

14 March 2022

New Planning Scheme Project Strategic Planning Branch
Sunshine Coast Regional Council
via email: NewPlanningScheme@sunshinecoast.qld.gov.au

To Whom it May Concern

Feedback to New Planning Scheme Directions

We are writing to provide our feedback to your Proposed New Planning Scheme Vision for the Region and Local Planning Areas.

Firstly, we would like to thank you for the individual briefing that was given to us at the commencement of the consultation period. We found this to be extremely useful and appreciated the time your representatives gave to us. Since this briefing we have further reviewed the documentation, you have made available. The feedback we provide below is within the context of our role in the community in relation to *mass transit* and how this and the proposed new planning scheme directions will impact the community.

Regional Planning Direction

Our review of your regional planning directions indicates some well thought out and proactive initiatives to managing the region into the future. In particular the expansion of the Sunshine Coast Airport and focus on the Sunshine Coast University and University Hospital, the development of a UNESCO Biosphere and the continued emergence of the Maroochydore City Centre.

We also strongly support the statements:

- Maintaining a “community of communities” that recognizes the unique character and identity of the individual communities across the region;
- Encouraging development that works with the local climate and landscape;
- The Sunshine Coast lifestyle, character and natural environment is protected and enhanced.

Our concern for the Regional Directions is that the Coastal Corridor is being used to deliver the majority of land use change to accommodate the projected population growth and therefore is at odds with the above statements.

The basis for the whole plan comes back to “urban renewal” and densification of the Coastal Corridor with supporting transport infrastructure. This urban renewal includes increased high rise and increased density (albeit in nodes) in the Kawana Waters Local Plan Area as well as the Maroochydore and Mooloolaba-Alexandra Headlands Local Plan Areas.

Your “Connected people and Places Vision” specifically requires two major pieces of infrastructure be delivered if the “urban renewal” and densification of the Coastal Corridor successfully occurs, as you propose:

- A Mass Transit Spine from Maroochydore to Caloundra and
- A New Passenger Railway connecting Beerwah and Maroochydore and then on to the Sunshine Coast Airport.

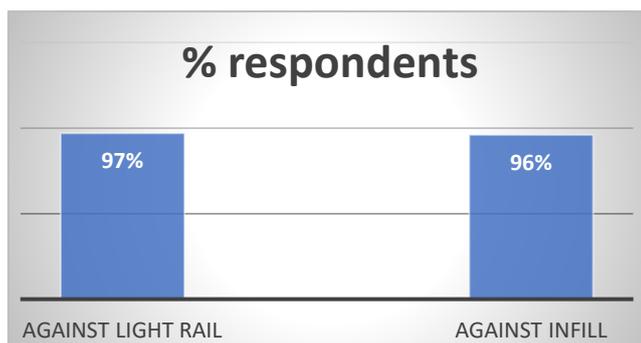
We object to this on the basis that:

1. Neither of these two projects are guaranteed to occur. The delivery of both is a State Government responsibility that may or may not eventuate. The Mass Transit Detailed Business Case is yet to be developed and any State commitment to such infrastructure at this stage is non-existent. The State Government has also been talking about CAMCOS for 20 years and any commitment is still yet to be seen.

Federal Representatives have also indicated they will not fund any form of Light Rail along the Coastal Corridor. In fact, there is no financial commitment from any level of Government to support either one, or both, of these public transport initiatives. It is therefore premature and irresponsible to commit to intense densification along this corridor without any commitment to public transport infrastructure to support the population increase. This plan runs the risk of the coastal area being densified without public transport infrastructure.

2. The Community strongly objects to the notion of densification along this *mass transit* coastal corridor. In the 1012 community submissions we received and passed on to Council, 96% of respondents said they were against changing the planning scheme to allow substantial “infill development” along the light rail/coastal corridor. Yet this is exactly what you are proposing.

Table 1 Submission Responses to Light Rail and Infill



Source: MTAG Residents Submissions 2021

3. The Community does not want a Mass Transit “spine” along the coastal corridor. The priority of a Mass Transit Spine before the delivery of the passenger/heavy rail (as per your Transport Master Plan 2021) is totally out of sync with how the community would like to see public transport delivered on the Coast.

