or flowering plant species).</p> <p>Note—the Planning Scheme Policy for the airport environs overlay code provides further guidance in relation to the achievement of AO2.5.</p>

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Performance Outcomes	Acceptable Outcomes
<p><b>PO3</b> Development does not cause an obstruction or hazard to the safe movement of aircraft within an airport's <i>operational airspace</i> through vibration from blasting associated with an <i>extractive industry</i>.</p> <p><u>Note – If a proposed development for an extractive industry is located within the airport's operational airspace, it must be referred to the airport operator for assessment.</u></p>	<p><b>AO3</b> An <i>extractive industry</i> is not located <del>in the vicinity of that part within an airport's obstacle limitation surface area (OLS – A) of the runway approach within the 13 kilometre airport runway separation distance contour.</del></p> <p><b>OR</b></p> <p>An <i>extractive industry</i> located <del>within the 13 kilometre airport separation distance contour</del> within an airport's <i>obstacle limitation surface area (OLS – A)</i> is conducted in accordance with a management plan agreed with the airport operator that takes account of aircraft take-off and landing times and the potential for vibration from blasting to impact upon the safety of aircraft using the airport.</p>
<p><b>PO4</b> Development does not cause an obstruction or hazard to the safe movement of aircraft within an airport's <i>operational airspace</i> through the installation of external lighting that could distract or interfere with a pilot's vision, or confuse the visual identification of runway, approach or navigational lighting from the air.</p> <p><u>Note – If a proposed development involves installation of external lighting sources or reflective surfaces that are likely to affect aircraft operations, it must be referred to the airport operator for assessment.</u></p>	<p><b>AO4.1</b> Outdoor lighting (including street lighting and security lighting) located within the <del>6 kilometre airport runway separation distance contour</del> <i>lighting area buffer or light restriction zone</i>, as identified on an Airport Environs Overlay Map, does not involve:-</p> <ul style="list-style-type: none"> <li>(a) lighting that shines, projects or reflects light above a horizontal plane;</li> <li>(b) coloured, flashing, <u>laser</u> or sodium lighting;</li> <li>(c) flare plumes;</li> <li>(e)(d) reflective surface or</li> <li>(d)(e) configurations of lights in straight parallel lines 500 metres to 1,000 metres in length.</li> </ul> <p><u>Note – the Planning Scheme Policy for the airport environs overlay code provides further guidance in relation to the achievement of AO4.</u></p> <p><b>AO4.2</b> Development within the <i>light restriction zone</i>, as identified on an Airport Environs Overlay Map, does not emit, or cause any associated activities to emit, light that exceeds the following intensities:-</p> <ul style="list-style-type: none"> <li>(a) Zone A – 0 candela;</li> <li>(b) Zone B – 50 candela;</li> <li>(c) Zone C – 150 candela;</li> <li>(d) Zone D – 450 candela.</li> </ul> <p><u>Note – Light intensity is measured from the light source at 3 degrees above its horizontal plane.</u></p> <p><u>Note – the Planning Scheme Policy for the airport environs overlay code provides further guidance in relation to the achievement of AO4.2.</u></p>
<p><b>PO5</b> Development does not cause an obstruction or hazard to the safe movement of aircraft within an airport's <i>operational airspace</i> through the emission of particulates, gases or other materials that may cause air turbulence, reduce visibility or affect aircraft engine performance.</p> <p><u>Note – If a proposed development involves high velocity gaseous plumes or the emission of airborne particulates that may impair visibility in operational airspace it must be referred to the</u></p>	<p><b>AO5</b> Development does not release the following emissions into <i>operational airspace</i>:-</p> <ul style="list-style-type: none"> <li>(a) gaseous plumes with a velocity exceeding 4.3m/s;</li> <li>(b) smoke, dust, ash or steam; or</li> <li>(c) emissions with depleted oxygen content.</li> </ul>

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Performance Outcomes		Acceptable Outcomes	
	<u>airport operator who will refer the proposal to the Civil Aviation Safety Authority (CASA) for assessment.</u>		
<b>Aircraft Noise</b>			
PO6	Development and land uses that are sensitive to noise interference or noise nuisance:- (a) avoid noise affected areas surrounding the airport; and (b) are appropriately located and designed to mitigate adverse impacts from aircraft noise.	AO6.1	Development involving a land use in Column 1 of <b>Table 8.2.2.3.3 (Land uses and ANEF contours)</b> , where located on land identified on an Airport Environs Overlay Map as being subject to the Australian Noise Exposure Forecast (ANEF) contour nominated for that land use in Column 2 of <b>Table 8.2.2.3.3</b> , is designed and constructed to attenuate aircraft noise <del>in accordance with and achieve the indoor design sound level dB(A) for that land use as specified in Australian Standard 2021-2015 (AS2021): Acoustics – Aircraft noise intrusion – Building siting and construction.</del>  Note-AS2021 considers aircraft noise impacts on indoor spaces only. Noise impacts on outdoor use areas will require separate assessment to determine whether noise levels can be mitigated to be within acceptable limits. This is of significant importance on the Sunshine Coast where the sub-tropical climate supports and encourages an outdoor orientated lifestyle.
		AO6.2	Development involving a land use in Column 1 of <b>Table 8.2.2.3.3 (Land uses and ANEF contours)</b> , is not located on land identified on an Airport Environs Overlay Map as being subject to the Australian Noise Exposure Forecast (ANEF) contour nominated for that land use in Column 3 of <b>Table 8.2.2.3.3</b> .
<b>Public Safety Areas</b>			
PO7	Development within the <del>public safety areas located at the end of an airport runways avoids does not expose or increase the risk to public safety from airport operations. :-</del> a significant increase in the number of people living, working or congregating in those areas; and the use or storage of hazardous materials.	AO7	Development within a <i>public safety area</i> , as identified on an Airport Environs Overlay Map, does not <del>introduce or intensify the scale of:-</del> (a) <del>significantly intensify</del> any existing residential, business, industrial, community and sport and recreation activity; or (b) <del>introduce a new use that will result in an increase in people congregating in the public safety area; or</del> (b)(c) <del>include</del> any use involving the manufacture, use or storage of flammable, explosive, hazardous or noxious materials.
<b>On-airport Aviation Facilities (NDB, DME, CVOR, VHF)</b>			
PO8	Development does not interfere with the safe and continued functioning of aviation facilities. through:- <del>the temporary or permanent intrusion of buildings or structures that enter an aviation facility sensitive area; or</del> <del>the introduction of buildings, structures or devices that emit electrical or electromagnetic radiation or incorporate reflective surfaces that adversely impact on</del>	AO8.1	<del>Buildings, structures and landscape works located within the building restricted area of an aviation facility as identified on an Airport Environs Overlay Map do not create permanent or temporary:-</del> (a) <del>physical intrusion into the 'line of sight' between transmitting and receiving devices;</del> (b) <del>electromagnetic emissions that will interfere with signals transmitted by the facility;</del> (c) <del>radio frequency interference; or</del> (d) <del>reflective surfaces that could delete or</del>

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Performance Outcomes	Acceptable Outcomes
<p><del>the functioning of navigation or communication facilities.</del></p> <p><del>Note—If a proposed development intrudes into the building restricted area of an aviation facility, it must be referred to Airservices Australia and the airport operator.</del></p>	<p><del>interfere with signals transmitted by the facility.</del></p> <p><del>Note—the Planning Scheme Policy for the airport environs overlay code provides further guidance in relation to the achievement of AO8.1.</del></p> <p><b>AO8.2</b></p> <p><del>Development and associated activities are designed and constructed to mitigate adverse impacts on the function of the aviation facility.</del></p> <p><b>For NDB</b></p> <p><del>Development involving any of the following buildings, structures or works is not located within the aviation facility sensitive area of the NDB (non-directional beacon) facility, as identified on an Airport Environs Overlay Map:—</del></p> <p><del>(a) buildings, structures or other works within 60 metres of the facility;</del></p> <p><del>(b) metallic buildings or structures between 60 and 150 metres of the facility;</del></p> <p><del>(c) buildings or structures with a size greater than 2.5 metres in any dimension between 60 and 150 metres of the facility;</del></p> <p><del>(d) other works between 60 and 150 metres of the facility which exceed 3 metres in height; or</del></p> <p><del>(e) buildings, structures or other works between 150 and 500 metres of the facility which exceed 8 metres in height.</del></p> <p><b>AO8.3</b></p> <p><b>For DME</b></p> <p><del>Development involving any of the following buildings, structures or works is not located within the aviation facility sensitive area of the DME (distance measuring equipment) facility, as identified on an Airport Environs Overlay Map:—</del></p> <p><del>buildings, structures or other works within 115 metres of the facility which exceed 8 metres in height;</del></p> <p><del>buildings, structures or other works between 115 and 230 metres of the facility which exceed 9 metres in height;</del></p> <p><del>buildings, structures or other works between 230 and 500 metres of the facility which exceed 10 metres in height;</del></p> <p><del>buildings, structures or other works between 500 and 1,000 metres of the facility which exceed 12 metres in height; or</del></p> <p><del>buildings, structures or other works between 1,000 and 1,500 metres of the facility which exceed 16.5 metres in height.</del></p> <p><b>AO8.4</b></p> <p><b>For CVOR</b></p> <p><del>Development involving any of the following buildings, structures or works is not located within the aviation facility sensitive area of</del></p>

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Performance Outcomes		Acceptable Outcomes	
			<p><del>the CVOR (conventional omnidirectional range) facility, as identified on an Airport Environs Overlay Map:-</del>  <del>buildings, structures or works within 300 metres of the facility; or</del>  <del>buildings, structures or works between 300 and 1,000 metres of the facility for:-</del>  <del>a fence exceeding 2.5 metres in height;</del>  <del>overhead lines exceeding 5 metres in height;</del>  <del>a metallic structure exceeding 8 metres in height;</del>  <del>a tree or open lattice tower exceeding 10 metres in height; or</del>  <del>a wooden structure exceeding 13 metres in height.</del></p> <p><b>For VHF</b></p> <p><del>Development located within the aviation facility sensitive area of the VHF (communication) facility. As identified on an Airport Environs Overlay Map does not create:-</del>  <del>permanent or temporary physical obstructions in the line of sight between antennas;</del>  <del>an electrical or electromagnetic field that will interfere with signals transmitted by the facility; or</del>  <del>reflective surfaces that could deflect or interfere with signals transmitted by the facility.</del></p>
<b>Off-airport Aviation Facilities (Maleny VOR)</b>			
<b>PO9</b>	<p><del>Development and land use does not interfere with the safe and continued functioning of aviation facilities through:-</del>  <del>(a) the temporary or permanent intrusion of buildings or structures that enter an aviation facility sensitive area; or</del>  <del>(b) the introduction of buildings, structures or devices that emit electrical or electromagnetic radiation or incorporate reflective surfaces that adversely impact on the functioning of navigation or communication facilities.</del></p>	<b>AO9</b>	<p><del>Development involving any of the following buildings, structures or works is not located within the aviation facility sensitive area of the Maleny VOR (VHF omnidirectional range) facility, as identified on an Airport Environs Overlay Map:-</del>  <del>(a) buildings, structures or works within 150 metres of the facility;</del>  <del>(b) buildings, structures or works between 150 and 300 metres of the facility for:-</del>  <del>(i) overhead lines;</del>  <del>(ii) a fence exceeding 2.5 metres in height;</del>  <del>(iii) a metallic structure exceeding 5 metres in height;</del>  <del>(iv) a tree or open lattice tower exceeding 10 metres in height; or</del>  <del>(v) a wooden structure exceeding 13 metres in height; or</del>  <del>(c) buildings, structures or works between 300 and 1,000 metres of the facility for:-</del>  <del>(i) a fence exceeding 5 metres in height;</del>  <del>(ii) a metallic structure exceeding 10 metres in height;</del>  <del>(iii) overhead lines exceeding 16 metres in height;</del>  <del>(iv) a tree or open lattice tower exceeding 20 metres in height; or</del>  <del>(v) a wooden structure exceeding 26 metres in height.</del></p>

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Table 8.2.2.3.3 Land uses and ANEF contours

Column 1 Land use	Column 2 ANEF contour	Column 3 ANEF contour
A use in the residential activity group involving permanent accommodation <u>(excluding Rooming accommodation)</u>	20-25 ANEF	25 ANEF or greater
A use in the residential activity group involving temporary accommodation, <u>Rooming accommodation, Hotel where including short-term accommodation</u>	25-30 ANEF	30 ANEF or greater
Child care centre, Educational establishment, Hospital, Community care centre, <u>Health care service</u>	20-25 ANEF	25 ANEF or greater
Community use, Place of worship	20-25 ANEF 25-30 ANEF	30 ANEF or greater
Office	25-30 ANEF 30-35 ANEF	<u>30-35</u> ANEF or greater
<u>Low impact industry</u>	<u>30-40 ANEF</u>	<u>40 ANEF or greater</u>

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## SC1.2 Administrative definitions

- (1) Administrative definitions assist with the interpretation of the planning scheme but do not have a specific land use meaning.
- (2) A term listed in column 1 of **Table SC1.2.2 (Administrative definitions)** has the meaning set out beside that term in column 2.
- (3) The administrative definitions listed here are the definitions for the purpose of the planning scheme.

**Table SC1.2.1 Index of administrative definitions**

<ul style="list-style-type: none"> <li>Access</li> <li>Acid sulfate soils (ASS)</li> <li>Active transport</li> <li>Active use</li> <li>Adjoining premises</li> <li>Adult store sensitive use area</li> <li>Advertising device</li> <li>Affordable living</li> <li>Amplified music</li> <li>Ancillary</li> <li>Annual exceedance probability (AEP)</li> <li>Art and craft centre</li> <li>Australian noise exposure forecast (ANEF)</li> <li>Average recurrence interval (ARI)</li> <li>Aviation facilities</li> <li>Aviation facility sensitive area</li> <li>Base date</li> <li>Basement</li> <li>Bed and breakfast</li> <li>Best practice</li> <li>Buffer or landscape buffer</li> <li>Building height</li> <li>Building restricted area</li> <li>Business activity group</li> <li>Camping ground</li> <li>Caravan park</li> <li>Caravan and boat storage</li> <li>Centre zone</li> <li>Character area</li> <li>Character building</li> <li>Coastal dependent development</li> <li>Community activity group</li> <li>Constructed water body</li> <li>Corner store</li> <li>Council</li> <li>Defined flood event (DFE)</li> <li>Defined storm tide event (DSTE)</li> <li>Demand unit</li> <li>Department store</li> <li>Development Control Plan 1 Kawana Waters</li> <li>Development footprint</li> <li>Discount department store</li> </ul>	<ul style="list-style-type: none"> <li>Frontage</li> <li>Full line supermarket</li> <li>Gross floor area</li> <li>Gross leasable floor area</li> <li>Ground level</li> <li>High impact home based business activities</li> <li>High volume convenience restaurant</li> <li>Home office</li> <li>Household</li> <li>Industrial activity group</li> <li>Industry zone</li> <li>Infrastructure</li> <li>Intensive rural use</li> <li>Kawana Waters Development Agreement</li> <li>Koala habitat tree</li> <li>Land in proximity to a local heritage place</li> <li>Light restriction zone</li> <li>Lighting area buffer</li> <li>Local area structure plan</li> <li>Local heritage place</li> <li>Local utility</li> <li>Major road</li> <li>Major utility</li> <li>Maritime development</li> <li>Mezzanine</li> <li>Minor building work</li> <li>Minor electricity infrastructure</li> <li>Mixed use building</li> <li>Mixed use development</li> <li>Net developable area</li> <li>Netserv Plan</li> <li>Non-juvenile koala habitat tree</li> <li>Non-urban zone</li> <li>Not-for-profit organisation</li> <li>Obstacle limitation surface (OLS)</li> <li>Obstacle limitation surface area (OLS – A)</li> <li>Obstacle limitation surface contours (OLS – C)</li> <li>Other activity group</li> <li>Operational airspace</li> <li>Outermost projection</li> <li>Planning assumptions</li> </ul>	<ul style="list-style-type: none"> <li>Property maintenance activities</li> <li>Protected estate</li> <li>Public open space</li> <li>Public safety area</li> <li>Rear lot</li> <li>Reasonably necessary</li> <li>Recommended flood level (RFL)</li> <li>Regional activity centre</li> <li>Residential activity group</li> <li>Residential density or density of residential uses</li> <li>Residential zone</li> <li>Resource/processing area</li> <li>Rooming unit</li> <li>Rural activity group</li> <li>Safe refuge</li> <li>Secondary active street frontage</li> <li>Secondary dwelling</li> <li>Sensitive land use</li> <li>Service catchment</li> <li>Setback</li> <li>Signface area</li> <li>Site</li> <li>Site cover</li> <li>Slope</li> <li>Slope analysis</li> <li>Sport and recreation activity group</li> <li>State heritage place</li> <li>Steep land</li> <li>Storey</li> <li>Storm tide inundation area</li> <li>Streetscape</li> <li>Sunshine Coast activity centre network</li> <li>Supermarket</li> <li>Temporary use</li> <li>Third party advertising device</li> <li>Tidal waters</li> <li>Transport hierarchy</li> <li>Transport network</li> <li>Transport route</li> <li>Ultimate development</li> <li>Urban purposes</li> <li>Urban zone</li> <li>Use area</li> </ul>
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Schedule 1

<ul style="list-style-type: none"> <li>Distributor-retailer</li> <li>Domestic outbuilding</li> <li>Drive-through facility</li> <li>Dwelling</li> <li>Ecologically important area</li> <li>Equivalent dwelling</li> <li>Erosion prone area</li> <li>Essential community infrastructure</li> <li>Exempt vegetation clearing</li> <li>Extractive resources</li> <li>Filling or excavation</li> <li>Floodplain</li> </ul>	<ul style="list-style-type: none"> <li>Plot ratio</li> <li>Prescribed mixed use area</li> <li>Prescribed other development codes</li> <li>Prescribed rooftop use</li> <li>Primary active street frontage</li> <li>Principal public transport network</li> <li>Private open space</li> <li>Probable maximum flood (PMF)</li> <li>Probable maximum storm tide (PMST)</li> </ul>	<ul style="list-style-type: none"> <li>Vegetation</li> <li>Vegetation clearing</li> <li>Water resource catchment area</li> <li>Water supply storage</li> <li>Waterway</li> <li>Wetland</li> <li>Wildlife hazard buffer zone</li> </ul>
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Table SC1.2.2 Administrative definitions

Column 1 Term	Column 2 Definition
<b>Access</b>	The entry of persons and vehicles onto a lot, either existing or proposed, from a road which abuts the <i>frontage</i> of that lot.
<b>Acid sulfate soils (ASS)</b>	Soil or sediment containing highly acidic horizons or layers affected by the oxidation of iron sulfides, known as actual ASS, and/or soil or sediment containing iron sulfides or other sulfidic material that has not been exposed to air and oxidised, known as potential ASS.
<b>Active transport</b>	Non-motorised forms of transport involving physical activity, such as walking and cycling.
<b>Active use</b>	Any use that by its nature creates activity on adjoining land. The term includes but is not necessarily limited to the following uses as defined in <b>Table SC1.1.2 (Use definitions)</b> :- (a) <i>community use</i> ; (b) <i>food and drink outlet</i> ; (c) <i>hotel</i> ; (d) <i>office</i> (where a bank or real estate agent); (e) <i>shop</i> ; and (f) <i>shopping centre</i> .
<b>Adjoining premises</b>	Premises that share all or part of a measurable common boundary.
<b>Adult store sensitive use area</b>	Means the area from the boundary of land occupied by a <i>child care centre</i> , <i>educational establishment</i> or <i>place of worship</i> ( <b>Sensitive Use</b> ) which is within the greater of the following:- (a) 200 metres of a Sensitive Use according to the shortest route a person may lawfully take, by vehicle or on foot; or (b) 100 metres of a Sensitive Use measured in a straight line.
<b>Advertising device</b>	Any permanent structure, device, sign or the like intended for advertising purposes. It includes any framework, supporting structure or building feature that is provided exclusively or mainly as part of the advertisement.  Note—an <i>advertising device</i> that is not visible from a public place or premises other than premises on which the <i>advertising device</i> is placed is not an <i>advertising device</i> for the purposes of the planning scheme.  Note—an <i>advertising device</i> required to be placed on premises by legislation (including subordinate legislation) is not an <i>advertising device</i> for the purposes of the planning scheme.
<b>Affordable living</b>	Housing and neighbourhoods that are designed to minimise the cost of living through a range of measures including the following:- (a) provision of appropriate employment, community <i>infrastructure</i> and open space; (b) provision of high quality public transport and bicycle and pedestrian <i>infrastructure</i> networks; and (c) design for water and energy efficiency.

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Column 1 Term	Column 2 Definition
<b>Amplified music</b>	Means music that is played with the use of electronic amplification equipment, for example electric guitars or loud speakers.  Note—for the purposes of this definition, <i>amplified music</i> does not include the following:- <ul style="list-style-type: none"> <li>• Use of a microphone by a singer; or</li> <li>• Use of domestic scale amplification equipment for the purposes of playing background music.</li> </ul>
<b>Ancillary</b>	Associated with, but incidental and subordinate to.
<b>Annual exceedance probability (AEP)</b>	The likelihood of occurrence of a flood of a given size or larger in any one year, usually expressed as a percentage (e.g. 5% <i>AEP</i> ).
<b>Art and craft centre</b>	The use of premises being <i>shop</i> for the display and sale of a work of art or craft, such as handicrafts, pottery, paintings and sculptures. The term includes:- (a) the manufacture of art or craft on the premises; and (b) associated individual or small group instruction on the making of a work of art or craft.
<b>Australian noise exposure forecast (ANEF)</b>	A single number index (shown as a series of contours on an Airport Environs Overlay Map) that predicts for a particular future year the cumulative exposure to aircraft noise likely to be experienced by communities near airports during a specified time period.
<b>Average recurrence interval (ARI)</b>	The average period between the recurrence of a storm event of a given rainfall intensity.  The <i>ARI</i> represents a statistical probability. For example, a 10 year <i>ARI</i> indicates an average of 10 years between exceedance of a given storm magnitude.
<b>Aviation facilities</b>	Navigation, communication or surveillance installations provided to assist the safe and efficient movement of aircraft. <del>Such facilities may be located either on or off airport premises.</del>
<b>Aviation facility sensitive area</b>	<del>The area around an aviation facility that is sensitive to development including physical obstructions, competing radio transmissions or significant electromagnetic emissions.</del>
<b>Base date</b>	The date from which a local government has estimated its projected <i>infrastructure</i> demands and costs.
<b>Basement</b>	A space that is situated between one floor level and the floor level next below where no part of the space projects more than one metre above ground level.
<b>Bed and breakfast</b>	The use of a premises being a <i>dwelling house</i> for short term accommodation to the travelling public.
<b>Best practice</b>	The application of measures that are comparable with the acknowledged best measures applied nationally and internationally.
<b>Buffer (or landscape buffer)</b>	An area required for ecological, acoustic or scenic amenity protection purposes that incorporates a separation distance and associated landscape, structures and works:- (a) between different land uses; (b) from a major noise source; (c) from a conservation area or a public recreation area; or (d) from a <i>wetland</i> , <i>waterway</i> or waterbody.
<b>Building height</b>	Means:- (a) if specified in metres—the vertical distance between the <i>ground level</i> and the highest point of the building roof (apex) or parapet at any point, but not including any load bearing antenna, aerial, chimney, flagpole or the like; (b) if specified in <i>storeys</i> —the number of <i>storeys</i> above <i>ground level</i> ; or (c) if specified in both metres and <i>storeys</i> , both (a) and (b) apply.  Note—Notwithstanding the definition of <i>ground level</i> , for the purpose of determining <i>building height</i> in Precinct CAL LPP-4 (Moffat Beach/Shelly Beach/Dicky Beach), <i>ground level</i> is the level of the land at the time the original estate was subdivided and roads created as determined by a cadastral surveyor, or if this level is not known, the natural level of the ground or probable natural level of the ground as determined by a cadastral surveyor.

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Column 1 Term	Column 2 Definition
<b>Building restricted area</b>	<u>The area around an aviation facility that is sensitive to development including physical obstructions, competing radio transmissions or significant electromagnetic emissions.</u>
<b>Business activity group</b>	The uses identified in <b>Figure SC1.1.2B (Business activity group)</b> as forming part of the <i>business activity group</i> .
<b>Camping ground</b>	The use of premises being <i>tourist park</i> for pitching a tent for the purpose of providing short term accommodation to the travelling public. The use may include toilet and shower facilities for the convenience of visitors.
<b>Caravan and boat storage</b>	The use of premises being a <i>warehouse</i> primarily for the storage of caravans, boats, recreation vehicles and the like, where the use is conducted wholly or predominantly outdoors.
<b>Caravan park</b>	The use of premises being <i>tourist park</i> for the parking of caravans, motor homes, campervans, camper trailers and the like for the purpose of providing accommodation. The use may include:- (a) communal facilities for the exclusive use of occupants; (b) the use of camping areas and cabins for short term accommodation where they are <i>ancillary</i> to the provision of caravan sites; (c) any associated manager's residence and office; and (d) any amenity buildings, recreation and entertainment facilities that cater exclusively for the occupants of the <i>caravan park</i> .
<b>Centre zone</b>	Means each of the following zones:- (a) Principal centre zone; (b) Major centre zone; (c) District centre zone; and (d) Local centre zone.
<b>Character area</b>	An area identified as a <i>character area</i> as shown on a Heritage and Character Areas Overlay Map.
<b>Character building</b>	A building or structure within a <i>character area</i> that exemplifies the identified and predominant character of the area and which is shown on a Heritage and Character Areas Overlay Map.
<b>Coastal-dependent development</b>	Development that requires land adjoining the foreshore and access to tidal water to function, including:- (a) industrial and commercial facilities such as ports, harbours and navigation channels and facilities, erosion control structures and beach nourishment; and (b) tourism facilities for marine (boating) purposes or that are part of an integrated development proposal incorporating a marina.
<b>Community activity group</b>	The uses identified in <b>Figure SC1.1.2D (Community activity group)</b> as forming part of the <i>community activity group</i> .
<b>Constructed water body</b>	Any artificial <i>waterway</i> , including any artificial channel, lake or other body of water. The term includes a canal (being an artificial <i>waterway</i> connected, or intended to be connected to tidal water and from which boating access to the tidal water is not hindered by a lock, weir or similar structure) but does not include a sedimentation basin, stormwater drain (including of natural channel design), treatment wetland, water supply <i>infrastructure</i> or agricultural water body.
<b>Corner store</b>	The use of premises being <i>shop</i> for the display and retail sale of convenience goods to members of the public where the <i>gross leasable floor area</i> of the use is not more than 100m <sup>2</sup> . The use may be combined with the use of the same premises for a <i>dwelling unit</i> .
<b>Council</b>	The Sunshine Coast Regional Council.
<b>Defined flood event (DFE)</b>	The event, measured in terms of the likelihood of occurrence, adopted by the <i>Council</i> to manage development as identified in Column 2 of <b>Table 8.2.7.3.3 (Flood levels and flood immunity requirements for development infrastructure)</b> of the Flood hazard overlay code. The <i>DFE</i> incorporates an allowance for future climate change over the design life of the development, through increased rainfall intensities and mean sea level rise.

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Column 1 Term	Column 2 Definition
<b>Intensive rural use</b>	Means each of the following uses as defined in <b>Table SC1.1.2 (Use definitions)</b> :- (a) <i>animal keeping</i> ; (b) <i>aquaculture</i> ; (c) <i>intensive animal industry</i> ; and (d) <i>intensive horticulture</i> .
<b>Kawana Waters Development Agreement</b>	The development agreement dated 6 September 1996 between Kawana Estates Pty Ltd (ACN 009 693 556), Buddina Estates Pty Ltd (ACN 009 682 384), the Caloundra City Council and the Minister for Natural Resources and includes all amendments to the development agreement.
<b>Koala habitat tree</b>	Means:- (a) a food tree of the <i>Corymbia</i> , <i>Melaleuca</i> , <i>Lophostemon</i> or <i>Eucalyptus</i> genera; and (b) a preferred shelter species such as <i>Angophora</i> .
<b>Land in proximity to a local heritage place</b>	Land identified on a Heritage and Character Areas Overlay Map as being in proximity to a <i>local heritage place</i> .
<b>Light restriction zone</b>	<u>The land shown on the Airport Environs Overlay Map as any of the following:</u> (a) <u>light restriction zone A;</u> (b) <u>light restriction zone B;</u> (c) <u>light restriction zone C; and</u> (d) <u>light residential zone D.</u>
<b>Lighting area buffer</b>	<u>The land shown on the Airport Environs Overlay Map as the area within a 6 kilometre radius of the airport's runway.</u>
<b>Local area structure plan</b>	An integrated plan setting out the environmental, land use, and <i>infrastructure</i> parameters intended to guide development on a <i>site</i> or in an area.
<b>Local heritage place</b>	A place of local heritage significance as shown on a Heritage and Character Areas Overlay Map.
<b>Local utility</b>	The use of premises being <i>utility installation</i> for:- (a) any undertaking by the <i>Council</i> or other public sector entity (including a <i>distributor-retailer</i> entity) for:- (i) the reticulation or conveyance of water, sewerage and stormwater drainage; (ii) the provision or maintenance of roads and traffic controls; or (iii) a public purpose carried out by the <i>Council</i> pursuant to the <i>Local Government Act 2009</i> ; (b) the reticulation of power (including electricity and gas); (c) activities and associated facilities that support the effective functioning of public transport services, including bus, rail, road and water transport; (d) activities and associated facilities that support the effective management of a State Forest, National Park or Conservation Park; (e) the provision of postal services; or (f) the provision of telecommunication services not involving the erection of a <i>telecommunications facility</i> .  The term includes <i>ancillary</i> maintenance and storage depots and other facilities for the operation of the use.
<b>Major road</b>	A road classified as one of the following on <b>Figure 9.4.8A (2031 Functional Transport Hierarchy)</b> :- (a) highway/motorway; (b) arterial; (c) sub-arterial; (d) controlled distributor; (e) distributor; or (f) district collector.
<b>Major utility</b>	The use of premises being <i>utility installation</i> for:- (a) the generation of power (including electricity or gas) from a power plant; (b) the storage or treatment of water, sewage or refuse; or (c) any other Local Government, State or Federal Government purpose which is

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Column 1 Term	Column 2 Definition
<b>Obstacle limitation surface (OLS)</b>	The surface that establishes the limit to which objects may project into the airspace associated with an airport or aerodrome to maintain safe aeronautical operations. The OLS consists of an outer surface, a take-off/approach surface and a transitional surface. The surface that defines the height limit for obstacles located on land surrounding an airport and includes the obstacle limitation surface area and associated obstacle limitation surface contours.
<b>Obstacle limitation surface area (OLS - A)</b>	The horizontal extent of operational airspace associated with an airport.
<b>Obstacle limitation surface contours (OLS - C)</b>	The contours that establish the lowest vertical extent of operational airspace associated with an airport to maintain safe aeronautical operations. The obstacle limitation surface contour (OLS - C) consists of an outer surface, an approach/take-off clearance plane, and an inner surface.
<b>Other activity group</b>	The uses identified in <b>Figure SC1.1.2G (Other activity group)</b> as forming part of the <i>other activity group</i> .
<b>Operational airspace</b>	The areas and vertical dimensions of the OLS of the Sunshine Coast Airport and Caloundra Aerodrome. Means the airspace in which aircraft take-off, land or manoeuvre and is defined as the obstacle limitation surface (OLS), which comprises the horizontal area and vertical dimensions of the obstacle limitation surface area (OLS - A) and the obstacle limitation surface contour (OLS - C), as shown on the Airport Environs Overlay Map.
<b>Outermost projection</b>	The <i>outermost projection</i> of any part of a building or structure including, in the case of a roof, the outside face of the fascia, or the roof structure where there is no fascia, or attached sunhoods or the like, but does not include retractable blinds, fixed screens, rainwater fittings, or ornamental attachments.
<b>Planning assumptions</b>	Assumptions about the type, scale, location and timing of future growth.
<b>Plot ratio</b>	The ratio of <i>gross floor area</i> to the area of the <i>site</i> .
<b>Prescribed mixed use area</b>	Means each of the following zones, local plan areas and precincts:- (a) Principal centre zone, where within the Maroochy/Kuluin local plan area, Precinct MAR LPP-1 (City Core); (b) Major centre zone, where within the:- (i) Caloundra local plan area, Precinct CAL LPSP-1a (Destination centre); (ii) Nambour local plan area, other than Precinct NAM LPP-3 (Town centre frame); (iii) Sippy Downs local plan area, Sub-precinct SID LPSP-1a (Sippy Downs town centre core); (c) District centre zone, where within the Mooloolaba/Alexandra Headland local plan area; and (d) Tourist accommodation zone, where within the:- (i) Caloundra local plan area (Caloundra and Kings Beach only); (ii) Coolool local plan area; (iii) Maroochy/Kuluin local plan area; and (iv) Mooloolaba/Alexandra Headland local plan area.
<b>Prescribed other development codes</b>	The following other development codes contained in <b>Part 9 (Development codes)</b> of the planning scheme:- (a) Landscape code; (b) Nuisance code; (c) Safety and security code; (d) Stormwater management code; (e) Sustainable design code; (f) Transport and parking code; (g) Waste management code; (h) Works, services and infrastructure code.
<b>Prescribed rooftop use</b>	A <i>bar, food and drink outlet</i> (restaurant), <i>function facility</i> , <i>hotel</i> (excluding any accommodation component), <i>indoor sport and recreation</i> , <i>outdoor sport and recreation</i> or other recreation and entertainment facilities <i>ancillary</i> to a use in the <i>residential activity group</i> that are:-

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Column 1 Term	Column 2 Definition
	does not include the whole of a <i>floodplain</i> . This definition includes natural features as well as <i>constructed water bodies</i> but does not include <i>waterways</i> as separately defined.
<b>Wildlife hazard buffer zone</b>	<u>An area within a 3, 8 or 13 kilometre radius of an airport's runway as shown on an Airport Environs Overlay Map.</u>

Table SC1.2.3 Sunshine Coast activity centre network

Description	Location	Applicable local plan or structure plan
<b>Regional activity centres</b>		
<b>Principal regional activity centre (Maroochydore City Centre)</b>  Provides for the largest and most diverse mix of uses and activities that form the core of urban settlement and includes a concentration of high-order retail, commercial, employment, health services, administrative, community, cultural, recreational and entertainment activities and other uses, servicing the Sunshine Coast region.	<ul style="list-style-type: none"> <li>Maroochydore</li> </ul>	<ul style="list-style-type: none"> <li>Maroochydore/Kuluin local plan</li> </ul> Editor's note—part of the Maroochydore Principal Regional Activity Centre is a priority development area subject to the <i>Economic Development Act 2012</i> .
<b>Major regional activity centres</b>  Provides for a wide mix of uses and activities and include concentrations of higher order retail, commercial, employment, health services, administrative, community, cultural and entertainment facilities and other uses capable of servicing part of the Sunshine Coast. Caloundra and Nambour are dominant major regional activity centres.	<ul style="list-style-type: none"> <li>Caloundra</li> <li>Nambour</li> <li>Beerwah</li> <li>Caloundra South</li> <li>Kawana Town Centre</li> <li>Sippy Downs Town Centre</li> </ul>	<ul style="list-style-type: none"> <li>Caloundra local plan</li> <li>Nambour local plan</li> <li>Beerwah local plan</li> <li>Not applicable</li> <li>Development Control Plan No. 1 (Kawana Waters)</li> <li>Sippy Downs local plan</li> </ul> Editor's note—Caloundra South is a priority development area subject to the <i>Economic Development Act 2012</i> .
<b>Specialist activity centre</b>  Provide specialist uses and related uses that promote economic activity and employment.	<ul style="list-style-type: none"> <li>Sunshine Coast Airport</li> </ul>	<ul style="list-style-type: none"> <li>Maroochy North Shore local plan</li> </ul>
<b>Sub-regional activity centres</b>		
<b>District activity centres</b>  Provide for a mix of uses and activities and include a concentration of retail, commercial, residential, offices and health services, community, entertainment and recreation facilities capable of servicing a district.	<ul style="list-style-type: none"> <li>Buderim</li> <li>Caloundra South</li> <li>Coolum Beach</li> <li>Currimundi</li> <li>Kawana (North)</li> <li>Maleny</li> <li>Mooloolaba</li> <li>Palmview</li> <li>Pelican Waters</li> </ul>	<ul style="list-style-type: none"> <li>Buderim local plan</li> <li>Not applicable</li> <li>Coolum local plan</li> <li>Caloundra local plan</li> <li>Kawana Waters local plan</li> <li>Maleny local plan</li> <li>Mooloolaba/Alexandra Headland local plan</li> <li>Palmview Structure Plan</li> <li>Golden Beach/Pelican Waters local plan</li> </ul>

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## SC6.5 Planning scheme policy for the airport environs overlay code

### SC6.5.1 Purpose

The purpose of this planning scheme policy is to provide advice about achieving outcomes in the **Airport environs overlay code**.

