14 TRANSPORT LAND USE STRATEGY

14.1 Background

14.1.1 Overview

The brief for this study included, as an important output of the project, the development of a land use transport strategy identifying preferred land use and transport networks for the Sunshine Coast area affected by the CAMCOS route.

The impetus for this requirement was a result of past planning which tended to rely on catering for projected increased transport needs based on a continuation of land use and development trends. This approach perpetuates inefficient land use patterns and dependence on the private motor vehicle. Consequently, the study area is characterised by high energy usage, low sustainability and decreasing air quality; and communities in which some groups cannot sustain a lifestyle in which their needs for access to human services, employment opportunities, cultural and leisure activities are adequately met.

Governments in all spheres have now recognised the fundamental importance of the complex interrelationship between transport networks and land use distribution in achieving more livable and sustainable communities and better economic, social, ecological and physical environments.

The preparation of a land use transport strategy will support efforts to improve the economic and social well being of the Sunshine Coast. Such a strategy should support and foster economic development, investment, and employment and contribute to sustainable development and livable communities. The transport strategy will have an important role in identifying development opportunities and promoting the necessary infrastructure to support the region.

This strategy therefore takes full consideration of existing and future linkages of the Caboolture-Maroochydore area to Nambour and adjoining areas of the Sunshine Coast; and maximises opportunities for transit supportive development and for major transport corridors to serve existing and proposed key activity centres.

It also recommends changes to local government planning schemes and development assessment processes to help implement this strategy such as focussing on ways to encourage transit supportive development and best practice urban design in the study area.

CAMCOS Working Paper No.4 - Transport/Land Use Strategy produced in an earlier stage of the project, identified the aims and principles that should underpin this strategy. Now that the project has advanced to the stage of a recommended route and mode, this provides a basis for the advancement of the Transport/Land Use Strategy to a further level of detail, as set out in this chapter.

14.1.2 SEQ 2001 and the IRTP

The importance of integrating land use and planning was recognised in the SEQ2001 Regional Framework for Growth Management (RFGM) which includes the following principles:

- the region should be serviced by high quality, frequent, efficient and integrated public and private transport systems which reduce dependence on the private motor vehicle and encourage increased use of public transport, cycling and walking; and
- the focus of transport planning should shift from responding to demand on a local or subregional basis to influencing demand by supporting achievement of urban growth, residential development, employment location and major centre objectives.

This RFGM also resulted in the preparation of the Integrated Regional Transport Plan (IRTP) for South East Queensland, which builds on these principles, and provides the specific context for this study.

The IRTP recommended the identification and preservation of a good quality public transport link to the Maroochydore Key Regional Centre (identified in the RFGM), and the introduction of the right mode of transport to service passenger demand for inter-urban and suburban movement. It also sets regional targets for increases in trips by public transport, cycling and walking; and promotes transit supportive land use planning through the “Shaping Up” Planning Guidelines released as part of the implementation of the IRTP.

14.1.3 Aims (Transport/Land Use Strategy)

The Transport/Land Use Strategy Working Paper identified that this strategy should focus on planning for land use and all aspects of the transport system (public transport, freight and road systems, as well as pedestrian and cycle networks) to:

- achieve an urban form consistent with the RFGM and which promotes accessibility and quality of life for all residents;
- maximise the use of public transport, walking and cycling as means of transport;
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- protect the corridor from incompatible development;
- reduce reliance on (while recognising the need for and role of) private vehicle usage;
- reduce deterioration in air quality caused by vehicle emissions, and provide consequent environmental and community health benefits;
- reduce the total energy usage for transport in the area;
- maximise use of publicly provided transport infrastructure;
- reduce the need for new urban development in locations not well served by public transport;
- provide more variety in housing types throughout the area to better meet community housing needs; and
- promote economic development by maximising accessibility to businesses both for freight and employees.

14.1.4 Principles

The following principles were also proposed in the Working Paper as a basis for developing this Transport/Land Use Strategy in a way that will achieve those aims for the study area.

14.1.4.1 Land Use

Key land use variables of residential densities and employment locations, particularly in major activities centres and mix use development are fundamental components of a successful integrated transport/land use strategy.

Local self-containment of communities should be pursued through a better match between employment and housing opportunities, including the use of mixed use development where appropriate.

Compact urban forms should be promoted to allow improved access to public transport at generally increase residential densities that better support the viability of the public transport system.

Major employment growth should be concentrated in centres well served by public transport.

Major multi-functional centres including retail, commercial, recreation, community, cultural and transport services should be primary focal points for the transport system. There should be a strong interrelationship between these centres at all levels of the hierarchy and appropriate forms of transport to maximise accessibility to these centres.

Strategically located urban village nodes should be identified to provide a focus for local activities, and act as points of interchange between urban services, local feeders and line haul public transport services.

Urban design strategies should be pursued to achieve high quality living and working environments with a pedestrian emphasis and an orientation to public transport, particularly at centres, on major transit routes and around public transport stations.

Business transport requirements should match their location in the transport network, so that businesses which people can walk to are located near public transport, and those which require car and truck access are located near major roads.

14.1.4.2 Transport - Public Transit Focus

High volume/line haul public transport should be supported by locating close to stations and interchanges particularly facilitating connections and access to mixed land use development that generate significant trips.

High volume/line haul public transport should be supported by a coordinated local system of feeder buses, cycle paths, pedestrian and road networks that maximise access to stations and centres.

Urban centres must be suitably connected to supportive transit networks and an appropriate road network hierarchy, in particular, integrating major public transport interchanges with adequate walk and cycle networks to the population centres.

A high quality, seamless and accessible public transport network should be available to all urban areas to provide rapid transit to major centres.

Road based public transport should support focal areas within the high volume/line haul public transit system, so that general road traffic is subordinate to public transport vehicles in key activity focal points.

A high quality, cost effective public transit system should be provided for both suburban and interurban travelers.

New and redeveloped communities should be planned around public transport and non-motorised transport to restrain urban sprawl and concentrate passenger demand within easy reach of public transport routes.

Town planning policies should reward development focussed on public transport, for example, by allowing developers to supply less car parking in return for improved public transport access and establishing
upper limits on retail and commercial floor space for developments not located on line haul public transport routes.

14.1.4.3 Transport - Road

A continuous system of major arterial roads should give priority to road based public transport, high occupancy vehicles and freight, and link the region’s urban areas to each other, including key regional centres, major employment, industry and business centres and population centres.

The freight transport network should connect major freight terminals, commercial and industrial areas via an appropriate highway / arterial road network to minimise the negative impacts of freight movement on communities.

Local arterial roads should be planned and provided to link local activities and housing to each other and cater for movement within urban areas so as to avoid major arterial roads being clogged by local traffic.

Local distributor and collector roads should provide for movement of cyclists, public transport and general motor traffic through neighbourhoods.

Neighbourhood and local streets should be shared spaces for local traffic (operated at low speeds), cyclists and pedestrians.

14.1.4.4 Transport - Corridors

Routes for high capacity transport corridors should be identified and protected at an early stage in the planning process. The Minister for Transport should designate the corridor under Section 2.6.8 of the Integrated Planning Act 1997 in accordance with the process set out in Schedule 7 of the said Act. The designation would have effect for six years but could be renewed (Section 2.6.16). The designation, which would include the corridor and stations, would be overlaid on Council’s planning schemes. This designation process would trigger requests by directly affected property owners to acquire the designated land under hardship (Section 2.6.19).

The land use planning framework should preserve opportunities for new urban development along future transport corridors consistent with the principles set out above.

Development along future corridors should be compatible with likely future transport noise from these corridors. A system of appropriate feeder roads and public transport services should utilise these transport corridors rather than lower order roads.

14.1.4.5 Transport - Walking and Cycling

Land use and vehicular transport systems should be designed to integrate with walking and cycling networks.

Walking and cycling networks should provide for local, commuter and recreational trips.

Planning for local communities should maximise opportunities for walking and cycling to local facilities (such as shopping and schools) to minimise the length of these trips (direct pathways etc) and the length of trips overall.

Cycling and pedestrian options may be provided within road reserves and open space systems, and should be designed to ensure the safety of their users. Where necessary for safety, cycle ways should be segregated from vehicular traffic.

