

7.2.23 Palmwoods local plan code

7.2.23.1 Application

- (1) This code applies to assessable development:-
 - (a) within the Palmwoods local plan area as shown on Map ZM28 contained within **Schedule 2 (Mapping)**; and
 - (b) identified as requiring assessment against the Palmwoods local plan code by the tables of assessment in **Part 5 (Tables of assessment)**.
- (2) The following provisions of the code are assessment benchmarks for applicable assessable development:-
 - (a) **section 7.2.23.3 (Purpose and overall outcomes)**;
 - (b) **Table 7.2.23.4.1 (Performance outcomes and acceptable outcomes for assessable development)**; and
 - (c) **Figure 7.2.23A (Palmwoods local plan elements)**.

7.2.23.2 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 Palmwoods local plan code.

The Palmwoods local plan area is located in the central part of the Sunshine Coast on the North Coast Rail Line immediately south of Nambour and Woombye. The local plan area comprises the rural town of Palmwoods and adjacent residential and rural residential areas. It takes in a land area of approximately 496 hectares.

The local plan area is set within a picturesque rural and natural landscape on the foothills of the Blackall Range. Paynter Creek forms part of the western boundary of the local plan area and a number of other smaller water courses traverse the local plan area generally in a north-south direction. The local plan area is characterised by an undulating and gently sloping topography and is surrounded by large areas of productive rural land.

Palmwoods is a moderate sized rural town with a small town centre that services the local needs of its resident population as well as the needs of rural and residential communities immediately surrounding the town.

The Palmwoods Town Centre is based along Main Street and Margaret Street and has a traditional main street character with a number of older buildings that provide a strong sense of history and links to the past. The town centre meets the local shopping and convenience needs of Palmwoods and residents of nearby rural and rural residential areas whilst also providing tourist services to visitors. A small light industry area extends along Main Street south of the town centre, and a substantial food processing facility is located on Palmwoods-Montville Road.

The existing historic buildings in Palmwoods, especially fronting Main Street, and other heritage elements, such as the old stone retaining walls, contribute significantly to the character and identity of the town. The Palmwoods Hotel at the corner of Main and Church Streets is an important local landmark and heritage building.

The residential parts of Palmwoods are characterised by predominantly dwelling houses on large suburban lots.

The Palmwoods local plan area is dissected by a number of open space corridors that contain significant areas of remnant vegetation. The local plan area also contains a number of existing sporting facilities and notable parks, such as Kolora Park, with its duck ponds and playground facilities.

The North Coast Rail Line is planned to be subject to re-alignment and duplication, with the proposed new alignment through Palmwoods shifting the rail line and station to the east and freeing up existing rail land for alternative uses and potential improvements to the town centre. The realignment of the rail line also impacts upon opportunities for residential expansion in northern and southern parts of the local plan area with these

areas intended to be predominantly retained for rural uses until the upgrade is completed and associated infrastructure and access issues can be resolved.

Major road links within the local plan area include Palmwoods-Montville Road, Woombye-Palmwoods Road, Eudlo Road and Chevallum Road.

