1. Overview and background

1.1 Introduction

CoastConnect — Caloundra to Maroochydore is a Queensland Government initiative to improve public transport and sustainable travel on the Sunshine Coast. It is an important part of the Queensland Government's long-term plan to meet the transport needs of the fast-growing Sunshine Coast by providing faster and more reliable public transport options.

Between 2007 and 2031, the Sunshine Coast's population is expected to increase by up to 84 %, requiring the construction of approximately 98,500 dwellings (Planning Information and Forecasting Unit 2009). Furthermore, the tourism industry is expected to continue to play a big part in the local economy, with the region attracting more than eight million visitors during 2007, 63 % of whom were domestic day visitors (Tourism Research Australia 2008).

This massive growth in population and tourism on the Sunshine Coast means more cars, more congestion and more pollution. It puts pressure on the region, the transport system and the Sunshine Coast way of life. That's why it's important to plan for improved public transport to provide a balanced system and ensure that the Sunshine Coast remains a great place to live, work and play.

This project proposes a mixture of infrastructure improvements to suit different parts of the coast, including:

- bus lanes — dedicated lanes for buses and emergency vehicles
- bus queue bypasses —additional lengths of lane to enable buses to bypass the traffic waiting at traffic lights
- dedicated on-road cycle lanes
- bus stations in key activity areas
- bus stop upgrades.

These improvements will make bus travel on the Sunshine Coast faster, easier and more reliable than ever before.

The Department of Transport and Main Roads (DTMR) has prepared this Concept Design and Impact Management Plan (CDIMP) to provide a preliminary analysis of the project's potential benefits and impacts. The CDIMP contains the results of months of technical investigations and extensive community consultation with property owners, community members and stakeholders. All feedback has been considered in the finalisation of the CDIMP.

The purpose of the CDIMP is to describe the proposed CoastConnect — Caloundra to Maroochydore (CoastConnect) infrastructure and document a preliminary analysis of the project's likely benefits and potential impacts.

This allows the identification of local issues to ensure they can be managed appropriately in the future. The CDIMP will be submitted to the Queensland Government for consideration; upon its approval, the alignment will be preserved for future staged delivery subject to funding and need. To ensure improvements in technology and other advancements are taken into account in the planning, detailed impact management planning will occur closer to the time of delivery.

1.2 Project vision

Once constructed, the CoastConnect — Caloundra to Maroochydore project will improve bus travel time reliability and increase the mode share for sustainable transport in the area. It will achieve this by using a mix of infrastructure improvements (including bus lanes, cycle lanes, bus stop and station upgrades, and priority at key intersections) to suit different parts of the coast.

The project will facilitate transit-oriented, pedestrian friendly urban environments that reflect local character and connect people to places in a way that minimises impacts on the local environment. It will make bus travel in the area faster, easier and more reliable than ever before, and provide an attractive and sustainable alternative to the private car.

1.3 Concept Design and Impact Management Plan (CDIMP) objectives

The objectives of the CDIMP are to:

- develop a priority public transport corridor that promotes, accommodates and encourages people to use public transport
- provide a safe and accessible bus service between Caloundra and Maroochydore that improves capacity, efficiency and reliability of public transport along the corridor, and is embraced by Sunshine Coast community, businesses and stakeholders
- create an iconic public transport priority corridor that is distinctive and positively contributes to building the image and economy of the Sunshine Coast
- integrate high-standard bus interchanges, stations and stops into the urban built form, natural environment and major activity centres
- integrate with future and current public transport, pedestrian, cycling and road networks
- identify project need, impacts and benefits with regard to the transport network, social fabric, urban context and physical environment
- propose a design and potential management practices to minimise the impacts and maximise the benefits to the community and the transport system
- develop a project that is feasible, deliverable, and provides a value-for-money solution
- complement the planned introduction of rail services along the Beerwah to Maroochydore rail line (CAMCOS) and support the Sunshine Coast Regional Council Growth Management Position Paper
- recognise and coordinate with the transport infrastructure programs of the Department of Transport and Main Roads and the Sunshine Coast Regional Council.

To achieve these objectives, an extensive consultation process has been undertaken to ensure that community and stakeholder feedback was considered throughout the project's development.

1.3.1 Addressing the terms of reference

The CDIMP is a document to aid decision makers and to inform the general public of the potential benefits and impacts of the project. It provides a preliminary analysis of the project's anticipated benefits and potential impacts, and details typical management practices that can be used to help manage impacts. In line with the project's terms of reference, the level and nature of investigations are relative to the likely extent and scale of impacts. The CDIMP identifies benefits, impacts, and typical impact management strategies to the level required to satisfy corridor protection requirements.

In general, detailed impact management planning will be undertaken just prior to construction. This ensures that strategies consider any advancement in technology and delivery that could contribute to better outcomes for the community. This is because CoastConnect — Caloundra to Maroochydore is proposed to be delivered in stages, and impacts identified today are likely to be different from those identified in five or ten year's time.

