

Preliminary Consultation Program Final Consultation Report

New Planning Scheme

Sunshine Coast Council

Preliminary Consultation Program February - March 2022

Table of contents

Preface.....	7
Executive Summary	8
1. Introduction	10
Project overview.....	10
Engagement design	10
Engagement overview.....	11
2. Snapshot of awareness and participation.....	14
Promotion.....	14
Participation	14
3. Key Findings	17
Protecting the environment	17
Sense of place	18
Growth management.....	18
Traffic and transport.....	19
Parking.....	20
Improved development outcomes	20
Affordable housing	20
4. Planning for the region.....	22
Vision for the region	22
Community planning priorities	23
Regional planning directions.....	23
Theme 1: Shaping sustainable growth	25
Theme 2: A smart economy.....	26
Theme 3: A healthy and resilient environment	28
Theme 4: A strong and creative community of communities	29
Theme 5: Connected people and places	31
Proposed settlement pattern	33
Hot planning topics.....	34
Climate Change	35
Affordable living and housing affordability	36
Dual occupancy and secondary dwellings.....	36
Car parking	37
Design of multiple dwellings	37
Uses in rural areas.....	38
Short-term accommodation	38

Carports	38
Supply and use of industrial land	38
Service Stations	39
Feedback by stakeholder group	39
Youth	40
Advocacy groups	41
Business and commerce	43
Development industry	44
Environment groups	45
5. Local planning	46
Proposed local plan area boundaries	46
Community input by local area	47
Medium to high change LPAs	47
Low to medium change LPAs	75
6. Engagement delivery	108
Broad consultation	109
Online information sessions	109
Drop-in information sessions	109
Engagement website	109
Online feedback tools	111
Online surveys	112
Written submissions	113
Targeted engagement	114
Email, phone and postal mail	114
Community group briefing sessions	114
Advocacy group interviews	114
Business, commerce and industry briefings	115
High school presentations	116
Sunshine Coast Youth Council presentation	116
University of Sunshine Coast presentation	116
Deliberative workshops	116
Knowledge sharing (engagement awareness)	118
Rates notice	118
Email distribution	118
Social media	120
Sunshine Coast Council Digital Platform	120
Knowledge building campaign	120

Media	121
Paid Advertising.....	121
Localised activation campaign (outdoor signage).....	122
Posters and digital signage.....	122
Project overview brochure	122
Internal communication.....	122
7. Methodology analysis	123
Quantitative analysis	123
Qualitative analysis	123
Data cleanse	123
Data tagging, themes and summaries	124
Key findings.....	124
8. Evaluation	125
9. Conclusion	129
10. Appendix 1: Regional survey questions	
11. Appendix 2: Hot planning topics survey questions	
12. Appendix 3: Advocacy group interview framework	
13. Appendix 4: Deliberative workshop guided questions	
14. Appendix 5: Local Planning survey questions	

Tables

Table 1: Hot Planning Topic survey contributions by topic	35
Table 2: Drop-in information session attendee numbers	109
Table 3: Total surveys received by survey type.....	112
Table 4: Total written submissions received	113
Table 5: Community group briefings	114
Table 6: Advocacy group interviews by type.....	115
Table 7: Presentations to high schools	116
Table 8: Deliberative workshop participant numbers	117
Table 9: Email distribution.....	118
Table 10: Qualitative and quantitative engagement inputs	123
Table 11: Analysis against evaluation criteria and measures	125

Figures

Figure 1: Engagement design	11
Figure 2: Engagement strategy	12
Figure 3: Summary of promotion	14
Figure 4: Summary of participation by activity	15
Figure 5: Length of residence of survey respondents (all surveys)	16
Figure 6: Age of survey respondents (all surveys).....	16
Figure 7: Regional survey responses - Proposed vision for the region	22
Figure 8: Regional survey responses - Level of agreement with proposed regional planning directions (combined Strongly agree and Agree).....	24
Figure 9: Regional survey responses – Shaping sustainable growth theme	25
Figure 10: Regional survey responses – Smart economy theme	27
Figure 11: Regional survey responses – Healthy and resilient environment theme	28
Figure 12: Regional survey responses – Strong and creative community of communities theme..	30
Figure 13: Regional survey responses – connected people and places theme.....	31
Figure 14: Regional survey respondents identifying with sectors	39
Figure 15: Importance of planning topics by age	40
Figure 16: Youth deliberative workshop exit poll - Level of agreement with proposed regional vision and planning directions	41
Figure 17: Local planning survey – Caloundra and surrounds LPA – level of agreement with local planning directions	48
Figure 18: Local planning survey –Mooloolaba – Alexandra Headland LPA – level of agreement with local planning directions	52
Figure 19: Local planning survey – Kawana Waters LPA – level of agreement with local planning directions	57
Figure 20: Local planning survey – Maroochydore LPA – level of agreement with local planning directions	63
Figure 21: Local planning survey – Beerwah – Landsborough LPA – level of agreement with local planning directions	66
Figure 22: Local planning survey – Nambour and surrounds LPA – level of agreement with local planning directions	71
Figure 23: Local planning survey – Coolumberrig – Peregian LPA – level of agreement with local planning directions	76
Figure 24: Local planning survey – Bli Bli Maroochy River Plains LPA – level of agreement with local planning directions.....	79
Figure 25: Local planning survey – Buderim and surrounds LPA – level of agreement with local planning directions	82

Figure 26: Local planning survey – Eumundi – Doonan LPA – level of agreement with local planning directions	85
Figure 27: Local planning survey – Sippy Downs – Palmview LPA – level of agreement with local planning directions	87
Figure 28: Local planning survey – Mary Valley – Kenilworth LPA – level of agreement with local planning directions	88
Figure 29: Local planning survey – Mooloolah Valley LPA – level of agreement with local planning directions	91
Figure 30: Local planning survey – North Shore LPA – level of agreement with local planning directions	93
Figure 31: Local planning survey Glasshouse – Pumicestone LPA – level of agreement with local planning directions	96
Figure 32: Local planning survey Blackall Range – Maleny LPA – level of agreement with local planning directions	99
Figure 33: Local planning survey Woombye – Palmwoods LPA – level of agreement with local planning directions	102
Figure 34: Local planning survey Yandina – Maroochy River Valley LPA – level of agreement with local planning directions.....	105
Figure 35: Phases of engagement.....	108
Figure 36: Screenshot of engagement website homepage tiles	110
Figure 37: Screenshot of Regional Data Story	111
Figure 38: Screenshot of engagement website - local plan area boundary map.....	112
Figure 39: Brochure inserted in rates notice	118
Figure 40: Example social media story tiles.....	120
Figure 41: Facebook still elements developed for the knowledge building campaign	121
Figure 42: Example of localised activation campaign signage for the Coolum – Peregian local planning area	122
Figure 43: Project overview brochure	122
Figure 44: Buzz newsletter	122

Preface

This report has been prepared by The Comms Team, independent communication and engagement consultants, for Sunshine Coast Council. The Comms Team were engaged by Sunshine Coast Council to support the planning and delivery of the Preliminary Consultation Program for the New Planning Scheme Project.

The purpose of the document is to report on engagement findings from the Preliminary Consultation Program. It has been prepared based upon community feedback provided in February and March 2022. It represents broad community sentiment at a moment in time and aims to help Council plan toward a shared future.

This document is not a market research report, surveys were not conducted under research conditions and analysis has been performed by engagement professionals. This report is qualitative, exploring nuanced and subjective opinions provided by a broad cross-section of the community. It gives voice to issues and concerns, desires and aspirations and should be interpreted in terms of broad themes and directions.

In parts, this report draws generalisations about views expressed by engagement participants across a variety of feedback channels and attributes that input to the collective term “the community”. The Sunshine Coast is not homogenous and views toward growth, planning and development are diverse and complex. The use of collective terminology is used to describe a weight of opinion, but should not be misinterpreted as universal agreement.

Executive Summary

Around 8,000 community members contributed generously to the future planning of their region as part of the New Sunshine Coast Planning Scheme Preliminary Consultation Program. Online and face-to-face engagement was undertaken over a seven-week consultation period from 10 February to 31 March 2022.

The program aimed to confirm proposed regional planning directions, seek feedback on hot planning topics and gather input on proposed local planning directions, including the boundaries of proposed local plan areas. Consultation materials visualised and summarised detailed proposals contained in the *Sunshine Coast Land Use Planning Proposal 2041* in plain and accessible language, using multimedia and data stories. The program was guided by the International Association of Public Participation (IAP2) engagement spectrum and was designed to span Inform-Consult-Involve levels of engagement. The engagement was developed with the input of a Community Reference Group, who were integral in ensuring the engagement was equity centred.

The Preliminary Consultation Program allowed Council to discuss proposals with the community and more deeply understand the varied—and sometimes competing—viewpoints toward growth, development and the built environment of the Sunshine Coast. The ‘quiet voices’ of underrepresented, vulnerable or marginalised community members were specifically drawn out and provide a compelling contrast to more publicised concerns in relation to planning and development matters.

The community was generous and insightful in their contributions in the open-ended survey questions, written submissions, feedback at information sessions, drop-in sessions, meetings with Council officers, email and phone calls as well as online Q&A functions. Social media also provided an excellent source of community sentiment, particularly in regard to questions posted on Facebook. Deep-dive, deliberative workshops with random “mini-publics” and interviews with community advocacy groups provided additional insight into complex issues.

The Preliminary Consultation Program confirmed that broadly, the Sunshine Coast community agree, to some extent, with all but one of the 24 summarised statement of proposed regional planning directions included in the regional survey (they disagreed with minimising regulation on business and industry) and that they support the proposed vision for the region.

It also delivered thoughtful insight and input into specific proposed local planning directions for 18 proposed local plan areas. Feedback from the community indicated that the New Planning Scheme Project is guided by the right principles and the community is hopeful of an outcome that preserves natural bushland, maximises green space and maintains their relaxed coastal lifestyle.

The engagement revealed that the community is looking to Council to robustly guide good development and take responsibility for outcomes. There is of course a variety of views as to how this is achieved, and the engagement confirmed pockets of community resistance to specific proposed planning directions, particularly related to mass transit, building heights and density in coastal communities. Community feedback also revealed a desire from Nambour and hinterland towns to ensure they do not lose out as a priority to coastal areas in the delivery of infrastructure like transport, footpaths and playgrounds.

The engagement delivered a clear mandate for Council to consider impacts on the natural environment, particularly impacts on habitat, first and foremost in drafting the new planning scheme. Almost all participants agreed with proposed planning directions related to protecting natural habitat, waterways and beaches. There is also a strong desire for planning to deliver parks and communal green spaces but also vegetation (preferably native) among and between buildings to provide habitat and corridors for wildlife and for visual relief.

Communities, both coastal and hinterland, value the feeling of space and largely uninterrupted views from mountains to coast. But the view from the ocean back toward land is also important. There is a near-universal desire for the Sunshine Coast to resist planning that would make them more “city-like”. The community has a strong desire for the new planning scheme to enshrine what makes the Sunshine Coast unique, including close proximity and easy access to the natural environment, nostalgic family-oriented beach-side communities, and surf culture.

Perhaps one of the biggest challenges for the Sunshine Coast community will be balancing nostalgia and connection to low-set housing, large blocks and cars with their stated strong desire to protect and restore

natural habitat areas and green space. This struggle was not lost on a segment of the community who expressed strong environmental values and the desire for development on the Sunshine Coast to strive for sustainability.

Many in the Sunshine Coast community are fearful of increases to density, not just on the coast but in all areas. This is not to say they oppose density, although some definitely do. Feedback on vision statements for the region and local areas was largely positive, but sometimes the community find it difficult to reconcile that vision with their recent lived experience. Many drew upon examples of what they considered poor liveability outcomes including negative sentiment toward dense housing estates such as Aura and strips of high-rise development on the Gold Coast.

At a local level, connected bike paths and footpaths as well as children's play areas and activities for teens and young people were high priorities. Food markets, hiking trails and eco-tourism were often cited as desirable for hinterland towns. A diversification from tourism toward green economy and technologically driven industry were seen as beneficial to the community.

Support for local business is strong and participants of the engagement were keen to ensure that town planning decisions favoured local business and supported them in practical ways such as road access and parking availability.

Mixed use development was mostly seen favourably in terms of providing services and retail in close proximity to existing neighbourhoods. The idea of shady, walkable streets was viewed positively. While most agree with the need for improved public transport, the integration of mass transit into development nodes does not have strong support. However, opposition to 'strip' development is stronger.

Some communities, particularly Mooloolaba-Alexandra Headland and Kawana Waters expressed a strong desire to see more detail and many were reluctant to provide input on the proposed planning directions without it. Once this level of detail is available at the next phase of consultation for the project, engagement with these communities will be critical.

The consultation confirmed the delicate balancing act that Council has ahead as it plans toward 2041, not least is balancing the varying needs of a diverse community.

1. Introduction

Project overview

Sunshine Coast Council is preparing a new planning scheme to help shape future land use and development within the local government area.

The new planning scheme is intended to be prepared over a three-year period. The project is currently in the early stages of the process and this report focuses on the non-statutory Preliminary Consultation Program. The preliminary consultation is the first key stage of community consultation for the project and will be followed with a formal statutory consultation period due to take place once a draft version of the new planning scheme has been prepared.

The Preliminary Consultation Program sought to confirm community sentiment on proposed regional planning directions for the new planning scheme, seek feedback on hot planning topics, gain feedback on proposed new local plan area boundaries and gather input and feedback on proposed local planning directions.

The consultation program was delivered over a seven-week period from 10 February to 31 March 2022. During the active consultation there were intermittent periods of COVID-19 restrictions and a major rain event.

Engagement design

The program was guided by the International Association of Public Participation (IAP2) engagement spectrum and was designed to span Inform-Consult-Involve levels of engagement.

The Preliminary Consultation Program was based upon the principles set out in Council's Community Engagement: Excellence in Engagement Framework following the principles of being inclusive, innovative, well-planned, collaborative and transparent. It was developed under the guidance of a Community Reference Group (CRG) who provided valuable input into engagement design. CRG input was integral in ensuring both online and face-to-face engagement options were available (although some were interrupted or delayed due to COVID-19 social distancing requirements) and for the focus on being equity centred.

The below figure is a summary of the consultation purpose, goal and objectives.

Figure 1: Engagement design

Engagement overview

The Preliminary Consultation Program was delivered using a phased approach to help cater for the dual focus of the project - regional and local planning and to ensure representative views of the community were obtained.

1. **Knowledge sharing:** Build understanding within the community about the purpose of a planning scheme and to demonstrate how it can affect the community and why individuals should be interested.
2. **Broad consultation:** Create awareness within the community to generate participation via a variety of feedback channels.
3. **Targeted engagement:** Present information that captures the audience and provides an appropriate level of detail. Target harder to reach audiences and engage at a level that suits their needs.
4. **Deliberative engagement:** Empower a demographically reflective cross-section of feedback from the community ("mini-publics") with project information and ask them to consider complex issues.

The strategic approach was to concurrently build knowledge within the community to understand the region's growth context and to gather the views of a broad cross-section of community and stakeholders, including the 'quiet voices' and under-represented segments. A balance of owned, earned and paid channels was used, featuring content that was relevant and of interest to otherwise unengaged audiences.

A clear, consistent message was delivered across all levels of engagement; *Council is actively planning for the region and the community has the opportunity to shape their local area.*

Figure 2 below highlights what tools and activities were delivered for each phase of the engagement approach.

Figure 2: Engagement strategy

The basis for the engagement was the *Sunshine Coast Land Use Planning Proposal 2041*, which outlined proposed planning directions for the region and for 18 proposed local plan areas. The proposed regional directions were categorised under five themes:

1. Shaping sustainable growth
2. A smart economy
3. A healthy and resilient environment
4. A strong and creative community of communities
5. Connected people and places

For local planning, Council estimated a level of change that communities might expect to see in their local area, giving a barometer of change.

Six local areas were identified as having medium to high levels of proposed change: Caloundra and Surrounds, Mooloolaba-Alexandra Headland, Kawana Waters, Maroochydore, Beerwah-Landsborough, and Nambour and Surrounds. Additional, more exploratory and deliberative engagement was undertaken in these localities. (Refer to the purple Involve inner-circle in Figure 2)

The segment of the community most likely to be affected by decisions related to future land use is the youth of the Sunshine Coast. Additional, more intensive communication and engagement was undertaken to give them an opportunity to contribute and to better seek to understand their views. (Refer to the purple Involve inner-circle in Figure 2)

2. Snapshot of awareness and participation

Promotion

Figure 3 outlines the key promotional channels used throughout the engagement program to support the knowledge sharing strategy. All promotion directed people to the project website to seek information and participate.

Figure 3: Summary of promotion

Participation

Figure 4 showcases the rate of participation in each of the activities undertaken for broad engagement, targeted engagement and deliberative engagement.

Figure 4: Summary of participation by activity

By far the most likely group to engage in the new planning scheme preliminary consultation was residents who have lived in the Sunshine Coast region for 20 years or more (41% of survey respondents) which may speak to concern about the perceived potential for change, or indeed current levels of growth and change already being experienced. Two thirds of surveyed respondents had lived on the Sunshine Coast for 10 years or more. Refer to Figure 5.

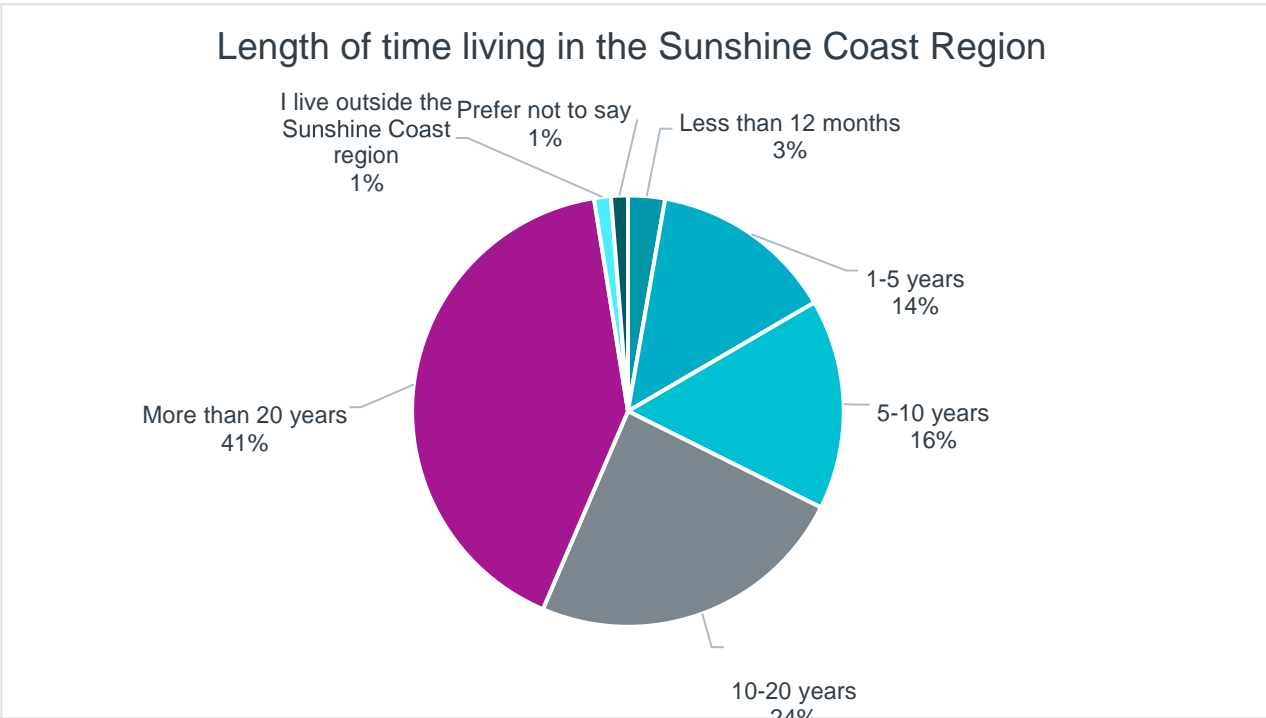


Figure 5: Length of residence of survey respondents (all surveys)

Survey respondents represented every age group, with those aged 55-64 being most represented. (Refer to Figure 6. The 12 drop-in sessions also attracted a wide range of ages; however, attendance skewed slightly older with many people in their 60s, 70s and 80s attending. However, a large contingent of attendees declined or were not asked to provide their age so this cannot be accurately reported.

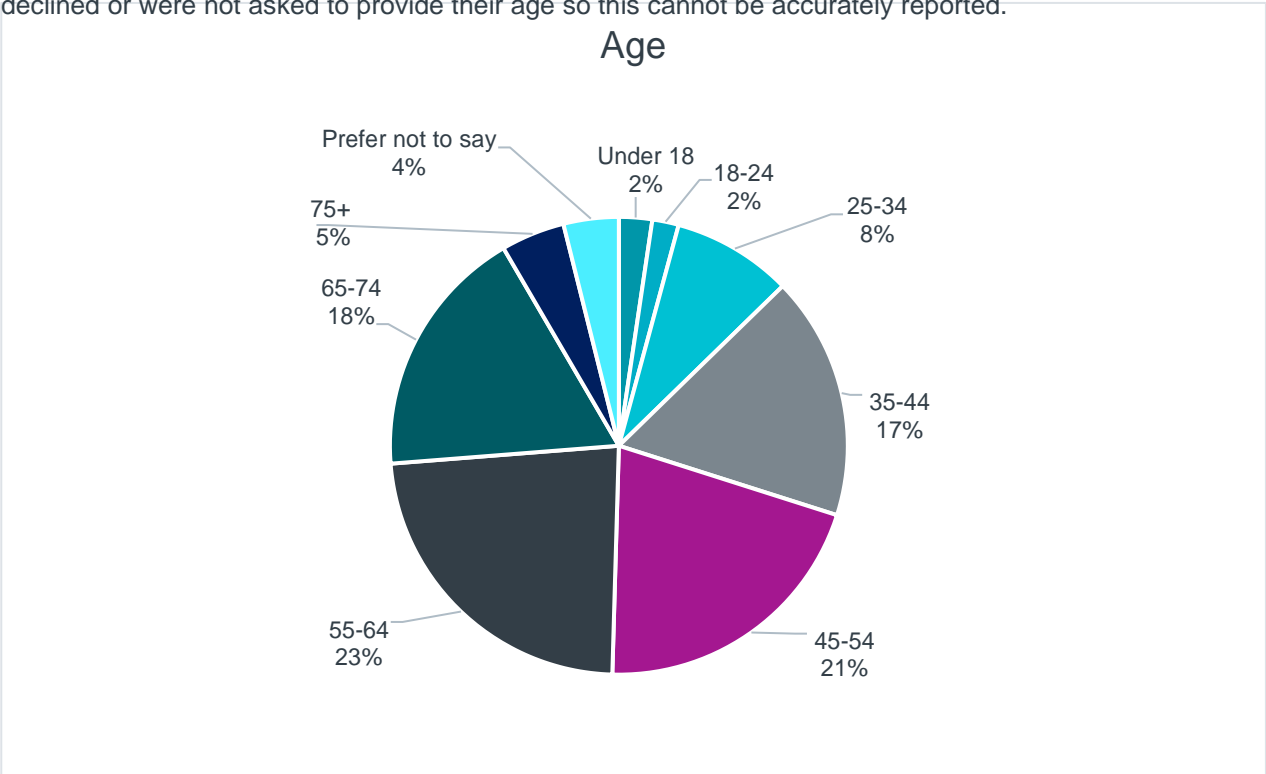


Figure 6: Age of survey respondents (all surveys)

Gender representation was mostly equal between males and females, with a slight skew to female.

