

14. Land use planning

14.1 Introduction

The purpose of the land use and planning chapter of the Concept Design and Impact Management Plan (CDIMP) is to examine the CoastConnect — Caloundra to Maroochydore project in a land use planning context. This chapter provides:

- a review of existing planning studies and investigations relevant to the project
- a review of the statutory planning controls and other planning documents, including those at a state, regional and local level
- a summary of the existing land use pattern within the project corridor
- a review of the land tenure within the corridor
- a summary of proposed future land uses, based upon provisions within the planning scheme and other relevant strategic planning documents
- a review of the potential benefits and other impacts the project will have on land use
- suggestions on further land use studies and investigations for future design phases.

14.2 Methodology

This desktop assessment included the following tasks:

- assessing existing land uses and tenure within and directly adjacent to the corridor:
 - reviewing existing state, regional and local planning documents, and assessing the project's compatibility with each document's overall strategic intent.
- discussing potential impacts of the corridor on existing and likely future land uses
- identifying likely impacts on sensitive land uses within and adjacent to the corridor, both during construction and operation stages of the project
- considering the impacts arising from land acquisitions required for the project
- suggesting mitigation strategies and creating performance criteria where appropriate.

14.3 Preliminary analysis

14.3.1 Existing situation

Existing land use

Corridor-wide

The CoastConnect — Caloundra to Maroochydore project will travel generally south to north along the Sunshine Coast coastal strip between Caloundra in the south and Maroochydore in the north. Most of this area is now urban with few areas remaining undeveloped.

As discussed in Chapter 1 (Overview and background), CoastConnect — Caloundra to Maroochydore is split into seven sections. The existing land uses within the seven sections are described below.

Please refer to Volume 2, Appendix I for maps showing the existing land uses within the corridor.

Sections 1 and 2 — Caloundra to Currimundi

Section 1 commences at the proposed bus station at Cooma Terrace in Caloundra and runs north through the suburbs of Shelly Beach and Moffat Beach. Section 2 runs from Elizabeth Street, through Dicky Beach and Battery Hill, to Nicklin Way, Currimundi.

Land uses within Sections 1 and 2 are predominantly a mix of low and medium density residential flanking the corridor, with some commercial land uses including shops and offices in Bulcock Street, Caloundra, and Elizabeth Street, Moffat Beach. Tourist accommodation is provided in the general locality, including a variety of motels and apartments. The Dicky Beach Family Holiday Park is located on the corner of Beerburum and Cooroy Streets.

Open space within Sections 1 and 2 includes Kings Beach Parkland, which provides access to Kings Beach and foreshore facilities. Further north, the corridor passes Coochin Park in Dicky Beach and the Currimundi Nature Reserve, a small remnant of wallum heath.

The following schools and childcare facilities are located directly adjacent to the corridor:

- Caloundra Catholic Primary School, Edmund Street, Shelly Beach. The Caloundra Catholic Community Centre, church and childcare facility are co-located on this site
- Currimundi Special School, Buderim Street, Currimundi
- Currimundi State School, Buderim Street Currimundi
- Currimundi Childcare Centre, Buderim Street, Currimundi.

Section 3 — Nicklin Way

Section 3 serves the coastal residential strip of Currimundi, Wurtulla, Bokarina, Warana, Parrearra and Minyama.

The Nicklin Way arterial is characterised by a mix of low density residential housing and identified commercial (retail and homemaker warehouse) centres at Currimundi Marketplace, Wurtulla Shopping Village, Bokarina Shopping Village, Kawana Shopping Centre and Kawana Shoppingworld at Minyama. Other commercial development on Nicklin Way consists of ribbon-style development such as car dealerships, shops, fast-food outlets and offices.

An education precinct at Kawana Waters contains the Kawana Waters State College. Also of note is the emerging Kawana Town Centre to the west of Nicklin Way.

Currimundi Park is linear parkland providing access to Currimundi Creek, Currimundi Lake and the Currimundi Lake Conservation Park, ultimately connecting to Esplanade Park.

Heading north, the corridor passes the Kawana Bowls Club and Stockland Park, located between Nicklin Way and Lake Kawana in Kawana Waters. Extensive sports facilities including the Kawana Aquatic Centre are provided at Stockland Park. Children's play equipment as well as a cricket oval are provided at Jessica Park in Minyama.

A number of aged care facilities make up the land use mix in Section 3 and 4, including:

- the Park Haven Retirement Community in Wurtulla
- the Bluecare Elandra Village and Beachwood Hostel in Parrearra
- the Kawana Waters Nursing Centre in Parrearra.

The Kawana Island Retirement Centre on Kawana Way will be served by the western link of the CoastConnect — Caloundra to Maroochydore corridor.

Both the Kawana Fire Station and the Kawana Police station are located along Nicklin Way. The fire station is approximately 100 m south of Kawana Island Boulevard and the police station is located south of Main Drive, directly adjacent to the Kawana Aquatic Centre.

Section 4 — Kawana Town Centre

The CoastConnect — Caloundra to Maroochydore project will include a route that serves the future Sunshine Coast University Hospital and new Kawana Town Centre. This western link will also connect with the proposed CAMCOS rail line and ultimately a transit station combined with a rail station will be provided.

Currently land adjacent to Section 4 is largely vacant with industrial, commercial and recreational land uses flanking Main Drive.

Section 5 — Mooloolaba

Planning and delivery of this section is being lead by the Sunshine Coast Regional Council.

Section 6 — Alexandra Parade

Section 6 commences at the Mooloolaba Esplanade/Venning Street intersection, and heads north on Alexandra Parade to Aerodrome Road, Maroochydore.

Existing land uses to the east comprise predominately foreshore parkland and beach, with the exception of the Mooloolaba Caravan Park on the Esplanade, the Alexandra Headland Beach Surf Club and surrounding car park, and the Seabreeze Caravan Park at Maroochydore Beach.

To the west of Alexandra Parade land uses mostly consist of higher density residential accommodation for both holiday makers and permanent residents. There is some lower rise residential development between Buderim Avenue and Pacific Terrace (the Alexandra Headland area) with higher density residential development continuing north of Pacific Terrace to Aerodrome Road. There are a variety of ancillary commercial functions provided in the locality, primarily serving the residents of the surrounding residential development.

Section 7 — Maroochydore

Section 7 contains the key arterial for the Maroochydore central business district (Aerodrome Road) and continues from the intersection of Alexandra Parade and Aerodrome Road to the proposed Maroochydore Station (to be located on Horton Parade outside Sunshine Plaza Shopping Centre) before turning north to terminate at Maroochydore Road.

Existing land uses within the southern part of Section 7 comprise ageing commercial and retail land uses including restaurants, fast-food outlets, shops, medical centres, offices, showrooms, warehouses, service stations and car mechanics among others.

Residential land uses also exist in Section 7, including the Sebel Resort, Maroochy Sands and other high-rise residential developments.

Travelling north, land uses tend toward more intensive commercial and retail premises including the Sunshine Plaza shopping centre and the Big Top shopping centre on Horton Parade.

The Maroochydore Court House and Maroochydore Police Station are located to the east of Horton Parade. The Horton Park Golf Course is located a short distance to the west of Horton Parade.

Land tenure

The CoastConnect — Caloundra to Maroochydore project will impact on a variety of tenures, however, the majority of land adjacent to the corridor is under freehold tenure.

Maps showing the tenure adjacent to the corridor are included in Volume 2, Appendix J. Table 14-1 describes the tenure codes.

Table 14-1: Tenure types

Tenure status ID	Description	Comment
FH	Freehold	Land held by the state in Fee Simple (freehold title) which includes titles surrendered to the State of Queensland (or crown) under Section 358 of the <i>Land Act 1994</i> .
RE	Reserve	State land reserved by the Department of Natural Resources and Water for community or public purposes. May be administered by various government departments or agencies.
SL	State Land	Land held by the State of Queensland as Unallocated State Land and other areas vested in the state (or Crown) but not held in Fee Simple or as a lease issued under the <i>Land Act 1994</i> . Includes land that may have been leased but the lease has been surrendered to the state.
HL	Housing Land	Land vested in the Department of Housing.
LL	Lands Lease	Leasehold land administered by the Department of Natural Resources and Water excluding Mining Homestead Tenement Leases.
EA	Easement	A right or interest in a property that is registered on the title.

Regional policies

The South East Queensland Regional Plan 2009–2031

The South East Queensland Regional Plan 2009–2031 (the Regional Plan), launched in July 2009, was developed by the Queensland Government and the 11 local government areas comprising South East Queensland (SEQ), in consultation with other stakeholders including the public. It was prepared in accordance with section 2.5A of the *Integrated Planning Act 1997* (the IPA) and is a statutory instrument under the *Statutory Instruments Act 1992*. The primary purpose of the Regional Plan is to ‘manage regional growth and change in the most sustainable way to protect and enhance the quality of life in the region’ (DIP 2009 (ii), p. 4).

Regional land use categories

The Regional Plan allocates all land in SEQ into three regional land use categories, as follows:

- regional landscape and rural production area
- urban footprint
- rural living area.

All land surrounding the CoastConnect — Caloundra to Maroochydore project is within the ‘urban footprint’, with the exception of the Currimundi Reserve in Currimundi, which is identified as ‘Regional Landscape and Rural Production’ in both the Regional Plan and the Draft Regional Plan. ‘Urban footprint’ identifies land suitable for the region’s urban development needs until 2031.

Land contained within the urban footprint is intended to be well located with regard to existing and planned urban infrastructure, including public transport. The Currimundi Reserve is within the ‘regional landscape and rural production areas’ regional land use category.

The intention of this land use category is to protect these areas from urban encroachment and preserve areas that contribute to the regional landscape.

Regional policies

The Regional Plan contains 12 regional policies to set out the desired regional outcomes, principles and policies required to address growth management in SEQ. The regional policies guide state and local government planning processes and decision making. Of the 12 regional policy areas, the most directly relevant to CoastConnect — Caloundra to Maroochydore are those relating to compact settlement, infrastructure, and integrated transport.

Desired Regional Outcome (DRO) 8 ‘Compact settlement’

DRO 8 states:

“A compact urban structure of well-planned communities, supported by a network of accessible and convenient centres and transit corridors linking residential areas to employment locations establishes the context for achieving a consolidated urban settlement pattern (DIP 2009(ii), p. 90). “

The Sunshine Coast is a high growth area within the SEQ region, with this significant growth expected to present a number of challenging growth management issues, including the need to ensure adequate transport infrastructure is provided.

Regional activity centre network

An efficient urban form is one of the principles presented to manage urban growth. Focusing higher density and mixed use development around regional activity centres and public transport nodes and corridors will be key in achieving this outcome. The Regional Plan defines regional activity centres as ‘accessible locations that have concentrated businesses, services and facilities for employment, research and education, as well as higher density residential development serving a regional population’ (DIP 2009(ii), p. 96).