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

7.2.23.3 Purpose and overall outcomes

- (1) The purpose of the Palmwoods local plan code is to provide locally relevant planning provisions for the assessment of development within the Palmwoods local plan area.
- (2) The purpose of the Palmwoods local plan code will be achieved through the following overall outcomes:-
 - (a) Palmwoods remains a moderate sized rural town with a distinct heritage character, primarily servicing the local needs of its resident population and immediately surrounding rural communities.
 - (b) Urban development within the Palmwoods local plan area is limited to land within the urban growth management boundary so as to protect and reinforce the separate identity of Palmwoods, provide for the efficient provision of *infrastructure* and services, avoid constrained land and protect the landscape character and productivity of surrounding rural lands.
 - (c) Development retains important built form, *streetscape*, landscape character and natural environment elements that contribute to the character, setting, and identity of Palmwoods as a rural town with a strong sense of place and associations with the past.
 - (d) Development in the local plan area protects and retains the *character area* in Palmwoods and buildings identified as having cultural heritage or *streetscape* significance as important elements of local character and identity.
 - (e) Development in the Local centre zone supports the role and function of the Palmwoods Town Centre as a local (full service) activity centre, providing a wide range of convenience goods and services to meet the needs of its resident population and immediately surrounding rural communities.
 - (f) The “country town” feel, traditional main street built form and heritage and *streetscape* character of the Palmwoods Town Centre is retained and reinforced, with Main Street and Margaret Street enhanced as attractive and pedestrian friendly streets. Development addresses the street, complements the traditional *streetscape* and building form and retains historical buildings and landmarks contributing to the character and identity of the town.
 - (g) Development provides for centre uses to be consolidated along Main Street, with development along Margaret Street limited to small scale, low intensity business uses with low traffic generation.
 - (h) Redevelopment of disused rail land fronting Main Street in the vicinity of Church Street:-
 - (i) provides for community activities and/or business activities and, in particular, a *supermarket*;
 - (ii) does not compromise or adversely impact upon the current or future operation of the North Coast Rail Line;
 - (iii) retains existing heritage buildings and features;
 - (iv) provides for safe and convenient pedestrian access to the railway station;
 - (v) provides an attractive and active streetfront address to Main Street and the future pedestrian link to the railway station;
 - (vi) retains public parking servicing the railway station integrated within the development design; and
 - (vii) is designed such that opportunities for possible future expansion are retained following realignment of the rail line.
 - (i) Development in the Low density residential zone and Emerging community zone protects and is sympathetic to the traditional rural town character and identity of Palmwoods, typified by

low-rise *dwelling houses* in generous landscaped grounds. Reconfiguring a lot in the Low density residential zone and Emerging community zone incorporates road and lot layouts which sensitively respond to site characteristics and are consistent with the established subdivision pattern of older parts of the town, characterised by regular shaped lots, grid or modified grid layout, open *streetscape* and mature street trees. Development in these zones provides an interconnected network of roads, pedestrian and cycle paths and open space.

- (j) Development in the Medium density residential zone is sympathetic to the traditional rural town character and heritage values of Palmwoods and is of a bulk and architectural scale that does not dominate the *streetscape* or the hillside, is compatible with surrounding development and provides strong pedestrian links to the town centre.
- (k) Development in the Low impact industry zone and Medium impact industry zone provides a range of small to medium scale industry uses compatible with a rural town setting. Industry uses are located, designed and operated in manner that does not adversely impact upon environmental values or the amenity of nearby residential land.
- (l) Development provides for the establishment of a linked system of open space focussed on continuous vegetated corridors along Paynter Creek and the major drainage lines which traverse the local plan area.
- (m) Development is designed and sited to protect significant environmental and riparian areas and to sensitively respond to the physical characteristics and constraints of land in the local plan area, including flood prone land, steep slopes and native *vegetation*.
- (n) Development in the local plan area is supported by a network of open space to meet the needs of the local community and facilitates safe and convenient pedestrian and cycle connections to, between and around key destinations within the local plan area.
- (o) Development does not compromise or adversely impact upon the operation or future upgrading of the North Coast Rail Line. Rural land located within the urban growth management boundary is not developed for urban purposes prior to the re-alignment of the North Coast Rail Line.
- (p) In the event that the North Coast Rail Line is re-aligned within the life of the planning scheme, the pattern of land use and the provision of transport and other *infrastructure* in the Palmwoods local plan area is adapted to:-
 - (i) appropriately utilise surplus railway land to consolidate and provide for improvements to the Palmwoods town centre, particularly in terms of the provision of community facilities and urban open space, with some expansion of business uses provided for; and
 - (ii) provide for the development of rural land within the urban growth management boundary that has been identified as being potentially suitable for urban purposes but that cannot be efficiently integrated within the town fabric prior to the realignment of the North Coast Rail Line.
- (q) Development of surplus railway land and rural land within the urban growth management boundary that becomes available as a consequence of the re-alignment of the North Coast Rail Line occurs in a logical manner, consistent with the availability of *infrastructure* and services. Development that brings forward a requirement for new *infrastructure* only occurs if that *infrastructure* is provided as part of the development.
- (r) Development of surplus railway land and rural land within the urban growth management boundary that becomes available as a consequence of the re-alignment of the North Coast Rail Line is master planned.

