

## 7.2.2 Beerwah local plan code

### 7.2.2.1 Application

- (1) This code applies to assessable development:-
  - (a) within the Beerwah local plan area as shown on Map ZM49 contained within **Schedule 2 (Mapping)**; and
  - (b) identified as requiring assessment against the Beerwah local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are the assessment benchmarks for applicable assessable development:-
  - (a) **section 7.2.2.3 (Purpose and overall outcomes)**;
  - (b) **Table 7.2.2.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
  - (c) **Figure 7.2.2A (Beerwah local plan elements)**.

### 7.2.2.2 Context and setting

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

*The Beerwah local plan area is located in the southern central part of the Sunshine Coast on the North Coast Rail Line between the towns of Landsborough and Glass House Mountains. The local plan area comprises the rural town of Beerwah and adjacent urban and rural residential areas as well as the Beerwah golf course and industrial estate and has a land area of approximately 775 hectares.*

*The local plan area is traversed by Coochin Creek and is set within a picturesque rural and natural landscape with the prominent Mount Coochin (Glass House Mountains National Park) a key feature within the otherwise gently undulating coastal plain landscape. The local plan area is surrounded by large areas of productive agricultural land, including many of the Sunshine Coast's distinctive pineapple plantations.*

*Beerwah's town centre, focussed on the traditional main street of Simpson Street is the major business centre for nearby towns and surrounding rural and rural residential communities, providing a range of community facilities and services and offering large retail outlets as well as a variety of shops, cafes and other local businesses. Beerwah is intended to continue to serve a significant business, retail, community and administrative role as the major regional activity centre for the southern Sunshine Coast hinterland; however, is expected to remain smaller in scale relative to other major regional activity centres on the Sunshine Coast.*

*The town centre is currently divided into two parts by the North Coast Rail Line with the western side of the rail line focussed on Simpson Street and Peachester Road predominantly supporting retail functions, and the eastern side (north of Mawhinney Street) currently supporting service industry functions. New development is intended to provide for retail and commercial functions to be consolidated on the western side of the rail line, with the eastern side providing for high density residential accommodation and local convenience shopping only as well as the preservation of the existing heritage listed Beerwah Hotel.*

*A developing industrial estate centred on Moroney Place is located on the eastern side of Steve Irwin Way. An Identified Growth Area (Employment) lies outside the local plan area to the east of Steve Irwin Way and to the South of Coochin Creek. This area is to be protected from fragmentation and inappropriate land use until decisions about long term land use are made.*

*The Beerwah local plan area includes a range of community facilities and sport and recreational areas including primary and high schools, a community hall, public library, emergency services, district sports grounds, swimming pool and golf course.*

*Older residential areas of the local plan area are characterised by relatively large lots typical of a traditional rural town setting. Substantial new urban subdivisions are located off Roberts Road and Pine Camp Road.*

Greenfield expansion of Beerwah is limited to the west by the poultry industry which provides an important economic driver for the area, to the east by State forest and to the north and south by the important agricultural land which surrounds the local plan area and the desire to preserve the separate identity of Beerwah by providing for non-urban breaks between the towns of Landsborough and Glass House Mountains. However, significant urban consolidation opportunities are provided in the local plan area, particularly within walking distance to the town centre and railway station.

Steve Irwin Way is Beerwah's principal road link. Other major roads in the local plan area include Kilcoy - Beerwah Road, Pine Camp Road, Old Landsborough Road and the western end of Roys Road.

The North Coast Rail Line extends through the central part of the local plan area on a north – south alignment. The railway station and associated park and ride facilities are currently located off Simpson Street and Beerwah Parade. The Dedicated Public Transport Corridor to Caloundra South (CAMCOS) is intended to link to central Beerwah, providing excellent connectivity and accessibility to the coastal urban area.