Note—nothing in this planning scheme policy limits Council's discretion to request other relevant information under the Development Assessment Rules made under section 68(1) of the Act.

### SC6.5.2 Application

This planning scheme policy applies to assessable development which requires assessment against the **Airport environs overlay code**.

### SC6.5.3 Advice relating to obstructions and hazards outcomes

The following is advice for achieving outcomes in the **Airport environs overlay code** relating to obstructions and hazards outcomes:-

- (a) compliance with Acceptable Outcomes AO1.1 and AO1.2 of **Table 8.2.2.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Airport environs overlay code** may be achieved by observing the following process:-
  - (i) a proponent proposing to erect a permanent or temporary structure (including a construction crane) within 15 kilometres of the Sunshine Coast Airport or Caloundra Aerodrome should consult the obstacle limitation surface (OLS) diagrams included on the Airport Environs Overlay Maps;
  - (ii) where a proposed structure or any equipment necessary to construct, operate or maintain the proposed structure is likely to exceed the height plane (in metres AHD) of the OLS the proponent should consult Council's planning assessment officers;
  - (iii) where Council planning assessment officers become aware of the likelihood of permanent or temporary structures penetrating the OLS, either by notification by the proponent or by other means, the matter will be referred to the Operations Manager for Sunshine Coast Airport;
  - (iv) upon review of the proposed development the Operations Manager for Sunshine Coast Airport will either:-
    - (A) advise the Council that the proposed development is unlikely to penetrate the OLS; or
    - (B) confirm that the proposed development penetrates the OLS;
  - (v) in the case of (A) above, the proposed development may proceed without further consideration of the OLS (although any change to the project, particularly if construction cranes are involved) may require reconsideration of OLS impacts;
  - (vi) in the case of (B) above, the Operations Manager for Sunshine Coast Airport will refer the proposed structure to the Civil Aviation Safety Authority (CASA) and/or Airservices Australia as required;
  - (vii) if CASA, Airservices Australia and the airport operator determines that the proposal will be a hazardous object it will give notice of its determination to the proponent and the Council as planning authority. The determination will include advice about any conditions that would reduce the risk from the proposed structure to acceptable levels, without affecting the regularity or efficiency of aerodrome operations;
  - (viii) in considering a development application Council will have regard to the advice provided by CASA and Airservices Australia; and
  - (ix) Council is unlikely to approve a development application if CASA and/or Airservices Australia has determined that the proposal will create an unacceptable risk to aviation safety or affect the operational efficiency of the airport as determined by the airport operator.
- (b) compliance with Acceptable Outcome AO2.5 of **Table 8.2.2.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Airport environs overlay code** may be achieved (in part) by ensuring that landscape and drainage design does not create attractive habitats for birds and flying foxes through such measures as:-

#### Wetlands, drainage areas and water body design

- (i) avoiding the creation of large water bodies and wetlands within 3 kilometres of the boundaries of an airport; and
- (ii) for development within 8 kilometres of the boundaries of an airport:-

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- (A) keeping the size of water bodies to a minimum;
- (B) avoiding the creation of islands within water bodies;
- (C) keeping water body depth at more than 500mm;
- (D) ensuring that water bodies have steep sides so as to make direct access to water difficult;
- (E) minimising the area of open water in water bodies;
- (F) minimising vegetation and overhanging rocks and logs at water body edges; and
- (G) ensuring that drainage channels provide for regular flows to be contained within steep or vertical edged concrete flow paths with any broader channels for stormwater flows grassed and graded to drain quickly and be easily mown so as to avoid pondage;

Landscape design

- (iii) avoiding artificial wetlands, extensive planting of fruit trees and the creation of large grassed areas capable of producing abundant seed within 3 kilometres of the boundaries of an airport; and
- (iv) for development within 8 kilometres of an airport:-
  - (A) limiting the use of dense vegetation buffers around the edges of water bodies;
  - (B) limiting the planting of trees likely to form hollows;
  - (C) including short grass open areas that drain freely;
  - (D) keeping waterways free of vegetation that might provide habitat or food sources for ducks, ibis and other medium to large water birds;
  - (E) maintaining long grass (i.e. >30cm) in non-essential areas to reduce bird access to soil based food sources and serve to discourage feeding by limiting the birds ability to observe potential predators;
  - (F) limiting the use of signs, posts, structures and the like that provide resting and perching opportunities for birds;
  - (G) reducing opportunities for birds to scavenge from rubbish bins, composting facilities and the like by careful design and placement;
  - (H) installing anti-perching spikes and wires to deter birds, particularly magpies and raptors from roosting; and
  - (I) carefully considering the selection of plant species used in landscaping and in particular, avoiding known food trees for birds and flying foxes; and
- (c) Compliance with Acceptable Outcome AO4-AO4.2 of **Table 8.2.2.3.1 (Performance outcomes and acceptable outcomes for assessable development)** of the **Airport environs overlay code** may be achieved (in part) by ensuring that lighting within ~~6 kilometres the light restriction zone~~ of an airport:-
  - (i) is designed such that the intensity of lighting ~~specified within each of the zones shown on Figure SC6.5A (Airport lighting intensity zones)~~ does not exceed the intensity nominated for the respective light restriction zone as identified on an Airport environs overlay map;

Note—light fittings chosen for an installation should have their iso-candela diagram examined to ensure the fitting will satisfy the zone requirements. In many cases the polar diagrams published by manufacturers do not show sufficient detail in the sector near the horizontal, and therefore careful reference should be made to the iso-candela diagram. For installations where the light fittings are generally selected because their graded light emissions above horizontal conform to the zone requirements, no further modification is required.

- (ii) for installations where the light fitting does not meet the zone requirements, fitting a screen to limit the light emission to zero above the horizontal; and
- (iii) avoiding the use of coloured lighting, except where approved for use by CASA.

Note—coloured lights are likely to cause conflict irrespective of their intensity because they are used to identify different aerodrome facilities. Proposals for coloured lights should be referred to CASA for detailed guidance.

(d) Compliance with Acceptable Outcome AO8.1 of Table 8.2.2.3.1 (Performance outcomes and acceptable outcomes for assessable development) of the Airport environs overlay code may be achieved by demonstrating that buildings, structures and landscape works:

- (i) Located between 100 metres and 600 metres of the Very High Frequency (VHF) facility are not of a height that penetrates the building restricted area - zone A for the facility as shown on Figure SC6.5A (VHF building restricted area);
- (ii) Located between 60 metres and 300 metres of the Non-Directional Beacon (NDB) facility are not of a height that penetrates the building restricted area - zone A for the facility as shown on Figure SC6.5B (NDB building restricted area);
- (iii) Located between 200 metres and 1,500 metres of the co-located Distance Measuring Equipment (DME) and Conventional Very High Frequency Omni-directional Range (CVOR) facility are not of a height that penetrates the building restricted area - Zone A of the facility as shown on Figure SC6.5C (DME/CVOR building restricted area).

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Figure SC6.5A Airport lighting intensity zones

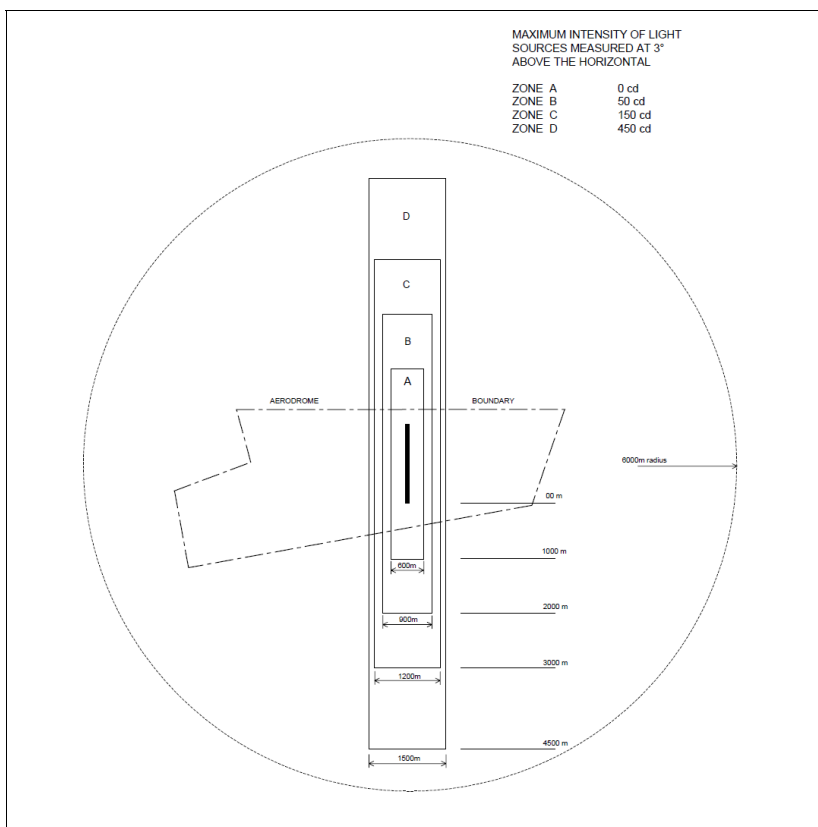
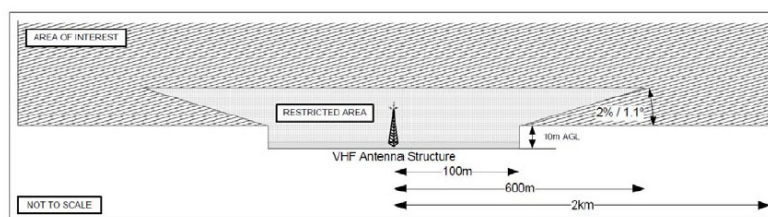


Figure SC6.5A VHF building restricted area



Schedule 6

Sunshine Coast Planning Scheme 2014

Amended 3 July 2017

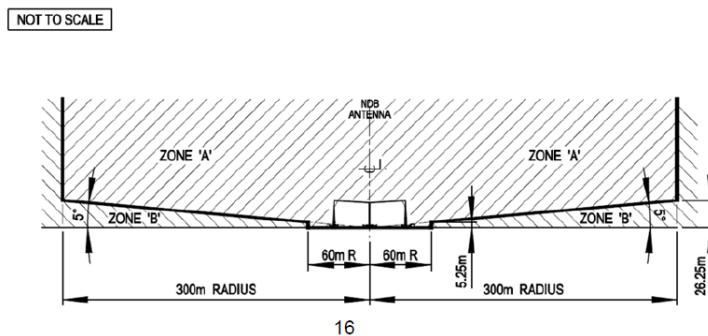
Page SC6-33

Proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) No. [to be inserted]  
 Airport Environs Overlay - For Council Consideration

Page AA-22

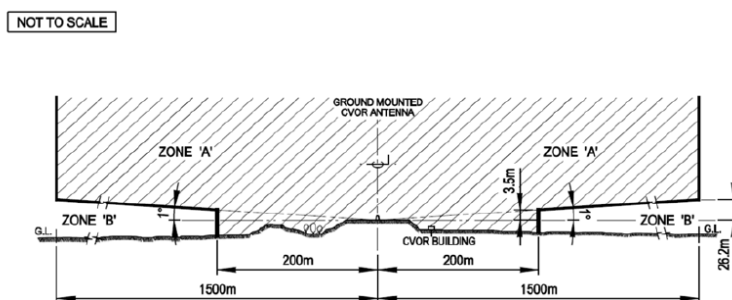


**Figure SC6.5B NDB building restricted area**



**Figure SC6.5C Colocated DME/CVOR building restricted area**

Note—when co-located the building restricted area for the CVOR is used for both facilities in accordance with the National Airports Safeguarding Framework (NASF) Principles and Guidelines, Guideline G, Attachment 3.



Schedule 6

#### SC6.5.4 Guidelines for achieving airport environs overlay code outcomes

For the purposes of the performance outcomes and acceptable outcomes in the **Airport environs overlay code**, the following are relevant guidelines:-

- (a) the *State Planning Policy ~~December 2013~~ July 2017* (Department of State Development, Infrastructure, ~~Local Government and Planning~~) and relevant *State Planning Policy Guidelines 2013* guidance material, including: and
  - (i) *Integrating state interests in a planning scheme – Guidance for local governments (November 2021 – VS 1.2)*;
  - (b) *National Airports Safeguarding Framework (NASF) Principles and Guidelines – Guideline G, Attachment 3*; and
  - (c) *Australian Standards 2021-2015 (AS2021): Acoustics-Aircraft noise intrusion – Building siting and construction*.

Schedule 6

Sunshine Coast Planning Scheme 2014

Amended 3 July 2017

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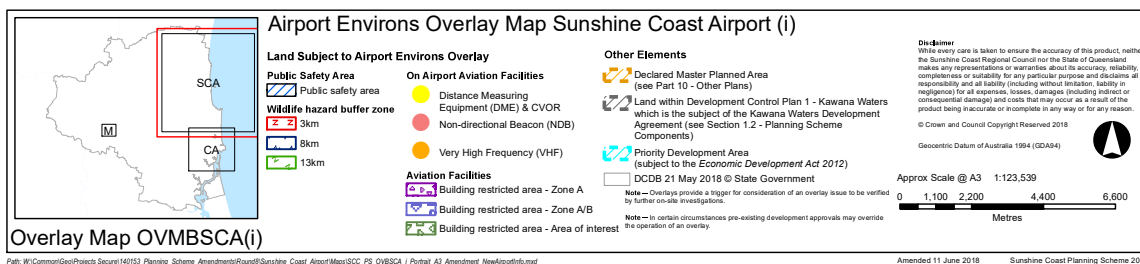
Proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) and (Planning Scheme Policy Amendment) No. [to be inserted]  
Airport Environs Overlay - For Council Consideration

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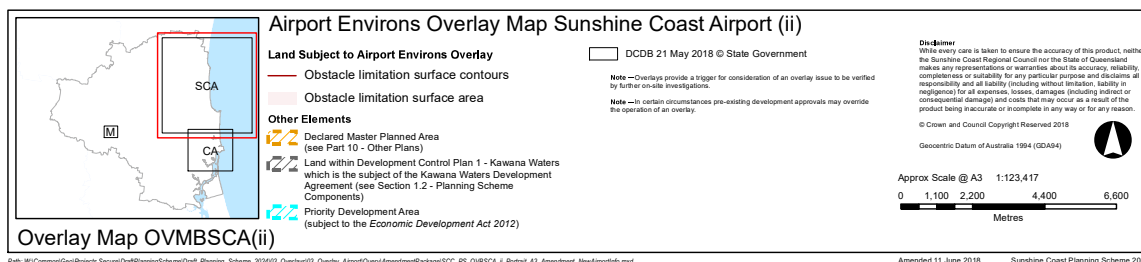
**Proposed**





**Existing**

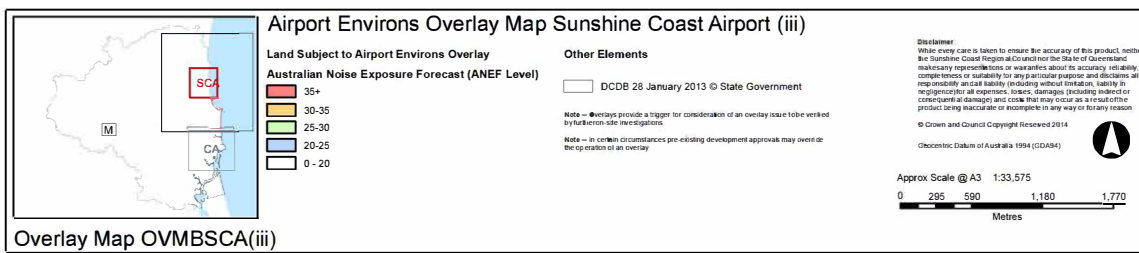
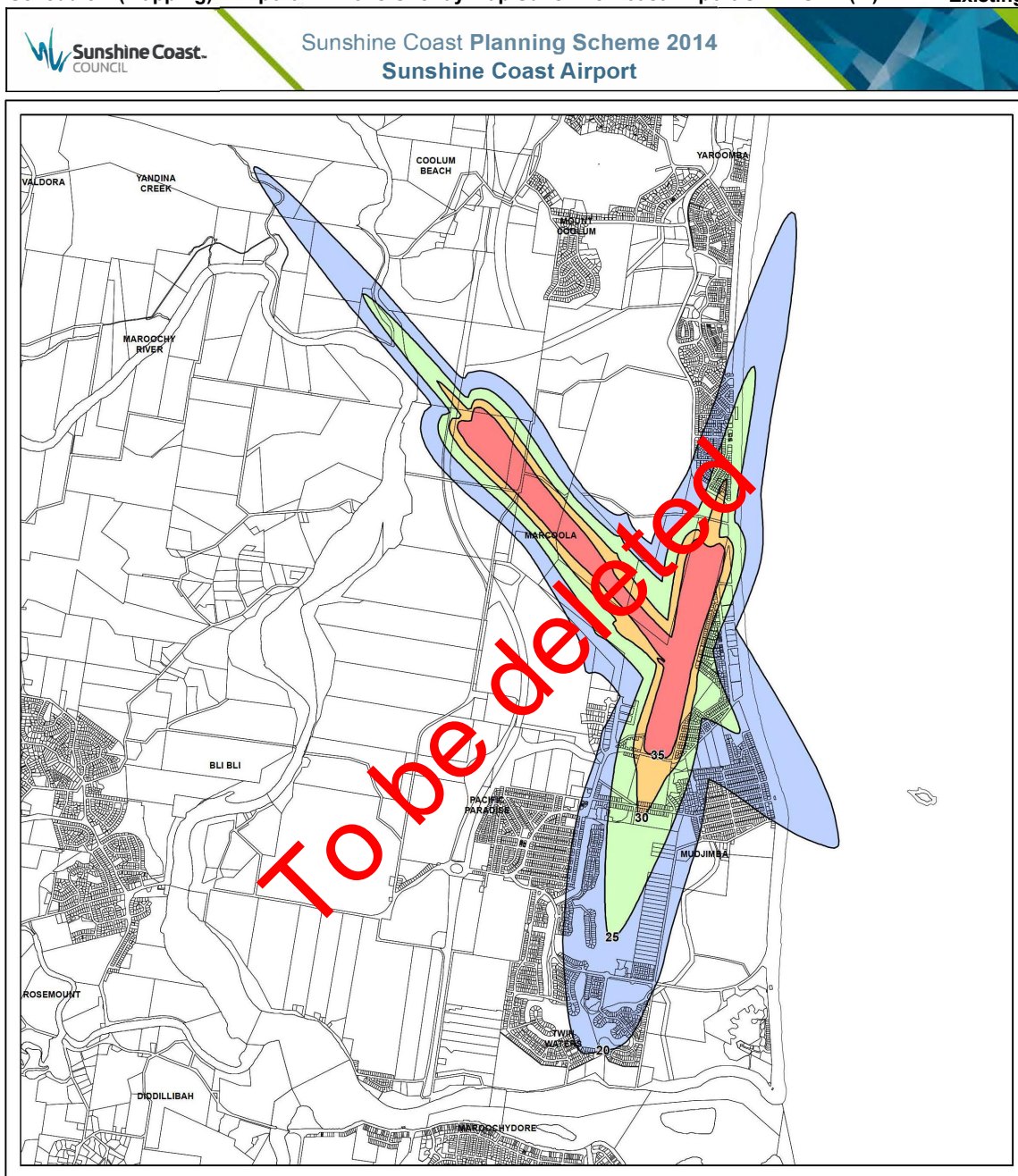


**Proposed**



Schedule 2 (Mapping) - Airport Environs Overlay Map Sunshine Coast Airport OVMBSA (iii)

Existing

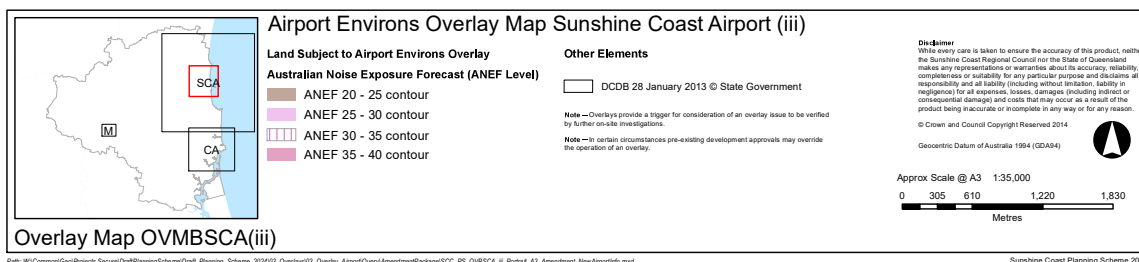
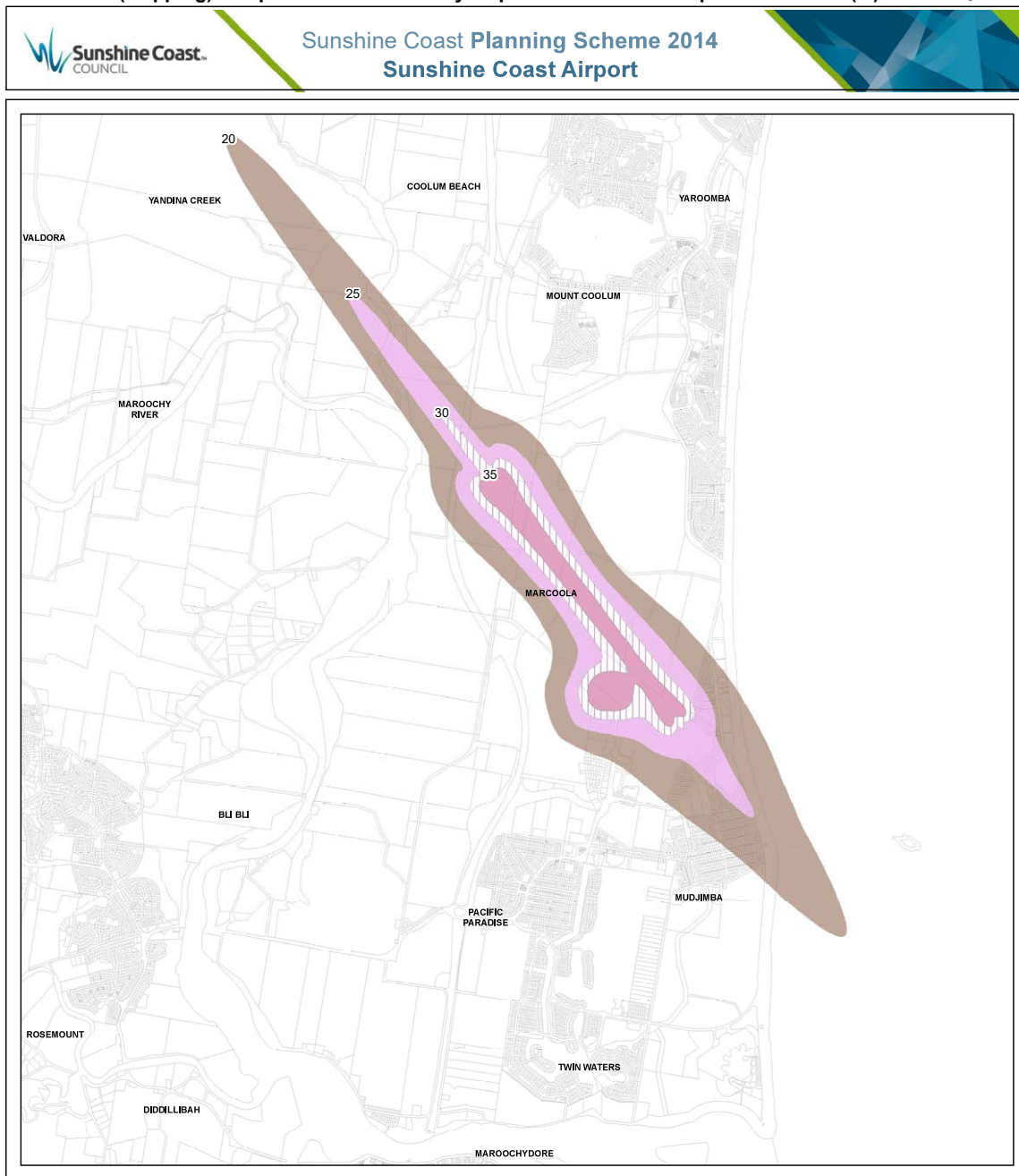


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Sunshine Coast Planning Scheme 2014

Schedule 2 (Mapping) - Airport Environs Overlay Map Sunshine Coast Airport OVMBSA (iii)

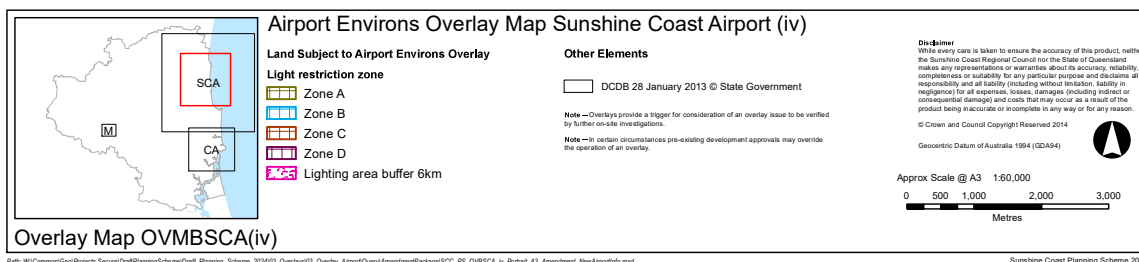
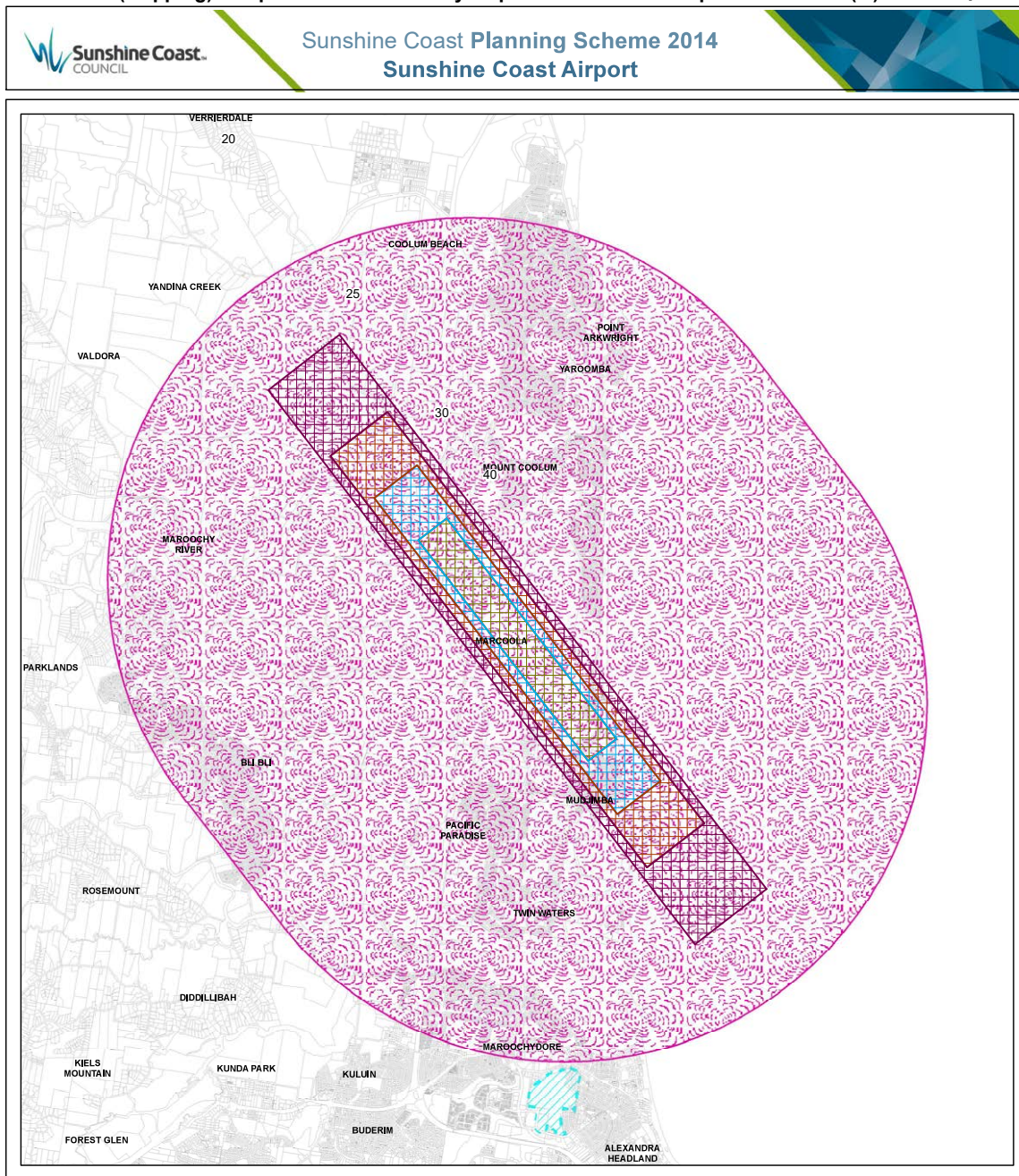
Proposed





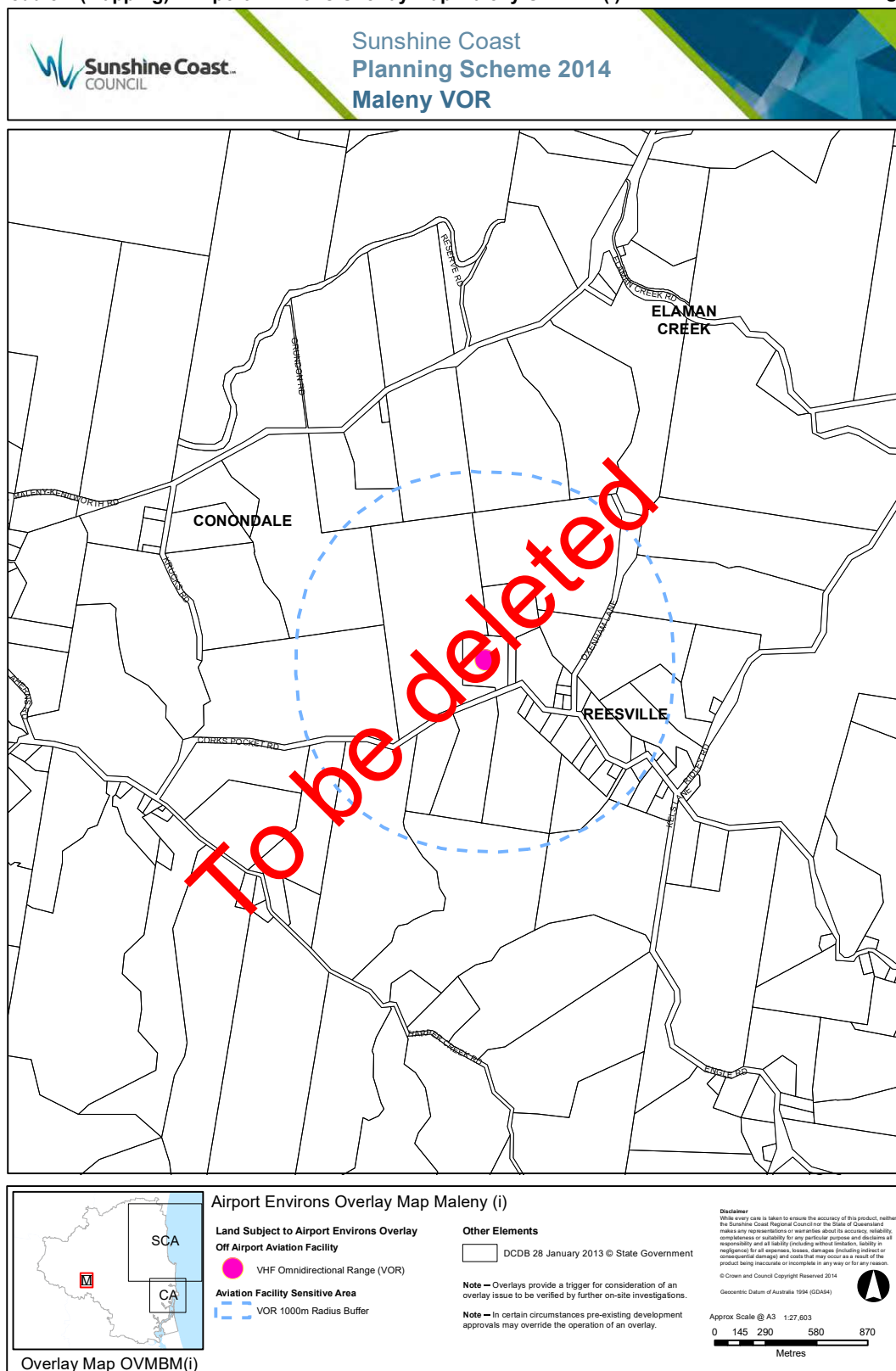
Schedule 2 (Mapping) - Airport Environs Overlay Map Sunshine Coast Airport OVMBSA (iv)

Proposed



Schedule 2 (Mapping) - Airport Environs Overlay Map Maleny OVMBM (i)

Existing



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Sunshine Coast Planning Scheme 2014



## Explanatory Memorandum

### Proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) Amendment No. [to be inserted] - Site Specific and Editorial Matters

Draft for Council Consideration

April 2022





### 1. Short title

The amendment instrument to which this explanatory memorandum relates is the proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) No. [to be inserted]* relating to Site Specific and Editorial Matters.