3. Key Findings

Analysis of regional and local area feedback across all feedback channels revealed some overarching key findings.

Overall, there was support for Council's proposed vision and planning directions for the region; however, the level of support varied greatly across the five regional planning themes (shaping sustainable growth, a smart economy, a healthy and resilient environment, a strong and creative community of communities, and connected people and places).

Support was strongest for the proposed planning directions related to protecting the natural environment (bushland, waterways and beaches), protecting local character and limiting height and density.

Opinions about how the region should grow sustainably were divided and highly nuanced, but some recurring topics emerged as community priority areas for the new planning scheme:

- Protecting the environment
- Sense of place
- Growth management
- Traffic and transport
- Parking
- Improved development outcomes
- Affordable housing

Protecting the environment

Interestingly "protecting the natural environment" seems to be the common ground of a number of contrasting, and sometimes competing views. For example, some people consider density is terrible for the environment, while others consider that density is the solution for protecting the natural environment. This convergence of concern was evidenced by 77% of regional planning directions survey respondents listing "protect the natural environment" in their top priorities for planning.

While there is enormous support for protecting the environment and also for taking climate change action, only a small segment of the community drew a bow to the relation that has to the way our communities are designed – catching public transport, working and shopping locally, having a small footprint.

For many, protecting the natural environment means not clearing land and not impacting scenic landscape views. The Sunshine Coast community cares deeply about their natural bushland areas and is immensely proud of their national parks. Most want the new planning scheme to value these areas in terms of habitat and scenic value.

"Animal habitats need to be preserved and protected, not allowing loopholes for developers." – Regional survey respondent

A key reason for living on the Sunshine Coast is quick and easy access to nature and the community would like the planning scheme to consider this attribute.

"[On the Sunshine Coast] there are all the amenity and services that I could want but there is also space for me to take a break and go to the beach or go on a hike without having to travel 30 minutes through suburbia and urban sprawl to do that" – Nambour deliberative workshop participant.

The health of the beach and dune environment is incredibly important to coastal communities. Feedback from residents who live near the beach was emphatic that the new planning scheme should protect turtle habitat. Even though Council had proposed low set development only near the beach, many reiterated their concern that tall buildings impact turtle populations.

Importantly, scenic amenity is not just valued from land but also from sea. Some in the community are concerned by what the built environment looks like from the ocean looking back toward land.

There is a desire for Council to be more forward thinking on not just preserving but rehabilitating and connecting habitat. There is also an expectation that climate change will be considered at a structural level of planning, not just an afterthought, particularly in relation to responding to natural hazards.

Sense of place

The community would like to see the new planning scheme designed from its foundations to protect the uniqueness of the Sunshine Coast. There are concerns that planning principles and design principles may be being borrowed from city jurisdictions. The community rejects the inevitability of their region being city-like and look to Council for growth solutions that protect and enhance what they love.

Council's proposal to ensure a local plan covered each area of the Sunshine Coast was well received, as was the principle of a community of communities. However, this may require further development with some coastal local plan areas.

The community wants to see innovative town planning to celebrate the uniqueness of their region. Even the little things count. Small ideas like electric buses that are built to accommodate surf gear are seen as a nod to a relaxed beach lifestyle. Safe recreational bike access to the beach for children is seen as important to maintain a small-town vibe that is cherished by local communities.

Coastal and hinterland communities don't want Sunshine Coast beach areas to look anything like the Gold Coast. Efforts by Council toward differentiating Sunshine Coast land use and development outcomes from those on the Gold Coast would likely be widely supported.

Integral to the Sunshine Coast's placemaking desires is to retain a sense of space. Streetscapes where views from mountain to beach are impeded by tall buildings is not desirable. Buildings that are not separated by greenery is also not desirable.

"Density, tall buildings and general busy-ness deny the feeling of open space" – Maroochydhore deliberative workshop participant.

Council's proposal to make a distinction between coastal and hinterland areas was also largely supported. There was support for each town to be a destination in its own right and desire for appropriate retail and services for each locality to minimise travel where possible.

Growth management

Growth on the Sunshine Coast was considered inevitable by a majority of the community and they noted the benefits of planning for it, hopeful that it would lead to better outcomes in the future.

There is, however, a smaller contingent of the community, mostly residents of the coastal corridor, who seek answers from Council regarding population caps. Some cite that Noosa has a cap and wonder why the Sunshine Coast can't do likewise. There is a segment of the community who believe, with conviction, that growth and development is a choice that Council is making and that it is the wrong choice.

It is the view of older residents that overseas migration and interstate migration is the driving cause of growth. Younger residents recognise themselves as being at the forefront of growth and many fear that they will not be able to afford to rent or buy in the region.

Regardless of people's views toward growth (or where it is coming from), most agree that the management of growth on the Sunshine Coast should be focused toward avoiding the look and feel of being a "city".

"Stop trying to make us a city. WE DONT WANT TO BE A CITY." – Regional Survey respondent

Building heights, density and the visibility of public transport were most often cited as the things that defined a location as being city-like.

Most people agreed with Council's proposal to focus additional dwellings in major centres and in new communities to preserve the rural charm and eclectic nature of the region's hinterland. Some in the community were curious if Council had reconsidered its plan for what they view as centralisation following

COVID-19 (which saw a global trend toward working from home); many suspected they had not. Most conceded that coastal communities were where most people want to live; however, there were a variety of concerns raised about focusing growth in the coastal corridor, including:

- Potential for 'strip' development similar to the Gold Coast
- Capacity of coastal areas to accommodate increased traffic and car parking
- Potential for 'neglecting' smaller towns who desire revitalisation by prioritising rejuvenation and infrastructure delivery in coastal communities
- Focusing growth and development in areas of the coast where property prices are highest to the detriment of marginalised or struggling members of the community seeking affordable housing options
- Risks of greater coastal hazards and flooding due to climate change.

A small proportion of the community see an opportunity for restrained and thoughtful growth in medium-sized hinterland towns to bolster their destination value and make them more self-sufficient (i.e. not have to travel to buy basics). Others see an opportunity for smaller towns to operate as satellite centres, providing affordable housing or lifestyle blocks linked by public transport to larger centres. It was recognised by this segment that growth and development in hinterland towns would, however, need to maintain rural or small-town charm.

Growth has a negative connotation for many based on recent local experience. Narrow streets, traffic congestion, land clearing and a concentration of small lots together were some of the many things that the community noted as being areas of planning they would like to see improved, citing examples of development they consider to have delivered poor outcomes. Aura and Harmony were often cited as reasons that people did not want to see more greenfield development, describing the areas as being a "sea of roofs", "cheek to jowl living" with "narrow streets" and "one road in and out". The community would like the new planning scheme to ensure more green space between houses, wildlife corridors, wider local streets and adequate main road systems as a minimum for new housing estate areas.

Traffic and transport

Consideration of the sequence of infrastructure delivery was a major topic of the preliminary consultation for the new planning scheme. The community consider that major access roads need to be built and public transport planned and available before new houses are built or density increases.

The current public transport focus for the community seems to be on trips between the Sunshine Coast and Brisbane. Current commuters claimed that public transport was currently either not possible or unviable for their daily trips to and from Brisbane. Others believe that removing longer-distance commuters off the roads (those traveling between Gympie, Sunshine Coast and Brisbane) will free up the roads for local trips. For those who do not have access to private transport, their focus is on local travel. East-west movement was the focus of most verbatim survey responses and deliberative workshop feedback.

The call for a fleet of small electric buses was pervasive throughout the engagement and transcended age and socio-economic brackets.

Active transport was considered very important from a recreational perspective and, to a lesser extent, commuter value. The community recognises that new development brings the opportunity for upgraded walking and cycling paths but noted the need for connectivity. There is an expectation that paths should be constructed to connect and not end without warning.

Commuter cyclists noted the high number of recreational and tourist bike riders on the Sunshine Coast and the importance of considering design of paths for the safety of these riders, commuter cyclists and pedestrians.

As part of the new planning scheme and the planning of public transport on the Sunshine Coast, the community would like Council to take the emergence of personal transportation devices like electric scooters and electric bikes seriously and not just an add-on or addendum to the planning process. A segment of the community consider personal transportation devices will change the shape of neighbourhoods and travel in

the future. They see an opportunity for the Sunshine Coast to plan for this advantageously. Those who view e-scooters as dangerous also want Council to carefully consider them in the planning process.

Parking

The community would like the new planning scheme to explicitly address improved parking. It is perceived that better public transport and even mixed-use centres that encourage walkable neighbourhoods won't fix parking issues.

There is a strong desire for new development to provide adequate off-street and visitor parking. Feedback suggests current parking provision for new development is not meeting the community's consideration of adequate.

Improved development outcomes

A majority of the community do accept that growth and development is inevitable, even though they may not be excited about it. Poor development outcomes in key areas have, however, eroded trust in town planning and in Council and given a very negative impression of growth. The development examples that people most often refer to are new communities that are seen as too dense and poorly planned or tall buildings that seem out of place.

"Stop squeezing so many houses so close together. Roofs nearly touching. Kids have no space for playing, no gardens for birds. Just a wasteland of houses." – Regional survey respondent

"Just make the streets wider! Make it so two Commodores can at least go past each other!" – Kawana Waters deliberative workshop participant

Support for Council's regional vision and most local area visions was strong, however, there is a lack of confidence that Council can bring the ambitious vision to life. Reasons for this lack of confidence are varied and include a lack of trust in Council to faithfully deliver on its plans, a perceived power imbalance where Council cannot compete with the resources and skill of developers to get around local rules. The community would like to see Council more in charge of what happens and take responsibility for outcomes.

"A plan is only as good as its compliance in delivery." – Regional survey respondent

Almost without exception, examples given about growth and development are negative and the community seemed to be unable to proffer positive examples, even when prompted. Positive development examples would be useful to help the community better visualise Council's proposed directions.

"I cannot reconcile the amount of development and infrastructure described with the sustainable vision outlined. The two don't seem to go together." – Regional survey respondent

There was some desire for development approvals to be more time sensitive.

"Developmental approvals, large and small, must have an expiry date, perhaps 18 months, to prevent developments that were conceived and approved in a different time and under different circumstances from proceeding later without any consideration of changes in circumstances, understanding or public opinion." – Regional survey respondent

The desire for a timeframe on development approvals was made particularly in relation to building on land now recognised as being prone to flooding.

Affordable housing

Affordable housing is not a top priority of personal concern for all of the community, but most acknowledge it as an issue for the region, with many making a connection between affordable housing and homelessness. For those who are personally finding it difficult to find affordable housing, and for advocacy groups interviewed, it is an immediate and urgent dilemma. Finding affordable rental accommodation in a suitable

location was a topic of concern across feedback channels, more so than the cost of buying homes or entering into the property market.

It was the view of most in the community that housing that is affordable (and more specifically social housing) should be integrated into neighbourhoods rather than creating isolated pockets. This integration is desirable in the context of detached houses, duplexes and apartment complexes. There is some bias toward social housing or unit blocks of “cheap accommodation” being constructed near existing neighbourhoods. For some, this is of concern in relation to potential mass transit development nodes.

Discussion about the affordable home purchase focused on the nostalgia of being able to afford a traditional home on a large block. Many described a decision-making process of compromising lifestyle choice for affordability. Smaller houses and duplexes were recognised to offer an option for those who prioritise location, but most agreed they should be mixed throughout neighbourhoods (not grouped together) and that design is important.

The community is keen to maintain access to areas that offer traditional suburban house block size (this varies from around 600-800m²) which is seen to be synonymous with the Sunshine Coast relaxed lifestyle. Most believe that new and emerging communities should be striving to offer this desired Sunshine Coast lifestyle, not small blocks with narrow streets.

4. Planning for the region

The engagement sought feedback from the community and stakeholders about a proposed vision, planning directions and hot planning topics for the Sunshine Coast region. Input was provided via surveys, online information sessions, drop-in sessions, phone, email and written submissions. See Section 6 for details about participation options and engagement delivery. A summary of feedback related to planning for the region is outlined below. Regional survey questions are provided in Appendix 1.

Vision for the region

When presented with a proposed overarching vision statement for the region, most survey respondents noted their agreement (68% strongly agree or agree). The proposed vision was:

In 2041, the Sunshine Coast is recognised as a desirable, liveable and sustainable place, where healthy, smart and creative communities thrive in a well-defined, connected, and transit-oriented pattern of settlement, which is resilient to the changing environment.

Figure 7 below provides the level of agreement to the vision from the regional survey.

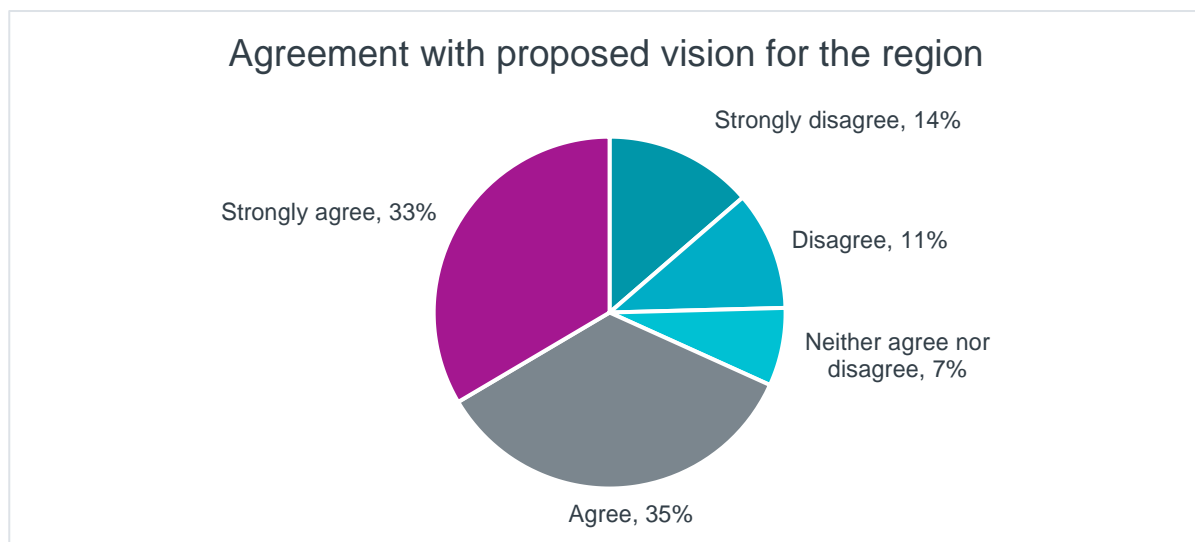


Figure 7: Regional survey responses - Proposed vision for the region

Participants of the deliberative workshops were presented with greater detail about the vision via video, presentations, and discussion in the context of the proposed settlement pattern. Their level of agreement with the vision remained consistent with survey respondents. A workshop exit poll showed around two-thirds of participants (64%) strongly agreed or agreed with the proposed vision and directions for the region.

Written submissions and input from community and development stakeholders provided a deeper level of input into the extended vision for each of the five themes (shaping sustainable growth, a smart economy, a healthy and resilient environment, a strong and creative community of communities, and connected people and places) as described in the *Land Use Planning Proposal 2041*.

Feedback from across all channels is captured under Themes 1–5 in the Regional planning directions section below.

Community planning priorities

From the regional survey results the top priority for planning, without question, is protecting the natural environment and green spaces (nominated by 77% of total respondents). In contrast, the remaining priorities in the top five planning priorities were nominated by around 40% of respondents.

The top five planning priorities nominated by respondents (Refer to Appendix 1: Regional survey Q1) were:

1. Protecting the natural environment and green spaces (77%)
2. Maintaining building heights within set limits (44%)
3. Improving our region's resilience to climate change (42%)
4. Retaining local character (42%)
5. Providing parks and open space (40%)

These priorities for planning for the region were also reflected in deliberative workshop feedback and in written submissions received, though not necessarily in the same order of priority.

Regional planning directions

A summarised list of statements based on regional planning directions was presented to the community in visual formats as part of the consultation (with the full list available in the *Land Use Planning Proposal 2041* available to download on the engagement website). These summarised statements of regional planning directions were tested with the community in the regional survey.

Respondents agreed with all of the proposed regional directions, to various extent. There were no regional planning directions in any theme that were rejected outright.

The community's strong desire for town planning to be carried out in a way that protects the natural environment was clear. The five regional planning directions that received the strongest level of agreement in the survey (combined strongly agree and agree ratings) were:

- Natural habitat areas should be protected and restored (96% agreement)
- Natural waterways and wetlands should mainly be preserved in their natural state (95% agreement)
- Parks, open space and sport and recreation facilities should be well located and protected (95% agreement)
- Our urban areas should have high quality landscaping creating green, comfortable and shaded spaces (94% agreement)
- Scenic landscapes and significant views should be protected (93% agreement)

Figure 8 provides a summary of the level of agreement of with proposed planning directions in the regional survey.

Level of agreement with Regional Planning Directions

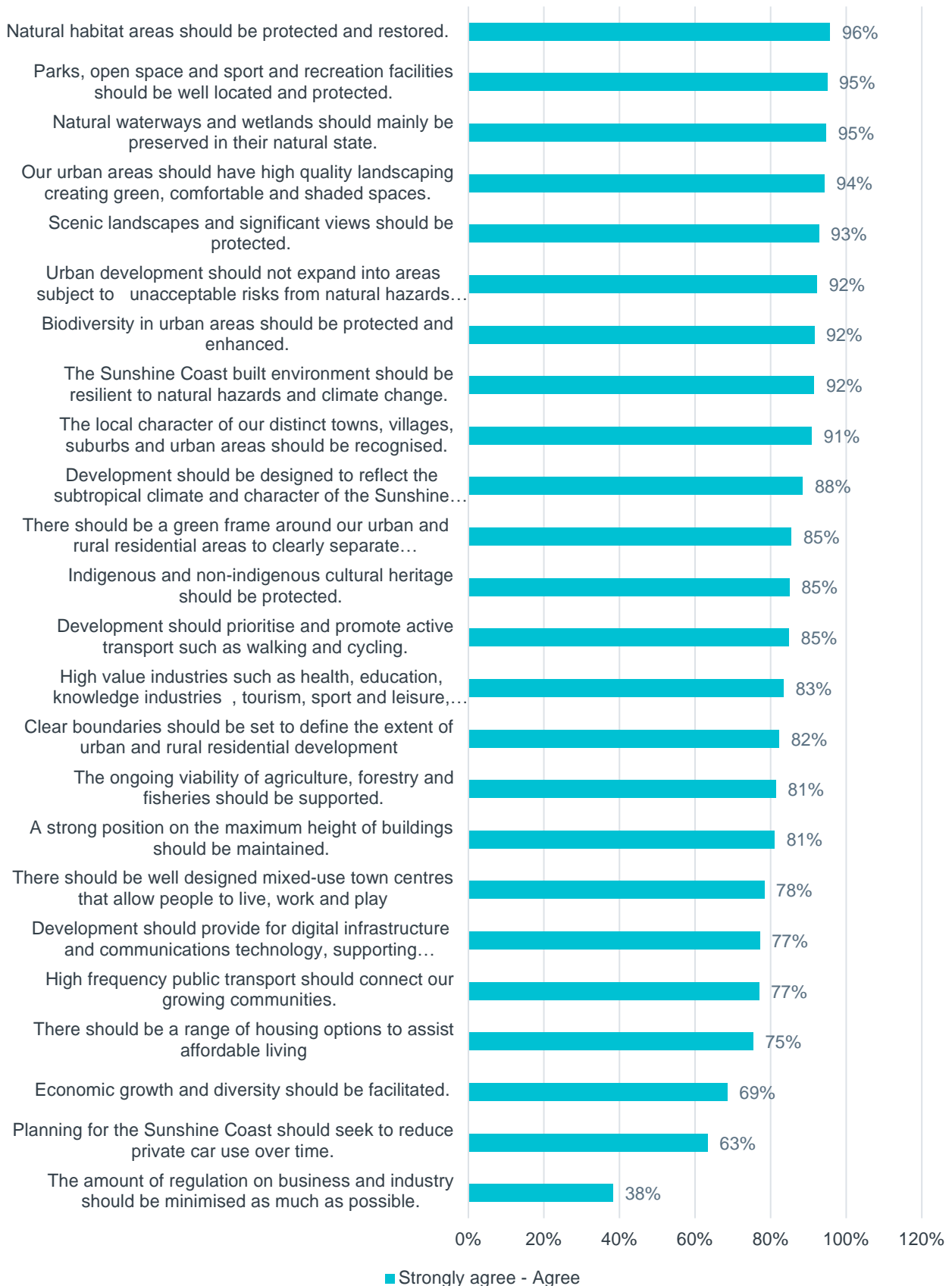


Figure 8: Regional survey responses - Level of agreement with proposed regional planning directions (combined Strongly agree and Agree)

Agreement levels were so consistently strong that it proves useful to consider which proposed regional directions received any levels of *disagreement*.

The proposed regional planning direction that received the strongest level of disagreement in the regional survey was:

- **The amount of regulation on business and industry should be minimised as much as possible** (42% strongly disagree and disagree; 38% strongly agree and agree)

Other directions that recorded mild levels of disagreement were:

- Planning for the Sunshine Coast should seek to reduce private car use over time (64% strongly agree or agree; 20% strongly disagree or disagree)
- Economic growth and diversity should be facilitated (69% strongly agree or agree; 11% strongly disagree or disagree)

This mild level of disagreement is however a signpost to some of the issues raised in submissions and verbatim survey responses relating to public transport and road infrastructure as well as sentiment toward growth, reported in the relevant planning theme below.

Theme 1: Shaping sustainable growth

The regional survey asked the community to provide their level of agreement on five proposed directions relating to the shaping sustainable growth theme. The **regional planning direction related to planning for natural hazards received the greatest level of agreement**.

Figure 9 below shows the level of agreement for each of the five regional planning directions related to shaping sustainable growth.