1.4 Study area

DTMR identified a study area for the project between Caloundra and Maroochydore (see Figure 1-1). It contains the primary coastal area, which encompasses the major north–south linkages as the core study area.

For planning context purposes, a wider study area incorporating the east–west linkages between the coastal 'core' study area and the Bruce Highway has also been included. The total length of the study area is approximately 23 kilometres.

The study area was selected following consideration of existing land uses, plans and policies, and opportunities and constraints. Investigations and community consultation were focused within this area.

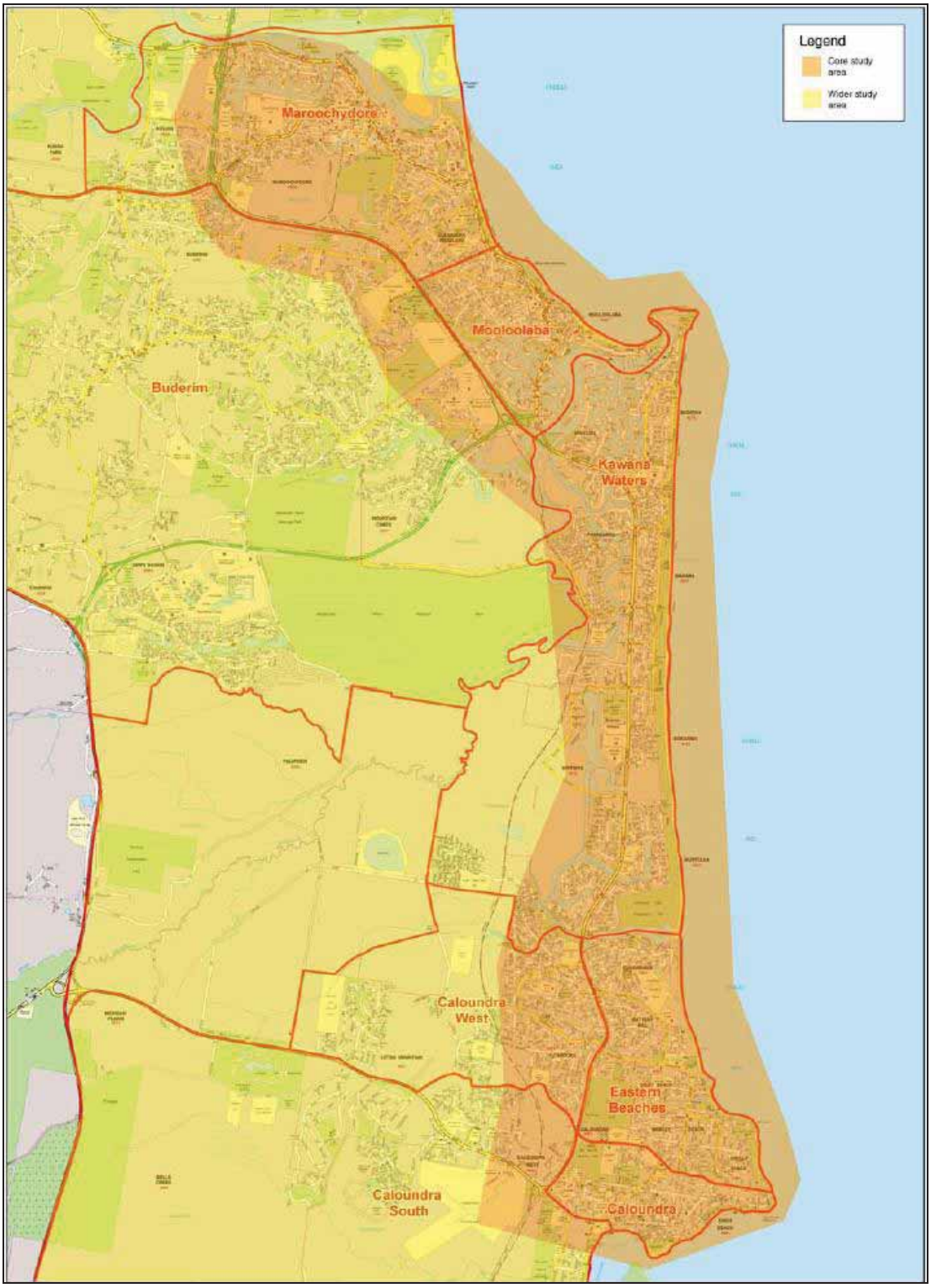

Figure 1-1: Study area for CoastConnect — Caloundra to Maroochydore

1.4.1 Description of the corridor

The 23 km corridor contains a number of distinct areas which have been identified as separate sections for assessment and design. The seven sections referred to throughout the CDIMP are shown in Figure 1-2 below and a brief description of each section follows.

