

## 13. TRANSPORT

### 13.1 Explanation

“Transport” covers the land, air and water based networks which move people and goods around Maroochy Shire and which link to areas outside the Shire.

### 13.2 Key Issues

The key issues forming the basis for a Transport strategy include:

#### Roads

- the need to develop a road hierarchy which meets the following objectives:
  - to ensure the orderly grouping of roads and streets in a framework around which state and local governments can plan and implement various construction, maintenance, environmental management schemes and projects;
  - to assist Council to identify the effects of decisions in and on surrounding areas and streets within the hierarchy;
  - to preserve areas where through traffic is discouraged;
  - to assist the State Government and Council with the adoption of appropriate standards of construction of traffic routes and Local Area Traffic Management Schemes for various roads and streets;
  - to allow orderly planning of heavy goods vehicle routes including dangerous goods;
  - to ensure control over access onto roads to ensure safe operation for through traffic;
  - to ensure land uses and activities that are incompatible with traffic flow be restricted from routes where traffic movement should predominate;
  - to reduce overall environmental impact of traffic by concentrating longer distance flow onto routes in less sensitive locations;
  - to identify treatments such as barriers, buffers and landscaping to preserve amenity for adjacent land;
  - to ensure activities most closely related to frontage development, including social interaction and parking, can be given more space when environmental and access functions are allowed to predominate;
  - to assist in the identification and preservation of public transport routes;
  - to assist in the identification of bicycle routes; and
  - to identify appropriate facilities for pedestrians, bicycles and public transport.
- the substantial consequences of the two major north-south arterial roads, the Bruce Highway

and Sunshine Motorway, for the growth patterns of urban and tourist activity;

- the need to optimise the efficiency of arterial and other traffic distributing roads, thereby minimising travel times and expenditure on upgrading, duplication and by-passes;
- the impact of the Shire’s arterial roads, particularly those along the coast, on the image of the Shire, affecting perceptions of the Shire’s tourist reputation and livability;
- the visual amenity of the Shire’s rural arterials enhancing the image of the rural areas as interesting places to live in and visit;
- recognising that street design can enhance or detract from the amenity of an area and in some cases, adding to available recreation space; and
- the impact of construction and operation of new arterial roads in the Shire on environmental values, for example, water quality, soil erodibility and land stability and on natural resource values, for example, loss or disturbance to significant vegetation communities, disturbance to fauna populations, fragmentation of areas of natural vegetation.

#### Rail

- the influence of the North Coast Railway on the growth of the Shire’s railway towns for commuters to Brisbane and for industry;
- the potential for the existing rail infrastructure to provide intra- regional transportation;
- the potential impact of State government initiatives such as the Caboolture - Maroochydore Corridor Options Study (CAMCOS) investigating the feasibility of a public transport corridor on the Sunshine Coast; and
- recognition of the cane rail network as an effective and cost efficient mode of transport for cane haulage.

#### Air

- the importance of the Sunshine Coast Airport at Mudjimba, being the only one on the Sunshine Coast capable of accommodating commercial jet aircraft;
- the Airport Master Plan, commissioned by the Council, which recommends expansion to cope with anticipated increased passenger movements including the development of an east-west runway;
- the need for appropriate planning control in the surrounding area and the implications of the State Planning Policy 1/02 on Development in the Vicinity of Certain Airports and Aviation Facilities on Planning for Aerodromes and Other Aeronautical Facilities which requires controls on building height, lighting and bird hazards and appropriate consideration being given to the air pollution, noise and community safety impacts;
- recognition of the part played by the Airport’s location which will continue to facilitate the development of single destination resorts, such as the Hyatt Coolum and Novotel Twin Waters Resorts; and

- the need to plan for future uses which are complementary to and associated with the longer term development of the airport, and will require a location in close proximity to this activity centre.

### **Water**

- the scope to consider water transport, particularly along and across the Maroochy and Mooloolah Rivers and Coolum Creek with continued urban development;
- the opportunities for waterfront development, mainly on the Maroochy River and its implications for water based transport facilities; and
- the need to protect the water quality and ecological values of waterways associated with transport use.

### **Public Transport**

- the generally poor provision of public transport especially in and between coastal towns being served by a number of private bus services linking the major coastal population centres with each other and with Brisbane;
- the complications of the existing public transport network (in areas other than the coast), particularly to the unemployed and underprivileged, who already tend to suffer from poor accessibility;
- the impact that land use planning can have on the public transport system ensuring that new development can adequately accommodate the possibility in their design and through the creation of nodes, around which are concentrated commercial and community facilities and higher density residential development, generating demand for public transport services; and
- the impact on local and regional bus services resulting from the introduction of a dedicated line haul public transport system within the CAMCOS corridor.