The Regional Plan establishes the following hierarchy of regional activity centres:

- primary activity centre — accommodates the largest and most diverse concentration of activities and land uses Within SEQ, the Brisbane central business district is the Primary Activity Centre. The central business district generates and attracts a large number of transport trips, and is the focus of the region’s radial public transport system.
- principal activity centres — serve catchments of regional significance and provide key focal points of regional employment and in-centre residential development. Principal Activity Centres are major trip generators therefore are typically serviced by an intermodal public transport service and serve as key nodes in the regional public transport network.
- major activity centres — serve catchments of regional subsignificance, accommodate key concentrations of employment, and provide business and convenience functions. Major activity centres typically comprise key suburban or inter-urban nodes of the regional public transport system and provide a focus for residential intensification.

The activity centres within the CoastConnect — Caloundra to Maroochydore study area are:

- principal activity centre:
 - Maroochydore.
- major activity centre:
 - Kawana Waters (which includes Kawana Town Centre, Kawana Shoppingworld and related retail areas along Nicklin Way)
 - Caloundra.

Key to the success of these activity centres is the provision of quality public transport. Therefore, it is considered that the project is consistent with the intent of this DRO.

Integrating land use and transport

Integrating development with suitable transport infrastructure is crucial to realising the intent of the Compact Settlement DRO. Transit-oriented development (TOD) is identified in the Regional Plan as a way to achieve this outcome. TODs are mixed-use residential and employment areas designed to maximise the efficient use of land through high levels of access to public transport.

The Regional Plan states regional activity centres are to be primary locations for the application of TOD development principles with all TOD development in SEQ to be based around high-capacity, high frequency public transport systems (DIP 2009(ii), p. 101). The CoastConnect — Caloundra to Maroochydore project presents opportunities to apply the principles of TOD by providing a quality public transport service.

DRO 10 'Infrastructure'

DRO 10 states:

“Plan, coordinate and deliver regional infrastructure and services in a timely manner to support the regional settlement pattern and desired community outcomes (DIP 2009(ii)), p. 124). “

To deliver this DRO, infrastructure (such as CoastConnect — Caloundra to Maroochydore) is intended to ‘support desired regional growth and help create a more compact urban pattern, cohesive urban and rural communities and regional economic development’ (DIP 2009(ii), p. 125). A plan for the delivery of infrastructure for the region is provided within the South East Queensland Infrastructure Plan and Program.

DRO 12 'Integrated transport'

DRO 12 states:

“A connected and accessible region based on an integrated transport system that is planned and managed to support more compact urban growth and efficient travel; connect people, places, goods and services; and promoted public transport use, walking and cycling (DIP 2009(ii), p. 139).”

This DRO supports a more compact urban form and promotes the self-containment of subregions by integrating transport and land use planning. This reiterates the ideas of the Compact Settlement DRO (DRO 8) by supporting transit communities and regional activity centres with the public transport network.

The Department of Transport and Main Roads is currently preparing Connecting SEQ 2031: An Integrated Regional Transport Plan for South East Queensland (Connecting SEQ 2031) to provide further detail on implementing the integrated transport and land use aspects of the Regional Plan.

This DRO 12 is further supported by the South East Queensland Integrated Regional Transport Plan, the TransLink Network Plan and the South East Queensland Infrastructure Plan and Program 2010–2031, discussed in this chapter.

South East Queensland Infrastructure Plan and Program 2010–2031

The South East Queensland Infrastructure Plan and Program 2010–2031 (the Infrastructure Plan), released in July 2010, has been prepared to support the South East Queensland Regional Plan and guide the preferred pattern of development in South-east Queensland. It outlines the key infrastructure priorities within the region and is updated each year to reflect new developments in the region.

South East Queensland Integrated Regional Transport Plan

The South East Queensland Integrated Regional Transport Plan (IRTP), released in 1997, is a 25-year plan to develop and manage the transport system in an integrated and sustainable way. Acknowledging the need to plan a more sustainable transport system for SEQ, objectives of the IRTP include increasing the proportion of public transport trips and fully coordinating transport and land use planning to support the use of public transport. The IRTP is currently under review and the draft of the new plan: Connecting South East Queensland is expected to be released in mid 2010. The IRTP is a Queensland Government initiative involving the 18 SEQ local government councils (at the time¹⁷) and the Australian Government. Extensive public consultation and input has been a feature of creating this plan.

The IRTP nominates a number of targets including increasing the overall market share of public transport in the region from 7 % in 1992 to 10.5 % of all trips by 2011 (Queensland Transport 1997, p. 19). These targets are further refined by splitting the region into subregions. The Sunshine Coast (Caloundra, Maroochydore and Noosa) subregion’s target for 2011 is 6.5 % of all trips to be made by public transport (p. 19). This represents a significant increase in public transport patronage, with the IRTP predicting a public transport mode split of 2.3 % by 2011 (i.e. projecting public transport usage levels based on the current usage surveyed in 1997).

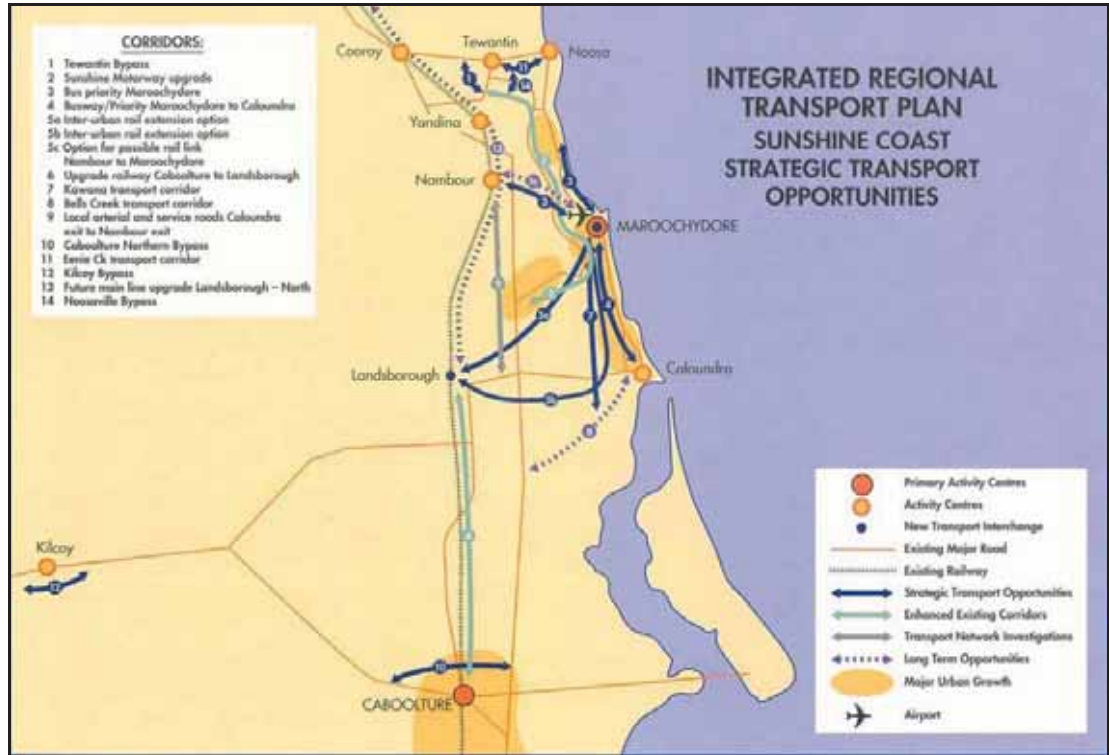
The IRTP identifies a number of ‘strategic transport opportunities’ for the Sunshine Coast including one describing what is now known as CoastConnect — Caloundra to Maroochydore (see to Table 14-2 and Figure 14-1).

Table 14-2: IRTP Sunshine Coast strategic transport opportunities (relevant to CoastConnect — Caloundra to Maroochydore)

Code	Corridor	Type	Concept
SC 4	Busway/priority Maroochydore to Caloundra	Strategic transport opportunity	Speed flow of buses through congestion and improve visibility of system. System will be design to light rail grades to allow conversion when warranted.

Source: QT 1997, p. 32

¹⁷ Prior to the Queensland Government’s Local Government Reform program, which came into effect in March 2008, there were 18 local government areas in SEQ. Post-amalgamation, there are 11 city and regional councils in SEQ.



Source: Queensland Transport 1997, p. 31

Figure 14-1: IRTP — Sunshine Coast strategic transport opportunities

TransLink Network Plan

The TransLink Network Plan, released in July 2007, is intended to shape the development of public transport services and infrastructure in SEQ. It also provides a 10-year plan for developing the public transport network and outlines a rolling 4-year program of public transport service and infrastructure improvements. The TransLink Network Plan is part of a suite of plans designed to ensure the future liveability of SEQ, including the SEQ Regional Plan, the SEQ Infrastructure Plan, the IRTP and Transport 2007.

TransLink’s stated purpose is to ‘lead and deliver an integrated public transport system that is used and valued by the people of SEQ’ (TransLink 2007, p. 1). The TransLink Network Plan also reiterates the importance of creating transit-supportive urban environments, including planning for the right mix of densities and land uses around future and existing public transport stations and alignments.

The TransLink Network Plan has been developed to cover the whole of the SEQ region, with more detailed analysis within specific geographic locations, including the Sunshine Coast.

The Sunshine Coast is a fast-growing region, with urban development expected to concentrate along the coastal corridor between Caloundra and Noosa.

