

NEW SUNSHINE COAST PLANNING SCHEME PROJECT

Hot Planning Topics

Informed by the operation of the current planning scheme, community feedback and emerging issues, Council has identified the below 'hot planning topics' for consideration as part of the New Sunshine Coast Planning Scheme Project. An information sheet for each 'hot planning topic' has been prepared.

1. Affordable living and housing affordability

2. Car parking

3. Carports

4. Climate change

5. Design of multiple dwellings

6. Dual occupancies and secondary dwellings

7. Service stations

8. Short-term accommodation

9. Supply and use of industrial land

10. Uses in rural areas

Have your say

Please visit haveyoursay.qld.gov.au to provide feedback on these hot planning topics by completing a short survey.

Current as at 9 February 2022.



Affordable living and housing affordability

What is Affordable Living and Housing Affordability?

Affordable living is about providing a diverse range of housing options to suit all income levels and household types. These housing options should be appropriately located within more self-contained neighbourhoods with convenient walk, cycle and public transport access to services and employment. It also covers sustainable design features which help reduce everyday living expenses, such as energy costs.

Housing affordability relates to the ability of residents to be able to afford the cost of housing, whether through ownership or the rental market. A general rule of thumb is that housing is considered affordable when low to moderate income earning households pay no more than 30% of their income of their cost of house (e.g. rent or mortgage repayments).

Current planning scheme requirements

The current planning scheme (*Sunshine Coast Planning Scheme 2014*) incorporates the key directions of the former *Sunshine Coast Affordable Living Strategy 2010-2020*. Council's *Environment and Liveability Strategy 2017* is now the key document that sets the policy direction for more affordable and sustainable living options on the Sunshine Coast.

The *Sunshine Coast Community Strategy 2019-2041* also addresses housing affordability, social housing, indigenous housing and homelessness with a key policy objective that "Our community

has housing opportunities that match community need."

Housing affordability is a complex issue, and the planning scheme is one of many tools that can assist.

In accordance with the State Planning Policy, Council is preparing a Housing Needs Assessment which will provide important data to inform the new planning scheme.

Issues already identified

1. Need for a greater diversity of housing choice (e.g. size, type and tenure) that matches the different household needs. For example, tiny houses, secondary dwellings, duplexes, multiple dwellings, retirement and aged care living and dwellings on a range of lot sizes.
2. Housing stress and affordability continue to be a challenge, with increasing household running costs, low levels of social housing, limited rent availability and competing demands for tourist accommodation.

What we propose to do

Review provisions in the new planning scheme to:

1. Incorporate the key directions of the *Environment and Liveability Strategy 2017* and the *Sunshine Coast Community Strategy 2019-2041*.
2. Consider and respond to the findings of a Housing Needs Assessment.
3. Ensure a sufficient supply of land is zoned and allocated for different types of residential development having regard to population projections, housing needs assessment and land constraints analysis.

4. Support/encourage a variety of housing types and affordable living options throughout the Sunshine Coast that meet the varied and changing needs and lifestyle of the community. Such housing should particularly be focused in areas with convenient access to centres, public transport, employment, community facilities and open space.
5. Consider introducing a new zone, the Low-medium density residential zone, to promote more housing diversity in suitable locations previously reserved for single detached housing.
6. Investigate potential for key Council-owned sites to accommodate affordable/community housing projects.
7. Investigate ways of directly incentivising development of affordable/community housing projects.

While the planning scheme can encourage and support housing diversity, it is limited in its ability to deliver affordable housing options and housing affordability outcomes (which are more directly influenced by other factors such as demographics and migration trends, investment preferences, economic conditions and government policy).

Current as at 9 February 2022

Tell us what you think

- Do you have any comments on this topic?
- Do you agree with what we propose to do in response to this topic as part of the new planning scheme?

To have your say, scan the QR code or go to haveyoursay.sunshinecoast.qld.gov.au





Car parking

Why is car parking important?

Well-managed and planned car parking (public, private, on-street and off-street) can provide a necessary service or function for the community, businesses and visitors. However, optimising car parking depends on many factors and if parking is not actively managed and regulated, there can be a range of unintended consequences.

Parking needs vary across the region and are shaped by each location's unique land use functions, built form and the environment. Parking requirements are also strongly linked with existing and future improvements to public transport service provision and the necessary shift in travel behaviour required to ensure the long-term sustainability of our region.