The feedback we received from the Community during the Mass Transit Options Analysis community consultation period in 2021, is they did not agree with the prioritization of a *mass transit* system over a passenger/heavy rail solution (CAMCOS). This feedback was both verbal and written comments via email and/or part of the surveys we ran. The community overwhelmingly stated they wanted to see a passenger/heavy rail connection from Maroochydore to Beerwah and onto Brisbane BEFORE any *mass transit* project was implemented. They saw the starting point of a \$2+ billion lineal *mass transit* system for 13.6km to be of little benefit the whole region which would not bring about the quantum usage shift required to address the traffic congestion issues of the region in the future.

4. Densification of the Coastal Corridor with a fixed infrastructure mass transit system (presumably light rail) will change the lifestyle, character, and natural environment of the coastal corridor and therefore you cannot deliver one of your main guiding principles, if this strategy is pursued.

We will specifically address how in our feedback to the local plan areas for Kawana Waters, Maroochydore, and Mooloolaba-Alexandra Headlands.

We believe your proposed Regional Direction raises more questions than answers for the community. These questions include:

- 1) What dwelling capacity is the new planning scheme being based on?
- 2) What dwelling capacity is being planned for:
 - a. Maroochydore
 - b. Mooloolaba-Alexandra Headlands
 - c. Kawana Waters
 - d. Caloundra
- 3) During the Mass Transit public consultation in 2021 the community was told only 5,500 extra dwellings would be required to meet the 2041 dwelling targets (13.6km *mass transit* stage 1 section). Is this plan based on this? If not, why not and what has changed in such a short timeframe?
- 4) How much densification is likely around nodes and major centres and at what radius? 400m? 800m?
- 5) Why is a population projection for 2041 being used for a planning scheme that only goes out to 2031? What is the rush?
- 6) How can *mass transit* be central to this new plan when no commitment to its delivery exists?
- 7) What occurs if *mass transit* does not go ahead or does not progress as outlined in the Options Analysis 2021?
- 8) What occurs if passenger/heavy rail from Beerwah to Maroochydore does not occur?
- 9) A business case for Stage 2 of *mass transit* (Kawana to Caloundra) hasn't even begun and is not likely to be completed within this planning scheme's horizon, yet parts of Currimundi, Aroona and Battery Hill are being planned to be densified. Why?
- 10) The Sunshine Coast Airport is listed as a major initiative yet neither a *mass transit* or passenger/heavy rail solution is proposed within the horizon of this planning scheme. Why not?

We also note there is no discussion as to how the new planning scheme will be implemented and how better adherence, than is currently occurring, will be achieved. There are significant issues with adherence to the current 2014 Planning Scheme which has seen large scale, bulky buildings being erected with little regard for issues such as setbacks, site coverage, density and suitability to the character of the area. In short, the current planning scheme has failed to protect the amenity of current residents whilst developers have been able to get away with developments that are way beyond the original intentions of the planning scheme. Example:

- Duplexes are being allowed on blocks much smaller than indicated in the 2014 Planning Scheme resulting in medium density housing in low density residential zones.
- Seven storey buildings are being erected next to single story housing with setbacks ignored (Talinga St development in Buddina).
- Node-designated developments are being allowed to occur that fail to enforce the nodes and then isolate single residential blocks (The Hedge in Buddina).

For these reasons, residents are sceptical about the ability of the Planning Scheme and Council to protect their privacy and amenity. Given the directions for this new planning scheme are calling for increased densification and heights in the Coastal Corridor, this needs to be addressed otherwise the region could end up with developments that do nothing to meet the objectives of the new Planning Scheme.

Code Assessment is at the heart of this issue and needs to be somehow addressed to avoid more inappropriate development going forward. Currently only the building height parameter triggers "impact assessable" vs "code assessable" on residential development. We believe there needs to be greater criteria established around this trigger. Eg Height plus site coverage and setbacks within the specified zoning. More "hard measures" also need to be added to the performance outcomes of the various codes to ensure greater enforceability.