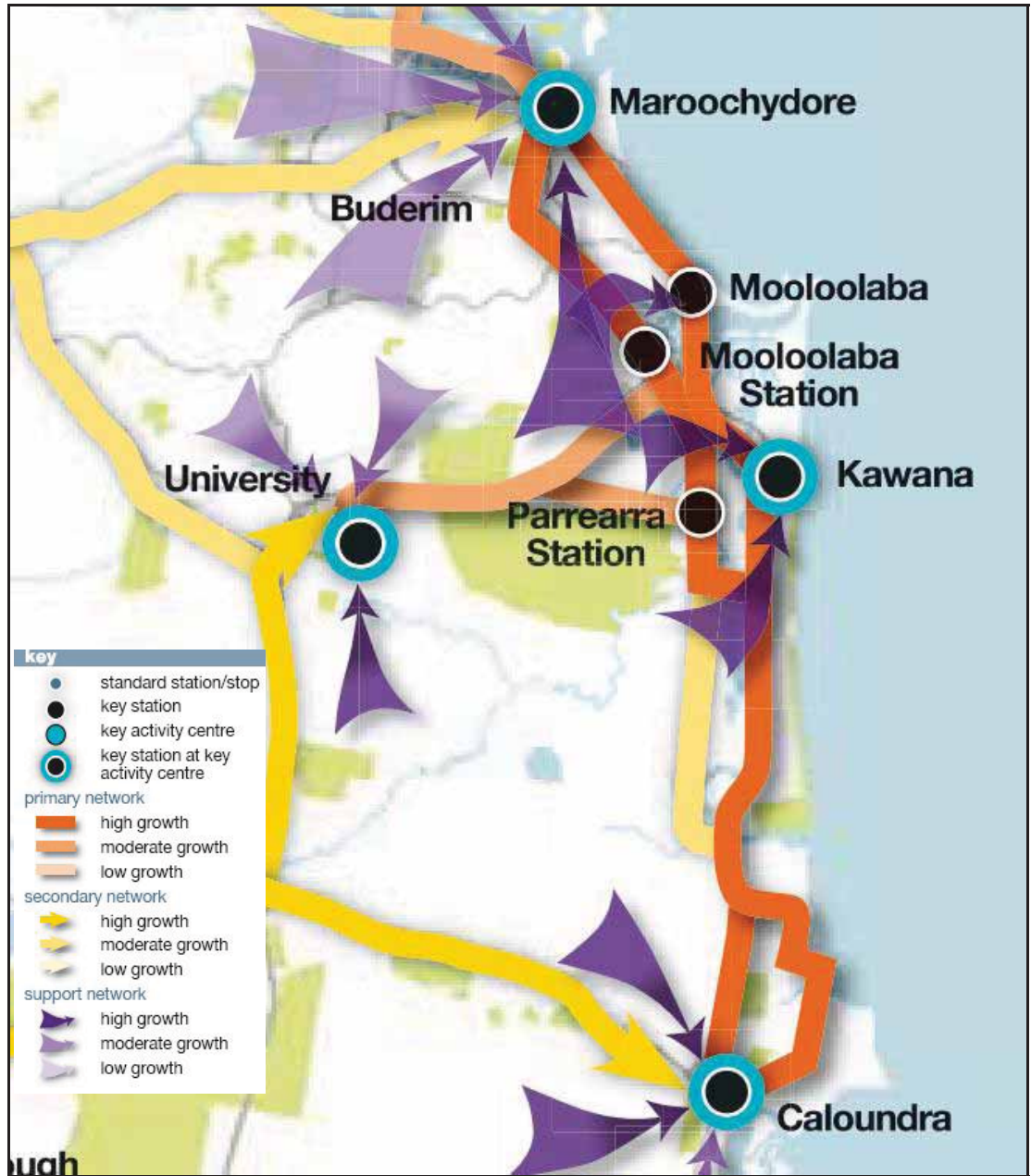
The TransLink Network Plan acknowledges the challenges facing the Sunshine Coast including (TransLink 2007 p. 172):

- relatively dispersed land uses
- low residential densities
- high car availability
- inexpensive parking.

Traffic congestion is also identified as an issue on the Sunshine Coast, with congestion during peak periods resulting in late services and overcrowding of buses (TransLink 2007 p. 172). The current public transport network will require enhancement to cope with the expected influx of both tourists and new residents.

The key strategies outlined in the TransLink Network Plan to address this anticipated growth are illustrated in Figure 14-2.

Maroochydore, Kawana and Caloundra are identified as 'key stations at key activity centres', with Mooloolaba identified as 'key station'. The entire CoastConnect — Caloundra to Maroochydore corridor is expected to be a high growth primary network.



Source: TransLink 2007, p. 173.

Figure 14-2: TransLink Network Plan — Network strategy for services (Caloundra to Maroochyore)

A priority bus corridor from Caloundra to Noosa is included as a 'key action' in the TransLink Network Plan's 10-year network plan.

Table 14-3 highlights the relevant references to CoastConnect — Caloundra to Maroochydore.

Table 14-3: TransLink Network Plan 10-year network plan (references to CoastConnect — Caloundra to Maroochydore)

	Key action	Indicative implementation timeframe			Responsibility
		1–4 years	5–7 years	8–10 years	
2	Bus priority corridor from Caloundra to Noosa				
2.1	Plan and progressively implement a priority bus corridor, including high frequency express services, from Maroochydore to Caloundra	Planned	Planned	Planned	TransLink
2.1.2	Implement bus priority measures between Caloundra and Mooloolaba via Nicklin Way and Brisbane Road	Planned			Main Roads TransLink
2.1.3	Further improve bus priority on Nicklin Way by constructing full bus lanes		Planned	Planned	Main Roads TransLink
2.1.4	Plan and implement bus priority measures between Mooloolaba and Maroochydore via Alexandra Parade and Aerodrome Road	Planned	Planned		Main Roads TransLink

Source: TransLink 2007, p. 175.

The CoastConnect — Caloundra to Maroochydore project is also identified in the TransLink Network Plan's Infrastructure Improvement program (p. 178), with an indicative program allocation of \$160 million for the quality bus corridor and public transport stations.

The South East Queensland Principal Cycle Network Plan

The South East Queensland Principal Cycle Network Plan (PCNP), launched in November 2007, replaced the 2003 Integrated Regional Cycle Network Plan for South East Queensland (IRCNP). The PCNP was prepared by (former) Queensland Transport (now known as the Department of Transport and Main Roads) who recognised the need to provide connected and clearly marked cycle paths and routes to promote cycling in a safe environment. The plan will be updated every 4 years in conjunction with local governments and the community.

The PCNP incorporates a number of maps indicating existing and future cycle routes, identifying several existing and future principal routes along or adjacent to the CoastConnect — Caloundra to Maroochydore corridor.

Table 14-4 describes the route definition terminology, and Figure 14-3 refers to the plan within the general area of the CoastConnect — Caloundra to Maroochydore project.

Table 14-4: South East Queensland Principal Cycle Network Plan route features and definitions

Route feature	Definition
Principal routes	Principal routes are the spine from which to build local cycle networks. They provide connections between areas of high population density and major activity centres, such as public transport nodes, universities, schools, shopping or commercial centres, industrial areas and regional recreational facilities.
Existing principal routes	Existing routes are those which currently have cycle infrastructure in place. At a minimum, this infrastructure should include either on-road bicycle lanes or off-road cycleways that comply with best practice guidelines.
Future principal routes	Future routes are those which represent desired connections for future expansion of the Network.
Future strategic routes	In key areas earmarked for future development and where detailed land use planning has not been finalised by local governments, strategic future routes are shown.
Coastal route	The coastal route has been included as a future iconic cycling route for SEQ. When complete, it will provide a scenic and continuous cycle touring route from Tewantin in the north to Coolangatta in the south.

Source: Queensland Transport 2007, pp. 8 and 9



Figure 14-3: SEQ Principal Cycle Network Plan — CoastConnect — Caloundra to MaroochydoreSource: Queensland Transport PCNP, p. 16

State policies

State Coastal Management Plan

The State Coastal Management Plan (SCMP) is a statutory instrument under the *Coastal Protection and Management Act 1995* (the Coastal Act) and has the effect of a State Planning Policy for the purpose of making and amending planning schemes and assessing and deciding development applications under the *Integrated Planning Act 1997* (IPA).

The CoastConnect — Caloundra to Maroochydore corridor is within the South East Queensland Coastal Management District, which encompasses Maroochydore and Caloundra.

State Planning Policy 1/92 — Development and Conservation of Agricultural Land

SPP 1/92 incorporates broad principles for the protection of good quality agricultural land (GQAL) from inappropriate developments.

The requirements of SPP 1/92 have been integrated into Maroochy Plan 2000 and Caloundra City Plan. CoastConnect — Caloundra to Maroochydore does not traverse any land identified as GQAL within either of these planning schemes.

State Planning Policy 1/03 — Mitigating the Adverse Impacts of Flood, Bushfire and Landslide

SPP 1/03 aims to minimise potential adverse impacts of flood, bushfire and landslide on people, property, economic activity and the environment.

The requirements of SPP 1/03 are integrated into planning schemes.

CoastConnect — Caloundra to Maroochydore will traverse areas identified as floodprone within both the Maroochy Plan 2000 and Caloundra City Plan. No areas of bushfire-prone land will be impacted by the proposal and there are no areas of steep land or landslip hazard within the corridor.

Mitigation strategies with regard to flood will need to be applied throughout the project. More information pertaining to the management of flood issues are included in:

- Chapter 11 — Ground conditions
- Chapter 12 — Hydrology, hydraulics and surface water quality.

State Planning Policy 1/02 — Development in the Vicinity of Certain Airports and Aviation Facilities

SPP 1/02 sets out broad principles for protecting airports and associated aviation facilities from encroachment by incompatible developments in the interests of maintaining operational efficiency and community safety.

The nearest relevant airport and aviation facilities under the SPP are located at Sunshine Coast Airport at Mudjimba.

The requirements of SPP 1/02 have been integrated into Maroochy Plan 2000. CoastConnect — Caloundra to Maroochydore is not expected to have any adverse effect on the operations at, or safety of, Sunshine Coast Airport.

State Planning Policy 2/02 — Planning and Management Development Involving Acid Sulfate Soils

SPP 2/02 aims to ensure development involving acid sulfate soils is planned and managed to avoid release of potentially harmful contaminants into the environment.

This SPP only includes certain Local Government Areas (LGAs), of which Sunshine Coast (former Caloundra, Maroochydore and Noosa LGAs) is included.

SPP 2/02 applies to development involving any of the following activities:

- excavating or otherwise removing 100 cubic metres or more of soil or sediment
- filling of land involving 500 cubic metres or more of material with an average depth of 0.5 of a metre or greater.

If development is expected to encounter acid sulfate soils or potential acid sulfate soils a management plan is required.

SPP 2/02 is integrated into planning schemes. Maroochy Plan 2000 and Caloundra City Plan identify areas of acid sulfate soils or potential acid sulfate soils within the CoastConnect — Caloundra to Maroochydore corridor.

More detail regarding the management of acid sulfate soils or potential acid sulfate soils are provided in Chapter 11 (Ground conditions).

State Planning Policy 1/07 — Housing and Residential Development

SPP 1/07 applies to specific local governments, of which the Sunshine Coast Regional Council area (former Maroochy Shire and Caloundra City) is included. The aim of the SPP is to ensure that large, higher growth local governments identify their community's housing needs and analyse, and modify if necessary, their planning schemes to remove barriers and provide opportunities for housing options that respond to identified needs.

CoastConnect — Caloundra to Maroochydore will provide a high quality public transport service to the Sunshine Coast, therefore is generally supportive of the overall intent of this SPP.

State Planning Policy 2/07 — Protection of Extractive Resources

SPP 2/07 identifies those extractive resources of state or regional significance where extractive industry development is appropriate in principle, and aims to protect those resources.

There are a number of key resource areas (KRAs) within the Sunshine Coast area; however, none of them will be impacted by the CoastConnect — Caloundra to Maroochydore project.

