

## Sunshine Coast Mass Transit

### Responses to Questions from OSCAR on 19 May 2021

**Q) Will Council consider all responses, even when entered into the “wrong” place?**

A) Answered at workshop on 19 May. Yes.

**Q) How can the community determine which option might provide the best financial outcome?**

A) The five shortlisted options have financial assessments per guidelines for an Options Analysis (Chapter 16). More detailed financial and affordability analysis will occur as part of the detailed business case. Options not shortlisted do not meet the service requirements (first hurdle) (Chapter 6) therefore do not have financial assessments. More specifically, the options not shortlisted have limited ability to reduce dependency on private car transport, and limited ability to assist in slowing the accelerating trend towards urban expansion.

**Q) Will Council give the community assurance that all responses to surveys, whether using the Council’s on-line survey, paper based versions of the survey or other survey formats, will be captured – even in situations where people use an open comment box to express an opinion that is not directly sought by a specific question in the survey**

A) Yes. All responses received in all formats will be assessed during the analysis of the consultation activities, noting that you can only do the survey once, with each survey required to provide an email address.

**Q) What is the real driver for this project?**

A) Chapter 6 of the Options Analysis is all about articulating the key drivers for this project. In summary, when considering the projected population growth on the Sunshine Coast, there are 4 main challenges that the Sunshine Coast is facing -

- 1.- An accelerating trend toward urban expansion
- 2.- High dependency on private car transport
- 3.- Growing levels of road congestion; and
- 4.- Economic, liveability and environmental sustainability challenges.

**Q) Who will be the beneficiaries of this project?**

A) There are many beneficiaries of this project.

- 1.- Chapter 6 of the Options Analysis details the benefits from the project – e.g. increased transport options for people of different ages and mobility levels without reliance upon private cars.

- 2.- Visitors to the area will benefit by having a quality public transport system to use.
- 3.- Residents outside the corridor will benefit by having a quality public transport option to access the area. Future traffic projections indicate high levels of congestion for car-based travel in coastal corridor. Having a quality public transport alternative is therefore a good thing for residents outside the corridor.

**Q) What is there in this project to benefit?**

**Hinterland residents**

- A) per Chapter 7 – Master Plan, the project is part of a plan to service the entire region including the hinterland. By investing in mass transit in the highest priority corridor, bus kilometres can be re-invested to improve frequency of other connections including high frequency zero emission bus connections to Nambour and Landsborough.

Residents outside the corridor will benefit by having a quality public transport option to access the area. Future traffic projections indicate high levels of congestion for car-based travel in coastal corridor. Having a quality public transport alternative is therefore a good thing for residents outside the corridor.

The provision of a mass transit route along the urban corridor would allow the reallocation of the bus kilometres to east west bus routes

**Residents north of the Maroochy River**

- A) per above and refer to map showing high frequency connection through to Noosa. Park and ride facilities on the Master Plan will also provide opportunities for existing and future residents of these areas.

**Travel to the airport**

- A) per above and refer to map showing high frequency connection through to the airport

**Aura residents**

- A) per above and refer to map showing high frequency connection through Aura. The Mass Transit Master Plan also includes the CAMCOS heavy rail line that services the Caloundra South development.

**Q) If densification is a key driver – why hasn't SCRC given details of what that will look like**

- A) "Densification" is not a driver for the mass transit project. The business case process is considering how to provide improved public transport for the Sunshine Coast in the form that will most effectively provide for the future growth of the region, focussing on the northern part of the urban corridor, which contains the region's greatest concentration of the population, jobs, facilities and services. However, as part of the Mass Transit community engagement SCRC is requesting feedback on possible future land use scenarios. These scenarios are described in considerable detail to enable the community to have a good understanding of the type and extent of change that could occur in seeking to

accommodate the number of new dwellings that the Queensland Government Statistician's Office (QGSO) projects will be needed in the urban corridor from Maroochydore to Caloundra by 2041. The feedback received on the scenarios will inform the preparation of the new planning scheme over the coming months and years.

**Q) If densification of the coastal corridor is a driver then has SCRC “put the cart before the horse?”**

A) Refer to the answer to the previous question.