In the following pages we have provided feedback to the Local Plan Areas within Stage 1 of the proposed Mass Transit Project.

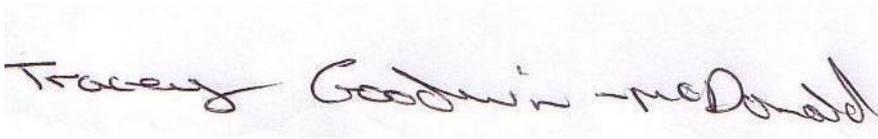
- Kawana Waters
- Maroochydore
- Mooloolaba – Alexandra Headlands.

Common concerns that run across all three include, but are not limited to:

- Mass Transit is being used as the catalyst for densification of low density residential coastal areas;
- No certainty any *mass transit* or passenger/heavy rail solutions will be delivered in any of the areas;
- Densification will occur without a public transport solution, thereby worsening traffic congestion in these areas;
- The local character, amenity and lifestyle of these three areas will be eroded (in some areas destroyed) by these directions;
- Lack of clarity around heights, densities and radiuses of the proposed rezoning;
- Future residents are being given priority over current residents;
- Previous concerns raised by the community during the 2021 *mass transit* consultation have been ignored;
- Increased density and building heights are extending significantly within all three areas;
- Without improved adherence to and enforcement by Council of the “outcomes” detailed in the new Planning Scheme Local Plans and codes, this whole plan could easily spiral out of control and the current look and feel of the Sunshine Coast’s iconic Coastal Corridor, could be lost forever.

Please do not hesitate to contact us if you wish to discuss this further.

Yours Sincerely

A handwritten signature in black ink that reads "Tracey Goodwin-McDonald". The signature is written in a cursive, flowing style.

Tracey Goodwin-McDonald

President

Sunshine Coast Mass Transit Action Group Inc.

Local Plan Area Feedback- Kawana Waters

The Kawana Waters area appears to be the area deemed for the most dramatic character change. Based on your proposed planning directions this region will see high-rise introduced (Kawana Shopping World and surrounds) together with increased density and building heights along Nicklin Way. Two things the community have clearly stated they do not want.

Once again *mass transit* appears to be central to the delivery of successful outcomes for this area with housing being planned around *mass transit* stations. We do not support the vision statement for Kawana due to its reliance on a *mass transit* system (Options Analysis 2021 deems the preferred option to be light rail) and increased densification and heights along the route. The community have stated quite clearly this is not what they want for the area due to its significant impact on character, lifestyle, and traffic. The proposed *mass transit* route does not alleviate the need for a vehicle, so this plan places more traffic into the area not less and significantly changes current residents' overall amenity.

Feedback to Proposed Planning Directions

The following are our comments to your proposed planning directions for the Kawana Waters Local Plan:

- 1) *Focus areas of increased density/height in nodes along the Nicklin Way corridor (e.g., close to existing centres)*

Comments: The community have been very clear; they do not want to see increased heights and density along this corridor. In an area characterized by low density residential housing, even a change to medium rise (3-6 storeys) is a significant change to the character of the area and something the community is totally against. Rezoning to medium density in the 2014 planning scheme for Kawana Waters meant 12m or 3 storeys, not the 3-6 storeys as envisaged for the 2024 scheme. The ensuing developments that have occurred at medium density in streets such as Minkara have not been received well by the community, nor executed well by Council. Your vision states the locations slotted for these node-designated developments are: Palkana Drive, Minkara Street, Wyanda Drive, Thunderbird Drive, Bokarina Boulevard, Moondara Drive and Piringa Street. Increased heights and density at each of these locations would mean significant change to the character of these areas and depending on the radius of the node, possibly what the community would consider, wall to wall high-rise along Nicklin Way.