SEQ Koala State Planning Regulatory Provisions

The draft South East Queensland Koala State planning regulatory provisions (draft SEQ Koala SPRP) came into effect on 12 December 2008 and the final Regulatory Provisions (SEQ Koala SPRP) came into effect on 1 July 2009 following a consultation period. The SEQ Koala SPRP replaces the koala protection measures under the Nature Conservation (Koala) Conservation Plan 2006 and Management Program 2006–2016 (Koala Plan) and provides additional protection on the clearing of koala habitat in the SEQ region. The SEQ Koala SPRP will remain in force until a more comprehensive state planning policy for koala conservation is introduced. The SEQ Koala SPRP (and associated mapping) determines the appropriate protection mechanisms to ensure the long-term protection of koalas in SEQ and is incorporated into the SEQ Regional Plan.

No koala habitat is identified within the SEQ Koala SPRP mapping as occurring within or directly adjacent to the CoastConnect — Caloundra to Maroochydore corridor.

Native title

The recognised Aboriginal Party within the Sunshine Coast area are the Gubbi Gubbi People. The *Aboriginal Cultural Heritage Act 2003* (Queensland) establishes a ‘duty of care for activities that may harm Aboriginal cultural heritage’ which states that that ‘a person who carries out an activity must take all reasonable and practicable measures to ensure the activity does not harm Aboriginal cultural heritage’.

As part of establishing a ‘duty of care’ representatives from the Gubbi Gubbi People, as the recognised Aboriginal party for the area, should be notified of the project and invited to comment on the significance of the area and raise any issues regarding the project.

More detail pertaining to Aboriginal heritage and native title is included in Chapter 16 (Cultural heritage).

Local policies

Sunshine Coast Growth Management Position Paper (MSC and CCC LGMS)

The Growth Management Position Paper (GMPP) is a summary document which confirms the principles of the Draft Local Growth Management Strategies (LGMS) from the three former councils of the Sunshine Coast. The GMPP will provide the state government with the new Sunshine Coast Regional Council’s updated growth philosophy for the Sunshine Coast and will inform the Draft SEQ Regional Plan and provide a framework for future strategic land use planning for the Sunshine Coast.

Maroochydore, as principal activity centre, and Kawana and Caloundra as major activity centres, offer significant scope for further intensification of land uses. The Growth Management Position Paper recognises the link between sustainability and achieving best practice in transport emphasising the increasing importance of public transport. The CoastConnect — Caloundra to Maroochydore project will support the overall philosophies of the GMPP by providing a high quality public transport service and creating opportunities to effectively integrate land use planning with the provision of public transport.

The GMPP principal relating to the integration of land use and transport is as follows (SCRC 2008, p. 36):

“Integrate transport (including public transport) and land use planning to promote more compact urban growth, connect people and places comfortably, conveniently and effectively and to promote and prioritise high quality public transport services, walking and cycling.”

The Caloundra Draft LGMS identifies land within Birtinya as suitable for development as a transit-oriented community area given its proximity to the proposed CAMCOS Kawana rail station, the future Sunshine Coast Regional Hospital and the Kawana Town Centre.

The CoastConnect — Caloundra to Maroochy project is specifically identified within both the Caloundra and Maroochy draft LGMS documents as key future transport infrastructure. (Note: CoastConnect — Caloundra to Maroochy is described as *Maroochy Caloundra Quality Bus Corridor* in the Maroochy draft LGMS and *Caloundra to Maroochy Quality Bus Corridor* in the Caloundra draft LGMS).

Sub-Regional Integrated Transport Strategy for the Sunshine Coast

The Sub-Regional Integrated Transport Strategy for the Sunshine Coast (SunTran), issued in May 2007, was prepared by the three former Sunshine Coast local governments of Caloundra, Maroochy and Noosa to develop a subregional transport strategy. It provides an assessment of the Sunshine Coast’s existing transport situation in light of ongoing land use planning activities based on anticipated future population growth, recognising that past investment in transport infrastructure has been insufficient to keep up with the subregion’s population growth. SunTran, with a planning horizon to 2026, is intended to provide a platform for the development of other regional strategic planning documents, such as planning schemes, priority infrastructure plans and the LGMSs.

SunTran supports the SEQ Infrastructure Plan and Program and recommends a public transport mode share of 10 % by 2031 for the subregion. Extrapolating current usage trends to 2031 would see usage well below this target. SunTran includes the following planning principals to create an environment conducive to increased public transport usage (SKM 2007, pp. 45–48):

- *Principal 1 — System growth and capacity:* increased investment, targeted increase of public transport and expansion of the transport system to provide choice and allow for an increased public transport mode share.
- *Principal 2 — Integrate planning with public transport planning:* reiterating the importance of providing and planning for accessible high quality public transport and ensuring it is supported by appropriate land uses.
- *Principal 3 — System integration:* to cater for more and different types of trips, including efficient interchange facilities and attractive pedestrian environments.
- *Principal 4 — Satisfy the mobility needs of all:* a high quality, convenient and accessible public transport network.
- *Principal 5 — Provide a consistent and high standard of service across the Sunshine Coast.*
- *Principal 6 — Security and passenger care.*

CoastConnect — Caloundra to Maroochydore will provide a link connecting the principal activity centre of Maroochydore with the major activity centres of Kawana and Caloundra, and is highlighted in SunTran as a key public transport corridor offering potential for higher density mixed use development, noting further infill proposed for Mooloolaba Spit.

SunTran notes that the Caloundra to Maroochydore Coastal Corridor is a supplementary corridor to CAMCOS and ultimately connecting with CAMCOS along the route, and principally at the Maroochydore Transport Hub.

Maroochydore Centre Position Paper

The Maroochydore Centre Position Paper (the Position Paper) was prepared by the Maroochydore Project Area Regional Strategy Unit of the Sunshine Coast Regional Council to (p. 3):

- set the context for Maroochydore's development in light of the SEQ Regional Plan 2005–2026 and SEQ Regional Plan Review 2005–2031 (the SEQ Regional Plan) and Council's Growth Management Position Paper dated 25 July 2008 (including the vision for the Sunshine Coast)
- identify a preferred structure for Maroochydore's future development
- identify strategies which appropriately respond to the range of issues which need to be considered in future planning and decision making for Maroochydore.

Key to the success of the future Maroochydore Centre will be the integration of public transport and land use. The CoastConnect — Caloundra to Maroochydore project is one of a suite of transport projects supporting the future Maroochydore Centre and the Position Paper recognises the need for transport infrastructure to be a focus of planning for Maroochydore.

Council anticipates that the proposed planning scheme amendments will be substantially progressed by December 2009.

Local Government Planning Scheme

The CoastConnect — Caloundra to Maroochydore project is within the area of two planning schemes:

- Maroochy Plan 2000, encompassing the former Maroochy Shire
- Caloundra City Plan 2004, encompassing the former Caloundra City.

The main components of both planning schemes are:

- desired environmental outcomes
- planning areas and precincts
- codes
- infrastructure
- planning scheme policies.

The elements of each planning scheme are discussed below, with reference to the compatibility of the CoastConnect — Caloundra to Maroochydore project with the desired intent of the Maroochy Plan 2000 and Caloundra City Plan 2004 and emerging urban renewal opportunities.

Desired environmental outcomes

Desired environmental outcomes (DEOs) are a key element of a planning scheme and provide the context upon which planning strategies, codes and other measures within the planning scheme are built.

Caloundra City Plan 2004 includes, six DEOs, with DEO No. 5 relating to access and mobility, considered the most directly relevant to CoastConnect — Caloundra to Maroochydore.

Maroochy Plan 2000 includes seven DEOs, with DEO No. 4, relating to transport and accessibility, the most directly relevant to CoastConnect — Caloundra to Maroochydore.

The DEOs, and how the CoastConnect — Caloundra to Maroochydore project will contribute to their realisation, are presented in Table 14-5 and Table 14-6.

Table 14-5: Caloundra City Plan 2004 Desired Environmental Outcomes (Source: Caloundra City Plan 2004 Part 2)

DEO	Description	CoastConnect — Caloundra to Maroochydhore compatibility
<p>DEO 1 — Economic Development</p>	<p>Caloundra City has a diverse, dynamic and sustainable economy founded on:</p> <ul style="list-style-type: none"> ▪ a hierarchy of multi-purpose and special-purpose business centres ▪ emerging and refurbished business and industry areas ▪ a range of tourism attractions, facilities and accommodation types ▪ the sustainable use of natural economic resources and rural enterprises ▪ a creative and diverse arts and culture industry ▪ limitation of negative impacts of development. 	<p>CoastConnect — Caloundra to Maroochydhore will:</p> <ul style="list-style-type: none"> ▪ provide improved accessibility to Caloundra (regional business centre); Kawana Town Centre (subregional business centre); Kawana Shoppingworld and environs (specialist retail centre); Currimundi (district business centre), and connect Maroochydhore as principal activity centre, effectively increasing its catchment area ▪ also increase the catchment area of lower scale centres, including Kawana and Caloundra as major activity centres ▪ enhance accessibility for workers to business centres and the industrial areas at Kawana Waters ▪ provide accessibility for tourists wanting to access attractions and connect with other public transport services ▪ encourage more effective use of land within the existing urban footprint and support an intensification of land uses adjacent to the CoastConnect — Caloundra to Maroochydhore corridor.
<p>DEO 2 — Community Life and Wellbeing</p>	<p>Caloundra City has socially diverse, cohesive and identifiable communities with a high level of amenity, strong sense of vitality, fairness and capacity for self help, reflected in:</p> <ul style="list-style-type: none"> ▪ defined urban growth boundaries ▪ integration of new communities with existing communities ▪ safe, healthy and pleasant living environments ▪ access to appropriate and affordable housing ▪ business centres that contribute to a sense of community development which maintains enduring social networks, positive community identity, and services which support individual and family wellbeing and economic security. 	<p>CoastConnect — Caloundra to Maroochydhore will:</p> <ul style="list-style-type: none"> ▪ support the development of mixed use compact communities within the existing urban footprint ▪ be fully integrated with public transport services including the future CAMCOS railway line, which will serve emerging areas ▪ facilitate a modal shift away from private vehicle usage to public transport, reducing greenhouse gas emissions resulting from transportation consequently improving air quality ▪ improve accessibility along the coastal strip between Caloundra and Maroochydhore, and be fully integrated with other public transport serving emerging areas (including future CAMCOS services) ▪ incorporate high quality urban design protecting local character and reinforcing the local vernacular.