Current planning scheme requirements

The current planning scheme (*Sunshine Coast Planning Scheme 2014*) includes car parking requirements for new development in the Transport and parking code. This code includes requirements for the layout and design of car parking areas and specifies the minimum number of on-site car parking spaces to be provided for different land uses.

Issues already identified

1. On-site car parking rates – There is a need to review the rates specified in the current planning scheme to ensure that they are up-to-date and appropriately reflect the different needs of development in different locations.
2. Narrow street types – Car parking in some types of streets and on verge areas can

restrict access for emergency and larger service vehicles. This mostly occurs in new residential estates with narrow streets, smaller lot sizes and limited on-street parking.

3. Centre uses – Generally towns and village centres contain on-street parking, parking stations and some public transport provision. People often park their car and visit multiple destinations on foot. In the future, less on-site parking spaces may be necessary for certain land uses in some locations. It is important that car parking does not dominate the street.
4. Demand management – Council manages the demand for parking through time restrictions and paid parking in selected areas to support turn over and maximise parking availability. More frequent and better public transport is also necessary to reduce car parking demand. In addition, a more compact urban form can provide more convenient access and support walking and cycling as an alternative to driving.



What we propose to do

1. Where relevant, incorporate the key directions of the *Sunshine Coast Integrated Transport Strategy* and the *Sunshine Coast Parking Management Plan (September 2017)*.
2. Review provisions in the new planning scheme to:
 - ensure car parking provision for new development matches the land use type and characteristics of the location (e.g. proximity to public transport)
 - address narrow streets (for new developments).

Current as at 9 February 2022

Tell us what you think

- Do you have any comments on this topic?
- Do you agree with what we propose to do in response to this topic as part of the new planning scheme?

To have your say, scan the QR code or go to haveyoursay.sunshinecoast.qld.gov.au





Carports

What is a carport?

A carport is an open-sided shelter for parking a vehicle. This type of outbuilding is normally associated with a dwelling house. A carport can be attached to a house or be freestanding. Garages are different because they have four enclosed sides. Under the Building Code of Australia, a carport is a non-habitable Class 10a building that is ancillary to a residential use on the same site.

Current planning scheme requirements

The current planning scheme (*Sunshine Coast Planning Scheme 2014*) regulates the siting and design of carports in the Dwelling house code.

The current planning scheme requires that carports in a residential zone (e.g. Low density residential zone, Medium density residential zone, High density residential zone and Tourist accommodation zone) are setback at least 6 metres from any road frontage, do not exceed a height of 3.6 metres and do not have a total floor area of more than 56m².

If a proposed carport does not meet one or more of these requirements, then a development application is required to demonstrate that the carport:

- (a) preserves the amenity of adjacent land and dwelling houses
- (b) does not dominate the streetscape
- (c) maintains an adequate area suitable for landscapes adjacent to the road frontage
- (d) maintains the visual continuity and pattern of buildings and landscape elements within the street.

Issues already identified

1. There has not previously been a uniform approach to regulating carports within 6 metres of a road frontage due to different rules and regulations operating across the region historically.
2. In some areas, carports located within 6 metres of a road frontage may have a significant negative impact on the streetscape and character of an area.
3. The conversion of garages into storage or additional living space appears to be increasing demand for carports to accommodate resident vehicles on driveways.
4. Potential inconsistencies in the carport approval process (including building tribunal decisions) has led to some confusion about whether, and in what circumstances, carports located within 6 metres of a road frontage should be permitted to occur.



What we propose to do

Review provisions in the new planning scheme with respect to the design and siting of carports in residential areas.

Current as at 9 February 2022

Tell us what you think

- Do you have any comments on this topic?
- Do you agree with what we propose to do in response to this topic as part of the new planning scheme?

To have your say, scan the QR code or go to haveyoursay.sunshinecoast.qld.gov.au



Climate change

What is climate change?

Climate change is the natural and human induced changes to the climate attributed to increased levels of greenhouse gases in the atmosphere. Climate change is likely to be one of our biggest challenges for the foreseeable future. It will affect our liveability, health, natural environment and economy.

Current planning scheme requirements and other strategies

The current planning scheme (*Sunshine Coast Planning Scheme 2014*) incorporates the key directions of council's former *Climate Change and Peak Oil Strategy 2010-2020*.

Council's *Environment and Liveability Strategy 2017* is now the key document that sets the policy direction for addressing climate change on the Sunshine Coast. A key action from this document is the preparation of the *Coastal Hazard Adaptation Strategy* that was adopted by Council in May 2021. Importantly, this Strategy seeks to proactively plan for the impacts of climate change and coastal hazards to build the resilience of our region now and into the future.