- 2) *No high-rise development outside major centres*

Comments: The community was told during the Mass Transit consultation high rise was not being considered along Nicklin Way. Yet Kawana Shoppingworld and "surrounds" is now being proposed as major centre with high rise of an unspecified height and unspecified density. There is no explanation of what "surrounds" means nor the radius of these surrounds. Low rise residential areas surround Kawana Shoppingworld on all sides, except The Hedge. Any spill over into these low density residential areas would not be acceptable.

As the proposed *mass transit* route does not negate the need for a car, increased population into this area will cause major traffic issues. There is limited access into the area with Point Cartwright Drive the major route in and out. This road already suffers major congestion, with long wait times to get onto Nicklin Way daily. e.g. at times such as school drop off /pickup and major holidays, such as Christmas. Any major increase in population is going to be nightmare for current residents living in the Buddina/Minyama vicinity.

- 3) *Retain most parts of the existing low density housing areas in Buddina, Minyama, Parrearra, Warana, Wurtulla, and Bokarina with minimal change*

Comments: We would welcome this statement if it did not contain the words "most parts" and "minimal change". What does this mean? Is this 51% or 95% and what is the minimal change proposed to most parts? Alternatively, do you mean no change to most parts and minimal change to some parts? Also, this statement appears to conflict with point 1 above as the streets identified constitute a large part of Warana and Wurtulla.

4) *Ensure appropriate transition between areas of higher density and low-density housing areas*

Comment: The community in this area does not want higher density. There is also no explanation of what this statement means for residents in low density zones. Any transition that is required should occur within the higher density areas and not spill over to, and consume, the low-density areas.

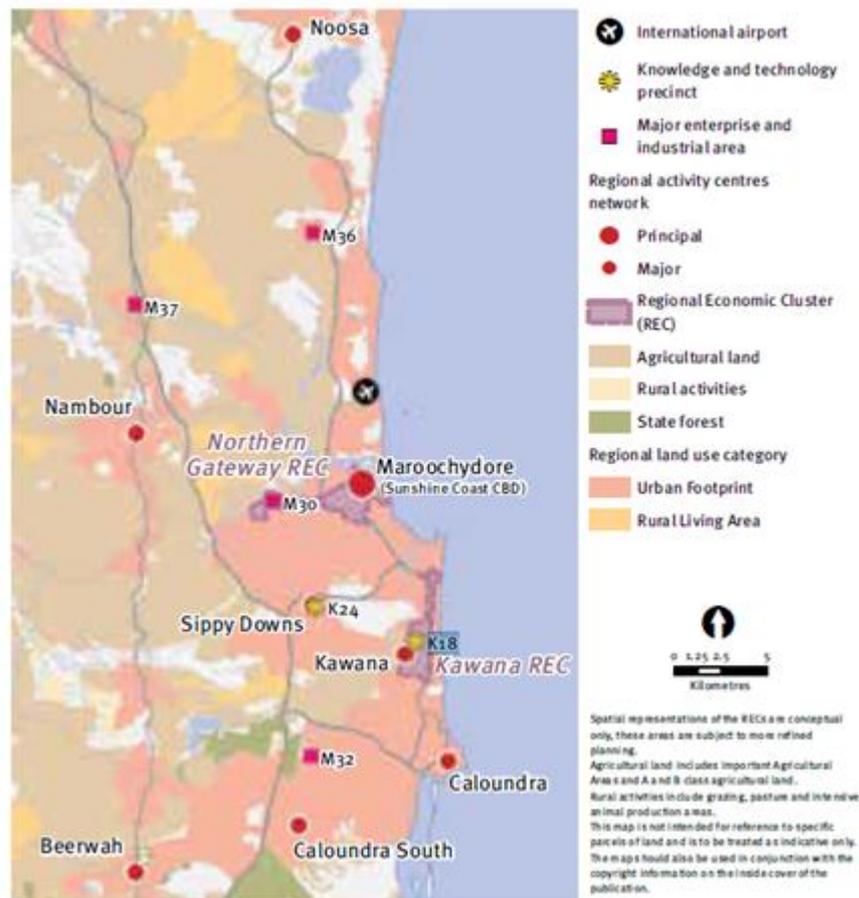
5) *No increase in height limits along the beachfront. Reduce current height limits in parts of Buddina Urban Village (Map Ref. 1)*

Comment: We would welcome this initiative but extend it to also say no increase in height limits and density along all of the beachfront, not just the beachfront within the Buddina Urban Village. With regard to the Buddina Urban Village, we believe heights and density should be reduced back to medium medium density at a maximum 12m building height. Greater controls also need to be brought to the Buddina Urban Village. Setbacks, site coverage and density need to be better enforced to deliver developments that meet the community's expectations.