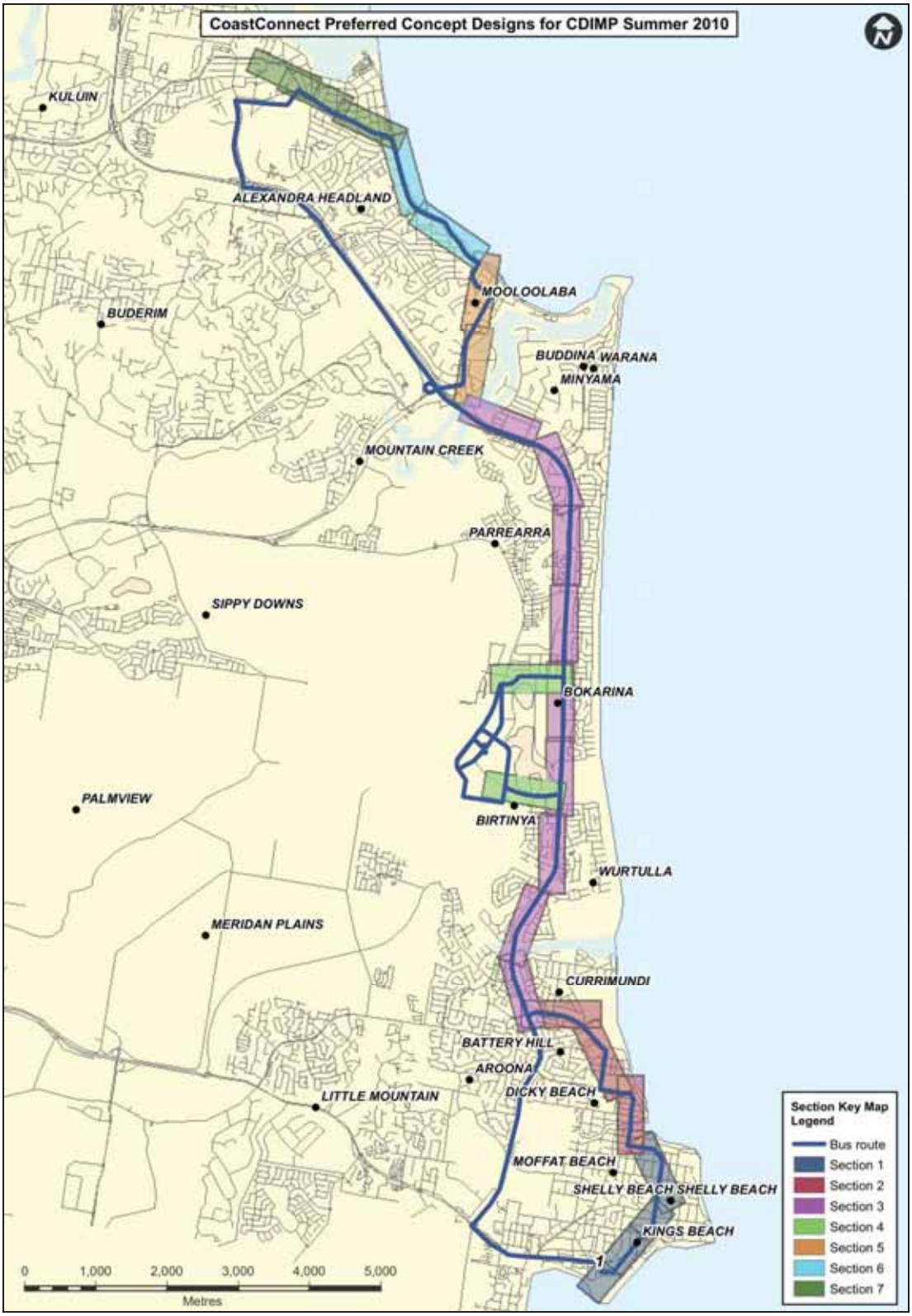

Figure 1-2: CoastConnect corridor sections

Sections 1 and 2 — Caloundra to Currimundi

The 2.6-kilometre Caloundra Transit Centre to Buccleugh Street section serves a catchment ranging from mixed commercial and commercial rentals at the Bulcock Street precinct, through to low-density residential precincts in the Moffat Beach and Dicky Beach areas. Population intensity is increasing in the southern portion as unit developments continue to be built in and around the Bulcock Street precinct. The northern portion contains largely low-density residential, built predominantly in the 1960's and 1970's, and is likely to retain this character for the near future.

The terrain in the southern half of this section is hilly and contains a large number of intersections. Typical streetscapes and line marking along this section are indicated in Photo 1-1.

Photo 1-1: Typical streetscape for Section 1

The northern half of this section includes Edmund, Rinaldi and Roderick Streets. These streets act as a two-lane trunk route for general access to, from and through the area.

The 3.5-kilometre Buccleugh Street to Nicklin Way section (Section 2) serves the Dicky Beach and Battery Hill residential precincts. Typical streetscapes and line marking along this corridor section are shown in Photo 1-2. South of Buderim Street, this section is essentially a sub-arterial with centre line marking only.