Local walking and cycling systems should also connect to public transport and commuter cycle ways, which in turn provide access to major centres of employment and services.

Centres should have a pedestrian emphasis in their urban design to facilitate ease of pedestrian movement throughout the centre and access from outside the centre.

Planning for centres and employment areas should ensure the provision of facilities for cyclists (eg. secure storage, shower/change rooms).

14.2 Application to the Study Area

The aims and principles set out above provide a basis for the development of the Land Use Transport Strategy for the study area. The development of this strategy requires the application of these principles to the specific geographical context of this area. In this way, the implications for the area as a whole, and specific localities, are set out and able to be integrated in the planning for land use and transport for the area.

These principles have therefore been applied to the study area generally and also particularly to the station locations. The purpose being to “paint a picture” of future land use in the subregion and the sphere of influence of the station that reflect a more transit supportive and ecologically sustainable pattern of development for the area.

The following sections provide a general description of the existing and future land use and transport characteristics of the subregion and around the identified stations. Recommendations for changes to the planning context to achieve the principles as set out above are also included.
Land use/transport concept plans have been prepared for each of the stations based on a sphere of influence, nominally defined as a one kilometre radius from the proposed station location to reflect a maximum generally accepted walking distance. The concepts also reflect a nominal timeframe to about 2020 to provide for a period after commencement of the rail corridor operation in which future land use patterns can respond to the station’s existence.

The recommended changes to the planning schemes influencing land use and development around the station locations to achieve these concepts, identify the types of changes required to specific components of the Caloundra and Maroochy Schemes. The exact working of these amendments is considered to be best left to the consideration of local government in the redrafting of their schemes, so as to implement the recommendations to achieve the aims and principles as outlined above.

14.3 The Subregional Approach

This section addresses, at a broad level, the land use strategy that should be pursued at the subregional level (looking at the Sunshine Coast corridor as a whole) to support the introduction of the CAMCOS system.

In overall planning terms, CAMCOS provides the opportunity to complement the existing north coast rail to provide a major line haul public transport spine through the rapidly growing coastal communities of the Sunshine Coast. It also provides the opportunity to focus land use around this network linking this with existing major centres planned for Maroochydore and Kawana.

This section of the Strategy looks firstly at the existing transport system and land use structure before addressing recommendations for changes to this structure flowing from the introduction of the CAMCOS corridor and application of the principles adopted for this strategy.

14.3.1 Existing Situation

14.3.1.1 Land Use

The subregional land use pattern and planning for its future is contained within the SEQ2001 Regional Framework for Growth Management, as reflected by the Planning Schemes for the three local government areas concerned.

These indicate in broad terms, that future development will continue to be concentrated along the coastal strip between Caloundra and Noosa, with growth potential also in the inland towns along the existing northern rail corridor.

As reflected by the RFGM and the draft Maroochydore Planning Scheme currently on public display, the Maroochydore centre will become the pre-eminent centre for the Sunshine Coast. In addition, planning for the area currently envisages the introduction of a significant new centre at the Kawana town centre, and for lesser new centres in locations such as Pelican Waters. Opportunities will also exist for the continued expansion of existing centres at Nambour, Caloundra, Mooloolaba and Coolum to service their expanding communities.

There are significant constraints to growth in the corridor between the coastal strip and the inland towns, predominantly through the existence of good quality agricultural land, forestry land, environmentally sensitive areas and other constrained areas (through flooding/drainage constraints). The main exception to this is the proposed expansion at Sippy Downs associated with the university campus and adjoining Chancellor Park development. The general location of the existing land use in the area is indicated on Figure 14.3.1.

14.4 Existing Transport System

14.4.1 Road Network

The principal road traversing the study area is the Bruce Highway, which is part of the National Highway network and links the various urban centres between Cairns and Brisbane. Currently the Bruce Highway is a four lane divided road connecting Brisbane with Nambour and areas further north. The completion of the section that forms the Yandina Bypass has removed a significant point of delay from the system. Funding has now been approved to extend the four lane section to Cooroy.

Apart from the Bruce Highway the principal state controlled road is the Sunshine Motorway. The Sunshine Motorway was a franchised road, but is now a State-controlled road. The Sunshine Motorway interchanges with the Bruce Highway at Sippy Downs and runs approximately east to the west of Mooloolaba, then turns north running parallel with the coast to Coolum. North of Coolum the road becomes Emu Mountain Road which heads in a northwesterly direction to the Eumundi-Noosa Road.

The Sunshine Motorway is a two lane road for the majority of its length. A four lane dual carriageway is provided between the Mooloolah River and Mooloolaba Road for a distance of approximately 3km.

The Bruce Highway acts as a spine from which the major State controlled roads interchange. The roads are Caloundra Road, Maroochydore Road, Nambour-Bli Bli Road, Yandina-Coolum Rd, Eumundi-Noosa Road and Cooroy-Noosa Road. Currently Nambour-Bli Bli Road has a partial interchange with the Bruce...
Highway, allowing access for traffic to or from the south. All the roads run east to west except for the Eumundi-Noosa Road, which has a northeast-southwest path.

North of Maroochydore and running parallel to the coast is the David Low Way, which provides a scenic coastal route to Noosa, with the added connectivity of the coastal towns including Coolum. South of Maroochydore, and performing a similar function as the David Low Way, is the Nicklin Way. It runs parallel to the Coast and connects Caloundra through the Kawana area to Mooloolaba and Maroochydore. The David Low Way is a two lane facility apart from a short section at Noosa, while the Nicklin Way is a four lane divided road except for a short section south of Beerburrum St.

The other important State controlled roads are the former sections of the Bruce Highway, namely the Glass House Mountains Rd linking the townships of Beerburrum, Glass House Mountains, Beerwah, and Landsborough to the Bruce Highway; and the Nambour Connection Road that links Nambour to the Bruce Highway.

Nambour Connection Road is four lanes from Maroochydore Road to the north of Nambour - Bli Bli Road, otherwise these roads are generally two lane roads. Currently sections of Caloundra Road are being upgraded to four lanes between the Nicklin Way and Pierce Avenue. A short section of the David Low Way at Noosa is four lanes.

Other roads of importance in the region are the Buderim-Mooloolaba Road, Nambour-Mapleton Road and the Landsborough-Maley Rd. The later two provide the best access to the rural towns of Maleny, Montville and Mapleton. Both have sections of steep grade, as they traverse the ranges.

There are significant local roads that provide access from the urban areas to the inter-urban arterial roads. In Caloundra, the Buderim St-Cooroy St-Elizabeth St corridor provides access from the Caloundra centre to the north. Similarly in Maroochydore, Alexandra Parade links the centres of Maroochydore and Mooloolaba, while Buderim-Mooloolaba Rd provides linkages between Buderim and the coast.

14.4.2 Significant Routes for Economic Development and Tourism

The Sunshine Coast relies heavily on tourism for its economic well being. Surveys show that the majority of visitors arrive by car. Tourism on the Sunshine Coast is centred on the major population centres of Caloundra, Maroochydore/Mooloolaba and Noosa. From a tourist point of view the major roads are Caloundra Road, Nicklin Way and Sunshine Motorway. These roads provide access to the coastal areas from the Bruce Highway.

With respect to freight distribution Caloundra Road, Sunshine Motorway, Maroochydore Road, and Nambour Connection Road are available to 23m B-doubles, while the Bruce Highway has been designated 25m B-double route. Road trains are not permitted in the region.

14.4.3 Public Transport : Bus

A major review commenced with public transport reforms after the introduction of Transport Operations (Passenger Transport) Act, November 1994. Prior to this, Tewantin Bus Service only essentially operated in the Noosa/Tewantin area down to Burgess Creek at Sunrise Beach (border with Coolum Coaches). Coolum Coaches operated in the middle and essentially only provided school services and Sunshine Coast Coaches operated from Caloundra to Maroochydore and as far as Suncoast Beach Drive at Mount Coolum (boundary with Coolum Coaches). Sunshine Coast Coaches also held a long distance licence for Noosa to Brisbane services with pick up rights down the entire length of the coast.