6) *Reflect Kawana Shoppingworld and surrounding commercial areas as part of the Kawana Major Regional Activity Centre (which also includes the new town centre at Birtinya) in accordance with the Southeast Queensland Regional Plan 2017 (Shaping SEQ) (Map Ref. 2)*

Comment: We do not support this direction at all. The SEQ Regional Plan 2017 does *NOT* include any statements about Kawana Shoppingworld being a Major Regional Activity Centre NOR as an extension of the Kawana Town Centre at Birtinya. This is a major change for this area without any justification.

Map 3b Prosper – Economic areas



Source SEQ Regional Plan 2017 p57

The map shown above clearly depicts the Kawana Town Centre at Birtinya as the one and only Major Regional Activity Centre within the Kawana Waters area, and does *NOT* include Kawana Shoppingworld. Kawana Shoppingworld is shown as part of a **Regional Economic Cluster (REC)**, *NOT* a Major regional activity centre. There is a significant difference.

7) *Progressively transition developed areas such as Kawana Island, Kawana Forest and Creekside which are currently subject to the historical Kawana Waters Development Control Plan (DCP), into the planning scheme proper to standardise planning provisions for the area (Map Ref. 3)*

Comment: This requires further explanation and consultation with the areas in questions so residents understand exactly what changes this would mean.

8) *Consider potential transition of all or part of Kawana Industrial Area to a wider mix of uses in the longer term to support the stadium precinct (Map Ref. 4)*

Comment: Whilst the Kawana Industrial Area represents prime development land, some with water views, it also represents many people's livelihoods. With a lack of industrial land available on the Coast where do these businesses conveniently locate to? What assistance will be given to businesses to relocate? Who pays for this? What is the plan to ensure employment is not lost? What does a "wider mix of uses" mean? If residential housing is one such use, how do industrial activities harmonize with residential activities?

9) *Investigate options to allow for limited indoor sport and recreation uses in Kawana Industrial Area*

Comments: How does this differ to point 8?

10) *Review provisions relating to the development of dual occupancies (duplexes)*

Comment: This is definitely needed. The current interpretations of the 2014 Planning Scheme are failing miserably to curb overdevelopment of residential blocks in the area resulting in Medium density development in the Low density residential zone. Greater enforcement of the zoning and codes needs to occur in regard to lot size, site coverage, setbacks, density, roof top gardens and neighbouring property privacy.

11) *Protect local beaches, dunes, Point Cartwright, and Mooloolah River*

Comment: From what? In theory sounds good but what does this really mean? And how?

12) *Include provisions to protect sea turtle sensitive areas*

Comment: A welcome initiative. Needs to include issues such as building heights and restricted lighting on beachfront properties through stringent lighting approval provisions and skyglow measures for neighbouring beach properties.

13) *Provide walkable, shady streets and a high amenity public realm*

Comment: Support this direction, however this should be happening now.

14) *Provide for a series of interconnected linear open space networks, with a focus on connections to the beach, river and Lake Kawana,*

Comment: Support this direction.

15) *Investigate ways to leverage opportunities associated with the 2032 Olympics.*

Comment: Difficult to comment without knowing what opportunities are being investigated and where they are to be located. It is vital that the opportunities that potentially flow from the Olympics provide a demonstrable legacy benefit to the community and that it is not used as a means to override the new Planning Scheme.