Photo 1-2: Typical streetscape for Section 2

Section 3 — Nicklin Way

The 8-kilometre Nicklin Way section between Buderim Street and the Mooloolah River serves the coastal residential strip of Currimundi, Wurtulla, Bokarina, Warana and Minyama. This is a 30-metre-wide divided arterial. Major commercial centres are spaced along this section, including Currimundi Marketplace, Wurtulla Shopping Village, Bokarina Shopping Village, Kawana Shoppingworld, and Minyama. Typical streetscapes and line marking for this section are shown in Photo 1-3. This section has 15 signalised intersections along the Nicklin Way.

Photo 1-3: Typical streetscape for Section 3

Section 4 — Kawana Town Centre

The 5.5-kilometre Kawana Island Boulevard section will service the emerging Kawana Town Centre. The southern portion is a 20-metre-wide kerb-to-kerb alignment while the northern portion is 10 metres wide. Typical streetscapes and line marking for this section are shown in Photo 1-4.

Photo 1-4: Typical streetscape for Section 4

Section 5 — Mooloolaba

This 4-kilometre section runs along Brisbane Road, Walan Street and Venning Street. The immediate catchment is a mix of low-density residential development at the southern end which changes to high-density mixed commercial and tourist developments in the Walan Street/The Esplanade precinct.

CoastConnect has previously considered transit lanes, cycle lanes and a bus station in this section. The Sunshine Coast Regional Council (SCRC) is now leading the planning and delivery in this section. This will ensure that local values and visions are achieved in Mooloolaba. Therefore the CDIMP refers to SCRC planning when this section is mentioned in the document.

Photo 1-5: Typical streetscape for Section 5

Section 6 — Alexandra Parade

This 3-kilometre section includes the northern end of the Mooloolaba Esplanade and Alexandra Parade up to Aerodrome Road, Maroochydore. This section is typically a 22-metre-wide carriageway. Travelling north over the headland and down to the Alexandra Headland beach area, the road is a single carriageway with a lane in each direction. Between Bukatilla Street and Pacific Terrace, Alexandra Parade has a parking lane on both sides.

Photo 1-6 shows typical streetscapes and line marking for this section. This section has five sets of traffic signals.

Photo 1-6: Typical streetscape for Section 6

Section 7 — Maroochydore

This 2-kilometre section contains the key arterial for the Maroochydore central business district precinct (Aerodrome Road and Horton Parade) which is a 20-metre carriageway.

The Aerodrome Road frontage contains numerous businesses that have off-street parking adjacent to their premises. In addition, there is a substantial quantity of kerbside parking along both kerbs. There are five signalised intersections in this section.

1.5 Policy context

This section sets out the policy framework within which the CoastConnect — Caloundra to Maroochydore project has been developed.

1.5.1 Integrated Regional Transport Plan

The Integrated Regional Transport Plan for South East Queensland was developed in 1997 as the blueprint for the region's transport system. The plan recognised that simply building more and more roads was not a viable solution in the longer term, and highlighted the need for bus priority measures between Caloundra and Maroochydore to move more people more efficiently. A review of the plan is currently under way.

1.5.2 South East Queensland Regional Plan and South East Queensland Infrastructure Plan and Program

The South East Queensland Regional Plan 2009–2031 and the South East Queensland Infrastructure Plan and Program 2010–2031 have identified the provision of a high-quality public transport spine between Caloundra and Maroochydore as part of the long-term transport strategy for the wider region.

Under the South East Queensland Regional Plan 2009–2031, an estimated 98,000 additional dwellings will be required by 2031 to accommodate the Sunshine Coast's proportion of expected regional growth.

Around 61,000 dwellings will be located through the continued development of existing urban-zoned land and major long-term broad-hectare areas in Caloundra South and Palmview. Infill development is anticipated to provide 37,000 dwellings by 2031. Infill areas are focused on Maroochydore, which is the principal activity centre for the Sunshine Coast, and around the major activity centres of Caloundra, Sippy Downs, Kawana Waters, Nambour and Beerwah.

The regional plan identifies Maroochydore as a future growth area that will be the business, community services and employment focus for the Sunshine Coast, with a diverse range and choice in housing, and an efficient and effective multimodal public transport system.

The transport infrastructure focus for the Sunshine Coast is to enhance interconnections to link new population growth areas with established and new employment centres. The current South East Queensland Infrastructure Plan and Program includes the CoastConnect — Caloundra to Maroochydore project and providing public transport links between Beerwah and Caloundra South to Maroochydore. The 2010 revision of the South East Queensland Infrastructure Plan and Program includes an estimate for delivery of the CoastConnect — Caloundra to Maroochydore project between 2014 and 2019.

1.5.3 TransLink Network Plan

The TransLink Transit Authority sets out its planned improvements to the public transport network in the TransLink Network Plan, which includes a 10-year plan and 4-year program. The plan is consistent with the directions set out in the South East Queensland Regional Plan, the South East Queensland Infrastructure Plan and Program, and the Integrated Regional Transport Plan; it includes a number of priority bus corridors identified as important initiatives for the future, including CoastConnect — Caloundra to Maroochydore. A review of the TransLink Network Plan is currently under way.