### **General**

- the significant opportunities throughout the Shire to develop and enhance the range of scenic drives, long distance paths and other endeavours which create or reinforce tourism opportunities in the Shire, such as horse riding holidays, day trips from the coast to the hinterland and boat cruises; and
- the need to continue the Council's work in improving and creating access to the Shire's water bodies, especially the ocean and rivers.

## **13.3 Transport Strategy**

The spatial components of the Transport Strategy are indicated on the Strategic Plan Map and Road Hierarchy Map and include:

- a hierarchy of major roads;
- the location of the North Coast Railway line;
- the proposed location of the dedicated transit corridor (CAMCOS); and
- the Specialist Activity Centre (Sunshine Coast Airport ) (recognised in the South East Queensland Regional Plan 2005-2026 as a Specialist Activity Centre) and the Airport Affected Area.

The following outlines the planning strategy developed to address the key issues:

### **13.3.1 Roads**

- Council is currently developing a road hierarchy that will ensure the orderly grouping of roads and streets throughout the shire and assist Council in making land use decisions. This road hierarchy will reflect the following:
  - a classification of roadways according to their functional objectives;
  - the identification of Performance Criteria to ensure that the functional objectives of each element of the hierarchy can be achieved;
  - the identification of a urban and rural framework within which various elements of the hierarchy can be incorporated while preserving amenity for the land uses they serve;
  - flexibility to enable the classification of an existing road network according to the hierarchy structure; and
  - flexibility to enable the incorporation of new elements into the road network whilst maintaining the integrity of the hierarchy.
- additional land has been allocated for urban development in Palmwoods, Nambour, Yandina and along the north-eastern coast in recognition of their

increased attraction as places to live as a result of improved road and/or rail access;

- future major road corridors should be located with deference to established vegetation communities and wildlife habitats;
- the Council encourages the innovative treatment of roads, particularly residential streets, to improve their appearance, visually designate their function and enhance recreational opportunities;
- the standard of construction and treatment of major arterial roads and that of development along them is, where possible, to project a positive image of the Shire;
- the character of the Shire's rural arterial roads and tourist routes are to be preserved or enhanced by appropriate land use control, attention to aesthetics and signposting;
- the efficiency of arterial roads is to be optimised by exercising land use and property access control;
- new lot reconfiguration proposals are to be co-ordinated with proposals on neighbouring sites to ensure interconnected and efficient road networks; and
- buffering for visual amenity and traffic noise, emissions and dust is to be provided within land being developed adjacent to the road network to ensure satisfactory amenity in the adjoining lands; and preferred minimum widths are proposed to ensure satisfactory outcomes are achieved.

### 13.3.2 Rail

- the Council will monitor the growth of the towns serviced by the North Coast Railway and assess the need to allocate more land for urban development or exercise different land use management techniques, having regard to the desire to preserve their existing village forms;
- the Council will address possible future rail needs by protecting the CAMCOS corridor; and
- any development particularly in the Urban designation shall not adversely impact on the cane rail network. Refer Figure 2-13.3(a).

### 13.3.3 Air

- the State Planning Policy 1/02 on Development in the Vicinity of Certain Airports and Aviation Facilities will be followed in managing development in and around the designated Airport Affected Area; and
- the Council intends managing the aesthetic character of the road corridor and development along the David Low Way and other "gateway" arterial roads distributing traffic from the Airport in recognition of the important roles they play in projecting the Shire's image to tourists;

### 13.3.4 Water

- proposals to utilise waterways as formal transport avenues where environmental standards can be met, will be encouraged;

### 13.3.5 Public Transport

- the Council will encourage improvements to the Shire's public transport systems;
- development of new premises should provide suitable standards of access for public transport vehicles, whether to facilitate an existing service or in anticipation of a suitable service commencing;
- the Council will encourage improvements to the Shire's public transport systems, including where appropriate, facilitating the establishment of potential public transport nodes, and the use of centres as a focus for local public transport, cycling and walking; and
- the Council will promote the CAMCOS corridor as a public transport link.

### 13.3.6 General

- suitable tourist routes and trails should be identified and promoted. Land use control may be able to secure land or ensure that identified routes retain a character appropriate to the experience it is capable of offering.

## 13.4 Preferred Dominant Land Use

### 13.4.1 Specialist Activity Centre (Airport)

The Sunshine Coast Airport has been identified by the preferred dominant land use of 'Specialist Activity Centre' in accordance with the South East Queensland Regional Plan 2005-2026. The allocated area will incorporate land use activities which are considered to be related to the airport or would benefit from a close proximity to the airport. The Sunshine Coast Airport will also have a significant influence on the planning of the surrounding area.