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

### 7.2.2.3 Purpose and overall outcomes

- (1) The purpose of the Beerwah local plan code is to provide locally relevant planning provisions for the assessment of development within the Beerwah local plan area.
- (2) The purpose of the Beerwah local plan code will be achieved through the following overall outcomes:-
  - (a) Beerwah is progressively developed as the major regional activity centre for the southern Sunshine Coast hinterland providing a broad range of higher order uses and activities capable of servicing the local community as well as surrounding towns, villages, rural residential and rural areas. Significant urban consolidation opportunities are provided for within Beerwah, with a focus on transit oriented development in locations close to the town centre and railway station.
  - (b) Urban and rural residential development within the Beerwah local plan area is limited to land within the urban and rural residential growth management boundaries respectively so as to protect and reinforce the separate identity of Beerwah, provide a compact urban form, provide for the efficient provision of *infrastructure* and services, avoid constrained land and protect the rural productivity and character of surrounding rural land.
  - (c) Development is sited and designed to protect significant environmental areas and retain and enhance the key landscape, and built form elements that contribute to the setting, character and identity of Beerwah as a modern country town with a strong sense of place.
  - (d) A broad range of higher order retail, commercial, community, cultural, health, entertainment and employment generating uses that support the role and function of Beerwah as a small major regional activity centre are provided to service the needs of Beerwah and surrounding areas including Beerburum, Glass House Mountains, Landsborough, Peachester and Mooloolah.
  - (e) Development provides for centre activities to be consolidated in the Major centre zone on the western side of the rail line, with the Local centre zone on the eastern side of the rail line providing local convenience goods and services for nearby residents. Development in the Local centre zone respects the character of, and provides for the continued operation of, the Beerwah Hotel.
  - (f) Development in the Major centre zone enhances the built form and *streetscape* character of the Beerwah Town Centre so that Simpson Street is maintained and enhanced as a wide, attractive and pedestrian friendly main street. Development provides for the retention, extension and connection of existing laneways to improve connectivity and allow rear access to premises.
  - (g) Development provides for increased accessibility and permeability for pedestrians and cyclists to and from key destinations within the local plan area, and in particular for the provision of an improved connection between the eastern and western sides of the local plan area currently separated by the rail line in the vicinity of Mawhinney Street and Peachester Road. An open space corridor is provided along both sides of the rail line, parallel to the *primary active street*

*frontage* of Simpson Street, providing an attractive pedestrian, cycle and visual link between the town centre and residential areas and the railway station.

- (h) Development in the High density residential zone, Medium density residential zone and Low density residential zone occurs in an integrated manner with higher residential densities provided within walking distance of the town centre and railway station to support transit oriented development. Development provides for walkable neighbourhoods with good pedestrian and cycle connectivity to employment, community and recreation areas as well as a diverse range of lot sizes and housing choices contributing to the creation of a well serviced, connected and affordable place to live.
- (i) Residential expansion areas in the Low density residential zone at the northern and southern extent of the local plan area provide for large residential lot sizes and a corresponding dwelling mix comprising predominantly single *household* detached housing, which is sympathetic to the character of adjacent residential areas and provides an appropriate transition to surrounding rural areas.
- (j) Development within the Low density residential zone, particularly along Pine Camp Road and Peachester Road, provides for appropriate *buffers* to the nearby poultry industries.
- (k) Development in the Rural residential zone provides for lot sizes and a road and lot layout which preserves the character and amenity of the rural residential area, and provides for appropriate *buffers* to Coochin Creek and the Glass House Mountains National Park (Mount Coochin section).
- (l) Development within the Specialised centre zone to the south of the Kilcoy-Beerwah Road overpass provides for an integrated development which appropriately addresses the constraints of the *site*. Development provides for high quality design and landscaping which softens the visual impact of new premises, especially as viewed from the Kilcoy-Beerwah Road overpass and Steve Irwin Way. Development does not detract from the role of the Beerwah Town Centre as the primary focus for centre activities.
- (m) The industrial area to the east of Steve Irwin Way is consolidated and expanded to include additional allocated land south of Roys Road and west of Burys Road. Development provides for a range of lot sizes to cater for a range of medium and low impact industrial uses set within an integrated, modern and visually appealing industry park with a high level of environmental performance.
- (n) Development provides appropriate landscape buffering to Steve Irwin Way in order to effectively screen and soften built form elements and maintain the visual amenity of this road as a scenic route.
- (o) Development provides for the retention of important viewlines from public places to the Glass House Mountains.
- (p) Development does not compromise or adversely impact upon the future provision or operation of the North Coast Rail Line or the Dedicated Public Transport Corridor (CAMCOS) between Beerwah and Caloundra South.

