

ACCESS AND MOVEMENT

The access and movement strategy for the Master Plan aims to promote healthy, active and sustainable movements to and through Mooloolaba.

Pedestrian and Cycle

Considerations:

- / A lack of dedicated cycle infrastructure
- / Cross town pedestrian and cycle connectivity away from the foreshore is currently limited to the Walan Street corridor
- / Connectivity between the foreshore and the heart of Mooloolaba through private lanes is not obvious and no 24 hour, publicly accessible connection exists

Opportunities:

- / Develop a hierarchy of shared path, recreational and regional cycle links connecting the ocean, river and canal waterfronts to create a Mooloolaba 'loop'
- / Develop a primary commuter cycle corridor with on-street lanes as a major route through the heart of Mooloolaba
- / Investigate opportunities for a new central cross town connection between Mooloolaba State School and the Wharf site that provides pedestrian connections through private property at the time of future redevelopment
- / Enhanced wayfinding presence to and through private retail / resort laneways that are Disability Discrimination Act (DDA) accessible
- / Investigate a new central pedestrian laneway / plaza connection to the beach from 'the Heart' through private property at the time of future redevelopment
- / Enhance bike parking and introduce end of trip facilities in the public realm

Public Transport and Water Transport

Considerations:

- / Public transport connectivity in Mooloolaba is limited to bus services
- / Enhance public transport connections into the Wharf site and The Spit
- / Infrastructure and arrival / departure experience for tour boat patrons and transfer to and from offshore cruise ships is not befitting of a world class destination
- / Limited opportunities exist for formalised public watercraft moorings

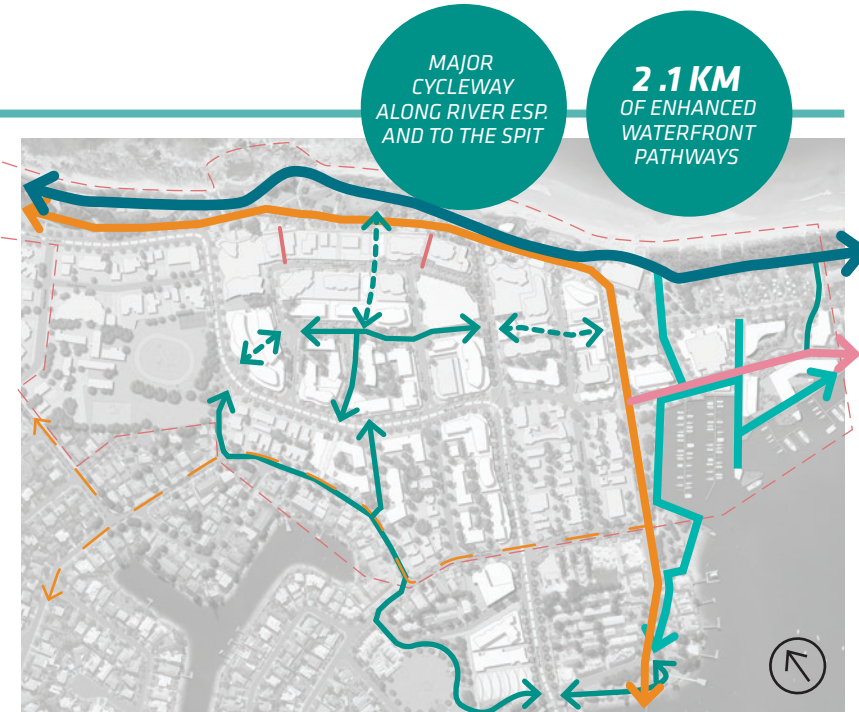
Opportunities:

- / Develop the Venning Street, Walan Street and Brisbane Road corridor as a multi-modal transit corridor that encompasses enhanced vehicle capacity, high frequency bus and future light rail to and through the Heart of Mooloolaba
- / Fast track construction of widened road corridor to enable improved on-road public transport priority leading to the introduction of light rail
- / Investigate a tourist shuttle bus loop connecting the Heart to the Wharf and The Spit
- / Redevelopment of the Wharf provides an opportunity to create a world class arrival experience for tour boat and cruise ship transfers. A signature pier and pontoon within the Wharf marina would facilitate tourist arrivals and departures
- / Small scale, publicly accessible pontoons in the river and canals to provide short-term private boat mooring and launching of non-motorised watercraft
- / Expanded marina berths to cater for increasing demand