## 13.5 Objectives and Implementation Measures

### 13.5.1 To Develop and Protect a Functional Hierarchy of Roads Throughout the Shire to Enable the Safe and Convenient Movement of People and Goods

Council will develop a road hierarchy that recognises and encourages the development of roads which reflect their function, from the efficiency-above-all role of arterial roads to the role of residential access streets in contributing towards an area's amenity.

### Implementation

- (1) In assessing relevant applications for lot reconfiguration, Council will seek road layouts that demonstrate a suitable hierarchical structure, both internally and with respect to external links. Council may require the use of different pavements, street treatments and design, streetscaping and signage to distinguish between roads at different levels in the hierarchy;
- (2) In assessing all relevant applications, regard will be had to the level of roads in the hierarchy in determining access conditions. In the case of premises fronting arterial or sub-arterial roads, Council may refuse to allow access, apply specific access conditions or not support an application if the proposed access arrangements, alone or as part of an accumulation of access in the vicinity, would unreasonably compromise the efficiency of the road to which access is proposed.
- (3) With respect to applications over land through which an arterial or other higher order road is planned to traverse, Council may require that sufficient land be dedicated for this purpose.

#### 13.5.2 To Ensure that Adequate Car Parking is Provided in Suitable Locations to Service Major Traffic Generating Nodes

Adequate car parking ensures that the public can park in the relative safety and convenience of off-street parking areas, that on-street parking is relatively uncongested and that traffic movement is relatively unobstructed by on-street parking manoeuvres.

### Implementation

- (1) Council will require that the amount of car parking spaces to be established in association with particular developments will be sufficient to meet the car parking needs generated by the premises taking into account the particular locality of the site.
- (2) Council will also require that vehicular parking areas be located and designed in such a way that they integrate into the existing landscape and do not adversely effect the amenity of an area. In this regard Council considers the following design components to be essential:
  - screening treatment between car parks and adjoining land uses, including roadways;
  - the provision of planting bays within parking areas to allow for the planting and establishment of shade trees and understorey planting;

- the identification of safe pedestrian zones within parking areas; and
  - best practice measures to dissipate and polish stormwater flows from carparks.
- (3) In some locations, such as Local centres and some older town centres, the provision of car parking on the site may contradict the Heritage, Amenity or other strategies. In such instances, Council may choose alternative measures to achieve car parking requirements.

#### 13.5.3 To Ensure the Efficient Functioning of the Sunshine Coast Airport and other Aeronautical Facilities by Protecting them from Urban Encroachment and Incompatible Land Use Activities

As a significant node and tourist gateway, it is important that the functioning and future growth prospects of the Sunshine Coast Airport not be inhibited by unsympathetic development and inappropriate land uses.

### Implementation

- (1) When assessing development applications, Council will require that:
  - the intended use of the subject land does not threaten the effective functioning of the Sunshine Coast Airport. In this respect, Council will be guided by Section 4 of State Planning Policy 1/02 (Development in the Vicinity of Certain Airports and Aviation Facilities);
  - the intended use of the subject land is in accordance with the Australian Noise Exposure Forecast (ANEF) system as applied to the Sunshine Coast Airport; and
  - any structures to be constructed on the subject site do not protrude above Obstacle Limitation surfaces as applied to the Sunshine Coast airport.
- (2) Council has prepared Planning Scheme provisions which provides for development in the Shire to not compromise the operation of any existing or future aeronautical facilities.
- (3) Where an application refers to a site within that area shown as Airport Affected on the Strategic Plan Map, Council will seek a planning report which addresses those matters listed above.
- (4) Council investigate opportunities for the future expansion of airport related activities essential to the longer term development of this important transportation node.

### 13.5.4 To Encourage the Upgrading of the Sunshine Coast Airport and Surrounds to that Appropriate to a Tourist Region

As the gateway to the Sunshine Coast to many tourists, the airport, its surrounds and the roads providing access to it serve an important role in projecting the Shire's image as a tourist destination. The appropriate treatment of the airport and roads and the appropriate development of the surrounding land is vital to the Shire's long-term status as a tourist destination.