1.5.4 Toward Q2 — a stronger and greener Queensland

The Queensland Government has set five goals that address current and future challenges for Queensland. Within each of these areas, the government has set long-term targets that it aims to achieve by 2020. The CoastConnect — Caloundra to Maroochydore project relates directly to two of these goals: a stronger Queensland and a greener Queensland.

A stronger Queensland

This goal is about making Queensland Australia's strongest economy, with infrastructure that anticipates growth.

The Sunshine Coast's growing resident and tourist populations are putting pressure on its roads and transport links. Traffic congestion reduces productivity and competitiveness by delaying the transport and export of goods and the delivery of services. The CoastConnect — Caloundra to Maroochydore project will bring a number of economic benefits to the Sunshine Coast. It will help attract investment and innovation, increase business efficiency and help boost the productive capacity of the economy. CoastConnect — Caloundra to Maroochydore will add capacity to the transport network and ensure people can get where they want to go on fast, frequent and reliable public transport services.

A greener Queensland

This goal is about cutting Queenslanders' carbon footprint by one-third through reduced car and electricity use.

The CoastConnect — Caloundra to Maroochydore project is planning ahead to make sure public transport is an attractive option for the future. Providing the right mix of public and private transport will give south-east Queensland a balanced transport system. Moving more people more efficiently will mean fewer car trips, less congestion and less pollution. Managing the effects of growth and related traffic congestion before they become a major problem is one way to help keep the Sunshine Coast economically strong and green in the future.

Improved public transport would reduce greenhouse gas emissions and improve community health through better air quality, as every full bus takes up to 40 cars off the road.

1.6 Planning need

1.6.1 Expected future growth

The Sunshine Coast is one of the fastest growing regions in Australia, with the average annual growth rate for 2006 to 2026 predicted to be around 2.4 % (*Sunshine Coast Regional Council Annual Report* for the period July 2007 to 14 March 2008, p. 2).

In 2007, the estimated resident population of the Sunshine Coast Regional Council area was 303,050 people. In 2031, the projected population is expected to be as high as 558,880 people (see Figure 1-3) *(*Planning Information and Forecasting Unit 2009*)*.

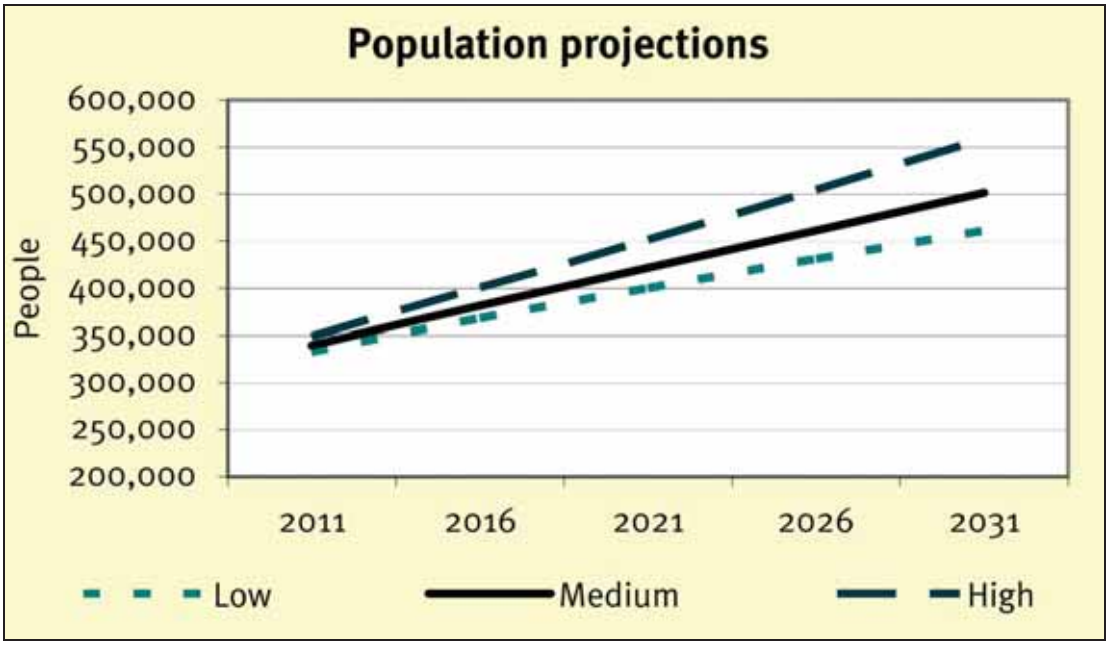

Figure 1-3: Sunshine Coast population projections (Department of Infrastructure and Planning, Planning Information and Forecasting Unit, March 2009)

The study area is expected to continue its rapid growth as the coastal communities at Caloundra, Kawana Town Centre, Mooloolaba, Alexandra Headland and Maroochydore accommodate increased urban densities. The Sunshine Coast Regional Council has identified the need for higher densities around the major centres, and these precincts are a prime market for public transport. The future demand for bus travel will be widened because of the increased number of commuters to the west of the corridor. As infill development continues to increase density on the coastal strip, additional markets for bus travel will be generated.