7.2.23.4 Performance outcomes and acceptable outcomes

Table 7.2.23.4.1 Performance outcomes and acceptable outcomes for assessable development

Performance Outcomes		Acceptable Outcomes	
<i>Development in the Palmwoods Local Plan Area Generally</i>			
PO1	Development provides for buildings, structures and landscaping that is	AO1.1	Development provides for the retention and/or adaptive re-use, with limited

Performance Outcomes		Acceptable Outcomes	
	consistent with and reflects the traditional <i>streetscape</i> and built form and rural town character of Palmwoods.	<p>AO1.2</p> <p>AO1.3</p>	<p>modification, of buildings which have cultural heritage or character significance.</p> <p>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>.</p> <p>Buildings and structures incorporate traditional external building materials, such as timber cladding and corrugated iron roofs.</p> <p>For residential, business and community activities, roof forms are simple, traditional Queensland-style roof designs including gable, hip, pitched or multiple gable roof forms.</p>
PO2	Development provides for the retention and enhancement of key landscape elements including historical landmarks, significant views and vistas, existing character trees and areas of significant <i>vegetation</i> contributing to the character, setting, and sense of place of Palmwoods.	<p>AO2.1</p> <p>AO2.2</p> <p>AO2.3</p>	<p>Development provides for the retention of old stone retaining walls, historical landmarks, memorials and monuments.</p> <p>Development protects and emphasises, and does not intrude upon, important view lines to the Blackall Range and other views to surrounding rural and natural areas where identified on Figure 7.2.23A (Palmwoods local plan elements).</p> <p>Development protects and enhances existing mature trees and character <i>vegetation</i> including:-</p> <ul style="list-style-type: none"> (a) riparian <i>vegetation</i> along Paynter Creek and the major drainage lines running north from Rifle Range Road across Palmwoods School Road and Dunning Street; (b) <i>vegetation</i> in Kolora Park identified on Figure 7.2.23A (Palmwoods local plan elements); (c) bushland along Woombye-Palmwoods Road, Eudlo Road and Palmwoods-Montville Road; and (d) other character <i>vegetation</i> identified on Figure 7.2.23A (Palmwoods local plan elements). <p>Note—in some circumstances, the eradication of weed species and planting of locally native species that make a comparable contribution to local character may also satisfy the Acceptable Outcome.</p>
PO3	Development contributes to the establishment of attractive and coherent <i>streetscapes</i> and gateways to enhance the rural town character of, and sense of entry and arrival to, Palmwoods.	<p>AO3.1</p> <p>AO3.2</p>	<p>Development adjacent to a primary streetscape treatment area or identified gateway/entry point on Figure 7.2.23A (Palmwoods local plan elements) incorporates architectural and landscape treatments and other design elements which enhance the sense of entry and arrival to, and rural town character of, Palmwoods, and emphasise corner locations.</p> <p>Development provides for streetscape improvements which complement existing or proposed streetscape works in the</p>