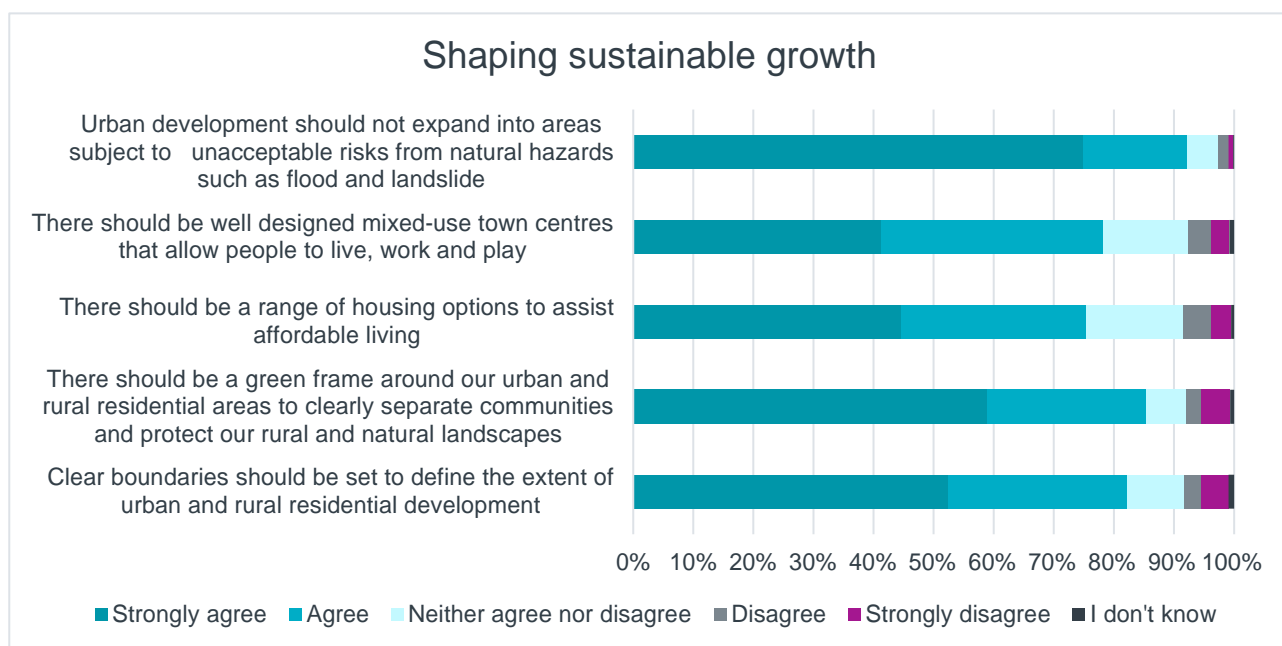


Figure 9: Regional survey responses – Shaping sustainable growth theme

A vast majority of survey respondents (92%) agreed or strongly agreed that **urban development should not expand into areas subject to unacceptable risks from natural hazards** such as flood and landslide. The strong response to this proposed planning direction was likely bolstered by the flood event that affected the community during the active consultation period, with the impacts of flooding top of mind in many of the survey verbatim responses.

A large proportion of feedback about resilience to natural hazards (across all feedback channels) noted the increasing impacts of climate change and climate change was also the most commented-on hot planning topic. Feedback mostly related to the desire for Council to take a strong stance on not allowing development in flood prone areas.

“Please stop relaxing the rules for development. Please stop allowing development in areas that have always flooded and will only flood worse in the future as climate change effects begin to bite.”
– Regional survey respondent

A handful of people took an even stronger stance suggesting that Council should reconsider the settlement strategy close to the coast in the face of rising tides and increasing coastal erosion.

Some people also noted that underground car parks that may potentially flood or change the water table should not be allowed either.

“It beggars belief that Council wants to continue to develop high rise buildings with underground carparks that are destined to flood along this coastal corridor.” – Regional survey respondent

There was also strong support for a **green frame around urban and rural residential areas** to clearly separate communities and protect rural and natural landscapes. 85% of survey respondents agreed or strongly agreed with the proposal.

Affordable housing and affordable living were recurring themes throughout the engagement and the second most commented-on hot planning topic (after climate change). Many voiced a concern about their ability to keep living in the region and this point was made by advocacy groups interviewed. They noted that many people who work in lower paid service industry jobs are already having to move out of the region with the effect of compounding traffic congestion and reducing the availability of a workforce over time.

The link between planning scheme decisions and diversity within communities was not lost on many deliberative workshop participants. Some people were concerned that growth should not be focused on the coastal corridor as that is where property prices are highest. They perceived that many units that might be built near the coast would be unaffordable and contribute little to providing housing for those who need it most.

“Affordable housing options are very important, to support greater diversity within the community” – Regional survey respondent

There was strong support during deliberative workshops for providing a range of housing types throughout suburbs and not concentrating cheaper housing options in particular locations.

Many written submissions support the planning direction to encourage housing diversity in order to support affordable living outcomes. Both industry and community submissions offer a variety of views to how this could be achieved. Submissions received discuss a wide variety of housing choices that they would like Council to explore including tiny houses, mobile dwelling houses and rooming accommodation. Perceived land supply shortage, limitations from secondary dwelling regulation and lost capacity from short term accommodation were raised in submissions as roadblocks to housing diversity and matters that submitters would like Council to investigate as part of the project. Several submissions (mostly from industry) viewed increased heights and density as a way of improving housing diversity and housing affordability. Many requests relating to rezoning or increased building heights were made based upon increasing dwellings available, housing diversity and on their contribution toward reducing housing affordability pressures.

The consultation revealed a pressure on rural and rural residential land use. A significant number of written submissions received during the consultation requested Council to reconsider the zoning of individual land parcels from rural and rural residential to other land uses. Most submissions linked their request to the ability of rezoned land parcels to contribute positively toward housing availability and therefore affordability. Council's proposed planning direction that **clear boundaries should be set to define the extent of urban and rural residential development** was supported by survey respondents (82% strongly agree or agree).

Theme 2: A smart economy

The regional survey showed there was some level of agreement with all four planning directions related to the smart economy theme, but not overwhelming support when compared to support shown for planning directions in other themes. The large number of neutral responses could be interpreted as people either not understanding the proposal, or simply not engaged in the issue.

Figure 10 provides an outline of agreement levels for each of the four regional planning directions included in the regional survey relating to the smart economy theme.

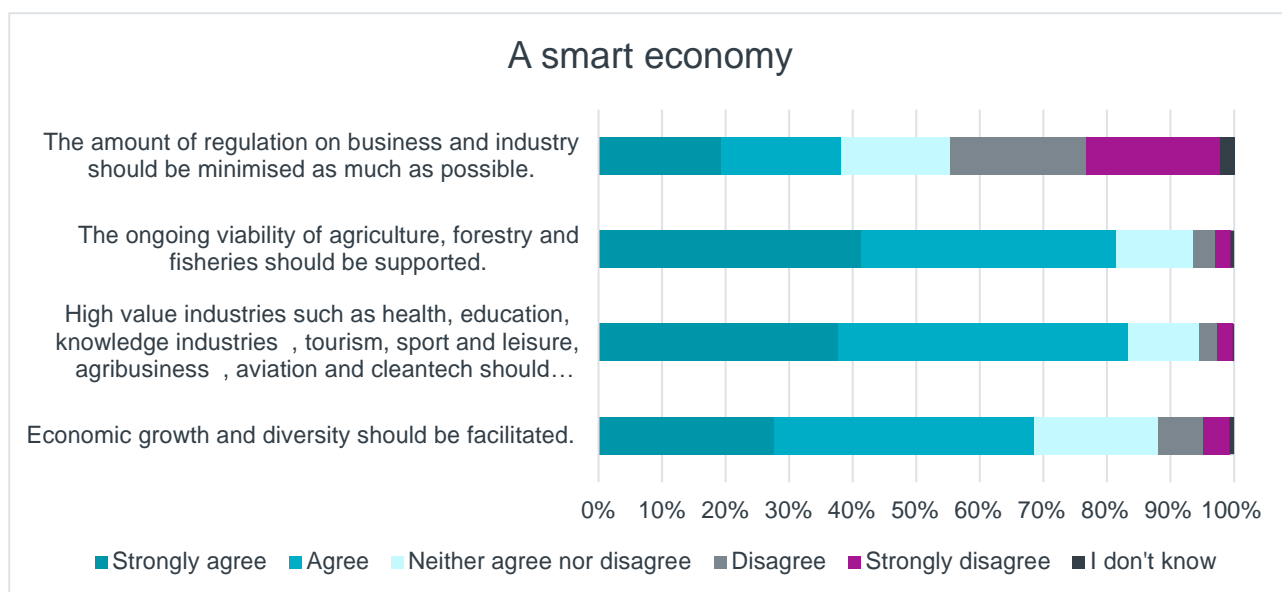


Figure 10: Regional survey responses – Smart economy theme

There was considerable support (84% strongly agree or agree) for the proposal to **continue to support high value industries** such as health, education, knowledge industries, tourism, sport and leisure, agribusiness, aviation and cleantech.

Similarly, most survey respondents (82%) agreed to varying extent, with **supporting the ongoing viability of agriculture, forestry, and fisheries**.

In verbatim survey feedback, a significant number of respondents acknowledged the importance of the tourism industry to the region. Many noted the link between protecting the natural environment and the tourism sector and envisaged more tourist sector opportunities for the region, particularly in the hiking and bushwalking market.

Some feedback was also received that tourism does not always contribute positively to the community in terms of employment type and its impact on housing availability.

“Tourism ... provides low paid jobs in a cyclical industry encouraging empty dwellings which strongly contributes to the lack of affordable housing. ...Sunshine Coast should not be promoting a coffee shop economy with high rises blotting the landscape and only fully occupied in school holidays.” – Regional survey respondent

Several advocacy agencies agreed with the need to diversify the range of business and industry attracted to the Sunshine Coast. Several interviewees observed that the region’s heavy dependence on tourism has created an underclass of seasonal, casual and low paid workers who cannot afford to live in the Sunshine Coast and have been forced to live in centres such as Gympie.

Of the high value industries proposed to receive continued support as part of the new planning scheme, Tourism was the subject of most submissions made to Council. Many submissions petitioned in relation to potential tourism ventures on particular land parcels but there were a handful of broader representations to Council requesting that the planning scheme minimise risks and impediments for attracting investment for new tourism, entertainment and accommodation facilities. Some representations were also made requesting that Council considers the business and development potential of areas north of the Maroochy River, noting that there seemed to be less focus for proposed planning directions in northern locations.

Some drop-in session attendees advocated for the need to develop the CBD and hospital precincts to further improve employment opportunities. A smaller number also supported the development of nodes in order to facilitate the decentralisation of jobs into local communities.

Support for existing local business was strong across all feedback channels. The deliberative workshops showed the community has a deep and genuine concern for the plight of small, local businesses. Local business and local enterprise were seen as the engine room of the local economy. Participants voiced a desire for Council to consider the ongoing viability of local businesses when making localised planning

decisions such as the transition of industrial land. This sentiment was echoed in written submissions from community groups.

Some survey respondents made a link between the economy and fast rail to Brisbane while others considered that Council needs to be more forward-thinking regarding their approach to attracting industries in which people can work from home in order to reduce traffic congestion.

It is worth noting that the community is divided over the need to **reduce the amount of regulation on business and industry** – 19% strongly agree and 21% strongly disagree. Neither verbatim survey feedback nor face-to-face feedback provided further insight into this disparity of views. Discussions at deliberative workshops suggest it could be because people interpreted “business and industry” to mean developers whom the community would like to see held accountable to planning rules. The “rules are rules” approach seemed to permeate community sentiment whereas submissions from planning consultants and the development industry called upon Council to be more flexible.

Submissions reflected broad support from business and industry for the vision proposed as part of the smart economy theme but noted the need for more detail regarding how this could be achieved. Multiple submissions from commerce and industry noted that additional land for industrial and commercial development would be required to attract emerging industries to the Sunshine Coast.

Theme 3: A healthy and resilient environment

There was overwhelming community support for Council’s proposed regional planning directions relating to the environment. More than two-thirds of all survey respondents strongly agreed with the four healthy and resilient environment planning directions included in the regional survey.

Figure 11 provides detailed regional survey results about the level of agreement with regional planning directions related to the healthy and resilient environment theme.

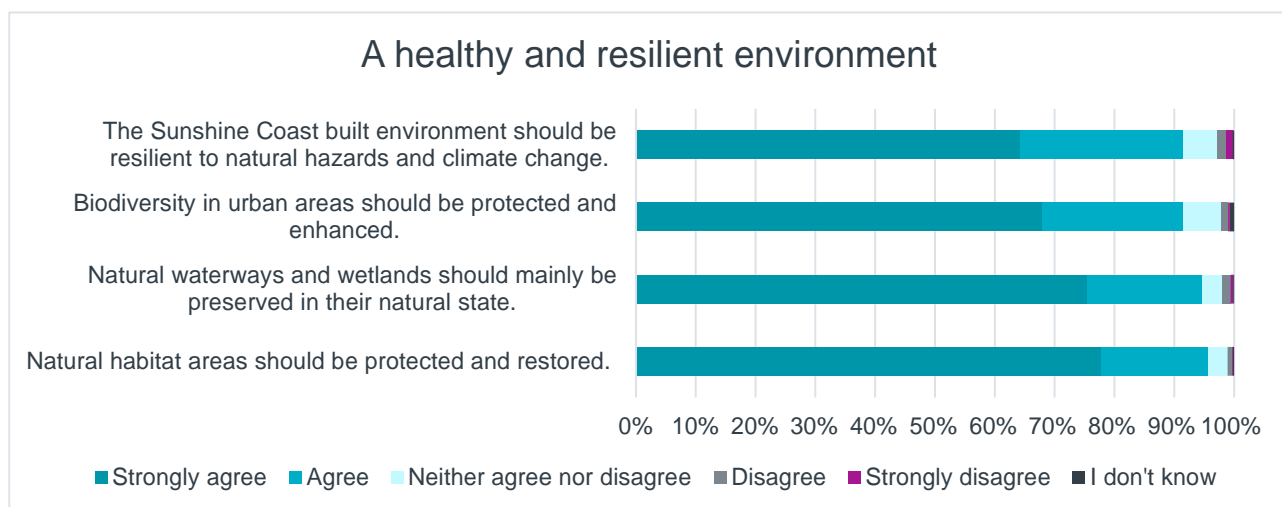


Figure 11: Regional survey responses – Healthy and resilient environment theme

Each of the proposed planning directions for a healthy and resilient environment received greater than 90% level of agreement, which indicates that across demographic divides, and areas of interest, a vast majority of respondents are concerned with environmental outcomes.

Protecting and restoring natural habitat areas was the direction that received the highest level of agreement (78% strongly agree) across all five themes and 24 regional planning directions posed to the community.

Habitat, waterways and wetlands were important to nearly all respondents. Feedback across multiple channels revealed concern with current impacts, let alone future impacts in the face of growth and development. Issues of notable concern were:

- Impacts of land clearing on native wildlife habitat
- Land fragmentation impacts on wildlife corridors
- Negative impact of development practices in new communities on fauna movement

- Need to plant native species

Some survey respondents requested increases to conservation areas but many more were concerned with density limits and minimum lot sizes of new housing estates to allow for trees and vegetation to support native wildlife.

“Development [should be] based on least impact on our natural environments with a view to allowing wildlife populations to thrive! We do not want to see our flora and fauna at risk of death by a thousand cuts.” – Regional Survey respondent

Many people are keen for Council to strike a better balance for the environment in the new planning scheme than they perceive is currently being achieved.

“[Information provided] talks of 'balancing' protection of valued environment with demand for growth and infrastructure. It is NOT currently in 'balance' as demand is degrading our environment. – Regional Survey respondent

It can be noted, however, that a segment of the community who voiced their concern for the environment did so more in the context of scenic amenity, than in relation to ecological health and biodiversity.

“We need to maintain our point of difference with natural environments and low density/low rise development” – Regional survey respondent

Examination of the verbatim survey comments along with deep-dive discussions at the deliberative workshops reveals the subtle but important clarification. What is on the surface expressed as concern for the environment in many cases was actually a desire for maintaining a sense of space. This is not to say that those people are not concerned with ecology, but it is lower down on their priorities and this likely accounts for the biodiversity direction rating lower down the agreement scale.

The proposed planning **direction for resilience to natural hazards** was also strongly supported (91% strongly agree or agree). Concerns focused largely on flood impacts, and this may likely be because there was a flood event during the active consultation. There was a sense of frustration and urgency in some comments.

“Show all areas which will be inundated by regular tidal flooding with climate change rise and prevent redevelopment NOW!!” – Regional Survey respondent

Many respondents noted their opinion that Council should not be allowing development on flood plains or flood prone areas at all. Some went further, insisting that Council more carefully considers flood impacts of developments on other properties. There was some derision of the term “mitigate” by a number of respondents who viewed this term as getting around the rules.

The desire to stop development in flood prone areas was also a common theme of written submissions from the community. There was however acknowledgement that some low-lying areas had already been developed or were slated for development. Various suggestions were made about how Council should respond to development approvals in these areas including allowing houses to be built higher or require them to be “built on poles” to minimise changes to hydrology. Some submissions and some survey responses noted the advantages of using or mimicking natural drainage systems.

Support for the Blue Heart was strong in submissions received. Many saw opportunities for the area to become a valuable greenspace for community use and some encouraged Council to consider complementary uses such as eco-tourism or renewable energy/carbon reduction industries. One submission expressed the desire for an equivalent Blue Heart area to preserve and enhance the Pumicestone Passage.

A number of submissions and verbatim survey responses requested that Council focus on the protection and preservation of the foreshore and adjacent greenspaces. Examples identified included areas at Maroochydhore, Cotton Tree and Point Cartwright.

Theme 4: A strong and creative community of communities

There was a high level of support from regional survey respondents for Council’s proposed regional planning directions for a strong and creative community of communities.

The proposed planning directions with the highest level of agreement (rated strongly agree and agree) were:

- Parks, open space and sport and recreation facilities should be well located and protected (95% agreement)
- Our urban areas should have high quality landscaping creating green, comfortable and shaded spaces (94% agreement)
- Scenic landscapes and significant views should be protected (93%)

Figure 12 provides details of the level of agreement for the community of communities themed directions included in the regional survey.

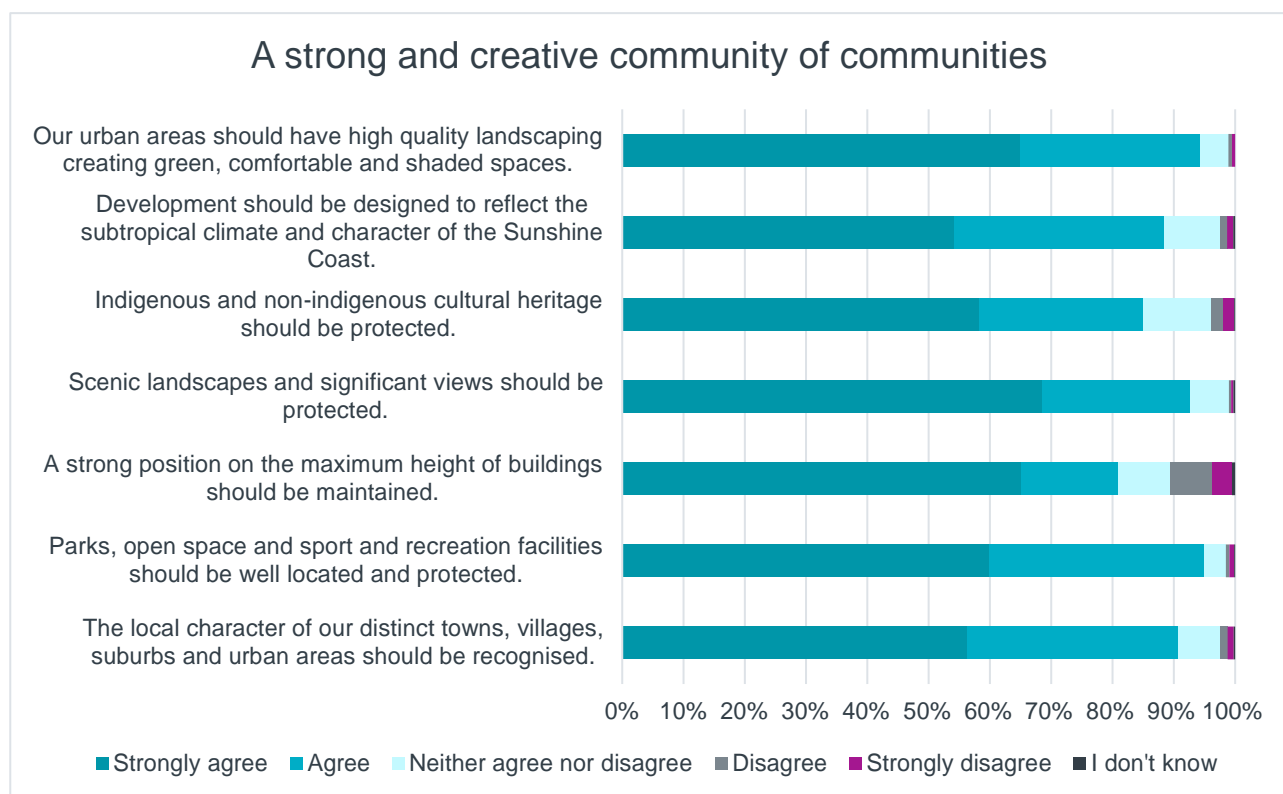


Figure 12: Regional survey responses – Strong and creative community of communities theme

The community has the impression that recreation areas and new parkland areas have not kept pace with population growth. There is a desire for two main green space outcomes from the new planning scheme:

- more parks included in new developments
- more green space in and around properties.

“Stop allowing building developers to use almost the whole block. More green space!” – Regional Survey respondent

A major concern voiced by survey respondents, and echoed at face-to-face engagement, was the prospect of becoming “city-like”. Protecting the small-town feel of the Sunshine Coast was explained to be an important part of building a strong and creative community of communities. Many verbatim survey responses also identified rural character as being important to their sense of place for the Sunshine Coast.

Feedback on social media and at stakeholder briefings revealed concern about building heights and Council’s proposed planning direction to ‘maintain a strong position on the maximum height of buildings’ received considerable support (81% strongly agreed or agreed). Local community groups and action groups supported Council’s promotional efforts for the consultation by distributing their own material urging people to have their say about building heights and density in particular. Maintaining building heights within set limits was the second most nominated regional planning priority (after protecting the natural environment and green space) selected by 44% of total survey respondents.

The desire to avoid increases to building heights and density altogether is not however unanimous. A small segment of survey respondents and deliberative workshop participants held very strong views toward urban

sprawl and its impact on the natural environment. That segment of the community recognises benefits of more compact and vertical living options as they view it as less impactful to flora and fauna.

“Less urban sprawl please. I would rather tall buildings and smarter land use to create affordable housing rather than single storey land wastage.” – Regional Survey respondent

A few development industry submissions to Council championed some changes or increases to building height limits – mostly a desire for increases in key locations. Other submissions relating to suggested increases to building heights (among a range of other suggestions) were from community groups concerned with housing options and affordability. Some development industry submissions requested that features such as lift overruns, solar panels and rooftop gardens be excluded from building height limits.

A large number of community submissions and verbatim survey responses simply stated, “no high-rise”. Many people closely associated high-rise development with the Gold Coast and made the explicit point “don’t make us the Gold Coast”. There was feedback from a range of stakeholders and community groups in written submissions about the need to form a common understanding or definition of “high rise” for the Sunshine Coast.

90% of regional survey respondents strongly agreed or agreed with **recognising local character**. Feedback goes further to request a more stringent approach to ensuring character is preserved.

“Code assessment needs to be seriously addressed. The local character, amenity and lifestyle along the coastal strip is at serious risk of being eroded.” – Regional Survey respondent

The community has a high expectation that “rules are rules” and some survey respondents perceive that loopholes and lack of enforcement of the rules are eroding their local character.