Proposed Pedestrian and Cycle Routes

- Headland to Spit 'Great Ocean Walk' and coastal path network* (Regional scale path)
- Major cycle route (dedicated two-way cycle facility)
- Wharf / riverfront promenade (Regional scale path)
- New district scale shared path
- - - Future cross-block link (through existing property)
- Existing DDA compliant accessible link through private property
- - - District on-road cycle route
- District cycle route

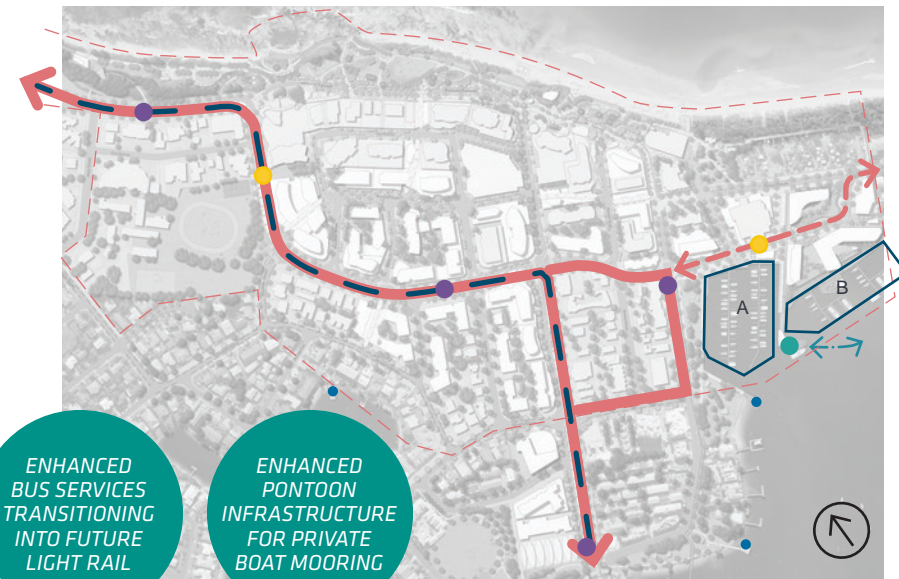
*New pathways to align with future Coastal Pathway network plans.



Proposed Public Transport Routes

- Major bus route*
- Future light rail route (to centre of road corridor)
- - - Local tourist bus route
- Existing bus stop
- Recommended bus stop
- Commercial jetty
- Kayak launch point
- A Mooloolaba Wharf reconfigured marina berths (A)
- B Mooloolaba Wharf marina berth expansion into river (B)

*Priority public transport lanes to align with Coast Connect study



ESPLANADE
SPEED LIMITS
REDUCED TO
10-20 KM/HR

NEW
LOCAL
STREETS TO
ENHANCE
TRAFFIC FLOW
EFFICIENCY

Roads

Considerations:

- / Removal of Beach Terrace prevents eastbound traffic along the foreshore
- / The existing two lane cross section of Brisbane Road and Walan Street constrains access to the primary destination of Mooloolaba, the Esplanade
- / Vehicle connectivity into the heart of Mooloolaba is constrained for vehicles
- / Proposal to widen Brisbane Road to four lanes with public transport priority
- / Allowance for future introduction of light rail into the road corridor

Opportunities:

- / Create a 20 km/hr two-way traffic corridor along Mooloolaba Esplanade from Brisbane Road to Venning Street with distinct pedestrian crossing points
- / Create a 10 km/hr one-way (eastbound) shared zone on Mooloolaba Esplanade from Brisbane Road (i.e. Loo with a View) to the corner of River Esplanade and Parkyn Parade (i.e. Mooloolaba Surf Club) with infrastructure to allow for short-term closures during events or peak seasons
- / Create a new street through the Wharf site to access proposed redevelopment sites and improve traffic flow to Parkyn Parade
- / Extend Naroo Court and Muraban Street to enhance connectivity to the Heart and the Brisbane Road car park site
- / Introduce a new signalised intersection at Naroo Court to allow for right turns out of the Heart onto Walan Street
- / Introduce a new signalised intersection into the Wharf site at the junction of Walan Street, River Esplanade and the new road through the wharf area
- / Acquiring the corridor space required to provide the capacity needed to construct the future widening of the Brisbane Road and Walan Street corridor
- / Enhance streetscape treatments and high quality finishes to First Avenue to promote safe pedestrian crossings from the Brisbane Road car park site to the Esplanade. Consider shared use of this road and flexibility for short-term road closures to hold pop-up events, markets, etc.
- / Consider the potential for another public car park on Smith Street associated with site redevelopment