#### 7.2.2.4 Performance outcomes and acceptable outcomes

**Table 7.2.2.4.1 Performance outcomes and acceptable outcomes for assessable development**

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Beerwah Local Plan Area Generally (All Zones)</i>			
<b>PO1</b>	Development provides for buildings, structures and landscaping that enhances the modern country town character of Beerwah in terms of form, composition and use of materials.	<b>AO1.1</b>	Development provides for the retention and/or adaptive re-use, with limited modification, of buildings which have cultural heritage significance.  Editor's Note—Section 8.2.9 (Heritage and character areas overlay code) sets out requirements for development on or in proximity to <i>local heritage places</i> and in <i>character areas</i> .

Performance Outcomes		Acceptable Outcomes	
		<b>AO1.2</b>	Buildings and structures incorporate traditional external building materials, such as timber cladding and corrugated iron roofs.
		<b>AO1.3</b>	For residential, business and community activities, roof forms use simple, traditional Queensland style roof designs including gable, hip, pitched, skillion or multiple gable roof forms.
		<b>AO1.4</b>	Development uses understated colour schemes and low-reflective roofing and cladding materials.
<b>PO2</b>	Development provides for the retention and enhancement of key landscape elements including historical landmarks, significant views and vistas, existing character trees and areas of significant <i>vegetation</i> contributing to the setting, character and sense of place of Beerwah.	<b>AO2.1</b>	Development provides for the retention of historical landmarks, memorials and monuments.
		<b>AO2.2</b>	Development protects and emphasises, and does not intrude upon, the important sight lines to Mount Coochin and other important views identified on <b>Figure 7.2.2A (Beerwah local plan elements)</b> .
		<b>AO2.3</b>	Development provides for the retention and enhancement of existing mature trees and character <i>vegetation</i> that contributes to the vegetated backdrop and character of the Beerwah local plan area including:- (a) native <i>vegetation</i> adjacent to Coochin Creek; (b) bushland areas between Parkside Drive and Peachester Road; (c) native <i>vegetation</i> at the foothills of Mount Coochin; (d) bushland areas along Roberts Road and Kilcoy-Beerwah Road; and (e) other character <i>vegetation</i> identified on <b>Figure 7.3A (Beerwah local plan elements)</b> .  Note—in some circumstances, the eradication of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.
<b>PO3</b>	Development contributes to the establishment of attractive and coherent gateways and <i>streetscapes</i> that enhance the modern rural town character of, and sense of entry and arrival to, Beerwah.	<b>AO3.1</b>	Development adjacent to a primary streetscape treatment area or identified gateway/entry point on <b>Figure 7.2.2A (Beerwah local plan elements)</b> incorporates architectural and landscape treatments and other design elements which:- (a) enhance the sense of arrival to and the modern rural town character of Beerwah; and (b) emphasise corner sites and locations.
		<b>AO3.2</b>	Development provides for streetscape improvements which complement existing or proposed streetscape works in the local area to ensure continuity of <i>streetscapes</i> and landscape design.