The State government instigated reforms to the passenger transport industry in 1995, the result being new contract systems for the Sunshine Coast. Transit Australia (TA) Sunshine Coast Sunbus had a contract for the whole coast and sub-contracted the northern (north of Maroochy River) end to Tewantin Bus Service (which TA already part owned). Sunshine Plaza in Maroochydore acts as an interchange point for local bus services, and Suncoast Pacific (a long distance server) operates their own depot in First Avenue.

Recently, Sunshine Coast Sunbus launched a new timetable and began operating a new range of services (commencing Sunday 20 June, 1999) following a review of passenger travel patterns. The review was part of a mid-point assessment as required under the contract. It found that passenger demand had increased dramatically on some routes since the inception of new services almost three years ago, but others only achieved expected or slightly less patronage.

Market surveys were undertaken and ticketing data was analysed. The analysis was combined with consultation with stakeholder representatives and identified a range of changes to better serve the community’s emerging needs.

A number of recent improvements have resulted from the review, including the following:

- New Parklands Estate services between Caloundra and Little Mountain.
Service 1A between Maroochydore and Nambour now runs every hour, daily.
Increased service frequency from Maroochydore to Buderim and the Sunshine Coast University trialled since February 1999 will be retained. This service continues through to Kawana Waters Shopping World.
Golden Beach and Dickey Beach residents will gain a direct service to Kawana Waters and Sunshine Plaza.
New services to Chancellor Park trialled in 1999 will be retained.
Additional evening services to Bli Bli.
Services from Noosa to Sunrise Beach doubled to half-hourly service.
Service 2A has been diverted to travel into Maroochydore rather than along David Low Way.

Sunbus has produced a new pocket-size timetable for the convenience of passengers. These new timetables have now been delivered to letterboxes on the Sunshine Coast. These timetables are also available from Sunbus drivers, tourist information centres, shopping centre information booths and a number of other businesses.

Sunshine Coast residents were also notified of changes by printed advertisements in the Sunshine Coast Daily on Wednesday 16 June and Saturday 19 June, and also notices were placed on Sunbus vehicles.

The major service corridor is between Caloundra and Maroochydore where frequency of service is 20 minutes throughout the day. Services north of Maroochydore have approximately 30 minute frequencies. Frequencies on other routes are more likely to be hourly in the peak and between hourly and two hourly during the off peak period.

The Sunshine Coast is located on the Brisbane Cairns long distance bus route. Operators have scheduled services that stop within the Sunshine Coast. There are three major service providers; McCafferty’s, Greyhound Pioneer, and Suncoast Pacific. The third operator has services between the Sunshine Coast, Brisbane Airport and Roma Street Transit Centre.

Both McCafferty’s and Greyhound Pioneer have five northbound and five southbound services per day that pass through the region. The McCafferty’s services do not travel east of the Bruce Highway but service Nambour, while Greyhound Pioneer have services that travel into the coastal area to Maroochydore and Noosa as well as Nambour.

A majority of school services are being undertaken by Stagecoach, which is under sub-contact to Transit Australia. Apart from the numerous distance and fare-based Government funded contracts, the other major school providers are Palmwood/Diddillibah Bus service, Coolum Coaches and Sunshine Coast Coaches. The school bus network serves all schools in the region. The routes of these buses are dependent on the location of pupils and schools. They are now available for the general public to use, although they are scheduled to meet the needs of students.

### 14.4.4 Air Transport

Air travel is a significant mode of transport for visitors to the Sunshine Coast region. Air travel needs to be considered with other modes of transport to complete the definition of the transport system in the study area. Limited but small amounts of valuable and time sensitive freight use this mode.

Maroochy Shire has the major airport on the Sunshine Coast, located at Maroooola with access provided off David Low Way. In addition to the Sunshine Coast Airport, there is the Caloundra Aerodrome (Caloundra Road) and an airstrip in Noosa located north of Lake Weyba. The Caboolture Airfield, located to the east of the Bruce Highway provides an alternative venue for commuter services. The location and relative functions of these facilities are under consideration as a result of encroaching development. Caloundra City Council is currently allowing new leases to occur and are renewing current leases at Caloundra Aerodrome, but none of the leases are to extend beyond the year 2014. There have also been various discussions about a possible amalgamation of the Caboolture and Caloundra facilities at a new site.

The Sunshine Coast Airport has two runways; one runway is adequate for catering for B737 operations, and the other caters for the light aircraft traffic, which predominate at the location. Additionally, a taxiway is available running parallel to the main runway to provide additional capacity during peak periods. A masterplan has been prepared by Maroochy Shire to guide the future expansion of this facility in terms of both its aviation and commercial operations. There has been some speculation about the future ownership of the Airport and the need and timing of the proposed new longer cross runway.

The current nature of air services reflects the proximity of the study area to Brisbane. Even though the Sunshine Coast is a significant holiday destination, the Sunshine Coast Airport competes with Brisbane to capture the air tourist market. Major operators QANTAS and Ansett Australia provide regular passenger transport (RPT) services to/from Brisbane and Sydney. Sunstate Queensland provides additional services that could be classed in the commuter market.
14.4.5 Public Transport - Rail

To the west of the Bruce Highway, the North Coast Rail line links Brisbane with Cairns. There is a single track electrified line through the study area, with passing loops at stations. The alignment between Landsborough and Nambour is limited by the topography and is generally poor, with average speeds limited from 40 – 60 km/hour.

The rail links the following small communities; Beerburrum, Glass House Mountains, Beerwah, Landsborough, Mooloolah, Eudlo, Palmwoods, Woombye, Nambour, Yandina, Eumundi, Cooroy, Pomona, and Cooran. The rail is used to move some agricultural products from the region to markets in the south, but struggles to compete with road transport for all but long haul and for non time-sensitive commodities.

Northbound the line distributes general freight to other areas of the state. Most other general freight to and from the Sunshine Coast travels by truck. This choice of transport is expected to continue because of the relative travel times, costs and the types of commodities involved.

Both Citytrain and Traveltrain run scheduled services through the region. These services are:

- The Queenslander (Traveltrain);
- The Sunlander (Traveltrain);
- Spirit of the Tropics (Traveltrain);
- Spirit of the Outback (Traveltrain);
- Spirit of Capricorn (Traveltrain);
- Great Southern Express; and
- Gympie North services and Nambour services (Citytrain).

The Queenslander runs once weekly between Brisbane and Cairns, stopping at Nambour. The Sunlander runs three times weekly stopping at Nambour and Cooroy. The Spirit of Capricorn operates daily with an extra service on Wednesdays and Sundays and stops at Nambour and Cooroy. Both the Spirit of the Tropics and the Spirit of the Outback operate twice weekly stopping at Nambour. The Tilt Train operates a daily (morning) service to Rockhampton and a daily (evening) service to Bundaberg stopping at Nambour, Cooroy and Gympie North.

Citytrain operates eight services into the Sunshine Coast daily, of which one terminates at Cooroy and another travels through to Gympie North. All the other services terminate at Nambour. All services stop at all stations in the Sunshine Coast region.

14.4.6 Bikeways and Pedestrian Facilities

Non-motorised modes of travel are a current focus of government strategy, with targets set within the IRTP and the IRTP 2007 Vision. On the Sunshine Coast, the climate and topography encourages walking and cycling. Local government authorities are developing plans to further promote these modes through supportive infrastructure including dedicated bikeways and bike lanes, and esplanades and town centre strategies supporting the movement of pedestrians.

14.4.7 Future Land Use and Transport

In the light of the CAMCOS corridor and the principles established for this land use transport strategy, the recommended subregional land use transport situation for about the year 2020 is depicted on Figure 14.3.1.