Performance Outcomes		Acceptable Outcomes	
			<p>local area to ensure continuity of <i>streetscapes</i> and landscape design.</p> <p>Note—Section 9.4.2 (Landscape code) sets out requirements for streetscape landscapes including entry statement landscapes.</p> <p>Note—a landscape master plan may provide further guidance regarding particular streetscape treatments in a local plan area.</p> <p>Note—streetscape materials and palettes can be referenced from the <i>Council's</i> Infrastructure and Guideline Standards for each centre as required.</p>
PO4	<p>Development provides through block pedestrian linkages which:-</p> <p>(a) are located to reflect the desire lines of pedestrian movement between major points of attraction and public spaces;</p> <p>(b) provide a safe alternative to the street based pedestrian and cycle movement network; and</p> <p>(c) provide a comfortable pedestrian environment in terms of access, width, shelter, materials and function.</p>	AO4	<p>Development provides visible, safe, comfortable and attractive through block pedestrian linkages where identified on Figure 7.2.23A (Palmwoods local plan elements).</p>
PO5	<p>Development is sited and designed in a manner which sensitively responds to local topography.</p>	AO5	<p>Development on sloping sites provides for building form that steps down the slope and minimises the extent of cut and fill required to accommodate development.</p>
PO6	<p>Development on land with frontage to Paynter Creek and the major drainage lines running north from Rifle Range Road across Palmwoods School Road and Dunning Street, or on land otherwise identified as a local ecological linkage on Figure 7.2.23A (Palmwoods local plan elements), facilitates the provision of the local ecological linkage.</p>	AO6	<p>No acceptable outcome provided.</p> <p>Editor's note—Section 8.2.3 (Biodiversity, waterways and wetlands overlay code) sets out requirements for the provision of ecological linkages.</p>
PO7	<p>Development does not compromise or adversely impact upon the operation or future upgrading of the North Coast Rail Line.</p>	AO7	<p>No acceptable outcome provided.</p>
PO8	<p>Development for a <i>food and drink outlet</i> does not:-</p> <p>(a) provide for the establishment of a <i>high volume convenience restaurant</i>; or</p> <p>(b) incorporate a <i>drive-through facility</i>.</p>	AO8	<p>No acceptable outcome provided.</p>
Development in the Local Centre Zone			
PO9	<p>Development in the Local centre zone provides for small scale uses and mixed uses that:-</p> <p>(a) support Palmwoods' role and function as a local (full service) activity centre; and</p> <p>(b) provide a wide range of goods and services to meet the convenience needs of Palmwoods' resident population and immediately surrounding rural community.</p>	AO9	<p>No acceptable outcome provided.</p>
PO10	<p>Development in the Local centre zone provides for:-</p> <p>(a) Main Street to be retained as the</p>	AO10	<p>No acceptable outcome provided.</p>

Performance Outcomes		Acceptable Outcomes	
	<p>primary focus for centre activities; and</p> <p>(b) development along Margaret Street to be limited to small scale, low intensity business uses with low traffic generation.</p>		
PO11	<p>Development in the Local centre zone:-</p> <p>(a) is sympathetic to the rural town character and identity of Palmwoods;</p> <p>(b) addresses the street;</p> <p>(c) complements the traditional built form and <i>streetscape</i>;</p> <p>(d) creates vibrant and active streets and public spaces;</p> <p>(e) provides continuous weather protection for pedestrians;</p> <p>(f) uses traditional building materials; and</p> <p>(g) provides functional and integrated access, car parking and servicing areas which preserve the integrity of existing stone retaining walls and do not dominate the street.</p>	AO11	<p>Development in the Local centre zone:-</p> <p>(a) provides for Main Street and Margaret Street to be maintained and enhanced as attractive and pedestrian friendly main streets;</p> <p>(b) provides for <i>primary active street frontages</i>, built to the front boundary, where identified on Figure 7.2.23A (Palmwoods local plan elements);</p> <p>(c) maintains the appearance of fine-grained shopfronts addressing the street;</p> <p>(d) respects the layout, scale (including height and <i>setback</i>) and character of existing buildings;</p> <p>(e) provides all-weather protection for pedestrians in the form of continuous awnings and/or light verandah structures with decorative (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>(f) has simple, traditional Queensland-style roof designs such as hipped or gabled and parapet walls of various shapes facing the street;</p> <p>(g) has building openings overlooking and addressing the street;</p> <p>(h) incorporates vertical proportions on the front façade and well defined shopfronts and entry doors;</p> <p>(i) uses traditional building materials (timber cladding and corrugated iron roofing);</p> <p>(j) uses understated colour schemes and low-reflective roofing and cladding materials;</p> <p>(k) ensures that signage is integrated with the building;</p> <p>(l) includes provision of landscaping, shaded seating and consistent and simple paving materials on footpaths;</p> <p>(m) provides for vehicular access to be from the rear of sites where required to preserve old stone retaining walls; and</p> <p>(n) retains on-street car parking and provides for on-site car parking behind buildings at the rear of the development.</p>
PO12	<p>Redevelopment of disused railway land adjacent to Main Street in the vicinity of Church Street:-</p> <p>(a) provides for the development of community activities and/or business activities, in particular, a <i>supermarket</i> (where not otherwise established in the local plan area);</p>	AO12	No acceptable outcome provided.