### 2. Type of local planning instrument

The proposed amendment to the *Sunshine Coast Planning Scheme 2014* constitutes a 'major amendment' in accordance with Schedule 1 of the *Minister's Guidelines and Rules* (September 2020) made under the *Planning Act 2016*.


### 3. Entity making the proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) No. [to be inserted] – Site Specific and Editorial Matters




The entity making the proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) No. [to be inserted] - Site Specific and Editorial Matters*, is the Sunshine Coast Regional Council.




### 4. Land affected by the proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) No. [to be inserted] – Site Specific and Editorial Matters

The proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) No. [to be inserted] – Site Specific and Editorial Matters*, applies to land described in **Table 4.1**.




**Table 4.1** Land affected by the proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) No. [to be inserted] – Site Specific and Editorial Matters




Site ID	Property Description	Address	Ownership Category	Map of Subject Land
Buddina	<p>Lot 827 on B92942</p> <p>Lot 825 on B92942, Lot 78 on B92936, Lots 71 - 77 on B92931, Lot 170 on B92930, Lots 0 – 25 on BUP102060, Lots 0 – 25 on BUP102619 and Lots 0 – 25 on BUP102984</p> <p>Lot 826 on B92942</p> <p>Lots 29, 32 – 36 on B92923, Lots 0 – 2 on BUP4659, Lots 0 – 2 on BUP9297 and Lots 0 – 2 on BUP4997</p> <p>Lots 813 - 816 on B92941</p>	<p>15 Bermagui Crescent, Buddina</p> <p>44, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 1N/143 – 25N/143, 145, 1C/145 – 25C/145, 147, 1S/147 – 25S/147 Lowanna Drive, Buddina</p> <p>4 Narooma Court, Buddina</p> <p>116, 117, 1/117, 2/117, 118, 1/118, 2/118, 119, 120, 121, 122, 123, 124, 1/124, 2/124 and 126 Pacific Boulevard, Buddina</p> <p>2, 4, 6, 8 Tumut Street, Buddina</p>	Private	

Site ID	Property Description	Address	Ownership Category	Map of Subject Land
Buderim	Lots 30 and 31 on SP293861 Lot 70 on SP310631	Power Road, Buderim and Starling Street, Buderim	Private and Public	
Buderim	Lots 13, 14, 15 and 16 on RP839362 Lots 17, 18, 19, 20, 24, 25, 26 on RP843835 Lot 21 on RP845434 Lot 1 on RP897336 Lot 2 on RP184019 Lots 7, 8, 9, 10, 11 on RP810552	15-17, 19-21, 23-27, 29-35, 39, 43, 49-51, 53, 59, 60-64, 54-58 Jorl Court, Buderim 5 Roms Court, Buderim 108, 114, 120, 124-126, 128-130, 132 and 134 Stringybark Road, Buderim	Private	
Buderim	Lots 2 and 12 on RP90687 Lot 8 on RP95934	3, 6 and 31 Lavarack Crescent, Buderim	Private	

Site ID	Property Description	Address	Ownership Category	Map of Subject Land
Buderim	Lot 2 on RP183878	33 Quorn Close, Buderim	Council	
Buderim	Lot 11 on RP883261	22 Dixon Road, Buderim	Private	
Maroochydore	Lot 0 on SP151751 Lot 0 on SP100069	The Duporth Riverside 6 Wharf Street, Maroochydore  Pier Ten 8-10 Wharf Street, Maroochydore	Private	



Site ID	Property Description	Address	Ownership Category	Map of Subject Land
Mooloolaba	Lot 91 on RP73433 Lot 0 on SP173707	13 and 21 Smith Street, Mooloolaba	Private	
Mooloolaba	Lot 142 on SP318724 and Lot 900 on SP318724	52 and 52A Amarina Avenue, Mooloolaba	Council	
Peregian Springs	Lot 58 on SP155890 Lot 59 on SP155890	58/ 114 Peregian Springs Drive, Peregian Springs  59/ 114 Peregian Springs Drive, Peregian Springs	Private	

Site ID	Property Description	Address	Ownership Category	Map of Subject Land
Woombye	<p><b>Lots 68, 69, 70, 901 on SP311630</b></p> <p><b>Lots 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 23, 24, 902, 903 on SP311620</b></p> <p><b>Lots 0, 1 and 2 on SP319218</b></p> <p><b>Lots 0, 1 and 2 on SP330299</b></p>	<p>49 Countryview Street, Woombye</p> <p>Bushland Park 2 Boomerang Court, Woombye</p> <p>3, 5, 6, 1/6, 2/6, 7, 8, 9, 10, 11, 12, 13 and 14 Boomerang Court, Woombye</p> <p>29, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 1/45, 2/45 and 46 Paynter Park Drive, Woombye</p>	Private and Council	
Yandina	<b>Lots 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 32 and 33 on SP300553</b>	1, 20 to 30, 32 and 34 Reo Place, Yandina	Private and Council	
Yandina	<b>Lots 1 to 23 and 100 on SP327995</b>	<p>Honeysuckle Place, Yandina</p> <p>3 to 16, 18 and 20 Honeysuckle Place, Yandina</p> <p>1, 6, 8, 10, 12 and 14 Appleberry Place, Yandina</p>	Private and Council	



## 5. Purpose of the proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) No. [to be inserted] – Site Specific and Editorial Matters

The purpose of the proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) No. [to be inserted]* – *Site Specific and Editorial Matters* is to: -

- (a) Amend the zoning, maximum building height, local plan precincts/elements and/or planning scheme provisions relating to specific sites located in the Buderim, Kawana Waters, Maroochydore/Kuluin, Mooloolaba/Alexandra Headland, Peregian South, Sippy Downs, Woombie and Yandina Local plan areas (described in **Table 4.1** and **Appendix 1**), to: -
  - (i) reflect an existing development approval;
  - (ii) better reflect existing or desired future land uses;
  - (iii) respond to Council property-related matters or a Council resolution; and
  - (iv) respond to identified mapping anomalies.
- (b) address other editorial matters to improve the clarity and efficiency of the planning scheme.

## 6. Reasons for the proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) No. [to be inserted] – Site Specific and Editorial Matters

Council has prepared the proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) No. [to be inserted]* – *Site Specific and Editorial Matters* in response to representations received from stakeholders seeking an amendment to the zoning, precincts or overlays relating to a number of specific sites and to address a range of editorial matters to improve the clarity and efficiency of the planning scheme.

The proposed amendment items have been carefully assessed and where involving a change to a zone and/or overlay, are considered appropriate and consistent with the prevailing zone/maximum building height for the applicable local plan area.

## 7. Details of the proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) No. [to be inserted] – Site Specific and Editorial Matters

The details of the proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) No. [to be inserted]* – *Site Specific and Editorial Matters* are outlined in **Table 7.1** below and **Appendix 1**.

**Table 7.1** provides a summary of those aspects of the proposed amendment by planning scheme part.

**Appendix 1 – Details of Proposed Amendment (Site Specific)** provides further details of those aspects of the proposed amendment relating to specific sites.

**Table 7.1 Summary of proposed planning scheme amendment**

Planning Scheme Part	Summary of Amendment
<b>Part 6 (Zones)</b>	<ul style="list-style-type: none"> <li>Amend the reference to Precinct MAK LPP-3 (Maud Street/Sugar Road) to Precinct MAR LPP-5 (Maud Street/Sugar Road) in Table 6.2.1.2.1 (Consistent uses and potentially consistent uses in the Low density residential zone) relating to Business activities, in Section 6.2.1 (Low density residential zone code), to reflect the correct precinct reference number as shown on the Maroochydore/Kuluin Local Plan Precincts Map (LPM22) and in the Maroochydore/Kuluin Local plan code.</li> <li>Amend Table 6.2.8.2.1 (Consistent uses and potentially consistent uses in the Local centre zone) in Section 6.2.8 (Local centre zone code), to include provision for a Service station to be a potentially consistent use, where located in a local (not full service) activity centre and replacing an existing service station.</li> </ul>
<b>Part 7 (Local Plans)</b>	<ul style="list-style-type: none"> <li>Amend Table 7.2.5.4.1 (Performance outcomes and acceptable outcomes for assessable development) in Section 7.2.5 (Buderim local plan code), to</li> </ul>

Planning Scheme Part	Summary of Amendment
	<p>include specific provisions relating to reconfiguring a lot on Lot 11 on RP883261, 22 Dixon Road, Buderim.</p> <ul style="list-style-type: none"> <li>Amend Figure 7.2.5A (Buderim Local Plan Elements) of Section 7.2.5 (Buderim local Plan Code) to remove the greenspace designation over Lot 2 on RP183878.</li> <li>Amend Performance Outcome PO38 in Table 7.2.6.4.1 (Performance outcomes and acceptable outcomes for assessable development within Precinct CAL LPP-1 (Caloundra Central)) of Section 7.2.6 (Caloundra local plan code) to replace the reference to Key Site 5 (Kronks Motel) to Key Site 6 (Kronks Motel) to reflect the correct terminology.</li> <li>Amend Section 7.2.14 (Kawana Waters local plan code) to include specific reference and provisions in relation to development in the medium density residential zone in Precinct KAW LPP-4 (Buddina Urban Village) to reflect the proposed change in zoning from the High density residential zone to the Medium density residential zone for land in Sub-precinct KAW LPSP-4a (Urban Village Residential).</li> <li>Amend the extent of the 'Buddina Urban Village' noted on Figure 7.2.14A (Kawana Waters Local Plan Elements) – Buddina Inset to include Lots 0 – 25 on BUP102060, Lots 0 – 25 on BUP102619 and Lots 0 – BUP102984, to be consistent with the Buddina Urban Village precincts shown on Local Plan Map LPM35 (Kawana Waters Local Plan Precincts).</li> <li>Amend the reference to Precinct MAR LPP-6 (Maud Street/Sugar Road) to Precinct MAR LPP-5 (Maud Street/Sugar Road) in Section 7.2.19.3 (Purpose and overall outcomes) of Section 7.2.19 (Maroochydhore/Kuluin local plan code), to reflect the correct precinct reference number as shown on the Maroochydhore/Kuluin Local Plan Precincts Map (LPM22).</li> <li>Amend Figure 7.2.24A (Peregian South Local Plan Elements) of Section 7.2.24 (Peregian South Local Plan Code) to remove the greenspace designation over Lot 58 and Lot 59 on SP155890.</li> <li>Amend Section 7.2.25 (Sippy Downs local plan code) to include specific provisions for development in Jori Court in relation to drainage, road widening and the provision of indented parking in appropriate locations.</li> <li>Amend Figure 7.2.25A (Sippy Downs Local Plan Elements) of Section 7.2.25 (Sippy Downs local plan code) to reflect the proposed zoning changes to Lots 30 and 31 on SP293861 and Lot 70 on SP310631.</li> <li>Amend Figure 7.2.26A (Woombye Local Plan Elements) of Section 7.2.26 (Woombye Local Plan Code) to reflect the proposed zoning changes over Lots 68, 69, 70, 901 on SP311630, Lots 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 23, 24, 902, 903 on SP311620, Lots 0, 1 and 2 on SP319218 and Lots 0, 1 and 2 on SP330299.</li> </ul>
<b>Part 9 (Development Codes)</b>	<ul style="list-style-type: none"> <li>Amend Acceptable Outcome AO9 in Table 9.3.6.3.1 (Requirements for accepted development and performance outcomes and acceptable outcomes for assessable development) of Section 9.3.6 (Dwelling house code), to reflect Council's standard driveway drawings and to clearly reference the Australian Standards.</li> <li>Amend the Caloundra Local Plan Area precinct number reference in the section header above Performance Outcome PO18 in Table 9.3.6.3.1 (Requirements for accepted development and performance outcomes and acceptable outcomes for assessable development) of Section 9.3.6 (Dwelling house code) from Precinct CAL LPP-4 (Moffat Beach/ Shelly Beach/ Dicky Beach) to Precinct CAL LPP-2 (Moffat Beach/ Shelly Beach/ Dicky Beach) to reflect the correct precinct reference number as shown on the Caloundra Local Plan Precincts Map (LPM45).</li> </ul>
<b>Schedule 2 (Mapping)</b>	<ul style="list-style-type: none"> <li>Amend the zone and where relevant the Urban Growth Management Boundary or Rural Residential Growth Management Boundary for several specific sites (refer to <b>Appendix 1</b> for details of the proposed planning scheme amendment);</li> </ul>

Planning Scheme Part	Summary of Amendment
	<ul style="list-style-type: none"> <li>Amend the precinct boundary of MAR LPSP-1 (Ocean Street Food and Music Sub-precinct) on the Maroochydore/Kuluin Local Plan Precincts Map LPM22, to remove (Lot 0 on SP151751 and Lot 0 SP100069) (refer to <b>Appendix 1</b> for details of the proposed planning scheme amendment);</li> <li>Amend the Height of buildings and structures overlay map to increase the maximum building height for 13 and 21 Smith Street, Mooloolaba (refer to <b>Appendix 1</b> for details of the proposed planning scheme amendment).</li> </ul>

## 8. Compliance with the Planning Act 2016

In accordance with the Minister's Alignment Amendment Rules, the *Sunshine Coast Planning Scheme 2014* was amended for alignment with the *Planning Act 2016* on 3 July 2017. The proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) No. [to be inserted] – Site Specific and Editorial Matters* does not materially affect this compliance.

The proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) No. [to be inserted]* has been prepared in accordance with: -

- (a) Section 20 (Amending planning schemes under the Minister's rules) of the *Planning Act 2016*; and
- (b) *Minister's Guidelines and Rules* (September 2020) made under the *Planning Act 2016*.

In accordance with Chapter 2, Part 4, section 17.2 of the *Minister's Guidelines and Rules*, the *Sunshine Coast Planning Scheme 2014 (Major Amendment) No. [to be inserted] – Site Specific and Editorial Matters*: -

- (a) advances the purpose of the Act, in that it allows for an efficient and effective future use of the specific sites nominated in **Appendix 1**;
- (b) is consistent with section 16(1) of the Act in that it: -
  - (i) continues to identify strategic outcomes for housing supply and diversity, and economic growth within the Sunshine Coast local government area;
  - (ii) continues the inclusion of measures that facilitate the achievement of the strategic outcomes in the planning scheme for housing supply and diversity, and economic growth;
- (c) is consistent with the regulated requirements prescribed in the *Planning Regulation 2017*; and
- (d) is well drafted and articulated.

## 9. Compliance with State planning instruments

At the time of the gazettal of the *Sunshine Coast Planning Scheme 2014* in May 2014, the Minister identified that the *South East Queensland Regional Plan 2009-2031* and the *State Planning Policy* were appropriately reflected in the planning scheme.

A new State Planning Policy (SPP) commenced on 3 July 2017 and a new Regional Plan, *ShapingSEQ South East Queensland Regional Plan 2017*, was released on 11 August 2017.

The proposed amendment to the *Sunshine Coast Planning Scheme 2014 (Major Amendment) No. [to be inserted] – Site Specific and Editorial Matters* does not adversely affect the planning scheme's compliance with State planning instruments. A review of the proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) No. [to be inserted] – Site Specific and Editorial Matters* has confirmed that the proposed amendment complies with the relevant aspects of the new State planning instruments. In accordance with Schedule 3 (Required Material) of the *Minister's Guidelines and Rules*, particular aspects of the proposed amendment that have been identified as potentially relevant to State planning instruments are detailed in **Table 9.1** below.

Table 9.1 Compliance with State planning instruments

Aspect of Proposed Amendment	State Interest	Summary of Compliance
All site specific amendments	<i>ShapingSEQ South East Queensland Regional Plan 2017</i>	The subject sites are all currently included in the Urban footprint regional land use category under the <i>ShapingSEQ South East Queensland Regional Plan 2017</i> . The proposed zoning changes are consistent with the intent of the <i>ShapingSEQ South East Queensland Regional Plan 2017</i> as they will provide opportunities for urban development within existing urban areas.
All site specific amendments	<i>State Planning Policy (September 2020) – Planning for liveable communities and housing</i>	The proposed amendment provides the opportunity for the redevelopment of land for residential and commercial development that is accessible and well-connected to services, employment and infrastructure and will contribute to creating liveable communities.
All site specific amendments	<i>State Planning Policy (September 2020) – Planning for economic growth</i>	The proposed amendment applies to land within existing urban areas and provides the opportunity for the redevelopment of land for residential and commercial development which supports economic growth of the region.
All site specific amendments	<i>State Planning Policy (September 2020) – Planning for environment and heritage</i>	The proposed amendment provides for the protection of significant environment areas and water quality through appropriate zoning and existing and proposed planning scheme provisions. The proposed amendment will not have any adverse impacts on the cultural heritage significance of heritage places and heritage areas, including places of Aboriginal and Torres Strait Islander cultural heritage.
All site specific amendments	<i>State Planning Policy (September 2020) – Planning for safety and resilience to hazards</i>	All proposed sites have been reviewed for safety and resilience to hazards and are considered suitable for inclusion in an urban zone, subject to site specific constraints being addressed through the existing provisions in the <i>Sunshine Coast Planning Scheme 2014</i> .  It is considered that there is sufficient developable land available to all sites for the intended proposed use to avoid or mitigate against natural hazards.
All site specific amendments	<i>State Planning Policy (September 2020) - Planning for infrastructure</i>	The proposed amendment applies to land within existing urban areas and are capable of being efficiently serviced by existing infrastructure or via future -upgrades to existing services.

## 10. Consultation with government agencies

Consultation with representatives from the Department of State Development, Local Government, Infrastructure and Planning (DSDLGIP), in relation to the proposed amendment, is intended to be carried out during the State interest review process.

## 11. Public consultation

In accordance with the *Minister's Guidelines and Rules*, Council must undertake public consultation when making a 'major amendment' to the planning scheme.

In regard to public consultation about the proposed planning scheme amendment, the communication strategy is intended to include the following: -

- formal public consultation on the proposed amendment for a minimum of 20 business days;
- a notice in the Courier Mail (including the on-line version of the Sunshine Coast Daily) and on Council's website;
- written notice to affected landowners (including adjoining landowners), stating the purpose and general effect of the proposed amendment;
- release of an industry newsflash; and
- a copy of the proposed amendment material to be made available at Council's administration buildings in Nambour, Caloundra and Maroochydore and available for viewing and downloading on Council's website.

The Department's Communications Engagement Toolkit for Planning has been considered in the preparation of this communication strategy, which has been tailored to suit the likely community and stakeholder interest in this proposed planning scheme amendment.

## 12. Consideration of public submissions

Following public consultation, Council will consider every properly made submission about the proposed amendment and may consider other submissions.

## 13. Background studies and reports

No additional background studies or reports have been prepared to inform the preparation of the proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) No. [to be inserted] – Site Specific and Editorial Matters*.

## 14. Indicative timeframe

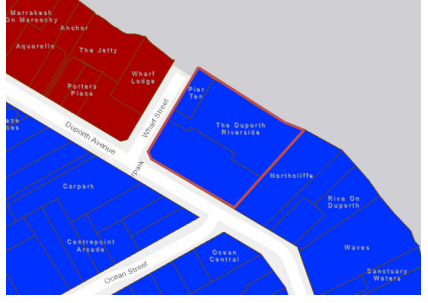
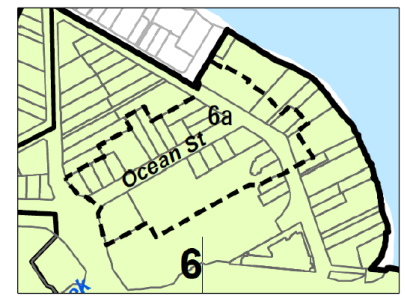
In accordance with the Minister's Guidelines and Rules Schedule 3, item 5 of the 'required material' for a proposed major amendment, an indicative timeframe for the proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) No. [to be inserted] – Site Specific and Editorial Matters* is provided below:

Amendment Stage	Indicative Timing
<i>Preparation</i>	April 2022
<i>First State Interest Review</i>	May 2022 – July 2022
<i>Public notification</i>	August 2022 – October 2022
<i>Consider and report on submissions</i>	November 2022 – February 2023

Amendment Stage	Indicative Timing
<i>Ministerial Review</i>	March 2023 – May 2023
<i>Adoption and commencement</i>	June 2023 – August 2023

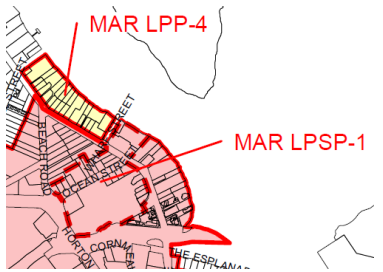
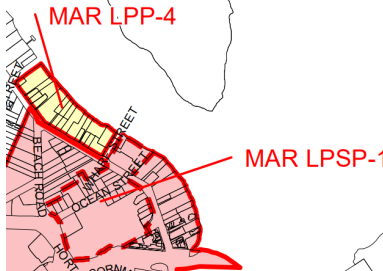
It should be noted that this timeframe is indicative only and is heavily dependent upon several external factors, including the length of State Interest Reviews, the complexity of the public notification process and the number of submissions received.

Appendix 1: Details of Proposed Amendment (Site Specific)

Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
<p>The Duporth Riverside 6 Wharf Street, Maroochydore</p> <p>Pier Ten 8-10 Wharf Street, Maroochydore</p> <p>(Lot 0 on SP151751</p> <p>Lot 0 SP100069)</p>	<p><b>Figure 1: Extract of Sunshine Coast Planning Scheme 2014 – Current zoning</b></p>  <p>■ High Density Residential Zone ■ Principal Centre Zone</p> <p><b>Figure 2: Extract of the Maroochydore PRAC Master Planned Area Precincts and Sub-precincts Map OPM M4 – in effect from 21 May 2014 to 11 June 2018</b></p>  <p>— Maroochydore PRAC Master Planned Area Boundary  - - - Sub precincts for Maroochydore Central Precinct  6. Ocean Street Precinct  6a. Ocean Street – Hospitality Area Sub-Precinct</p>	<p>Council has received representation made on behalf of the Body Corporates and individual property owners from the Duporth Riverside and Pier Ten residential apartments, located at 6 and 8-10 Wharf Street, Maroochydore, objecting to their inclusion in the former Ocean Street Hospitality Area Sub-Precinct (now referred to as the Ocean Street Food and Music Sub-Precinct) in the Maroochydore/Kuluin Local plan area of the <i>Sunshine Coast Planning Scheme 2014</i> (the planning scheme).</p> <p>Under the planning scheme, the subject lots (legally described as Lot 0 on SP151751 and Lot 0 on SP100069) are currently included in the Principal centre zone (refer to <b>Figure 1</b>) and within the MAR LPSP-1, Ocean Street Food and Music Sub-Precinct and MAR LPP-1 City Core Precinct. The subject land is also included in the Maroochydore/Kuluin Local plan area.</p> <p>At the commencement of the planning scheme in 2014, Lot 0 on SP151751 and Lot 0 on SP100069 were subject to the Maroochydore Principal Regional Activity Centre (PRAC) Structure Plan, which was included in Part 10 (Other Plans) of the planning scheme. Under the Maroochydore PRAC Structure Plan, the subject lots were included in Precinct 6 (Ocean Street Precinct) (refer to <b>Figure 2</b>).</p> <p>In June 2018, the Maroochydore PRAC Structure Plan was deleted from Part 10 (Other Plans) of the planning scheme and incorporated within the Maroochydore/Kuluin Local plan area and the remainder of the planning scheme (refer to the <i>Sunshine Coast Planning Scheme 2014 (Major Amendment and Alignment Amendment) No. 14 – Maroochydore Principal Regional Activity Centre</i> (Version 14 of the planning scheme – gazetted on 11 June 2018)).</p> <p>Under Amendment No. 14 of the planning scheme, the subject lots were included in the Ocean Street Hospitality Area Sub-Precinct (MAR LPSP-1) (refer to <b>Figure 3</b>).</p> <p>In January 2020, Council adopted the <i>Sunshine Coast Planning Scheme Amendment No. 21 – Special Entertainment Precincts</i>. This amendment commenced on 28 January 2020 and resulted in the removal of the hospitality areas that were identified in the planning scheme. Under Amendment No. 21, the Ocean Street Hospitality Area Sub-</p>	<p><b>It is proposed to remove 6 Wharf Street (The Duporth Riverside) and 8-10 Wharf Street (Pier Ten), Maroochydore, from the MAR LPSP-1 (Ocean Street Food and Music Sub-precinct) on the Maroochydore/Kuluin Local Plan Precincts Map LPM22.</b></p>

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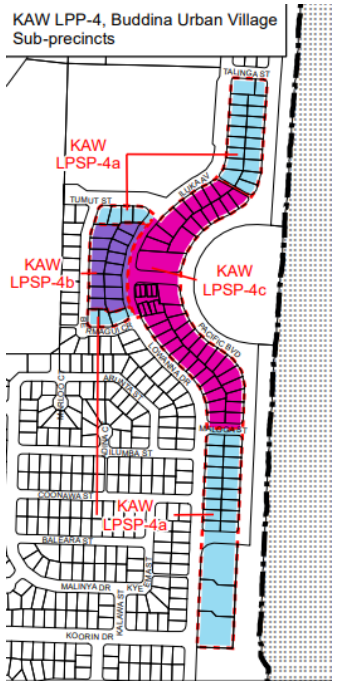
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Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
	<p><b>Figure 3: Extract of the Maroochydore/Kuluin Local Plan Area – Local Plan Precincts Map LPM22 in effect from 11 June 2018 to 28 January 2020</b></p>  <p> MAR LPP-1, City Core  MAR LPSP-1, Ocean Street Hospitality Area  MAR LPP-4, Wharf Street </p> <p><b>Figure 4: Extract of the Maroochydore/Kuluin Local Plan Area – Local Plan Precincts Map LPM22 in effect from 28 January 2020 to present</b></p>  <p> MAR LPP-1, City Core  MAR LPSP-1, Ocean Street Food and Music Sub-Precinct  MAR LPP-4, Wharf Street </p>	<p>Precinct in Maroochydore was renamed the Ocean Street Food and Music Sub-Precinct (refer to <b>Figure 4</b>).</p> <p>The representations received requested that the residential apartments be removed from the Ocean Street Sub-Precinct prior to the adoption of the Special Entertainment Precinct amendment (which was post-consultation at the time). Given that this amendment at the time, was substantially progressed through the amendment process, it was recommended that this matter be considered as part of a future amendment package.</p> <p>Inclusion in the Ocean Street Food and Music Sub-Precinct provides the opportunity for entertainment/hospitality activities to occur, subject to relevant development approvals. The Sub-Precinct also generally acts as a flag that entertainment uses, and some associated noise is to be expected in the area. The Body Corporates and individual property owners of the Duporth Riverside and Pier Ten residential apartments indicated that they were concerned that the inclusion of the residential apartments in the Sub-Precinct would adversely affect the residential status of their property and could result in more intensive entertainment uses occurring on their property.</p> <p>Restrictions on uses may be identified in the Strata By-Laws at the respective apartment complexes, which may lower the risk of more intensive hospitality/entertainment use being proposed and approved in the existing restaurant tenancy.</p> <p>However, having regard to the above, it is considered appropriate to realign the boundary to exclude the Duporth Riverside and Pier Ten residential apartments from the Ocean Street Food and Music Sub-precinct. This would still provide for the remainder of the Ocean Street Sub-Precinct to operate as intended.</p> <p>It is therefore proposed to amend the Ocean Street Food and Music Sub-Precinct boundary to exclude the Duporth Riverside and Pier 10 residential apartments at 6 and 8-10 Wharf Street, Maroochydore.</p>	

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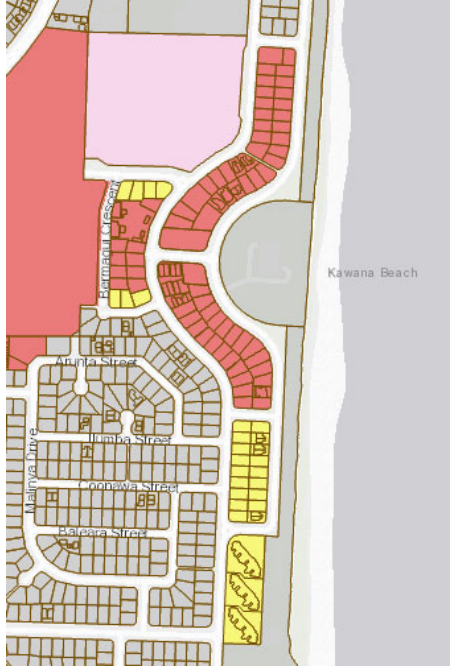


Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
<p>15 Bermagui Crescent, Buddina</p> <p>44, 125, 127, 129, 131, 133, 135, 137, 139, 141, 143, 1N/143 – 25N/143, 145, 1C/145 – 25C/145, 147, 1S/147 – 25S/147</p> <p>Lowanna Drive, Buddina</p> <p>4 Narooma Court, Buddina</p> <p>116, 117, 1/117, 2/117, 118, 1/118, 2/118, 119, 120, 121, 122, 123, 124, 1/124, 2/124 and 126 Pacific Boulevard, Buddina</p> <p>2, 4, 6, 8 Tumut Street, Buddina</p> <p>(Lot 827 on B92942</p> <p>Lot 825 on B92942, Lot 78 on B92936, Lots 71 - 77 on B92931, Lot</p>	<p><b>Figure 1: Extract from the Sunshine Coast Planning Scheme 2014 – Local Plan Map LPM35 (Kawana Waters Local Plan Precincts)</b></p>  <p>KAW LPP-4, Buddina Urban Village Sub-precincts</p> <p>KAW LPSP-4a, Urban Village Residential</p> <p>KAW LPSP-4b, Bermagui Crescent/Iuka Avenue</p> <p>KAW LPSP-4c, Pacific Boulevard</p>	<p>Council received a petition, with 228 signatories (tabled at the Ordinary Meeting of Council held on 28 March 2019) and individual representations, seeking an amendment to the <i>Sunshine Coast Planning Scheme 2014</i> in relation to the Buddina Urban Village in the Kawana Waters local plan area (refer to <b>Figure 1</b>). The petition/representations requested that the zoning and maximum building height of land included in Sub-precinct KAW LPSP-4a (Urban Village Residential) be amended to maintain the low-medium density residential character of the local area and to include specific provisions in the planning scheme in relation to the erosion prone area, native wildlife and turtle nesting areas.</p> <p>Under the <i>Sunshine Coast Planning Scheme 2014</i>, the land located within Sub-precinct KAW LPSP-4a (Urban Village Residential) is currently included in the High density residential zone (refer to <b>Figure 2</b>) and has a maximum building height of 12 metres and 21 metres (refer to <b>Figure 3</b>).</p> <p>Under the Kawana Water Local plan code, development in the Buddina Urban Village is intended to provide for higher density residential accommodation in the form of permanent and visitor accommodation buildings (with some retail and commercial activities) and provides an important link between the Kawana Shopping World and the Kawana Waters Surf Lifesaving Club.</p> <p>The Buddina Urban Village has been included in various planning schemes for the past 17 years. The first planning scheme to incorporate the concept of the Buddina Urban Village was the Draft Caloundra City Plan in 2003.</p> <p>Most of the land currently included in Sub-precinct KAW LPSP-4a (Urban Village Residential) has a maximum building height of 12 metres, with the exception of the northern part of the Sub-precinct adjoining Talinga Street, which has a maximum building height of 21 metres.</p> <p>To provide consistency between the height and zoning, it is considered appropriate for that part of the Sub-precinct with a maximum building height of 12 metres be included in the Medium density residential zone rather than the High density residential zone. It is also proposed to include specific</p>	<p><b>It is proposed that:</b></p> <ol style="list-style-type: none"> <li>the zoning of all land in sub-precinct KAW LPSP-4a (Urban Village Residential) that is located within the 12 metre height category on the Height of buildings and structures overlay, is amended from the High density residential zone to the Medium density residential zone;</li> <li>specific provisions are included in the Kawana Waters Local plan code to reflect the proposed zoning change; and</li> <li>Figure 7.2.14A (Kawana Waters Local Plan Elements) in the Kawana Waters local plan code, is amended so the extent of the 'Buddina Urban Village' matches the extent of Precinct KAW LPP-4, Buddina Urban Village on the Kawana Waters Local Plan Precincts Map LPM35.</li> </ol>

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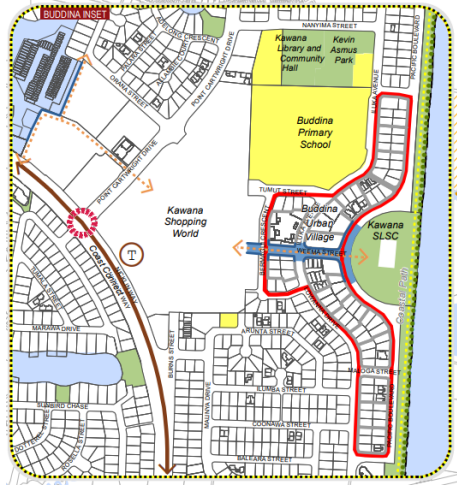
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Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
	<p><b>Figure 3: Extract from the Sunshine Coast Planning Scheme 2014 – Height of buildings and structures overlay</b></p>  <p>8.5 metres  12 metres  15 metres  21 metres</p>		


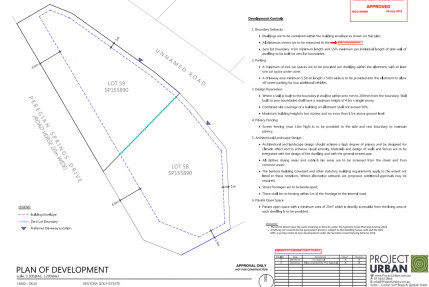
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Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
	<p><b>Figure 4: Extract from the Sunshine Coast Planning Scheme 2014 – Figure 7.2.14A Kawana Waters Local Plan Elements</b></p>  <p><b>LEGEND</b></p> <ul style="list-style-type: none"> <li>Local Plan Area Boundary</li> <li>Waterway<sup>Note 1</sup></li> <li>Primary Active Street Frontage</li> <li>Primary Streetscape Treatment Area</li> <li>Local Ecological Linkage</li> <li>Greenspace<sup>Note 1</sup></li> <li>Greenspace Link</li> <li>Community Activity/Facility<sup>Note 1</sup></li> <li>Heritage Place<sup>Note 2</sup></li> <li>Heritage Place (Shipwreck)</li> <li>Gateway/Entry Point</li> <li>Landscape Buffer</li> <li>Significant View</li> <li>Headland</li> <li>Through Block Pedestrian/Cycle Linkage</li> <li>Coastal Path<sup>Note 4</sup></li> <li>Dedicated Public Transport Corridor (CAMCOS)</li> <li>CoastConnect Priority Public Transport Corridor</li> <li>Future Transit Hub</li> <li>Buddina Urban Village</li> <li>Buddina Development Nodes</li> <li>Declared Master Planned Area (see Part 10 - Other Plans)</li> <li>Land within Development Control Plan 1 - Kawana Waters which is the subject of the Kawana Waters Development Agreement (see Section 1.2 - Planning Scheme Components)</li> </ul>		

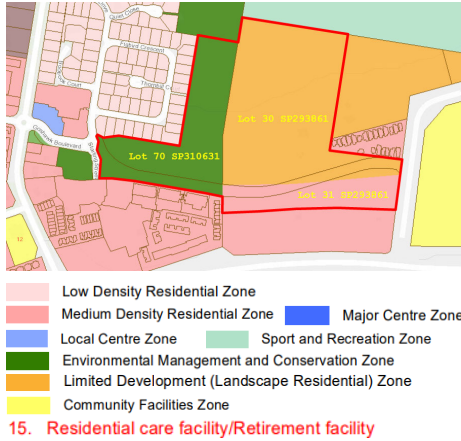
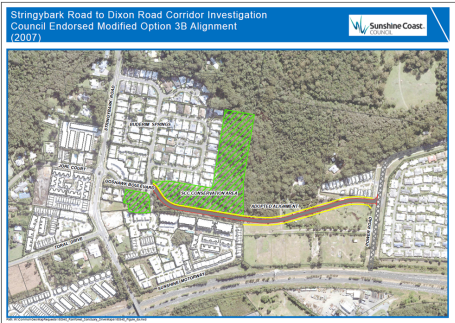
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Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
<p>58/ 114 Peregian Springs Drive, Peregian Springs</p> <p>59/ 114 Peregian Springs Drive, Peregian Springs</p> <p>(Lot 58 on SP155890</p> <p>Lot 59 on SP155890)</p>	<p><b>Figure 1: Extract from the Sunshine Coast Planning Scheme 2014 – Current Zoning</b></p>  <p>Low Density Residential Zone  Medium Density Residential Zone  Sport and Recreation Zone</p>	<p>Council received a request on behalf of the landowners to amend the zoning of Lots 58 and 59 on SP155890 (58/114 and 59/114 Peregian Springs Drive, Peregian Springs) from the Sport and recreation zone to the Low density residential zone.</p> <p>The subject land has a total land area of 962m<sup>2</sup> and is located in the Peregian South Local plan area. The land is located on the corner of Peregian Springs Drive and Balgownie Drive and forms part of a residential community development (Sentosa Golf Estate). The land is freehold and does not form part of the Sentosa Estate common property.</p> <p>Under the <i>Sunshine Coast Planning Scheme 2014</i>, the subject land is currently included in the Sport and recreation zone (refer <b>Figure 1</b>). This zoning reflects the former use of the land as a recreational centre and tennis court.</p> <p>The subject land is currently vacant. The Sentosa Golf Estate Community Titles Scheme (CTS 31985) included reference to the subject land being used either for residential purposes or for recreational purposes.</p> <p>On 25 July 2019, Council issued a Development Permit for a Material Change of Use of Premises to establish 2 Dwelling houses on the subject land (MCU19/0068). Refer to <b>Figure 2</b> for a copy of the approved plan.</p> <p><b>Figure 2: Approved Plan (MCU19/0068)</b></p> 	<p>It is proposed that:</p> <ol style="list-style-type: none"> <li>1. Lots 58 and 59 on SP155890 be included in the Low density residential zone; and</li> <li>2. Figure 7.2.24A (Peregian South Local Plan Elements) be amended to remove the mapped greenspace over the subject sites.</li> </ol>

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Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
		As such, it is considered appropriate to reflect the current development approval over the subject land, being Lots 58 and 59 on SP155890, and include this land in the Low density residential zone, which is consistent with the surrounding zoning. It is also proposed to amend Figure 7.2.24A (Peregian South Local Plan Elements) to remove the greenspace designation over the subject land.	
<b>Power Road, Buderim and Starling Street, Buderim</b> (Lots 30 and 31 on SP293861 Lot 70 on SP310631)	<p><b>Figure 2: Extract from the Sunshine Coast Planning Scheme 2014 – Current Zoning</b></p>  <p>15. Residential care facility/Retirement facility</p>	<p>Planning for the Goshawk Boulevard connection has been in place since the late 1990's. Council purchased the land in 2003 and adopted the Goshawk Boulevard extension at its Ordinary Meeting of September 2007 (see <b>Figure 1</b>).</p> <p><b>Figure 1: Endorsed Alignment</b></p>  <p>As part of the Goshawk Boulevard connection project, Council acquired land for the purpose of road reserve on Lot 3 on RP215630. The resumption created two new lots (Lots 30 and 31 on SP293861) and the road reserve. No reconfiguration application was assessed due to an exemption granted under Schedule 19 and 26 of the former <i>Sustainable Planning Act 2009</i>.</p> <p>The road reserve was finalised in a slightly different alignment to that shown in the indicative mapping used for the basis of a split zoning designated for the site during the drafting of the <i>Sunshine Coast Planning Scheme 2014</i>. This has created a</p>	<p>It is proposed that:</p> <ol style="list-style-type: none"> <li>the zoning within the Goshawk Boulevard road alignment be removed;</li> <li>the zoning of all of Lot 30 on SP293861 be included in the Limited development (landscape residential) zone;</li> <li>the zoning of all of Lot 31 on SP293861 be included in the Medium density residential zone;</li> <li>the Urban Growth Management Boundary be amended to reflect the new extent of urban development on the Sippy Downs Local Plan Area Zone Map ZM33;</li> <li>Figure 7.2.25A (Sippy Downs Local Plan Elements) is amended to reflect the proposed zoning changes; and</li> <li>consequential amendments be made to other parts of the</li> </ol>

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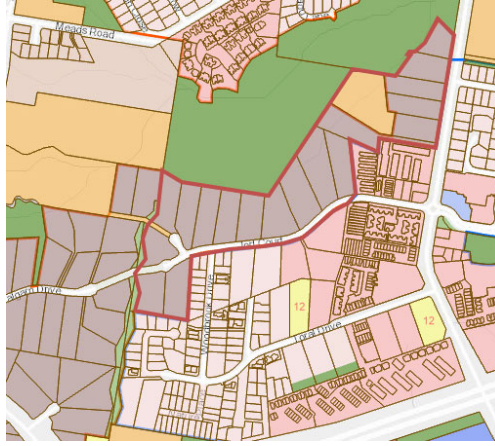
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Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
		<p>zoning anomaly in part of Lot 30, part of Lot 31 and in the new road reserve (see <b>Figure 2</b>).</p> <p>As part of the purchase agreement, it was determined that the whole of Lot 30 is to be included in the Limited development (Landscape residential) zone and the whole of Lot 31 in the Medium density residential zone.</p> <p>As part of the Goshawk Boulevard connection project, on 14 June 2019, Lot 69 on SP152235 was cancelled to create Lot 70 on SP310631 to provide for a road reserve connection between Goshawk Boulevard and the new established road reserve connecting to Power Road.</p> <p>Having regard to the above, it is proposed to remove the zoning over that part of Lot 70, Lot 30 and Lot 31 that is within the road reserve. It is also proposed to include all of Lot 30 in the Limited development (Landscape residential) zone and all of Lot 31 in the Medium density residential zone and amend the Urban Growth Management Boundary to reflect the proposed zoning changes. It is also proposed to amend Figure 7.2.25A (Sippy Downs Local Plan Elements) to reflect the proposed zoning changes and make consequential planning scheme amendments to other parts of the planning scheme to reflect the proposed changes.</p>	<p><b>planning scheme for consistency with the above amendments.</b></p>

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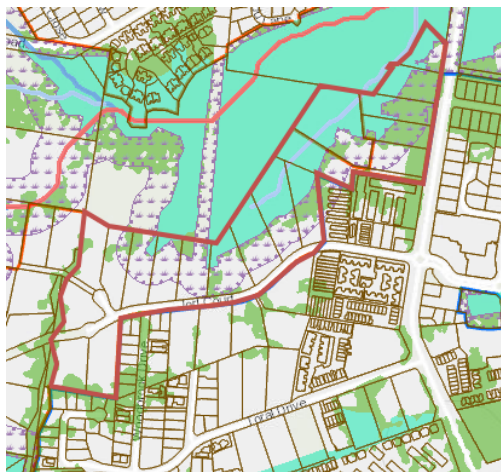



Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
<p>15-17, 19-21, 23-27, 29-35, 39, 43, 49-51, 53, 59, 60-64, 54-58 Jorl Court, Buderim</p> <p>5 Roms Court, Buderim (Lots 13, 14, 15 and 16 on RP839362</p> <p>Lots 17, 18, 19, 20, 24, 25, 26 on RP843835</p> <p>Lot 21 on RP845434)</p>	<p><b>Figure 1: Extract from the Sunshine Coast Planning Scheme 2014 – Current Zoning</b></p>  <p>Low Density Residential Zone  Medium Density Residential Zone  Major Centre Zone  Local Centre Zone  Environmental Management and Conservation Zone  Limited Development (Landscape Residential) Zone  Community Facilities Zone  Rural Residential Zone  12. Place of worship</p>	<p>Council has received representations from residents on the northern side of Jorl Court and the western side of Stringybark Road, Buderim, seeking a change in the zoning of the land from the Rural residential zone to the Low density residential or Medium density residential zones.</p> <p>The subject area is located approximately 3km south of Buderim and approximately 1km north of the Sippy Downs town centre, the University of the Sunshine Coast, Siena Catholic College and Chancellor State College. It is bounded to the east by Stringybark Road, a local convenience centre and a mix of low to medium density housing. To the north, the subject area is adjacent to the Rainforest Sanctuary Bushland Reserve, which is traversed by Mountain Creek and adjoins the Rainforest Sanctuary Estate. To the west, the subject area is bounded by a drainage reserve and existing rural residential housing. Further to the south is the Sunshine Motorway.</p> <p>Under the <i>ShapingSEQ South East Queensland Regional Plan 2017</i>, the subject area is included in the Urban Footprint regional land use category.</p> <p>Under the <i>Sunshine Coast Planning Scheme 2014</i>, the subject area is predominantly included in the Rural residential zone (refer to <b>Figure 1</b>) and is located within the Sippy Downs local plan area. The subject area is also affected by a number of overlays, including the Biodiversity, waterways and wetlands overlay (native vegetation area, waterways and wetlands) (refer to <b>Figure 2</b>), Bushfire hazard overlay (Medium Bushfire hazard and Medium Bushfire hazard buffer) (refer to <b>Figure 3</b>) and the Flood hazard overlay (refer to <b>Figure 4</b>).</p> <p>There are a variety of land uses in the Jorl Court/Toral Drive area, with Jorl Court being predominantly rural residential in nature and generally consists of large single detached dwellings located on the front portion of large lots ranging in size from approximately 4,000m<sup>2</sup> to 9,000m<sup>2</sup>.</p> <p>Due to the size of the lots in the Jorl Court/Toral Drive area (generally 5,000m<sup>2</sup> and 6,000m<sup>2</sup>) and proximity to the Sippy Downs town centre, the University of the Sunshine Coast and schools, the Jorl Court/Toral Drive area has undergone significant transformation towards higher density residential development, particularly along Toral Drive and the southern</p>	<p><b>It is proposed that:</b></p> <ol style="list-style-type: none"> <li>the rear of Lots 13, 14, and Lot 15 on RP839362 be included in the Environmental management and conservation zone with the balance in the Low density residential zone, the boundary being Easements H, J, and K on RP839362;</li> <li>the rear of Lot 16 on RP839362 be included in the Environmental management and conservation zone with the balance in the Low density residential zone, the boundary being Easement L on RP839362, excluding that part that connects with Jorl Court;</li> <li>the rear of Lot 17 on RP843835 be included in the Environmental management and conservation zone with the balance in the Low density residential zone, the boundary being Easement P, excluding that part that connects with Jorl Court;</li> <li>the rear of Lots 18, 19 and Lot 20 on RP843835 be included in the Environmental management and</li> </ol>

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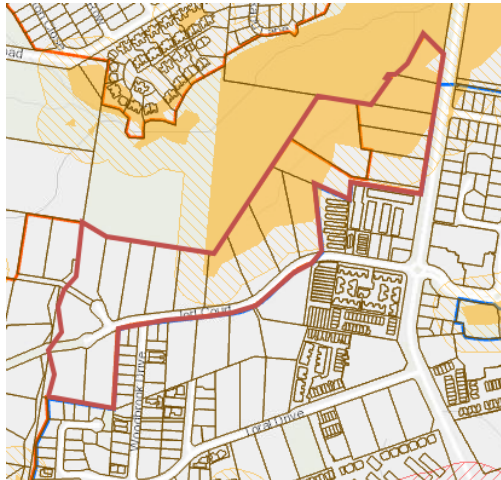
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Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
	<p><b>Figure 2: Extract from the <i>Sunshine Coast Planning Scheme 2014 – Biodiversity, waterways and wetlands overlay (Stream Order 1 – 2, Riparian Protection Area, Wetlands and Native vegetation)</i></b></p>  <p>— Stream Order 1 - 2  — Stream Order 3 - 4  Wetlands  Riparian Protection Area  Native Vegetation Area</p>	<p>side of Jorl Court. This has placed increased pressure on the amenity of existing rural residential uses, the local road network, stormwater and drainage.</p> <p>As depicted in <b>Figure 2</b>, <b>Figure 3</b> and <b>Figure 4</b>, the area to the north of Jorl Court and west of Stringybark Road is prone to flooding and inundation, is identified as a medium bushfire hazard area and is mapped as containing native vegetation, waterways and wetlands. Drainage easements (refer <b>Figure 5</b>) exist over the northern portion of the land. The purpose of these easements is to prohibit any activities or works that may obstruct or impede the flow of stormwater runoff unless prior approval from Council is provided. The front portions of the lots, on the north side of Jorl Court, are relatively unconstrained and may have some future development potential.</p> <p><b>Figure 5: Drainage easements</b></p>  <p>Easements</p> <p>As the land along the southern side of Jorl Court is developed for low to higher density residential uses, traffic volumes are expected to increase, including on-street parking, which is likely to have an ongoing impact on the amenity and character of the existing rural residential uses along Jorl</p>	<p>conservation zone with the balance in the Low density residential zone, the boundary being Easements V, R, and S on RP843835;</p> <ol style="list-style-type: none"> <li>the rear of Lot 21 on RP845434 be included in the Environmental management and conservation zone with the balance in the Low density residential zone, the boundary being Easement W;</li> <li>Lots 24, 25 and Lot 26 on RP843835 be included in the Low density residential zone;</li> <li>the Urban Growth Management Boundary and Rural Residential Growth Management Boundary on Zone Map ZM33 be amended to reflect the above;</li> <li>Specific provisions be included in the Sippy Downs local plan code in relation to road widening, indented parking and drainage; and</li> <li>consequential amendments be made to other parts of the planning scheme for consistency with the above amendments.</li> </ol>

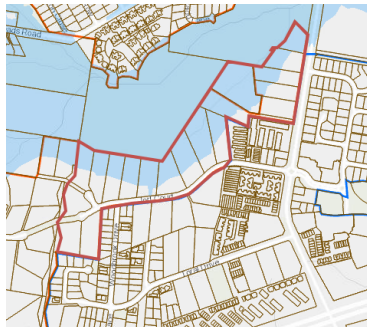
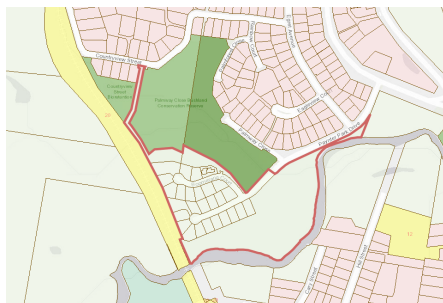
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	<p><b>Figure 3: Extract from the <i>Sunshine Coast Planning Scheme 2014</i> – Bushfire hazard overlay (Medium Bushfire Hazard Area and Medium Bushfire Hazard Area Buffer)</b></p>  <p> <span style="display: inline-block; width: 15px; height: 10px; background-color: orange; border: 1px solid black;"></span> Medium Bushfire Hazard Area  <span style="display: inline-block; width: 15px; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, orange 2px, orange 4px); border: 1px solid black;"></span> Medium Bushfire Hazard Area Buffer  <span style="display: inline-block; width: 15px; height: 10px; background-color: red; border: 1px solid black;"></span> High Bushfire Hazard Area  <span style="display: inline-block; width: 15px; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, red 2px, red 4px); border: 1px solid black;"></span> High Bushfire Hazard Area Buffer </p>	<p>Court. In this context, it may be appropriate for the existing Rural residential zoned lots with frontage to Jorl Court to be considered for inclusion in the Low density residential zone, which would complement the adjacent Low and Medium density residential zoned land.</p> <p>However, it is considered that the rear portion of the Rural residential zoned lots, on the northern side of Jorl Court, which are constrained by flooding, native vegetation, wetlands (including matters of state environmental significance) and drainage easements should be included in the Environmental management and conservation zone, to provide for the ongoing protection of this land for environmental and drainage purposes. It is intended that the boundary of the proposed Environmental management and conservation zone should follow the boundary of the drainage easement.</p> <p>It is also considered appropriate to include the properties at the end and south-west of Jorl Court (Lots 24, 25 and 26 on RP843835) in the Low density residential zone. These properties are not directly affected by flooding but are impacted by drainage issues and may require drainage easements to be taken. Therefore, it is recommended that specific provisions be included in the Sippy Downs Local plan code in relation to drainage on these lots.</p> <p>The lots along the western side of Stringybark Road are largely constrained by native vegetation, wetlands and drainage easements and are considered unsuitable for more intensive urban development. It is therefore considered appropriate that the zoning of these lots remain unchanged.</p> <p>Having regard to the above, it is proposed that the land in Jorl Court that is currently zoned Rural residential is amended to the Low density residential zone and the Environmental management and conservation zone. It is also proposed to amend the Urban Growth Management Boundary and Rural Residential Growth Management Boundary on the Sippy Downs Local Plan Area Zone Map ZM33, to reflect the proposed zoning changes.</p> <p>The land on the western side of Stringybark Road is to be retained in the current Rural residential and Limited development (Landscape residential) zones. It is also proposed to include specific provisions in the Sippy Downs</p>	

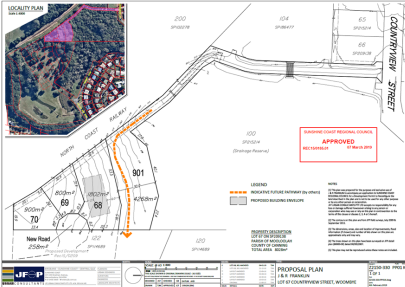
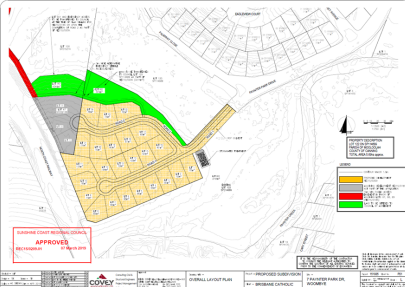
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Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
	<p><b>Figure 4: Extract from the Sunshine Coast Planning Scheme 2014 – Flood hazard overlay (Flooding and Inundation Area)</b></p>  <p>Flooding and Inundation</p>	<p>Local plan code in relation to road widening, indented car parking and drainage and to make consequential planning scheme amendments to other parts of the planning scheme to reflect the proposed changes.</p>	
<p><b>49 Countryview Street, Woombye</b></p> <p><b>Bushland Park 2 Boomerang Court, Woombye</b></p> <p><b>3, 5, 6, 1/6, 2/6, 7, 8, 9, 10, 11, 12, 13 and 14 Boomerang Court, Woombye</b></p> <p><b>29, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 1/45, 2/45 and 46 Paynter</b></p>	<p><b>Figure 1: Extract from the Sunshine Coast Planning Scheme 2014 – Current Zoning</b></p>  <p>Low Density Residential Zone  Sport and Recreation Zone  Environmental Management and Conservation Zone  Rural Zone  Community Facilities Zone</p>	<p>Council has received representation, on behalf of the owners of land formerly known as Lot 67 on SP209138 at 49 Countryview Street and Lot 122 on SP114689 at 7 Paynter Park Drive Woombye, seeking a change in the zoning of the land from the Rural zone to the Low density residential zone and the Environmental management and conservation zone.</p> <p>Under the <i>ShapingSEQ South East Queensland Regional Plan 2017</i>, the subject land is included in the Urban Footprint regional land use category.</p> <p>Under the <i>Sunshine Coast Council Planning Scheme 2014</i>, former Lot 67 and Lot 122 are currently included in the Rural zone (refer to <b>Figure 1</b>) and located within the Woombye Local Plan Area.</p> <p>The subject land has a total area of 6.49 hectares. The land is adjacent to the Palmway Close Bushland and Conservation Reserve to the north, Paynter Creek to the south and the North Coast Rail Line to the west. The land further to the north and south contain lots with established dwelling houses within the Low density residential zone (refer to <b>Figure 1</b>).</p>	<p><b>It is proposed that:</b></p> <ol style="list-style-type: none"> <li>the zoning of the following lots be amended from the Rural zone to the Low density residential zone: <ul style="list-style-type: none"> <li>Lots 0, 1 and 2 on SP319218;</li> <li>Lots 0, 1 and 2 on SP330299; and</li> <li>Lots 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 23, 24 on SP311620; and</li> <li>Lots 68, 69, 70 on SP311630.</li> </ul> </li> <li>the zoning of Lots 901 and 902 on SP311620 be amended from the</li> </ol>

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Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
<p>Park Drive, Woombye</p> <p>(Lots 68, 69, 70, 901 on SP311630)</p> <p>Lots 1, 2, 3, 4, 5, 6, 7, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 23, 24, 902, 903 on SP311620</p> <p>Lots 0, 1 and 2 on SP319218</p> <p>Lots 0, 1 and 2 on SP330299)</p>		<p>In October 2017, Council issued a Development Permit to reconfigure a lot (1 lot into 24 residential lots and Reserve lots) over former Lot 122 on SP114689 (REC15/0209) and a Development Permit to reconfigure a lot (1 lot into 3 lots and Reserve) over former Lot 67 on SP209138 (REC15/0185) (refer <b>Figure 2</b> and <b>Figure 3</b> below). The lots have now been created with the related plan sealing and titling registered with the Titles Office on 15 October 2020. Development of these lots for residential purposes has also commenced.</p> <p><b>Figure 2: Approved Plans for Lot 67</b></p>  <p><b>Figure 3: Approved Plans for Lot 122</b></p> 	<p>Rural zone to the Environmental management and conservation zone;</p> <p>3. the zoning of Lot 903 on SP311620 be amended from the Rural zone to the Open space zone;</p> <p>4. the Urban Growth Management Boundary be amended to reflect the new extent of urban development on the Woombye Local Plan Area Zone Map ZM27;</p> <p>5. Figure 7.2.26A (Woombye Local Plan Elements) be amended to reflect the proposed zoning changes; and</p> <p>6. consequential amendments be made to other parts of the planning scheme for consistency with the above amendments.</p>

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Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
		<p>As such, it is considered reasonable that the planning scheme zoning appropriately reflects the development approval. As the development is approved for low density residential purposes, the rural zoning provisions are no longer appropriate, and as such, would result in onerous restrictions on the intended uses, such as dwelling houses or dual occupancies. It is proposed that the land intended to be developed for residential uses is included in the Low density residential zone, which is consistent with the prevailing zoning in the Woombye Local Plan Area.</p> <p>In relation to Lot 901 on SP311630 (within former Lot 67) and Lot 902 on SP311620 (within former Lot 122), which have been transferred to Council in fee simple for Bushland Park purposes, it is proposed that this land is included in the Environmental management and conservation zone.</p> <p>The balance of former Lot 122 (Lot 903 on SP311620) has been transferred to Council in fee simple for Drainage purposes. It is proposed to include this land in the Open space zone to best reflect the intended use of this land for drainage purposes.</p> <p>It is also proposed to amend the Urban Growth Management Boundary on the Woombye Local Plan Area Zone Map ZM27 and to amend Figure 7.2.26A (Woombye Local Plan Elements) to reflect the proposed zoning changes. It is also proposed to make consequential planning scheme amendments to other parts of the planning scheme to reflect the proposed changes.</p>	

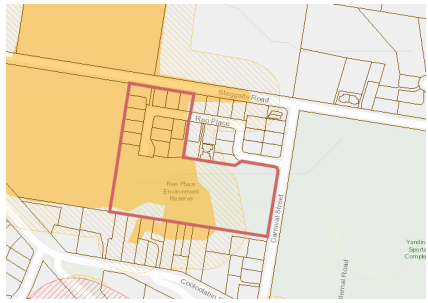
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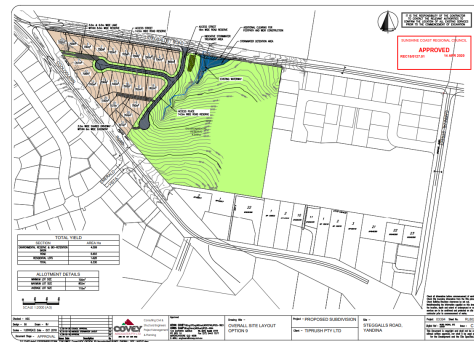
Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
1, 20 to 30, 32 and 34 Reo Place, Yandina  (Lots 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 32 and 33 SP300553)	<p><b>Figure 2: Extract from the Sunshine Coast Planning Scheme 2014 – Current Zoning</b></p> <p>Low Density Residential Zone  Sport and Recreation Zone  Environmental Management and Conservation Zone  Limited Development (Landscape Residential) Zone  Rural Zone</p> <p><b>Figure 3: Extract from the Sunshine Coast Planning Scheme 2014 – Biodiversity, waterways and wetlands overlay (Native vegetation area, Stream order 1 – 2)</b></p> <p>Stream Order 1 - 2  Stream Order 3 - 4  Riparian Protection Area  Native Vegetation Area</p>	<p>A request has been made to amend the zoning of Lots 13 to 24, 32 and 33 on SP300553, Reo Place, Yandina, from the Limited development (Landscape residential) zone to the Low density residential zone and the Environmental management and conservation zone, to reflect the current use of the land.</p> <p>Lot 33 on SP300553 is under Council ownership and identified for an environmental purpose. The remaining other lots are privately owned and currently developed for low density residential uses.</p> <p>In September 2016, Council issued a Development Permit to Reconfigure a lot (1 into 32 Lots and Reserve) over Lot 344 on CG228 (the parent lot) (REC15/0158) (refer <b>Figure 1</b> below). The lots have now been created and developed. The related plan sealing and titling was registered with the Titles Office on 19 September 2018.</p> <p><b>Figure 1: Approved Plan (REC15/0158)</b></p> <p>Under the <i>ShapingSEQ South East Queensland Regional Plan 2017</i>, the subject land is included in the Urban Footprint regional land use category.</p> <p>Under the <i>Sunshine Coast Council Planning Scheme 2014</i>, the subject lots are currently included in the Limited development (Landscape residential) zone and partially included in the Low density residential zone (refer to <b>Figure 2</b>). The subject lots are located in the Yandina Local Plan</p>	<p><b>It is proposed that:</b></p> <ol style="list-style-type: none"> <li>Lots 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24 and 32 on SP300553 be included in the Low density residential zone;</li> <li>Lot 33 on SP300553 be included in the Environmental management and conservation zone;</li> <li>the Urban Growth Management Boundary be amended on the Yandina Local Plan Area Zone Map ZM8 to reflect the new extent of urban development in the Local Plan Area; and</li> <li>consequential amendments be made to other parts of the planning scheme for consistency with the above amendments.</li> </ol>

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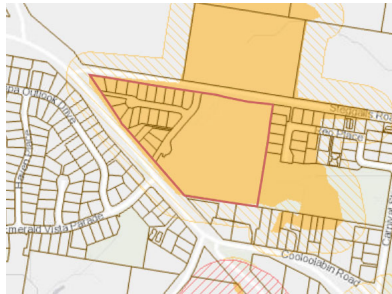