DEO	Description	CoastConnect — Caloundra to Maroochydhore compatibility
<p>DEO 3 — Natural Assets Systems</p>	<p>Caloundra City's natural resources are managed in a sustainable way to maintain biodiversity, ecological processes, character, lifestyle, and community wellbeing. DEO 3 requires the effective management of:</p> <ul style="list-style-type: none"> ▪ ecosystems ▪ landscape features ▪ water resources ▪ water and air quality. 	<p>CoastConnect — Caloundra to Maroochydhore will:</p> <ul style="list-style-type: none"> ▪ facilitate a modal shift away from private vehicle usage to public transport, reducing greenhouse gas emissions resulting from transportation consequently improving air quality ▪ encourage more effective use of land within the existing urban footprint and support an intensification of land uses adjacent to the CoastConnect — Caloundra to Maroochydhore corridor.
<p>DEO 4 — Character and Identity</p>	<p>Caloundra City's character and identity are maintained and strengthened.</p>	<p>CoastConnect — Caloundra to Maroochydhore will incorporate high quality urban design protecting local character and reinforcing the local vernacular</p>
<p>DEO 5 — Access and Mobility</p>	<p>Caloundra City is an accessible city served by efficient, safe and convenient movement systems offering a choice of transport modes which:</p> <ul style="list-style-type: none"> ▪ support, and are supported by, orderly and sequenced development ▪ match high activity generating uses with a choice of transport modes ▪ provide equitable access <p>protect residential amenity.</p>	<p>CoastConnect — Caloundra to Maroochydhore will:</p> <ul style="list-style-type: none"> ▪ provide opportunities to integrate land use and public transport and encourage the development of higher density housing and mixed use development around major CoastConnect — Caloundra to Maroochydhore stations and interchanges ▪ provide a viable and coordinated public transport system with fully integrated pedestrian and cycle facilities, end of trip facilities etc. ▪ utilise techniques such as queue bypassing at lights and bus-only lanes, ensuring the fastest possible trip, further facilitating a modal shift away from the car towards public transport ultimately reducing private vehicle dependency and increasing potential for use of public transport ▪ provide a non-discriminatory, safe, convenient and equitable public transport service ▪ incorporate high quality urban design protecting local character and reinforcing the local vernacular.
<p>DEO 6 — Infrastructure</p>	<p>Caloundra City is supported by physical and social infrastructure systems which meet the differing needs of coastal and rural communities and which provide for the optimum use of resources and existing infrastructure capacities.</p>	<p>This DEO includes infrastructure such as water supply, sewerage and wastewater. CoastConnect — Caloundra to Maroochydhore will facilitate an orderly development pattern by supporting infill development and intensification of land uses allowing the effective utilisation of existing infrastructure and reducing pressure on Greenfield areas requiring new infrastructure provision.</p>

Table 14-6: Maroochy Plan 2000 Desired Environmental Outcomes (source: Maroochy Plan 2000 vol. 2)

DEO	Description	CoastConnect — Caloundra to Maroochy compatibility
DEO 1 — Environmental Management	The shire's unique natural, open space, climatic, rural and scenic attributes are protected to maintain biodiversity, ecological processes, and visually attractive and varied landscapes and managed so as to provide a sustainable focus and setting for the shire's community and economic development.	<p>CoastConnect — Caloundra to Maroochy will:</p> <ul style="list-style-type: none"> ▪ facilitate a modal shift away from the private motor car to more sustainable public transport, reducing greenhouse gas emissions consequently improving air quality ▪ encourage more effective use of land within the existing urban footprint providing opportunities for infill development and intensification of land uses adjacent to the CoastConnect — Caloundra to Maroochy corridor.
DEO 2 — Social Equity and Liveability	Vibrant, attractive and safe local communities provided with quality lifestyle choices and amenity for all people (including youth, aged people and people with disabilities), with each community.	<p>CoastConnect — Caloundra to Maroochy will:</p> <ul style="list-style-type: none"> ▪ provide a non-discriminatory, safe, convenient and equitable public transport service ▪ link activity centres along the coast including Caloundra, Kawana and Maroochy ▪ encourage more intensive land use development along the CoastConnect — Caloundra to Maroochy corridor, particularly adjacent to major stations and interchanges, for example Maroochy Centre.
DEO 3 — Economic Sustainability	A prosperous, productive and broad economy which reinforces the shire's strengths in tourism, commercial/ business services, rural activities, educational and health facilities, and transport infrastructure.	<p>CoastConnect — Caloundra to Maroochy will:</p> <ul style="list-style-type: none"> ▪ provide a viable and coordinated public transport system with fully integrated pedestrian and cycle facilities, end of trip facilities etc. ▪ improve accessibility to workplaces ▪ improve accessibility to the Mooloolaba tourist node ▪ support and facilitate development at higher densities around CoastConnect — Caloundra to Maroochy major stations and interchanges (including residential, tourism, employment and recreational land uses) ▪ reinforce Maroochy's role as principal activity centre for the region, increasing its catchment area ▪ reinforce the role of lower scale centres, including Kawana and Caloundra (major activity centres) effectively increasing the catchment area of these centres ▪ effectively link activity centres.

DEO	Description	CoastConnect — Caloundra to Maroochydore compatibility
DEO 4 — Transport and Accessibility	Residential, visitor and business communities serviced by an efficient, safe, convenient and attractive transport network.	<p>CoastConnect — Caloundra to Maroochydore will:</p> <ul style="list-style-type: none"> ▪ provide a viable and coordinated public transport system with fully integrated pedestrian and cycle facilities, end of trip facilities etc. ▪ utilise techniques such as queue bypassing at lights and bus-only lanes, ensuring the fastest possible trip, further facilitating a modal shift away from the car toward public transport ultimately reducing private vehicle dependency and increasing potential for use of public transport ▪ provide both residents and tourists with enhanced transport choice, facilitating a modal shift from private transportation (such as cars) to more sustainable public transport ▪ improve access to centres of employment, recreation etc ▪ incorporate quality urban design reinforcing the local vernacular ▪ create opportunities to effectively integrate land use and public transport reducing private vehicle dependency ▪ support the development of higher density housing and mixed use development around major CoastConnect — Caloundra to Maroochydore stations and interchanges.
DEO 5 — Community and Cultural Development	Community, recreational and cultural services and facilities provided in a timely way and maintained.	<p>CoastConnect — Caloundra to Maroochydore will:</p> <ul style="list-style-type: none"> ▪ provide convenient and equitable access to facilities including: <ul style="list-style-type: none"> ▶ major shopping centres e.g. Sunshine Plaza, ▶ government services e.g. courthouse, council chambers etc. ▶ recreational areas, including foreshore parks and beaches, golf courses, and a number of caravan parks ▶ a number of schools and child care facilities.
DEO 6 — Urban Design, Heritage and Character	A high quality, built environment.	<p>CoastConnect — Caloundra to Maroochydore will incorporate high quality urban design protecting local character and reinforcing the local vernacular.</p>
DEO 7 — Physical Infrastructure	Orderly and sequenced development which allows for the efficient, affordable and environmentally acceptable provision of infrastructure	<p>This DEO includes infrastructure such as water supply, sewerage and wastewater. CoastConnect — Caloundra to Maroochydore will facilitate an orderly development pattern by supporting infill development and intensification of land uses, effectively utilising existing infrastructure and reducing pressure on Greenfield areas requiring new infrastructure provision.</p>

Planning areas and precincts/precinct classes

Caloundra City Plan 2004 divides the former Caloundra City into 16 planning areas, with the CoastConnect — Caloundra to Maroochydore project traversing the following 4 of the 16:

- Central Caloundra planning area
- Caloundra Eastern Beaches planning area
- Caloundra West planning area
- Kawana Waters planning area.

The planning areas identify the individual character and specific needs of the different communities within the former Caloundra City. Caloundra City Plan 2004 divides the planning areas into seven planning precinct classes which are further divided into 17 more specific precincts.

Table 14-7 lists the Caloundra City Plan 2004 Precincts within and proximate to the CoastConnect — Caloundra to Maroochydore corridor. Mapping showing the planning precincts are shown in Appendix K.

Table 14-7: Caloundra City Plan 2004 Precincts within and adjacent to CoastConnect — Caloundra to Maroochydore

Precinct	
Sections 1 and 2	
▪ Regional Business Centre	▪ Low Density Residential
▪ Multi-unit Residential	▪ Community Purpose (3 — Place of Worship; 5 — Educational Establishment; 14 — Caravan Park)
▪ Open Space — Park and Reserve	▪ Local Business Centre
▪ Mixed Use Residential	▪ Open Space — Conservation and Waterways
Sections 3 and 4	
▪ District Business Centre	▪ Open Space — Sport and Recreation
▪ Low Density Residential	▪ Specialist Retail Area
▪ Multi-unit Residential	▪ Community Purpose (3 — Place of Worship; 5 — Educational Establishment; — Emergency Service)
▪ Open Space — Conservation and Waterways	▪ Core Industry
▪ Local Business Centre	▪ Mixed Use Residential
▪ Open Space — Park and Reserve	

Maroochy Plan 2000 uses a similar strategy as Caloundra City Plan 2004, with the former Maroochy Shire divided into 30 planning areas. CoastConnect — Caloundra to Maroochydore traverses the following three planning areas:

- Planning Area No. 1 — Maroochydore
- Planning Area No. 4 — Mooloolaba
- Planning Area No. 7 — Alexandra Headland/Cotton Tree.

Each planning area provides an overall description of the character and relevant issues for the district or local area. Each planning area is divided into various precincts describing the unique character of that particular locality. Because there are over 300 precincts identified, Maroochy Plan 2000 has categorised the precincts into 18 precinct classes. Each precinct class provides the general intent for those precincts throughout the former shire which are of a similar nature.

Table 14-8 list the Maroochy Plan 2000 Precinct Classes within and proximate to the CoastConnect — Caloundra to Maroochydore corridor. Mapping showing the planning precincts are shown in Appendix K.

Table 14-8: Maroochy Plan 2000 Precinct Classes within and adjacent to CoastConnect — Caloundra to Maroochydore

Precinct class	
Section 5	
▪ Town Centre Core	▪ Town Centre Fringe
▪ Mixed Housing	▪ Neighbourhood Residential
▪ Multi-storey Residential	
Section 6	
▪ Special Purpose	▪ Neighbourhood Residential
▪ Mixed Housing	▪ Multi-storey Residential
Section 7	
▪ Town Centre Core	▪ Multi-storey Residential
▪ Town Centre Fringe	▪ Special Purpose

The overall intent for each precinct/precinct class, and the opportunities the CoastConnect — Caloundra to Maroochydore project presents in regard to fulfilling each precinct's/precinct class's intent, are presented in Table 14-9 and Table 14-10.



Table 14-9: Caloundra City Plan 2004 Precinct intent (Source: Caloundra City Plan 2004, Part 5.)