It would appear from the above directions that the Kawana Waters area is being set up to take a large portion of the proposed "infill" targets with the proposed *mass transit* plan being used as the justification. This is contrary to what the community was told during the *mass transit* consultation. During this period the community was told the current planning scheme had the capacity to meet most of the increased population requirements. It was further stated only 5,500 more dwellings in the total 13.6km *mass transit* corridor would be required. Based on the proposed vision for this area, the community need to be told the following:

- 1) What is low-medium rise in metres for building heights and storeys?
- 2) What is high rise in metres for building heights and storeys?
- 3) Why is Council going against what is in the SEQ Regional Plan 2017 and trying to make Kawana Shopping World a Major Activity Centre?
- 4) How is high rise incorporated into Kawana Shopping World?
- 5) What does “surrounds” mean in relation to Kawana Shopping World?
- 6) What is the radius of high rise in the proposed major centres of Kawana Shopping World and the Kawana town centre?
- 7) Why is significant high rise being proposed for the Kawana area when the community was told during the *mass transit* consultation in 2021 that no high rise was being planned?
- 8) What are the current “defined urban villages” and where are these located? How far are these proposed to extend? 400m? 800m? What is their proposed density and building height in metres and storeys?
- 9) What does a “smaller urban village” mean? Palkana, Minkara, Wyanda etc? What is the radius of the densification of these?
- 10) How has traffic impact of the increased number of dwellings (heights and density) been incorporated into the new plan?
- 11) How is the transition of the industrial estate to be managed? Where are the current businesses supposed to relocate to?

Local Plan Area Feedback- Maroochydore

We note the Maroochydore area direction excludes the Priority Development Area (PDA) of the CBD. It is therefore, with concern, that the level of change expected in the remainder of the Maroochydore area is “High”. The CBD appears to be the catalyst and justification for extensive proposed rezoning of existing residential areas in Maroochydore to “integrate” with its look and feel.

When the concept of a CBD area for the Sunshine Coast was first floated many years ago, there was no mention of the rest of the Maroochydore area having to change its character and built form to suit the new CBD development.

Long term residents who originally bought into this area with a golf course as their neighbour have already had to endure a significant change to their neighbourhood character. The directions for Maroochydore, if implemented, would see these same residents experiencing further change to their immediate neighbourhood. Changes they consider to be detrimental to their lifestyle and amenity. The look and feel of the CBD appears to take priority over the wellbeing and lifestyle of the current residents. Why does the rest of Maroochydore need to change to fit the CBD? How far does this eventually go? Cotton Tree? Mooloolaba? Minyama?

The vision for Maroochydore reads as though the majority of low density residential areas will be rezoned to higher densities with only “pockets” of low density housing remaining. How does this fit with the Regional Objective of “Maintaining a “community of communities” that recognizes the unique character and identity of the individual communities across the region.”?

Once again *mass transit* and passenger/heavy rail solutions are integral to the success of these directions yet, as noted earlier, no commitment exists for either. We do not support the proposed vision for Maroochydore as it seeks to abandon the current character, amenity, and lifestyle of those living there now, in favour of those who may (or may not) come in the future. The domination of the PDA’s character and its subsequent planned “creep” is concerning.

Feedback to Proposed Planning Directions

- *Continue to develop Maroochydore as the largest centre and CBD for the Sunshine Coast with a concentration of high order retail, commercial, employment, services, administrative, community, cultural, recreational and entertainment activities as well as significant concentrations of residential development.*
Comments: This is what the PDA is supposed to represent, not the whole of Maroochydore. Maroochydore existed before the CBD. This reads like ALL of Maroochydore must now change to suit the CBD. This is a case of the tail wagging the dog. We would advocate the above activities should be contained within the CBD and other current commercial areas and the surrounding residential areas in Maroochydore be developed to retain and enhance their current character.
- *Ensure planning for the Maroochydore City Centre Priority Development Area (PDA) and areas of Maroochydore outside the PDA is considered in an integrated manner to ensure a functional and cohesive City.*
Comment: See comments above.
- *Review height limits on sites adjoining the PDA to facilitate built form integration with the PDA (Map Ref. 1)*
Comment: Why was this not integrated into the design of the PDA in the first place? Integration should have occurred within the boundaries of the PDA to protect the existing areas. This is now retrofitting existing residential areas at the detriment of existing residents. Many low rise residential houses exist in this area. How high is high and what radius is being planned?
- *Maintain existing height limits for land immediately adjacent to Maroochydore Beach and Cotton Tree Esplanade*
Comment: Agree. Will densities change?