#### Implementation

- (1) Council will encourage the appropriate authorities to make aesthetics a high priority in developing the airport and major roads.
- (2) Development in the vicinity of the airport and of the David Low Way and the other roads which distribute traffic from the airport currently and in the future is to acknowledge the gateway quality of the airport through the adoption of appropriate development, landscape and access standards.
- (3) The implementation criteria of Section 7.0 of this Strategic Plan will be utilised.
- (4) In assessing applications to which these provisions apply, Council will have regard to the following criteria:
  - landscaping, particularly along road frontages and site boundaries readily visible from arterial roads and the airport;
  - the provision of buffers between the arterial roads and the airport and the proposed development;
  - the scale and presentation of buildings; and access to arterial roads.
- (5) In assessing applications for development on sites proximate to the airport, Council may require that appropriate acoustic attenuation measures are incorporated.
- (6) Council may prepare guidelines regarding noise attenuation in building design.

### 13.5.5 To Facilitate the Provision of a Public Transport System Capable of Meeting the Needs of Shire Residents

A useful public transport system as well as catering for the general transportation needs of the community will provide mobility for people such as aged persons, disadvantaged persons, children and tourists who may otherwise have difficulty in moving from one place to another. The public transportation system may also relieve congestion in major activity areas during peak periods.

#### Implementation

- (1) Council encourages the establishment of new and upgrading of existing public transport facilities with regard given to positive or negative impacts on established land uses.
- (2) The development of the Caboolture – Maroochydore land use transit corridor strategy will play a fundamental role in improving the public transport system within and external to the Shire. Council will actively promote the development of this transport link.
- (3) In assessing relevant development applications, Council will ensure, where reasonable, that appropriate allowance is made for existing or potential public transport systems, having regard to the following criteria:
  - the design and route of arterial, distributor and collector roads, such that road grades and curves are reasonably negotiable by buses, the route a bus would need to follow is not overly tortuous and the majority of residents are within easy walking distance of such a road;
  - the provision of pedestrian walkways which improve access to potential public transport routes; and
  - provision be made for bus stops at substantial public venues, such as shopping centres and other community foci.
- (4) Council encourages and will favourably consider proposals for substantial residential communities which may facilitate a viable and efficient public transport system by providing for the concentration of commercial and community facilities and accommodation in locations such as Centre Precincts or specifically referenced centres (including Local centres) which are readily accessible to their respective communities and to the Shire's arterial road system.
- (5) To encourage adequate bus patronage the residents in new estates should be captured as early as practical and Council will assist by requiring user friendly bus stops where appropriate.

### 13.5.6 To Maintain the Integrity of Natural Resources and the Amenity of Transport Corridors in the Development of Transport Facilities and Routes

The development of transport infrastructure (in whatever form) should aim to maintain the values attached to natural resources in the interests of protecting significant vegetation and wildlife habitats and to project an appropriate image from transport corridors.



### Implementation

- (1) In siting and designing major roads, or in deliberations with State or Federal authorities relating to the siting and design of major roads or other transport modes, Council will endeavour to influence the location and design to respect existing vegetation communities and wildlife habitats. In particular, such works should accommodate and sustain wildlife by conserving significant vegetation, minimising changes to the hydrology of vegetation communities and by providing fauna protection mechanisms where appropriate. Works should also consider sediment and erosion control, stormwater management and protection of natural drainage systems and other potential impacts.
- (2) In considering relevant applications for development on land in the immediate vicinity of major transport corridors, Council may require vegetation retention, rehabilitation, or landscaping to provide effective visual screening. This may influence the design of structures, building setbacks and sites adjoining transport corridors.

maintain and enhance these areas in a manner which does not significantly impact on the natural and cultural resources of these areas.

- (6) Local centres are to be so designed to ensure they function as a focus for local public transport, cycling and walking.

### **13.5.7 To Develop a Network of Bikeways and Pedestrian Paths including Boardwalks for Safe and Convenient Access Between Residential Areas and Desired Destinations and for Recreational Use**

The growth in motor vehicle traffic within the Shire and the dispersal of destinations creates the need for safe and convenient access for cyclists and pedestrians. Also many residents and tourists are drawn to the recreational and health benefits of cycling and walking.

### Implementation

- (1) Continue the preparation of a functional network of bikeways and pedestrian paths to provide effective links between places of residence and destinations such as employment, retail and recreational uses.
- (2) Undertake the construction of further elements of the network as demand and finance dictate, and if appropriate, seek infrastructure charges under the applicable infrastructure charging instrument to facilitate the development of a comprehensive network.
- (3) Development proposals shall incorporate those sections of the network that are relevant to the development or traverse the development.
- (4) The consideration of new developments should include whether upgradings or modifications are required to the network to provide for the development proposal.
- (5) Consider that development proposals promoting public access to coastal areas, waterways and wetlands do not affect the enjoyment of these areas and that access ways are designed to