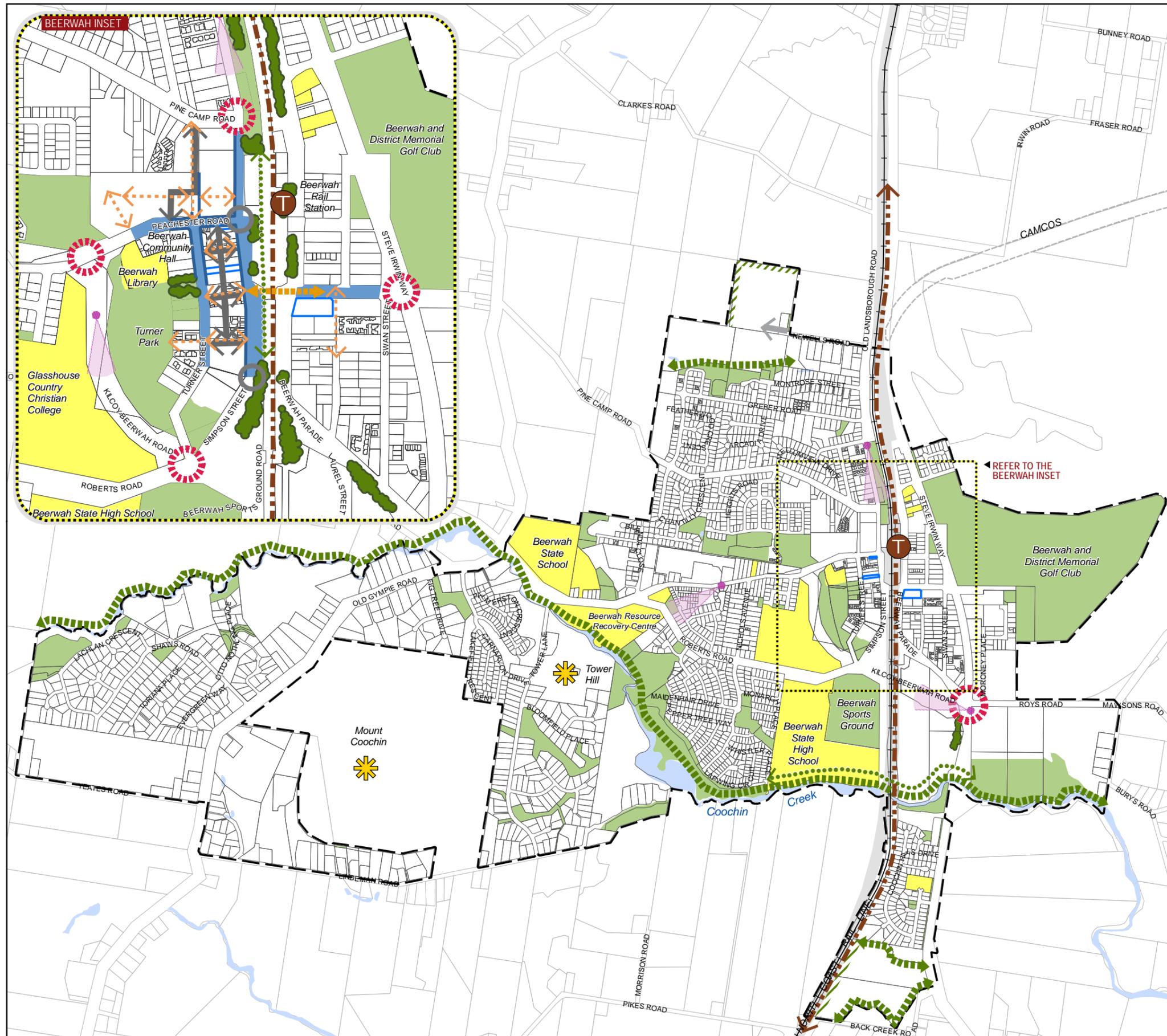
Performance Outcomes		Acceptable Outcomes	
			<p>Note—Section 9.4.2 (Landscape code) sets out requirements for streetscape landscapes including entry statement landscapes.</p> <p>Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.</p> <p>Note—streetscape materials and palettes can be referenced from the Council's Infrastructure and Guideline Standards for each centre as required.</p>
<b>PO4</b>	Development adjacent to Steve Irwin Way incorporates a dense <i>landscape buffer</i> to visually screen and soften built form elements and maintain and enhance the visual amenity of the road as a scenic route.	<b>AO4</b>	No acceptable outcome provided.
<b>PO5</b>	Development provides for the retention and enhancement of an open space corridor (greenspace link):- (a) along both sides of the rail line from Pine Camp Road south to Kilcoy-Beerwah Road; and (b) along Coochin Creek.	<b>AO5</b>	Development provides for the retention and enhancement of a <i>public open space</i> corridor where identified as a greenspace link on <b>Figure 7.2.2A Beerwah local plan elements</b> ).
<b>PO6</b>	Development on land with frontage to Coochin Creek identified as a local ecological linkage on <b>Figure 7.2.2A (Beerwah local plan elements)</b> facilitates the provision of the local ecological linkage.	<b>AO6</b>	No acceptable outcome provided.  Editor's Note—Section 8.2.3 (Biodiversity, waterways and wetlands code) sets out requirements for the provision of ecological linkages.
<b>PO7</b>	Development does not compromise the provision and continued operation of:- (a) the North Coast Rail Line; and (b) the Dedicated Public Transport Corridor from Beerwah to Caloundra South (CAMCOS).	<b>AO7</b>	No acceptable outcome provided.
<b>Built form</b>			
<b>PO8</b>	Multi-storey buildings are designed in a manner that preserves important view lines through design measures such as:- (a) the location, configuration and orientation of buildings and structures on the <i>site</i> ; (b) use of <i>setbacks</i> ; and (c) built form which provides for gaps or openings in buildings and structures.	<b>AO8</b>	No acceptable outcome provided.
<b>Development in the Major Centre Zone</b>			
<b>PO9</b>	Development in the Major centre zone:- (a) supports Beerwah's role and function as a small major regional activity centre; and (b) provides a wide range of local and higher order goods and services to residents of Beerwah and surrounding areas including Beerburum, Glass House Mountains, Landsborough, Peachester and Mooloolah.	<b>AO9</b>	No acceptable outcome provided.
<b>PO10</b>	Development in the Major centre zone:- (a) enhances the character and identity of Beerwah as a modern country town; (b) provides for new or extended large floor plate retail uses to be sleeved	<b>AO10</b>	Development in the Major centre zone:- (a) provides for Simpson Street to be maintained and enhanced as a wide, attractive and pedestrian friendly main street; (b) provides for new or extended large