Proposed Road Alterations and Parking

-  Mooloolaba Esplanade (20 km/hr two-way traffic)
-  Mooloolaba Esplanade shared traffic zone (10 km/hr one-way traffic with ability for short-term closures)
-  First Avenue shared plaza zone (private car park access only)
-  Remove Beach Terrace car park
-  Brisbane Road widening
-  New local street connection (two-way)
-  New traffic signals
-  Retain existing taxi rank
-  A Brisbane Road car park site incorporating multistorey public car park
-  B Mooloolaba Wharf publicly accessible bays integrated within new development
-  C Mooloolaba Wharf multistorey public car park
-  D Potential Smith Street public car park
-  E School site as flexible car parking zone



Public Car Parking

Considerations:

- / Existing public car parking provision is insufficient for peak usage, dominates the foreshore and contributes to traffic congestion in and around the Esplanade
- / 1000 additional public car parking bays are required by 2031 to cater to demand
- / Zero net loss of car parking in Mooloolaba
- / Future Brisbane Road widening planning to consider capacity for increased on-street parking capacity

Opportunities:

- / Relocate Beach Terrace foreshore car parking and eastern Esplanade parking (in front of Mooloolaba Surf Club) into new Brisbane Road car park multistorey facility. Reinstate short-term and disabled on-street parallel parking, loading and drop-off zones, and retain existing taxi rank on the Esplanade
- / Consolidate public car parking from the foreshore into the new Brisbane Road car park multistorey facility
- / Future Wharf redevelopment to include increased public car parking provision on new High Street and integrated within new buildings
- / Brisbane Road widening to four lanes to plan for increased on-street car parking
- / Additional on-street car parking associated with Naroo Court and Muraban Street extensions
- / Explore 'Park 'n Ride' facilities on the fringe of Mooloolaba to help transport people during peak times
- / Review traffic and parking requirements in future should Mooloolaba become an even greater tourist attraction, subsequently experiencing increased travel trips beyond what is currently planned for in terms of projected population growth

Clarifications:

While it is appropriate that parking be discussed in this Master Plan, it is also intended that it is formally planned for by a Local Area Parking Plan (LAPP). The Master Plan will inform, not direct, the outcomes of the LAPP.

The adjacent table provides a detailed breakdown of the existing quantities of public car parking bays, relocations, and introduction of new public car parking bays considered by the Master Plan proposal.

These parking figures are a guide only and subject to:

- / Brisbane Road car park site Expression of Interest (EOI) proposals
- / design development of new streets
- / design development of Brisbane Road widening
- / future extension of River Esplanade cycleway
- / design development of Mooloolaba Esplanade and foreshore upgrades
- / future redevelopment opportunities at the Wharf
- / potential amalgamation of lots and redevelopment by private developers

1000
ADDITIONAL
PUBLIC CAR
PARKING BAYS

Current total public car parks in Mooloolaba = 1438*

Proposed Public Car Parking Bays (Removal)		- 725
Beach Terrace (foreshore car park)		- 105
Eastern Esplanade (near MSLSC)		- 41
Existing Brisbane Road car park site (A)		- 179
Existing Wharf car parking lots (B & C)		- 400
Proposed Public Car Parking Bays (Addition)		+ 1725
Western portion of Mooloolaba Esplanade (along dining strip)		+ 20
Eastern portion of Mooloolaba Esplanade (near MSLSC)		+ 10
Redeveloped multistorey facility on Brisbane Road car park site (A)		+ 500 (min)
Redeveloped Wharf car parking lots (B & C)		+ 600
Potential opportunity for an integrated development and public car park on Smith Street (south of Walan Street)		+400
Brisbane Road widening project		+95
New streets in the Heart (i.e. parallel parking)		+ 50
New on-street car parking in the Heart of Mooloolaba through consolidation of smaller sites and less driveway crossovers		+ 50
Proposed Public Car Parking Bays (Total)		= 2438
* Existing public car parking spaces for Mooloolaba (quantity supplied by SCC and boundary varies slightly to Master Plan area)		