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Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
	<p><b>Figure 4: Extract from the Sunshine Coast Planning Scheme 2014 – Bushfire hazard overlay (Medium bushfire hazard area, Medium bushfire hazard area buffer)</b></p>  <p> <span style="display: inline-block; width: 15px; height: 10px; background-color: yellow; border: 1px solid black;"></span> Medium Bushfire Hazard Area  <span style="display: inline-block; width: 15px; height: 10px; background: repeating-linear-gradient(45deg, transparent, transparent 2px, red 2px, red 4px); border: 1px solid black;"></span> Medium Bushfire Hazard Area Buffer  <span style="display: inline-block; width: 15px; height: 10px; background-color: red; border: 1px solid black;"></span> High Bushfire Hazard Area  <span style="display: inline-block; width: 15px; height: 10px; background: repeating-linear-gradient(-45deg, transparent, transparent 2px, red 2px, red 4px); border: 1px solid black;"></span> High Bushfire Hazard Area Buffer </p>	<p>Area and outside of the Urban Growth Management Boundary. The land is also subject to a number of overlays, most notably the Biodiversity, waterways and wetlands overlay (Native vegetation area, Stream order 1 - 2) (refer to <b>Figure 3</b>) and Bushfire hazard overlay (Medium bushfire hazard area, Medium bushfire hazard area buffer) (refer to <b>Figure 4</b>).</p> <p>All matters relating to biodiversity and bushfire hazard have been appropriately addressed through the development assessment process.</p> <p>Many of the lots intended for residential purposes and in private ownership have already been cleared of vegetation and developed for dwelling houses or as a dual occupancy.</p> <p>As the development is approved for low density residential purposes, the Limited development (Landscape residential) provisions are no longer appropriate, and as such, would result in onerous restrictions on the existing uses.</p> <p>Having regard to the above, it is considered reasonable that the planning scheme appropriately reflects the development approval and the current use of the land for residential and environmental purposes.</p> <p>Therefore, it is proposed that Lots 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24 and 32 on SP300553 be included in the Low density residential zone, and Lot 33 on SP300553 be included in the Environmental management and conservation zone. It is also proposed that the Urban Growth Management Boundary on the Yandina Local Plan Area Zone Map ZM8 be amended to reflect the new extent of urban development in the Local Plan Area and to make consequential planning scheme amendments to other parts of the planning scheme to reflect the proposed changes.</p>	



Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
<p>Honeysuckle Place, Yandina</p> <p>3 to 16, 18 and 20</p> <p>Honeysuckle Place, Yandina</p> <p>1, 6, 8, 10, 12 and 14</p> <p>Appleberry Place, Yandina</p> <p>(Lots 1 to 23 and 100 on SP327995)</p>	<p><b>Figure 2: Extract from the Sunshine Coast Planning Scheme 2014 – Current Zoning</b></p>  <p>Low Density Residential Zone</p> <p>Sport and Recreation Zone</p> <p>Environmental Management and Conservation Zone</p> <p>Limited Development (Landscape Residential) Zone</p> <p>Rural Zone</p>	<p>The zoning of Lots 1 to 23 on SP327995 and Lot 100 on SP 327995 is proposed to be amended from the Limited development (Landscape residential) zone to the Low density residential and environmental management and conservation zone to reflect an enacted development approval.</p> <p>The subject land totals 6.34 hectares. Land to the south and west consists of established dwelling houses. Land to the north is zoned for rural purposes. Lot 100 on SP327995 is under Council ownership and identified for an environmental purpose (bushland park). The remaining lots are privately owned.</p> <p>In April 2019, Council issued a Development Permit to Reconfigure a Lot (1 Lot into 23 Lots and Reserve) over Lot 343 on CG228 (parent lot) (REC15/0127) (refer <b>Figure 1a and 1b</b> below). The lots have now been created and the related plan sealing and titling was registered with the Titles Office on 25 October 2021.</p> <p><b>Figure 1a: Approved Plans (REC15/0127)</b></p> 	<p><b>It is proposed that:</b></p> <ol style="list-style-type: none"> <li><b>Lots 1 to 23 on SP327995 be included in the Low density residential zone;</b></li> <li><b>Lot 100 on SP327995 be included in the Environmental management and conservation zone;</b></li> <li><b>the Urban Growth Management Boundary on the Yandina Local Plan Area Zone Map ZM8 be amended to reflect the new extent of urban development in the Local Plan Area; and</b></li> <li><b>consequential planning scheme amendments be made to other parts of the planning scheme for consistency with the above amendments.</b></li> </ol>



Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
	<p><b>Figure 2: Extract from the Sunshine Coast Planning Scheme 2014 – Biodiversity, waterways and wetlands overlay (Native vegetation area, Stream order 1 – 2)</b></p>  <p>Stream Order 1 - 2  Stream Order 3 - 4  Riparian Protection Area Native Vegetation Area</p> <p><b>Figure 3: Extract from the Sunshine Coast Planning Scheme 2014 – Bushfire hazard overlay (Medium bushfire hazard area)</b></p>  <p>Medium Bushfire Hazard Area  Medium Bushfire Hazard Area Buffer</p>	<p><b>Figure 1b: Approved Plans (REC15/0127)</b></p>  <p>Under the <i>ShapingSEQ South East Queensland Regional Plan 2017</i>, the subject land is included in the Urban Footprint land use category.</p> <p>Under the <i>Sunshine Coast Council Planning Scheme 2014</i>, the subject land is currently included in the Limited development (Landscape residential) zone (refer to <b>Figure 2</b>) and is located in the Yandina Local Plan Area, outside of the Urban Growth Management Boundary.</p> <p>The land is also subject to a number of overlays, most notably the Biodiversity, waterways and wetlands overlay (Native vegetation area, Stream order 1 - 2) (refer to <b>Figure 3</b>) and Bushfire hazard overlay (Medium bushfire hazard area) (refer to <b>Figure 4</b>).</p> <p>All matters relating to biodiversity and bushfire hazard have been appropriately addressed through the development assessment process.</p> <p>Many of the lots intended for residential purposes are in private ownership. Two (2) of the lots (Lots 1 and 18) have been approved for dual occupancies (MCU21/0033) and several private certifier development applications have been submitted to Council for dwelling houses.</p>	

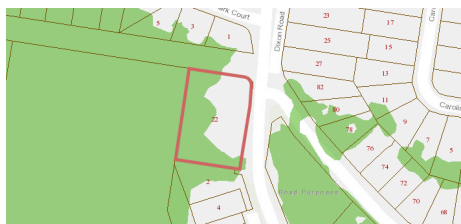
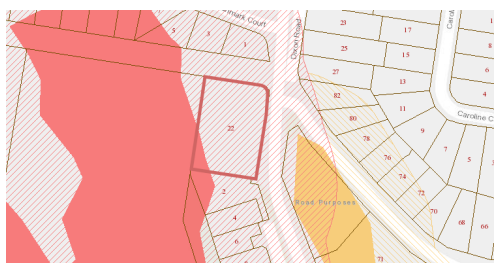
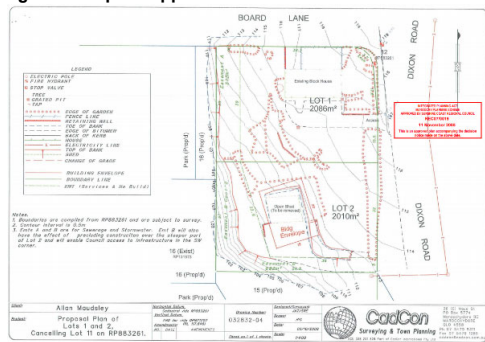
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Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
		<p>As the development is approved for low density residential purposes, the Limited development (Landscape residential) provisions are no longer appropriate.</p> <p>Given the above, it is considered reasonable that the planning scheme appropriately reflects the approved and intended land uses over the land.</p> <p>Therefore, it is proposed that Lots 1 to 23 on SP327995 be included in the Low density residential zone and Lot 100 on SP327995 be included in the Environmental management and conservation zone. It is also proposed that the Urban Growth Management Boundary on the Yandina Local Plan Area Zone Map ZM8 be amended to reflect the new extent of urban development in the Local Plan Area and to make consequential planning scheme amendments to other parts of the planning scheme to reflect the proposed changes.</p>	
<b>22 Dixon Road, Buderim</b>  <b>(Lot 11 on RP883261)</b>	<p><b>Figure 1: Extract from the Sunshine Coast Planning Scheme 2014 – Current Zoning</b></p>	<p>Council has received representation from the landowner of 22 Dixon Road, Buderim (Lot 11 on RP883261) seeking an amendment to the zoning of the land from the Limited development (Landscape residential) zone to a residential zone.</p> <p>The subject land is a rectangular shaped lot, with a total area of 4,096m<sup>2</sup>. It has an established house positioned in the northern half of the lot and the land slopes away from Dixon Road with a south westerly aspect.</p> <p>The northern boundary adjoins the unconstructed Board Lane, while the southern boundary of the subject land adjoins land included in the Low density residential zone - Precinct LDR1 (Protected Housing Area), and the western boundary of the subject land adjoins land included in the Limited development (Landscape residential) zone, which is substantially vegetated and contains a single dwelling. The Dixon Road alignment adjoins the subject land to the east.</p> <p>Under the <i>ShapingSEQ South East Queensland Regional Plan 2017</i>, the subject land is included in the Urban Footprint regional land use category.</p> <p>Under the <i>Sunshine Coast Planning Scheme 2014</i>, the subject land is currently included in the Limited development (Landscape residential) zone (refer to <b>Figure 1</b>) and is</p>	<p>It is proposed that:</p> <ol style="list-style-type: none"> <li>1. the zoning of Lot 11 on RP883261 be amended from the Limited development (landscape residential) to the Low density residential zone – Precinct LDR1 (Protected Housing Area);</li> <li>2. specific provisions be included in the Buderim local plan code in relation to development on Lot 11 on RP883261;</li> <li>3. the Urban Growth Management Boundary on the Buderim Local Plan Area Zone Map ZM32 be amended to reflect the new extent of urban development; and</li> </ol>

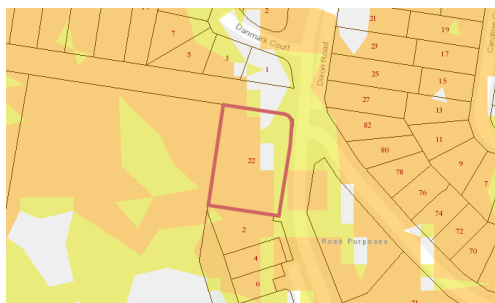
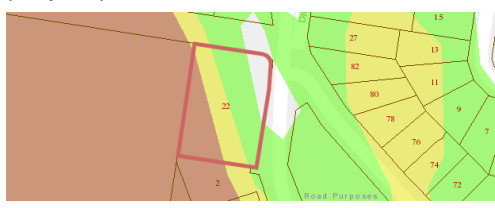
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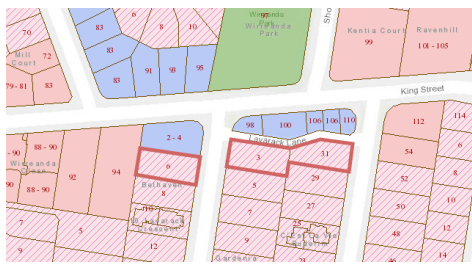
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Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
	<p><b>Figure 2: Extract from the Sunshine Coast Planning Scheme 2014 – Biodiversity, waterways and wetlands overlay</b></p>  <p>Native Vegetation Area</p> <p><b>Figure 3: Extract from the Sunshine Coast Planning Scheme 2014 – Bushfire hazard overlay</b></p>  <p>Medium Bushfire Hazard Area  Medium Bushfire Hazard Area Buffer  High Bushfire Hazard Area  High Bushfire Hazard Area Buffer</p>	<p>located within the Buderim Local Plan Area, outside of the Urban Growth Management Boundary.</p> <p>The land is partially mapped as being subject to the Biodiversity, Waterways and Wetlands Overlay (Native Vegetation Area – western and southern portions) (refer to <b>Figure 2</b>), the Bushfire Hazard Overlay (High Bushfire Hazard Area and High Bushfire Hazard Area Buffer) (refer to <b>Figure 3</b>) and the Landslide Hazard and Steep Land Overlay (Moderate and High Hazard Areas and Slopes) (refer to <b>Figure 4(a) and 4(b)</b>).</p> <p>In November 2008, Council issued a Development Permit for Reconfiguring a lot (1 into 2 lots) under the former <i>Maroochy Plan 2000</i> (REC07/0019). This approval has since lapsed (refer to <b>Figure 5</b>).</p> <p><b>Figure 5: Lapsed approved subdivision</b></p>  <p>A Geotechnical Report prepared as part of the development application stated that <i>"the site is suitable for subdivision and that a suitable and stable house site is available on the site. The site is steep however good engineering practices are recommended to address the geotechnical and slope stability constraints on the site. These recommended practices should be more precisely defined by NCGC"</i>.</p> <p>Having regard to the above, it is considered appropriate to amend the zoning of the subject land from the Limited</p>	<p>4. consequential planning scheme amendments be made to other parts of the planning scheme for consistency with the above amendments.</p>

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Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
	<p><b>Figure 4(a): Extract from the Sunshine Coast Planning Scheme 2014 – Landslide hazard and steep land overlay map (Landslide)</b></p>  <p>Moderate Hazard Area High Hazard Area</p> <p><b>Figure 4(b): Extract from the Sunshine Coast Planning Scheme 2014 – Landslide hazard and steep land overlay map (Steep land)</b></p>  <p>Slope 15-20% Slope 20-25% Slope &gt;25%</p>	<p>development (Landscape residential) zone to a Low density residential zoning and to limit the subdivision of the land to a maximum of 2 lots, which is consistent with the former Development Permit. It is also considered that matters relating to landslide hazard and steep slopes, native vegetation and bushfire hazard can be appropriately addressed by the existing provisions in the planning scheme as part of any future development application.</p> <p>It is also noted that the subject land has access to existing services and changes to the proposed zoning to allow for further subdivision over part of the site would be consistent with surrounding lots to the south.</p> <p>It is therefore proposed that the zoning of the subject land be amended from the Limited development (landscape residential) zone to the Low density residential zone - Precinct LDR1 (Protected Housing), which is consistent with the prevailing residential zoning in the Buderim Local Plan Area. It is also proposed to include specific provisions in the Buderim Local Plan Code relating to subdivision on the subject land. It is also proposed that the Urban Growth Management Boundary on the Buderim Local Plan Area Zone Map ZM32 be amended to reflect the proposed zoning changes and to make consequential planning scheme amendments to other parts of the planning scheme to reflect the proposed changes.</p>	

Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
<p>3, 6 and 31 Lavarack Crescent, Buderim</p> <p>(Lots 2 and 12 on RP90687</p> <p>Lot 8 on RP95934)</p>	<p><b>Figure 1: Extract from the Sunshine Coast Planning Scheme 2014 – Current Zoning</b></p>  <p>Low Density Residential Zone</p> <p>Precinct LDR1 (Protected Housing Area)</p> <p>Medium Density Residential Zone</p> <p>Local Centre Zone</p> <p>Open Space Zone</p>	<p>At Council's Ordinary Meeting held on 17 October 2019, Council refused a development application (MCU18/0216) for a Material Change of Use for an extension to an existing service station located at 2-4 and 6 Lavarack Crescent, Buderim. In addition to refusing the subject development application, Council also resolved (Council resolution OM19/157, item (c)) to:</p> <p><i>“further consider the zoning of the land subject to the development application as part of the next planning scheme or major planning scheme review.”</i></p> <p>The land at 3 Lavarack Crescent and 31 Lavarack Crescent, Buderim has also been included in this review, given:</p> <ul style="list-style-type: none"> <li>its adjacency (to the east) of the land described above and (to the south) of land in the Local centre zone with frontage to Lavarack Lane (and King Street); and</li> <li>the existing medical related businesses operating on this land.</li> </ul> <p>2-4 Lavarack Crescent (legally described as Lot 1 on RP90687) is located on the corner of King Street and Lavarack Crescent and is currently occupied by a service station (Matilda Blue), a mechanic workshop (Buderim Mechanical) and a car wash (Buderim's Hand Car Wash and Detailing). 6 Lavarack Crescent (legally described as Lot 2 on RP90687) is located on the southern side of 2-4 Lavarack Crescent and contains a 2 storey dwelling and ancillary structures. Lot 1 has a total site area of 959m<sup>2</sup> and Lot 2 is 891m<sup>2</sup> in area.</p> <p>3 Lavarack Crescent (legally described as Lot 12 on RP90687) and 31 Lavarack Crescent (legally described as Lot 8 on RP95934) are located on the southern side of Lavarack Lane behind the existing business uses. Lot 12 on RP90687 is 891m<sup>2</sup> in area and currently occupied by Suncoast Christian Health Centre, QML pathology and a dwelling unit. Lot 8 on RP95934 is 789m<sup>2</sup> in area and currently occupied by a chiropractic business.</p> <p>The surrounding land with frontage to King Street primarily consists of multiple dwellings (i.e. townhouses) and dual occupancies, one to two storeys in height with some single dwelling sites. The surrounding land to the north and south primarily consists of low density residential dwellings with the</p>	<p>It is proposed that:</p> <ol style="list-style-type: none"> <li>the zoning of Lot 2 on RP90687 (6 Lavarack Crescent, Buderim), Lot 12 on RP90687 (3 Lavarack Crescent, Buderim) and Lot 8 on RP95934 (31 Lavarack Crescent, Buderim) be amended from the Low density residential zone (Precinct LDR1 (Protected Housing Area)) to the Local centre zone; and</li> <li>Table 6.2.8.2.1 (Consistent uses and potentially consistent uses in the Local centre zone) of Part 6.2.8 Local Centre zone code, be amended to include a service station to be a potentially consistent use, if replacing an existing service station and located in a local (not full service) activity centre.</li> </ol>

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		<p>occasional dual occupancies. There are pockets of local business (i.e. primarily convenience shopping and medical uses) along King Street.</p> <p>Under the <i>Sunshine Coast Planning Scheme 2014</i>, Lot 1 on RP90687 is currently included in the Local centre zone and Lot 2 on RP90687, Lot 12 on RP90687 and Lot 8 on RP95934 are currently included in the Low density residential zone, Precinct LDR1 (Protected Housing Area) (refer <b>Figure 1</b>). The subject land is also included in the Buderim Local plan area.</p> <p>The existing centre uses at this location currently provide a local convenience function and is categorised as being a local (not full service) activity centre under the planning scheme's activity centre network (refer to Table 3.4.3.1 (Activity centre network) of the Strategic Framework).</p> <p>A review of the economic advice prepared in relation to MCU18/0216 indicates that there is a strong level of community, economic and planning need for an old style service station to become a more modern and competitive service station and that the economic impact upon other service stations and centre zoned land is not considered to be an issue. Having regard to this advice and to provide a logical extension of the existing service station use, it is considered appropriate for the zoning of Lot 2 on RP90687 (6 Lavarack Crescent, Buderim) to be amended from the Low density residential zone (Precinct LDR1 (Protected Housing Area)) to the Local centre zone to facilitate a new, more modern service station on the subject land.</p> <p>It is also considered appropriate to amend the zoning of 3 and 31 Lavarack Crescent (Lot 12 on RP90687 and Lot 8 on RP95934) from the Low density residential (Precinct LDR1 (Protected Housing Area)) to the Local centre zone to reflect the current use of this land for business uses. The inclusion of these sites in the Local centre zone will create a more contiguous local centre along King Street at Buderim and complements the proposal to amend the adjacent lot to the west being Lot 2 on RP90687 (6 Lavarack Crescent, Buderim) to also be included in the Local centre zone.</p> <p>Under the planning scheme, development for the purposes of a service station in the Local centre zone is currently subject</p>	

Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
		<p>to Impact assessment and is an inconsistent use in a local (not full service) activity centre.</p> <p>To provide for the expansion or redevelopment of an existing service station where located within a Local centre zone and identified as a local (not full service) activity centre, it is proposed to amend the Local Centre zone code (i.e. Table 6.2.8.2.1 (Consistent uses and potentially consistent uses in the Local centre zone)) to include a service station as a potentially consistent use, if replacing an existing service station and located in a local (not full service) activity centre. Development for a service station in the Local centre zone (where in a local (not full service) activity centre will continue to be subject to an Impact assessable development application, which includes public consultation.</p> <p>These provisions are proposed to apply to all existing service stations, where located in the Local centre zone and identified as a local (not full service) activity centre. Examples of existing service stations located in the Local centre zone and identified as a local (not full service) activity centre include, Shell Buderim, BP Mooloolaba, Coles Express Mooloolaba, Caltex Sippy Downs, General Store Conondale, BP Mapleton, Peachester Store, 7 Eleven Warana, BP Bokaraina, 7 Eleven Wurtulla, Ampol Moffat Beach and 7 Eleven Mountain Creek.</p>	

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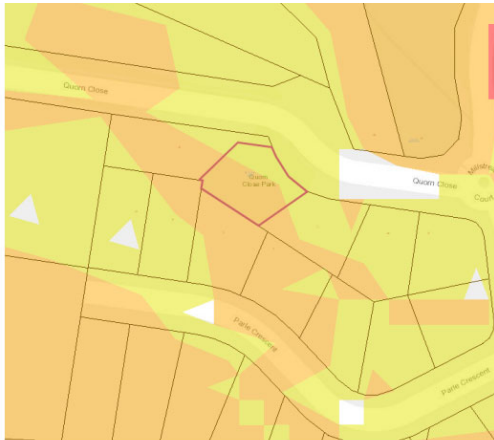


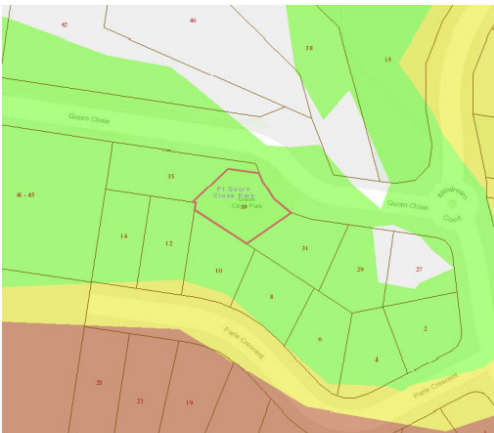
Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
33 Quorn Close, Buderim (Lot 2 on RP183878)	<p><b>Figure 1: Extract from the Sunshine Coast Planning Scheme 2014 – Current Zoning</b></p> <p>Low Density Residential Zone  Precinct LDR1 (Protected Housing Area)  Medium Density Residential Zone  Environmental Management and Conservation Zone  Open Space Zone  Limited Development (Landscape Residential) Zone</p>	<p>33 Quorn Close, Buderim (legally described as Lot 2 on RP183878) is currently under Council ownership and has been identified as being underutilised and surplus to Council's requirements.</p> <p>Council previously resolved to dispose of the property. Prior to the disposal it is intended that the zoning of the subject site is amended to generally reflect the previous residential zoning and the prevailing zoning in the local plan area, and to enable the land to be more easily developed for a residential use in the future.</p> <p>The subject site is 808m<sup>2</sup> in area and is identified as Pt Quorn Close Park. The subject site is surrounded by established dwelling houses on land included either in the Low density residential zone (Precinct LDR1 (Protected Housing Area)) or the Limited development (Landscape residential) zone (refer to <b>Figure 1</b>). A drainage easement (refer <b>Figure 2</b>) and sewage infrastructure are located along the north-western boundary of the site.</p> <p><b>Figure 2: Drainage easement</b></p> <p>Under the former <i>Maroochy Plan 2000</i>, the subject site was included in the Buderim Scarp Residential (Neighbourhood Residential) Precinct.</p> <p>Under the <i>Sunshine Coast Council Planning Scheme 2014</i>, the subject site is currently included in the Open space zone (refer to <b>Figure 1</b>) of the Buderim Local plan area. The</p>	<p><b>It is proposed that:</b></p> <ol style="list-style-type: none"> <li>1. Lot 2 on RP182878 be included in the Low density residential zone in Precinct LDR1 (Protected Housing Area) on Zone Map ZM32 (Buderim Local Plan Area); and</li> <li>2. Figure 7.2.5A (Buderim Local Plan Elements) of the Buderim Local Plan Code is amended to remove the greenspace designation over Lot 2 on RP182878.</li> </ol>

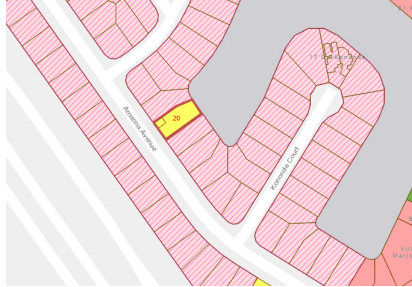
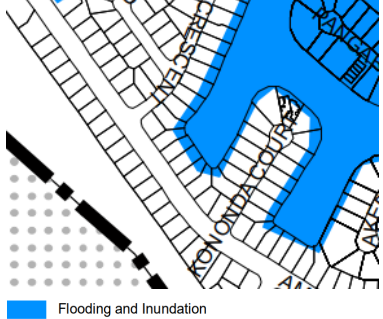
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Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
	<p><b>Figure 3(a): Extract from the Sunshine Coast Planning Scheme 2014 – Landslide hazard and steep land overlay map (i) (Landslide)</b></p>  <p>Moderate Hazard  High Hazard  Very High Hazard</p>	<p>subject site is also identified as 'greenspace' on Figure 7.2.5A (Buderim Local Plan Elements) of Section 7.2.5 (Buderim Local Plan Code), which is reflective of its Open space zoning.</p> <p>The subject site is also designated as a Recreation - Amenity Reserve in Council's Open Space Network. There are no park assets on the site. The upper Quorn Close entry to the Buderim Forest Park and Falls, which includes a memorial garden, picnic/barbeque facilities, toilets and parking, is located approximately 60 metres to north of the subject site. Given this, and the apparently limited utilisation of the land for amenity or recreation purposes, removing the Open space zoning from this land would likely have a negligible impact on the amenity of the local area and the integrity of Council's Open Space Network more broadly.</p> <p>The site is also subject to a number of planning scheme overlays, most notably the Landslide hazard and steep land overlay, which indicates that the north-eastern half of the site is identified as a moderate landslide hazard and the south-western half of the site is identified as a high landslide hazard area, with a slope of 15-20% (refer to <b>Figure 3(a)</b> and <b>3(b)</b>).</p> <p>A Slope Stability Risk Assessment, undertaken in March 2020, indicates that the risk to property and to properties adjacent to the site is "low" provided that the recommendations made within the report relating to hillside construction and long-term stability are implemented.</p> <p>Development of the subject site would require the preparation of a site-specific geotechnical assessment report as part of any future development application, which would be assessed against the planning scheme's Landslide hazard and steep land overlay code as well as other relevant parts of the planning scheme (e.g. Dwelling house code).</p> <p>Having regard to the above it is considered appropriate to amend the zoning of Lot 2 on RP183878 at 33 Quorn Close, Buderim from the Open space zone to the Low density residential zone (Precinct LDR-1 (Protected Housing Area)), which is consistent with the previous zoning under the former <i>Maroochy Plan 2000</i> and the prevailing zoning of adjoining land. It is also proposed to amend Figure 7.2.5A (Buderim Local Plan Elements) of the Buderim Local Plan Code, to</p>	

Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
	<p><b>Figure 3(b): Extract from the Sunshine Coast Planning Scheme 2014 – Landslide hazard and steep land overlay map (ii) (Steep land)</b></p>  <p> <span style="color: green;">■</span> Slope 15-20%  <span style="color: yellow;">■</span> Slope 20-25%  <span style="color: brown;">■</span> Slope greater than 25% </p>	remove the 'greenspace' designation over Lot 2 on RP182878.	

Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
52 and 52A Amarina Avenue, Mooloolaba (Lot 142 and Lot 900 on SP318724)	<p><b>Figure 1: Extract from the Sunshine Coast Planning Scheme 2014 – Current Zoning</b></p>  <p>Low Density Residential Zone  Precinct LDR1  (Protected Housing Area)  Medium Density Residential Zone  Community Facilities Zone  20. Utility installation (Local utility)</p> <p><b>Figure 2: Extract from the Sunshine Coast Planning Scheme 2014 – Flood hazard overlay</b></p>  <p>Flooding and Inundation</p>	<p>52 Amarina Avenue, Mooloolaba (legally described as Lot 142 on SP318724) is currently under Council ownership and has been identified as being underutilised and surplus to Council's requirements. Lot 142 has a site area of 644m<sup>2</sup> and a drainage easement is located along the southern boundary.</p> <p>Council previously resolved to dispose of the property. Prior to the disposal it is intended that the zoning of the subject site is amended to generally reflect the previous residential zoning and the prevailing zoning in the local plan area, and to enable the land to be more easily developed for a residential use in the future.</p> <p>52A Amarina Avenue, Mooloolaba (legally described as Lot 900 on SP318724) is currently under the ownership of the Northern SEQ Distributor-Retailer Authority. Lot 900 has a site area of 63m<sup>2</sup> and currently houses Unitywater infrastructure in the form of a sewage pump station.</p> <p>The combined total land area is 707m<sup>2</sup> and has canal frontage to the Mooloolah River. Surrounding properties in the local area consist primarily of dwelling houses, which are included in the Low density residential zone (Precinct LDR1 (Protected Housing Area)).</p> <p>Under the former <i>Maroochy Plan 2000</i>, the subject land was included in the Mooloolaba Waters (Neighbourhood Residential) Precinct.</p> <p>Under the <i>Sunshine Coast Planning Scheme 2014</i>, the subject land is currently included in the Community facilities zone and annotated 20. Utility installation (Local utility) (refer to <b>Figure 1</b>). The land is also subject to a number of planning scheme overlays, most notably the Flood hazard overlay (refer to <b>Figure 2</b>). Any future development on Lot 142 would require assessment against the relevant provisions in the planning scheme, including the Flood hazard overlay code.</p> <p>The lot size of 644m<sup>2</sup> for Lot 142 is generally consistent with surrounding residential lots included in the Low density residential zone (Precinct LDR1 (Protected Housing Area)). It is noted however, that with the easement along the eastern boundary of the site, and the potential for flooding at the rear of the lot, the developable area of the land may be reduced to approximately 342m<sup>2</sup>. Notwithstanding, it is considered suitable for Lot 142 to be utilised for low density residential</p>	<p><b>It is proposed that Lot 900 on SP318724 is retained in the Community facilities zone (annotated 20. Utility installation (Local utility) and Lot 142 on SP318724 be included in the Low density residential zone in Precinct LDR1 (Protected Housing Area) on Zone Map ZM34 (Mooloolaba / Alexandra Headland Local Plan Area).</b></p>

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Site ID	Sunshine Coast Planning Scheme 2014	Summary	Proposed Amendment
		<p>purposes. Therefore, it is proposed that Lot 142 on SP318724 be included in the Low density residential zone (Precinct LDR-1 (Protected Housing Area)), which is consistent with the previous zoning under the former <i>Maroochy Plan 2000</i> and the prevailing zoning of surrounding land. It is proposed that Lot 900 is retained in the Community facilities zone and annotated 20. Utility installation (Local Utility).</p>	
<p><b>13 and 21 Smith Street, Mooloolaba</b>   <b>Lot 91 on RP73433</b>   <b>Lot 0 on SP173707</b></p>	<p><b>Figure 1: Extract from the Height of buildings and structures overlay</b></p>  <p>12 metres  15 metres  18 metres  21 metres  25 metres  30 metres  37.5 metres  40 metres  45 metres</p>	<p>Council has received a request on behalf of the landowner of 13 Smith Street, Mooloolaba (legally described as Lot 91 on RP73433), seeking an increase in the maximum building height from 18 metres to 37.5 metres.</p> <p>Under the <i>Sunshine Coast Council Planning Scheme 2014</i>, the subject site is currently included in the District centre zone in the Mooloolaba/Alexandra Headland Local plan area and has a maximum building height of 18 metres (refer to <b>Figure 1</b>).</p> <p>The subject site has a total site area of 690m<sup>2</sup>. The northern side boundary of the subject site adjoins the Brisbane Road Car Park, which currently has a maximum building height of 45 metres. To the south is the Pandanus Mooloolaba Apartments, located at 21 Smith Street (legally described as Lot 0 on SP173707). This site currently has a maximum building height of 18 metres. Land to the south-east and north-west currently has a maximum building height of 25 metres.</p> <p>Having regard to the existing maximum building heights for development in the surrounding area, it is considered appropriate for an increase in the maximum building height for 13 and 21 Smith Street, from 18 metres to 25 metres. Therefore, it is proposed to amend the Height of buildings and structures overlay to include 13 and 21 Smith Street in the 25 metre height category.</p>	<p><b>It is proposed to amend the maximum building of 13 Smith Street (Lot 91 on RP73433) and 21 Smith Street (Lot 0 on SP173707) from 18 metres to 25 metres.</b></p>



## Amendment Instrument

### Proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) No. [to be inserted] – Site Specific and Editorial Matters

Draft for Council Consideration

Made under the *Planning Act 2016*, section 20 (Amending planning schemes under Minister's rules)

This amendment has effect on and from [to be inserted]



## 1. Short title

This amendment instrument may be cited as the proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) No. [to be inserted]* – Site Specific and Editorial Matters.

## 2. Commencement

This amendment instrument has effect on and from [to be inserted].