Precinct	Intent	CoastConnect — Caloundra to Maroochydhore compatibility
Mixed Use Residential	<ul style="list-style-type: none"> ▪ predominantly mixed uses comprising multi-unit residential uses and limited business and commercial uses ▪ active street frontages that create a vibrant environment ▪ level of residential amenity suitable for either permanent or short term accommodation 	<p>CoastConnect — Caloundra to Maroochydhore will:</p> <ul style="list-style-type: none"> ▪ support development at higher densities around stations ▪ be attractive to both tourists and residents.
Multi-unit Residential	<ul style="list-style-type: none"> ▪ residential uses comprising predominantly multi-unit residential uses 	<p>CoastConnect — Caloundra to Maroochydhore will:</p> <ul style="list-style-type: none"> ▪ support development at higher densities around major stations and interchanges.
Low Density Residential	<ul style="list-style-type: none"> ▪ residential uses comprising single unit residential uses and limited multi-unit residential uses compatible with single unit residential uses 	<p>CoastConnect — Caloundra to Maroochydhore will:</p> <ul style="list-style-type: none"> ▪ encourage the development of compatible multi-unit development directly adjacent to station facilities associated with project ▪ provide transport choice, reducing dependence on private car and increasing services available to residents.
Regional Business Centre	<ul style="list-style-type: none"> ▪ development of a business centre in the Caloundra central business area and surrounding area that has a regional function and is the highest order business centre in Caloundra City ▪ wide range of uses including business and commercial, community, arts and cultural activities, sport and recreational, and multi-unit residential 	<p>CoastConnect — Caloundra to Maroochydhore will:</p> <ul style="list-style-type: none"> ▪ improve access to the Caloundra central business district, reinforcing its role as the business hub of Caloundra and a major activity centre under the SEQ Regional Plan ▪ be fully integrated with other transport facilities maximising accessibility.
District Business Centre	<ul style="list-style-type: none"> ▪ range of uses including business and commercial, community and sport and recreational 	<p>CoastConnect — Caloundra to Maroochydhore will:</p> <ul style="list-style-type: none"> ▪ improve accessibility to the district business centre at Currimundi ▪ facilitate Currimundi's continued development as a district business centre ▪ support the surrounding residential areas.

Precinct	Intent	CoastConnect — Caloundra to Maroochydore compatibility
Specialist Retail Area	<ul style="list-style-type: none"> ▪ predominantly comparison shopping in the form of showroom and bulky goods retailing ▪ higher order retail uses such as showrooms 	<p>CoastConnect — Caloundra to Maroochydore will:</p> <ul style="list-style-type: none"> ▪ improve accessibility to the specialist retail area at Bokarina ▪ facilitate Bokarina's continued development as a specialist retail area.
Local Business Centre	<ul style="list-style-type: none"> ▪ local or neighbourhood function ▪ provides for business and commercial uses and community uses 	<p>CoastConnect — Caloundra to Maroochydore will:</p> <ul style="list-style-type: none"> ▪ improve accessibility to the local business centres located along the corridor ▪ reinforce the local function of these smaller centres.
Core Industry	<ul style="list-style-type: none"> ▪ industrial uses and limited business and commercial uses 	<p>CoastConnect — Caloundra to Maroochydore will:</p> <ul style="list-style-type: none"> ▪ provide safe and convenient public transport for workers within the core industry precinct. ▪ be integrated with other public transport services, improving accessibility to areas within the core industry precinct.
Open Space — Conservation and Waterways	<ul style="list-style-type: none"> ▪ preservation, protection and rehabilitation of land in this precinct to maintain biodiversity, ecological processes, water quality, landscape character and community wellbeing 	<p>CoastConnect — Caloundra to Maroochydore will:</p> <ul style="list-style-type: none"> ▪ enhance accessibility to conservation areas ▪ not compromise the aesthetic function of the open space precinct.
Open Space — Sport and Recreation	<ul style="list-style-type: none"> ▪ sport and recreational uses and uses which are associated with those functions 	<p>CoastConnect — Caloundra to Maroochydore will:</p> <ul style="list-style-type: none"> ▪ enhance accessibility to sport and recreation facilities ▪ not compromise the aesthetic function of the open space precinct.
Community Purpose	<ul style="list-style-type: none"> ▪ community uses, selected sport and recreation uses and selected other use 	<p>CoastConnect — Caloundra to Maroochydore will:</p> <ul style="list-style-type: none"> ▪ enhance accessibility to community facilities.

Table 14-10: Maroochy Plan 2000 Precinct Class intent (source: Maroochy Plan 2000 vol.3 part 2)

Precinct class	Intent	CoastConnect — Caloundra to Maroochy compatibility
Neighbourhood Residential	<ul style="list-style-type: none"> ▪ low density urban, town and village residential purposes with an overall average density of around 8 to 9 dwellings per hectare with pockets of higher density (ie. 9 to 12 dwellings per hectare) ▪ a mix of housing types and densities ▪ located within easy walking distance of shopping, public transport and/or school facilities, and/or close to major public open space 	<p>CoastConnect — Caloundra to Maroochy will:</p> <ul style="list-style-type: none"> ▪ provide a high quality public transport service accessible by a large number of residents within an 800 m walkable catchment ▪ support development at higher densities (i.e. 9 to 12 dwellings per hectare) near stations and interchanges providing a desirable mix of dwelling types ▪ improve access to centres offering employment, retail and recreational services ▪ reduce reliance on private modes of transport, such as the car
Multi-storey Residential	<ul style="list-style-type: none"> ▪ highest density residential development together with tourist and leisure-oriented commercial development at street level ▪ Intended to maintain a primarily residential character ▪ a busy holiday atmosphere in an intensely urban setting is envisaged at street level 	<p>CoastConnect — Caloundra to Maroochy will:</p> <ul style="list-style-type: none"> ▪ provide a high quality public transport service accessible by a large number of residents within an 800 m walkable catchment
Mixed Housing	<ul style="list-style-type: none"> ▪ wide range of housing forms at low to medium densities ▪ additional medium density residential development encouraged ▪ a variety of accommodation should be provided in environments that offer high amenity ▪ infill development must be compatible with historic character 	<p>CoastConnect — Caloundra to Maroochy will:</p> <ul style="list-style-type: none"> ▪ provide a high quality public transport service accessible by a large number of residents within an 800 m walkable catchment ▪ support development at higher densities near stations and interchanges providing a desirable mix of dwelling types



Precinct class	Intent	CoastConnect — Caloundra to Maroochydhore compatibility
Town Centre Core	<ul style="list-style-type: none"> ▪ highest order and most intense retail, commercial community, civic and entertainment uses ▪ major employment areas and the preferred location for specialist retailing, regional and local government offices, and major commercial, cultural and entertainment establishments ▪ highly accessible, and offer a physically attractive pedestrian-oriented environment ▪ residential uses above ground-storey level encouraged 	<p>CoastConnect — Caloundra to Maroochydhore will:</p> <ul style="list-style-type: none"> ▪ provide potential to integrate transport infrastructure (stations and interchanges etc) into surrounding development ▪ support higher densities around transit stations ▪ greatly improve accessibility to town centre areas (including Mooloolaba and Maroochydhore) and be attractive to residents, workers and visitors. ▪ provide an attractive service so people leave their cars at home, improving the pedestrian environment ▪ allow commuters to access a fully integrated public transport network
Town Centre Frame	<ul style="list-style-type: none"> ▪ intended to adjoin the Town Centre core areas and complement the core area ▪ provide a wide range of office, service industrial and community uses ▪ generally, dwellings are intended to be situated above ground-floor level 	<p>CoastConnect — Caloundra to Maroochydhore will:</p> <ul style="list-style-type: none"> ▪ improve accessibility, particularly for workers ▪ improve the attractiveness of the Town Centre Frame area as a direct result of the Town Centre core area becoming more active
Special Purposes	<ul style="list-style-type: none"> ▪ land-extensive uses ▪ reserves, on designated land or otherwise under the control of Commonwealth, state or local government ▪ existing uses are intended to continue 	<p>Special purpose precincts are often areas fulfilling a recreational or conservation purposes, or are community facilities such as hospitals and airports. CoastConnect — Caloundra to Maroochydhore will improve accessibility to these areas.</p>

Development Control Plan 1 — Kawana Waters

Development Control Plan 1 — Kawana Waters (DCP 1 — Kawana Waters) was gazetted 13 December 1996 and applies to the area generally within the bounds of the Mooloolah River to the west and the Pacific Ocean to the east, including the localities of Kawana Waters and Currimundi. It was developed by the former Caloundra City Council in conjunction with the master developer (Kawana Estates Pty Ltd and Buddina Estates Pty Ltd) and the state government.

DCP1 — Kawana Waters operates in addition to and conjunction with Caloundra City Plan 2004. The overall intent of DCP 1 — Kawana Waters is to guide the nature and extent of future development within the DCP area.

DCP1 — Kawana Waters consists of a written document identifying:

- preferred land uses
- details of the intent for each land use, and how those intents can be achieved
- detailed planning guidelines for specific detailed planning areas (DPAs)
- components of an integrated circulation network throughout the DCP area and how this will be implemented
- general development requirements applicable throughout the DCP area
- the Master Planned Community Development Process.

A series of maps including preferred land uses, open space and circulation networks, DPAs and population thresholds are also included in DCP1 — Kawana Waters.

The Sunshine Coast Regional Council has recently drafted an amendment to DCP1 — Kawana Waters. Draft Amendments Round 3A includes detail regarding bus set-down areas and intersection widening on Lake Kawana Boulevard, which will more easily accommodate future bus traffic including CoastConnect — Caloundra to Maroochydore services. The draft amendments were on public display from Monday 8 September to Monday 20 October 2008 and were endorsed by council on 13 November 2008. They were subsequently referred to the Minister of Infrastructure and Planning for approval.

Anticipated future land uses

Corridor-wide

South-east Queensland had a population of 2.8 million in 2006 with 295,000 SEQ residents calling the Sunshine Coast home (DIP 2009, p. 20). Population forecasts for the SEQ region have been revised within the Draft SEQ Regional Plan, with projected 4.4 million people now expected to be resident in SEQ by 2031 (up from an estimate of 3.709 million in 2026 presented in the SEQ Regional Plan 2005–2026). Under the Draft Regional Plan it is estimated that the Sunshine Coast will need to provide 98,500 additional dwellings by 2031 to accommodate the Sunshine Coast's proportion of SEQ's expected regional growth (DIP 2009, p. 20).

Within the Sunshine Coast, urban development is concentrated along the coastal strip in particular between Caloundra and Maroochydore. The Regional Plan and the Draft Regional Plan anticipate that a significant number of additional dwellings will be created by infill development, with Maroochydore (as principal activity centre under the Regional Plan), and Caloundra and Kawana Waters (as major activity centres under the Regional Plan) to be targeted for infill development.

A summary of the expected future land uses within the corridor, with regard to the planning documents reviewed earlier in this chapter, is provided below:

Sections 1 and 2 — Caloundra to Currimundi

Caloundra is identified as a major activity centre within the SEQ Regional Plan, supported by the Sunshine Coast Growth Management Position Paper and the Caloundra draft LGMS. The Caloundra Planning Scheme, Caloundra City Plan 2004 identifies Caloundra as the Regional business centre, recognising the centre's importance as the central business district of the former Caloundra local government area.

Reflecting the central business district's status, further intensification of commercial, retail, civic, cultural, educational and community land uses can be expected through the centre taking full advantage of improved transport infrastructure.