Other Opportunities:

Other public car parking opportunities are to be investigated further in order to cater for the future growth of the area. These opportunities will be considered as part of the Mooloolaba LAPP. Opportunities could include:

- / Overflow car parking in the Mooloolaba State School sports grounds during peak holiday season, public holidays and major events
- / Another public car park on Smith Street associated with site redevelopment
- / A southern 'Park 'n Ride' facility at the junction of the Sunshine Motorway and Brisbane Road
- / Developer contributions of public parking bays for new developments

PUBLIC REALM AND OPEN SPACE

The open space strategy for the Master Plan aims to create an enhanced public parkland outcome that is befitting of the world class beach it lines. The Master Plan proposes to improve the open space experience along Mooloolaba's ocean, canal and riverfront by creating a high quality, well-connected waterfront experience and town 'loop' walk.

Amenity and Activity

Considerations:

- / Foreshore pathways are narrow and cluttered
- / No public foreshore pathway exists to or past the secluded beach in the vicinity of the northern caravan park extending around Alexandra Headland
- / Minimal children's play facilities exist and the existing equipment (outside the MSLSC) is at capacity during peak periods
- / Picnic and BBQ amenities are concentrated towards the Mooloolaba Surf Club in a small constrained area
- / Major events are currently held predominantly along Beach Terrace car parking area and require road closures

Opportunities:

- / Relocate Beach Terrace road and associated car parking to create a continuous, wide and uncluttered shared use promenade along the full length of the foreshore
- / Relocate the northern caravan park and create a continuous, shared use promenade along the full length of the northern foreshore. Existing caravan sites to be relocated to other expanded caravan park facilities on the Sunshine Coast.
- / Connect the new northern foreshore promenade to and around the headland to provide uninterrupted views and a world class 'Great Ocean Walk' experience
- / Incorporate a range of children's play environments to cater for a wide range of ages and abilities and enhance activation and surveillance along the foreshore
- / Provide more picnic and BBQ facilities in association with children's play areas spread along the length of the foreshore. This could include a 'long table' for outdoor dining events and large gatherings.
- / Create an amphitheatre to better cater for the needs of events and spectators
- / Refurbish existing toilet facilities and provide new amenities in association with children's play areas, new amphitheatre and tidal pool
- / Explore the potential to extend beach nourishment works that currently occurs to the south of the MSLSC further to the north to maintain beach amenity and manage coastal erosion
- / Dune restoration for the northern stretch of beach should be considered under a future *Coastal Land Management Plan*. This contributes to alleviating short-term storm erosion risk and is a cost effective measure that also contributes to the protection of regionally significant recreational and economic assets

4 NEW CHILDREN'S PLAY ZONES

40% INCREASE IN BEACH FRONT PUBLIC PARKLAND

Proposed Public Realm Amenity

- Amphitheatre
- Tidal pool
- Public toilets
- Children's play area
- Potential visitor and interpretive centre
- Mooloolaba Esplanade shared zone
- Potential plaza space
- Potential pedestrian laneway connection
- Community hub
- Wharf landmark pier
- Additional parkland area
- Potential dune restoration & revetment walls



Vegetation and Shade

Considerations:

- / Balance the need for shade provision with a desire for enhanced ocean views and flexible open space needs for events
- / Enhance shade provision to streets to encourage walking

Opportunities:

- / Proposal to level existing undulating terrain (i.e. areas with turf mounding) for parts of the foreshore aim to enhance views and access between the Esplanade and the beach. This concept, along with the proposal to widen the Esplanade to cater for two-way traffic, may require the removal of some existing trees*.
- / Existing trees are to be retained and protected where appropriate. The addition of new shade trees will help support existing stands of valuable healthy trees, frame views and provide a cooling environment along the foreshore
- / Areas of heavy shade along the 'Great Ocean Walk' pathway network at strategic locations would provide amenity, respite from heat in summer, and allow for open views to the water
- / Implement a street tree planting strategy to shade pedestrian walkways
- / Create a strong, iconic street tree boulevard along the Brisbane Road corridor

*The grading required for integrating new parkland facilities would aim to minimise clearing of existing trees where possible. Where unavoidable, cleared vegetation would be replaced with new shade trees within the parkland and existing Pandanus species transplanted.