## 3. Purpose

The purpose of the proposed *Sunshine Coast Planning Scheme 2014 (Major Amendment) No. [to be inserted]* – Site Specific and Editorial Matters is to:-

- (a) Amend the zoning, overlays, local plan precincts/elements and/ or planning scheme provisions relating to several specific sites located in the Buderim, Kawana Waters, Maroochydore/Kuluin, Mooloolaba/Alexandra Headland, Peregian South, Sippy Downs, Woombye and Yandina Local plan area, in order to: -
  - (i) reflect an existing development approval;
  - (ii) better reflect existing or desired future land uses;
  - (iii) respond to Council property-related matters or a Council resolution; and
  - (iv) respond to identified mapping anomalies.
- (b) address other editorial matters to improve the clarity and efficiency of the planning scheme.

## 4. Amendment table

This amendment instrument amends the component of the *Sunshine Coast Planning Scheme 2014* in Table 1, Column 1, in respect of the planning scheme provisions stated in Table 1, Column 2, in the manner stated in Table 1, Column 3.

**Table 1 Amendment table**

Column 1	Column 2	Column 3
Planning scheme component	Planning scheme provision	Amendment
Part 6 (Zones)	Section 6.2.1 (Low density residential zone code), Table 6.2.1.2.1 (Consistent uses and potentially consistent uses in the Low density residential zone).	Amend as shown in <b>Appendix A</b>
Part 6 (Zones)	Section 6.2.8 (Local centre zone code), Table 6.2.8.2.1 (Consistent uses and potentially consistent uses in the Local centre zone).	Amend as shown in <b>Appendix A</b>
Part 7 (Local Plans)	Section 7.2.5 (Buderim local plan code), Section 7.2.5.4 (Performance outcomes and acceptable outcomes), Table 7.2.5.4.1 (Performance outcomes and acceptable outcomes for assessable development).	Amend as shown in <b>Appendix A</b>
Part 7 (Local Plans)	Section 7.2.5 (Buderim Local Plan Code), Figure 7.2.5A	Amend as shown in <b>Appendix B</b>

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Column 1	Column 2	Column 3
Planning scheme component	Planning scheme provision	Amendment
	(Buderim Local Plan Elements).	
Part 7 (Local Plans)	Section 7.2.6 (Caloundra local plan code), Section 7.2.6.4 (Performance outcomes and acceptable outcomes), Table 7.2.6.4.1 (Performance outcomes and acceptable outcomes for assessable development within Precinct CAL LPP-1 (Caloundra Central)).	Amend as shown in <b>Appendix A</b>
Part 7 (Local Plans)	Section 7.2.14 (Kawana Waters local plan code), Section 7.2.14.3 (Purpose and overall outcomes) and Section 7.2.14.4 (Performance Outcomes and acceptable outcomes), Table 7.2.14.4.1 (Performance outcomes and acceptable outcomes for assessable development).	Amend as shown in <b>Appendix A</b>
Part 7 (Local Plans)	Section 7.2.14 (Kawana Waters local plan code), Figure 7.2.14A (Kawana Waters Local Plan Elements).	Amend as shown in <b>Appendix B</b>
Part 7 (Local Plans)	Section 7.2.19 (Maroochydore/Kuluin local plan code), Section 7.2.19.3 (Purpose and overall outcomes).	Amend as shown in <b>Appendix A</b>
Part 7 (Local Plans)	Section 7.2.24 (Peregian South local plan code), Figure 7.2.24A (Peregian South Local Plan Elements).	Amend as shown in <b>Appendix B</b>
Part 7 (Local Plans)	Section 7.2.25 (Sippy Downs local plan code), Section 7.2.25.4 (Performance outcomes and acceptable outcomes), Table 7.2.25.4.1 (Performance outcomes and acceptable outcomes for assessable development in the Sippy Downs local plan area generally).	Amend as shown in <b>Appendix A</b>
Part 7 (Local Plans)	Section 7.2.25 (Sippy Downs local plan code), Figure 7.2.25A (Sippy Downs Local Plan Elements).	Amend as shown in <b>Appendix B</b>
Part 7 (Local Plans)	Section 7.2.26 (Woombye local plan code), Figure 7.2.26A (Woombye Local Plan Elements).	Amend as shown in <b>Appendix B</b>
Part 9 (Development Codes)	Section 9.3.6 (Dwelling house code), Section 9.3.6.3	Amend as shown in <b>Appendix A</b>

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Column 1	Column 2	Column 3
Planning scheme component	Planning scheme provision	Amendment
	(Performance outcomes and acceptable outcomes), Table 9.3.6.3.1 (Requirements for accepted development and performance outcomes and acceptable outcomes for assessable development).	
Schedule 2 (Mapping)	Zone Map ZM8 (Yandina Local Plan Area).	Amend as shown in <b>Appendix B</b>
Schedule 2 (Mapping)	Zone Map ZM10 (Peregian South Local Plan Area).	Amend as shown in <b>Appendix B</b>
Schedule 2 (Mapping)	Zone Map ZM27 (Woombye Local Plan Area).	Amend as shown in <b>Appendix B</b>
Schedule 2 (Mapping)	Zone Map ZM32 (Buderim Local Plan Area).	Amend as shown in <b>Appendix B</b>
Schedule 2 (Mapping)	Zone Map ZM33 (Sippy Downs Local Plan Area).	Amend as shown in <b>Appendix B</b>
Schedule 2 (Mapping)	Zone Map ZM34 (Mooloolaba/Alexandra Headland Local Plan Area)	Amend as shown in <b>Appendix B</b>
Schedule 2 (Mapping)	Zone Map ZM35 (Kawana Waters Local Plan Area).	Amend as shown in <b>Appendix B</b>
Schedule 2 (Mapping)	Local Plan Map LPM22 (Maroochydore/Kuluin Local Plan Area).	Amend as shown in <b>Appendix B</b>
Schedule 2 (Mapping)	Overlay Map OVM34H (Mooloolaba/Alexandra Headland Local Plan Area) – Height of Buildings and Structures Overlay Map	Amend as shown in <b>Appendix B</b>

As a consequence of the amendments in Table 1, this amendment instrument also makes consequential amendments to the component of the *Sunshine Coast Planning Scheme 2014* in Table 2, Column 1, in respect of the planning scheme provisions stated in Table 2, Column 2, in the manner stated in Table 2, Column 3.

**Table 2 Consequential amendment table**

Column 1	Column 2	Column 3
Planning scheme component	Planning scheme provision	Amendment
Part 3 (Strategic Framework), Schedule 2 (Mapping)	<ul style="list-style-type: none"> <li>Strategic Framework Map SFM1 (Land Use Elements)</li> <li>Strategic Framework Map SFM2 (Economic Development Elements)</li> <li>Strategic Framework Map SFM3 (Transport Elements)</li> <li>Strategic Framework Map SFM4</li> </ul>	<p>Amend, where relevant, the Urban Growth Management Boundary, Rural Residential Growth Management Boundary, Urban Area land use category, Rural Residential Area land use category, Coastal Urban Setting and Rural Town Setting to align with the proposed amendments to:</p> <ul style="list-style-type: none"> <li>Zone Map ZM8 (Yandina Local</li> </ul>

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Column 1	Column 2	Column 3
Planning scheme component	Planning scheme provision	Amendment
	(Infrastructure Elements) <ul style="list-style-type: none"> <li>Strategic Framework Map SFM6 (Community Identity, Character and Social Inclusion Elements)</li> </ul>	Plan Area); <ul style="list-style-type: none"> <li>Zone Map ZM27 (Woombye Local Plan Area);</li> <li>Zone Map ZM32 (Buderim Local Plan Area); and</li> <li>Zone Map ZM33 (Sippy Downs Local Plan Area).</li> </ul>
Part 9 (Development Codes), Section 9.4.8 (Transport and parking code)	<ul style="list-style-type: none"> <li>Figure 9.4.8A (Functional Transport Hierarchy)</li> <li>Figure 9.4.8B(i) (Strategic Network of Pedestrian and Cycle Links (Pathways))</li> <li>Figure 9.4.8B(ii) (Strategic Network of Pedestrian and Cycle Links (On Road Cycleways))</li> <li>Figure 9.4.8C (Strategic Network of Public Transport Links)</li> </ul>	Amend the Urban Area and Rural Residential Area land use categories to align with the proposed amendments to: <ul style="list-style-type: none"> <li>Zone Map ZM8 (Yandina Local Plan Area);</li> <li>Zone Map ZM27 (Woombye Local Plan Area);</li> <li>Zone Map ZM32 (Buderim Local Plan Area); and</li> <li>Zone Map ZM33 (Sippy Downs Local Plan Area).</li> </ul>
Schedule 2	Height of Buildings and Structures Overlay Map OVM8H (Yandina Local Plan Area)	Amend to reflect current DCDB subdivision
Schedule 2	Height of Buildings and Structures Overlay Map OVM27H (Woombye Local Plan Area)	Amend to reflect current DCDB subdivision
Schedule 2	Height of Buildings and Structures Overlay Map OVM33H (Sippy Downs Local Plan Area)	Amend to reflect amendment to zones as shown in <b>Appendix B</b>
Schedule 3 (Local Government Infrastructure Plan (LGIP) Mapping and Tables)	LGIP Map PIA32 (Local Government Infrastructure Plan Map – Priority Infrastructure Area)	Amend to reflect amendment to zones as shown in <b>Appendix B</b>

**Appendix A Amendment schedule (text)****Part 6 (Zones), Section 6.2.1 (Low density residential zone code)**

- (g) development is designed and located in a manner which makes a positive contribution to the *streetscape* and is sympathetic to the existing and intended scale and character of surrounding development;
- (h) development incorporates a high level of residential amenity, personal health and safety, protection for property and appropriately meets the needs of people of all abilities;
- (i) development for residential activities adjacent to rural land does not interfere with the existing or ongoing use of rural land for productive agricultural purposes;
- (j) development is located, designed and operated to be responsive to the Sunshine Coast's sub-tropical climate and minimises the consumption of energy and water;
- (k) development avoids as far as practicable, or where avoidance is not practicable, minimises and otherwise mitigates, adverse impacts on *ecologically important areas*, including creeks, gullies, *waterways*, *wetlands*, coastal areas, habitats and *vegetation* through location, design, operation and management;
- (l) development is designed and sited to sensitively respond to the physical characteristics and constraints of land, including flooding, *steep land*, landslide hazard and bushfire hazard, where applicable;
- (m) development is provided with the full range of urban services to support the needs of the community, including *parks*, roads and transport corridors, pedestrian and cycle paths, reticulated water and sewerage (where available or planned to be made available), stormwater drainage and electricity and telecommunication infrastructure;
- (n) development does not adversely impact on the continued operation, viability and maintenance of existing *infrastructure* or compromise the future provision of planned *infrastructure*; and
- (o) development provides for the following:-
  - (i) a use listed as a consistent use in column 1 of **Table 6.2.1.2.1 (Consistent uses and potentially consistent uses in the Low density residential zone)** to occur in the Low density residential zone; and
  - (ii) a use listed as a potentially consistent use in column 2 of **Table 6.2.1.2.1** to occur in the Low density residential zone only where further assessment has determined that the use is appropriate in the zone having regard to such matters as its location, nature, scale and intensity.

Note—a use not listed in **Table 6.2.1.2.1** is an inconsistent use and is not intended to occur in the Low density residential zone.

**Table 6.2.1.2.1 Consistent uses and potentially consistent uses in the Low density residential zone**

Column 1 Consistent Uses	Column 2 Potentially Consistent Uses
<b>Residential activities</b>	
(a) <i>Community residence</i>	(a) <i>Relocatable home park</i>
(b) <i>Dual occupancy</i> (where not located in Precinct LDR 1 (Protected Housing Area))	(b) <i>Rooming accommodation</i>
(c) <i>Dwelling house</i>	(c) <i>Tourist park</i>
(d) <i>Dwelling unit</i>	
(e) <i>Residential care facility</i> (where not located in Precinct LDR 1 (Protected Housing Area))	
(f) <i>Retirement facility</i> (where not located in Precinct LDR 1 (Protected Housing Area))	
<b>Business activities</b>	
(a) <i>Home based business</i> (where other than a high impact home based activity)	None
(b) <i>Office</i> (where located in an existing building in Maroochydore/Kuluin local plan area Precinct <del>MARK</del> LPP-35 – Maud Street/Sugar Road)	
(c) <i>Sales office</i>	
(d) <i>Shop</i> (where a corner store)	
<b>Community activities</b>	
(a) <i>Community care centre</i>	<i>Child care centre</i>

Part 6

Part 6 (Zones), Section 6.2.8 (Local centre zone code)

Table 6.2.8.2.1 Consistent uses and potentially consistent uses in the Local centre zone

Column 1 Consistent Uses	Column 2 Potentially Consistent Uses
<b>Residential activities</b>	
(a) Caretaker's accommodation (b) Community residence (c) Dual occupancy (where forming part of a mixed use development) (d) Dwelling unit (e) Multiple dwelling (f) Rooming accommodation (g) Short-term accommodation	(a) Residential care facility (b) Retirement facility
<b>Business activities</b>	
(a) Agricultural supplies store (b) Bar (where located in a local (full service) activity centre or where for a prescribed rooftop use) (c) Car wash (where located in a local (full service) activity centre) (d) Food and drink outlet (other than where incorporating a drive-through facility or where for a high volume convenience restaurant) (e) Function facility (f) Funeral parlour (g) Garden centre (other than where exceeding a gross leasable floor area of 300m <sup>2</sup> ) (h) Hardware and trade supplies (other than where exceeding a gross leasable floor area of 300m <sup>2</sup> ) (i) Health care services (j) Home based business (other than where involving a high impact home based business activity) (k) Hotel (where located in a local (full service) activity centre or where for a prescribed rooftop use) (l) Market (m) Office (n) Sales office (o) Service station (where located in a local (full service) activity centre) (p) Shop (other than where involving a department store or discount department store) (q) Shopping centre (other than where involving a department store or discount department store) (r) Veterinary services	(a) Bar (other than as specified in column 1) (b) Theatre (other than a multiplex cinema) (b)(c) <u>Service station (where located in a local (not full service) activity centre and replacing an existing service station)</u>
<b>Industrial activities</b>	
(a) Low impact industry (where involving the mechanical repair and servicing of motor vehicles, lawn mowers or the like in a rural town or rural village) (b) Service industry	None
<b>Community activities</b>	
(a) Child care centre (b) Community care centre (c) Community use (d) Educational establishment (e) Emergency services (f) Place of worship	None
<b>Sport and recreation activities</b>	
(a) Club (where not exceeding a gross leasable floor area of 300m <sup>2</sup> ) (b) Indoor sport and recreation (c) Outdoor sport and recreation (where for a prescribed rooftop use) (d) Park	None
<b>Other activities</b>	
(a) Parking station (b) Utility installation (where a local utility)	None

Part 6

Part 7 (Local Plans), Section 7.2.5 (Buderim local plan code)

Performance Outcomes		Acceptable Outcomes	
<b>Development in the Low Density Residential Zone</b>			
<b>PO12</b>	Development for reconfiguring a lot in the Low density residential zone provides for comparatively large lot sizes that maintain the low density character and amenity of neighbourhoods.	<b>AO12</b>	Development in the Low density residential zone provides for conventional residential lots which are a minimum of 700m <sup>2</sup> in area.
<b>PO13</b>	Development maintains the integrity of the large, established residential properties adjacent to the southern part of Gloucester Road that are characterised by buildings set back from street boundaries and surrounded by generous landscaped grounds.	<b>AO13</b>	Development in the Low density residential zone in Precinct BUD LPP-1 (Gloucester Road South) where identified on <b>Local Plan Map LPM32</b> :- (a) does not provide for the creation of any additional lots; (b) provides for all buildings and structures to be set back at least 10 metres from Gloucester Road; and (c) blends development into the landscape so as to retain the integrity of the open <i>streetscape</i> in this part of Buderim.
<b>Development in the Low Density Residential Zone in Precinct LDR1 (Protected Housing Area) (22 Dixon Road, Buderim (Lot 11 RP883261))</b>			
<b>PO14</b>	<u>Reconfiguring a lot in the Low density residential zone in Precinct LDR1 (Protected Housing Area) at 22 Dixon Road, Buderim (Lot 11 RP883261) provides for a maximum of two (2) lots.</u>	<b>AO14</b>	<u>No acceptable outcome provided.</u>
<b>Development in the Emerging Community Zone (Lot 46 C31729, Endota Street)</b>			
<b>PO145</b>	Development in the Emerging community zone on Lot 46 C31729, situated at Endota Street, Buderim:- (a) provides for an integrated development outcome over the whole of the <i>site</i> ; (b) minimises the visual impact of development on the Buderim escarpment; (c) preserves native <i>vegetation</i> areas and escarpment areas as undeveloped land; (d) restores escarpment areas which have previously been subject to vegetation clearing; (e) includes native <i>vegetation</i> areas and escarpment areas in <i>public open space</i> or another appropriate form of protective tenure; (f) provides for low intensity development only at a maximum density of 4 <i>equivalent dwellings</i> per hectare; and (g) provides for development to be clustered or otherwise configured in a manner that minimises the need for <i>vegetation clearing</i> or landform modification and blends development into the landscape such that there is only minimal exposure of built form elements when the <i>site</i> is viewed from other local plan areas.	<b>AO145</b>	No acceptable outcome provided.

Part 7

## Part 7 (Local Plans), Section 7.2.6 (Caloundra local plan code)

Performance Outcomes		Acceptable Outcomes	
	and/or other land for community purposes in Caloundra Centre.		
<b>Development on Key Site 6 (Kronks Motel)</b>			
PO38	<p>Development provides for Key Site 56 (Kronks Motel) identified on <b>Figure 7.2.6B (Caloundra local plan elements - Inset)</b> to be redeveloped as an integrated <i>mixed use development</i> incorporating the following:-</p> <ul style="list-style-type: none"> <li>(a) a range of residential, business, community and indoor sport, recreation and entertainment uses;</li> <li>(b) outstanding building, <i>streetscape</i> and landscape design which is highly articulated and epitomises coastal sub-tropical and sustainable design;</li> <li>(c) a building form which:- <ul style="list-style-type: none"> <li>(i) provides for slim line towers above one or more podiums with significant spaces provided between towers to maintain and enhance sightlines, solar access and movement of cooling breezes;</li> <li>(ii) steps down in height towards Kalinga Street, Orsova Terrace, Ormuz Avenue and Osterley Avenue to protect the amenity of surrounding low-rise development in this area; and</li> <li>(iii) recognises and promotes a relationship with the Events Centre, Bill Vernados Park and Key Site 5 (Town Square Redevelopment);</li> </ul> </li> <li>(d) active street <i>frontages</i> to Minchinton Street and Ormuz Avenue as indicated on <b>Figure 7.2.6B (Caloundra local plan elements - Inset)</b>;</li> <li>(e) mid block pedestrian linkages providing improved site permeability and connectivity as indicated conceptually on <b>Figure 7.2.6B (Caloundra local plan elements - Inset)</b>; and</li> <li>(f) a pedestrian friendly street environment with continuous weather protection provided by lightweight structures cantilevered over footpath areas.</li> </ul>	AO38	<p>No acceptable outcome provided.</p> <p>Note—Figure 7.2.6S (Key Site 6 (Kronks Motel)) provides illustrations of design outcomes for Key Site 6 (Kronks Motel).</p>
<b>Development in the Major Centre Zone (Future transit station site) (Lots 18, 19 and 20 on RP53738, Omrah Avenue)</b>			
PO39	<p>Development of the future transit station site (Lots 18, 19 and 20 on RP53738, Omrah Avenue):-</p> <ul style="list-style-type: none"> <li>(a) facilitates the efficient and effective provision of a transit station to support the proposed Maroochydore to Caloundra</li> </ul>	AO39	No acceptable outcome provided.

Part 7

## Part 7 (Local Plans), Section 7.2.14 (Kawana Waters local plan code)

Cartwright Drive and adjoining residential areas. Development provides safe and efficient vehicular access and enhances pedestrian connectivity.

- (g) Development in the District centre zone in Precinct KAW LPP-2 (North of Point Cartwright Drive) provides for high quality *mixed use development* which enhances the amenity of the area and recognises the existing amenity of adjoining residential areas to the north and west. Development in this precinct provides an attractive and publicly accessible interface to Kawana Waters Canal and maintains public views to the waterway. Active or semi-active street *frontages* are provided at the ground storey to encourage movement and interaction between private development, the adjacent waterway and surrounding streets. Such development is supported by resident and visitor accommodation above the ground storey.
- (h) Development in the District centre zone in Precinct KAW LPP-3 (Nicklin Way North Minyama) provides for predominantly office and health related uses with limited retail uses in accordance with **Table 7.2.14.4.2 (Kawana Waters supplementary table of consistent uses and potentially consistent uses in the District centre zone)**. Development presents an attractive appearance to Kawana Waters Canal, adjoining residential areas and all road *frontages*, especially Nicklin Way.
- (i) Development in the Local centre zone supports the role and function of the local business areas, including those located at nodes along the Nicklin Way, and in Buddina, and Hideaway Waters, as local (not full service) activity centres servicing the basic convenience needs of residents and visitors. Development in the Local centre zone provides for the expansion and enhancement of business uses; however such development does not extend beyond the boundaries of this zone.
- (j) Development in the Specialised centre zone provides for improved and expanded comparison shopping functions predominantly in the form of *showrooms* and bulky goods retailing.
- (k) Development in the Specialised centre zone and Local centre zone provides for a high standard of building and landscape design quality which minimises building bulk, improves pedestrian connectivity, promotes community interaction and provides a high quality presentation to Nicklin Way and other local roads.
- (l) Development in Precinct KAW LPP-4 (Buddina Urban Village) provides for the creation of the Buddina Urban Village linking Kawana Shoppingworld to Kawana Waters Surf Lifesaving Club by a public pedestrian way and providing active *frontages* which encourage movement and interaction between the district activity centre and the adjacent foreshore areas. Development in the *High density residential zone and Tourist accommodation zone* at this location provides for higher density residential accommodation in the form of permanent and visitor accommodation buildings and *multiple dwellings*. *Development in the Medium density residential zone at this location provides for medium density residential accommodation in the form of permanent and visitor accommodation buildings and multiple dwellings*. In response to the fragmented nature of existing land holdings, *medium and higher density residential development* is sited within large, integrated development nodes.
- (m) Development in the Medium density residential zone:-
  - (i) provides for a range of housing choices located at nodes with convenient access to centres and/or local business areas, public transport and community facilities; and
  - (ii) contributes to a high level of residential amenity and design quality consistent with the scale and character of the *streetscape* and surrounding development.
- (n) Development in the Medium density residential zone at Nicklin Way, Warana and Regatta Boulevard, Wurtulla provides a high quality presentation to Nicklin Way and is designed to ensure the acoustic, visual and traffic impacts of Nicklin Way are minimised.  
  
 Note—Precinct KAW LPP-6 (Regatta Boulevard Wurtulla) is strategically located on the Nicklin Way transit corridor and is recognised as a potential key development area.
- (o) Brightwater continues to be developed as an integrated residential community. Development contributes to the establishment of a walkable, integrated residential community providing a mix of dwelling types supported by a local (full service) activity centre providing convenience shopping and local commercial uses, as well as a range of community facilities and large areas of open space.

Performance Outcomes		Acceptable Outcomes	
	<p>views to Kawana Waters Canal, particularly from Nicklin Way;</p> <p>(b) complements the amenity of adjoining uses fronting Kawana Waters Canal;</p> <p>(c) provides safe and efficient means of ingress and egress designed to minimise any impact on traffic flow; and</p> <p>(d) ensures vehicle access and parking areas are screened from adjoining residential uses, Kawana Waters Canal and roads.</p>		<p>permeability through the site to maintain views to Kawana Waters Canal from Nicklin Way;</p> <p>(b) underground electricity supply for the full <i>frontage</i> of the site;</p> <p>(c) car parking below ground level in a <i>basement</i> structure(s) or sleeved behind buildings;</p> <p>(d) vehicle access points along Nicklin Way to have a minimum spacing of 60 metres; and</p> <p>(e) loading docks and service areas that are located and screened so as to be visually unobtrusive from adjoining residential uses, roads and Kawana Waters Canal.</p>
<b>Development in the Local Centre Zone</b>			
<b>PO18</b>	<p>Development in the Local centre zone supports the role and function of:-</p> <p>(a) the Brightwater Local Centre as a local (full service) activity centre providing a range of convenience goods and services to local residents; and</p> <p>(b) other local centres as local (not full service) activity centres providing basic convenience goods and services.</p>	<b>AO18</b>	No acceptable outcome provided.
<b>PO19</b>	<p>Development in the Local centre zone provides:-</p> <p>(a) a coherent and attractive streetfront address and achieves a high level of visual amenity;</p> <p>(b) a high level of comfort and convenience to pedestrians; and</p> <p>(c) functional and integrated car parking and access arrangements that do not dominate the street.</p>	<b>AO19</b>	<p>Development in the Local centre zone:-</p> <p>(a) respects the layout, scale (including height and <i>setback</i>) and character of development on adjoining sites;</p> <p>(b) reduces the dominance of signage elements, particularly along Nicklin Way;</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 over footpath areas with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside;</p> <p>(e) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths; and</p> <p>(f) provides on-site car parking at the rear or to one side of the development, integrated with other vehicle movement areas.</p>
<b>Development in Precinct KAW LPP-4 (Buddina Urban Village) Generally</b>			
<b>PO20</b>	<p>Development in Precinct KAW LPP-4 (Buddina Urban Village) identified on <b>Local Plan Map LPM35</b>:-</p> <p>(a) contributes to the creation of a focal <i>mixed use development</i> which effectively links Kawana Shoppingworld to the Kawana Surf Club and foreshore areas; <del>and</del></p> <p><del>(b) provides for higher density residential accommodation in the form of accommodation buildings and multiple dwellings in the High density residential zone and Tourist accommodation zone; and</del></p>	<b>AO20</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<del>(b)(c) provides for medium density residential accommodation in the form of accommodation buildings and multiple dwellings, in the Medium density residential zone.</del>		
PO21	Development in Precinct KAW LPP-4 (Buddina Urban Village):- (a) occurs on large, integrated development sites through the co-ordinated amalgamation of existing lots; (b) ensures that amalgamated lots do not isolate excluded lots; (c) maximises site area and minimises site cover to maintain residential amenity; (d) is designed to exhibit a high standard of architectural design; (e) provides functional and integrated car parking arrangements that do not dominate the street; and (f) promotes pedestrian priority along Pacific Boulevard by minimising vehicular site access from this road.	AO21.1	Development amalgamates lots to create a minimum development site of 3,000m² in Sub-precincts KAW LPSP-4a and KAW LPSP-4b and 3,400m² in Sub-precinct KAW LPSP-4c, in accordance with the development nodes identified on <b>Figure 7.2.14A (Kawana Waters local plan elements)</b> .
		AO21.2	Development ensures that the amalgamated lots do not isolate excluded lots.
		AO21.3	Development ensures that each development site includes a minimum width of 30 metres to street frontages as follows:- (a) for Sub-precincts KAW LPSP-4a and KAW LPSP-4c - to Pacific Boulevard, Iluka Avenue and Lowanna Drive; and (b) for Sub-precinct KAW LPSP-4b - to Iluka Avenue and Lowanna Drive.
		AO21.4	Development provides for primary vehicle access to be from:- (a) a street other than Pacific Boulevard for Sub-precinct KAW LPSP-4a; and (b) Iluka Avenue or Lowanna Drive for Sub-precincts KAW LPSP-4b and KAW LPSP-4c.
		AO21.5	Development includes underground car parking, and for Sub-precincts KAW LPSP-4a and KAW LPSP-4c, the basements do not protrude more than one metre above ground level at the Pacific Boulevard frontage of the site.
<b>Development in Sub-precincts KAW LPSP-4b and KAW LPSP-4c (Buddina Urban Village)</b>			
PO22	Development in Sub-precincts KAW LPSP-4b and KAW LPSP-4c identified on <b>Local Plan Map LPM35</b> :- (a) improves pedestrian connectivity by providing a direct public pedestrian link between Kawana Shoppingworld and the Kawana Surf Club and foreshore; (b) creates vibrant, active and attractive street frontages to primary streets and pedestrian connections; and (c) provides a high level of comfort and convenience for pedestrians including continuous weather protection.	AO22.1	Development in Sub-precincts KAW LPSP-4b and KAW LPSP-4c contributes to the provision of a pedestrian way connecting Kawana Shoppingworld with the Kawana Surf Club and foreshore as follows:- (a) in Sub-precinct KAW LPSP-4b, dedicates to the Council a 10 metre strip of land linking the eastern boundary of Kawana Shoppingworld to Iluka Avenue / Lowanna Drive at the intersection with Weema Street for a pedestrian way where identified on <b>Figure 7.2.14A (Kawana Waters local plan elements)</b> ; (b) in Sub-precinct KAW LPSP-4c, provides pedestrian connections between Iluka Avenue/Lowanna Drive and Pacific Boulevard where identified on <b>Figure 7.2.14A (Kawana Waters local plan elements)</b> ; and (c) contributes, via infrastructure agreement, a proportional monetary

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**Part 7 (Local Plans), Section 7.2.19 (Maroochydore/Kuluin local plan code)**

- (iii) provides for the establishment of key transit nodes at major intersections along Aerodrome Road; and
- (iv) provides for bicycle and pedestrian infrastructure which connects major transit stations within the Maroochydore Principal Regional Activity Centre to the Cotton Tree waterfront and the eastern surf beaches.
- (t) Development in the Principal centre zone in Precinct MAR LPP-3 (Maroochy Boulevard/Dalton Drive):-
  - (i) comprises a mix of uses including medium intensity residential activities, business activities (including smaller scale *showroom* uses) as well as other supporting activities and infrastructure necessary to service the Maroochydore Principal Regional Activity Centre;
  - (ii) provides a built form which reinforces the gateway function of Maroochy Boulevard and contributes to a sense of arrival to the Maroochydore Principal Regional Activity Centre;
  - (iii) provides for Maroochy Boulevard and Dalton Drive to be established as landscaped boulevards incorporating public transport infrastructure, wide pedestrian paths and limited lot access for vehicles; and
  - (iv) reflects a high level of design detail in terms of the architectural quality of buildings, the type and size of signage, and the quality of landscape treatments both within the road reserve and within development sites.
- (u) Development in the Local centre zone supports the role and function of the local business areas as local (not full service) activity centres servicing the convenience needs of residents and visitors to the local plan area.
- (v) With the exception of the two local business areas situated on the corner of Maroochydore Road and Main Road and Maroochydore Road and Turner Street that are not intended to increase their building footprint or *gross floor area*, development in the Local centre zone provides for the expansion and enhancement of business uses.
- (w) Development in the Local centre zone provides for small scale uses, active street *frontages* and other urban elements that create vibrant streets and places.
- (x) Development in the Specialised centre zone provides for the progressive refurbishment of sites along Wises Road and Sugar Road with buildings, landscaping and integrated signage that improve the visual appearance and the continuity of the *streetscape* along these *major roads*.
- (y) Development in the High density residential zone in Precinct MAR LPP-4 (Wharf Street) provides for predominantly high density residential uses. Limited *office* uses may be established in the precinct as part of mixed use premises, where the residential amenity of the area is maintained.
- (z) Development in the Low density residential zone in Precinct MAR LPP-5 (Maud Street/Sugar Road) provides for the establishment of business uses (being *offices*) in existing dwellings in a manner that maintains the amenity of existing residential uses and improves the visual appearance and continuity of the *streetscape* along these *major roads*. Whilst the conversion of existing dwelling stock is supported, new custom built *offices* are not developed in Precinct MAR LPP-65 (Maud Street/Sugar Road).
- (aa) Development improves local connectivity and access by providing identified public road links including links between Martins Drive and Fishermans Road, Pikki Street and Primary School Court, Southern Drive and Amaroo Street, Millwell Road East and Southern Drive and required road links into the Maroochydore City Centre Priority Development Area.
- (bb) Development in the Emerging community zone provides for the continued development of Sunshine Cove as an integrated residential community, providing a mix of dwelling types and live/work buildings in a waterside setting, supported by large areas of open space, a walkable waterfront and extensive cycle and pedestrian pathway networks connecting the development to the Maroochydore Principal Regional Activity Centre and other adjoining neighbourhoods.

Editor's note—development at Sunshine Cove is currently regulated in accordance with an approved master plan and plan of development.