The main features of this strategy are summarised below:

- new urban development is guided to locations that best provide for compact settlement patterns based around the major line haul transport systems provided by the existing northern corridor and the CAMCOS corridor;
- this offers substantive new growth opportunities at Caloundra, Pelican Waters and the influence of the Maroochydore Key Regional Centre. Urban expansion opportunities also occur to a lesser but still significant degree at the inland towns on the existing rail at Nambour, Palmwoods, Landsborough and Beerwah in particular;
- the regional highway role of the Bruce Highway will be protected by limiting urban development along the highway itself, and limiting the number of access points from the local arterial network;
- the local arterial road network provides parallel links to the highway (including the new link through the Kawana Multi-Modal Transport Corridor) with appropriate cross links to the highway to provide greater accessibility within the corridor whilst increasing overall traffic capacity;
- the increase in employment and services is provided by substantial concentration and expansion of the Maroochydore Key Regional Centre, Nambour and other existing centres. This is completed by significant new centre opportunities at Kawana and Caloundra (including Pelican Waters);
- the employment/service centres are intended to provide a greater diversity of employment nodes which support the public transport system, provide local employment opportunities and reduce reliance on the road network;
the new centres and significant employment nodes are clustered along the local arterial road network, close to residential areas;

significant opportunities arise for increased residential development opportunities in the areas around the station locations, as well as locating areas of new urban residential development within the general sphere of influence of the transport corridors;

the centres provide opportunities to provide high employment and mixed use developments within walking distance of public transport;

major entertainment and recreational facilities can be located at Maroochydore close to the station; and

the northern extent of the CAMCOS route provides the opportunity to connect directly to the Sunshine Coast Airport and relieve some of the pressure on the existing cross river bridge. This link will also relieve traffic on approach roads into Maroochydore.

The strategy would rely on appropriate upgrading of the local arterial road network, and strong co-ordination of local bus, bikeway and pedestrian systems to reinforce this public transport system and land use structure.

Figure 14.4.7 indicates how these transport modes could be integrated with the CAMCOS route along the Sunshine Coast. It should be noted that these figures draw from various sources and the level of detail therefore varies.

The following section of the strategy addresses in more detail concept planning for each of the station locations on the CAMCOS corridor within this general subregional approach.

14.5 Concept Planning for Station Locations

14.5.1 Potential Station Locations

The Impact Assessment Study has identified station locations at:

- Beerwah;
- Pelican Waters;
- Caloundra;
- Aroona;
- Erang Street;
- Kawana Town Centre;
- Parrearra;
- Mooloolaba;
- Maroochydore;
- Bradman Avenue; and
- Sunshine Coast Airport.

The identification of the stations was examined in detail during Stage 2 of the study. This work examined inter alia:

- Population areas;
- Average walking distance;
- Balance between fast regional service and slower commuter service;
- Topography/access and egress issues;
- Significant generators and attractors; and
- Connectivity to the local road network.

In terms of the population areas, the corridor was examined for areas where there was existing or future proposed development sites that were proximate to the corridor. All along the corridor there are “green” areas where development will not proceed. These were taken into consideration when choosing the station locations.

The 1992 SEQ HTS database was examined in order to determine the existing walk access trip lengths that people are prepared to walk when accessing public transport. This analysis showed that in 1992, people walked on average, 950 metres to access public transport; approximately a fifteen minute walk. If this is the walk time that people are prepared to undertake to access a less frequent service, then it is likely that they will be prepared to walk the same amount to access a fast and reliable service.

One of the objectives of the IRTP was to provide a fast and reliable service between the Key Regional Centres; namely Caboolture to Maroochydore. With this objective in mind, a balance was considered necessary to be struck between a fast, direct service connecting the Regional Centres, and a local suburban commuter service. The station locations were therefore decided on the basis of good access to population and employment centres with an average spacing of 1.8 to 2.0 kilometres. Therefore, people on average would only have to walk a maximum of one kilometre to a station.

There were other considerations that also came into play in choosing the station locations, including topography and local road network access. There are certain natural barriers such as the Sunshine Motorway and river crossings along the corridor route that did not lend themselves to favourable station sites. At the southern end for example, the corridor goes to the west some way from the population areas, through tunnels and along viaduct structures. Where this topography provided barriers to access, stations were not provided. The final station locations were considered the best compromise of all these factors.

For each of the station locations, the following sections provide a general description of the existing land use in the vicinity of the sites, identifying opportunities for the implementation of transit supportive land use
around the stations. An indicative concept plan for each of the stations has also been prepared that draws on these opportunities to provide future land use patterns to support the future operation of the proposed passenger railway. These concept plans are illustrated in Figures 14.5.1a-f.

14.5.2 Beerwah Station

14.5.2.1 Existing Situation

The urban structure of Beerwah township reflects its traditional origins as a “railway town”. The main commercial and retail centre of the township is situated immediately on the western side of the station and a local road system accesses the station. The main industrial/employment areas are to the east of the railway, and there is a good pedestrian scale to the town structure.

The existing township comprises predominantly low density residential development surrounding the main business and employment centres in the town. Expansion of the township to the east is limited by existing areas of state forest located immediately adjacent to the Glasshouse Mountains Road.

14.5.2.2 Opportunities and Concept Planning

The existing structure of the town provides a strong basis to build upon in accordance with transit supportive development. These principles are:

- the central commercial core of the town provides opportunities for mixed use development, including combined shop/housing development and the like;
- local road and pedestrian/bikeway systems can focus on the town centre and rail station;
- there are opportunities for urban design initiatives around the main street (Simpson Street) adjoining the station to emphasize pedestrian accessibility and to focus this area onto the station;
- the location of an existing commuter “park and ride” facility on the eastern side of the railway line provides opportunities for direct access to this facility from areas to the north, without causing conflicts between this traffic and town centre functions west of the railway line;
- a range of housing types (including medium density forms) is provided within walking distance of the station; and

The following station facilities are suggested:

- small taxi rank;
- initial parking for 150 cars, 300 cars longer term.

The layout and development of the station is subject to the separate upgrade and duplication of the North Coast Line, which is expected to be implemented before CAMCOS. It is recommended that the above requirements be incorporated into that study and planning process.

14.5.3 Pelican Waters

14.5.3.1 Existing Situation

The proposed site of the station is located in a “greenfield” area on the northwestern edge of the urban expansion of Pelican Waters. The Crown Land to the west of the station and corridor is currently proposed as future National Park, so that urban development opportunities are restricted to the eastern side of the CAMCOS route.

This land to the east of the proposed station is currently subject to an overall master planning process being undertaken by the developers of the Pelican Waters estate.

This master plan was prepared prior to the prospect of locating a line haul public transport route adjoining the development, and currently indicates the provision of major recreational activities and conventional suburban residential development around the proposed station site. A commercial centre surrounded by medium density housing is proposed to the south east, well away from the proposed station.

The present level of development in the Pelican Waters estate has occurred over a period of more than a decade and a further similar period is envisaged to the ultimate completion of the estate.

14.5.3.2 Opportunities and Concept Planning

It is considered appropriate to pursue the revision of the master planning for this area to make the proposed station a more focal and integral part of the overall Pelican Waters development consistent with transit supportive development concepts/principles.

Opportunities exist at the proposed station to establish:

- commercial activity centre with the focus towards a mixed use centre catering for shopping, business and community uses associated with the station itself. This could include the relocation of the proposed main commercial area to this location in order to focus local trips towards the station;
- to encourage major sporting facilities in close proximity to the station;
shared parking for trips to the centre, station and sporting facilities;
road, pedestrian and cycle networks which focus on the station location;
station development including:
  - 25-30 metres of kerb space for kiss ‘n’ ride;
  - bus layby for two coaches;
  - small taxi rank;
  - small parking provision (20-30 cars);
same ticket price to all destinations from Pelican Waters as for Caloundra to ensure park and ride is encouraged at Caloundra, not Pelican Waters; and
medium density housing within easy walking distance.

An area of approximately 0.5ha is required in addition to the station and route corridor for the facilities identified. The layout of the station and access is subject to the planning of other local developments including Pelican Waters and the associated road network.

14.5.4 Caloundra Station

14.5.4.1 Existing Situation

The proposed station site is located to the south of the existing Rotary Park containing Duck Holes Creek and the intersection of Caloundra Road and Nicklin Way, to the east of the Caloundra Aerodrome. Existing leases on this Aerodrome mean it is likely to stay in this location until about 2014.

The proposed route for the Bells Creek arterial runs to the east of the proposed station, although it is likely that a separate road in an existing road reserve in this location will provide the major access point to Pelican Waters, in place of the Bells Creek arterial proposed.

Existing land use in the area includes a significant industry and employment area to the north of Caloundra Road extending to the west. A focus of community uses and facilities including the Caloundra Hospital, Caloundra Christian College and a nursing home and retirement village on the north-east corner of the Caloundra Road / Nicklin Way intersection. Land to the east of the proposed station is currently vacant or used as recreational reserves for soccer, Australian rules or rugby league. Further to the east, land is developed for suburban residential purposes.