The *Sunshine Coast Design Strategy* also supports the actions of the *Environment and Liveability Strategy 2017*. The Sunshine Coast Design book includes 10 design principles to inspire and encourage good design that reflects the values and characteristics of the Sunshine Coast. The book encourages buildings and new development to be designed to work with the local climate, use less energy, reduce reliance on non-renewable energy, have a capacity for adaptation and re-use in response to changing needs, use

locally sourced and sustainable materials and be resilient to extreme weather events.

Issues already identified

1. Climate change increases extreme weather events and risks associated with natural hazards such as bushfire, flooding, coastal erosion, storm tide, sea level rise and tidal inundation.
2. Climate change is also likely to impact agricultural production and the resilience of ecosystems.
3. Recognising that the planning scheme is limited in its ability to directly address climate change, but can assist to:
 - build resilience, mitigate hazard risk and complement other adaptation tools
 - encourage a compact urban form which reduces car dependency
 - encourage built form that is energy efficient and designed to suit the local climate
 - provide for the protection, rehabilitation and reconnection of natural areas and habitats.



What we propose to do

Review provisions in the new planning scheme to incorporate:

- the key directions of *Council's Environment and Liveability Strategy 2017, Coastal Hazard Adaptation Strategy (May 2021)* and the *Sunshine Coast Design Book*
- the latest natural hazard mapping that considers the predicted impacts of climate change
- the State Planning Policy (SPP) requirements with respect to climate change
- recent planning for the Blue Heart Sunshine Coast and other major undeveloped floodplain and greenspace areas that also represent key elements of a long-term strategy to mitigate the predicted impacts of climate change.

Note – the review of provisions in the new planning scheme is likely to result in changes to some current zonings, the range of uses that can be established in some zones and the requirements that apply to certain development in affected areas.

Current as at 9 February 2022

Tell us what you think

- Do you have any comments on this topic?
- Do you agree with what we propose to do in response to this topic as part of the new planning scheme?

To have your say, scan the QR code or go to haveyoursay.sunshinecoast.qld.gov.au





Design of multiple dwellings

What is a multiple dwelling?

A multiple dwelling is a term used in the planning scheme to describe a property that contains 3 or more dwellings for longer-term residential accommodation. For example – units, flats, apartments and townhouses.

Multiple dwellings are commonly located, or planned to be located, in or near centres or other locations that are well serviced by public transport.

Current planning scheme requirements

Under the current planning scheme (*Sunshine Coast Planning Scheme 2014*), multiple dwellings need to comply with relevant codes such as the multi-unit residential uses code. This code includes provisions to ensure that multiple dwellings are of a high-quality design and fit in with their surroundings.

Multiple dwellings are intended to increase the number of dwellings/units in an area and to provide housing diversity and enable urban consolidation within and around existing centres, in tourism or tourist focused areas and in areas that are close to public transport, employment, community facilities and open space.

Issues already identified

1. Recognition that multiple dwellings are an important part of the housing mix, providing more affordable/diverse housing options and enabling urban consolidation to occur.
2. Concern that some multiple dwellings established under the current planning scheme demonstrate poor design with negative impacts on landscape and open

space outcomes, liveability outcomes for residents, the amenity of neighbours and the character of a local area.

3. Concern that under the current planning scheme, multiple dwelling buildings have become too large and bulky.
4. Concern that some multiple dwellings established under the current planning scheme demonstrate no, or only a limited, local design response.
5. Concerns in relation to the level of assessment and performance-based planning approach applied to multiple dwellings under the current planning scheme and the impact this has had on community confidence about the quality of outcomes being delivered.
6. Concerns about the impacts of multiple dwellings on the character and amenity of nearby low-density residential neighbourhoods.



What we propose to do

1. Review multiple dwelling provisions to improve and strengthen (where appropriate) design and siting outcomes in relation to bulk, scale, amenity, landscaping and subtropical design outcomes.
2. Investigate ways to directly incentivise development of multiple dwellings that epitomise good Sunshine Coast design and incorporate high levels of sustainability.

Current as at 9 February 2022

Tell us what you think

- Do you have any comments on this topic?
- Do you agree with what we propose to do in response to this topic as part of the new planning scheme?

To have your say, scan the QR code or go to haveyoursay.sunshinecoast.qld.gov.au





Dual occupancies and secondary dwellings

What is dual occupancy and secondary dwelling, and what's the difference?