Part 7 (Local Plans), Section 7.2.25 (Sippy Downs local plan code)

Performance Outcomes		Acceptable Outcomes	
			(f) provides on-site car parking at the rear of the development, integrated with other vehicle movement areas.
<b>Development in the Specialised Centre Zone</b>			
<b>PO14</b>	Development in the Specialised centre zone provides for:- (a) existing retail showroom uses to not be expanded so as to protect the role and function of the Sippy Downs Town Centre; and (b) the total <i>gross leasable floor area</i> for all proposed, existing and approved retail uses to not exceed a total of 8,500m <sup>2</sup> .	<b>AO14</b>	No acceptable outcome provided.
<b>PO15</b>	Development in the Specialised centre zone is located, designed and effectively screened such that it is not recognisable from the Sunshine Motorway.	<b>AO15</b>	No acceptable outcome provided.
<b>Development in the Low Density Residential Zone (Torral Drive and Jorl Court)</b>			
<b>PO16</b>	Development in the Low density residential zone in Torral Drive and Jorl Court provides for the amalgamation of lots to create development sites which:- (a) are of a sufficient size to ensure the coordinated and orderly development of sites; and (b) provides for a lot and street layout which avoids or minimises the creation of culs-de-sac and <i>rear lots</i> .	<b>AO16.1</b>  <b>AO16.2</b>	Development in the Low density residential zone in Torral Drive and <u>south of Jorl Court</u> :- (a) provides for the amalgamation of lots to create a minimum development <i>site</i> of 1 hectare; and (b) avoids the creation of <i>rear lots</i> and culs-de-sac.  <u>Development in the Low density residential zone north of Jorl Court:-</u> (a) <u>provides for the amalgamation of lots to create a minimum development site (excluding any land in the Environmental management and conservation zone) of 5,000m<sup>2</sup>; and</u> (b) <u>avoids the creation of rear lots and culs-de-sac.</u>
<b>PO17</b>	<u>Development in the Low density residential zone in Torral Drive and Jorl Court:-</u> (a) <u>is sited and designed in a manner which is responsive to local flooding and drainage constraints; and</u> (b) <u>provides adequate drainage and management of stormwater.</u>	<b>AO17.1</b>  <b>AO17.2</b>	<u>In partial fulfilment of Performance outcome PO17</u>  Development in the Low density residential zone on Lots 25 and 26 RP843835:- (a) <u>provides a drainage system, that conveys all stormwater runoff west to a lawful point of discharge; and</u> (b) <u>preserves or provides infrastructure or earthworks on the western boundary of Lot 25 RP843835, that contains flood flows to the western drain.</u>  Development in the Low density residential zone on the northern side of Jorl Court: (a) <u>provides a drainage system that drains north directly to Mountain Creek through the existing drainage easements within the Environmental management and conservation zone; and</u> (b) <u>results in the land areas covered by the existing drainage easements</u>

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Performance Outcomes		Acceptable Outcomes	
			being transferred to Council as drainage reserve.  <u>Editor's note—the Planning scheme policy for development works provides guidance and specifies standards in relation to the provision of drainage infrastructure.</u>
<b>PO18</b>	Development in the Low density residential zone in Toral Drive and Jori Court provides for transport infrastructure, including road reserve widening where necessary, on-street parking and active transport, to safely and efficiently service development and improve traffic flow consistent with the operation of a Neighbourhood collector street.	<b>AO18</b>	Development in the Low density residential zone in Toral Drive and Jori Court provides for:- (a) a footpath on the northern Jori Court verge and a footpath on both sides of Toral Drive; (b) indented on-street parking to create sufficient carriageway width to accommodate on-street parking on both sides of Toral Drive and Jori Court, whilst maintaining at least one moving vehicle lane in between; and (c) regular through-vehicle passing opportunities along Toral Drive and Jori Court.  <u>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.</u>
<b>Development in the Medium Density Residential Zone</b>			
<b>PO17</b>	Development in the Medium density residential zone:- (a) provides for the establishment of a range of medium density housing types, including long and short term accommodation in close proximity to the Sippy Downs Town Centre, local centres, the University of the Sunshine Coast and other educational facilities; (b) contributes positively to local streetscape character; (c) provides for generous open space to be maintained between buildings to preserve a predominantly open feel; and (d) provides strong pedestrian links to the Sippy Downs Town Centre, local centres, the University of the Sunshine Coast and other educational facilities.	<b>AO17</b>	No acceptable outcome provided.
<b>PO18</b>	Development provides a minimum 20 metre wide landscaped buffer to the electricity substation at Power Road.	<b>AO18</b>	No acceptable outcome provided.
<b>Development in the Emerging Community Zone (Lots 1 and 7 on RP817448 at 137 Crosby Hill Road, Tanawha)</b>			
<b>PO19</b>	Development in the Emerging community zone on Lots 1 and 7 on RP817448 at 137 Crosby Hill Road, Tanawha, provides for the following:- (a) any commercial/retail development to be limited to small scale local convenience goods and services only; (b) the total gross leasable floor area for business uses to not exceed:-	<b>AO19</b>	No acceptable outcome provided.

Part  
7

Part 9 (Development Codes), Section 9.3.6 (Dwelling house code)

Performance Outcomes		Acceptable Outcomes	
			provided with a rainwater collection tank that:- (a) has a minimum capacity of 45,000 litres; and (b) is plumbed so that water from the rainwater tank is available for household use.
Access and Car Parking			
PO8	Sufficient parking spaces are provided on the <i>site</i> to cater for residents and visitors.	AO8	On-site car parking is provided in accordance with the following:- (a) for a lot exceeding 300m <sup>2</sup> —at least 2 (two) car parking spaces with at least one space capable of being covered; or (b) for a lot not exceeding 300m <sup>2</sup> —at least 1 (one) covered car parking space.  Note—car parking spaces may be provided in a tandem configuration provided that all spaces are wholly contained within the <i>site</i> such that parked vehicles do not protrude into the road reserve.
PO9	The design and management of <i>access</i> , parking and vehicle movement on the <i>site</i> facilitates the safe and convenient use of the <i>dwelling house</i> by residents and visitors.	AO9	Access driveways, internal circulation and manoeuvring areas, and on-site car parking areas are designed and constructed in accordance with:- (a) IPWEA Standard Drawings SEQ <del>RS-049</del> , <del>RS-050</del> and <del>RS-056</del> as applicable; and (b) <del>AS/NZ 2890.1 - 2004</del> <i>Parking facilities – Off-street parking</i> .
Tennis Courts and Sports Courts			
PO10	Where a <i>dwelling house</i> includes a tennis court or other type of sports court, the court is designed, located and operated to avoid any adverse impacts on the amenity of neighbouring premises.	AO10.1	A 1.5 metre landscape strip incorporating screening tree and/or shrub species is provided between the tennis court or sports court and any side property boundary to create a visual screen between the tennis court and the side boundary.
		AO10.2	The tennis court or sports court is fenced with 3.6 metre high mesh fencing for a full size tennis court or 2.4 metre high mesh fencing if for a half size court.
		AO10.3	Where incorporating lighting:- (a) the tennis court or sports court is located at least 50 metres from the external wall of an existing or approved dwelling on an adjacent lot; and (b) the vertical illumination resulting from direct, reflected or other incidental lighting emanating from the <i>site</i> does not exceed 8 lux when measured at any point 1.5 metres outside the boundary and at any level from ground level upwards.
Secondary Dwellings			
PO11	Where located in an <i>urban zone</i> , the <i>secondary dwelling</i> is located on a 'traditional lot' in order to:- (a) protect neighbourhood character; (b) provide an acceptable level of amenity to occupants of the <i>site</i> and neighbouring <i>dwellings</i> ; and	AO11	Where located in an <i>urban zone</i> and there is no approved plan of development (nominating lots for <i>secondary dwellings</i> ), the <i>secondary dwelling</i> is located on a lot which:- (a) has a minimum area of 600m <sup>2</sup> ; and (b) is regular in shape (i.e. square or

Part 9

Performance Outcomes		Acceptable Outcomes	
	surrounding premises.		less than 200mm.  <b>OR</b>  Filling and/or excavation is confined to within the plan area of the <i>dwelling house</i> with ground level being retained around external walls of the building.  <b>OR</b>  Where on a lot in an identified drainage deficient area, filling is undertaken in accordance with a current drainage deficient area flood information certificate issued by the <i>Council</i> for the <i>site</i> .  Editor's note—drainage deficient areas are identified on <b>Figure 8.2.7 (Drainage deficient areas)</b> of the <b>Flood hazard overlay code</b> .
<b>Additional Requirements for Dwelling Houses in Certain Areas and Precincts</b>			
<b>Blackall Range Local Plan Area</b>			
<b>PO16</b>	The <i>dwelling house</i> :- (a) has a scale and bulk that is subservient to the natural and rural landscape with building forms that are visually broken up; (b) has exterior surfaces that allow the <i>dwelling house</i> to blend in with the natural and rural landscape; and (c) incorporates roof forms that are consistent with traditional rural or rural village setting.	<b>AO16.1</b>  <b>AO16.2</b>  <b>AO16.3</b>     <b>AO16.4</b>	The height of the <i>dwelling house</i> does not exceed 2 storeys.  The total footprint of the <i>dwelling house</i> , including any associated garage, carport or shed, does not exceed 280m².  The exterior colour of the <i>dwelling house</i> is characterised by muted earth/environmental tones that blend with the hinterland rural and natural environment.  Note—appropriate colours will depend on the existing native <i>vegetation</i> and backdrop, but may include muted tones such as green, olive green, blue green, grey green, yellow green, green blue, indigo, brown and blue grey.  The <i>dwelling house</i> incorporates one of the following roof designs:- (a) gable roof; (b) hip roof; (c) Dutch gable; (d) pitched roof with skillion at rear; or (e) multiple gable roof.
<b>Buderim Local Plan Area (Precinct BUD LPP-1 (Gloucester Road South) on Local Plan Map LPM32</b>			
<b>PO17</b>	The <i>dwelling house</i> is designed and sited such that it maintains the integrity of the large, established residential properties adjacent to the southern part of Gloucester Road that are characterised by buildings set back from street boundaries and surrounded by generous landscaped grounds.	<b>AO17</b>	The <i>dwelling house</i> (including any garage, carport or shed) is <i>setback</i> at least 10 metres from Gloucester Road.  Note—AO17 alternative provision to QDC.
<b>Caloundra Local Plan Area (Precinct CAL LPP-42 (Moffat Beach/Shelly Beach/Dicky Beach) on Local Plan Map LPM45</b>			
<b>PO18</b>	The <i>dwelling house</i> preserves the amenity of adjacent land and <i>dwelling houses</i> and does not dominate the <i>streetscape</i> having regard to:- (a) building character and appearance; (b) views and vistas; and	<b>AO18</b>	The <i>dwelling house</i> (including any garage, carport or shed) is <i>setback</i> a minimum of 6 metres from the primary street <i>frontage</i> .  Note—AO18.1 alternative provision to QDC.

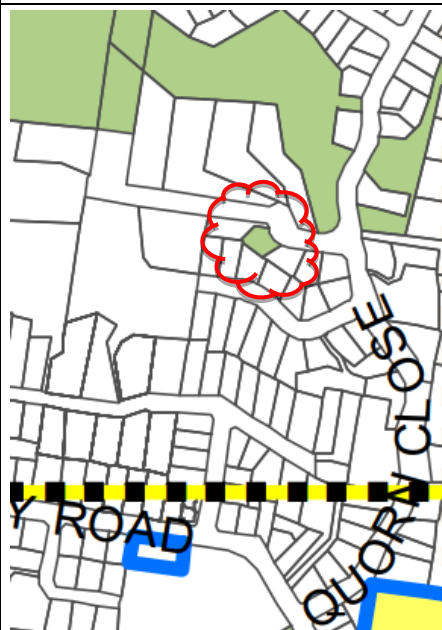
Part 9

## Appendix B Amendment schedule (mapping)

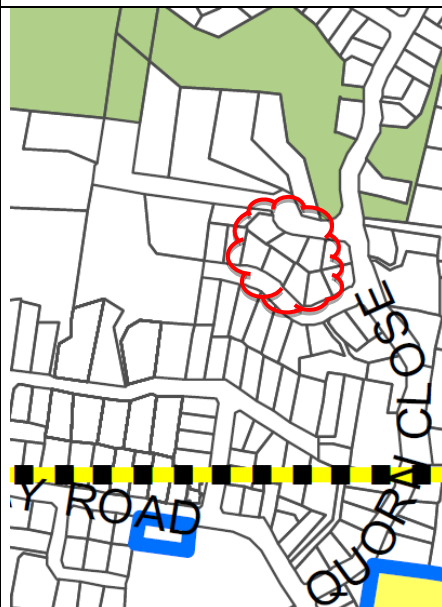
### Section 7.2.5 (Buderim Local Plan Code)

Extract of Figure 7.2.5A (Buderim Local Plan Elements)

Existing



Proposed



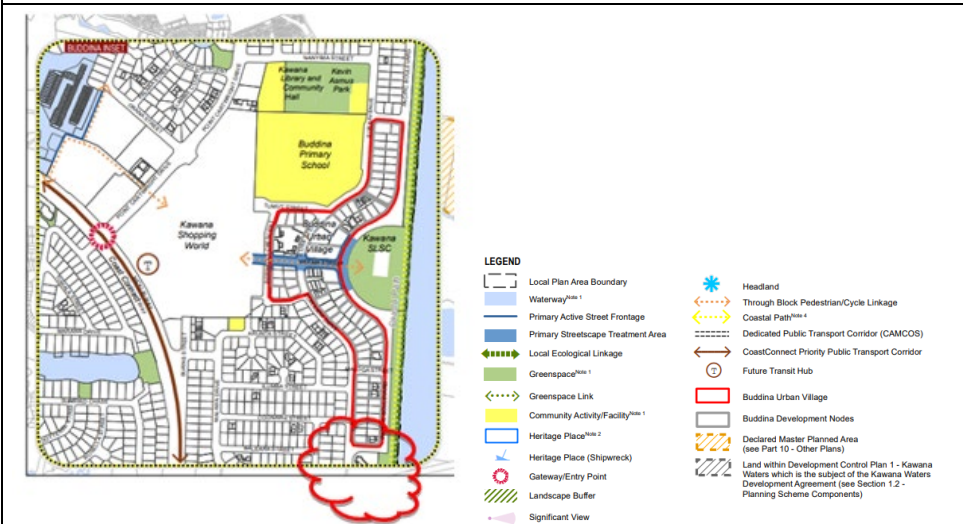
Proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) No. [to be inserted]  
Site Specific and Editorial Matters – Draft for Council Consideration

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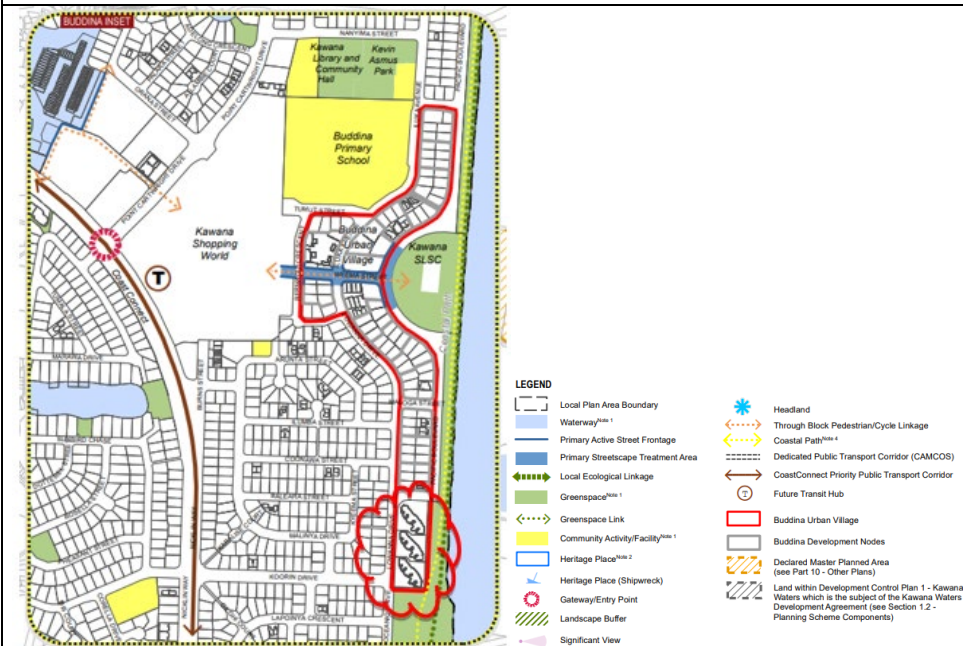
Section 7.2.14 (Kawana Waters local plan code)

Extract of Figure 7.2.14A (Kawana Waters Local Plan Elements)

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Proposed

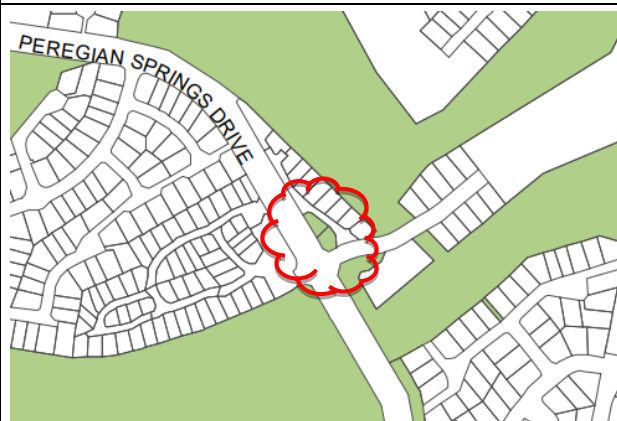




Section 7.2.24 (Peregrine South local plan code)

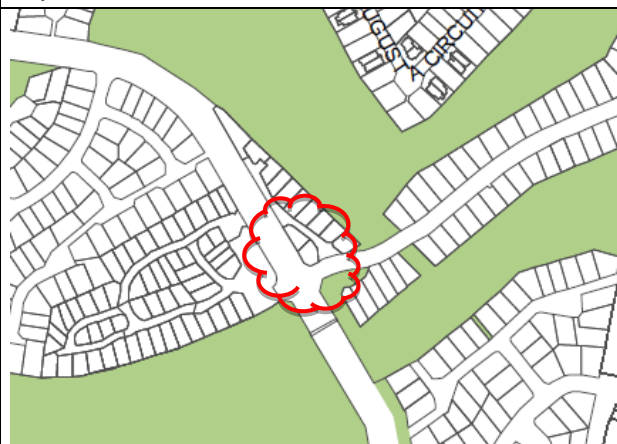
Extract of Figure 7.2.24A (Peregrine South Local Plan Elements)

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Greenspace<sup>Note 1</sup>

Proposed

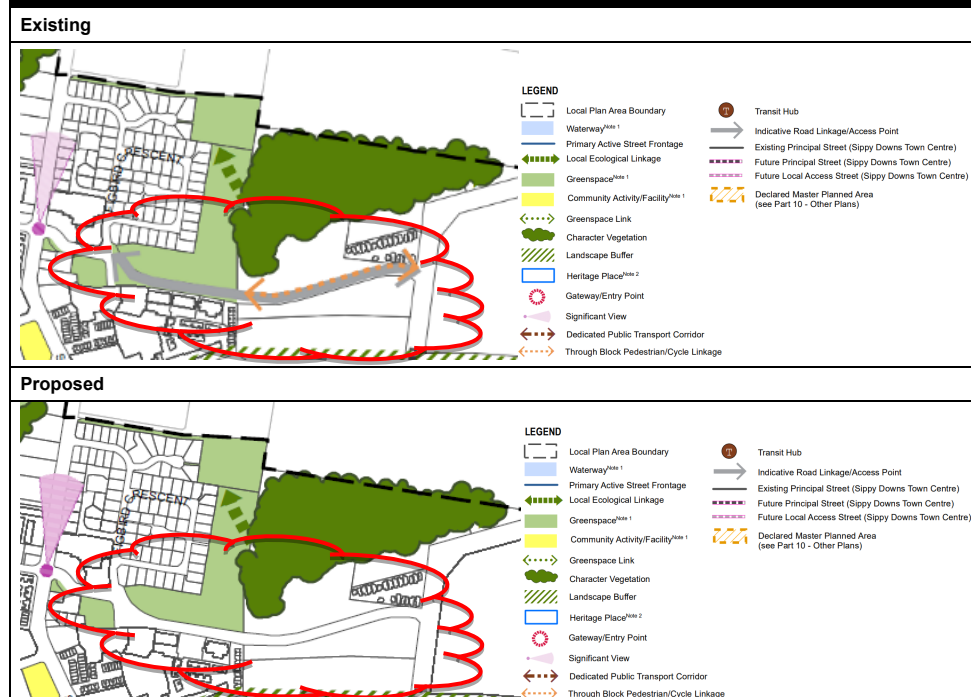


Greenspace<sup>Note 1</sup>

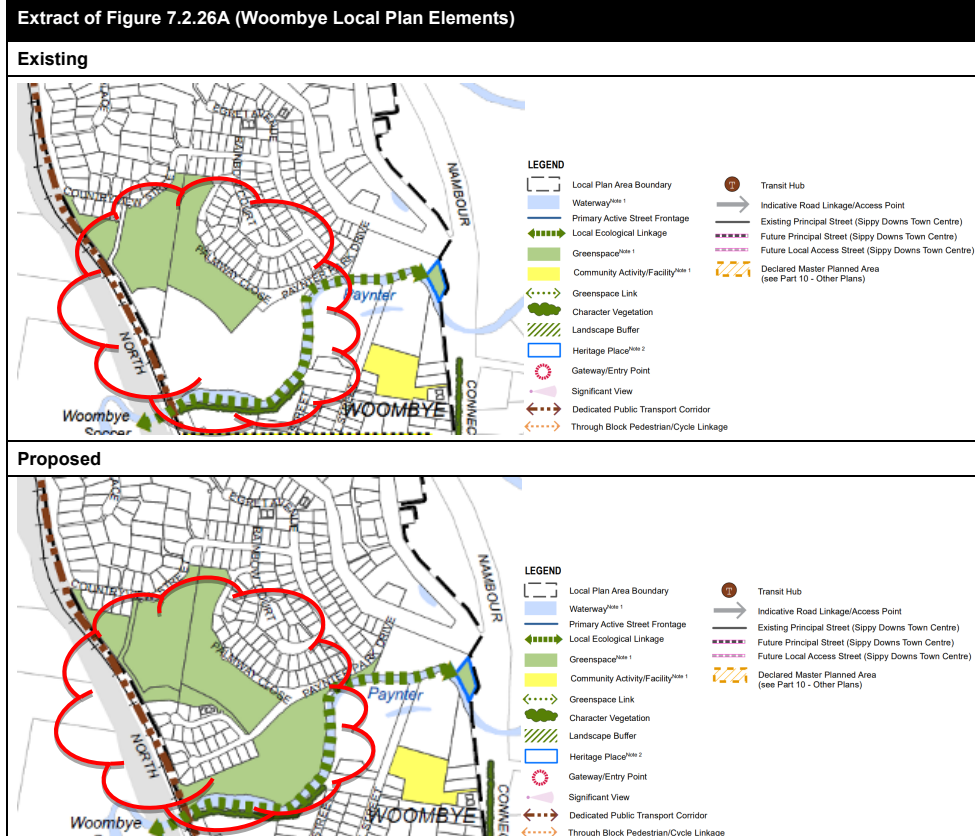


Section 7.2.25 (Sippy Downs local plan code)

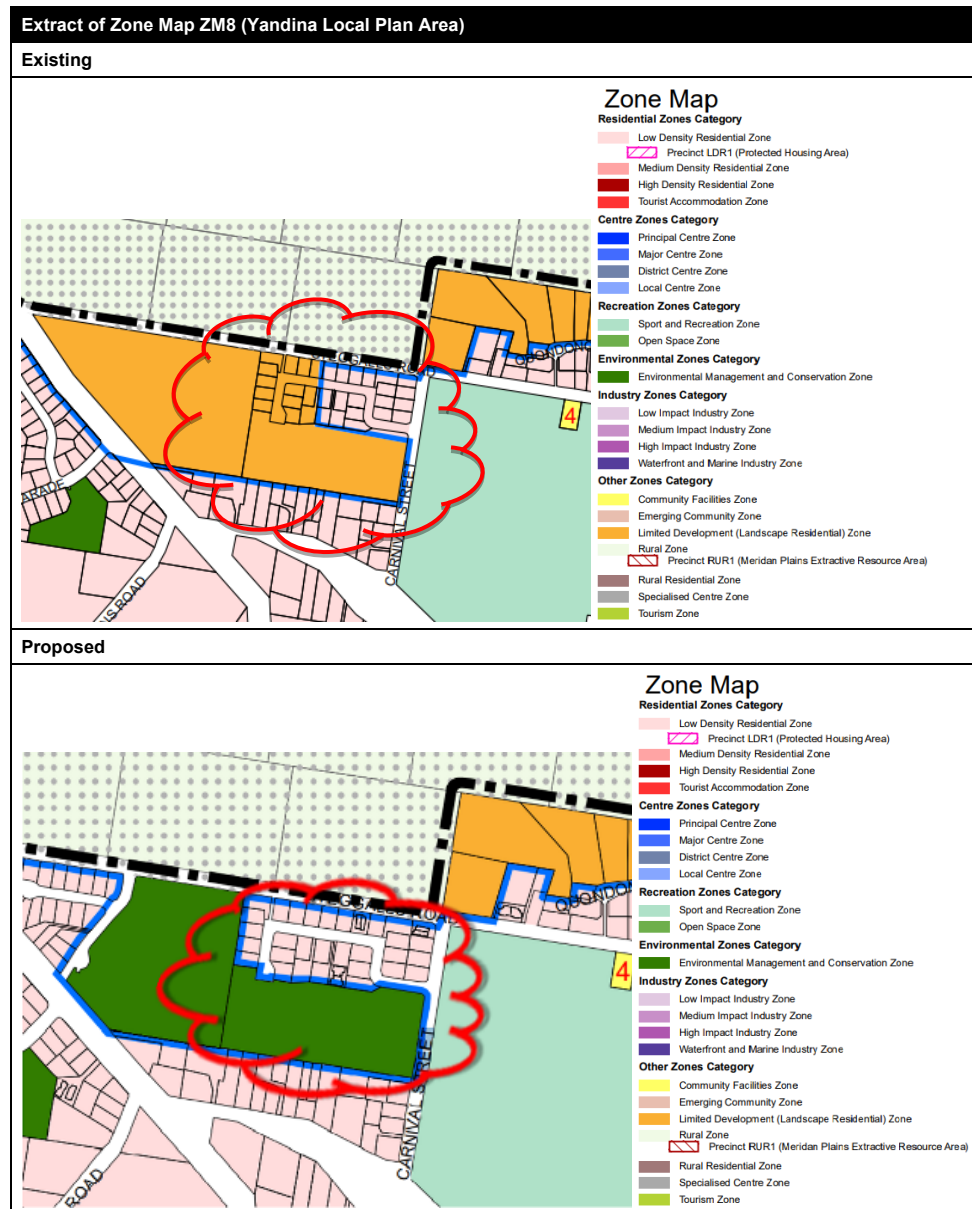
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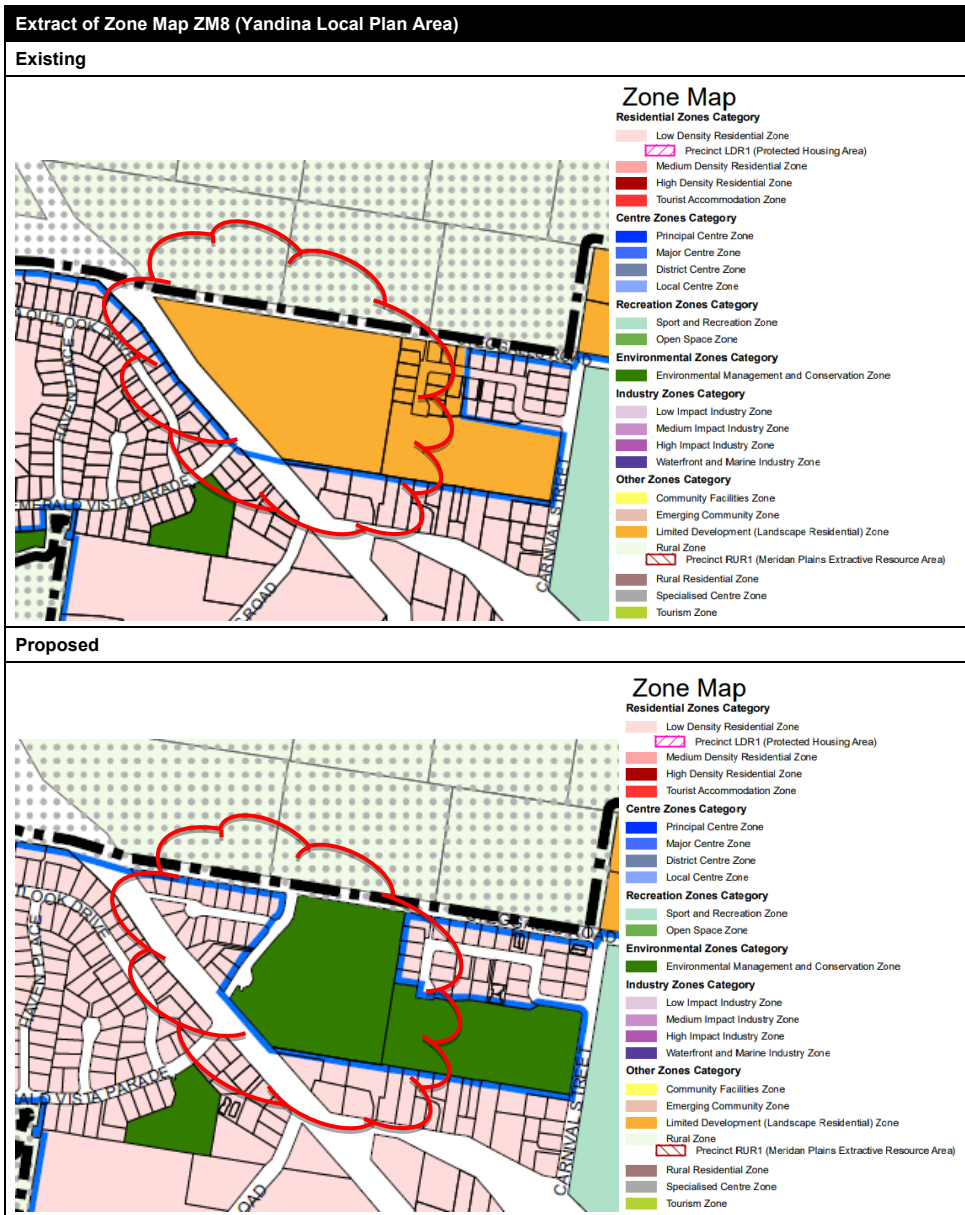


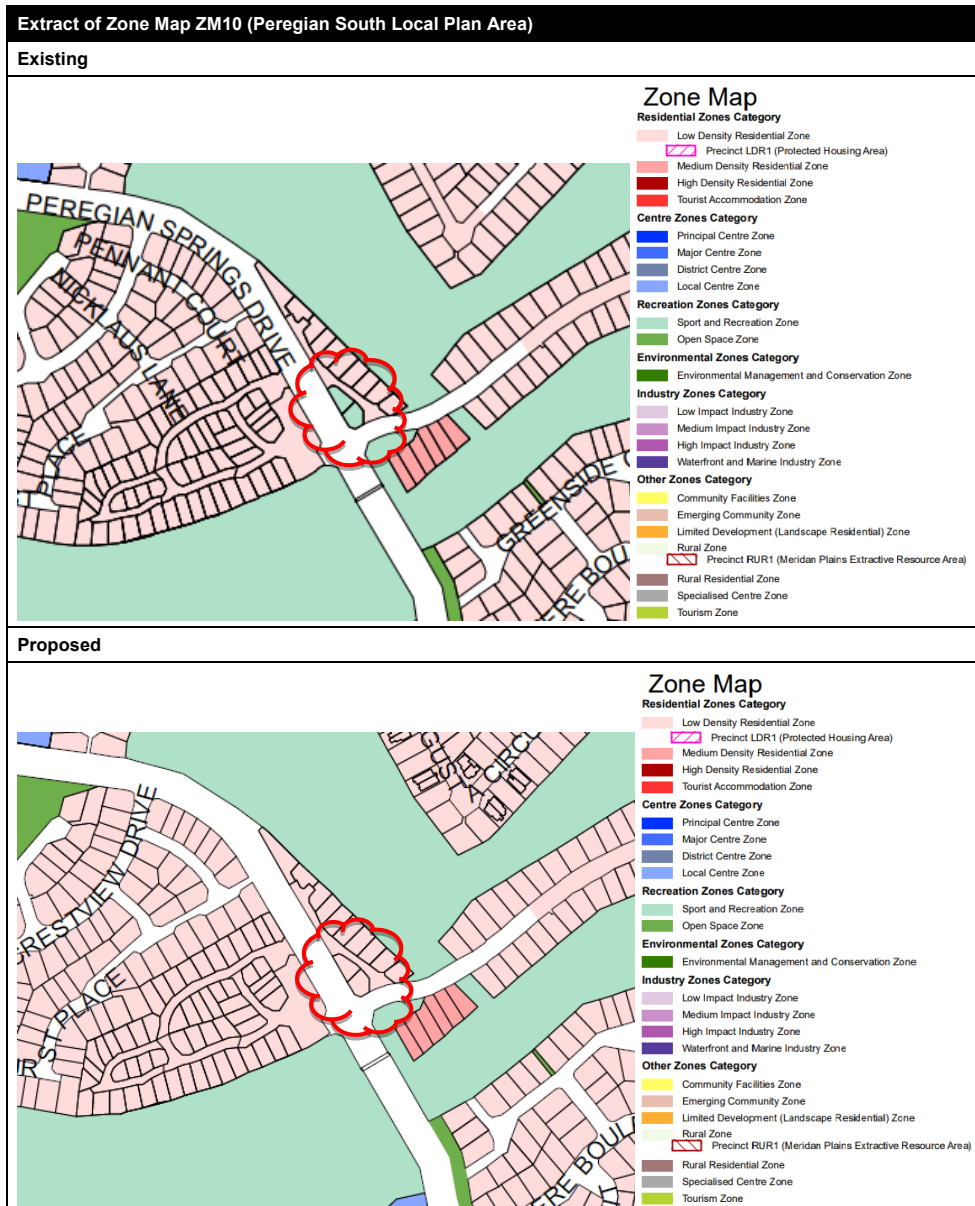
Section 7.2.26 (Woombye local plan code)