The Caloundra Road/ Nicklin Way intersection is a major focus point of the road system in this location.

14.5.4.2 Opportunities and Concept Planning

The following opportunities have been identified for transit supportive development around this proposed station:

- Should Caloundra City Council decide to relocate the Caloundra Aerodrome, this would represent a key opportunity to promote major transit supportive development to the south and west of the station and to introduce major pedestrian focussed commercial uses on the site immediately west of the proposed station. The role of the balance of the airport land for employment, commercial, residential or mixed use development would need to be explored, having regard to the outcome of detailed local studies on these aspects;
- a new road link south to Pelican Waters in place of the Bells Creek arterial, could also link to a new road running west through the redeveloped airport site and beyond;
- the existing Rotary Park north of the proposed station containing Duck Holes Creek, could become a pedestrian focus adjoining the station. This would require appropriate recognition and treatment of cultural heritage aspects of this creek and consideration of relocating the sewerage pump station;
- the existing soccer oval to the east of the station provides an opportunity for more intensive development (eg. mixed use or medium density housing), subject to resolution of flooding and drainage matters. Open space and recreation uses could be focussed to the south of this area generally in the location of the present indoor sports centre and the refuse tip;
- a major park and ride facility should be established to the south-east of the station on the old refuse tip site. This would cater for 200-300 vehicles initially and up to 500-600 in the longer term;
- road focussed, land extensive uses such as retail warehouses should be promoted along Caloundra Road west of the station location;
- a bus interchange terminus to cater for all commuter, local and feeder bus services;
- the southern extent of development would be defined by the proposed National Park; and
- urban renewal of existing housing areas could occur east of the station.

It is recognised that any development and intensification of land use in this area would need to achieve a balance between the continuing role of the
traditional centre of Caloundra (focused on Bulcock Street) and this area.

An area of approximately 2.5ha is required in addition to the station and route corridor for the facilities identified. Access could be from the future new road link running from Nicklin Way/Caloundra Road to Pelican Waters.

While a concept has been prepared to illustrate the opportunities that exist for this site and surrounding area, it is also recommended that a detailed urban design and planning exercise be undertaken over the area around and adjoining the station. This should follow the “Shaping Up” principles and resolve such key issues as the extent and nature of commercial development on the airport site; the relationship of the pedestrian and cycle network between the station and surrounding land uses in light of the need for access to employment and community uses to the north and north-east of the site (across Caloundra Road), and flooding and drainage patterns in the area.

14.5.5 Aroona Station

14.5.5.1 Existing Situation

The proposed station is located to the north of Sunset Drive / Kalana Road and to the west of Snowdrop Avenue on the western edge of the expanding suburban residential areas of Aroona. A substantial area to the south-west of the site is currently rural residential in nature while land to the north and north-west is large lot rural land.

Land to the north of the station site around Currimundi Creek has been identified as having environmental value and some of the site is subject to flooding.

14.5.5.2 Opportunities and Concept Planning

This location on the edge of the suburban expansion faces a tension between short term development pressure for detached residential development, and opportunities for longer term intensification of residential densities to support the station location.

There are also complications about the relative relationship between the vertical alignment of the CAMCOS route, drainage issues and existing roadways at the proposed station location.

However the main transit supportive development opportunities are located on the existing broadacre land not yet zoned or developed for detached residential housing.

In these locations, opportunities for mixed housing densities should be pursued, potentially with interim development for houses on larger lots allowing redevelopment opportunities for more intensive residential development in the future.

The concept plan for this station identifies:

- opportunity for a small local business centre to be focussed on the station, which should also incorporate 20-30 car parking spaces, a bus layby for two coaches, and a rank for three to four taxis;
- areas for development comprising a range of residential densities within walking distance of the station;
- parkway buffers to be established between the corridor and existing residential housing in the area, and pedestrian and bike access to the station facilitated through these and other local road networks; and
- a local road network which focuses on the station.

An area of approximately 0.5ha is required in addition to the station and route corridor for the facilities identified. Access would be from Kalana Road/Sunset Drive, to the west of the route.

14.5.6 Erang Street Station

14.5.6.1 Existing Situation

The proposed station is located in a “greenfield” situation to the north-west of the existing suburban development in Currimundi.

Land immediately surrounding the proposed station is environmentally sensitive and will present a major constraint to future development. Additionally, flooding patterns will affect this area.

A new private school has been approved in the vicinity of the station to the west.

14.5.6.2 Opportunities and Concept Planning

Opportunities for transit supportive development in this locality are constrained by environmental values and flooding patterns.

Concept planning around the station would include:

- recognition of opportunities to access the future school by public transport;
- medium density housing in locations close to the station suitable for urban development;
- a road system focussed on the station; and
parking for approximately 200 cars, taxi and bus provision east of the station.

An area of approximately 1.0ha is required in addition to the station and route corridor for the facilities identified. The layout of the station is subject to the planning of other local developments including Kawana Waters and the Multi-Modal Transport Corridor (MMTC). Access to the station could be from the proposed arterial road to the east.

14.5.7 Kawana Town Centre Station

14.5.7.1 Existing Situation

The proposed Kawana Town Centre is subject to extensive planning and urban design initiatives being undertaken by Kawana Waters Pty Ltd, the development company involved in this area.

These investigations are pursuing opportunities to maximise the benefit of the station location within the Town Centre, including focussing uses near the station which would benefit from its co-location, such as commercial/offices uses etc.

These initiatives by the developer should be supported in accordance with the “Shaping Up” guidelines.

14.5.7.2 Station Concept Planning

On the basis of the extensive master planning exercise mentioned above, the concept plan that has been prepared for this station only relates to its relationship to road network planning, including the Kawana Multi-Modal Transport Corridor (MMTC).

The general principles for this concept plan include:

- minimal or no available parking provision;
- bus set down area for local feeder bus services;
- kerbside allocation for kiss’n’ride set down; and
- well planned road network with suitable connectivity to the MMTC and local road hierarchy.

14.5.8 Parrearra Station

14.5.8.1 Existing Situation

The location of the station is in a “greenfield” site with the land use pattern for this area yet to be established. Planning for the area should recognise its future residential development intent and relationship to road planning for the area.

14.5.8.2 Opportunities and Concept Planning

Opportunities exist, as a result of the existing situation, to:

- achieve medium residential densities in the vicinity of the station and waterfront land;
- bus set down area for local feeder bus services, and potential bus services to/from the University;
- provide strong pedestrian and bikeway links to encourage these modes and discourage car access (very minimal or no parking provision); and
- establish appropriate relationships between the station and arterial and local road networks planned for the area.

14.5.9 Mooloolaba Station

14.5.9.1 Existing Situation

The proposed station location is on the western side of the Sunshine Motorway north of the Mountain Creek High School and Cooloola Sunshine Institute of TAFE.

The station site is physically separated from the residential development to the east by the Sunshine Motorway and to the west by the existing landfill site and Headland Golf Course.

Land to the north of the site is developed for sporting facilities and some higher density residential development. Employment areas exist on the northern side of Mooloolaba Road. This area is characterised by limited local access and poor connectivity.

14.5.9.2 Opportunities and Concept Planning

The prime focus of this station will be as a commuter park and ride site. Opportunities also exist to link the station with surrounding residential areas in the future through the provision of a more integrated road, cycle and pedestrian network.

As a commuter station providing for approximately 300 cars initially, with a future provision for some 500 car parks involving two hectares of land immediately adjoining the station, opportunities exist for:

- its co-use with adjoining recreation uses, as peak usage times are likely to vary between the station commuters and the use of these facilities;
- the extension of Syd Lingard Drive to pass close to the station through to Mountain Creek to provide commuter access into the site, with an aim to managing additional commuter traffic through existing residential streets in Mountain Creek;
14.5.10 Maroochydore Station

14.5.10.1 Existing Situation

The site of the proposed station is located as close as possible to the existing Sunshine Plaza Shopping Centre which has emerged as the new retail and town centre focus of Maroochydore. The station would also impact on the edge of an area currently being developed for office and commercial support uses.