Theme 5: Connected people and places

The survey detailed varying levels of agreement with the connected people and places proposed regional planning directions. Proposals related to this theme gained some of the lower levels of agreement, relative to the environment and resilience directions.

Nevertheless, **support for prioritising active transport and for high frequency public transport was strong** (85% strongly agree or agree for active transport; 76% strongly agree or agree for public transport).

Figure 13 provides details of the level of agreement for the connected people and places themed directions included in the regional survey.

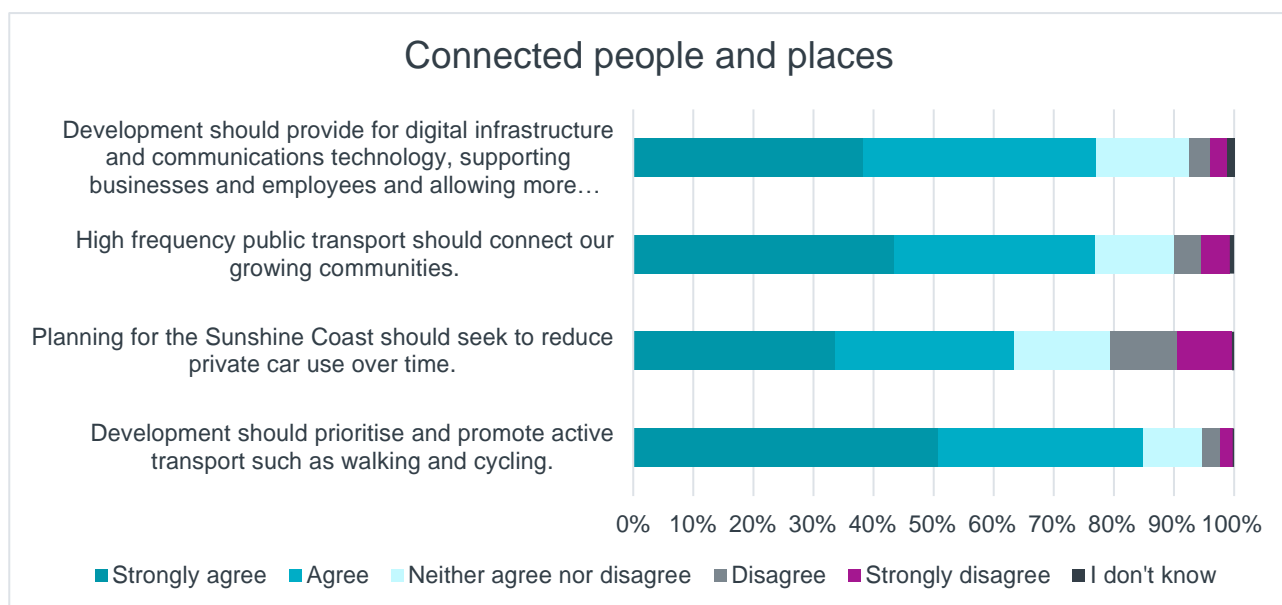


Figure 13: Regional survey responses – connected people and places theme

Active transport

Across all feedback channels, planning for walking and cycling was a high priority for the community. Both cyclists and pedestrians are keen to have dedicated paths. Separated facilities and connected networks was also seen as desirable. Some examples were provided where some paths just abruptly end. Of particular concern amongst the cycling community, recreational cyclists and pedestrians was the need for frequent, safe crossings across busy roads.

Public transport

High frequency public transport has community support however that support is nuanced and, in some cases, conditional.

Verbatim survey input and deliberative workshop discussion found two main pockets of community concern about future mass transit options along the coastal corridor:

- people who live near the coast don't want the visual impact of "light rail"
- people in the hinterland want to see Council invest more heavily in connecting them to their jobs, university and health services.

Importantly, this does not mean that all of those who oppose "light rail" are opposed to improving public transport.

The overflow of viewpoints generated from recent Mass Transit consultation was captured across all feedback mechanisms. Most notably, there are segments of the community strongly opposed to light rail in the coastal corridor due to perceived negative impacts on scenic amenity, particularly near the bluff at Alexandra Headland.

"Ensure light rail does not come anywhere near these places. [We need] small, fast, frequent electric buses to reduce car usage" – Caloundra and Surrounds local survey respondent

There is a general sense among those opposed to mass transit that the focus of north-south public transport is for the benefit of a) future residents or b) tourists.

Those in the hinterland see a strong need for improved east-west transport connections to adequately connect them to services and facilities. These engagement participants perceived that employment, health and services are being centralised in coastal locations and as such, east-west transport connections were seen as more urgent to them than north-south connections along the coast.

"[Council's proposals have] too much focus on the coastal area, connectivity, especially public transport options should focus on east-west public transport (e.g. small frequent electric buses)." – Regional Survey respondent

Interestingly, groups most opposed to mass transit still recognise traffic congestion as a problem but see that congestion is a result of growth and density, not of transport options and choices.

The more widely held view however, is that Council needs to do something to alleviate traffic congestion and most recognise that improved public transport is important, if not urgent. Many thought that electric buses hold the answer.

"The mass transit options should not include outdated trams and light rail. Forward thinking options such as self-driving electric buses (or other zero carbon emission options) need to be prioritised" - Regional Survey respondent

Deliberative workshop participants admitted they could understand the benefit of catching public transport if it was easier and more convenient than driving but couldn't envisage a future in which they would use it themselves. A quick trip to the shops with easy parking was deeply entwined in the lifestyle benefits of living on the Sunshine Coast. This deep attachment to car centric habits was evident in the surveyed disagreement level with the proposal to reduce private car use over time in the regional survey. Over 20% disagreed or strongly disagreed and although this is definitely a minority of respondents, it was the second highest disagreement rating for any regional direction (after the proposal to minimise regulation on business).

Workshop participants who don't have access to a car, younger people not old enough to drive and older residents no longer confident enough to drive noted the freedom and independence that better public transport on the coast would offer.

Community support and advocacy organisations interviewed as part of the engagement were supportive of the proposed mass transit, which would provide safe, efficient and accessible transport for the elderly and people with disabilities, and those without private cars. They felt that mass transit would also help alleviate current pressure on the road network, particularly for the many workers who travel from outside the region (namely Gympie) to work.

Those that agree transport is sorely needed also think that timing is key. Providing the infrastructure ahead of approving developments is seen as common sense.

“Development should not occur before infrastructure is provided.” – Regional Survey respondent

“Council needs to resolve public transport and traffic issues and other infrastructure deficiencies before actively encouraging consolidation (more dense population) in existing urban areas” – Regional Survey respondent

There was a desire to be forward thinking in relation to active and public transport. Many noted that personal transportation devices would become integral to planning networks.

“Electric scooters and bicycles are cheaper and more flexible than public transport. They may render some public transport irrelevant and a major loss-making exercise.” – Regional Survey respondent

Roads

Significant feedback was received about the need for better planned roads, particularly in the context of growth. Aura, in particular, was the subject of consternation in relation to the need for better roads and better road planning.

“It is mind boggling that we are putting all these extra people in at places such as Aura...but the roads are not there to support it!” – Caloundra Deliberative Workshop participant

Verbatim survey feedback on local roads and traffic congestion throughout the region was extensive. Deliberative workshop discussions, community group interviews and written submissions also revealed a sense of frustration over traffic issues that are perceived to be getting worse. Bruce Highway, Sunshine Motorway at Mountain Creek, Caloundra Road, Nambour Connection Road, Arundel Avenue, Windsor Road, Carter Road and Nicklin Way were some of the roads noted as suffering congestion.

Many engagement participants noted their disapproval of subdivisions being constructed with only one road in and out. It was also a common view that road and transport infrastructure should be constructed prior to developments being activated.

Digital connectivity

77% of survey respondents strongly agreed or agreed with the proposal for development to provide digital infrastructure.

A few coordinated, form responses made a link between transport infrastructure and digital infrastructure.

“The mass transit spine is outdated and NOT supported. Exponential technological changes, digital connectivity and digital offices are altering travel patterns.” – Regional Survey respondent

Desire for improved internet connectivity was particularly strong in hinterland communities where digital access was seen as a matter of equity. Chamber of commerce groups consulted as part of the engagement noted that poor digital connectivity can be a disadvantage to business. Higher quality fast internet services and telecommunications reception was also seen by some survey respondents as essential to facilitating working remotely.

Proposed settlement pattern

The proposed settlement pattern map included in the *Sunshine Coast Land Use Planning Proposal 2041* did not seem unexpected to the community and there were no expressions of surprise. It was evident that recent mass transit engagement had primed the community to expect that the proposals would contain some growth and consolidation in the coastal corridor.

There were three main concerns raised during the engagement regarding the proposed settlement pattern:

1. the assumption mass transit is needed along the coast
2. Coastal corridor residents oppose increases to density
3. It does not sufficiently respond to the need for climate adaptation (ie movement away from low-lying coastal areas).

There was support for the following aspects of the proposed settlement pattern:

- Distinction between rural and coastal living areas
- Connecting hinterland and coastal communities
- Blue Heart
- Connected greenframe
- Inter-urban break

It is worth noting that there was relatively little discussion or commentary about new or emerging communities. The exception was Aura (where concerns about density, vegetation clearing and traffic planning were widespread) and to a lesser extent Sippy Downs and Palmwoods. While only a small segment of survey respondents provided comment about potential greenfield development they were however, very clear about their expectations for Council to be aspirational in its planning in terms of traffic, transport, sustainability and character outcomes.

Some community members, stakeholders and community groups stated their belief that some additional employment, retail and residential activity could be focused in Nambour.

Interest in the proposed settlement pattern was stronger from industry than the general community. This is likely due to their familiarity of the map as a planning instrument. A handful of submissions from business and industry stakeholders noted opportunities north of the Maroochy River, submitting it was a gap in the proposed vision and regional planning directions. Suggestions included tourism, sporting, recreation and residential development and the desire for Council to explore future mass transit options north of Maroochydhore.

There was a small number of submissions requesting more detail about Urban Living Areas and Suburban Living Areas with one requesting they be better mapped and identified. A large number of written submissions were received requesting changes to zones of rural and rural residential areas in the hinterland. There were also many submissions requesting increases to building heights, mostly in major centres in the coastal corridor.

Hot planning topics

Ten region-wide “hot planning topics” were included as part of the broader consultation for the new planning scheme. These topics were informed by the operation of the current planning scheme, community feedback and emerging issues. Each topic area outlined the issue and broadly what Council is proposing to do in the new planning scheme to respond to the issue. The community was invited to provide feedback on the hot planning topics via survey.

Aside from key local issues such as a recent service station development in Maleny, the rail duplication in Woombye, the Yaroomba Beach development or mass transit in Kawana Waters, the issues raised and sentiment expressed in the hot planning topic survey aligns to the local area surveys, with the exception of climate change. Climate change was the most commented-on theme in the hot planning topic survey but was rarely explicitly mentioned in the local area surveys.

There was a total of 542 hot planning topic surveys completed; however, multiple topics could be selected for each survey. The ten hot planning topics are outlined in Table 1 below as well as the number of contributions received for each topic area. Hot Planning survey questions are provided in Appendix 2.

Table 1: Hot Planning Topic survey contributions by topic

Hot Planning Topic	Contribution by topic
Climate Change	196
Affordable living and housing affordability	189
Dual occupancy and secondary dwelling	182
Car parking	149
Design of multiple dwellings	147
Uses in rural areas	101
Short-term accommodation	96
Carports	94
Supply and use of industrial land	49
Service stations	45

In addition to the survey, further feedback was provided via direct contact to the project team and at the drop-in information sessions. The topics which were highlighted through these channels were mostly related to dual occupancy and secondary dwelling, affordable living and housing affordability and car parking. This feedback received in addition to the surveys has also been included in the summaries below.

Climate Change

A key theme arising across all feedback channels was the need to stop further development on floodplains and coastal areas prone to erosion. Given the low-lying nature of much of the Sunshine Coast, participants want to see this development avoided to ensure better protection from, and resilience to, future extreme weather events. The proposal by Council to incorporate the latest natural hazard mapping into the new planning scheme will be an important factor in responding to the concerns of the community. Some survey respondents and written submissions thought the planning scheme should prioritise managed retreat as the preferred option for adapting to sea level rise and coastal erosion.

In addition to updated natural hazard mapping, many engagement participants also support the adoption of better design principles, both built form and landscaping. This includes a range of ideas from support for solar panels, water tanks, water recycling systems, to design principles that facilitate passive cooling and lighter shaded roofs, greener streetscapes and greenery on or surrounding new buildings to act as heat sinks. Some submissions called on Council to introduce stronger requirements for suitable building materials for flood and bushfire prone areas.

Reducing emissions and carbon offsetting was seen as another suitable goal for the new planning scheme. A desire to see Council focus on electric vehicles and renewable energy sources was often cited. Many people made a link to climate change and the need for Council to reduce land clearing, facilitate revegetation, support renewables infrastructure and invest in green infrastructure. It was noted in one written submission that the draft vision does not mention natural environment or climate change.

There was significant support for Council's declaration of a climate emergency and a desire to see planning for climate change – resilience, adaption and mitigation – integrated into all Council business, not just the New Planning Scheme.

"I commend the Council's recent decision to declare a "climate emergency" and urge it to consult proactively and work with scientists, community groups and other agencies to identify a comprehensive set of actions that will reduce the impact of climate change as quickly as

possible... All of Council's planning should incorporate how to deal effectively with climate change." – Hot Planning Topics survey respondent

Affordable living and housing affordability

The solutions to address issues around affordable living and housing affordability were greater than the solutions proposed by Council. Other hot planning topics were considered both drivers or solutions to this issue.

A key theme across all feedback channels was the need for affordable housing to be integrated into communities, rather than creating isolated pockets of social housing, which are seen to drive negative outcomes. The proposal to zone sufficient land for residential development may be considered a suitable solution, however, the community's views that affordable housing should not negatively impact the environment, and should be close to transport and services, suggest such housing is not supported in greenfield areas.

In line with the desire to integrate social housing into residential areas was a desire to ensure that social housing matched the amenity of the area and was located close to transport and other services. There was some support for the proposal to introduce low-medium density residential offerings with a percentage of development allocated for affordable housing.

Another key theme was that Council reconsider their regulations on rooming accommodation, with Noosa Shire Council often cited as an example of good practice in this area.

The consideration of dual occupancy and secondary dwelling options were highlighted as solutions. Tiny houses, group housing communities, dual occupancy on rural lots and subdivision of rural lots for family were also identified as a means of addressing this issue, provided these did not negatively impact the amenity of surrounding residences. However, the abundance of short-term accommodation was identified as a key contributor to the issue by reducing the number of rental properties available at a reasonable cost. It was particularly noted in locations such as Maleny where rental prices are considered unaffordable due to the number of short-term accommodation rentals in the area.

The issue of housing affordability was a topic which was highlighted as a concern through all engagement activities and was directly linked to homelessness.

Submissions from business and industry contended that pressure on housing affordability is driven by limits to the supply of land available. Many rezoning requests (and building height increase requests) submitted as part of the consultation were made on the grounds of their potential contribution toward affordable living and housing affordability.

Some submissions suggested that Council consider investigating incentives for the provision of affordable and social housing, including requiring it as a proportion of a development.

"Encouraging and facilitating the development of multiple dwellings, dual occupancy and secondary dwellings could alleviate the affordable housing shortage. More medium density options where apartment buildings are surrounded by common gardens would be environmentally and aesthetically more beneficial than the private gardens of concrete, stones and minimal exotic cane plants that do not help to mitigate rainfall runoff." – Hot Planning Topics survey respondent

Dual occupancy and secondary dwellings

The issues identified by Council are in line with the views of the community. The proposal to review the provisions in the new planning scheme relating to dual occupancies and secondary dwellings, including design and siting requirements are supported by the community.

Engagement participants indicated that these types of developments could be a tool to address housing affordability issues, as noted above, provided they do not negatively impact the amenity of the area and that the design is sympathetic to the streetscape or local area. It was noted that this was an issue with the increase of duplex developments and large duplex developments where lot sizes were considered too small for the development.

There was a desire that a dual occupancy could enable multiple members of a family to co-locate on a property.

An additional issue often raised (via survey, submission and information sessions) in relation to this topic was a desire for Council to reconsider the existing regulation that secondary dwellings be no more than 20 metres from the principal residence. Given the number of large residential lots in the Council area, this regulation was seen as impractical and not contributing to good outcomes. There were also a number of survey respondents who felt the maximum square meterage requirements for secondary dwellings were too small.

More generally there was a sense that Council regulations made it difficult for homeowners to seek development approval for secondary dwellings and that reducing some of these barriers could address the need for retirement living and affordable housing options where the leasing of these dwellings was enabled.

While there is some support for greater allowances of dual occupancy and secondary dwellings, it is important that these developments are sympathetic to the area and that sufficient infrastructure, particularly car parking (including caravans, boats, trailers, etc.), is provided for these developments and issues such as stormwater are mitigated.

“I believe the requirement to build secondary dwellings within 20m of the main house is unnecessary and inappropriate for rural and rural residential blocks where there is limited impact on neighbours. It seems to be counterproductive if lower cost housing options are desired to accommodate people crying out for rental opportunities.” – Hot Planning Topics survey respondent

Car parking

The most raised concern for car parking was that new developments do not include sufficient parking on-site which is then driving demand for on-street parking, with consequent negative impacts on locals and visitors. This is often raised in conjunction with the issue of narrow streets in new estates which when used on both sides for parking creates bottlenecks and safety risks.

In addition to the above themes, participants also stressed the importance of maintaining free on-street parking, improving public transport provision to reduce reliance on private vehicles, maintaining high parking provision rates while public transport utilisation remains low and exploring the possibility for multi-storey or large single storey car parks in appropriate locations.

Car parking was also a concern in residential areas which are neighbouring to industrial or commercial areas without adequate on-site car parks.

The proposals to review car parking provisions for developments and address narrow streets are supported by the community which will consider some of the primary concerns around car parking.

“It is unrealistic to think that limiting car parking will encourage people to use public transport. Public transport is non-existent or infrequent and inconvenient. Inadequate provision of car parking spaces in new developments is forcing residents to park on narrow streets making them one lane or worse. Planners must assume that each one-bedroom residence has 2 vehicles, and the number of vehicles increases with the number of bedrooms.” – Hot Planning Topics survey respondent

Design of multiple dwellings

Engagement participants were keen to ensure that these developments adopt good design principles – sustainable, appropriate to the local climate and provide for sufficient green space through setbacks and site coverage regulations and appropriate vegetation – so the amenity of the area, and neighbouring properties, are not negatively impacted. The proposals to review provisions and strengthen design and siting outcomes and incentivise good design are supported by the community to achieve better outcomes.

In addition, there is a strong desire to ensure that when multiple dwellings are delivered, they include provision for sufficient on-site parking and that infrastructure in the area – roads, footpaths, drainage, parks – are upgraded to accommodate the increasing density.

“The design and built form of multiple dwellings on the Coast should reflect our sub-tropical climate, the Coast's heritage and sustainable design principles. Reduce site coverage. We do not want to see solid built forms and concrete masses.” – Hot Planning Topics survey respondent

A small number of submissions from industry indicated that reductions in footprint and site cover would make developments less commercially viable and negatively impact infill density targets.

Uses in rural areas

The most often cited themes were the need to preserve the natural environment and restrict further development of flood plains.

Additionally, there was support for the proposal to identify and protect productive agricultural land which was also linked to climate change as this land can capture carbon but also provide food security for the local area in the face of the changing global climate.

There was support for the proposal to allow appropriate value-adding enterprises and activities, in particular eco-tourism. Concepts suggested included cabins with a light touch on the natural environment, that can support the local economy while preserving the distinct environment needed for eco-tourism. The concept of ‘cabins’ was often linked with the topics of short-term accommodation and additional dwellings where they would be provided on a rural property (farm stay, etc).

An item of note from just a handful of engagement participants was the concern about some people buying large blocks of land in order to operate their business from their residential property. Glenview was nominated by some as an area of concern for this trend.

“Good agricultural land is being used for housing when it should be preserved for crops/grazing and food production. Use the less arable land for housing should be the first consideration.” – Hot Planning Topics survey respondent

Short-term accommodation

There was clear support for the proposal that Council review the provisions in the new planning scheme to make clearer the regulation of short-term accommodation uses in residential areas.

Concepts to addressing the issues included ensuring access to a 24-hour site manager, restricting the proportion of properties which can be used as short-term accommodation in residential areas and greater consideration of the impacts on neighbours through noise and light pollution, on-street parking and housing availability/affordability.

Similarly, there were suggestions that Council offer greater incentives to homeowners to encourage them to use their properties as long-term rentals and that there be greater penalties for the owners and/or operators of short-term accommodation properties which are having a negative impact on adjoining residents.

“Operators should be required to pay appropriate costs associated with the provision of short-term accommodation. Incentives for providing long-term accommodation instead would alleviate the housing/accommodation shortage on the Coast.” – Hot Planning Topics survey respondent

Carports

Survey respondents indicated a desire for the design of carports to not impact upon existing streetscapes or vegetation. A majority of participants responding to this topic expressed a desire for Council to reconsider the 6-metre set back requirement, while also making the guidelines and application process clearer and more consistent. As with dual occupancy and multiple dwellings, residents would like to ensure that carports do not negatively impact on the streetscape or ambience of the local area. There is community support for Council to review the design and siting of carports in the new planning scheme.

“Car ports should be allowed within 6m of the front boundary. Built form provisions can be introduced where necessary to ensure quality structures are delivered to protect residential amenity / character.” – Hot Planning Topics survey respondent

Supply and use of industrial land

The community supports the proposal to ensure adequate supply of industrial land to support the local economy of the Sunshine Coast. There was also a desire to ensure industrial land is available in the appropriate areas with landscaped buffer zones between industrial developments and residential developments and concerns about the encroachment of commercial activities, particularly sports and recreation, into industrial areas.

“Industrial estates in areas of appropriate land should be encouraged by the Council as these generate employment” – Hot Planning Topics survey respondent

Service Stations

There is community support for the proposal to review the provisions for service stations in the new planning scheme. Views on service stations were mixed. Most participants support the provision of service stations with appropriate consideration to location, design and amenity while a smaller group of participants oppose the provision of additional service stations.

The community highlighted two key priorities in the consideration of service station developments: the importance of locating them away from residential areas and vulnerable environment or community facilities such as schools (significant concern was raised over a recent development of a service station near a school in Maleny) and the desire to ensure that service stations incorporate facilities for charging electric vehicles.

“Where service stations are approved, it should be mandatory that they include facilities for charging of electric vehicles - with both rapid charge facilities and battery swap facilities. The latter may be especially appropriate for trucks and heavy vehicles.” – Hot Planning Topics survey respondent

Feedback by stakeholder group

As part of the engagement, a wide variety of views from across the community were sought. As part of the regional planning directions survey, respondents were given the opportunity to identify with particular stakeholder groups. Community groups were by far the largest stakeholder group represented in the regional survey (23% of total survey respondents). Landcare and environment groups (14%), commerce and business groups (12%) and resident action groups (10%) were also well represented.