Schedule 2 (Mapping) – Zone maps



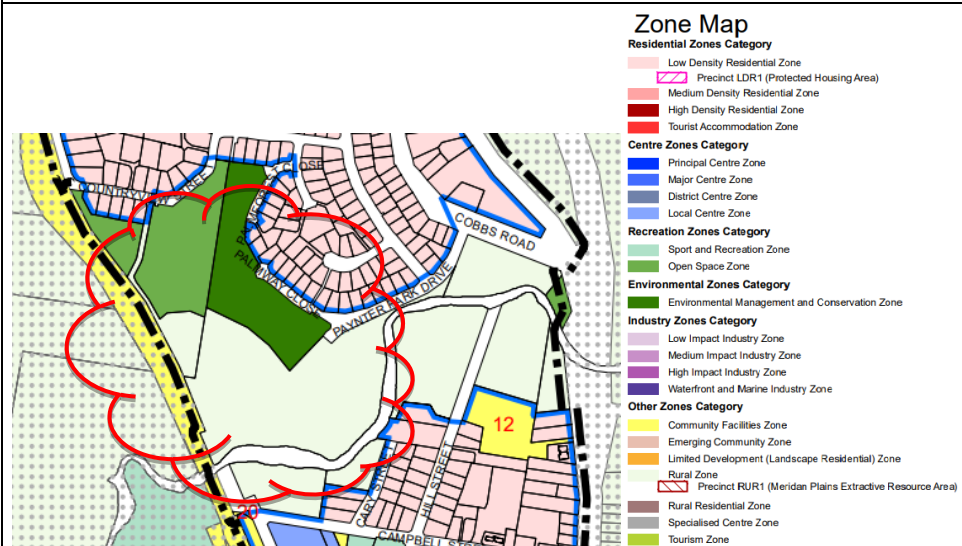




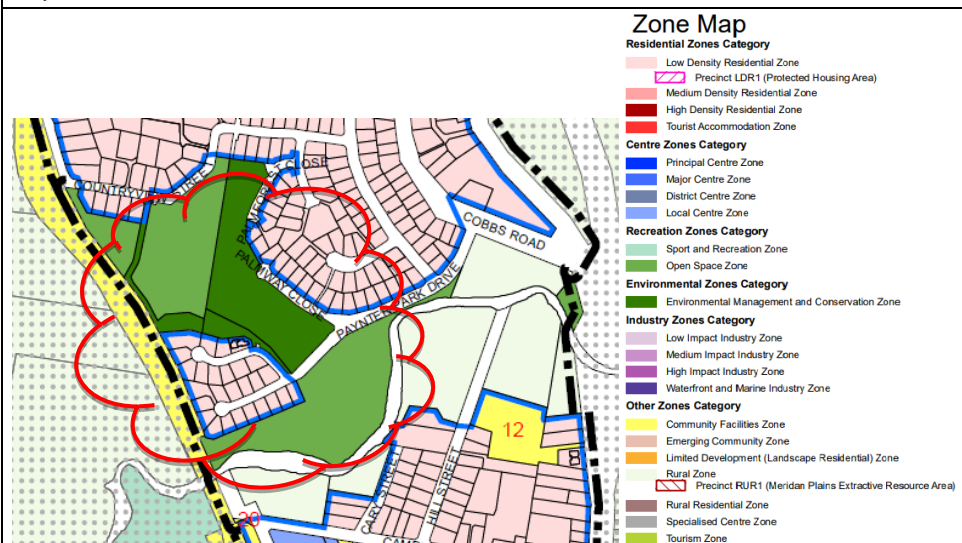


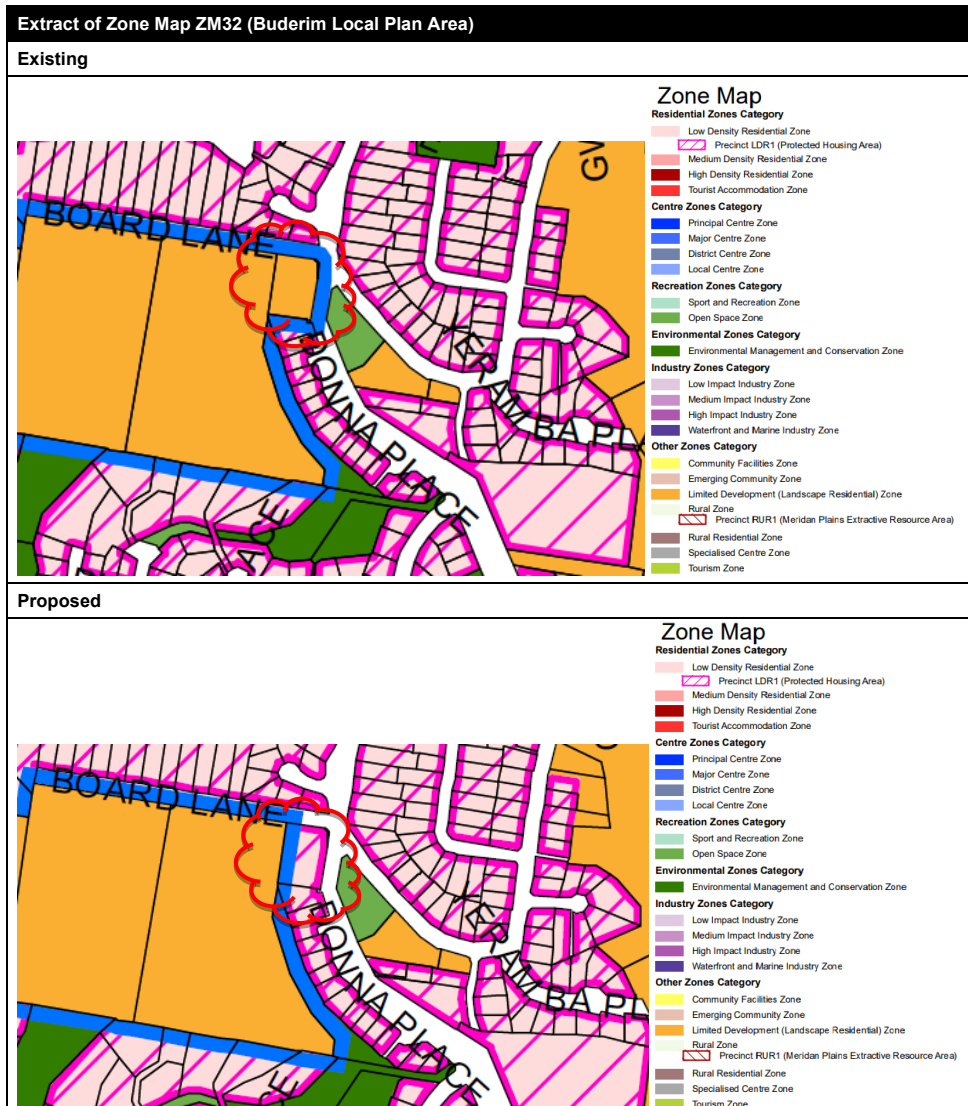
Extract of Zone Map ZM27 (Woombye Local Plan Area)

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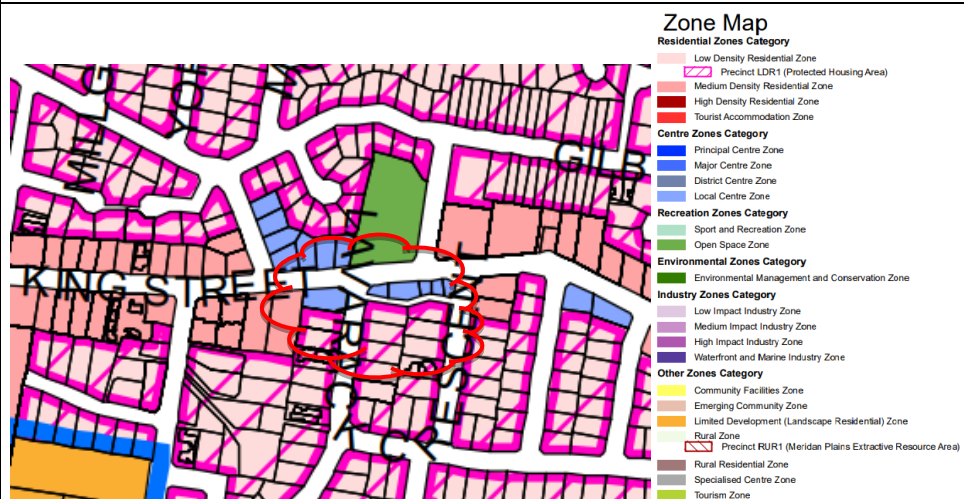
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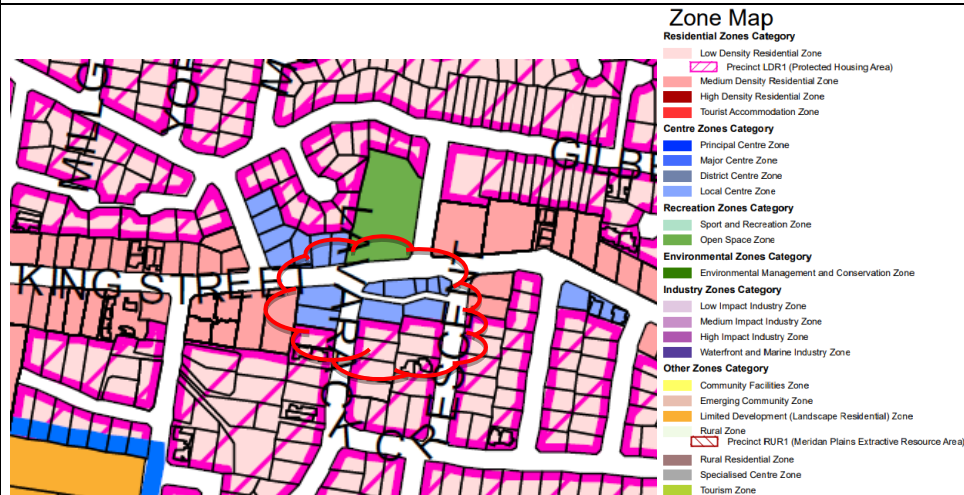


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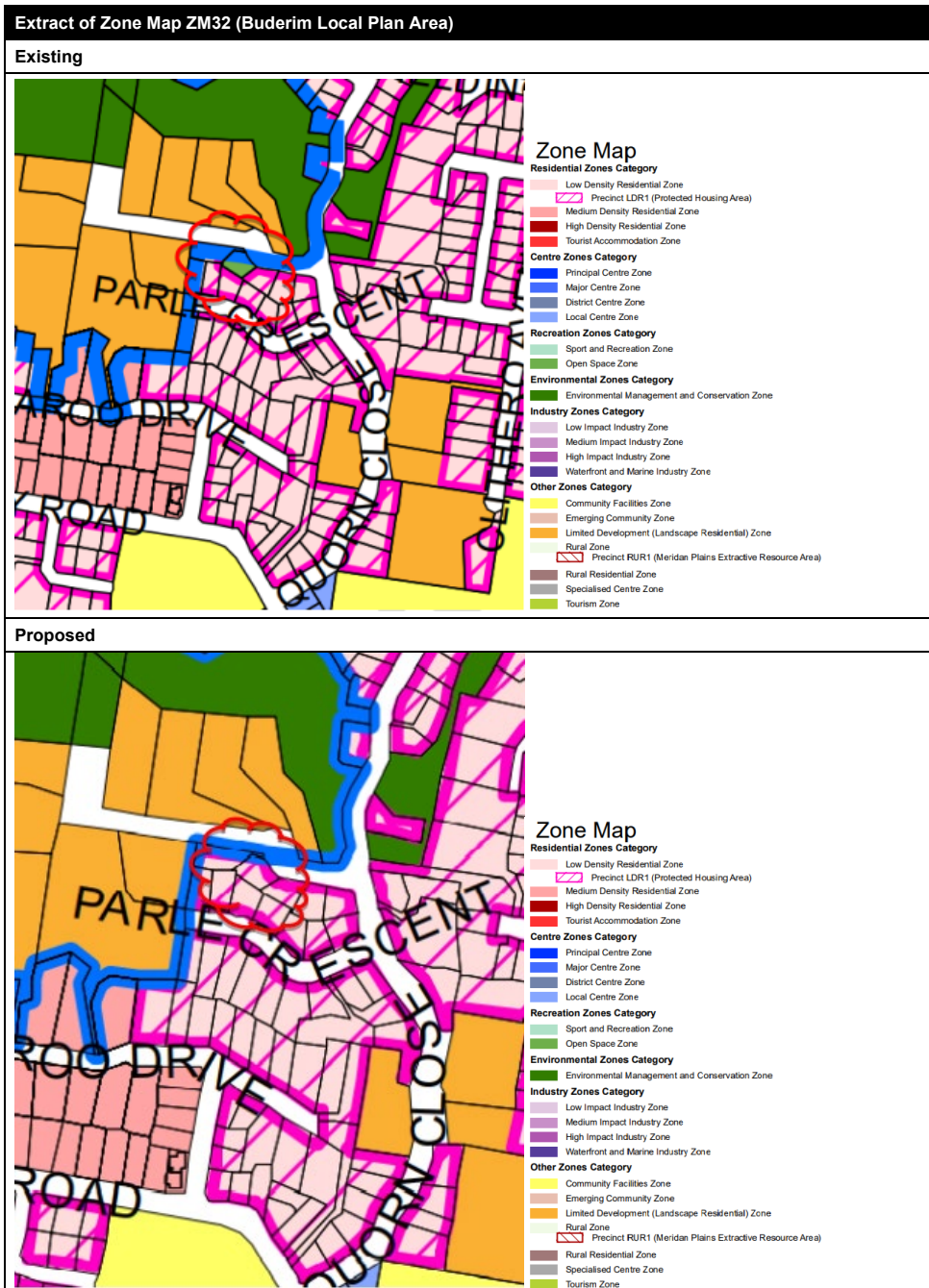
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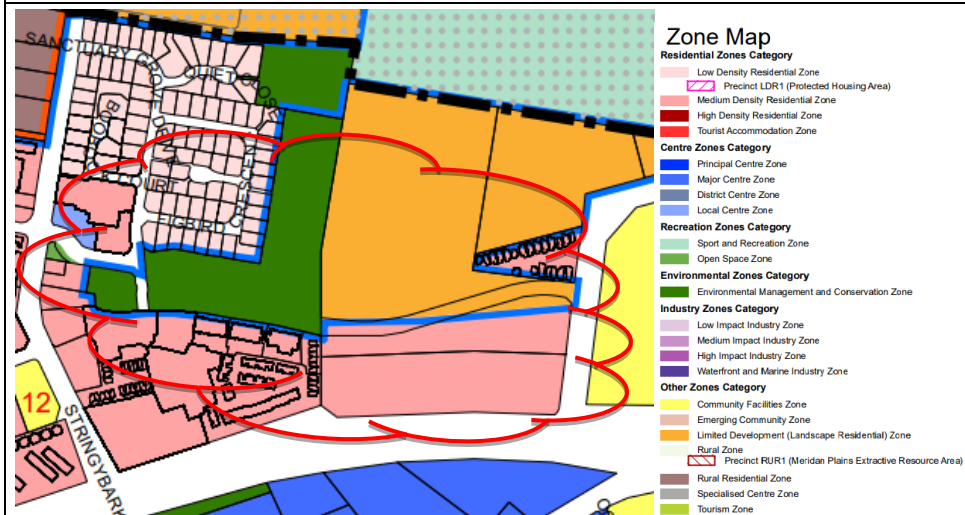




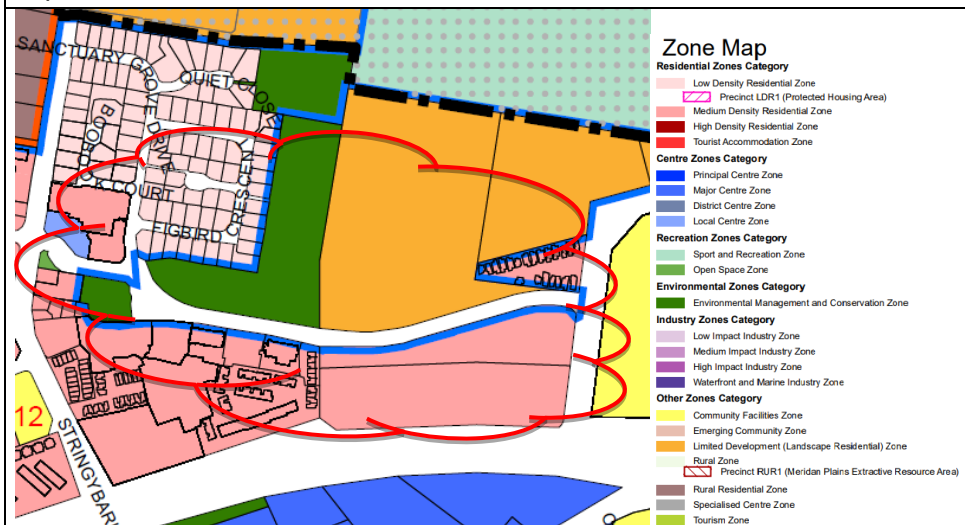


Extract of Zone Map ZM33 (Sippy Downs Local Plan Area)

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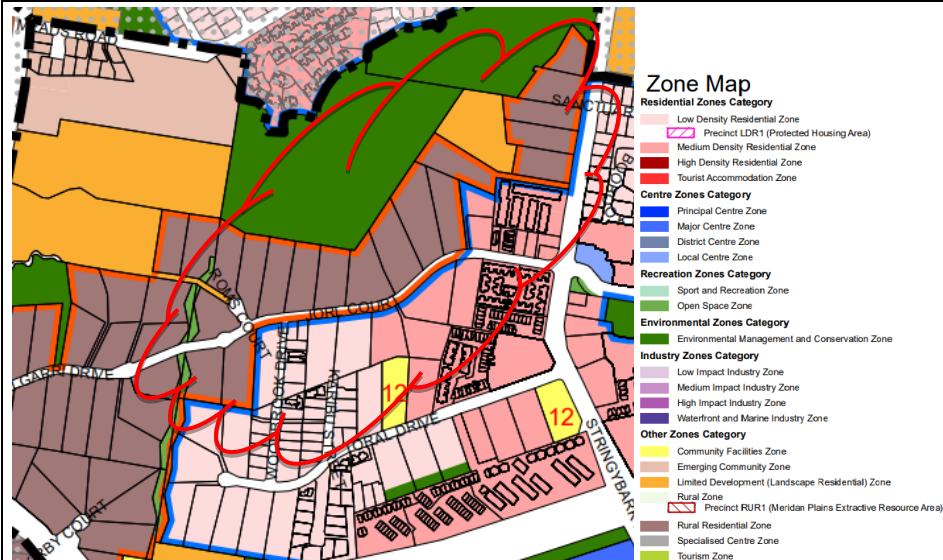


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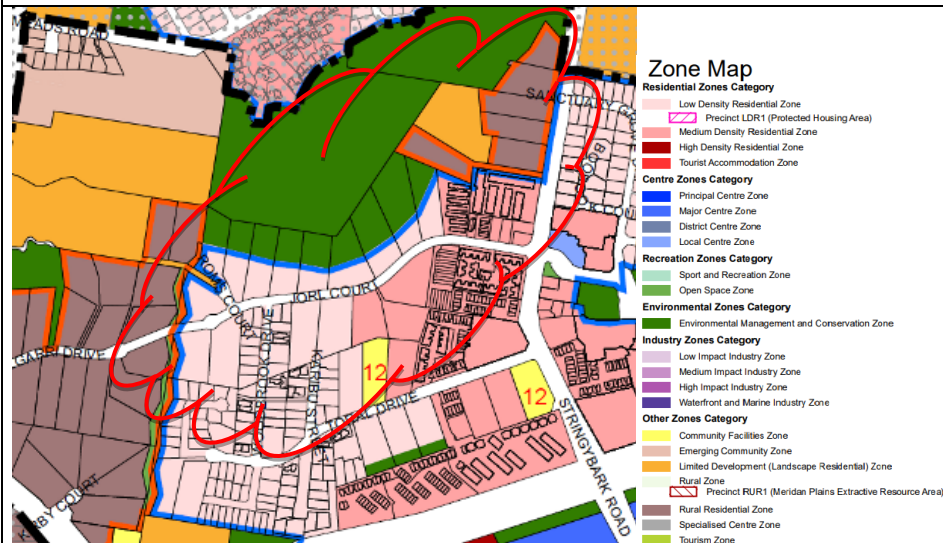


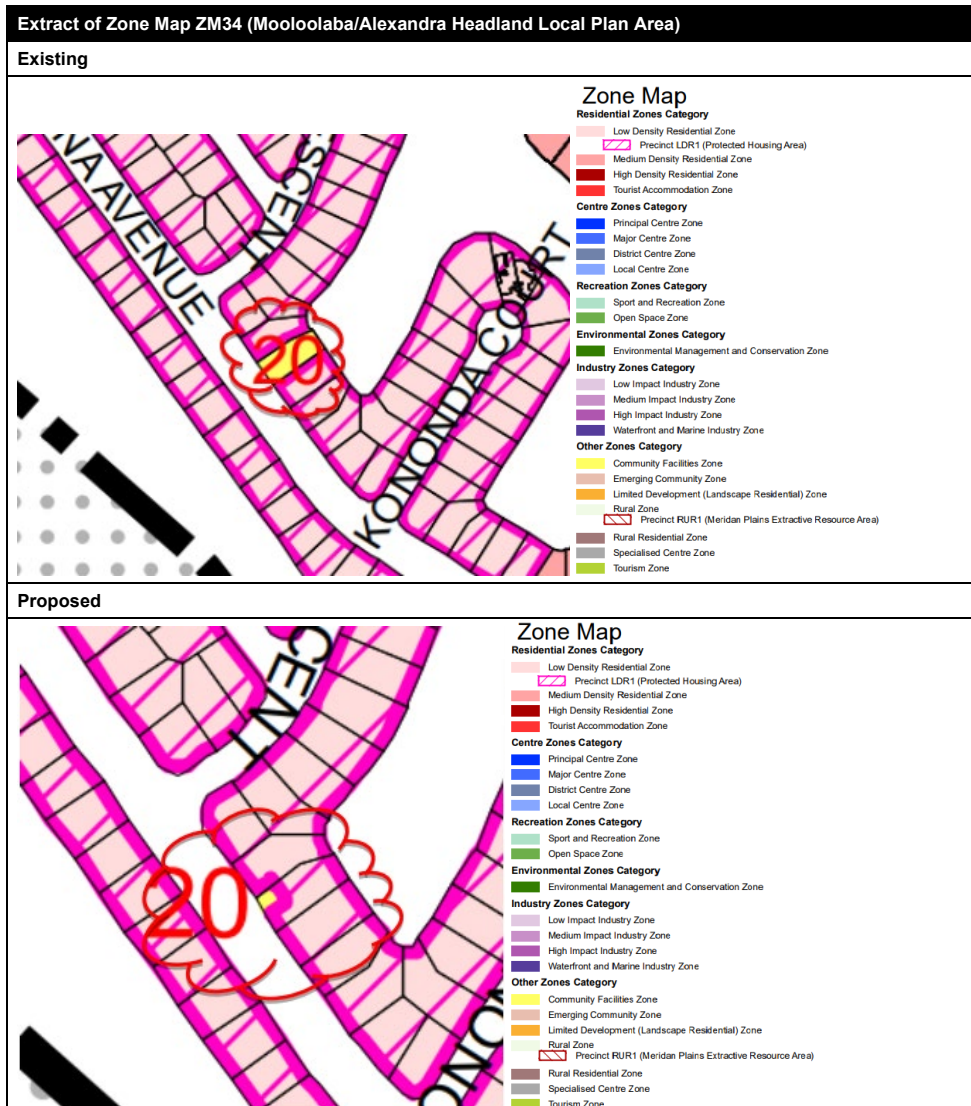
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Proposed





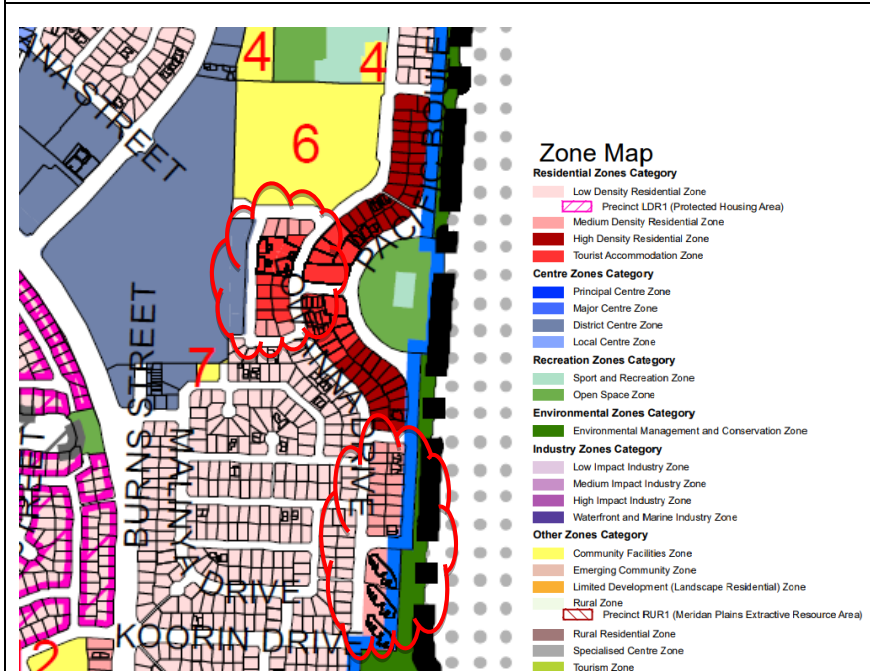


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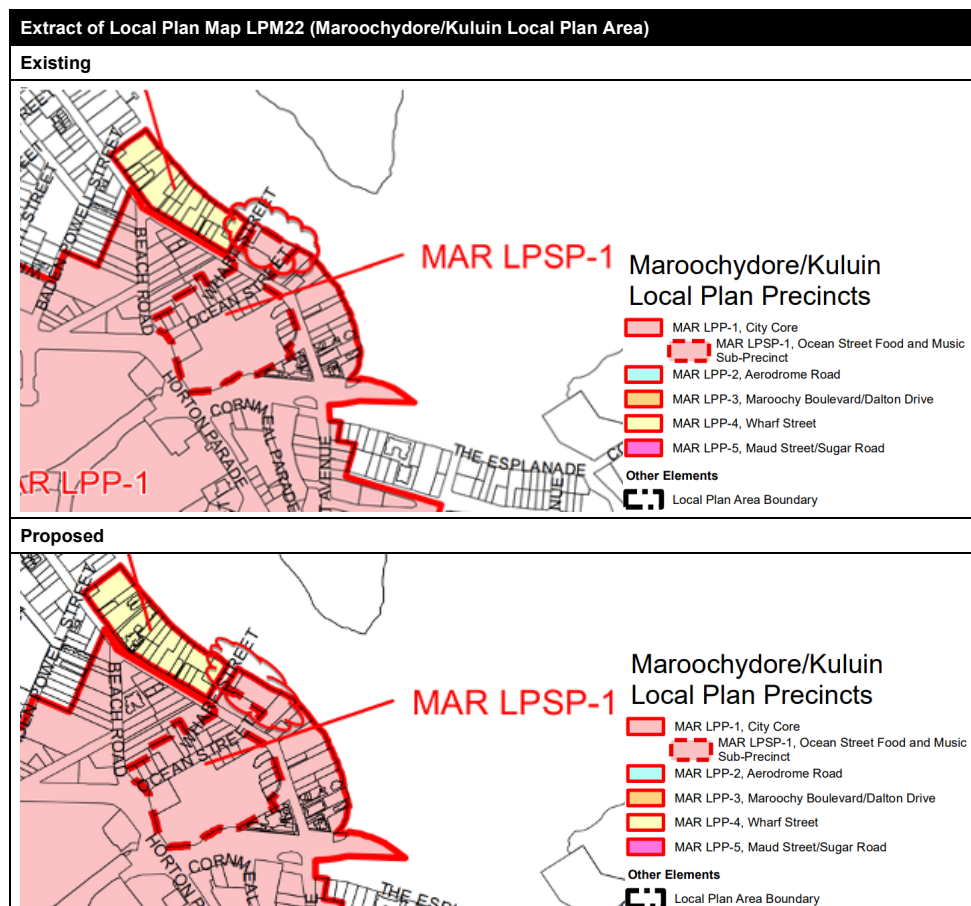
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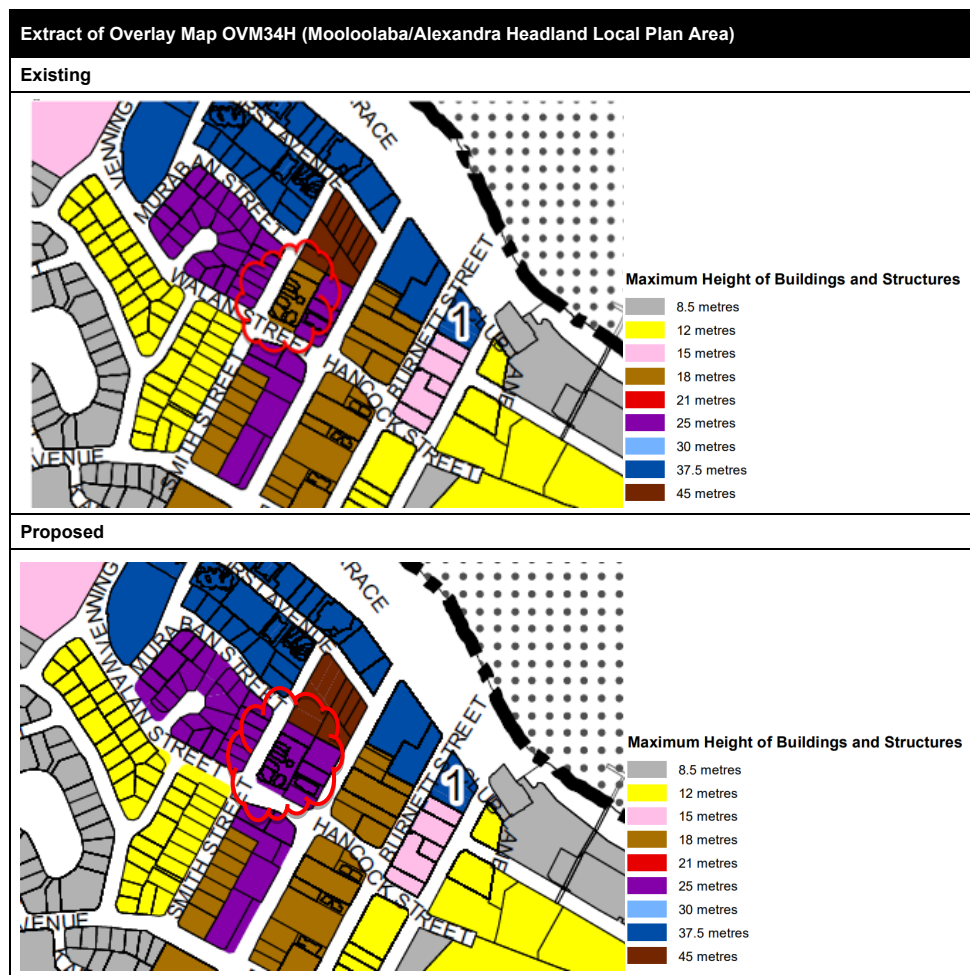
Proposed Sunshine Coast Planning Scheme 2014 (Major Amendment) No. [to be inserted]  
Site Specific and Editorial Matters – Draft for Council Consideration

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Schedule 2 (Mapping) – Local plan maps



Schedule 2 (Mapping) – Overlay maps







**9 NOTIFIED MOTIONS****10 TABLING OF PETITIONS**

Petitions only eligible for submission if:

- \* Legible
- \* Have purpose of the petition on top of each page
- \* Contain at least 10 signatures
- \* Motion limited to:
  - Petition received and referred to a future meeting
  - Petition received and referred to the Chief Executive Officer for report and consideration of recommendation
  - Petition not be received

**11 CONFIDENTIAL SESSION****11.1 CONFIDENTIAL - NOT FOR PUBLIC RELEASE - STRATEGIC LAND ACQUISITION - WITTA**

**File No:** Council report

**Authors:** Natural Environment Project Officer  
Liveability & Natural Assets Group  
Coordinator Strategic Property  
Office of the CEO .....

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In preparing this report, the Chief Executive Officer recommends it be considered confidential in accordance with Section 254J(3) (g) of the *Local Government Regulation 2012* as it contains information relating negotiations of a commercial matter for which a public discussion would be likely to prejudice the interests of the local government.

The report is confidential in respect to the content and timeframes of negotiations with the landowners and recognising that, until Council makes a decision and the sale contracts are executed, the acquisition has no certainty.

Public disclosure at this time would potentially impact adversely on the finalisation of a current negotiation process and Council's ability to secure the land parcels at a price that represents the best value for the ratepayers of the region.

The report contains a recommendation to release details relating to the site location and price of the acquisition once negotiations have been finalised and the transfer of the property title has been registered with the Titles Registry.

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**12 NEXT MEETING**

The next Ordinary Meeting will be held on 26 May 2022.

**13 MEETING CLOSURE**