**Q) How will the project be funded?**

A) It is too early to say. An Options Analysis does not provide the basis for an investment decision by the Queensland or Commonwealth Governments. This investment decision is made on the basis of the Detailed Business Case. The extent of the contribution from the Queensland and Commonwealth will become apparent when the investment decision is made.

**Q) How much will SCRC have to contribute to the capital cost & how will that be funded?**

A) Refer to the answer to the previous question.

**Q) How will operational costs be funded?**

A) The operating costs of public transport services are the responsibility of the Queensland Government.

**Q) Could urban transformation as envisaged by Council in the transport corridor result in high-rise developments around light rail in the future?**

A) No, other than in locations where high-rise development (in excess of 10 stories) is already provided for, such as in the major centres. The land use scenarios described in the survey present the maximum heights that would be envisaged, none of which could be reasonably characterised as high rise. As mentioned in answer to a previous question, the feedback received on the scenarios will inform the preparation of the new planning scheme over the coming months and years.

**Q) Coastal corridor densification - If there are 16 stations in the first stage (13km), and densification occurs 400 m around stations. Does that mean high density will be every 400m, or in reality all the way along the 13kms?**

A) It is not intended nor is it necessary to provide for density in a 400-metre radius around each station.

It is very important to distinguish between the area of the walk-up catchment and the area that may be considered suitable to accommodate additional dwellings.

The walk-up catchment is the area from which people will walk to catch the mass transit system, whether or not any change is planned for, or ever occurs in that area.

The land use scenarios included in the survey depict different ways to provide for the projected dwelling growth in the urban corridor. The extent of area potentially affected is shown in each scenario. Please take the time to peruse those scenarios and provide your opinion about them and any other ideas you might have about how to accommodate the projected dwelling growth.

**Q). Is that a radius of 400m?**

A) Refer to the answer to the previous question.

**Q). Does that include the beachfront along the Nicklin Way route?**

A) Refer to the answer to the previous question.

**Q). Why hasn't SCRC clarified the actual densities proposed at all locations – 8.5m to 32m?**

A) The land use scenarios describe the potential densities in terms of the number stories because most people don't know what a height expressed in metres means. Moreover, measures of height are not necessarily related to actual densities.

**Q). If the answer is that this response is the domain of the new PS, then surely SCRC has put the "cart before the horse" and should wait until the densification process has been fully investigated and presented in detail to the community as part of Statutory consultation processes for the 2024 PS?**

A) Refer to the answer to the previous question.

**Q) Has or when will an Environmental Impact Assessment and Statement be completed for the densification process?**

A) This is a matter for the new planning scheme preparation process.

**Q) The coastal zones of the Sunshine Coast are known habitats for migratory birds, shorebirds and nesting turtles. What impact will such proposed densification have on them?**

A) The consideration of environmental issues and increased density is a matter to be considered during the process preparation of the new planning scheme.

**Q) Why is there no financial contribution to light rail expected from the private sector (i.e.: developers)?**

A) Light rail is only one of the mass transit options recommended by the draft Options Analysis report. The extent of any contribution from the private sector to the delivery of the mass transit system will be considered at the Detail Business Case phase of the business case process and will be a decision made by the State Government.

**Q) What social, health and liveability research has been undertaken in relation to densification and design including private open-space, community open-space both green and communal generally and particularly under pandemic conditions?**

A) This is a matter for the new planning scheme preparation process. The draft Options Analysis report notes that the analysis was based on pre-pandemic data.

**Q) What reference is there in the documentation, and where, to air quality related health impacts such as small particle carbon effects on respiratory illnesses if a transport corridor canyon is created between the urban densified areas on both sides of the road - mostly caused by diesel vehicles which will probably be around for another 20 years!.**

A) The health effects of vehicular traffic on the residents of properties adjoining major roads is addressed in the current planning scheme (Nuisance Code) and DTMR's Road Traffic Air Quality Management Manual.

We acknowledge that diesel vehicles may be around for a while, but there is a progressive trend towards higher efficiency, low emission vehicles, cars and mass transit options.

**Q) Currently there seems to be a large political divide in relation to support for major transport concepts on the Sunshine Coast. How do you see this playing out?**

A) It would be inappropriate to respond to this question.