This massive growth brings with it the need to move more people more efficiently between the key centres of Caloundra, Kawana, Mooloolaba and Maroochydore.

Preliminary analysis of bus operations along the corridor shows that elements of the existing bus network are either at capacity or not operating to their full capability. This includes the Sunshine Plaza, Kawana Shoppingworld and Caloundra bus stations. There are a number of key congestion points, and the standard of stops and shelters along the corridor can be improved.

The principal challenge for the region is to manage this growth in ways that will sustain the Sunshine Coast's lifestyle. Better public transport will make sure the Sunshine Coast keeps moving, improve mobility for those without ready access to a car, and cater for the increasing number of people who are choosing to travel in a more sustainable way.

1.6.2 Integration with other projects

The Queensland Government has a comprehensive transport plan for the Sunshine Coast. The Department of Transport and Main Roads is working to plan and deliver important transport infrastructure for the Sunshine Coast over the next 20 years (South East Queensland Infrastructure Plan and Program 2010–2031).

Beerwah to Maroochydore rail line

This future rail line will link Beerwah to Maroochydore, with stations at (among others) Caloundra, Kawana Town Centre, Mooloolaba and Maroochydore. Preliminary planning is complete on the approved alignment and station locations. Refinements to the alignment are being investigated at Caloundra South, Kawana and Maroochydore. The CoastConnect — Caloundra to Maroochydore project team is working closely with these project teams to ensure an integrated outcome. This project is also known as CAMCOS.

Landsborough to Nambour rail upgrade

The Landsborough to Nambour rail upgrade will include construction of a double-track railway along a predominantly new route, with room for extra tracks if required.

Multi Modal Transport Corridor

The Multi Modal Transport Corridor will improve access to emerging communities between Caloundra and Maroochydore. These investigations largely centre on an extension of the Sunshine Motorway south from the Mooloolah River interchange to Creekside Boulevard and the new link to Caloundra Road that is almost complete. Included in this investigation is an extension of Nicklin Way through the Mooloolah River interchange and extending north to Maroochydore. More information on all of these projects is available from the Department of Transport and Main Roads website.

Importance of Multi Modal Transport Corridor

The Multi Modal Transport Corridor (MMTC) is planned to contain a new arterial road and the CAMCOS rail line between Caloundra and Maroochydore. The aim of the CoastConnect — Caloundra to Maroochydore project is to improve bus travel in the corridor between Caloundra and Maroochydore. The MMTC and CoastConnect projects are the key to the Sunshine Coast's transport future.

Once built, the MMTC road and rail line will 'do the heavy lifting' in terms of moving the majority of commuters at high speed between Maroochydore and Caloundra and beyond (see Figure 1-4). These are large-scale transport projects and are subject to more planning and analysis for delivery in the longer term. The CoastConnect corridor is designed to cater for a higher proportion of shorter, local trips by local residents, shoppers and tourists.

There is a risk that, as the coast grows, more cars and more congestion could cause the CoastConnect corridor to grind to a halt. The proposed bus lanes along Nicklin Way and the bus priority at intersections along Alexandra Parade and Aerodrome Road are designed to make sure this congestion doesn't negatively impact future bus travel.

CoastConnect will ensure that no matter how congested these roads become in the future, buses will have a level of priority that will provide the community with a high-quality public transport option.

CoastConnect provides a cost-effective public transport solution that can be delivered in stages over the short-to-medium term and build on the existing bus system.

Timing of works

The MMTC road, in particular, is critical to the successful staged delivery of CoastConnect. The Mooloolah River crossing section of the MMTC road is seen as an important first step that would be required before the implementation of CoastConnect solutions through this area. That is, additional general traffic lanes would be required over the Mooloolah River before CoastConnect's bus lane proposal is implemented on the northern section of Nicklin Way. Delivering the CoastConnect infrastructure in this area after provision of the MMTC road will ensure appropriate access over the river is maintained, minimising traffic impacts for the local community.