As the CoastConnect — Caloundra to Maroochydore corridor travels through the Caloundra eastern beaches, land use designations under the Caloundra City Plan 2004 mainly identify this area as Multi-unit Residential closer to the Caloundra central business district changing to low density residential development heading north. The high amenity of this area combined with improved public transport infrastructure is expected to support future residential infill development in this area.

The Currimundi Market Place, located on Nicklin Way at the very end of CoastConnect — Caloundra to Maroochydore Section 2, is identified in Caloundra City Plan 2004 and the Caloundra draft LGMS as continuing to serve a local function as a district activity centre.

Section 3 — Nicklin Way

The Caloundra draft LGMS supports further intensification of land uses in the vicinity of the Kawana Shoppingworld, reflecting its status as part of the Kawana major activity centre under the Regional Plan. Kawana Shoppingworld is expected to provide a more specialist retail function with further commercial and residential development also expected to occur.

Existing large format retail flanking Nicklin Way will persist, however, there will be a focus on improving the amenity of Nicklin Way by way of more appropriate parking and signage to improve the streetscape.

The existing industrial development at Kawana, designated 'Core Industry' within Caloundra City Plan 2004, is anticipated to continue. Land uses in this area are likely to intensify over time, maximising their employment-generating capacity.

Residential development in the area, currently generally low density, could reasonably be expected to intensify in the future, particularly in locations well placed to take advantage of improving infrastructure in the area.

Section 4 — Kawana Town Centre

The Regional Plan identifies Kawana Waters as a major activity centre, with Kawana Town Centre and areas around Kawana Shoppingworld on Nicklin Way (discussed in the preceding section) included in this activity centre.

Significant vacant land exists within Section 4 presenting opportunities for future development. Land in this area is within the Kawana Waters Development Control Plan 1 — Kawana Waters (DCP1) and the area is intended to be developed progressively for a variety of purposes including residential, commercial, community and recreational land uses. The Caloundra draft LGMS highlights approximately 35 hectares of land in the vicinity of Kawana Town Centre as a suitable site for transit-oriented development. A highly pedestrianised style of development is envisaged, with a mix of uses including commercial, retail and community uses with significant high and medium density residential development well served by infrastructure including the future rail and bus services.

The proposed Sunshine Coast University Hospital is to be located adjacent to the future Multi Modal Transport Corridor (motorway) and will be served by both the CoastConnect — Caloundra to Maroochydore bus services and the proposed CAMCOS rail service which will ultimately be co-located in one station.

The Kawana Town Centre area will have a focus on recreational facilities including parks. Existing facilities, including Stockland Park, will be protected from unsuitable development. Future stadium facilities could be provided.

Section 5 — Mooloolaba

Land uses in Mooloolaba are expected to continue to consolidate, particularly as the area undergoes revitalisation projects including the upgrade of Mooloolaba Spit (in accordance with the Mooloolaba Spit master planning exercise undertaken in early 2007). The locality's high amenity will continue to attract new residents and visitors to the area, therefore further intensification of land uses and increased infill development will occur, particularly in areas well located in relation to the beach and improving infrastructure (including public transport). The Maroochy Plan 2000 nominates Mooloolaba as a 'tourism node', recognising the locality's concentration of accommodation and tourist facilities, a role Mooloolaba will continue to serve.

The Maroochy draft LGMS identifies Mooloolaba as a District Centre, however, these lower order centres are not identified in the Sunshine Coast Growth Management Paper.

Section 6 — Alexandra Parade

As CoastConnect — Caloundra to Maroochydore heads north from Mooloolaba to Maroochydore it travels within the road reserve of Alexandra Parade. Densities adjacent to this area will continue to increase, with medium and higher density development focused along high quality public transport routes. Reserves and open space will be preserved.

Section 7 — Maroochydore

The Maroochy draft LGMS and the Sunshine Coast Regional Council's Growth Management Position Paper identify Maroochydore as having increased densities, recognising the status of Maroochydore as principal activity centre for the Sunshine Coast as required under the Regional Plan. The catchment for Maroochydore is expected to reach 500,000 people by 2026 (SCRC 2007(i), p. 26), and the centre will provide a full range of services and accommodate a significant increase in jobs.

Planning is currently underway for the creation of a new Maroochydore Centre which will involve the redevelopment of the Horton Park Golf Course, as proposed in the Maroochydore Centre Position Paper. A new transit centre for Maroochydore will be created eventually providing interchange facilities with proposed CAMCOS railway line, existing and future bus services. The overall intent is to orientate development to take advantage of the public transport available including a variety of land uses in increasing densities close to the transit hub, in accordance with the principles of transit-oriented development. The creation of a high amenity centre is expected to act as a catalyst for future development, with an increase in density of both commercial and residential land uses.

Increasing pressure on available land is likely to result in redevelopment of existing older style retail and showroom land uses on Aerodrome Road, reinvigorating this area.

14.3.2 Potential benefits, impacts and typical mitigation measures

CoastConnect — Caloundra to Maroochydore will affect the surrounding area during both the construction and operational phases. This section outlines general benefits and impacts on a corridor-wide basis, and then examines specific benefits and impacts for each individual section.

Corridor-wide considerations

Potential benefits

Accessibility and TOD

CoastConnect — Caloundra to Maroochydore will provide a high quality equitable public transport service improving accessibility for both residents and visitors along the coastal strip between Caloundra and Maroochydore. It will link the centres of Maroochydore (principal activity centre), Kawana (major activity centre) and Caloundra (major activity centre), reinforcing the status of these centres. It will provide access to future infrastructure including the proposed Sunshine Coast University Hospital.

CoastConnect stations will be located centrally and will become key features of these centres. CoastConnect services will be fully integrated with other public transport services, ultimately including CAMCOS rail services at the new Kawana Town Centre and Maroochydore. These centres (Maroochydore in particular) will emerge as transit-focused centres, supporting TOD style development. A highly walkable environment is a feature of TOD, which will further improve the catchment for public transport services.

Additionally, CoastConnect will greatly improve access to Mooloolaba, an important tourism hub, and other smaller centres along the corridor such as Currimundi Marketplace. Access to community and recreational land uses will also be improved.

Amenity

CoastConnect will be designed to complement the existing amenity of the coastal strip of the Sunshine Coast. It presents opportunities to improve the amenity of some locations by incorporating high quality urban design treatments into the corridor, stations and stops. Key stations at Caloundra, Kawana and Maroochydore are proposed to have distinct styling in a design vernacular making public transport services visible and easy to find.

Potential impacts

Pressure on existing infrastructure

Dense TOD around the key centres will put pressure on existing infrastructure. To cope with anticipated population growth existing infrastructure may require augmentation or new services may be required.

Impacts to properties

Land holders directly adjacent to the CoastConnect corridor are likely to be affected by noise, dust, vibration and light generated during the construction process. A loss of visual amenity during construction may also present an issue. These impacts are generally temporary.

Access to properties will also be affected during the construction phase, although in most cases access disturbances will be temporary and reversible. Some properties will have permanent access changes, and the access needs of these properties will be assessed on a case by case basis.

Pedestrian and cycle access

Pedestrian and cycle access could be affected during the construction phase of CoastConnect — Caloundra to Maroochydore as pathways are obstructed and bicycle routes become blocked. Prior to construction of the corridor measures must be taken to ensure pedestrian and cycle routes along and across the proposed corridor are maintained, as well as access to and from bus stops.

Over the long term, pedestrian and cycle linkages will generally be enhanced as a result of CoastConnect.

Reduction in on-street parking

There is significant on-street parking along the CoastConnect corridor and some of this parking will need to be removed or relocated.

Resumptions

A number of resumptions will be required in order to accommodate the CoastConnect — Caloundra to Maroochydore infrastructure. Resumptions are discussed further for each individual section below.

Resumptions can be partial or whole. Partial resumptions generally involve the acquisition of frontage and do not affect any buildings. Whole or complete resumptions are usually required when a considerable land take is required resulting in a direct impact on existing buildings.

The state may acquire land either voluntarily (i.e. with a mutual agreement between the state and the land owner) or compulsorily by using the provisions of the *Acquisition of Land Act 1967*.

Typical mitigation measures

As stated in the preceding sections, there are a number of impacts that will arise during both the construction and operational phases of CoastConnect — Caloundra to Maroochydore. Resumptions will be required, and those directly affected (i.e. requiring complete or partial resumption) will be compensated. Where land resumed will have a negative effect on the surrounding community (for example, the loss of significant areas of commercial land uses), local government may need to include provision in planning schemes for alternative designation of land uses in the area in order to stimulate the desired development.

Issues arising during construction relating to noise and vibration can be managed by implementing a combination of appropriate administrative controls and physical mitigation controls, as follows:

- administrative controls:
 - monitoring and measuring of noise and vibration
 - scheduling the noisiest works to occur in suitable hours for the shortest possible period of time
 - keeping residents informed of any night and evening works expected
- physical controls:
 - use of appropriate noise management devices on machinery and tools
 - appropriate siting of buildings, access roads and plant in relation to residences
 - use of physical noise barriers between works and neighbouring residential receivers.

Typical mitigation measures that may be employed during the operational phase to mitigate the impact of noise and vibration can include:

- erecting noise barriers (although this can be impractical due to access requirements)
- the use of suitable road surfaces
- use of quieter buses and controlling the speed of buses.

Chapter 19: Noise and vibration quantifies noise and vibration arising from the project, and provides additional details regarding mitigation and management strategies.

Uncertainty, with regard to the public's general awareness of the project, as well as confusion regarding construction time-lines or other aspects of the project, can create discontent within the local community.

This can largely be mitigated by developing a suite of comprehensive information sharing and consultation mechanisms designed to keep the community and all relevant stakeholders fully informed of the project's progress.

Chapter 15: Social environment includes more discussion regarding potential social impacts arising from the project including recommended mitigation measures.

Impacts to parking have been addressed by identifying opportunities to provide replacement car parking areas, with possible facilities proposed at Boolarong Crescent, Alexandra Headland, Okinja Road, Alexandra Headland, and near the Seabreeze Caravan Park, Maroochydore. In addition to this, there is potential for a redesign of the Alexandra Headland Surf Club car park to minimise the impact on this facility.

Chapter 8: Parking addresses the car parking issues along the corridor.

Sections 1 and 2 — Caloundra to Currimundi

Potential benefits

As a major activity centre, and the hub of the southern end of the Sunshine Coast, Caloundra's role will be reinforced by the provision of high quality public transport. CoastConnect — Caloundra to Maroochydore services will use the existing Caloundra Transit Centre on Cooma Terrace. Pedestrian linkages are proposed to be upgraded as part of the project. CoastConnect — Caloundra to Maroochydore will also support the redevelopment site located to the south of the existing transit centre.

The Caloundra draft LGMS and Caloundra City Plan 2004 nominate the eastern beaches of Caloundra as suitable for a progressive increase in development, taking advantage of the high amenity of the area as well as the improving services. CoastConnect — Caloundra to Maroochydore will support higher densities, particularly in the vicinity of major stops and stations.