Performance Outcomes		Acceptable Outcomes	
	<p>and located behind smaller scale, fine grain built form elements;</p> <p>(c) creates vibrant and active streets and public spaces;</p> <p>(d) provides a continuous pedestrian friendly facade including all weather protection for pedestrians; and</p> <p>(e) provides integrated and functional parking and access arrangements that do not dominate the street.</p>		<p>floor plate retail uses to be sleeved and located behind smaller scale, fine grain built form elements;</p> <p>(c) provides <i>primary active street frontages</i> built to the boundary at street level where identified on <b>Figure 7.2.2A (Beerwah local plan elements)</b>;</p> <p>(d) provides all weather protection in the form of continuous cantilevered awnings and/or light verandah structures with non-load bearing posts over footpath areas in conjunction with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside;</p> <p>(e) has building openings overlooking the street;</p> <p>(f) ensures that signage is integrated with the building;</p> <p>(g) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths;</p> <p>(h) provides for on-site car parking at the rear or to one side of the development;</p> <p>(i) avoids direct service vehicle and car park access to Simpson Street;</p> <p>(j) provides for development fronting Turner Street on sites not identified as having a <i>primary active street frontage</i> to comprise of buildings that address the street with a maximum front boundary <i>setback</i> of 2 metres and/or densely landscaped car parking areas.</p>
<b>PO11</b>	<p>Development in the Major centre zone provides for improved vehicular circulation and connectivity within the Beerwah town centre by providing for:-</p> <p>(a) the continued operation of existing laneways; and</p> <p>(b) the provision of new dedicated public vehicular access laneways which extend and connect existing laneways.</p>	<b>AO11</b>	<p>Development provides dedicated public vehicular access laneways where identified on <b>Figure 7.2.2A (Beerwah local plan elements)</b>.</p>
<b>PO12</b>	<p>Development in the Major centre zone provides through block pedestrian linkages which:-</p> <p>(a) are located to reflect the desire lines of pedestrian movement between major points of attraction and public spaces in particular between the Railway Station, Simpson Street, Turner Street and Turner Park;</p> <p>(b) provide a safe alternative to the street based pedestrian and cycle movement network; and</p> <p>(c) provide a comfortable pedestrian environment in terms of access, width, shelter, materials and function.</p>	<b>AO12</b>	<p>Development provides visible, safe, comfortable and attractive through block pedestrian linkages where identified on <b>Figure 7.2.2A (Beerwah local plan elements)</b>.</p>
<b>PO13</b>	<p>Development in the Major centre zone on <i>sites</i> that adjoin the former Beerwah</p>	<b>AO13</b>	<p>No acceptable outcome provided.</p>