- Maintain tourism focus and open space values of Cotton Tree Esplanade showcasing its waterside setting (Map Ref. 2)*
Comment: Agree.
- Provide mixed use redevelopment opportunities along Aerodrome Road (Map Ref. 3)*
Comment: What distance along and around Aerodrome Rd is planned? Immediate street frontage? 1 block back? 4 blocks back?
- Encourage the transition of the Sunshine Coast Home Centre to a mixed-use node to facilitate residential uses located in multiple floors above the ground storey along with limited larger format retailing (Map Ref. 4)*
Comment: Generally agree but again what are the planned height and density increases?
- Provide additional areas for medium and low – medium density residential re-development close to the centre and transit stations*
Comment: This represents a major change to the residential areas that are currently low density dwellings. The community has indicated quite strongly they DO NOT WANT this to occur. See comments re *mass transit*. How can rezoning planning occur when the transit stations are currently undetermined and may or may not go ahead?
- Ensure appropriate transition to adjacent areas of low-density housing*
Comments: How much rezoning is being proposed and in exactly which locations? Any transitioning must occur within the rezoned area and not into the existing low-density housing areas.
- Maintain Ocean Street/Duporth Avenue as a vibrant food and music precinct (Map Ref. 5)*
Comment: Agree.
- Consolidate Kunda Park industrial area and investigate ways to improve built form outcomes along this section of Maroochydore Road (Map Ref. 6)*
Comment: No comment as beyond MTAG's scope.
- Provide for the transition of the Wisers Road industrial area to large format retailing (e.g. showrooms) (Map Ref. 7)*
Comment: Where are the existing businesses going to go? The Kawana Industrial area is also planned to be reduced yet there appears no plan for where these industrial businesses are going to be relocated.
- Allow for some limited low-medium density housing such as dual occupancies and townhouses in Kuluin to improve housing diversity*
Comment; No comment as beyond MTAG's scope.
- Continue network planning and advocacy to other levels of government to ensure the timely delivery of infrastructure (roads, public and active transport, open space, community facilities, digital infrastructure etc) to keep pace with growth*
Comment: Will need to be carefully planned and implemented otherwise the Coastal Corridor will be a mess.
- Protect Maroochy River, Maroochydore Beach, dunes and coastal environment*
Comment: From what? And how?
- Enhance the waterways as focal features for the city with extensive linear parklands and pedestrian connections.*
Comment: Agree.
- Enhance public access to the Maroochy River*

Comment: No comment as beyond MTAG's scope.

- *Ensure new development in high flood/coastal hazard areas is compatible with the level of risk*

Comment: Why is development being allowed in high flood/coast hazard areas at all? State Planning Policy recommends no footprint increases in the State declared erosion prone areas.

- *Build flood resilience and adaptability through protection of flood storage areas, dune and foreshore areas, design and location of buildings and infrastructure*

Comment: Agree.

- *Ensure built form is responsive to raised floor levels to address flooding and ensures appropriate street address and pedestrian connectivity*

Comment: Is this not already included in the 2014 planning scheme?

- *Provide walkable, shady streets and a high amenity public realm*

Comment: Agree, however this should be happening now.

- *Investigate ways to leverage opportunities associated with the 2032 Olympics.*

Comment: Difficult to comment without knowing what opportunities are being investigated and where they are to be located. It is vital that the opportunities that potentially flow from the Olympics provide a demonstrable legacy benefit to the community and that it is not used as a means to override the new Planning Scheme.

