

How is urban form related to Mass Transit?

The population of the Sunshine Coast is forecast to keep on growing as people continue to choose to move to the region.

A significant proportion of this growth is projected to occur in the coastal corridor between Maroochydore and Caloundra, mainly due to its proximity to the coast and easy access to employment, shopping, healthcare, education, recreation and entertainment opportunities. This also allows our natural and rural areas to remain well protected.

The following scenarios present a range of different ways the projected growth could be accommodated in the coastal corridor.

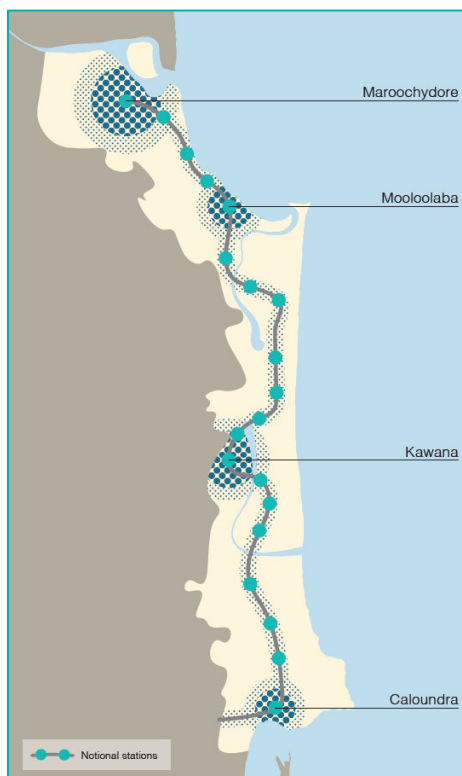
Each scenario assumes that the major centres of Maroochydore, Mooloolaba, Kawana and Caloundra will continue to develop and grow, enabling those centres to accommodate a reasonable amount of the

projected growth in the coastal corridor. Further growth in and close to the major centres is projected to occur in the decades ahead, whether or not the mass transit system is in place, enabled, as necessary, by changes to development provisions as part of future planning scheme reviews.

The scenarios are intended to illustrate a range of different ways in which the projected growth in the coastal corridor could possibly be accommodated. Importantly, none of these particular scenarios is adopted Council policy.

The views expressed about each of these scenarios and any other ideas about how to accommodate the projected growth will be considered during the preparation of a Details Business Case for the Mass Transit System and the new planning scheme for the Sunshine Coast.





Scenario 2:

Growth is focussed along the mass transit route

- New development occurs in areas closest to the mass transit route in a medium rise and mixed use form that is distributed along most of the length of the route.
- This development offers a range of new shopping, dining and entertainment experiences but the absence of distinct nodes means there is less potential for a concentration of attractions.
- The medium rise form of development along the route (3 to 6 storey buildings) also offers a diversity of housing types in a variety of places along the corridor. Building heights along the route transition down to adjoining low density areas.
- The focussed nature of the growth means that most new developments are located reasonably close to the mass transit stations along the route making it quite easy for the occupants of those developments to use the mass transit system on a regular basis.
- This scenario requires a relatively small proportion of the existing properties in the coastal corridor to change to accommodate the forecast growth.



Representative housing



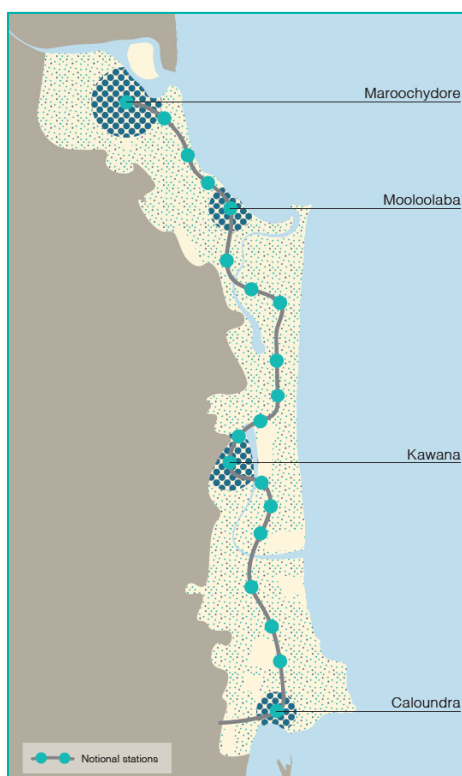
Medium rise development



Medium rise development



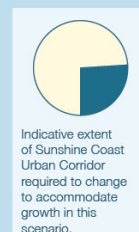
Consolidation of existing larger centres



Scenario 3:

Growth is dispersed widely throughout the coastal corridor

- New development occurs in a mixed density, low to medium rise form (1 to 3 storey buildings) that is dispersed throughout the corridor wherever and whenever redevelopment opportunities arise.
- The dispersed and low intensity nature of new development means there are relatively few opportunities for new shopping, dining and entertainment throughout the corridor. These will be provided in major centres.
- The location and form of the new development offers the greatest diversity of housing types in the widest variety of places throughout the corridor.
- The dispersed nature of the growth means that some new developments are not located near the mass transit route, which does not encourage the occupants of those developments to use the mass transit system on a regular basis.
- This scenario requires a moderate proportion of the existing properties in the coastal corridor to change to accommodate the forecast growth.



Representative housing



Consolidation of existing larger centres



Dispersed low to medium rise development

Have your say

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