Open Space Edges

Considerations:

- / Balance uninterrupted beach access with the presence of a soft planted beach dune environment
- / The Wharf site currently does not provide uninterrupted waterfront access to the public along the river edge
- / Minimal pedestrian connectivity exists at Mayes Canal and Tuckers Creek

Opportunities:

- / Integrate terraced beach seating and access points into sea/revetment walls (to the ends of the central foreshore) where erosion is occurring
- / Retain and rehabilitate soft dune planting to the sections of dune where erosion is not at threat
- / Retain existing sea/revetment walls near the MSLSC
- / Enhance access to canals and waterfront open space as part of a Mooloolaba pedestrian loop that connects to the foreshore and river
- / Design foreshore and river edges to enhance resilience to storm surge and climate change through a combination of hard and soft edges.
- / New foreshore parkland design shall consider the effects of climate change when determining finished levels, materiality and detailing of promenades, terracing, revetment walls and boardwalks.

Existing and Enhanced Shade

- Brisbane Road beach axis boulevard
- Major boulevard spine
- Green link street and laneway planting
- Retained / rehabilitated Esplanade street planting (south of street edge)
- Retained significant areas of foreshore planting
- Shaded plaza planting
- Parkland planting (subject to detailed design)



A BALANCE OF HARD AND SOFT BEACH EDGE CONDITION



Soft planted dune edge

retained and rehabilitated dune vegetation with integrated passive seating

A NEW PUBLICLY ACCESSIBLE WATERFRONT WHARF



Hard terraced edge

hard terracing for erosion control, spectator seating and easy access to waters edge



Wharf boardwalk edge

over-water boardwalk with active frontage and access to marina pontoons

Lighting

Considerations:

- / Enhanced night time experience to the foreshore and Wharf to improve safety and surveillance
- / Enhance night time experience along key pedestrian and vehicular links through Mooloolaba
- / Safety and Crime Prevention Through Environmental Design (CPTED) considerations associated with increased night time use of public spaces, parks and streets

Opportunities:

- / Establish a well-lit foreshore pathway route along the beach, river and canal edges (subject to ensuring no negative impact on marine turtles)
- / Architectural lighting to highlight key destinations / places of interest including interactive coloured light and water show at the Wharf
- / Provide infrastructure along the foreshore to cater to temporary projection light installations for art exhibitions and events
- / Feature architectural street lighting design to reinforce the Brisbane Road, Walan Street and Venning Street route through Mooloolaba
- / Implement coloured light into the foreshore promenade and Brisbane Road arrival axis
- / Consider CCTV infrastructure to address CPTED and safety concerns
- / Install new street, public realm and feature lighting with smart controls to comply with Citelum Australia Pty Ltd public lighting management

PUBLIC REALM LIGHTING TO LINK WATERFRONT PROMENADES

Proposed Lighting Strategy

- Brisbane Road beach axis boulevard lighting
- Major boulevard architectural lighting
- Green link street light enhancement
- Well-lit waterfront and Mooloolaba loop walkways
- Landmark / place of interest



Architectural feature lighting integrated into key elements including interactive coloured light shows



Promenade lighting feature light poles along key pathways lining the beach, river and canals



Highlighting key elements coloured lighting to highlight feature trees and spaces

LAND USE, BUILT FORM AND ACTIVATION

The land use and built form strategy for the Master Plan aims to create distinctive and vibrant destinations throughout Mooloolaba.