A number of schools, including the Caloundra Catholic School, the Currimundi State School and the Currimundi Special School, will enjoy improved public transport services as a result of CoastConnect — Caloundra to Maroochydore.

CoastConnect — Caloundra to Maroochydore will be accommodated within the existing road corridor, therefore minimal resumptions are required in this section.

Potential impacts

General nuisance such as noise, dust, vibration and light may be experienced by adjacent properties during the construction phase particularly sensitive land uses (such as the schools and child care facilities, the Dicky Beach holiday park and the Caloundra Community Centre). Vehicular, cycle and pedestrian access may also be impacted.

Property acquisitions required for the project are minimal within Sections 1 and 2, with only one partial acquisition of a currently vacant site located at Cooma Terrace required.

Typical mitigation measures

The typical mitigation strategies, as described within the preceding 'Corridor-wide considerations' section, are applicable to Sections 1 and 2.

Section 3 — Nicklin Way

Potential benefits

As previously noted, CoastConnect — Caloundra to Maroochydore will reinforce Kawana's role as major activity centre. Additionally, higher densities adjacent to Nicklin Way will be supported by improved public transport, and access to recreational facilities including Stockland Park will be enhanced.

Two pedestrian overpasses associated with CoastConnect — Caloundra to Maroochydore are intended — at Currimundi Market Place and Kawana Shoppingworld. Pedestrian accessibility in general and to public transport would be greatly enhanced by these structures.

A number of bus station options are under consideration for Kawana Shoppingworld, all options providing interchange functions.

The Kawana Waters State College will benefit from CoastConnect — Caloundra to Maroochydore due to improvements in the frequency of public transport services along Nicklin Way. Cycle facilities along Nicklin Way will also be enhanced upon completion of the project.

Potential impacts

Land resumptions, particularly in land directly adjacent to intersections along Nicklin Way, will be required in order to accommodate infrastructure necessary for CoastConnect — Caloundra to Maroochydore. Land will be required from the Parkhaven Retirement Community to accommodate left-turn lanes to Peregrine Drive.

The incorporation of bus lanes will result in a reduction of 390 on-street parking spaces along Nicklin Way.

The Tokara Canal and Currimundi Creek bridges will require widening to accommodate CoastConnect — Caloundra to Maroochydore, which may result in additional nuisance for surrounding residents during construction.

No land use impacts are anticipated upon the Kindamindi Child Care Centre and Preschool, Bluecare Elandra Village, Beachwood Hostel and Kawana Waters Nursing Centre due to the existing distance buffers to the bus corridor, existing traffic volumes along Nicklin Way and lack of land resumptions at those locations. The Minyama Early Learning Centre is sited approximately 200 metres east of Nicklin Way and will benefit from improved public transport services along Nicklin Way.

Typical mitigation measures

The bulk of the parking servicing the commercial development has been retained, with additional spaces being created where possible through the rationalisation of the bus stop locations. Please refer to Chapter 8: Parking for more detail regarding parking.

Section 4 — Kawana Town Centre

Potential benefits

As discussed above, CoastConnect — Caloundra to Maroochydore will reinforce Kawana's role as a major activity centre and support development in this emerging centre. Ultimately CoastConnect — Caloundra to Maroochydore will serve the proposed Sunshine Coast University Hospital and be fully integrated with the future CAMCOS rail service.

Potential impacts

Some property resumptions will be required along Main Drive in order to accommodate a bus lane into the road corridor.

215 kerbside parking spaces along Section 4 will be removed in order to provide adequate clearance for the bus lanes and on road cycle lanes.

As CoastConnect — Caloundra to Maroochydore travels down Lake Kawana Boulevard it will cross Lake Kawana. The existing road bridge across Lake Kawana will need to be widened on both sides to incorporate additional bus lanes which may result in additional nuisance to surrounding residents.

Typical mitigation measures

No specific mitigation measures are proposed to address the parking reduction in Section 4, however as future commercial development proceeds it is anticipated that adequate off street parking will be provided, negating the need for on street provision. It is noted that many of the commercial properties located along Nicklin Way in Section 4 already have significant off-street parking available for customers. Please refer to Chapter 8: Parking for more detail regarding parking.

Section 5 — Mooloolaba

Planning and delivery of this section is being lead by the Sunshine Coast Regional Council. Refer to Mooloolaba Integrated Land Use and Transport Assessment Study for more information relating to land use.

Section 6 — Alexandra Headland

Potential benefits

The overall amenity of the Alexandra Parade area will be improved due to proposed landscaping treatments (undertaken in conjunction with Sunshine Coast Regional Council) integral to the CoastConnect — Caloundra to Maroochydore project. Pedestrian access across Alexandra Parade will also be upgraded, with the potential for a dedicated pedestrian crossing serving The Alex Surf Club to be incorporated into the project.

Potential impacts

The Seabreeze Caravan Park, located at the intersection of Melrose Parade and Aerodrome Road, will be impacted by possible future off-street car parking identified for an area directly south of the site (should it go ahead).

Parking along Alexandra Parade will be impacted with the loss of 90 on-street car parks.

Typical mitigation measures

The reduction in on-street car parking is off set by the provision of additional off-street car parks including the potential site near the Seabreeze Caravan Park. An additional 74 off-street replacement car parks could be provided.

More detail pertaining to parking within Section 6 is included in Chapter 8: Parking.

Section 7 — Maroochydore***Potential benefits***

Maroochydore is the principal activity centre for the Sunshine Coast, the highest order centre in the subregion. The provision of quality public transport will reinforce this status. Principles of TOD are to be adhered to for development within activity centres, which by default necessitates the provision of high quality public transport. CoastConnect — Caloundra to Maroochydore will complement future public transport services, including the CAMCOS rail service, providing a fully integrated public transport network for the Sunshine Coast.

Pedestrian connectivity will be enhanced by the proposed pedestrian overpass crossing Horton Parade.

Increasing densities in the vicinity of the Maroochydore Transit Station could stimulate redevelopment in fringe-CBD areas such as Aerodrome Road. This spin-off effect can be stimulated by more favourable land use designations within the planning scheme.

Potential impacts

Parking is to be changed on both sides of the corridor with the reduction of approximately 134 spaces in Section 7, and several commercial businesses will be directly affected by the removal of on street parking.

Typical mitigation measures

Reduction in on-street parking has been addressed with the provision of two possible replacement parking areas, one located on the reserve land bound by Kingsford Smith Parade, Third Avenue and Aerodrome Road, the other the area on land on the corners of Aerodrome Road, Parker Street and Second Avenue. An additional 40 to 50 spaces could be provided in these replacement parking areas. Parking issues are addressed in Chapter 8: Parking.

14.4 Future investigations

Planning and design of CoastConnect — Caloundra to Maroochydore may change over time and processes may change. The following changes to planning related matters can be anticipated in the future, and will need to be addressed if and when they arise:

- the *Sustainable Planning Bill 2009*, introduced to Parliament on 19 June 2009, which will ultimately replace the *Integrated Planning Act 1997*
- other relevant legislative processes such as state planning policies
- adoption of a new Sunshine Coast Regional Council Planning Scheme
- finalisation and adoption into the planning scheme of the Maroochydore Centre Plan
- other new strategic planning documents undertaken by state or local government
- to maximise the benefits of CoastConnect, a transit-oriented development investigation should be undertaken.

14.5 References

Caloundra City Council, 2004, Caloundra City Plan 2004, Caloundra. Available online: <http://www.sunshinecoast.qld.gov.au/sitePage.cfm?code=caloundra-plan-document>

Caloundra City Council 2004(i), Caloundra City Plan 2004 Round 3 Amendments — Round 3A Sunshine Coast University Hospital Amendments: DCP1 — Existing Document. Available online: http://www.sunshinecoast.qld.gov.au/addfiles/documents/calplan/amendments/DCP1_Existing_Provisions.pdf

Caloundra City Council 2007, Caloundra City Local Growth Management Strategy 2007 (version 1), Caloundra. Available online: <http://www.sunshinecoast.qld.gov.au/sitePage.cfm?code=caloundra-lgms>

Department of Infrastructure and Planning (DIP) 2009(i), *South East Queensland Infrastructure Plan and Program 2009–2026*, Queensland Government (Department of Infrastructure and Planning). Available online: <http://www.dip.qld.gov.au/regional-planning/south-east-queensland-infrastructure-plan-and-program-2.html>

Department of Infrastructure and Planning (DIP) 2009(ii), *South East Queensland Regional Plan 2009–2031*, Queensland Government (Department of Infrastructure and Planning). Available online: <http://www.dip.qld.gov.au/regional-planning/regional-plan-2009-2031.html>

Maroochy Shire Council 2006, *Maroochy Plan 2000*, Nambour. Available online: <http://www.maroochy.qld.gov.au/maroochyplan/sitePage.cfm?code=index>

Maroochy Shire Council 2007, *Maroochy Shire Local Growth Management Strategy 2007*, Nambour. Available online: <http://www.sunshinecoast.qld.gov.au/sitePage.cfm?code=maroochy-lgms>

Queensland Transport 1997, *South East Queensland Integrated Regional Transport Plan*, Queensland Government (Queensland Transport), Available online:
http://www.transport.qld.gov.au/Home/Projects_and_initiatives/Plans/Integrated_transport_plans/Publication_seq_integrated_regional_transport_plan

Queensland Transport, 2001, *Transport 2007 — An Action Plan for South East Queensland*, Queensland Government (Queensland Transport), Multimedia CD.

Queensland Transport, 2007, *South East Queensland Principal Cycle Network Plan*, Queensland Government (Queensland Transport) Available online:

http://www.transport.qld.gov.au/Home/Projects_and_initiatives/Plans/South_east_Queensland_principal_cycle_network_plan/

Sunshine Coast Regional Council 2008, *Sunshine Coast Growth Management Position Paper*, Sunshine Coast Regional Council. Available online:

<http://www.sunshinecoast.qld.gov.au/sitePage.cfm?code=gm-paper>

SKM 2007, *Sub-Regional Integrated Transport Strategy for the Sunshine Coast – SunTran Stage 2*, Brisbane

Sunshine Coast Regional Council 2009, *Maroochy Centre Position Paper*, Sunshine Coast Regional Council, Available online:

<http://www.sunshinecoast.qld.gov.au/sitePage.cfm?code=maroochydore-position-paper>

Sunshine Coast Regional Council 2009(i), *'Caloundra City Plan is changing...Draft Amendments (Round 3A and 3B): A guide to proposed changes and how to get involved'*.

Available online:

<http://www.sunshinecoast.qld.gov.au/addfiles/documents/calplan/amendments/InfoSheet.pdf>

TransLink 2007, *TransLink Network Plan South East Queensland*, Queensland Government (Queensland Transport). Available online:

http://www.translink.com.au/qt/TransLin.nsf/index/project_network