Land to the south and west of the proposed station is largely undeveloped although subject to a number of development proposals. Future development of this area is constrained by drainage and flooding issues. The Council is well advanced with planning for the construction of a new road link between Plaza Parade and the Motorway, known as the Southern Access Link (SAL) road through this area. Construction is due to commence in 2000.

Existing residential development is located to the north-west of the station. The area is also recognised as a Key Regional Centre and will be a future centre for significant employment across a range of industries and retail centres. The focus of the CAMCOS study has been driven by the identification of the need for a corridor from Caboolture to Maroochydore. Having identified this need earlier in the study, efforts have focused around the location of both the route and the end station in the centre.

14.5.10.2 Opportunities and Concept Planning

Identified as a Key Regional Centre in the SEQ2001 project, Maroochydore is intended to experience major growth in employment. It is therefore a major focal point and destination for the railway. Opportunities exist to focus key components of this growth around the station to incorporate the following:

- the provision of redevelopment opportunities for existing areas of retail warehousing into office and worker intensive activities posted around the station location. This could include arts/cultural precinct or convention centre immediately to the west and/or above the station;

- a strong and direct pedestrian linkage from the station through major shopping development to the traditional town centre. This should become a secure and safe “24 hour” area which is well lit and has appropriate land uses adjoining eg. restaurants/entertainment/shopping etc;

- the proposed SAL road will provide a direct road linkage into the CBD, with opportunities for longer term retail warehousing and other land extensive uses such as fast food outlets and the like along this road south of the station;

- further development in the area focusing on mixed uses and activity surrounding a transit hub, with neighbouring higher density residential housing to the south and south-west (subject to detailed planning with respect to drainage through this area);

- adjacent development around the station could incorporate a relocated bus interchange catering for 8 buses, plus facilities for 8-10 taxis and 50 metres of kerb space for a kiss and ride facility. A suitable location is on property immediately west of the proposed SAL road, and would require coordination with other possible developments;

- alternatively, if such a development is not pursued, kerb space could be provided on the Southern Access Link road for the needs of the station itself.

As with the Caloundra Station, it is recommended that a detailed urban design and planning study be undertaken for the area around the station to progress the implementation of these broad concepts and develop a human scale development appropriately aligned with Sunshine Plaza, the traditional town centre and the beach.

In relation to this site, it is important to recognise that passengers utilising this public transport system will be travelling for a range of purposes. These would include business, commercial, retail or recreational activities in the CBD. A station located as close as possible to the CBD will ensure public transport is an effective means of supporting these activities. A comparison with 3 other similar Key Regional Centres in the SEQ region shows how passenger rail can be effectively incorporated into the centre. The examples
include Caboolture, Ipswich and Beenleigh, where the rail corridor has been built as part of the City heart.

It is considered that a Key Regional Centre site:

- provides opportunities for attracting the highest patronage figures;
- moderates the growth in private vehicles entering the CBD;
- contributes to broader economic benefits for the CBD;
- influences transit supportive development;
- improves accessibility and mobility to disadvantaged groups and the broader community; and
- provides the most efficient public transport outcome for the CBD.

A station located near the Maroochydore CBD will support the concentration of urban development around this key business and activity node. The CBD station will significantly contribute to the viability of the overall public transport system by providing direct access for users to a wide range of land uses. The diversity of land uses attracts a large number of trips, such as major business, shopping, services and business centres. The provision of a fast and efficient public transport facility in the heart of the centre would promote significant economic benefits for the region and the CBD in particular.

Higher travel patronage levels on the system as a result of strong market share to Maroochydore CBD will result in higher operating revenues. This in turn will contribute to minimising system operating subsidies, which may free funds for capital investment in other priority areas.

Recent modelling work has established that if the station were located adjacent to the Motorway, the forced and unnecessary additional interchange would reduce the number of trips on public transport by up to 60%. If public transport cannot compete with car travel, congestion and pollution will only increase in the future; and

Unrestrained growth of private vehicles entering the CBD will cause further congestion and parking problems. The impacts already threaten to undermine the potential economic vitality of the CBD.

14.5.11 Bradman Avenue Station

14.5.11.1 Existing Situation

The proposed station is located on the eastern side of the Sunshine Motorway, south of the Maroochy River and immediately south of an existing convenience shopping centre. Initial planning suggests that the building of this station is reliant upon removal of the Bradman Avenue motorway access ramps, however this is not advocated by this study, and is subject to planning for future motorway widening and the resolution of issues relating to local access by Main Roads and Maroochy Shire Council.

The area to the east of the station site is predominantly suburban residential in nature although higher density development is scattered throughout this area and closer to the river. Land to the west of the station is currently used for a caravan park and low intensity uses. Opportunities exist for further residential development to the west of this site subject to resolution of constraints associated with the existing sewerage treatment plant further to the west.

The area has the potential to capture a reasonable amount of residential and mixed use development, provided this issue with respect to the closure or not of the Bradman Avenue ramps is resolved.

14.5.11.2 Opportunities and Concept Planning

Opportunities exist to develop this station to provide:

- a focus on the existing commercial centre located immediately to the north of the station site;
- a range of residential densities to the west of the station with appropriate pedestrian connections to the station;
- pedestrian linkages to existing residential development, including the retirement village, to the south-east of the station; and
- a small (approximately 50) number of car parking spaces and a bus set down area for local services to/from neighbouring areas.

14.5.12 Sunshine Coast Airport Station

14.5.12.1 Existing Situation

As a result of environmental and other constraints, the station location is proposed close to Sunshine Motorway where it adjoins the Airport holding.

As this station is the current terminus of the CAMCOS corridor, it should perform the role of servicing the areas to the north, including Coolum and Noosa Shire. Long term future demand modelling has shown that post 2011, this region is likely to experience significant growth and demand for a quality public transport link is justified.

Land use in this area is predominantly rural in nature, mainly cane farming on good quality agricultural land. A substantial area north of the site is proposed for
future expansion of the Airport and adjoining to the east is the environmentally sensitive area known a Portion 878. Further to the south and east is the existing Pacific Paradise residential area.

Maroochy Shire Council in their submission on the Draft IAS and through prior discussions, suggested that an alternate station location closer to Pacific Paradise be evaluated. Preliminary assessment late in the study supports this concept but there have been no detailed studies nor consultation on this option.

It is considered that a station closer to Pacific Paradise would be worthy of more detailed investigation following the resolution by DMR and Maroochy Shire of the layout planning for the David Low Way/Sunshine Motorway interchange.

14.5.12.2 Opportunities and Concept Planning

☐ This location provides the opportunity for a major commuter car park to serve areas north of this area.

☐ This facility should provide for 300-400 cars (about 1.5 hectares), together with a bus layby for three coaches, 30 metres of kerbside for kiss and ride, and a taxi rank rank for approximately 5 vehicles.

☐ Future opportunities in the airport redevelopment could involve the relocation of the air terminal as close as possible to the station to provide an opportunity for visitors and the like to use public transport to/from Maroochydore.

☐ Strong pedestrian access links should be provided between the station and the relocated air terminal, and also between the station and local residential areas such as Pacific Paradise.

☐ Commercial development opportunities could exist between the station and the air terminal to reinforce the pedestrian focus.

If the Pacific Paradise Station was to also be developed, the car parking requirements would be shared and would reduce the area required at the Sunshine Coast Airport Station.

14.6 Planning Scheme Amendments

14.6.1 Introduction

The proposed stations and applicable controls affecting land use and development in their sphere of influence are found in the planning schemes for the local government areas of Caloundra City and Maroochy Shire. The Town Planning Scheme for the City of Caloundra comprises a Strategic Plan, three Development Control Plans and planning scheme provisions including a table of zones and requirements for the development of particular land uses. The proposed stations located within the Caloundra City Council area, and therefore affected by the Caloundra Planning Scheme, include Beerwah, Caloundra, Aroona, Erang Street, Kawana Town Centre, and Parrearra. The Caloundra Strategic Plan defers, in respect of the localities containing the proposed stations, its forward planning intentions to the Development Control Plans for Golden Beach, Caloundra and Kawana Waters. Caloundra is soon to commence the preparation of a new IPA planning scheme which is expected to be completed over the next three years. Council officers have indicated that recommendations arising from this Land Use Transport Strategy will be considered in the drafting of this new scheme.