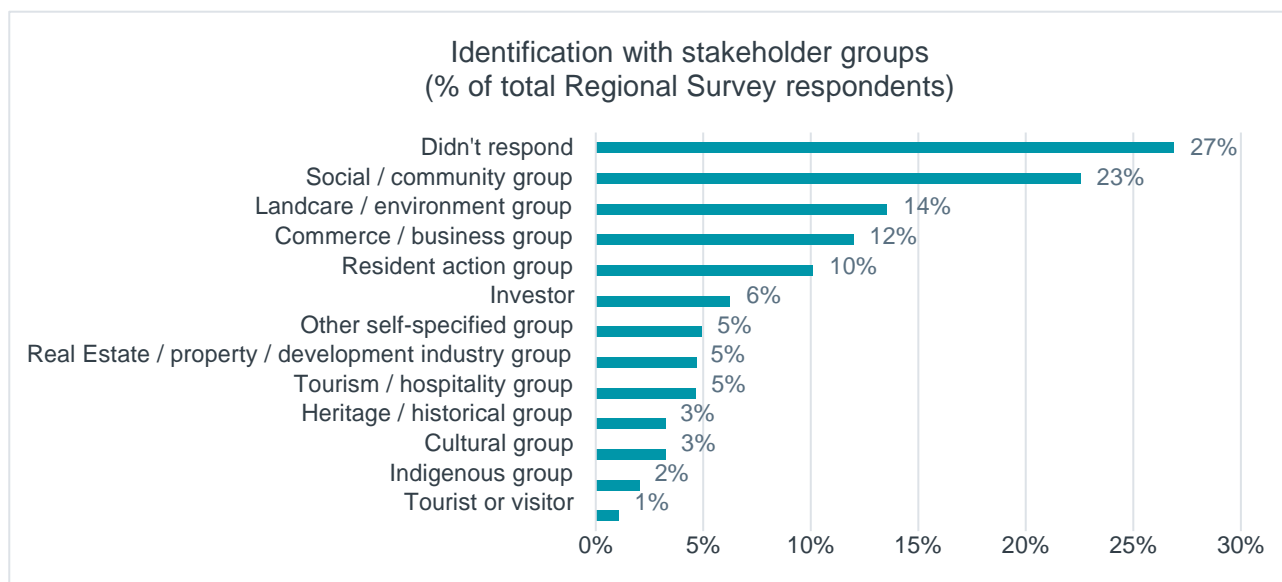


Figure 14: Regional survey respondents identifying with sectors

As part of the strategy to seek out the views of a cross section of the community, the survey was supplemented with a range of targeted and deliberative engagement techniques. Input from this range of feedback mechanisms revealed some themes among stakeholder groups.

Youth

Today's youth are important stakeholders for the project as they will be the beneficiaries of the planning decisions made as part of the new planning scheme. A total of 234 surveys were received by people under the age of 25 (local and regional surveys). The youth demographic was also engaged via the Sunshine Coast Youth Council, a Youth deliberative workshop, school visits, university visits and an online social media campaign.

While it is not always helpful to categorise people's views according to their age, looking at the differences between the survey responses of people aged 24 and younger in contrast to people aged 25 and older provides interesting insights. There are some stark contrasts of priorities in relation to housing affordability and jobs.

Figure 15 below shows the importance given to planning topics by people aged 24 years and under compared to people aged over 24 years.

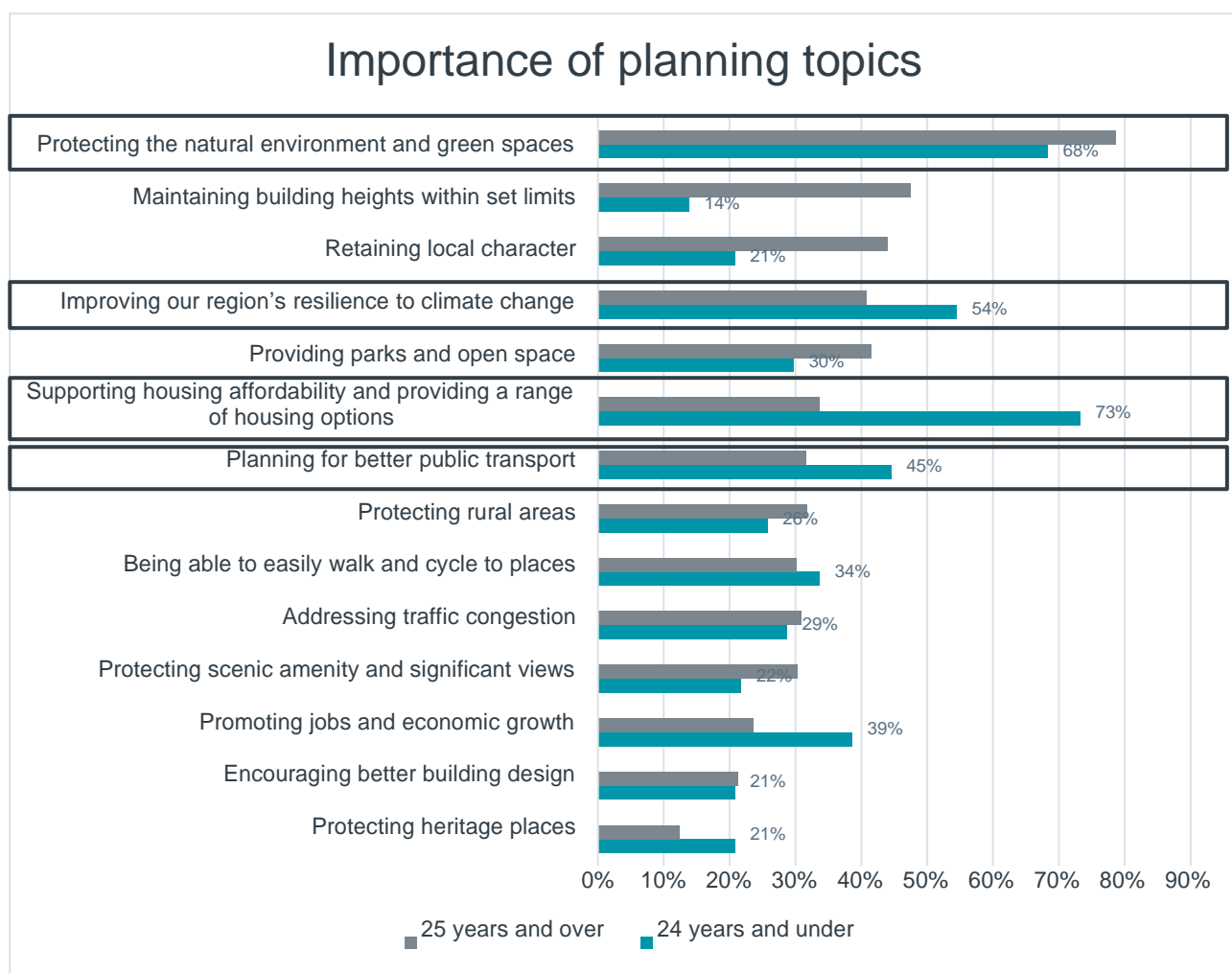


Figure 15: Importance of planning topics by age

The planning priorities of young people focuses on housing affordability and jobs as well as the environment. The priority for other age groups was environment, building heights and local character. Put simply, adults (25+) were concerned about change in the built form, young people (24 years and under) are concerned about ensuring there are jobs and houses available to enable them to stay on the Sunshine Coast.

Deliberative workshop discussions revealed that many young people are concerned they may have to leave the coast (due to affordability reasons or for work or study opportunities) but they would prefer to plan for a future where they could stay. Importantly, they are optimistic that this is achievable.

The rating of regional planning directions by young people mirrored that of older adults with a few exceptions:

- High value industries such as health, education, knowledge industries, tourism, sport and leisure, agribusiness, aviation and cleantech should continue to be supported – 96% strongly agreed or agreed (compared to 83% of those aged 25 or more).
- There should be a range of housing options to assist affordable living – 89% strongly agreed or agreed (compared to 74% of those aged 25 or more).

Improving our region's resilience to climate change was the regional planning direction that received the highest level of agreement from young people (97% strongly agree or agree), slightly higher than those aged 25 and over (91% strongly agree or agree).

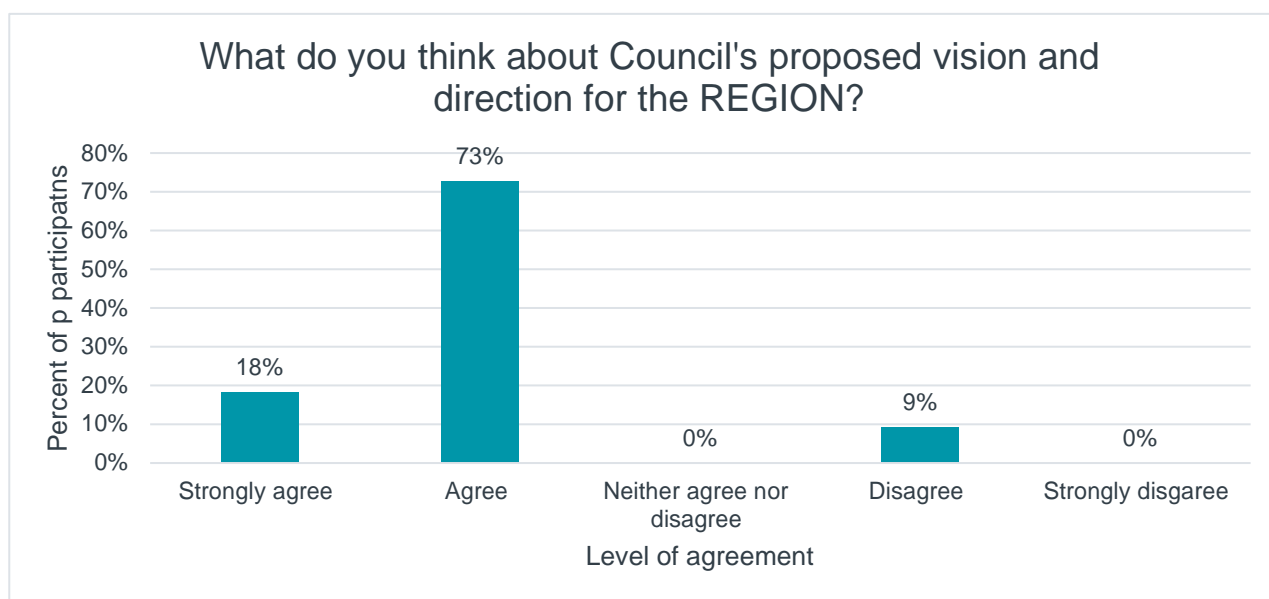
Similarly to respondents aged 25 and over, young people agreed with proposals to protect the natural environment:

- Natural habitat areas should be protected and restored (95% strongly agree or agree)
- Natural waterways and wetlands should mainly be preserved in their natural state (93% strongly agree or agree)

At university events, discussions with attendees highlighted key themes of interest being: housing affordability, public transport and the accommodation of density in the coastal corridor.

The youth deliberative workshop participants perceived that the new planning scheme is important to them. An exit poll revealed 82% of youth deliberative workshop participants strongly agreed or agreed that the planning scheme has the potential to affect them and/or their lifestyle.

Mirroring results from the wider community, there was agreement (though not strong) with Council's proposed vision and planning directions for the region but there is a pocket of disagreement, mostly from young people who live near the coast and did not want any increases to density there.



****Note:** only 11 participants sampled

Figure 16: Youth deliberative workshop exit poll - Level of agreement with proposed regional vision and planning directions

Advocacy groups

As part of a broader program to seek community feedback on the proposed vision and supporting planning directions, Sunshine Coast Council sought to engage with a range of specialist community and advocacy groups (such as multicultural, accessibility, domestic and family violence community groups), to ensure an equity-centred approach to the engagement. The interviews enabled input from special interest or advocacy

organisations on behalf of sectors of our community who may otherwise not have equal access to engagement processes. The process sought representation of the views of harder-to-reach or marginalised members of the Sunshine Coast community.

Using a structured in-depth interview format, participants were asked to provide feedback on the proposed regional vision and planning directions and share aspirations for the future of the region. They were also asked about current issues or concerns relating to future growth and development in the region, and/or the planning scheme itself as well as how they thought the anticipated growth may affect those they represent, and how these issues could be addressed through the new planning scheme. Refer to Appendix 3 – Advocacy group interview framework.

A total of 16 structured personal interviews, were held with a range of community support and advocacy organisations. Key findings are summarised below.

The advocacy groups strongly welcomed the opportunity to have input into the proposed vision and planning directions for the new planning scheme. The engagement process yielded a breadth of views and insights, particularly in relation to where future population growth and new housing development should be concentrated. Almost without exception, however, advocacy groups considered that:

- The current approach to new housing development on the Sunshine Coast does not support the creation of connected, thriving communities and, in fact, has contributed to the creation of overpriced urban “ghettoes”
- Housing affordability is contributing to significant inequity and hardship in the region, and is the single most important planning challenge facing the Sunshine Coast out to 2041
- Transport infrastructure, in particular, has failed to keep pace with population growth and new development and is a major constraint on productivity, liveability and accessibility.

Council’s planning directions

Following are the key considerations for future land use planning, identified by the 16 advocacy groups interviewed:

Growth

- Encourage economic growth and commercial uses in the hinterland areas to revitalise small towns, broaden the region’s economic base and open up new, smaller scale affordable housing options away from the coastal fringe.
- Require affordable and / or social housing component, and diverse housing choices and price points, in all new housing developments.
- Locate high and medium density residential development along key transport routes.
- Provisions for tiny homes and dual occupancy options would support aging in place or multigenerational living where feasible.

Economy

- Encourage and facilitate clean and sustainable industries to support a broader economic base, to reduce overdependence on low paid and casual employment in tourism and hospitality.
- Leverage Olympics to develop sophisticated strategic infrastructure projects. Particularly strategic transport projects to improve connectivity and connect workforce with employment opportunities.

Environment

- Direct future commercial and residential development away from fragile, flood prone areas.
- Put in place rigorous provisions requiring that developers prioritise environmental values and habitat, and ensure they are enforced.

Community

- Require developers to codesign new developments with community and advocacy groups.
- Specifically address the significant impact of the Sunshine Coast's thriving informal holiday accommodation market on housing availability and affordability.
- Require multiple entry points to new developments to integrate better into broader community.
- Require new developments to include inclusive and accessible public spaces, parks, walkways, community centres and cafes, to create a village hub.
- Require developers to exceed the Australian standards for accessibility which are inadequate and outdated.

Connection

- Ensure that new residential developments prioritise connectivity with appealing and accessible footpaths and walkways and frequent and accessible public transport links to larger centres.
- Offer more flexible and accessible bus services, including small buses that can navigate narrow streets in existing developments.
- Fast track light and heavy rail services.

Business and commerce

People who identified themselves from the business and commerce sector accounted for 12% of the total regional planning directions surveys submitted. In alignment with the broader community, the most important regional planning topic from this stakeholder group was protecting the natural environment and green spaces (72%), with many commenting on the importance of protecting the unique Sunshine Coast natural environment and often linking it to the desirable lifestyle that attracts residents and tourists to the region.

Some in the business community considered that Council's proposed planning directions focused too heavily on areas south of the Maroochy River when in fact they see potential north of the river.

Some survey respondents from the business community prioritise housing affordability for the region (46% of business respondents, representing 5% of total respondents, believe this is the most important planning topic) and expressed their view about a land supply shortage, explaining it was impacting economic growth for the region. Some feel housing affordability is impacting recruiting and retaining talent particularly within the hospitality industry. This was also echoed within the five targeted stakeholder briefings held with Sunshine Coast Chamber Alliance, Glasshouse Country Chamber of Commerce, Urban Development Institute of Australia, Property Council of Australia Sunshine Coast Committee and Sunshine Coast Young Chamber of Commerce.

The key themes from peak business meetings included:

- The importance of planning for tourism growth
- Housing availability and affordability impacting the workforce and the need for housing diversity, as well as opportunities for greenfield land and infill to address affordability
- International Broadband Network project (Submarine cable), including a desire for it to be available to business
- Growth needs to be considered north of Maroochy River
- Support for the proposed industry/employment area south of Beerwah
- Assessment codes impacting viability of small businesses
- Traffic congestion and road safety region wide, as well as associated with the Beerwah East development
- Need for more industrial land as well as consolidation of existing industrial land
- Support for CAMCOS and need for increased density around CAMCOS nodes

- Concern with community viewpoints on limiting growth
- Support for building height increases in certain areas, such as the broader Maroochydore area, or flexibility with building heights
- Support for a stronger link between transport and land use, including appropriate development which may be connected with mass transit
- Support for the Blue Heart proposal.

Development industry

People who identified themselves as real estate, property or development industry group accounted for 6% of total regional surveys submitted.

Despite common community perceptions, the development industry is not a homogenous group. Some of their viewpoints are in alignment with the broader community, and some were not. Of the small sample size of development industry respondents available from the regional survey some trends were noticeable.

- Industry aligns with the broader community on the matter of maintaining a strong position on building heights with the planning direction given a 59% level of agreement from industry (81% all respondents)
- Industry does agree with the need for a green frame around urban and rural residential areas; however, not as strongly with a 71% level of agreement from industry (85% all respondents)

In fact, the development industry represents a diversity of views on the future planning direction of the Sunshine Coast. Additional input from industry was received through targeted engagement including briefings and an industry workshop. Key themes raised by industry included:

- Land and housing supply including addressing housing shortage and affordability and providing housing diversity
- How dwelling targets can be achieved, including certainty around growth boundaries
- Support for the directions in their aim to balance growth set out in the regional plan
- Change in market trends due to COVID-19
- Tourism investment locations which are set out in the Tourism Focus Areas
- Shortage of industrial land which will be addressed through both expansion of existing and new areas
- The assessment process of developments proposals
- The need for flexibility on building heights particularly in relation to the standard roof overruns, lift overruns, stairs etc, and desiring greater height and density in key locations e.g. Aerodrome Road
- Support for higher density in the broader Maroochydore area
- Flooding impacts and the need to consider recent events
- Support for more opportunity for infill development in key nodes
- Increased flexibility in key centres such as Beerwah, including increased office opportunities
- Support for a stronger link between transport and higher density opportunities, in particular, around CAMCOS
- Concern with the proposed settlement pattern

The views of landholders, developers and development industry consultants was heavily represented in written submissions received, most provided in the context of petitioning for outcomes related to specific land parcels. Some of the common positions maintained in written submissions included:

- A belief that the coastal area is where people want to live and therefore where growth should focus
- Increased height and density in key locations can preserve scenic amenity and avoid “urban sprawl”

- Converting rural and rural residential land to low density and low-medium density would help address housing availability and affordability in the region
- Desire for more clarity around the proposal for suburban living and urban living
- Concern about the supply of industrial land

Environment groups

Around 23% of respondents to the regional planning directions survey identified as being from a land care or environment group. Unsurprisingly, these respondents identified the planning priorities of highest importance (top 5) as protecting the environment (97%) and being resilient to climate change (62%). This was followed by maintaining building heights (44%) and housing affordability (40%) and parks and open space (39%).

Of these respondents, there was significant support for the regional planning directions set out under the theme Healthy and Resilient Environment. More than 95% either strongly agreed or agreed with each of the directions set out for this theme.

Submissions from environment groups urged Council to mention natural environment or climate change resilience in the vision for the region. Written submissions and survey verbatim comments focused most heavily on:

- Reducing light pollution and sky glow
- Water quality and aquatic ecosystem health
- Stronger use of overlays for “no-go” areas for development
- Native plantings
- Connected ecological corridors (minimising fragmentation)

5. Local planning

Local planning was the key component of the Preliminary Consultation Program. Where the regional planning engagement was a continuation of a variety of previous Council engagements and sought to confirm proposed directions, a deeper level of input was sought on local planning. Consultation for community input into local planning was designed at the “involve” level of the IAP2 spectrum (regional planning was at the level of “consult”) The engagement sought feedback on proposed local plan area boundaries and on proposed local vision and planning directions. Additionally, Council sought to more deeply understand local community aspirations and sentiment – to “blue-sky” what good future growth and development in their area might look like.

Proposed local plan area boundaries

A social pinpoint map on the project website enabled feedback about the boundaries for the 18 proposed local plan areas. Only six comments on the proposed local plan area boundaries were submitted and verbatim survey feedback and discussion at information sessions was limited, suggesting a large majority of the community are satisfied with the proposed local plan area boundaries.

The community was asked to provide feedback on the proposed boundaries for each of the proposed LPAs. Feedback specifically on the proposed LPA boundaries was relatively limited in comparison to the volume of feedback on other matters, and specifically comprised the following:

- 19 written submissions
- 8 comments in online surveys
- 6 comments on the online pinpoint map (the majority of which did not relate to LPA boundaries specifically, but other local/site specific matters)
- a handful of comments at pop-up information sessions.

Recurrent themes related to:

- various changes to the proposed Blackall Range – Maleny LPA, generally to further extend the LPA to cover additional areas. A limited number of submitters also sought to exclude Maleny Township from the LPA;
- requests to include part of the Maroochy River floodplain and adjacent lands within the proposed Coolum – Peregian LPA, rather than the Bli Bli – Maroochy River Plains LPA;
- requests to amend the eastern boundary of the proposed Yandina – Maroochy River Valley LPA at Maroochy River to follow topographical features from the Yandina-Coolum Road/Valdora Road intersection to Dunethin Rock and through Parklands Conservation Park; and
- a small number of individual and site-specific requests.

A number of submitters also expressed specific support for the proposal to include LPAs in the planning scheme, and for these LPAs to cover the whole of the region.

Community input by local area

Below is an overview of community input by proposed local plan area. This includes response to the local planning directions and views toward the type of development participants would like to see more or less of in their local area. Feedback channels included local area surveys, information session feedback, online information session questions and written submissions.

Six local areas were identified in the Sunshine Coast Land Use Planning Proposal 2041 as having the potential for more change relative to other areas. Additional, more exploratory and deliberative engagement was undertaken in these localities. Refer to Appendix 4 - Deliberative workshop guided questions.

Analysis of the *Medium to high change LPAs* and the *Low to medium change LPAs* below combines community and stakeholder input from across a variety of feedback channels.

Medium to high change LPAs

The six local areas identified as having medium to high levels of proposed change were Caloundra and Surrounds, Mooloolaba-Alexandra Headland, Kawana Waters, Maroochydore, Beerwah-Landsborough, and Nambour and Surrounds.

Feedback on proposed local planning directions and community input into planning for these areas is detailed below. Refer to Appendix 5 – Local Planning survey questions.

Caloundra and surrounds

Key engagement statistics

Number of surveys: 469

Information session attendance: 470 (attendees and views)

Drop-in session attendance: 82

The community agreed with Council's proposed vision statement and planning directions for the Caloundra and Surrounds Local Plan Area.

Input received via survey was largely aligned with feedback received at the drop-in sessions and at the deliberative workshops. Survey contributions did focus more on environmental issues than the deliberative workshops that veered more toward opportunity for improved local business offerings and revitalisation of Caloundra's town centre. Workshop participants who received a substantial and detailed briefing reported moderate levels of agreement with proposed local vision and planning directions as a collective (54% strongly agree and agree). A significant proportion of written submissions for the local area related to requests for increases to building heights for specific land parcels, mostly linked to opportunity for increasing housing diversity.