Dual occupancy and secondary dwelling are both terms used in the current planning scheme (*Sunshine Coast Planning Scheme 2014*) to describe where two dwellings are located on the same residential property.

A dual occupancy (or duplex) has two dwellings, occupied by two separate households. Each dwelling in a dual occupancy can have a separate land title and different property owners.

On the other hand, a secondary dwelling (or granny flat) remains part of a dwelling house use (though it may not be attached to the main house), is intended to be small in size, used in conjunction with the main dwelling house and cannot have a separate title or ownership to the main dwelling house.

Dual occupancies and secondary dwellings both have an important role in providing housing diversity, housing choice and affordable living options for our community.

Current planning scheme requirements

Under the current planning scheme, a dual occupancy:

- is typically a consistent use in the Low-density residential zone and Medium density residential zone
- must comply with the Dual occupancy code including provisions to ensure they are appropriately located, maintain the amenity of neighbouring premises and are compatible with the character of the local area.

Under the current planning scheme, a secondary dwelling:

- is a consistent use in the Low density residential zone, Medium density residential zone and High density residential zone
- must comply with the Dwelling house code including provisions to ensure it is used in conjunction with, and subordinate to, a dwelling house on the same property.

The Dwelling house code was amended on 11 November 2019 to clarify the intent and operation of the provisions relating to secondary dwellings (e.g. to have an association with and be smaller in size than the primary dwelling and sharing such things as a letterbox, water connection and vehicle access driveway with the primary dwelling).

Issues already identified

1. Some dual occupancies and secondary dwellings are poorly designed and are having a negative impact on the character and streetscape of residential neighbourhoods.
2. Some secondary dwellings are being designed, built and used in a manner that is more like a dual occupancy.
3. The use of a residential property for two dwellings can sometimes result in additional traffic and on-street parking issues within residential neighbourhoods.
4. Issues in relation to the maximum size of secondary dwellings and the requirement to be located within 20 metres of the primary dwelling, particularly in rural areas.

5. Recognition that secondary dwellings and dual occupancies are important to improving housing diversity and affordable living options across the Sunshine Coast, but that they need to be well designed and appropriately located.



What we propose to do

Review provisions in the new planning scheme relating to dual occupancies and secondary dwellings, including design and siting requirements.

Current as at 9 February 2022.

Tell us what you think

- Do you have any comments on this topic?
- Do you agree with what we propose to do in response to this topic as part of the new planning scheme?

To have your say, scan the QR code or go to haveyoursay.sunshinecoast.qld.gov.au





Service stations

What is a service station?

Under the planning scheme, in addition to selling fuel, a service station may also include additional (ancillary) uses, such as a small shop, a café, mechanic's workshop, carwash or trailer hire.

Current planning scheme requirements

When a new service station is proposed, it is required to comply with the relevant codes in the current planning scheme (*Sunshine Coast Planning Scheme 2014*), including the Service station code. This code includes provisions to ensure that service stations are developed in appropriate locations and in a manner which:

- meets the needs of users
- provides safe access
- protects the environment
- protects the amenity of surrounding properties and the local area, including residential uses and schools.

Amenity impacts addressed in the current planning scheme include noise, light and odour nuisance as well as requirements for an attractive streetscape character and appearance incorporating landscaping and adequate separation to adjoining land uses.

Service stations are generally allowed in town centres. However, the current planning scheme also includes provisions to encourage vibrant (active) streets within the main pedestrian areas of our towns. Uses such as shops and cafes that are built close to the street and provide doors or windows that open onto the street are encouraged and help to provide an active street frontage in our towns.

Issues already identified

1. Service stations in town centres - Service stations and other vehicle dominated uses, such as fast-food outlets with drive-throughs and car wash facilities (e.g. where buildings are separated from the street and multiple and/or wide driveways are required) may negatively impact upon the function and amenity of active street frontages.
2. Development applications for service stations within most centre zones currently do not require public notification.
3. Service stations may create adverse amenity impacts (e.g. noise, light and odour nuisance), especially in or near residential areas.
4. Service stations located near schools can result in traffic and pedestrian safety concerns.
5. Emerging technology and electric vehicles will change the future need for, or operation of, service stations.



What we propose to do

Review service station provisions in the new planning scheme, with particular emphasis on applicable levels of assessment, locational criteria, design in sensitive settings and response to emerging technology.

Current as at 9 February 2022.

Tell us what you think

- Do you have any comments on this topic?
- Do you agree with what we propose to do in response to this topic as part of the new planning scheme?