Local Plan Area Feedback- Mooloolaba – Alexandra Headland

Many of the comments made in the Kawana and Maroochydore Local Plan Area also apply to the Mooloolaba-Alexandra Headland area. Specifically, the comments regarding *mass transit* and the community's attitude to densification along the coastal corridor.

The Mooloolaba-Alexandra Headlands area is one of the locations where residents were extremely vocal regarding *mass transit* and, in particular, light rail. They were adamant it was not suited to the character of the area and certainly not wanted. Yet within the vision for this area, it states:

"a series of local mass transit stations provide fast and convenient connections for residents and visitors to Maroochydore and south to Kawana and Caloundra and are a catalyst for targeted redevelopment".

This targeted redevelopment appears to be in low-rise residential areas as indicated in Map ref 2 of the Local Area Plan and along sections of the beach front areas through increased heights and densities.

Feedback to Proposed Planning Directions

- *Focus areas of increased density/height along key corridors and in nodes (e.g. close to centres and transit stations)*
Comment: What heights? What density? What corridors? What radius? What locations? Several corridors within this area are already medium density. Does this mean they would increase to high rise/high density? This direction could mean a large part of the proposed *mass transit* corridor is rezoned with increased density and height which we strongly oppose.
- *Provide opportunities for mixed use redevelopment along Brisbane Road and in the vicinity of Naroo Court / Walan Street / Muraban Street / First Avenue / Smith Street (Map Ref. 1)*
Comment: What type of mixed-use development and at what height and density?
- *Investigate possible areas for additional low-medium density residential development, such as duplexes and townhouses, to improve housing diversity (Map Ref. 2)*
Comment: This direction has significant ramifications for the resident population in this area if not managed correctly. Whilst there is a small section of medium density development within this area, the majority are low set, low density houses. Well done duplexes and townhouses could enhance this area, however, to date Council has not controlled this type of development well. Such developments in Buddina and Warana have been allowed without approval conditions to enforce maximum site cover, set backs, privacy and zoning density specified in the codes. Tighter, enforceable measures need to be implemented in the new Planning Scheme if this is to occur and existing residents' privacy and amenity is to be protected.
- *No increase in height limits on the Spit east of the Mooloolaba Wharf site, or on top of Alexandra Headland (Map Ref. 3)*
Comment: Agree but what about areas north of Alex Hill and Mooloolaba Beach? This should be extended to "no increase in height limits along the beachfront areas of Mooloolaba and Alexandra Headland. This is a tourist area, nevertheless it should not be developed to replicate the towering buildings of the Gold Coast along the beach corridor.
- *Protect local coastal environmental and landscape features including local beaches, dunes and Alexandra Headland*
Comment: Agree. The proposed *mass transit* route goes along Alexandra Parade. How can a fixed infrastructure mode of transport, such as light rail, be implemented, contrary to this direction being maintained?
- *Continue to support the tourism focus of Mooloolaba and enhance a vibrant night-time economy in a manner that is compatible with short-term and permanent residential amenity*

Comment: Agree, but again this area should not be developed into the tourist type precinct seen on the Gold Coast.

- *Review provisions relating to the Mooloolaba Wharf site (Map Ref. 4)*

Comment: Unable to comment as insufficient detail is contained in this directive. Review with what intent?

- *Improve regulation of short-term accommodation uses in residential areas*

Comment: Agree.

- *Continue to protect the open space, recreational and maritime values of the Spit, Mooloolah River and river mouth (Map Ref. 5)*

Comment: Agree.

- *Ensure new development in high flood/coastal hazard areas is compatible with the level of risk*

Comment: Why is development being allowed in high flood/coastal hazard areas at all? State Planning Policy recommends no footprint increases in the State declared erosion prone areas.

- *Provide walkable, shady streets and a high amenity public realm*

Comment: Agree, however this should be happening now.

- *Investigate ways to leverage opportunities associated with the 2032 Olympics.*

Comment: Difficult to comment without knowing what opportunities are being investigated and where they are to be located. It is vital that the opportunities that potentially flow from the Olympics provide a demonstrable legacy benefit to the community and that it is not used as a means to override the new Planning Scheme.