Figure 17 below outlines the level of agreement with the proposed local planning directions in the survey for Caloundra and surrounds LPA and highlights the directions with the highest and lowest levels of agreement.

Level of agreement | Caloundra and Surrounds



Figure 17: Local planning survey – Caloundra and surrounds LPA – level of agreement with local planning directions

Focus on the environment

Proposed local planning directions to protect the local environment, scenic amenity and views were shown to be very strongly supported by local survey respondents.

The three local planning directions with the highest levels of agreement (combine strongly agree and agree) were:

- Protect local coastal environmental and landscape features (99%)
- Provide walkable, shady streets and a high amenity public realm (97%)
- Protect significant views, particularly to and from the Caloundra lighthouses and to the Glass House Mountains (96%)

Protection of vegetation along the beach and restoration of dune vegetation was a high priority for many local survey respondents. Golden Beach foreshore was one of the most nominated areas for protection and preservation. Many were concerned about potential impacts that the Bribie Island breakthrough would have on Golden Beach.

Another proposal that was strongly supported by survey respondents was the inclusion of new provisions to better protect sensitive sea turtle nesting areas (95% combined strongly agree and agree). Multiple written submissions requested that Council consider wildlife friendly lighting with some requesting that all development should adhere to recognised standards including that lighting is directed downwards, has restricted wattage and is movement censored. Impacts of artificial light and dogs were the most noted concerns related to turtle nesting areas. Though it should be noted that many verbatim survey responses also requested additional dog off-leash and swimming facilities be considered in the planning process.

More parks and playgrounds with a nature focus is an outcome many survey respondents hope the new planning scheme can help deliver. There was support for the protection and possible extension of Ben Bennet Bushland Park and creation of others like it. But there were also requests for smaller parks and green spaces to offer shade and a place for healthy outdoor activity for children.

Family-friendly tourism

Caloundra residents see their local area as being the family heart of the Sunshine Coast – for both residents and tourists.

Council's proposal to retain the tourism focus of Kings Beach, Bulcock Beach and Golden Beach Esplanade was wholeheartedly supported by survey participants (91% strongly agree and agree).

“Caloundra thrives and exists based on its relaxed, family feel, it's the cornerstone of our tourism industry. Too many high rise 'luxury' developments in the CBD [would] concern me.” – Caloundra and Surrounds local survey respondent

Consultation across all feedback mechanisms revealed a general sense of optimism for the future of Caloundra and the community largely agreed with the proposed planning directions as a collective, providing Council remained focused on the area's core attribute of being family-friendly.

Support for small, local business

Workshop discussions about the proposed vision for the area uncovered a perception that Council could perhaps commit more to unlocking the full potential of the area. Some wondered if perhaps the vision was not visionary enough. There was a common view that the vision sounds very similar to what they have now and a perception across both workshops that Caloundra is the “forgotten end” of the coast, in terms of Council attention.

Revitalisation and rejuvenation of the town centre seem to be the primary focus for many. There was a desire to see more development and investment in the town centre. Workshop participants liked the idea of Caloundra being a thriving town and would like to see local business thriving.

“Develop Bulcock Street Caloundra, it could be amazing if done well... most of the other retail shops look very old and tired. If we want to attract visitors and locals to the region it needs to have some major redevelopment done.” – Caloundra Deliberative Workshop participant

They were enthusiastic about better access to shops and services in Caloundra, rather than having to travel. The potential for Caloundra to get more attention from Council was viewed with excitement. They don't like having to take their spending money out of their town. Lack of services in the local area is seen to exacerbate an already severe traffic problem.

“There is nothing in Caloundra, Pelican Waters is a great place to buy groceries but that's it. There's nothing to keep people in the area – you need to go out of the area to do anything.” – Caloundra Deliberative Workshop participant

There was also a common desire for an improvement in restaurants, live music and variety of retail offerings in the centre of Caloundra.

Support for better roads, footpaths and cycle ways

Public transport was not top of mind for most people engaged, investment in roads was viewed by many to be the greater priority.

“It is mind boggling that we are putting all these extra people in at places such as Aura...but the roads are not there to support it!” – Caloundra Deliberative Workshop participant

Traffic congestion, in particular Caloundra Road and Bells Creek Arterial, are sources of great frustration and create a lack of trust in Council that any more growth can be accommodated without first addressing infrastructure requirements.

Walking and bike paths connecting to parks, beaches and shopping areas are also high on the community's wishlist for the new planning scheme project to address.

Mixed use development

Support for mixed use development along Nicklin Way at Currimundi was moderately high in both the survey (60% strongly agree and agree, 23% disagree) and at the deliberative workshops. There was recognition and understanding that mixed-use development offered the opportunity to provide vibrancy. Survey respondents were careful to condition their support based upon suitable traffic arrangements being made. Workshop participants recognised the opportunity for mixed-use development to provide a social lifestyle in easy walking distance to services and facilities for those who choose that option. Participants considered that it would only be acceptable if there is sufficient public transport and providing building heights were not too high.

Caloundra town centre and Currimundi centre

The survey revealed mixed sentiment toward the potential for additional medium density residential development around the Caloundra town centre and the Currimundi centre. Around half of survey respondents agreed with the proposal for both localities (Caloundra 53% strongly agree or agree; Currimundi 50% strongly agree or agree). Concern about building heights was one reason given for disagreement.

“I said no to medium density housing as no height limit was advised. Medium density housing is a good option depending on height limits.” – Caloundra and Surrounds local survey respondent

Discussions at the deliberative workshops suggest that there is concern that increased density, and in particularly increased building heights, is considered 'city-like'. Participants want Caloundra to remain 'a little bit sleepy' and would not like to see future growth and development change the 'simple life'.

Notably though, support for compact living often comes from a desire to protect the natural environment.

“I'm all for condensed living rather than destroying what we have left.” – Caloundra and Surrounds local survey respondent

Low to medium density residential

The proposals to investigate possible areas for additional low-medium density residential development in Currimundi and Battery Hill to improve housing diversity received mild support. Just over half of survey respondents agreed with the proposal for both localities (Currimundi 51% strongly agree or agree; Battery Hill 54% strongly agree or agree). Support for the proposal was based on the dual need to provide additional affordable housing and to improve areas seen by some as requiring rejuvenation.

Affordable housing, townhouses/apartments/houses, in Battery Hill and Caloundra town (all those areas where it is a bit 'tired') would be good.” – Caloundra and Surrounds local survey respondent

Support given was however on the proviso that with any increases in density there is additional tree planting, greenspace, better public transport and parking.

Despite majority support, there was a significant proportion of local survey respondents who disagreed with the proposal (Currimundi 34% strongly disagree or disagree; Battery Hill 32% strongly disagree or disagree). Concerns ranged from the impacts on Nicklin Way traffic to maintaining the amenity of residential family areas.

Verbatim survey responses do indicate there may be some confusion over the meaning of low-medium density with some assuming that this meant increases to building heights, to which they were opposed outside of the city centre areas. Similar to other areas, this points to a need within the community to see further detail in relation to the proposals.

Caloundra Sewage Treatment Plant site

The survey showed mixed opinion about the potential future use of the Caloundra Sewage Treatment Plant site as community housing (45% agree and 32% disagree). It was unclear from survey responses why opinions ranged so greatly, though it is worth noting that nearly a fifth of respondents provided a neutral response. This may indicate that the community requires more information before they are willing to state their level of agreement. Multiple survey respondents noted that they thought the site would be useful industrial land. One survey respondent thought the proposal for clustered community housing is an outdated idea that does not provide good social outcomes, arguing the need for integrated community housing instead.

Caloundra Aerodrome

Some survey respondents were concerned about noise impacts from the aerodrome. Noise from training activities was noted in particular as being a disturbance. Multiple survey respondents did note their support for ongoing commerce and innovation businesses at the aerodrome. One written submission noted rapid advances in technology relating to autonomous vehicles and drones and believes the Caloundra Aerodrome is well placed to act as an interurban transport hub.

Types of development supported

Some types of development that would likely be supported included:

- Family-friendly development and investment in Caloundra's city centre
- Opportunities for local small businesses
- Shops and services in Caloundra to avoid having to drive to other localities
- One written submission proposed a jetty (primarily for fishing) at Dingle Ave end of Kings Beach

It should be noted that the addition of pathways and off-leash dog areas garnered both support and opposition. Some were keen for additional community facilities, others were more concerned with impacts on wildlife, turtles in particular.

Mooloolaba-Alexandra Headland

Key engagement statistics

Number of surveys: 332

Information session attendance: 249 (attendees and views)

Drop-in session attendance: 33

Survey respondents' agreement with the proposed local planning directions for the Mooloolaba-Alexandra Headland local plan area was highly variable. The proposals that were rated most highly related to the protection of the environment and maintaining the status quo.

The proposal to focus areas of increased density and height along key corridors and in nodes (e.g. close to centres and transit stations) was not supported by survey respondents (29% strongly agree or agree; 60% strongly disagree or disagree).

Figure 18 below outlines the level of agreement with the proposed local planning directions in the survey for Mooloolaba – Alexandra Headland LPA and highlights the directions with the highest and lowest levels of agreement.

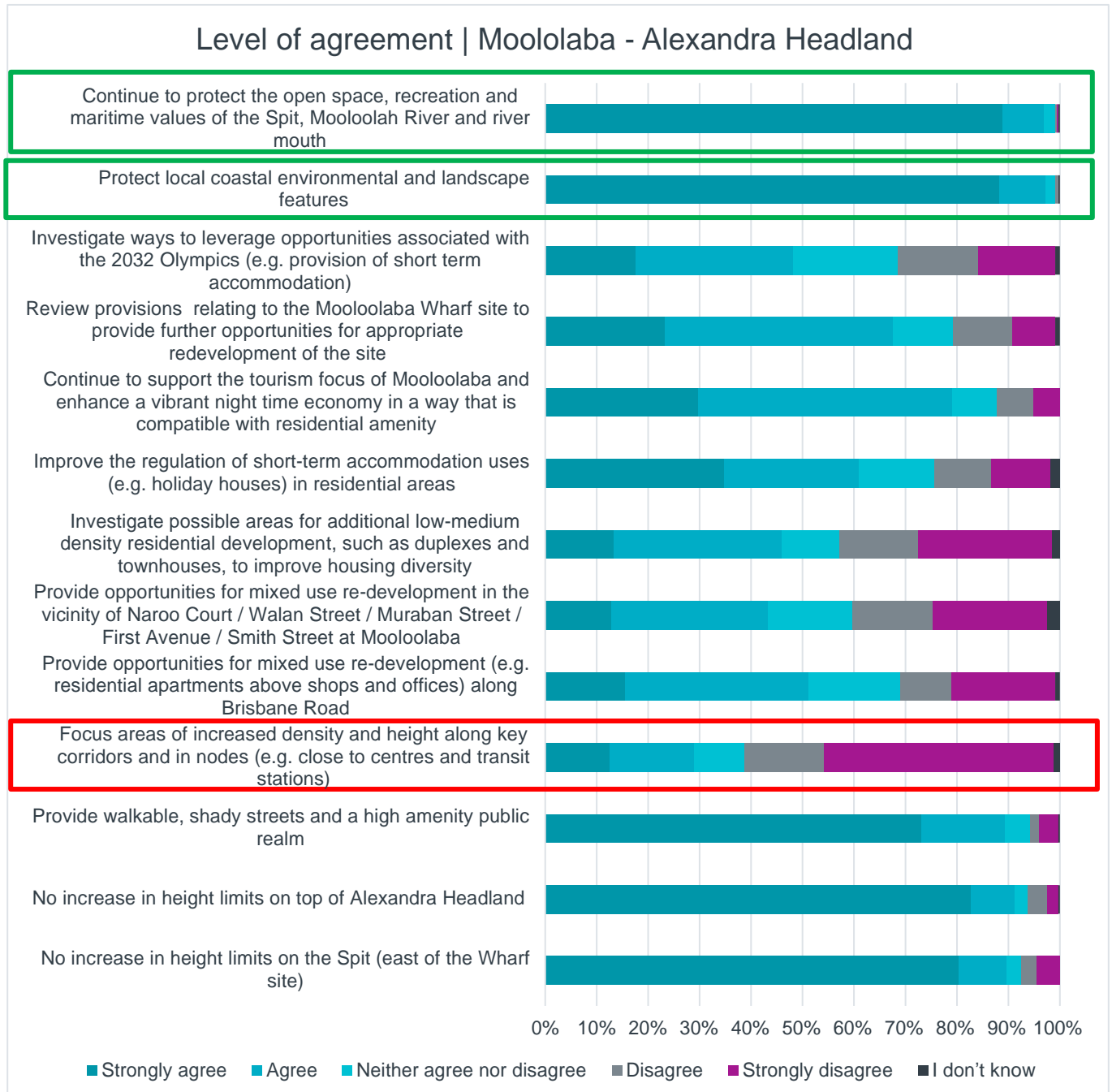


Figure 18: Local planning survey –Mooloolaba – Alexandra Headland LPA – level of agreement with local planning directions

Proposed local planning directions that received high levels of agreement were:

- Continue to protect the open space, recreation and maritime values of the Spit, Mooloolah River and river mouth (97% strongly agree and agree)
- Protect local coastal environmental and landscape features (97% strongly agree and agree)
- No increase in height limits on top of Alexandra Headland (91% strongly agree and agree)
- No increase in height limits on the Spit (east of the Wharf site) (90% strongly agree and agree)
- Provide walkable, shady streets and a high amenity public realm (89% strongly agree and agree)

The proposed local planning direction that received notable levels of disagreement from survey respondents was:

- Focus areas of increased density and height along key corridors and in nodes (e.g. close to centres and transit stations) (60% Strongly disagree and disagree)

Concern about building heights and opposition to “light rail” were the most frequently raised issues by the community, along with the desire to preserve the coastline and coastal character and preserving or expanding green space.

These priorities were echoed in the deliberative workshops; however, there was slightly more agreement toward development in nodes. This was likely due to the information provided about mixed use development, walkable neighbourhoods and discussion about the mass transit corridor not necessarily being light rail.

There is substantial opposition to “light rail”. The vision of overhead wires and train tracks seem inextricably linked in the community’s mind with development in nodes. Even if not correct, in the community’s view, high rise and mass transit go hand in hand. Survey respondents noted a desire for more information about where nodes would be located and how a node is defined. Feedback on development in nodes was focused on residential apartments not mixed-use development.

There was some view that Council’s planning department and associated consultants do not truly understand nor appreciate “beach culture”, pointing toward the potential need for more participatory planning processes for Mooloolaba-Alexandra Headland local planning area.

“City slickers shouldn’t be planning what we want here because they don’t know what we need. They only put in what they want and don’t understand how important the beach is for us and how we use it or how much we need it and appreciate it. It’s just a beach to them, it isn’t to us.” – Mooloolaba-Alexandra Headland local survey respondent

A small number of respondents noted Council’s focus on Mooloolaba to the detriment of Alexandra Headland with some keen to develop the local village vibe. Verbatim survey responses as well as feedback at drop-in sessions reveal that the Alexandra Headland community view themselves as very different to Mooloolaba and wish to be dealt with separately in the local plan.

Building heights

There was strong agreement with Council’s proposals in relation to building heights. Some residents would like Council to be even more prescriptive in limiting building heights particularly throughout Alexandra Headland.

“No increase in height limits on top of Alexandra Headland. I would suggest this question is posed as “no increase in height limits in Alexandra Headland, NOT just the top!”– Email submission

There were however several written submissions requesting increases to building heights in some locations.

Brisbane Road

Opposition to development near the beach was very strong across all feedback channels; however, there was some support for revitalisation and mixed-use development along Brisbane Road from deliberative workshop participants.

However, trust in Council’s ability to guide optimal development outcomes was the topic of much discussion at the deliberative workshop with many citing Council’s removal of a much-loved tree from a roundabout on

Brisbane Road as an example that Council may not be in touch with what the local community value (or they don't care).

The basis for any acceptance of mixed-use development along Brisbane Road would be good traffic flow, safe vehicle access to buildings and businesses and adequate parking that would not affect existing residents. Many thought that pedestrian crossing and pedestrian connectivity would be their greatest concern about increased development activity in the area with several noting the potential need for overpasses or clever design solutions. Workshop participants did not believe that one or two safe crossings of Brisbane Road would be enough, that one every block at least would be required.

Pedestrian and cycling facilities as well as streetscape works were also an area of interest for drop-in session attendees with some seeking clarity about road resumptions along Brisbane Road.

Naroo Court / Walan Street / Muraban Street / First Avenue / Smith Street at Mooloolaba

Support was divided from survey respondents for the proposal to provide opportunities for mixed use re-development in the vicinity of Naroo Court / Walan Street / Muraban Street / First Avenue / Smith Street at Mooloolaba (43% strongly agree or agree; 38% strongly disagree or disagree).

Verbatim survey comments provide few clues as to reasons for disagreement. One comment links agreement to increasing the number of permanent residents available to support the shopping areas during low holiday accommodation rate periods. One submission requests a masterplan to support urban renewal and mixed used development in the area.

Public transport

The alignment of the proposed mass transit corridor in the Mooloolaba-Alexandra Headland LPA is strongly contested. Many oppose the visual amenity impacts of new infrastructure on the headland in particular. Crossing the road is also an issue.

“We do not want a Mass Transit down the centre of Alexandra Parade, effectively blocking off the beach from the accommodation.” – Mooloolaba-Alexandra Headland local survey respondent

Support for improved buses to and from CAMCOS rail was, however, strong across all feedback channels. Many nominate fleets of small electric buses linking to heavy rail as a necessary transport requirement. Deliberative workshop participants who commute lamented the availability of time efficient, cost-effective public transport from the Sunshine Coast to Brisbane as an alternative to driving.

The opinion that no major infrastructure should be constructed near the coast or in flood prone areas was repeated across all feedback channels. Several written submissions propose that density increases should be focused along the CAMCOS corridor and one submission suggests that the Mooloolaba Rail Station identified as part of the CAMCOS corridor would be an appropriate site for a transit oriented development.

Survey respondents and multiple written submissions requested no increases to density claiming that even with mass transit, people will still use their car and traffic will worsen.

Car parking

Parking was a major issue for the community. Even those who thought that some development was inevitable were keen for Council to ensure that new developments have sufficient car parking not to impact on surrounding streets. Visitor car parking provisions for new developments was seen as an area for improvement.

“Please do not create more streets of this with increased density if you do not have the tools to design for compliance and make sure the necessary regulations are in place.” – Mooloolaba-Alexandra Headland local survey respondent

Verbatim survey comments suggest some respondents believe mass transit would exacerbate parking issues with carparks near mass transit used by commuters leaving less parking for locals and those visiting the beach.

Boat and caravan parking

Parking boats and caravans on the street is a burgeoning issue for the local plan area, particularly in streets that have already experienced increased apartment development. Survey respondents and drop-in session attendees raised the need for additional areas for boat and caravan parking.

Green space

There was support from survey respondents and workshop participants for preserving and expanding public greenspace but also a desire to ensure an onus on any new development to provide trees and greenspace.

Type of development supported

Some type of development that would likely be supported included:

- Low-rise renewal and revitalisation
- Small amount of additional townhouses or duplexes
- Preserving natural bushland along the foreshore
- Shady walking paths
- Free car parks near the beach
- Better integration with public transport to Brisbane
- Improvements to pedestrian access to beach
- Connected cycling infrastructure

Some types of development that would likely not be supported included:

- Highrise development
- Development at the Spit

Some survey respondents shared their ideas for the local area, including:

- Provision for non-powered water sports such as access to water frontage land for not for profit clubs so that people can recreate on our waterways
- Olympic sized swimming pool on the beachfront

Kawana Waters

Key engagement statistics

Number of surveys: 419

Information session attendance: 385 (attendees and views)

Drop-in session attendance: 71

The survey for the Kawana Waters Local Plan Area (LPA) revealed a varied level of agreement with Council's proposed local planning directions that were included in the survey. Agreement levels were moderate to high for most planning directions but lower for proposals related to Nicklin Way and leveraging opportunities related to the Olympics.

Without question, it is very important to the Kawana Waters community that the new planning scheme includes provisions to protect the natural environment, more specifically the beach environment.

Figure 19 below outlines the level of agreement for each of the proposed local planning directions for Kawana Waters LPA and highlights the directions with the highest and lowest levels of agreement.

The local planning directions survey for Kawana Waters showed unanimous **support for the protection of local beaches, dunes and Point Cartwright and Mooloolah River** (100% Strongly agree or agree). There was also strong support for provisions to **better protect sensitive sea turtle nesting areas** (95%).

There were two main reasons given to support people's desire to protect beaches. Some respondents were concerned about birds, wildlife and erosion, others with visual amenity. Protecting and preserving the dunes (and for some the green space/vegetation behind the dunes) with only low rise visible from the beach is important to the local community in terms of its contribution to protecting turtles but is also seen as one of the defining differences between the Sunshine Coast and the Gold Coast.

Figure 19 below outlines the level of agreement for the proposed local planning directions in the survey for Kawana Waters LPA and highlights the directions with the highest and lowest levels of agreement.



Figure 19: Local planning survey – Kawana Waters LPA – level of agreement with local planning directions

Other local directions that were strongly supported were:

- No increase in height limits along the beachfront (92% Strongly agree or agree)
- No high-rise development outside major centres (90% Strongly agree or agree)
- Provide walkable, shady streets and a high amenity public realm (90% Strongly agree or agree)

Proposals that received considerable levels of disagreement were:

- Focus areas of increased density/height in nodes along the Nicklin Way corridor (e.g. close to existing centres) (50% strongly disagree or disagree)
- Investigate ways to leverage opportunities associated with the 2032 Olympics (e.g. provision of short term accommodation) (35% strongly disagree or disagree)

It is important to the Kawana Waters community that Council carefully considers the amenity of existing residents when making planning scheme and development decisions. The community fears they are almost the epicentre of growth and change on the Sunshine Coast and consider that the potential for change to building heights and density in nodes will in no way benefit existing residents. Instead, they envisage negative outcomes, most notably the exacerbation of existing traffic issues.

Bucking the trend of most other LPAs, survey respondents in the Kawana Waters LPA seemed to favour urban expansion rather than consolidation.

“There is no further development that I would like to see for this region other than opening up some more areas for housing so that we can expand horizontally rather than vertically.” – Kawana Waters local survey respondent

“If more development is needed then take it further out closer to the highway so people can easily commute.” – Kawana Waters local survey respondent

Many in the community have either an “anywhere but here” perspective or a “growth is not inevitable—it can and should be controlled” perspective. Both perspectives seem to be built upon a sense of distrust in Council’s ability (or will) to strictly guide and control development outcomes.

Deliberative workshop participants mostly agreed (though did not strongly agree) with Council’s proposed vision for the Kawana Waters local area. There was a chorus of similar responses in the survey: no building height increases, no increases to density, no light rail. The desire to maintain the status quo was strong and there was little discourse about the future.