To have your say, scan the QR code or go to haveyoursay.sunshinecoast.qld.gov.au





Short-term accommodation

What is short-term accommodation?

Short-term accommodation is a term used in the planning scheme to describe residential accommodation that is used by tourists or travellers on a short-term basis (i.e. generally less than 3 months). Examples include – motel, backpackers, serviced apartments, accommodation hotel and farm stay. Dwelling houses rented out as holiday houses also fall under this definition.

The accommodation can be self-contained (e.g. include a kitchen and laundry facilities) or not (e.g. bedroom and ensuite only) and may or may not include a manager's residence and office and the provision of recreation facilities for the exclusive use of visitors (e.g. pools and tennis courts). The term does not include other temporary residential uses such as nature-based tourism, resort complex and tourist park.

In the planning scheme, short-term accommodation does not include bed and breakfast accommodation, which is separately defined as a Home-based business.

Current planning scheme requirements

The current planning scheme (*Sunshine Coast Planning Scheme 2014*) generally supports short-term accommodation in the Medium density residential zone, High density residential zone, Tourist accommodation zone, Centre zones and Rural zone (where for a farm stay or not more than 8 holiday cabins). Short-term accommodation uses are not supported in the Low density residential zone or Rural residential zone, which cover most residential areas on the Sunshine Coast.

Bed and breakfast accommodation is allowed in most zones and needs to comply with the provisions of the Home-based business code.

Prior to the commencement of the current planning scheme (*Sunshine Coast Planning Scheme 2014*), a dwelling house rented out as a holiday house did not require a development approval. These dwellings continue to have existing use rights for this form of short-term accommodation.

The current planning scheme identifies and distinguishes between uses which are considered to be permanent accommodation and those considered to be temporary accommodation.

Issues already identified

1. Sometimes, short-term accommodation and (permanent) residential dwelling houses/units are used inappropriately for parties and functions that can have adverse noise impacts and car parking issues.
2. Sometimes, units/dwellings approved for permanent residential purposes are used for short-term holiday letting (such as Airbnb) which can adversely impact on the residential amenity of an area.
3. Behaviour of guests and related impacts are typically regulated by the building manager (e.g. on-site manager or the leasing agent) and the police.
4. Short-term accommodation is used for permanent residents and vice versa. There is both a need to protect residential amenity and the appropriate supply of visitor and permanent residential accommodation in the preferred locations.

5. The rise of online booking platforms in recent years has resulted in increased demand and use of residential properties traditionally used for permanent accommodation, for visitor accommodation, reducing the number of properties available for permanent letting (and as a consequence impacting housing affordability), and sometimes causing amenity and other impacts for local residents.
6. The current planning scheme provisions and definitions could be clearer and more equitable.

What we propose to do

1. Review provisions in the new planning scheme to make clearer the regulation of short-term accommodation uses in residential areas.
2. Monitor approaches taken by other local governments to understand whether these measures are effective and may be a suitable fit for the Sunshine Coast.
3. Continue to advocate and engage with the Queensland government regarding a consistent state-wide approach to the regulation of short-term letting.

Current as at 9 February 2022.

Tell us what you think

- Do you have any comments on this topic?
- Do you agree with what we propose to do in response to this topic as part of the new planning scheme?

To have your say, scan the QR code or go to haveyoursay.sunshinecoast.qld.gov.au





Supply and use of industrial land

Supply of industrial land

Following years of relatively slow take up, the COVID-19 pandemic has seen higher demand for industrial land. The speed of this take up has significantly depleted the current supply of developed industrial land on the Sunshine Coast.

While it is estimated that the current planning scheme (*Sunshine Coast Planning Scheme 2014*) continues to allocate sufficient suitably zoned land to meet the region's future business and industry needs, for at least the next 15 years, it is recognised that not all of this land will be made available to develop in the short term and, therefore, the new planning scheme will need to consider providing additional industrial land supply.

The current planning scheme includes the Low impact industry zone, Medium impact industry zone, High impact industry zone and the Waterfront and marine industry zone.

Use of industrial land

Land included within an industry zone is intended to be used and developed for a range of industrial uses. Non-industrial uses that support or are compatible with existing and future industrial uses may also be developed within industry zones.

The current planning scheme generally does not support the development of non-industrial uses within industry zones that may create land use conflicts or consume land that could otherwise be used for industrial uses. There is, however, increasing demand for non-industrial uses such as indoor sport and recreation (e.g. gyms and dance schools) to locate in these areas due, in

part, to lower establishment costs compared to alternative centre locations.