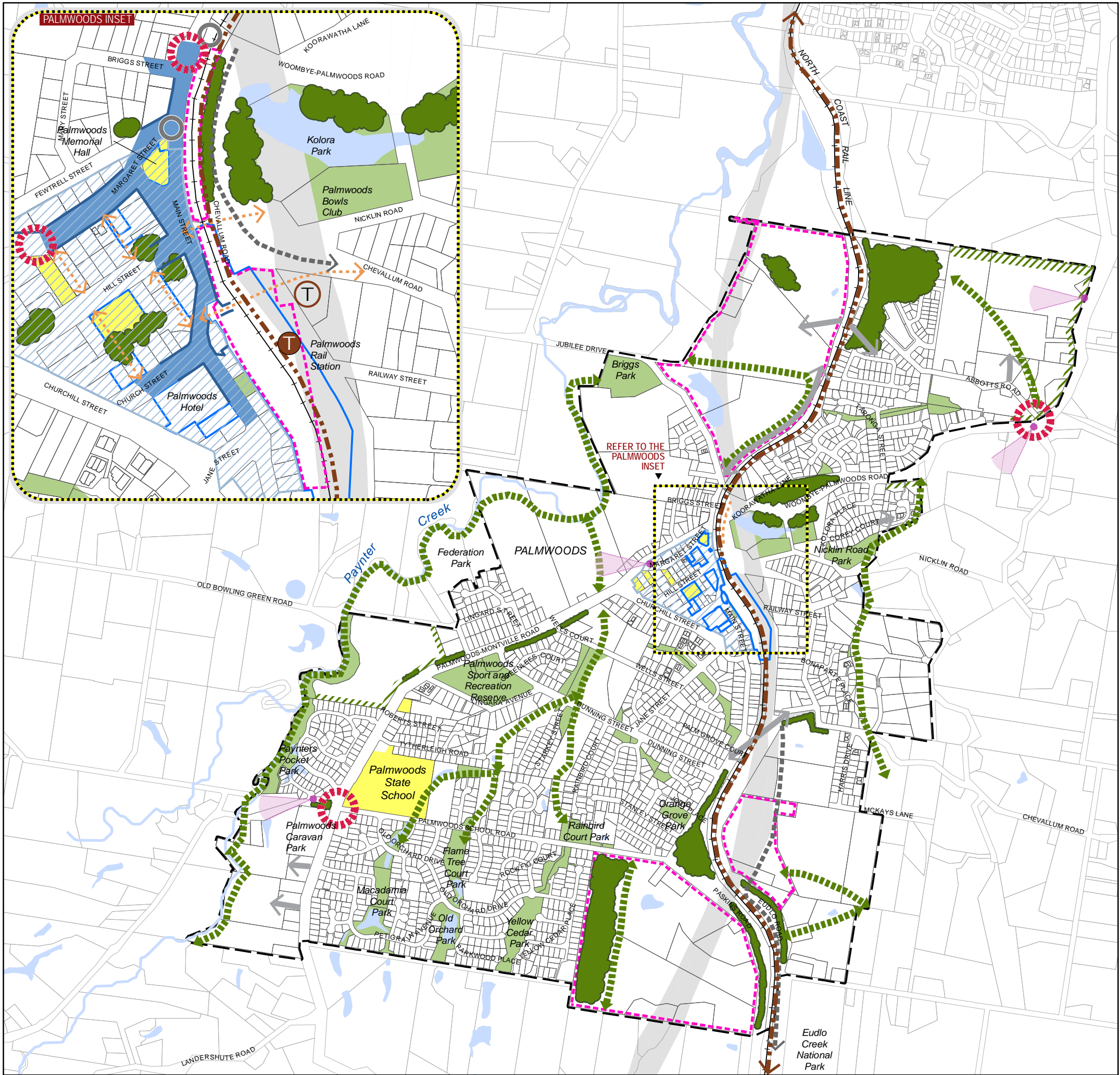
Performance Outcomes		Acceptable Outcomes	
	<ul style="list-style-type: none"> (b) does not compromise or adversely impact upon the current or future operation of the North Coast Rail Line; (c) provides for the retention and/or adaptive re-use of existing heritage buildings and features; (d) provides for safe and convenient pedestrian access to the railway station; (e) provides an attractive and active streetfront address to Main Street and the future pedestrian link to the railway station; (f) retains public parking servicing the railway station integrated within the development design; and (g) is designed such that opportunities for possible future expansion are retained following realignment of the rail line. 		
Development in the Medium Impact Industry Zone			
PO13	Development in the Medium impact industry zone:- <ul style="list-style-type: none"> (a) provides safe and efficient vehicular access; (b) is effectively screened from Palmwoods-Montville Road; (c) provides appropriate riparian buffers to Paynter Creek and protects water quality; and (d) protects the amenity of surrounding or nearby residential areas. 	AO13	No acceptable outcome provided.
Development in the Low Impact Industry Zone			
PO14	Development in the Low impact industry zone:- <ul style="list-style-type: none"> (a) is limited to small scale and low impact industry uses that are compatible with a rural town setting; (b) integrates with existing developed areas; (c) provides safe and efficient vehicular access; (d) is effectively screened from, or provides an attractive street front address, to Main Street; and (e) protects the amenity of surrounding or nearby residential areas. 	AO14	No acceptable outcome provided.
Development in the Low Density Residential Zone			
PO15	Reconfiguring a lot in the Low density residential zone provides for lot sizes and a configuration of lots that is sympathetic to the rural town character and identity of the Palmwoods local plan area.	AO15.1 AO15.2	Reconfiguring a lot in the Low density residential zone has a minimum lot size of 800m ² . Reconfiguring a lot in the Low density residential zone provides for regular-shaped lots with a grid street layout and subdivision pattern.