Building heights and density

Verbatim responses to the local planning directions survey reveal an activated community. There is a sense of urgency regarding the need to maintain the status quo of Kawana Waters. The desire of most survey respondents is to maintain a blanket low-density rule across the LPA to avoid any mid-rise or high-rise development. Concerns raised most often include:

- increased building heights will change the local character of the area
- increased building heights and density will bring extra people putting pressure on the traffic network
- a larger population will bring about changes to the social fabric of the area

“If it ain’t broke don’t fix it. The Kawana area suburbs are pretty good, there is no need for massive change or rampant development. Small careful enhancements are the way to go, preserving what we already have and love.” – Kawana Waters local survey respondent

This clarity of purpose (i.e. no increases to density, no high rises) was evident in meetings with community groups and action groups. Many submissions also disagreed with the proposed planning direction of focusing growth in key locations along the coastal corridor and, in fact, fundamentally disagreed that growth is inevitable and/or unavoidable.

Survey results show support for Council’s proposed planning directions related to local character.

- Minimal changes in most existing low density housing areas in Buddina, Minyama, Parrearra, Warana, Wurtulla and Bokarina (81% Strongly agree or agree)
- Reduce current height limits in parts of Buddina Urban Village (79% Strongly agree or agree)

Analysis reveals that support for the principles of low density and limits to building heights is even stronger than the survey data initially suggests. The devil is in the detail for most who responded disagree or strongly disagree for Council’s proposed local character directions. The restrictive clauses “minimal change”, “outside major centres” and “along the beachfront” were enough for them to disagree with the proposal in the survey.

“I value the current low rise focus in the local area and do not want to see that changed in the planning scheme.” – Kawana Waters local survey respondent

Some survey respondents opposed “mid-rise” development and would prefer to see one and two storey developments.

“Duplexes are okay, I guess 2 story redevelopment of older houses is ok, but not covering the whole block. Enforce better design.” – Kawana Waters local survey respondent

It should be noted that there was feedback from some resident action groups that focusing discussion on storeys rather than height in metres is deceiving. However, this feedback was not widespread. In fact, for deliberative workshop participants not overly familiar with town planning, even discussions of storeys had to be given additional context of well-known buildings for comparison. It highlights that understanding of scale is a matter of skill and experience and that Council should continue to consider this as a matter of access and equity to provide meaningful input as engagement for the project progresses.

Nicklin Way corridor

More survey respondents disagreed than agreed with the proposed local planning direction to focus areas of increased density/height in nodes along the **Nicklin Way** corridor (38% strongly agree or agree; 50% strongly disagree or disagree). Interestingly, this was not the overwhelming view of Deliberative Workshop participants. They were more neutral than negative toward Nicklin Way development nodes, most likely because more time was spent in the sessions uncoupling these nodes from opposition to “light rail”. It is also likely because more information was provided about the vision for how mixed-use development could improve liveability in the area.

Both survey respondents and workshop participants were concerned with the number of apartments that development along Nicklin Way could bring. Concerns related to:

- Parking
- Traffic
- Loss of greenspace opportunities
- Social divisions and crime

A large proportion of survey respondents reiterated their opposition to the proposal to focus increased height/density along Nicklin Way in their verbatim comments; however, many did not elaborate on reasons for their opposition.

Some of reasons that were given included:

- Concern about Kawana Shoppingworld being one of the “existing centres”
- Uncertainty (and, in some instances, distrust) about the quantum of height and density changes
- Desire to maintain low-rise character of the LPA in all areas, not just most areas

Input from across feedback channels indicated that anything above 6 storeys is considered high by the community. Most people willing to accept any change in Kawana Waters would prefer to see development capped at four storeys and under near major centres (although some would accept up to six storeys in key locations).

“Let’s face it six storeys is a mini high-rise and that’s not ok” – Kawana Waters deliberative workshop participant

Disagreement did not seem to be so much about the location of the development nodes on Nicklin Way but more with the notion of development in the LPA at all.

“Whenever I hear the apartments and high-rises it just makes me think more population, more chance for more crime.” – Kawana Waters deliberative workshop participant

The deeper level of conversation that was possible at the deliberative workshops saw discussion around the benefits of walkable and more self-sufficient local communities. This was likely the reason for sentiment being slightly more positive toward the proposed planning direction than registered in survey responses. Many workshop participants saw the opportunity of living close to mixed-use development as being beneficial to them, including:

- providing services and entertainment opportunities within walking distance
- improved public spaces

- improved walking and bike path infrastructure

Furthermore, many workshop participants were of the view that if growth has to go somewhere, then Nicklin Way seems like a good option as it needs improvement anyway. Many workshop participants were clear that any increases in height near the beach would not be acceptable and some clarified they would prefer no increases east of Nicklin Way to the beach. Workshop participants also supported transition of building heights from development nodes.

“I wouldn’t want to see a sudden jolt. The aesthetics of a higher building straight down to a low set building are not good” – Kawana Waters deliberative workshop participant

Equally, confinement of the nodes was highlighted by a lot of survey respondents as another important detail for Council to define. Confining the reach or extent of a node and ensuring considerable gaps between nodes is important to avoid unwanted “strips” of development.

The proposal for Nicklin Way development nodes seems inextricably linked to negative sentiment toward the mass transit project and more specifically, the prospect of hard infrastructure required for light rail. The community was also clear that they require more detail about the proposed planning direction to be able to provide input. While Council was only seeking sentiment input toward the broad idea of development in nodes, the community was clear they were unwilling (and to some extent unhappy) to provide input until more details were available. In fact, some mistook this high-level conversation for lack of transparency, perhaps another indication that Council has some way to go before establishing social licence for planning scheme changes in the Kawana Waters LPA.

A small cohort of survey respondents were pointed in their criticism of the local planning direction for development nodes along Nicklin Way. They perceive there to be circular logic to the proposal. It is their belief that Council is in fact encouraging growth along Nicklin Way to support the need for, and secure funding for, mass transit. In turn, justifying the need for mass transit by pointing toward forecast population growth.

“We know [mass transit] has been pushed to allow greater densification in the Local Area (i.e. accommodate 130k people) with a 1970s planning mentality of strip densification as seen on the Gold Coast with all its ills.”

Kawana Shoppingworld

Verbatim survey comments and written submissions recorded a high level of disagreement with the proposal to include Kawana Shoppingworld and surrounding commercial areas as part of the Kawana Major Regional Activity Centre. This was supported by (or potentially prompted by) the position of some prominent resident action groups and community groups.

Key concerns include:

- Point Cartwright Drive traffic
- Impacts on and with the nearby school

Interestingly, deliberative workshop participants were not as concerned by the prospect of mixed-use development in the Kawana Shoppingworld area. They did however worry about increasing development in close proximity of Buddina State School. They felt unsure it was prudent to develop so close to a school for reasons of child safety, pedestrian safety and traffic impacts. Many noted the existing traffic issue in the area during school pickup times. Safe pedestrian movement from the beach to the school and to the shopping centre were a priority as was keeping vehicles moving through the area. Several people envisioned that traffic would grind to a halt through the area.

“For those of us living north east of Kawana Shopping World, it takes up to 5 to 10 minutes to exit from Point Cartwright Drive onto Nicklin Way. No further development should be allowed until traffic issues are resolved.”

Nevertheless, deliberative workshop participants recognised that Kawana Shoppingworld is already a community hub of activity and if development has to go somewhere, that location is one of the better spots for it. Consistent with feedback across the board for the Kawana Waters LPA, there was the caveat – providing the height of development is not too high.

Concerns about traffic aside, many workshop participants were enthusiastic about the potential for more family activities and entertainment to be provided at the centre as it easily accessible to a lot of local residents.

“It’s already a pretty popular area and a bit more growth there would be ok”

Some workshop participants also noted that more commercial and retail development in the Kawana Shoppingworld precinct would offer more employment opportunities closer to home, particularly for young people.

Transition of industrial land

Some concerns were expressed across all feedback channels about conversion of industrial land to residential purposes as it would bring more people to the area, placing more pressure on traffic. Furthermore, some deliberative workshop participants thought that transitioning industrial land near the stadium would exacerbate traffic and parking issues as many people parked in the industrial area for events.

Development using the Olympics as a catalyst was not viewed favourably by some in the community.

“The 2032 Olympics should not be a reason to develop high rise accommodation with ocean views.” – Kawana Waters local survey respondent

The community seeks a balance and mix of uses if there are to be changes to the industrial area and not a precinct dominated by one industry or development type. Some workshop participants worried about the potential for the area to become just hotels, others did not want a further focus on health. There was also some opposition from survey respondents about further sporting facilities in the area.

The greater priority related to transitioning industrial land was concern for the future of existing businesses in those areas with worry that they may be priced out of existence from zoning changes.

Type of development supported

Some types of development that would likely be supported included:

- Playgrounds, parks and picnic areas
- Strong position on off-street parking provisions
- Cycling lanes
- Coastal pathway
- Electric bus
- One and two storey houses on the beach side of Nicklin Way

Some types of development not likely to be supported included:

- Developments six storeys or more
- Duplexes taking up too much space on small blocks
- Light rail (public transport requiring fixed infrastructure)

Maroochydore

Key engagement statistics

Number of surveys: 219

Information session attendance: 307 (attendees and views)

Drop-in session attendance: 102

The survey for the Maroochydore Local Plan Area (LPA) revealed general agreement with Council’s proposed local planning directions that were included in the survey.

Figure 20 below outlines the level of agreement with each of the proposed local planning directions in the survey for Maroochydore LPA and highlights the directions with the highest level of agreement and highest level of disagreement.



Figure 20: Local planning survey – Maroochydore LPA – level of agreement with local planning directions

Proposed local planning directions that received high levels of agreement from survey respondents were:

- **Protect the Maroochy River, Maroochydore Beach**, dunes and coastal environment (99% strongly agree or agree).
- **Provide walkable, shady streets** and a high amenity public realm (95% strongly agreed or agreed).

Protecting the environment along with preserving and expanding green space was important across all feedback channels for the Maroochydore LPA. The natural beauty of the surrounding area is intrinsically linked to lifestyle.

“For maintaining a relaxed lifestyle to blend with building up Maroochydore, I think emphasising and facilitating access to beach, parks, trails and waterways is key. Keep natural beauty and encourage people to be around it.” – Maroochydore local survey respondent

A small proportion of survey respondents were concerned that introducing rock walling along the beaches will exacerbate environmental degradation, such as erosion, and negatively impact amenity.

“The beachfront is our asset and must be protected, but in a natural way. I do not want to see rock walls from Alex to Maroochydore.” – Maroochydore local survey respondent

Density and building heights

Two proposed local planning directions related to density and building heights divided the opinion of survey respondents more than others:

- Review **building height limits on sites adjoining the Maroochydore City Centre** Priority Development Area (PDA) to provide greater consistency and integration with height limits in the PDA (51% strongly agree or agree; 36% strongly disagree or disagree)
- Provide **additional areas for medium and low-medium density** residential re-development close to the centre and transit stations in Maroochydore (53% strongly agree or agree; 33% strongly disagree or disagree)

Some see the value of tapering building heights from the CBD others think that tall buildings in the CBD is enough.

“No increase in building heights and residential densities in those areas adjacent to the CBD, esplanade, and beach. Already residents’ amenity has been eroded through excessive development.” – Maroochydore local survey respondent

Either way, nearly everyone agrees that there should be lower building heights and lower density closer to the river and beach to maintain vistas, a sense of space and to minimise shadows.

“Go as high as you want in the new CBD and taper down the heights towards the beach so more people can enjoy what the coast has to offer without fear of swimming in the shadows of a high rise on the edge of the foreshore.” – Maroochydore local survey respondent

Many respondents were concerned about an increase in the number and height of high-rise developments in Maroochydore, specifically those that are near the beachfront or existing residential areas adjoining the CBD.

“Council talks of diversity in living spaces, however seems to overlook those that would like to have a house with a small garden in favour of those who are happy living in an apartment.” – Maroochydore local survey respondent

Potential increases to density were feared to result in “over-development” of the local area with concerns related to a perceived lack of sufficient infrastructure to support this development – roads, parking, public transport.

“No more one car streets like in the new CBD with all those people going to live there with cars. What a mess.” – Maroochydore local survey respondent

Concerns about density also focused on the impact of development on the amenity of the local area, including beaches.

“I want the local area protected from overdevelopment and becoming an urban jungle.”

One survey respondent suggested that it is necessary to ensure a minimum of two car parks (presumably off-street) per two bedrooms for new buildings.

Despite these concerns, the community overall appears to accept, or at least are neutral to, the potential for further residential and employment growth in Maroochydore.

Cotton Tree

Across all feedback channels it is clear that Cotton Tree is very important to the local community and many are looking to Council to protect the area as part of the new planning scheme.

- **Continued focus on tourism and open space**, particularly along Cotton Tree Esplanade (84% strongly agreed or agreed),

There was a desire from survey respondents to preserve the beachfront areas as open space with specific requests for Council to resist commercial ventures on the space. One respondent requested no more bars in the area (that they be confined to Ocean St/Duporth Ave), and another requested that trucks be banned from using The Esplanade.

“Help protect Cotton Tree, as it becomes very busy, especially during the summer. Keeping Cotton Tree and Maroochydore Beach family friendly, clean and protected is needed.” – Maroochydore local survey respondent

Integral to the local character of Cotton Tree for some survey respondents is the need to preserve (perhaps by heritage listing) some features such as the original beach houses and weatherboard cottages for which the area is/was known, along with protecting the bowls club and sports field and retaining the small-town feel of the shops. Mixed use development was specifically noted as not being welcomed in Cotton Tree by a number of survey respondents.

There was however one submission requesting urban village development to cater for residential and tourist demand. There was also a submission and some verbatim survey suggestions for improved public foreshore infrastructure. One suggestion was for a pedestrian bridge at Cotton Tree to connect to a Maroochy River boardwalk.

Mixed-use development

There was mild support for mixed use local planning directions relating to mixed use development included in the local survey:

- Encourage the **transition of the Sunshine Coast Home Centre to a mixed-use site** where residential uses are located in multiple floors above ground storey shops and showrooms (47% strongly agree or agree; 30% strongly disagree or disagree)
- Provide **mixed use redevelopment opportunities along Aerodrome Road** (58% strongly agree or agree; 28% strongly disagree or disagree).

Verbatim survey comments suggested that support for the Sunshine Coast Home Centre proposed planning directions was supported on the basis that it is well placed to be serviced by public transport and become a gateway into the Maroochydore City Centre, increasing the potential to ensure other areas remain “untouched”.

“Support development of the home centre to a Transport Oriented Node with stepped development that protects the residential area to the north. – Maroochydore local survey respondent

Some support was noted for the Aerodrome Road, Home Centre and Wises Road proposed directions at drop-in information sessions and this was supported by feedback from deliberative workshops.

The proposed planning direction to provide mixed use redevelopment opportunities along Aerodrome Road was discussed in depth at both Maroochydore deliberative workshops. Feedback received from those sessions supports the survey response. To some extent growth along Aerodrome Road was viewed as

inevitable and it was agreed by most participants that the area needs a ‘facelift’. If growth was to go anywhere, Aerodrome Road was seen by most as a suitable place for some higher buildings and potentially for a carpark as “it won’t block anyone’s views”.

Concerns about mixed use redevelopment along Aerodrome Road focused on traffic issues and pedestrian and cycling safety. Workshop participants were hopeful that any redevelopment would improve cycling connectivity and provide plenty of safe crossings, perhaps overhead crossings to improve connectivity and keep traffic flowing. Participants also agreed that redevelopment should not be all high rises, they would prefer to see buildings at different heights for diversity and visual appeal.

Types of development supported

The delivery of improved active and public transport infrastructure, as well as increased density in key areas, was supported by many respondents on the condition that further development protected / enhanced the existing coastal amenity and natural environment.

Some specific feedback included:

- Non-fixed public transport such as electric buses, not “light rail”
- Higher density development in appropriate areas
- Improved active transport facilities
- Greenification of urban streetscapes

Beerwah-Landsborough

Key engagement statistics

Number of surveys: 227

Information session attendance: 197 (attendees and views)

Drop-in session attendance: 40

Survey respondents supported the proposed local planning directions to protect and maintain character and environmental values but disagreed with most proposed local planning directions related to population growth and housing. Participants of the deliberative workshop mostly supported Council’s proposed vision and directions.

The proposed planning directions that received strong support from survey respondents were:

- Retain **large urban and rural residential lot sizes** to preserve local character (89% strongly agree or agree)
- Protect Landsborough’s **heritage and character** (88% strongly agree or agree)
- Retain strong **inter-urban breaks** (i.e. rural land and greenspace) to retain the separate identity of the towns (88% strongly agree or agree)
- Maintain **limits on vegetation clearing** to preserve habitat and landscape values (88% strongly agree or agree)

Survey respondents want to retain a rural village lifestyle surrounded by nature. Small-town charm with big blocks of land is seen as its niche appeal. There is concern for the availability of habitat for koalas and for birds and there is desire to maintain natural areas for aesthetic purposes.

Figure 21 below outlines the level of agreement from survey respondents for each of the proposed local planning directions for Beerwah-Landsborough LPA and highlights the directions with the highest level of agreement and highest level of disagreement.

Level of agreement | Beerwah - Landsborough

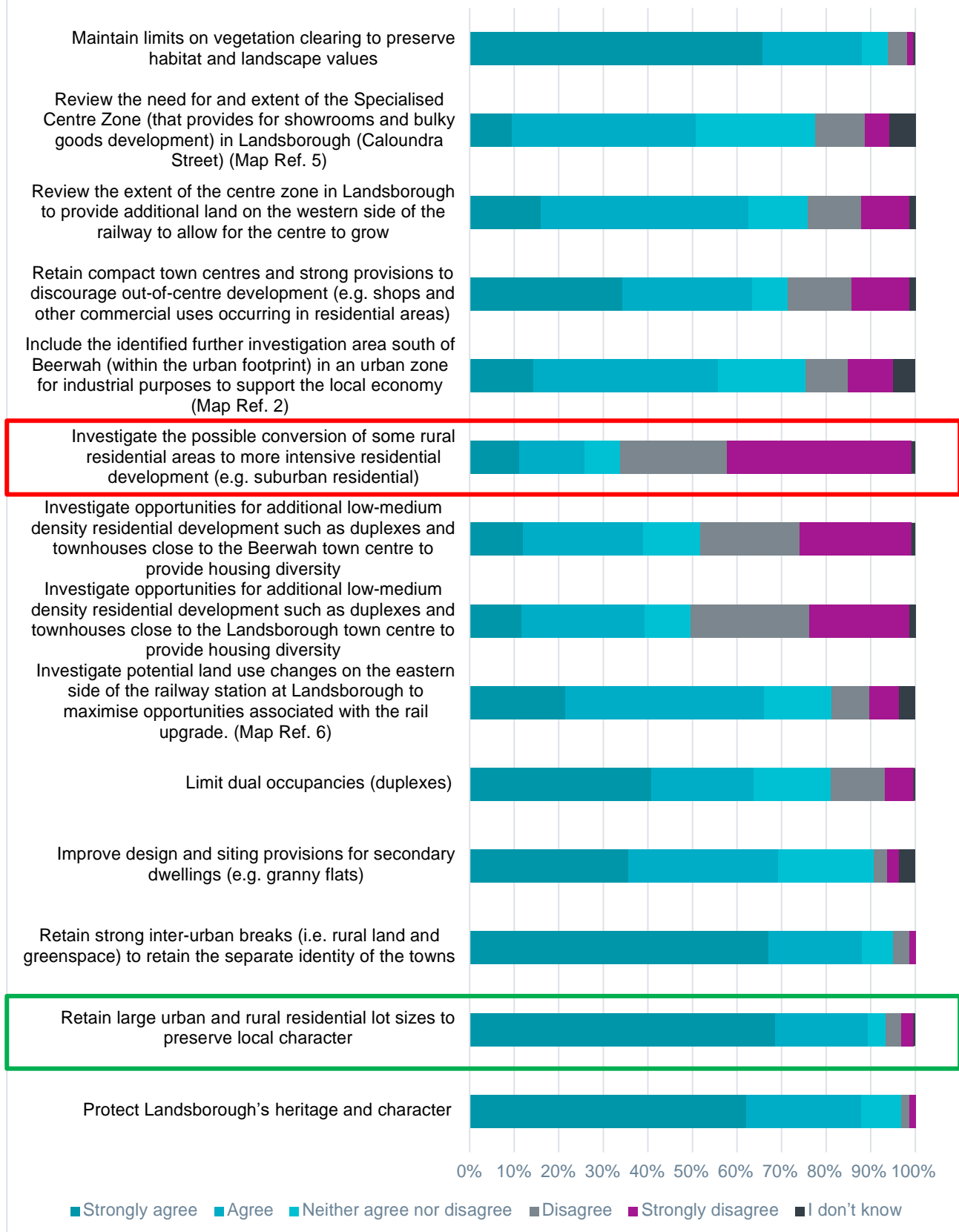


Figure 21: Local planning survey – Beerwah – Landsborough LPA – level of agreement with local planning directions

There was disagreement from survey respondents to some of the proposed planning directions relating to population growth and housing:

- Investigate the possible **conversion of some rural residential areas** to more intensive residential development (e.g. suburban residential) (26% strongly agree or agree; 65% strongly disagree or disagree)
- Investigate opportunities for **additional low-medium density** residential development such as duplexes and townhouses close to the **Landsborough** town centre to provide housing diversity (29% strongly agree or agree; 49% strongly disagree or disagree)
- Investigate opportunities for **additional low-medium density** residential development such as duplexes and townhouses close to the **Beerwah** town centre to provide housing diversity (39% strongly agree or agree; 47% strongly disagree or disagree)

Participants across all feedback channels noted that the attraction of living in the area is that it is a low-density living area next to national parks and forestry. There is a desire to maintain block sizes of 800m² or more. There is a view by many that duplexes and small lots are not in keeping with the rural village aesthetic. Opportunity to build duplexes is seen to be the impetus for destruction of local character and the demolition of heritage homes. Changes seen at Steve Irwin Way were feared to be the beginning of unwanted change of character for some survey respondents.

There was some concern by longer term residents that development seems to be proposed in areas that are prone to flooding. Mellum Creek was one area of concern.

There was moderate support for the proposal to investigate **potential land use changes on the eastern side of the railway station at Landsborough** to maximise opportunities associated with the rail upgrade (66% strongly agree or agree). There was not many verbatim survey comments or feedback at drop-in sessions about the proposal. Some survey respondents noted they were looking forward to the bus station, carpark and improved pedestrian access on the eastern side of the railway and some support for “transformation” around Cribb Street “after the overpass is built”.

Expansion of Landsborough Town Centre

The potential of expanding the Landsborough Town Centre on the western side of the railway received moderate support from survey participants (63% strongly agree or agree) and was enthusiastically embraced by deliberative workshop participants. Most workshop participants were keen to see the opportunity for more business in the town centre and were optimistic that expansion of the town centre might bring improved streetscaping, revitalising an area they considered could use updating.

Workshop participants also linked an expanding town centre to more job opportunities closer to home and recreation opportunities for young people. Commercial development in the town centre that supports businesses that attract tourists to the town was discussed by the group as an antidote to Landsborough being somewhere that you “drive through on the way to somewhere else”. There was also optimism that a rejuvenated town centre could improve the services available and entertainment offerings (e.g. movie cinema) for the area.