Performance Outcomes		Acceptable Outcomes	
	School of Arts or former Beerwah Butchery is designed in a manner which respects and complements the character and heritage values of these <i>local heritage places</i> .		
<b>Development in the Local Centre Zone</b>			
<b>PO14</b>	Development in the Local centre zone:- (a) provides for a mix of residential uses and small scale local convenience goods and services only; (b) does not detract from the Major centre zone as the primary location for centre activities within Beerwah; and (c) is designed in a manner which respects and complements the character and heritage values of the Beerwah Hotel.	<b>AO14</b>	No acceptable outcome provided.  Editor's Note— <b>Section 8.2.9 (Heritage and character areas overlay code)</b> sets out requirements for development on or in proximity to <i>local heritage places</i> and in <i>character areas</i> .
<b>PO15</b>	Development in the Local centre zone:- (a) enhances the character and identity of Beerwah as a modern country town; (b) provides a continuous pedestrian friendly facade including all weather protection for pedestrians; and (c) provides integrated and functional parking and access arrangements that do not dominate the street.	<b>AO15</b>	Development in the Local centre zone:- (a) provides all weather protection in the form of continuous cantilevered awnings and/or light verandah structures with non-load bearing posts over footpath areas in conjunction with mature or semi-mature shade trees planted along the <i>site frontage</i> adjacent to the kerbside; (b) has building openings overlooking the street; (c) ensures that signage is integrated with the building; (d) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths; and (e) provides for on-site car parking at the rear or to one side of the development.
<b>Development in the High Density Residential Zone</b>			
<b>PO16</b>	Development in the High density residential zone:- (a) provides for medium to high density residential accommodation in locations close to the Beerwah Town Centre and railway station; (b) occurs on large, integrated development sites through the co-ordinated amalgamation of existing lots; (c) provides for buildings which are designed to address, and optimise casual surveillance to, public streets, parks and other areas of community activity; and (d) improves pedestrian connectivity to the railway station and business areas.	<b>AO16.1</b>          <b>AO16.2</b>	Development in the High density residential zone:- (a) provides for residential accommodation in the form of low rise apartment buildings, townhouses and the like; (b) amalgamates lots to create a minimum development <i>site</i> of 1,000m <sup>2</sup> ; (c) ensures that the amalgamated lots do not isolate excluded lots; and (d) provides for buildings which address and optimise casual surveillance to public areas, particularly to Simpson Street and Turner Park.  Development provides for high quality, attractive and comfortable pedestrian and cycle linkages to the railway station and business areas including where identified on <b>Figure 7.2.2A (Beerwah local plan elements)</b> .
<b>Development in the Low Density Residential Zone</b>			
<b>PO17</b>	Development in the Low density	<b>AO17</b>	A minimum separation distance of 500m