Maroochy Shire Council has recently released for public consultation, a draft planning scheme prepared under the Integrated Planning Act. In these circumstances this strategy addresses this draft scheme rather than the existing scheme which will be superseded in due course. The draft scheme includes a Strategic Plan component, Planning Areas, Precincts and Precinct Classes to provide more detailed guidance on land use and development in particular areas.

The Strategic Plan is intended to provide a broad overview of land use and development for the Shire and includes strategic policy intended to be used in the assessment of development proposals. The Strategic Plan recognises the CAMCOS corridor as a key issue and states that Council will actively promote the establishment of this corridor.

The Planning Areas provide a more detailed guide to land use and development in particular areas and includes a description of their location and role, a vision statement, and key character elements. More detailed statements of desired precinct character are provided for each of the identified precincts within the Planning Areas.

The station locations subject to the draft Maroochy Scheme include Mooloolaba, Maroochydore, Bradman Avenue and the Sunshine Coast Airport. The existing planning context for each of the stations set out in the respective Caloundra and draft Maroochy Planning Schemes are detailed in the following sections and recommendations for proposed amendments made.

14.6.2 Beerwah Station

14.6.2.1 Existing Planning Framework

Strategic Plan Map 5 identifies the preferred future pattern of growth for the town of Beerwah. This map generally reflects the existing land use patterns in the area. It also encourages higher density residential
development immediately surrounding the existing commercial centre to the west of the station.

It is understood that the Council has commenced preparation of a Local Area Plan for the town, which will feed into the review of the planning scheme.

14.6.2.2 Recommended Amendments

The proposed local area plan should recognise the role of the station as the focus of the town, and promote more intensive development of the area around the station.

It is recommended that the plan should:

- investigate urban design strategies for the area of Simpson Street containing the railway station and town centre;
- provide redevelopment opportunities and increased plot ratios to encourage the concentration of the commercial and retail functions of the town close to the station;
- promote mixed use of sites within 400 metres radius of the station by allowing for a range of complementary business and residential uses including shop top housing;
- provide for increased residential density in the form of attached and apartment style housing within an 800 metre radius of the station;
- promote the provision of unencumbered pedestrian linkages for new development, through sites to the station; and
- support private sector development with initiatives to improve pedestrian and cyclist linkages on street etc.

14.6.3 Pelican Waters Station

14.6.3.1 Existing Planning Framework

The present forward planning for this area is contained in DCP No 2 - Golden Beach.

This DCP identifies the newly developing areas of Pelican Waters as Special Design Precincts (SDP’s) with the proposed station located at the junction of a number of these Special Design Precincts.

The Special Design Precincts are intended to provide direction for the development of these areas and indicates generally the intended form and density of residential development and locations for non-residential development.

Current master planning for Pelican Waters estate indicates that the proposed major commercial centre for the area is proposed to be located south-east of the proposed station site. This location accords with the DCP’s identification of a District Centre within SDP 4. SDP 4 is also proposed to contain major tourist and recreational activities and is intended to incorporate a range of low density residential and multiple dwelling developments.

The proposed station is located near the intersection of the proposed extension of Nelson Street and the Bells Creek Arterial Road. The DCP identifies that some special business activity including a service station is appropriate at this location. The DCP also identifies that the Special Development Precincts surrounding the proposed station are intended generally for lower density residential development.

It is understood that the Council will review this DCP as part of its overall planning scheme review.

14.6.3.2 Recommended Amendments

Given that little development has occurred in the areas close to the proposed station and that the designated District Centre has not yet been developed, Council should revise the land use planning framework for the area affected by the DCP. The revisions should recognise the inherent opportunities available to create a transit oriented centre with supporting development at the proposed station location.

Specially, it is recommended that consideration be given to the following amendments of the DCP:

- the relocation of the main District Centre to the proposed station location with such centre being encouraged as a mixed retail, business and community centre in order to provide maximum opportunities for diversity in the role and function of the centre;
- promoting medium density residential development both within the centre and mixed use of sites within 400 metres radius of the station by allowing for a range of complementary business and residential uses;
- provide for increased residential density in the form of attached and apartment style units within a 800 metres radius of the station;
- require open space and pedestrian/cyclist linkages to maximise access to the centre and station and provide direct linkages through the centre; and
- require the major road network to provide access to the station and provide priority treatment to buses and taxis separated from the pedestrian and cyclist links.
14.6.4 Caloundra Station

14.6.4.1 Existing Planning Framework

The Strategic Plan defers the forward planning for the area to the north of the station and including the Airport to DCP No 3 - Caloundra. The land to the east of the station site is affected by DCP No 2 Golden Beach, while land to the north-east is affected by a new DCP currently being prepared for the central area of Caloundra.

The intent of DCP No 3 is to guide the nature and extent of future development in the Caloundra and West Caloundra areas. The preferred land uses illustrated on the DCP map, for area in the vicinity of the station, generally reflects the existing land use in this area.

The Council has also commissioned a Land Use Study for the Caloundra Airport in relation to the future land use needs of the airport. This report identifies that in the longer term it may be appropriate for the airport to re-locate.

The land to the east of the proposed station is identified as Public Open Space in DCP No 2 with the residential and business areas further to the east within Special Design Precincts. These precincts are intended to be redeveloped for medium density accommodation and associated commercial development along Bowman Road to the east of Baldwin Street.

14.6.4.2 Recommended Amendments

The land use planning framework for development in the locality of the proposed station is currently found in separate Development Control Plans.

Given the opportunities that exist at this location to provide a major transit oriented focus at the junction of significant arterials close to the major business and industry employment area, it would be appropriate to integrate and revise the existing planning framework established in the separate DCP’s for this locality.

It is recommended that the revision of the planning scheme should include a detailed urban design and planning study of the sphere of influence of the proposed station and focus on:

- the provision of a pedestrian focus to the north of the station and pedestrian linkages to the industry and community facilities on the northern side of Caloundra Road taking into account any cultural heritage aspects of Duck Holes Creek and the relocation of the sewerage pump station;
- the re-assessment of the existing soccer oval to the east of the station to provide opportunities for more intensive development (e.g., mixed use or medium density housing), having regard to flooding and drainage issues. Open space and recreation uses could be focussed further to the south of this area generally in the location of the indoor sports centre and the present refuse tip;
- the provision of opportunities to increase residential densities in the area to the east of existing community facilities at the intersection of Caloundra Road and Nicklin Way, and within the residential sphere of influence around the station generally;
- provision for road focussed, land extensive uses such as retail warehouses to be located along Caloundra Road west of the station location;
- provision for a major park and ride facility to the south-east of the station; and
- the utilisation of the existing road reserve running to the south from the roundabout near the station to provide a connection to Pelican Waters and access to the commuter car parking areas.

14.6.5 Aroona Station

14.6.5.1 Existing Planning Framework

The Strategic Plan defers the forward planning for the area to Development Control Plan No 3 – Caloundra. The preferred land uses illustrated on the DCP map indicate that the proposed station is located in an area intended for low density residential development. Further to the north of the proposed station, land around Currimundi Creek has been included in a natural parkland designation.

14.6.5.2 Recommended Amendments

While it is acknowledged that this location on the edge of the suburban expansion will be subject to short term development pressure for detached residential development consistent with the intent of the current DCP, it is recommended that opportunities for longer term intensification of residential densities supporting the station be reflected in the planning framework for this area.
Suggested amendments to the planning scheme include:

- the identification of the opportunity for a small local business centre incorporating convenience and community uses to be focussed on the station, incorporating some commuter and drop off facilities;

- providing for medium density housing in the existing broad hectare lands near the station in the future. In the short term development for houses on larger lots could be permitted provided that redevelopment opportunities for more intensive residential development are considered;

- the requirement for parkway buffers to be established between the corridor and existing residential housing in the area; and

- the provision of pedestrian and bike access to the station, which can be facilitated through open space links and an integrated local road network.

14.6.6 Erang Street, Kawana and Parrearra Stations

14.6.6.1 Existing Planning Framework

The forward planning for these areas is sourced in Development Control Plan No 1 - Kawana Waters. The preferred land uses illustrated on the DCP indicate that these proposed stations are located in an area intended for urban development.