Land Use

Considerations:

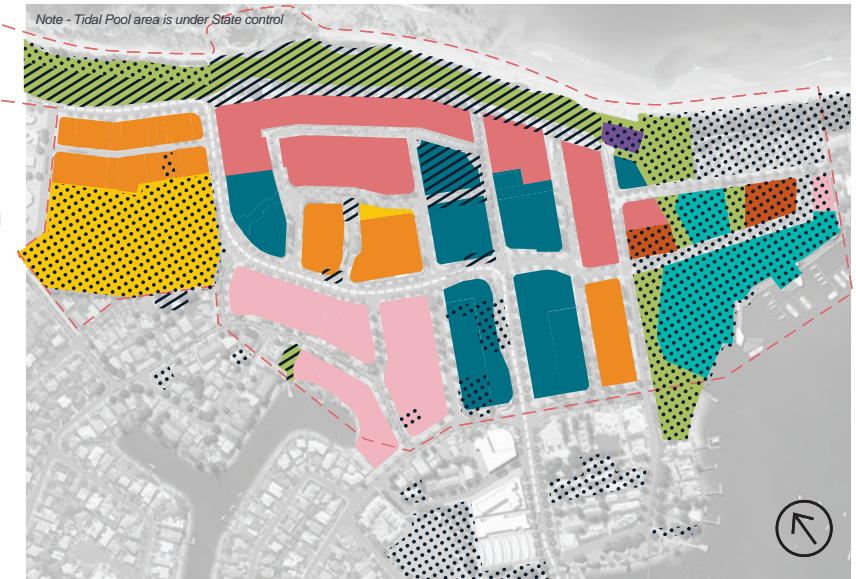
- / Segregated land use activities in areas south of the Esplanade
- / The Wharf site contains a mix of privately held, local and state government tenures and leases, which is not conducive to redevelopment
- / There is no 5 or 6 star hotel located within Mooloolaba

Opportunities:

- / Encourage mixed land use activity across the Master Plan area and horizontally within built form to enliven places during the day and night and activate streets and building edges
- / Encourage fine grain commercial activity to ground floor street and pedestrian lane interfaces to activate public realm
- / Wharf lease mix needs resolution for new development to occur. Encourage redevelopment in the long term to provide a higher amenity, mixed use built form outcome
- / Enhance the quality and diversity of the leisure and tourism offer at the Wharf
- / A mix of land uses and development that appeals to both locals and tourists so as not to reinforce community separation and to encourage more permanent residents
- / Should a 5 / 6 star hotel operator express interest in developing, then site opportunities may require further investigation within Mooloolaba

Indicative Land Use Plan

- District centre
- High density residential
- Medium density residential
- Mixed use medium density residential
- Mixed use tourist accommodation
- Tourism
- Open space
- Community / arts hub
- Sports and Recreation
- State land
- Council land



Permeability and Active Edges

Considerations:

- / Lack of north to south connectivity into the heart
- / Lack of west to east connectivity through the heart between the school and wharf
- / Street interfaces around SEALIFE Mooloolaba (Underwater World) and Brisbane Road car park site are lacking in activation

Opportunities:

- / Investigate opportunities for future redevelopment of existing sites to provide mid-block active laneways that provide public pedestrian links
- / Provide a new canal-front park and landscaped pedestrian link to the heart of the Master Plan precinct
- / Encourage a destination with cultural/community focus at the heart of the Master Plan precinct
- / Potential for future refurbishment at SEALIFE Mooloolaba (Underwater World) to sleeve the facility with active edges providing leisure-based businesses fronting onto enhanced public realm
- / Future redevelopment of Brisbane Road car park site to include active street frontages and integrate a compact public plaza connecting First Avenue and Brisbane Road to the foreshore and Esplanade.

Existing and Proposed Active Edges

- Primary active edge (pedestrian prioritisation, avoid vehicle entrances)
- Secondary active edge (includes building entrances and services)
- Possible future mid-block pedestrian connections



Building Heights

Considerations:

- / New development to consider Planning Scheme requirements
- / Creation of distinctive and diverse supply of architecture

Opportunities:

- / Encourage the amalgamation of sites to facilitate development to allowable heights
- / Reinforce consistency of building envelopes within each precinct yet contrast outcomes between precincts for distinctive precinct outcomes

Building Typologies and Character

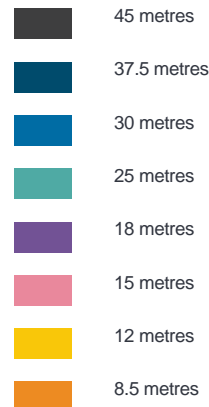
Considerations:

- / Promote distinctive Sunshine Coast architecture
- / Consider use of appropriate architectural design and materials that reinforce coastal character and develops unique amenity for each precinct within Mooloolaba
- / Consider the visual impact of above ground car parking levels, particularly for a multistorey facility on the Brisbane Road car park site
- / Retain a sense of coastal character in the Heart of Mooloolaba