Performance Outcomes		Acceptable Outcomes	
	residential zone has an appropriate separation distance from intensive animal industries (poultry).		is provided from an existing or approved poultry shed to the nearest boundary of a residential lot.
<b>PO18</b>	Reconfiguring a lot in the Low density residential zone at the northern and southern extent of the local plan area provides for large lot sizes, and a configuration of lots, which:- (a) is sympathetic to the character of adjacent residential areas; (b) are used predominantly for single <i>household</i> detached housing; and appropriately transitions to the adjacent and surrounding rural areas.	<b>AO18</b>	Reconfiguring a lot in the Low density residential zone north of Montrose Street and south of Coochin Hills Drive provides for:- (a) a minimum lot size of 600m <sup>2</sup> , and an average lot size of at least 800m <sup>2</sup> ; and (b) any lots intended for a <i>dual occupancy</i> or <i>secondary dwelling</i> , to be nominated on a plan of development, with the lots nominated for these dwellings to not exceed 5% and 20% of total lots, respectively.
<b>Development in the Rural Residential Zone</b>			
<b>PO19</b>	Development in the Rural residential zone provides for lot sizes and a configuration of lots that: (a) is sympathetic to the existing rural residential character of the area; and (b) provides for adequate on-site effluent disposal.	<b>AO19</b>	Reconfiguring a lot in the Rural residential zone provides for lots with a minimum lot size of 2,500m <sup>2</sup> .
<b>PO20</b>	Development adjacent to the Glass House Mountains National Park or other <i>ecologically important areas</i> provides a vegetated open space <i>buffer</i> to protect the sustainability of vegetation communities and maintain visual amenity.	<b>AO20</b>	No acceptable outcome provided.  Editor's Note— <b>Section 8.2.3 (Biodiversity, waterways and wetlands overlay code)</b> sets out <i>buffer</i> distances and other requirements for development on land adjacent to conservation areas and other <i>ecologically important areas</i> .
<b>Development in the Specialised Centre Zone</b>			
<b>PO21</b>	Development in the Specialised centre zone:- (a) provides predominantly for <i>showrooms</i> and other compatible uses; (b) does not compete with the role and function of the Beerwah Town Centre; (c) occurs in accordance with a <i>local area structure plan</i> for the whole of the area included in the zone; (d) avoids flood prone land, protects native <i>vegetation</i> areas and provides appropriate riparian buffers to Coochin Creek; (e) provides safe and efficient vehicular <i>access</i> ; (f) provides for high quality design and mature landscaping which softens the visual impact of premises when viewed from the Kilcoy-Beerwah Road overpass; and (g) provides for a substantial <i>landscape buffer</i> to screen development from Steve Irwin Way.	<b>AO21</b>	No acceptable outcome provided.
<b>Development in the Medium Impact Industry Zone</b>			
<b>PO22</b>	Development in the Medium impact industry zone:- (a) integrates with existing developed areas;	<b>AO22</b>	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<ul style="list-style-type: none"> <li>(b) avoids flood prone land, protects native <i>vegetation</i> areas and provides appropriate riparian buffers to Coochin Creek;</li> <li>(c) provides safe and efficient vehicular <i>access</i> from Roys Road;</li> <li>(d) provides for a substantial <i>landscape buffer</i> to screen development from Steve Irwin Way; and</li> <li>(e) provides landscaped visual and acoustic attenuation to nearby residential uses.</li> </ul>		



**LEGEND**

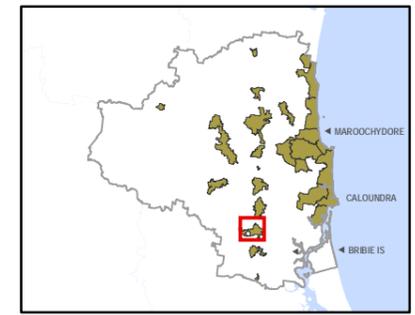
- Local Plan Area Boundary
- Waterway<sup>Note 1</sup>
- Primary Active Street Frontage
- Primary Streetscape Treatment Area
- Local Ecological Linkage
- Greenspace<sup>Note 1</sup>
- Community Activity/Facility<sup>Note 1</sup>
- Greenspace Link
- Character Vegetation
- Landscape Buffer
- Gateway/Entry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

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



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**Figure 7.2.2A  
(Beerwah Local Plan Elements)**