

# *Thanks to the Mass Transit plan we won't be the same as the Gold Coast, we will be worse!*

**For Immediate Release**

Date: Thursday October 8<sup>th</sup> 2020

Contact: Tracey Goodwin-McDonald

[masstransitsc@gmail.com](mailto:masstransitsc@gmail.com)

0415 722 160

[www.masstransitsc.com](http://www.masstransitsc.com)

- Based on the numbers released in the Price Waterhouse Coopers (PwC) in January 2020 the Sunshine Coast urban corridor could have up to 3 times more people per hectare than the Gold Coast light rail corridor by 2041
- The Gold Coast has 28 people per hectare
- The capacity being planned for stage 1 of the Sunshine Coast corridor is 87 people per hectare
- Council are downplaying these numbers
- 215,000 extra people predicted by 2041 so if they don't go in the urban corridor where do they go and what transport plan is being developed for them?
- Public consultation on the Sunshine Coast Mass Transit project to occur early 2021

Most people you speak to say they do not want the Sunshine Coast to become another Gold Coast. How do they feel about becoming worse than the Gold Coast? Staggering numbers provided to Mtag this week suggest if the Mass Transit Project progresses as outlined in the PwC interim report in January 2020, the population per hectare of the Sunshine Coast urban corridor could, by 2041, be over 3 times more than what is currently on the Gold Coast light rail corridor.

The figures reveal the current population in the Gold Coast Light Rail Corridor of Surfers Paradise, Mermaid Beach, Broadbeach, Miami and Burleigh Heads is 57,000 people or 28 people per hectare. The plan outlined in the PwC document proposes a population capacity for the Sunshine Coast urban corridor of up to 105,000 people or a staggering 84 people per hectare. (Stage 1)

## **Gold Coast Light Corridor**

Surfers Paradise	46 people per hectare
Mermaid Beach Broadbeach	44 people per hectare
Miami	25 people per hectare
Burleigh Heads	11 people per hectare.
Total	28 people per hectare

Source: profile.id.com

David Wilson who prepared these numbers said:

*"I know the Council like to talk about dwellings but I want to talk about people. People mean cars. And all these extra people are going to need a car because 13km of light rail is not going to get them everywhere they want to go. I was on the Gold Coast 10 days ago. It has a light rail and you can't move."*

The interim Preliminary Business Case Findings released in January 2020 says the Mass Transit plan for the Sunshine Coast will include the introduction of a 13km light rail corridor from Maroochydore to Kawana accompanied by massive densification along this corridor. In particular the plan seeks to increase dwellings from the current 11,000 to a capacity of 50,000 and take the population from the current 23,000 to potentially 105,000. The proposal mirrors stage 1 of the Gold Coast Light Rail Project.

David Wilson said:

*“The definition of stupidity is repeating something that has gone wrong before and hoping for a different result. Light Rail and the extra people that come with it will just make matters worse in the Sunshine Coast Urban Corridor”.*

Council are down playing these numbers by saying these capacity numbers are “theoretical” and the actual “take up” of people in the area will be more like 55,000 than 105,000 people. This would mean 44 people per hectare, still almost double the Gold Coast. The PwC report also notes these take up numbers are conservative and could be higher. It further states an “urbanization kit” will be developed to assist this “take up.”

So, the question has to be asked, what is the real number of people being planned for this corridor? According to Council and the SEQ Regional plan we will need to accommodate an extra 215,000 residents by 2041. If the population of stage 1 of the urban corridor is only going to be 55,000 this would only account for an extra 32,000 people so where do the other 183,000 people go? What public transport system is being planned for these people? Why are Council planning on spending over \$1.5 billion on Light Rail for an extra 32,000 people and leaving 183,000 with no plan. This just does not make sense.

The SEQ Regional plan also sets a target of 62% of the growth to be accommodate in “infill” areas and 38% in greenfields. So where else do Council plan to put the extra infill if it is not going into the urban corridor?

David Wilson believes the answer lies in the PwC January document where it states:

*“Through the Strategic Business Case, the urban transformation corridor between Maroochydore and Caloundra has been designated as the “Sunshine Coast Urban Corridor”. This corridor has been identified as providing a significant opportunity to accommodate the Shaping SEQ required infill development target.”*  
(PBC interim report Page 10)

David says:

*“The intention is clear, the urban corridor is where they plan to put the majority of the infill target and until this is categorically denied and other target infill areas are identified and confirmed with published infill targets, I will believe nothing else.”*

Public Consultation is due to occur in early 2021 where the community will get to have their say on the project.