Performance Outcomes		Acceptable Outcomes	
PO16	Reconfiguring a lot within the Low density residential zone:- (a) is designed to sensitively respond to site characteristics and avoids significant scarring of the landscape; and (b) provides for an interconnected, legible and permeable system of local roads, pedestrian, cycle and open space links with adjoining land.	AO16	Reconfiguring a lot in the Low density residential zone:- (a) provides for a subdivision layout which minimises the extent of cut and fill required to accommodate new lots and roads; and (b) incorporates an interconnected internal road system, pedestrian, cycle and open space links, including where identified on Figure 7.2.23A (Palmwoods local plan elements) .
Development in the Low Density Residential Zone (West of Landershute Road)			
PO17	Development in the Low density residential zone (west of Landershute Road) provides for coordinated road access/egress from Landershute Road, with no direct access to Palmwoods-Montville Road.	AO17	Development in the Low density residential zone (west of Landershute Road) provides road access/egress as indicated on Figure 7.2.23A (Palmwoods local plan elements) .
Development in the Medium Density Residential Zone			
PO18	Development in the Medium density residential zone:- (a) provides for the establishment of a range of housing types compatible with a rural town setting; (b) sensitively responds to local topography; (c) allows for integration of existing <i>character buildings</i> into any redevelopment including the retention and adaptive re-use of existing <i>character buildings</i> , with limited external modification; (d) is of a domestic scale that does not dominate the <i>streetscape</i> or hillside or detract from the visual amenity of adjoining properties; (e) provides for building form which reflects the traditional Queensland style with the use of timber, pitched roofs, verandahs and subdued colours; (f) contributes positively to local <i>streetscape</i> character; (g) provides for generous open space to be maintained between buildings to preserve a predominantly open feel; (h) provides for the retention of existing mature <i>vegetation</i> , particularly on ridgelines and hilltops; and (i) provides strong pedestrian links to the town centre.	AO18	No acceptable outcome provided.
Development in the Emerging Community Zone Generally			
PO19	Development in the Emerging community zone is master planned to ensure that development occurs in a logical and coordinated manner.	AO19	No acceptable outcome provided.
PO20	Development in the Emerging community zone provides for:- (a) predominantly low density residential housing; and (b) lot sizes and a configuration of lots that is sympathetic to the rural town	AO20	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	character and identity of the Palmwoods local plan area.		
PO21	Reconfiguring a lot within the Emerging community zone:- (a) is designed to sensitively respond to site characteristics and avoids significant scarring of the landscape; and (b) provides for an interconnected system of local roads, pedestrian, cycle and open space links with adjoining land and the Palmwoods Town Centre.	AO21	Reconfiguring a lot in the Emerging community zone:- (a) provides for a subdivision layout which minimises the extent of cut and fill required to accommodate new lots and roads; and (b) incorporates an interconnected, permeable internal road system, pedestrian, cycle and open space links, including as indicated on Figure 7.2.23A (Palmwoods local plan elements) .
PO22	Development in the Emerging community zone provides for:- (a) the protection and buffering of <i>ecologically important areas</i> and drainage areas, including the character <i>vegetation</i> and local ecological linkages identified on Figure 7.2.23A (Palmwoods local plan elements) ; and (b) appropriate buffering and separation to nearby agricultural land and rural uses.	AO22	No acceptable outcome provided.