The future development of these areas are intended to be undertaken in a comprehensively planned manner to result in an integrated residential community incorporating appropriate non-residential uses to meet the needs of the community. The DCP includes a Master Planned Community Development Process as the mechanism to facilitate the future development of these areas.

14.6.6.2 Recommended Amendments

As discussed, the master planning process undertaken for the Kawana Town Centre has been undertaken and will include the transit supportive principles set out in the “Shaping Up” guidelines.

It is however recommended that the implementation section of the DCP dealing with the urban designation should recognise the opportunities that exist for the proposed Erang Street and Parrearra stations, to incorporate transit supportive principles in the future planning and design of these areas.

Such principles include promoting increased residential densities in the vicinity of the proposed stations and waterfront land; strong pedestrian and bikeway links and road networks to ensure good connectivity, legibility and permeability, especially to the proposed stations; and the location of associated commuter facilities at the station locations.

14.6.7 Mooloolaba Station

14.6.7.1 Existing Planning Framework

As mentioned in the introduction to this section, the Maroochy Shire Council has prepared a draft planning scheme, which is currently on public display. The proposed Mooloolaba station and land to the north and west is located within the Buderim Planning Area. The land to the east of the station is affected by the Mooloolaba Planning Area, while the land to the south is in the Mountain Creek Planning Area.

The station is proposed to be located within the Buderim Eastern Gateway Precinct. This precinct contains the existing retirement villages to the north of Mooloolaba Road, sporting and recreational uses and facilities and the landfill site. Further development consistent with these uses is provided for by the plan. Land to the west of these is intended for low density residential development. The high school and TAFE located to the south of the station is included within the Mountain Creek East Precinct and these are intended to continue and intensify. Land to the east of the Sunshine Motorway is included in the Mooloolaba West Precinct and includes areas of existing suburban residential development. The plan intends that future development in this area be limited to low density residential development.

The provisions of the draft planning scheme for the Planning Area does not include any specific statements about the location or planning implications of the corridor.

14.6.7.2 Recommended Amendments

While the Strategic Plan recognises the proposed corridor, it is considered appropriate for the Planning Areas to also acknowledge both the corridor and the proposed station locations. In this respect the provisions of the Buderim, Mountain Creek and Mooloolaba Planning Areas should identify the proposed station and its prime focus as a commuter site. The plan should also:

- recognise opportunities to link the station with surrounding residential areas in the future through the provision of a more structured road network. This could include the extension of Syd Lingard Drive to access the station extending through to Mountain Creek to provide commuter access into the site, without encouraging additional commuter
traffic through existing residential streets in Mountain Creek;

- reflect the ability for the co-use of the commuter parking areas with the adjoining recreation uses for which peak usage times are likely to vary;

- promote the provision of improved pedestrian access between the station and nearby high school and TAFE facility;

- promote the future provision of pedestrian and cycle access to the residential areas to the east of the proposed station; and

- provide opportunities to increase residential densities in the areas surrounding the station through appropriate redevelopment of existing sites and sensitive development of other land e.g the Upper Slopes Residential Precinct through sensitive high density cluster development that maintain the integrity of the natural landscape of the land.

14.6.8 Maroochydore Station

14.6.8.1 Existing Planning Framework

The allocation of the various precincts in the Maroochydore Planning Area is intended to reinforce its role as the pre-eminent centre of the Sunshine Coast. Sunshine Plaza and the traditional town centre have been identified as the town centre core with supporting frame areas to the south, west and east.

The largely vacant land to the south and south-west of the proposed station site has been identified as being preferred for cultural office development, mixed use commercial and residential, and mixed medium and high density residential areas.

The plan also recognises the town centre’s reliance on the private vehicle as a result of the nature of the trade area and the limited public transport network.

14.6.8.2 Recommended Amendments

The planning framework established by the planning scheme for the Maroochydore Planning Area provides a good framework to focus growth around the station and promote a transit oriented centre.

The following recommendations, in accordance with transit supportive development principles are therefore suggested to build on the existing planning scheme provisions for the Maroochydore centre:

- Require the establishment of a strong and direct pedestrian linkage from the station through major shopping development to the traditional town centre to become a secure and safe “24 hour” area which is well lit and has appropriate adjoining land uses eg. restaurants/ entertainment/ shopping etc to promote the use of public transport as an alternative means of accessing the centre and therefore reduce the demand for car parking.

- Restrict the use of land within 400 metres of the station for car parking as this provides convenient pedestrian access to the facility.

- Identify redevelopment opportunities for the existing areas of retail warehousing into office and worker intensive activities around the station location, which may include an arts/cultural precinct or convention centre immediately to the west and/or above the station.

- Focus mixed use development close to the station, with higher density residential housing to the south and south-west (subject to detail planning with respect to drainage through this area).

- Provide for development in or above the station incorporating the recommendations for a bus interchange catering for 8 buses, plus facilities for 8-10 taxis and 50 metres of kerb space for a kiss and ride facility.

- Encourage the proposed southern access road providing a direct road linkage into the Centre, with opportunities for retail warehousing and other land extensive uses along this road south of the station.

It is also recommended that a detailed urban design and planning study should proceed in relation to the area in and around the station.

14.6.9 Bradman Avenue Station

14.6.9.1 Existing Planning Framework

The proposed station is affected by the provisions of the scheme relating to the Maroochydore Planning Area.

The existing convenience shopping centre has been identified as a local centre with the areas to the east and west of the proposed station identified as mixed housing area representing a transition form the higher density development along the Maroochy River and the surrounding lower density residential precincts.

14.6.9.2 Recommended Amendments

Minor amendments to the planning intent for these precincts to recognise the opportunities existing to develop this station and surrounding locality are recommended as follows:
integrate future development or redevelopment of the existing commercial centre located immediately to the north of the station to provide direct pedestrian linkages;

provide opportunities for an increase in the density of residential development in the mixed housing precincts and promote appropriate pedestrian connections to the station; and

promote the incorporation of open space and road linkages providing pedestrian and cyclist access to the station in the future redevelopment of the area to the west of the station.

14.6.10 Station North of Maroochy River

14.6.10.1 Existing Planning Framework

Two potential station sites have been identified north of the Maroochy River. A site at the Sunshine Coast Airport has been assessed in some detail whereas the alternative closer to Pacific Paradise was only identified late in the study. The following comments focus on the Airport option but may be transferred to the Pacific Paradise site if deemed acceptable after further evaluation.

The proposed airport station is located in the North Shore Planning Area in the Airport Periphery Precinct and adjoins the Sunshine Coast Airport Precinct.

The Airport Periphery Precinct recognises the environmental values of the land to the east of the station, but also recognises that future industrial use of this land may be a consideration. The airport precinct has been designated for the expansion of the airport to occur over time in accordance with the approved Airport Master Plan.

Land to the west of the station has been identified as viable agricultural land in the Maroochy River Plains Planning Area.

14.6.10.2 Recommended Amendments

It is recommended that the planning scheme recognise the location of the proposed station and opportunities for a major commuter car park to serve areas north of this area.

It is understood that a study is being conducted to investigate opportunities for a realignment of the David Low Way and a rationalisation of the interchange configurations with the Sunshine Motorway and the David Low Way. It is anticipated that one of the outcomes of this study will be a plan which recognises the suitable citing of the car park and station, such that there is adequate access from both the David Low Way and the Sunshine Motorway. This is necessary to provide a sufficient and convenient commuter car park for areas north of Maroochy River.

This facility should provide for 300-400 cars (about 1.5 hectares), together with a bus layby for three coaches, 30 metres of kerbside for kiss and ride, and a 5 vehicle taxi rank.

Further industrial development in the Airport Precinct would also need to recognise future opportunities for the redevelopment of the airport which could involve:

- the relocation of the air terminal as close as possible to the station to provide the opportunity for public transport service to the airport;
- strong pedestrian access links should be provided between the station and the relocated air terminal, and also between the station and local residential areas such as Pacific Paradise; and
- commercial development opportunities that would exist between the station and air terminal to reinforce the pedestrian focus.

This may also involve a review of the Airport Master Plan.