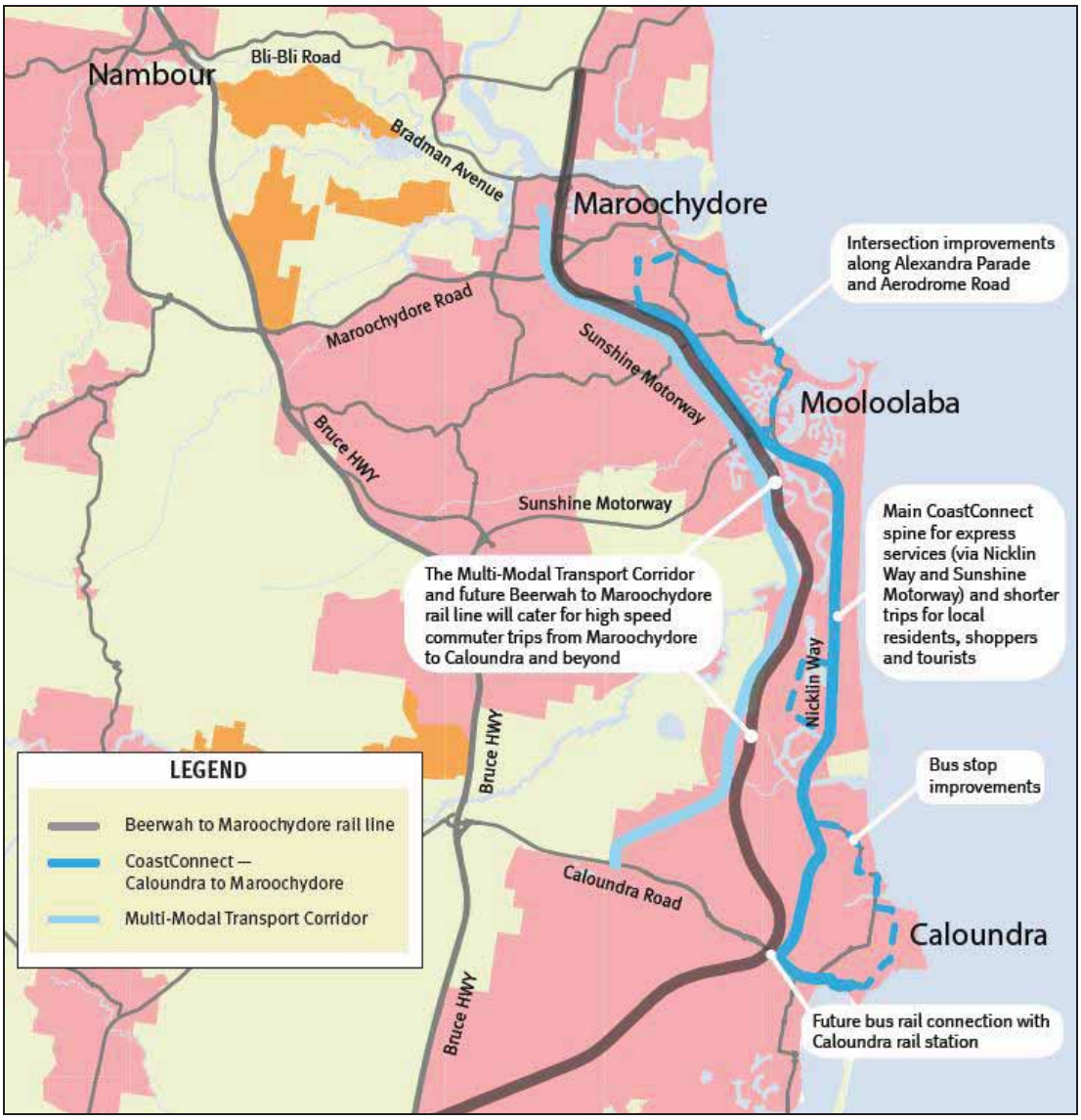

Figure 1-4: How CoastConnect — Caloundra to Maroochydore relates to the Beerwah to Maroochydore rail line and the Multi Modal Transport Corridor

1.6.3 Protecting the corridor

The CoastConnect — Caloundra to Maroochydore project has been planned to be built and opened in stages. Planning for the entire corridor is being undertaken now to identify and protect the land needed for the project. Planning for the project now will help minimise potential impacts in the future and ensure the project is well integrated as the Sunshine Coast continues to grow and develop.

It is important to plan public transport networks ahead of population and employment growth to ensure future development occurs in a sustainable way. Once the corridor is protected, any development that is proposed (completely or partly) within the protected project corridor is subject to assessment by the Department of Transport and Main Roads. This means the department can place conditions on new developments to ensure they are well integrated with any future public transport improvements as part of CoastConnect.

1.7 Project benefits

The CoastConnect — Caloundra to Maroochydore project will play a big part in making the Sunshine Coast a sustainable place to live, work and play. The proposal would bring about a wide range of transport, social, economic, environmental and health benefits for the local and wider community.

1.7.1 Transport benefits

The CoastConnect — Caloundra to Maroochydore project:

- provides for fast and reliable express bus services between Caloundra and Maroochydore via Nicklin Way and the Sunshine Motorway
- saves up to 13 minutes on a bus trip between Caloundra and Maroochydore in 2026
- provides greater frequency and variety of local bus services for local residents, tourists and shoppers travelling on short trips between major centres
- provides faster, more reliable and more comfortable bus services
- upgrades over 70 bus stops and provides new stations at Maroochydore, Kawana, Caloundra and Currimundi
- makes cycling a safer and more attractive transport option along the corridor
- helps manage traffic congestion by giving people a fast, frequent and reliable public transport option. This will increase the number of bus trips made in the Caloundra to Maroochydore corridor
- creates a more pleasant travel experience by providing bus shelters and real-time information.