Development in the Emerging Community Zone (North-Eastern Part of Local Plan Area)			
PO23	Development in the Emerging community zone in the north-eastern part of the local plan area:- (a) provides a physical and visual <i>buffer</i> at the interface to rural land directly to the north to reinforce and maintain the sub-regional inter urban break between Palmwoods and Woombye; (b) provides for a future road connection to the west of the existing North Coast Rail Line corridor; (c) provides for the retention of existing mature <i>vegetation</i> , particularly in and adjacent to Woombye-Palmwoods Road, drainage lines and <i>wetland</i> areas; (d) does not interfere with or adversely impact on significant views to the west from Woombye-Palmwoods Road; and (e) provides an appropriate interface to the Woombye War Cemetery located on the opposite (eastern) side of Woombye-Palmwoods Road.	AO23	No acceptable outcome provided.
Development in the Emerging Community Zone (South-Eastern Part of Local Plan Area)			
PO24	Development in the Emerging community zone in the south-eastern part of the local plan area provides for local road connections and does not solely rely upon road access from Eudlo Road.	AO24	No acceptable outcome provided.
Development of Surplus Railway land and Rural land within the Urban Growth Management Boundary not available for Urban Purposes at Commencement of Planning Scheme			
PO25	Development provides for the following land areas that are not available for	AO25	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>urban development at the commencement of the planning scheme to be developed only once the North Coast Rail Line is re-aligned:-</p> <p>(a) surplus railway land included in the Community facilities zone in the central part of the local plan area immediately adjoining the Palmwoods Town Centre; and</p> <p>(b) rural zoned land within the urban growth management boundary in the north-western and south-eastern parts of the local plan area.</p>		
PO26	<p>Development of rural land within the urban growth management boundary, where identified on Figure 7.2.23A (Palmwoods local plan elements), and made available in the life of the planning scheme (once the North Coast Railway is realigned):-</p> <p>(a) provides for predominantly low density residential development;</p> <p>(b) is already connected to or can be efficiently connected to the <i>infrastructure</i> required to service the land;</p> <p>(c) is sympathetic to the rural town character and heritage of Palmwoods;</p> <p>(d) avoids development of land subject to constraints and protects <i>ecologically important areas</i>;</p> <p>(e) is designed to sensitively respond to site characteristics and avoids significant scarring of the landscape;</p> <p>(f) protects visual amenity from Woombye-Palmwoods Road, Eudlo Road and the re-aligned rail line;</p> <p>(g) provides an integrated, legible and permeable road, cycle and pathway network which connects residential neighbourhoods to the town centre, community, sport and recreation facilities and open space;</p> <p>(h) provides appropriate open space to service the local community; and</p> <p>(i) provides effective buffering to adjoining rural areas and uses.</p>	AO26	No acceptable outcome provided.
PO27	<p>Development of surplus railway land immediately adjoining the Palmwoods Town Centre, where identified on Figure 7.2.23A (Palmwoods local plan elements), and made available in the life of the planning scheme:-</p> <p>(a) provides for the improvement of the town centre and the consolidation of Main Street as the focus for centre activities and community interaction;</p> <p>(b) provides for predominantly open space and community activities, with limited business and residential activities;</p>	AO27	No acceptable outcome provided.