Issues already identified

1. Need to ensure an adequate supply of industrial land into the future.
2. Loss of industrial land to inappropriate non-industrial uses.
3. Potential for loss of some existing industrial areas in the medium / long term as they intentionally transition to other uses to support urban renewal or centre consolidation outcomes.
4. Incompatible uses within the High impact industry zone compromising the use of this land for the intended higher intensity industrial activities.
5. Non-industrial uses such as gyms and dance studios locating within industrial areas occupying land set aside for industries.
6. The establishment of caretaker's dwellings in industrial areas where not required for genuine caretaking or property management purposes.
7. Location and operation of micro-breweries.
8. Future need for industrial land within hinterland towns.
9. Enterprise and industry areas need to allow for change as new enterprises replace existing industries.
10. Complexity of industry zones and industry use definition thresholds.

What we propose to do

1. Review provisions in the new planning scheme to:
 - identify major new areas of industrial land at Beerwah and Beerwah East
 - investigate other potential areas appropriate to be zoned for industry purposes
 - ensure the protection of most existing industry zoned land for industrial uses
 - investigate options to enable limited indoor sport and recreation uses within certain industry zones
 - reconsider applicable levels of assessment and provisions for proposed caretaker dwellings in industry zones
 - address new and emerging industries, such as micro-breweries
 - review industry zones and industry use definition thresholds to make clearer and simpler.
2. Undertake a further review of industrial land needs on the Sunshine Coast and ensure sufficient land is identified to meet these needs.

Current as at 9 February 2022.

Tell us what you think

- Do you have any comments on this topic?
- Do you agree with what we propose to do in response to this topic as part of the new planning scheme?

To have your say, scan the QR code or go to haveyoursay.sunshinecoast.qld.gov.au





Uses in rural areas

Why are rural areas important?

The Sunshine Coast's rural areas play an important role in supporting rural enterprise, providing tourism and lifestyle opportunities and protecting large areas of valuable natural assets and landscape character.

Current planning scheme requirements

The current planning scheme (*Sunshine Coast Planning Scheme 2014*) significantly increased the range of allowable uses within rural areas compared to previous planning schemes.

Under the current planning scheme, rural areas are generally included in the Rural zone which is intended to provide for a wide range of activities such as growing of crops, greenhouse/hydroponic farms, rural packing sheds, roadside stalls, grazing of livestock (cattle and horse studs), animal farming (dairy, poultry, piggeries etc.), aquaculture, kennels and catteries, art and craft centre, home based businesses, rural workers accommodation, wholesale nurseries, wineries, nature-based tourism and short term accommodation.

Other uses may also be appropriate such as function facilities, café/restaurants, tourist parks, tourist attractions and veterinary services.

The current planning scheme limits further subdivision in rural areas and contains urban and rural residential development within defined growth management boundaries consistent with the requirements of the *South East Queensland Regional Plan 2017*.

The current planning scheme incorporates the key directions of the *Regional Economic Development Strategy 2013-2033* which

recognises the importance of rural enterprise to the Sunshine Coast economy.

Issues already identified

1. Intensive rural activities (e.g. intensive horticulture and animal industries) can have adverse impacts on the character and amenity of an area if they are not appropriately designed and operated, particularly in relation to the size and siting of buildings, buffering to nearby uses and generation of noise and odours.
2. The need to ensure non-rural activities in rural areas (e.g. function facilities, short-term accommodation and the like) avoid or minimise adverse impacts, such as undue noise and traffic generation, recognising the higher level of amenity reasonably expected in rural areas.
3. There has been increased demand for rural camping and nature and farm-based tourism experiences.
4. Some uses that have established in rural areas with numerous and/or large buildings and structures (e.g. tourist parks and intensive rural uses) may be having a negative impact on non-urban breaks between individual townships and communities.
5. There is a need to ensure valuable farming land and rural activities are protected from land use conflicts caused by residential development and other sensitive uses locating close by.

What we propose to do

Review provisions in the new planning scheme to:

- identify and protect valuable farming land and rural activities from land use conflicts
- allow for an appropriate range of value-adding rural enterprises, rural and nature-based tourism, and non-rural activities in rural areas that support the Sunshine Coast economy, while protecting the rural function, amenity and character of these areas.



Current as at 9 February 2022.

Tell us what you think

- Do you have any comments on this topic?
- Do you agree with what we propose to do in response to this topic as part of the new planning scheme?

To have your say, scan the QR code or go to haveyoursay.sunshinecoast.qld.gov.au