1.7.2 Social benefits

The CoastConnect — Caloundra to Maroochydore project:

- provides improved connections to where people live, work and play
- improves public transport access to major destinations, including the Maroochydore, Mooloolaba, Kawana, Currimundi and Caloundra commercial precincts, the beach, and the future Sunshine Coast Hospital
- reduces the negative health impacts of motor vehicle pollution
- ensures everyone in our community, particularly those without cars, can get where they need to go with confidence — for example, to a job interview, the doctor, the beach or to visit family and friends
- offers the ability to travel throughout the area conveniently without a car, which is an important component of a community's liveability. Public transport provides opportunity, access, choice and freedom — all of which contribute to an improved quality of life.

1.7.3 Economic benefits

The CoastConnect — Caloundra to Maroochydore project:

- enhances the image of the Sunshine Coast as a place that is easy to get around — this is good for business and good for tourism
- keeps the Sunshine Coast as an attractive place for tourism by maintaining our lifestyle
- as a bus-based system, allows cost-effective staging by constructing the highest priority sections first
- reduces the costs of traffic congestion, and provides an alternative to paying increasingly high fuel, parking and vehicle prices
- reduces the amount of money we need to finance new roads — one bus lane can carry the same number of people as up to three car lanes
- provides, in its public transport facilities and corridors, natural focal points for economic and social activities
- provides an affordable and, for many, necessary alternative to driving
- reduces travel costs as the costs associated with driving a vehicle are substantially higher than the annual average cost of public transport
- provides opportunities for integrated land use and transport developments.

1.7.4 Environmental benefits

The CoastConnect — Caloundra to Maroochydore project:

- helps reduce greenhouse gas emissions by reducing car use. For every full bus, there are up to 40 fewer cars on the road. Research shows that motor vehicles contribute about 70 % of south-east Queensland's air pollution. A family car generates up to a third of a kilogram of greenhouse gases per kilometre. Driving 20 kilometres to and from work every day produces up to 1.25 tonnes of greenhouse gases annually
- allows more concentrated urban development - this reduces the urban footprint on valuable ecological and agricultural land
- increases the efficiency and flow of bus movements and reduces fuel emissions through less stop-start driving.

1.7.5 Health benefits

The CoastConnect — Caloundra to Maroochydore project will bring about a number of health improvements, including the following:

- public transport fosters a more active lifestyle, encouraging more people to walk and cycle to stops and stations
- a 5-to-10-minute walk to the bus stop would help to accumulate the 30 minutes of physical activity adults are encouraged to do every day
- improved air quality arising from reduced emissions as discussed above.

1.8 The planning process

The Concept Design and Impact Management Plan has identified proposed solutions for a mix of sustainable transport infrastructure improvements between Caloundra and Maroochydore.

Since the project's launch in late 2007, community consultation has helped shape the proposals. The draft concept designs were released for consultation in September 2008 and revised concept designs were released for consultation between June and August 2009. Consultation with the community has been important in designing a solution that best meets the community's needs and fits with the look and feel of the local area.

The Concept Design and Impact Management Plan will be submitted to the Minister for Transport for consideration; upon its approval, the proposed corridor will be protected for the future. The project can then be delivered in stages as needed, based on funding availability and traffic and transport considerations.

1.8.1 Structure and presentation of findings

The Concept Design and Impact Management Plan has been prepared to provide sufficient information to allow for informed discussion of the potential benefits, impacts and management strategies associated with the CoastConnect — Caloundra to Maroochydore project.

The content of the Concept Design and Impact Management Plan reflects the requirements set out in the Terms of Reference (ToR) in Appendix A.

The following structure has been adopted to assist readers in accessing information in a logical fashion:

Volume 1 — Concept Design and Impact Management Plan

Executive Summary

1. Overview and background
2. Community consultation
3. Sustainability
4. Legislative requirements
5. Engineering
6. Traffic
7. Pedestrian and cycle access
8. Parking
9. Economic environment
10. Network integration
11. Ground conditions
12. Hydrology, hydraulics and surface water quality
13. Ecology
14. Land use planning
15. Social environment
16. Cultural heritage
17. Air quality
18. Urban design
19. Noise and vibration
20. Project staging

Volume 2 — Appendices

Volume 3 — Concept design drawings

1.9 Future studies

As explained, the Concept Design and Impact Management Plan identifies benefits, impacts, and typical impact management strategies to the level required to satisfy corridor protection requirements. Detailed impact management planning will be undertaken closer to the staged delivery of the project.

The next stage of impact management planning will investigate the project alignment in more detail and, where appropriate, will update management strategies to maximise benefits and minimise impacts of the CoastConnect — Caloundra to Maroochydore project.

This is because CoastConnect — Caloundra to Maroochydore is proposed to be delivered in stages, and impacts identified today are likely to be different from those identified in five or ten year's time. This ensures that strategies consider any advancement in technology that could contribute to better outcomes for the community.

1.10 References

Planning Information and Forecasting Unit 2009, *Population and housing fact sheet: March 2009*, Department of Infrastructure and Planning, Brisbane.

Sunshine Coast Regional Council 2008, *Annual report*, Sunshine Coast Regional Council, Sunshine Coast.

Tourism Research Australia 2008, *Regional tourism profiles 2007 Queensland: Sunshine Coast region*, Tourism Research Australia, Belconnen.