Performance Outcomes		Acceptable Outcomes	
	<p>(c) is sympathetic to the rural town character and heritage of Palmwoods and provides a coherent and attractive streetfront address;</p> <p>(d) provides safe and convenient access to the new railway station, Kolora Park and surrounding areas;</p> <p>(e) effectively integrates with existing developed areas and the new railway station; and</p> <p>(f) where for business uses, provides an active <i>frontage</i> to Main Street and the pedestrian link to the new railway station.</p>		
PO28	Development provides for surplus railway land and rural land within the urban growth management boundary made available in the life of the planning scheme to be master planned and occur in a logical sequence, providing for the efficient and timely provision of <i>infrastructure</i> and services.	AO28	Development of surplus railway land or rural land within the urban growth management boundary is undertaken in accordance with a local master plan that has been subject to public consultation and implemented either through a planning scheme amendment or a variation approval.



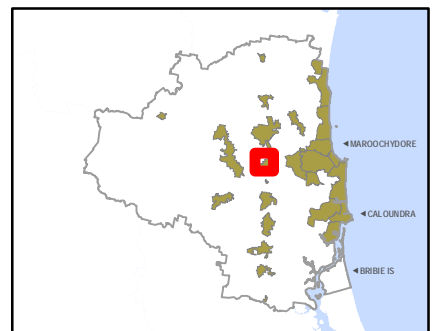
LEGEND

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| | Local Plan Area Boundary | | Through Block Pedestrian/Cycle Linkage |
| | Waterway ^{Note 1} | | Dedicated Public Transport Corridor |
| | Primary Active Street Frontage | | Transit Hub |
| | Primary Streetscape Treatment Area | | Future Transit Hub |
| | Local Ecological Linkage | | Indicative Road Linkage/Access Point |
| | Greenspace ^{Note 1} | | Intersection Upgrade |
| | Community Activity/Facility ^{Note 1} | | Proposed Rail Corridor Upgrade |
| | Character Vegetation | | Proposed road following Rail Corridor Upgrade |
| | Gateway/Entry Point | | Land for Potential Urban Purposes following Rail Corridor Upgrade (subject to master planning) |
| | Landscape Buffer | | |
| | Heritage Place ^{Note 2} | | |
| | Character Area ^{Note 2} | | |
| | Significant View | | |

0 95 190 380 570 760 Metres
1:14,613

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

Figure 7.2.23A (Palmwoods Local Plan Elements)