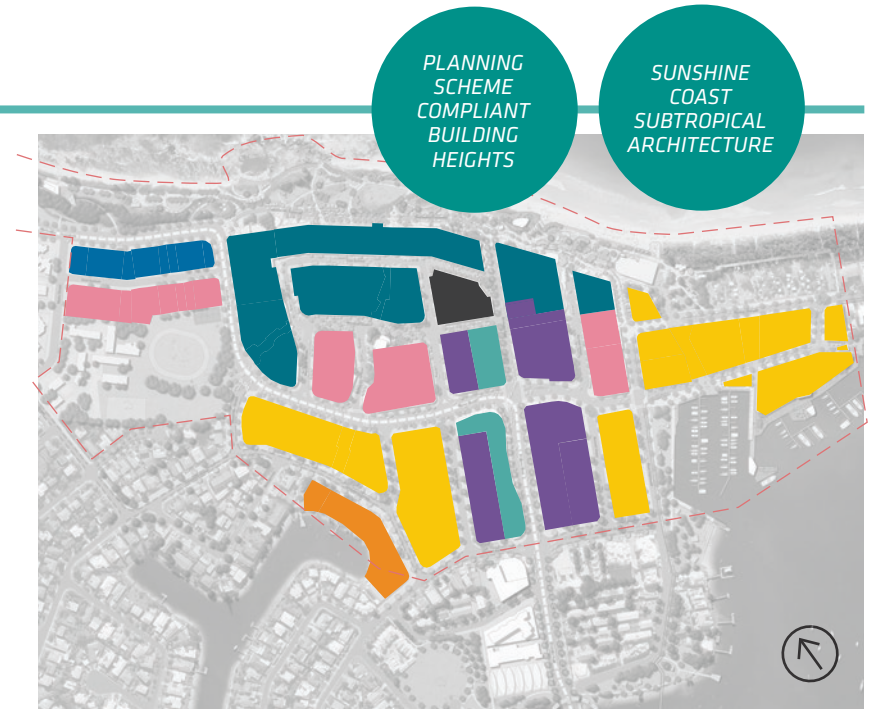
Opportunities:

- / It is desirable for new development in Mooloolaba to strive towards achieving leading, best practice architectural outcomes to inspire outcomes in other centres across the coast. New developments should aim to be distinctive places that reflect the local subtropical landscape and coastal character, emphasise sustainability and energy efficiency and use an interesting mix of appropriate materials. For innovative outcomes on key sites, consider holding design competitions.
- / Foreshore: medium rise tower and podium development with active street frontage and predominantly hard paved public realm consistent with the existing beach front development
- / Heart: low to medium rise development with landscaped setbacks, deep planting zones within developed properties and dominant softscape to streets
- / Wharf: low rise, mixed use development characterised by leisure-based businesses, hotel, marina, residential and short-term accommodation, landscaped plazas and connectivity between beach and river
- / Architectural detailing needs to creatively and attractively screen any above ground car parking levels
- / Rooftop gardens and leisure decks to take advantage of views and provide communal areas that are not overshadowed by adjacent buildings
- / Built form to incorporate zones for subtropical landscaping to soften the visual character of the Heart

Existing Building Height Plan



*Building heights derived from Mooloolaba / Alexandra Headland Local Area Plan - Height Overlay Map



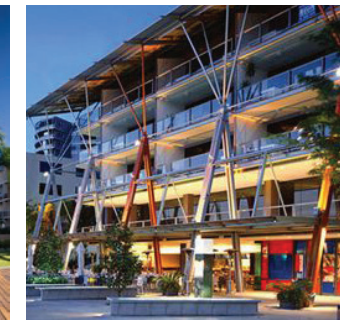
Low rise, walk-up apartments
2 - 4 Storey (60-80 dwellings / Ha)
8.5 - 12m height zones



Low - medium rise, lift apartments
4 - 8 Storey (120-150 dwellings / Ha)
15 - 25m height limit sites



Medium rise tower and podium
8 - 15 storeys (200-250 dwellings / Ha)
30 - 45m height limit sites



Mixed use development
3 - 15 storeys (100-250 dwellings / Ha)
Height limits vary