Workshop participants were highly complementary of streetscaping works undertaken in the town to date and are hopeful that any expansion of the town centre would see comparable improvements.

“What they have done so far is absolutely beautiful, they’ve done a great job of streetscaping, it looks fantastic, and I would like to see them just keep carrying that through.” – Beerwah-Landsborough deliberative workshop participant

Additional retail

Survey respondents supported a supermarket and a hardware store for their area to save them from having to ‘cross the highway’. Coles and Bunnings were mentioned by name by many respondents and workshop participants. There is a belief that having to drive out of town for some provisions means that other items that could be bought locally are purchased elsewhere also. It was noted that while the population has grown, access to shops had not. Some survey respondents nominated their desire for additional retail in Beerwah but many more did not specify location, just that they would like to avoid having to drive to a bigger town.

“The Beerwah developments should be focused on retail so that people in Landsborough can shop in the Hinterland without having to travel to the coast.” – Beerwah-Landsborough deliberative workshop participant

The desire for more retail also stems from the desire to support local business, shop local and the opportunity for more local jobs.

Industrial land

It was noted at the deliberative workshops that living away from work is actually a lifestyle choice for many who live in rural areas. They choose to live away from where they work. Some commute because they like living in an area that is distinctly rural and separate from employment areas.

This may account for the moderate support from survey respondents for the **proposal to investigate an urban zone** (south of Beerwah) for industrial purposes to support the local economy (56% strongly agree or agree). It is possible that this proposal was not well understood as a large proportion of survey respondents gave a Neither Agree nor Disagree response (20%).

There were a small number of submissions related to industrial land in the LPA sharing a variety of views. Some supported the need for more industrial land in the LPA along with supporting transport links. Other submissions did not see the need for additional industrial land in the area and several noted character and amenity concerns of locating industry near residential areas.

There was also a query about the effect that hinterland living area might have on opportunities for growth on existing industrial.

Inter-urban breaks

Importantly, nearly 90% of local planning directions survey participants strongly agreed or agreed with the proposal to retain strong inter-urban breaks. It is worth noting that there was some confusion regarding the proposed direction of retaining strong inter-urban breaks. Verbatim comments and workshop participants were confused whether this meant green space between Landsborough and Beerwah or whether it referred to greenspace between their towns and future Beerwah East or even between their towns and Brisbane.

Workshop participants were not convinced of the need to keep clear distinctions between Landsborough and Beerwah. Many participants noted that they felt already that they were ostensibly linked to both towns. There was however certainly support for ensuring green space separated the towns from other centres. There is an understanding among a proportion of the community that Beerwah East will likely be significant in scale. Those respondents see the value in maintaining green space around Beerwah and Landsborough.

“The Beerwah East development is too large and too close to the townships of Beerwah and Landsborough. A development of say 25 000 people instead of 50 000 people would allow a larger urban buffer area between this new development and the current rural centres.” – Beerwah-Landsborough survey respondent

One submission claimed that past land use decisions have resulted in urban encroachment on productive rural enterprises, negatively impacting on their viability and creating conflict with neighbouring properties. That submission argued that the intention to retain rural land between Beerwah and Landsborough as an inter-urban break is detrimental to the landowners.

A handful of submissions were received requesting zoning changes mostly relating to properties currently included in the rural zone or from rural residential zone.

Beerwah East

There is some concern that new greenfield development at Beerwah East may bring poor outcomes like other recent new development.

“It’s hard enough having to look down on the ugliness of Aura/Baringa/Harmony, without adding Beerwah East. [There’s] no room for trees or vegetation in between, it’s so depressing.” – Beerwah-Landsborough survey respondent

Trust levels about the outcome of new communities is low.

"[Beerwah East Major Development Area] might as well become "slum", "gutter to gutter" housing with crime. Wouldn't it be nice to have wide streets and large home blocks throughout for those residents though - I can at least dream right?" – Beerwah-Landsborough local survey respondent

Others are optimistic that Beerwah East offers an opportunity to do things differently from other large scale residential developments.

One submission was concerned about the potential risk of flooding from Coochin Creek on the development area.

Housing diversity

Support for low to medium density development near the town centres of Beerwah and Landsborough was relatively low (39% and 38% agreement levels respectively in the local planning directions survey). Respondents do not want a change of character and there is a concern that increasing density in the town centres place a strain on the availability of on-street car parking.

However, placed in the context of providing housing diversity, nearly all Beerwah-Landsborough deliberative workshop participants thought that some low to medium density close the town centres in Beerwah and Landsborough was seen as acceptable. Notably, this discussion did take place after considerable onboarding of information about the local and region-wide planning context. This suggests that there may be a willingness to accept the planning direction if more context and detail is provided. It may also be indicative of the community's need to understand the extent of density changes proposed.

Survey responses suggest that, more likely, the community wants assurances that low to medium density would not be allowed on blocks that contain character houses.

"No more townhouse developments and those original houses need to be protected and renovated." – Beerwah-Landsborough local survey respondent

There was some support for allowing additional dwellings on existing larger blocks to house extended family who cannot otherwise afford to rent or buy property. 69% of local survey respondents strongly agreed or agreed with the proposal to improve design and siting provisions for secondary dwellings (e.g. granny flats). Deliberative workshop participants noted changing family structures with older children living at home and recognised an opportunity to help their family members by have multi-generations living on their large rural blocks.

Types of development supported

Survey participants had a strong desire for outdoor recreation facilities to be factored into future planning. Ideas included:

- additional bike paths and walking paths
- pedal park for children
- outdoor gyms
- mountain bike trails
- bush walking trails where you can take dogs
- skate parks
- netball/basketball courts.

Other suggestions discussed at the deliberative workshops was the potential for a large-scale food market and plant nursery – things that may be more locally owned than the large chain stores and that may draw visitors to the area to stimulate the economy.

In summary, the engagement revealed support for:

- more local retail business
- supermarkets and hardware
- more tourist-related business

- better footpaths
- improved public transport
- protection of Ferny Forest.

Nambour and surrounds

Key engagement statistics

Number of surveys: 206

Information session attendance: 241 (attendees and views)

Drop-in session attendance: 29

The Nambour community is hopeful that the new planning scheme might breathe more life into their area. There is some disappointment that their town has fallen into a state of disrepair and concern about the social problems being experienced. The potential for change is viewed more positively in Nambour than other areas of the Sunshine Coast.

All of Council's proposed directions for the Nambour and Surrounds LPA were supported to varying degree by local survey respondents. Promotion of Nambour as a major centre and proposals for rejuvenation were the planning directions to receive the highest level of agreement.

Figure 22 below outlines the level of agreement with the proposed local planning directions in the survey for Nambour and Surrounds LPA and highlights the directions with the highest level of agreement and highest level of disagreement.

Level of agreement | Nambour and Surrounds



Figure 22: Local planning survey – Nambour and surrounds LPA – level of agreement with local planning directions

Proposed local planning directions that were widely supported were:

- Review provisions relating to **Nambour town centre**, frame areas and health hub to encourage revitalisation (93% strongly agree or agree)
- **Recognise and promote Nambour as the major centre servicing the hinterland** (90% strongly agree or agree)

Sentiment of deliberative workshop participants toward Council's proposed vision was neutral to positive. They liked that it was balanced and that it planned for the town to be thriving but considered the vision a long way from current realities and wondered if it was achievable.

"[The proposed vision] sounds idyllic. But it is far from what Nambour is at the moment. You walk down the street and there are empty stores or \$2 shops and op shops" – Nambour and Surrounds deliberative workshop participant

There was a view expressed by several survey respondents and workshop participants that Nambour had been somewhat neglected by Council.

"Investment into the town is seriously lagging compared to the coast." – Nambour and Surrounds local survey respondent

Survey comments, workshop feedback and written submissions all point to support for some increases in density in appropriate locations, noting that there is a desire by some to maintain a country town feeling and that character features need protecting.

"No more subdivision of big old blocks with Queenslanders on them" – Nambour and Surrounds local survey respondent

Special Entertainment Precinct

Proposed planning directions related to the special entertainment precinct received relatively high levels of agreement from survey respondents:

- Continue to **promote the Special Entertainment Precinct (SEP)**. (The purpose of the SEP is to help Nambour centre develop into a vibrant live music and entertainment precinct) (82% strongly agree or agree)
- Review the extent of the Nambour Special Entertainment Precinct (i.e. to be more compact to **encourage venues to cluster closer together in the centre** to help create a vibrant and viable precinct, and to minimise impacts on residential uses and areas) (77% strongly agree or agree)

Verbatim survey comments enthusiastically welcomed any potential for more live music, arts, and culture as well as dining options.

It should be noted that survey comments showed that some respondents thought that 'reviewing the extent' of the special entertainment precinct implied extending or making it larger.

Social issues

Addressing homelessness was seen by several workshop participants as fundamental to the future of Nambour.

"I would like to live in a safer town. Particularly at night..." – Nambour and Surrounds deliberative workshop participant

While workshop participant broadly agreed with the proposed planning directions for Nambour and Surrounds, there was doubt that it could be achieved given the gap between current realities and the vision.

"I just don't know if Council is actually willing to address what we need. I am not convinced [the proposed vision] will give us what is actually required. To have a safe community you are going to have to look after all of these people that are currently living in our parks" – Nambour and Surrounds deliberative workshop participant

Even the prospect of urban renewal in some areas raised concerns for workshop participants. They considered alleviating homelessness, displacement and helping the marginalised was actually the answer to improving safety and social issues in their local area.

“The idea of leafy green suburbs sounds lovely and it’s all well and good gentrifying the area but all those people have to live somewhere.” – Nambour and Surrounds deliberative workshop participant

Some see that focusing more on land uses that generate employment should be a priority for Council. It was noted in the workshop that shutting down the sugar mill was a deep loss to the Nambour community and a turning point for the development of social issues.

Some suggestions for Nambour and surrounds included:

- Proactive action to help those with mental health issues and drug addiction
- Improved employment opportunities through emphasis on manufacturing and industry

The community is divided over whether more social housing is the answer or not.

“No more social housing we have too much and it shows with many homeless, mental health and drug users hanging around town. It’s not a good look and it’s also not safe.” – Nambour local survey respondent

Most agreed though that the new planning scheme should support improved personal safety and crime prevention strategies.

Housing diversity - town centre

Additional low to medium density around the town centre was viewed positively by deliberative workshop participants as a way to provide more affordable housing and more accessible rental accommodation. There was also a moderate level of support from survey respondents for possible **new low-medium density residential development around Nambour centre** (68% strongly agree or agree).

Verbatim survey feedback indicates some respondents support even medium density in the city centre area. This seems to be an interpretation of low-medium density being a range from low to medium, as opposed to a midway point between low and medium. As such, a small proportion of respondents clearly nominated their preference of medium density over low density.

An increase in density (whether low, low-medium or medium) around the town centre was supported for four different reasons by different sections of the community:

- Preference to develop up not out, to protect the greenspace around the town
- Desire for “city living” close to the epicentre of entertainment
- Recognition that it offers a good way to increase the availability of rental apartments to make housing more accessible and more affordable
- Potential to revitalise supporting businesses such as retail and restaurants.

“The CBD needs to move into residential/retail it’s the only way planning can assist us with revitalisation.” – Nambour and Surrounds local survey respondent

Several written submissions also supported or requested more “high-rise” development in Nambour town centre.

Housing diversity – hospital

Support for **new low-medium density residential development opportunities (e.g. townhouses and duplexes) around Nambour Hospital** to improve housing diversity was also moderate (69% strongly agree or agree).

Several survey respondents noted the decline in services at the Nambour hospital and others see opportunity for greater utilisation of surrounding areas.

“The health/hospital precinct needs some development structure wrapped around it.”

Residential expansion areas

One proposed local planning direction that registered a level of notable disagreement but was still supported by more people was:

- Further investigate **potential residential expansion areas within the existing Urban Footprint to the west and south-west of Nambour** (48% strongly agree or agree; 35% disagree or strongly disagree)

Some survey respondents disagreed with expansion on the basis of impact on greenspace and the environment, others were concerned about the loss of rural acreage to subdivision.

“I want the town to go up, not out.” – Nambour and Surrounds local survey respondent

There were also concerns about the potential negative impacts on traffic from development in the west of the LPA.

“I don't oppose further development in West Nambour on any basis except for the traffic issues that already exist in this area. It can take 30min to get from Burnside to Nambour showgrounds at peak times.” – Nambour and Surrounds local survey respondent

One submission made the point that housing developments that have occurred within the Burnside and Perwillowen areas, have already created an increase in traffic and requested that the traffic should be directed through Woombye or that a new road should be built.

There was little feedback received to provide direct reasons for supporting for the proposed investigation for expansion. However, there were broad survey comments that indicate that support could stem from the desire to see Nambour grow and for more housing options.

Types of development supported

The community was generous with their contribution of ideas and vision for the future. Verbatim survey feedback revealed support for

- live music, arts and entertainment
- revitalising Howard/Currie Street to improve commercial opportunities
- preserving and expanding green spaces
- creek health improvements
- street trees in existing suburbs, not just new developments
- density in appropriate locations – particularly in the town centre
- improving traffic congestion
- improving footpaths
- public transport both locally and connecting to coastal centres
- addressing homelessness, often in reference to increasing affordable housing/living
- addressing crime and improving safety
- provision of aged care
- low cost housing near the hospital for students and for those in need.

Low to medium change LPAs

The Sunshine Coast Land Use Planning Proposal 2041 identified 12 local areas as having the potential for a low to medium level of change. Feedback on proposed local planning directions and community input into planning for those local plan areas is detailed below.

Coolum – Peregian

Key engagement statistics

Number of surveys: 608

Information session attendance: 303 (attendees and views)

Drop-in session attendance: 42

The survey for the Coolum – Peregian Local Plan Area (LPA) revealed a high level of agreement with all bar one of Council’s proposed local planning directions included in the local planning survey.

The proposed planning directions that received the strongest support from survey respondents were:

- **Protect local coastal environment and landscape features** (99% strongly agreed or agreed)
- **Include new provisions to better protect sea turtle sensitive areas** (96% strongly agreed or agreed)

The proposed local planning direction that registered the most disagreement from survey respondents was:

- Investigate possible areas for **additional low-medium density residential development** close to the Coolum Town Centre (48% disagreed, with 39% supporting direction).

“The Coolum-Peregian area is a unique environment that should be valued and protected... The natural environment is a significant draw card for tourists visiting the Sunshine Coast and has far more value long-term by being retained and protected in terms of tourism dollars, climate change impacts and community values.” – Coolum-Peregian local survey respondent

Figure 23 below outlines the level of agreement with the proposed local planning directions in the survey for Coolum - Peregian LPA and highlights the directions with the highest and lowest levels of agreement.

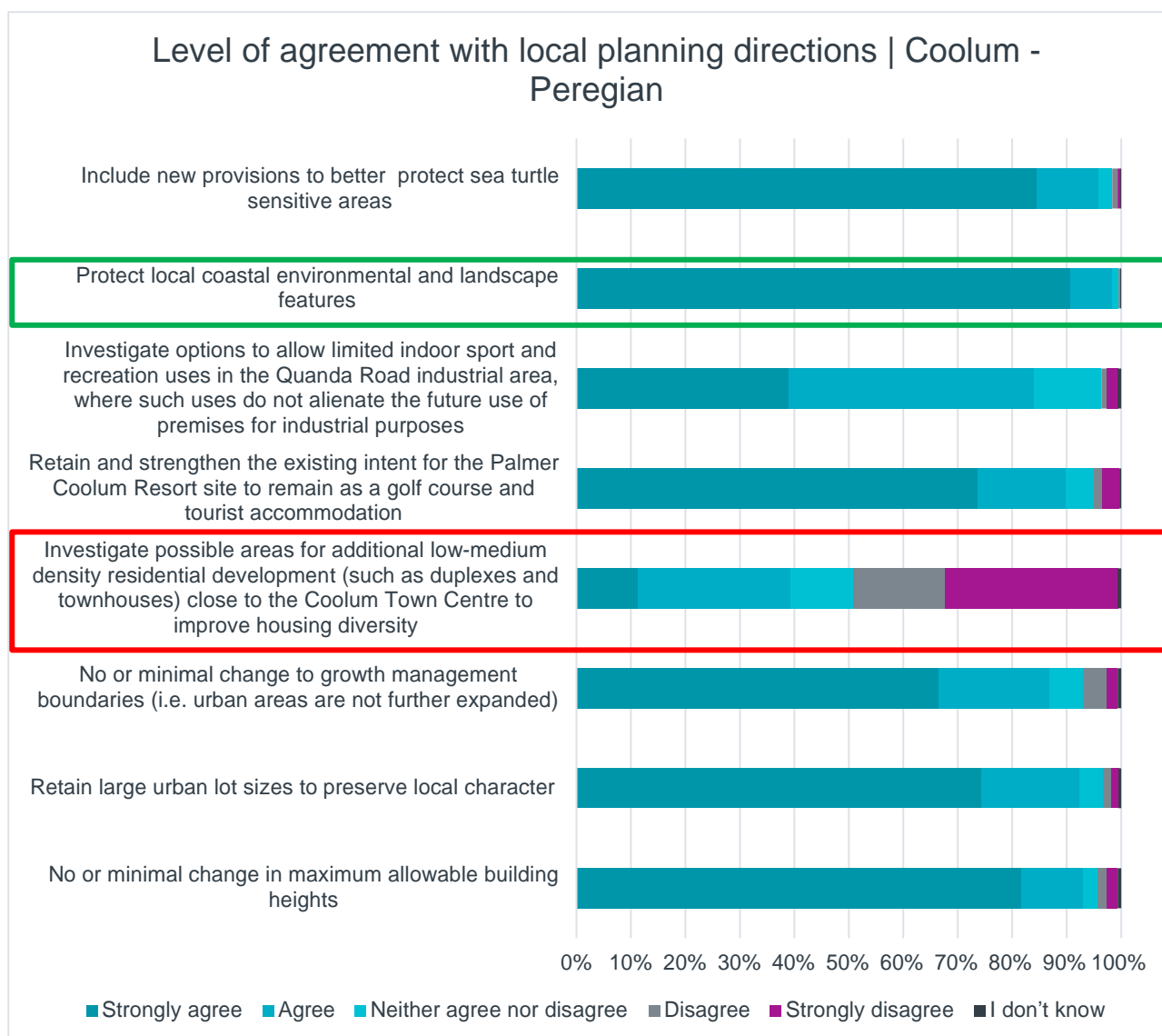


Figure 23: Local planning survey – Coolum – Peregrin LPA – level of agreement with local planning directions

Feedback in verbatim survey responses and via written submissions supported the survey response that 93% of respondents strongly agreed or agreed there should be **no or minimal change in maximum allowable building heights**. Building heights and density was also one of the key question/discussion themes at the online information session.

Concern regarding an increase in building heights and density were common, particularly in relation to the Yaroomba beachside development area.

“Keep Yaroomba as the jewel and last small beachside village community that epitomises the original allure of the Sunshine Coast.” – Coolum-Peregrin local survey respondent

There was representation from some community groups that there should be a statement in the local area vision about the Yaroomba area subject to court deliberations, ensuring that it remains a low height, low density residential suburb. There was significant feedback about Yaroomba from local survey respondents.

“The [Yaroomba development] land should be protected under the same development rules that already exist for Coolum Palmer Resort. A specific zone for tourism assets would protect them from residential development.” Coolum-Peregrin local survey respondent

There was also strong support to **retain large urban lot sizes to preserve local character** (92% strongly agree or agree). Generous setbacks and low site coverage was also nominated as being important by a number of local survey respondents in their verbatim responses.

It is worth noting that there was a small segment of the community who were clear that they would like to avoid “car-dependent sprawl” preferring instead to see more “infill housing options closer to the town centre in order to protect the natural landscape. Some see the opportunity for duplexes and townhouses in the Coolum Town Centres without increasing building heights.

More widely held concerns about density were frequently related to traffic concerns and there was a considerable desire to see upgrades to the road network. Infrastructure improvements was commonly nominated by survey respondents and drop-in information session attendees as important to future planning for the local area, with many nominating the need to widen, improve safety and reduce traffic congestion along Sunshine Motorway, David Low Way and local roads.

“Some investment in transport [is needed], specifically roads. There are big issues around the Sunshine Motorway especially during holidays and around school times near Coolum and Peregrine roundabouts.” – Coolum-Peregrine local survey respondent

Some written submissions also nominated the need for road infrastructure improvements including around the airport, West Coolum Road, South Coolum Road, and Suncoast Drive.

“Any new development should take into consideration impacts on traffic flow as well as parking.” – Coolum-Peregrine local survey respondent

One written submission raised building heights at the airport as an area of concern requesting that the current 21m height be amended to 12m for future development in any Master planning exercise to be more compatible with the low rise nature of the majority of the area. Another submission noted that the Wallum Area in the airport requires environmental protection.

Regulations regarding holiday accommodation were a topic of some feedback in verbatim survey responses and written submissions. Short-term accommodation was considered “unregulated” causing issues for neighbours and reducing housing stock available for families to live. Coordinated responses were received in relation to one particular property in Coolum.

Local survey respondents and written submissions shared concerns around building on floodplains or low-lying areas within the LPA, particularly at Coolum West.

“I am absolutely opposed to any development on the flood plains at Coolum West, in fact on both sides of the Sunshine Coast Motorway. The entire area was completely flooded during the recent wet weather event.” – Coolum-Peregrine local survey respondent

One submission noted that homes in flood mapped areas should be able to build higher in order to raise their lower level of living above potential stormwater overflow and overland flows.

Support for the Blue Heart to remain as greenspace and excluded from urban development was strong. There were requests from some to include the Blue Heart in the Coolum-Peregrine LPA to assist with oversight and management. One submission suggested that the vision of the LPA recognise Coolum as a key service centre that provides accessibility to the Blue Heart.

“We want to keep the integrity of our area for our children and our children’s, children. The local flora and fauna need to be protected as well as the environment they thrive in.” – Coolum-Peregrine local survey respondent

Some feedback was received requesting that the Blue Heart be extended to include the potential “wave pool” site in Coolum West. Some stated a desire for the farmland east and west of the motorway to be rehabilitated as tea tree forest. There seemed to be some confusion in the community as to the extent of Blue Heart project area with considerable feedback was received to “protect the flood plains at Coolum West”. The management of that area is perceived by a segment of the community as critical to minimising flooding in Coolum.

Types of development supported

There was strong support for development that aligned with the current ‘village’ character of Coolum, retaining existing building heights, lot sizes and minimising impacts to the environment, including the Blue Heart. Types of development supported in the Coolum-Peregrine LPA were:

- indoor and outdoor recreation facilities for the community, as well as improvements to existing facilities, such as the Mt Coolum golf course.
- community meeting facilities and a community centre for Peregrine Springs
- public swimming pool and tennis courts in Peregrine Springs
- pocket parks – it was noted that if you don't live within walking of the beach there aren't many parks
- improved active transport networks including options between the three urban areas of Coolum, Peregrine Springs and the Coolum Industrial Estate (noting a segment of the community is opposed to paths on or near dune eco-systems)
- development that promotes unique eco-tourism opportunities within the LPA, without impacting local amenity or the natural environment

“Eco-tourism which meets the criteria for eco-tourism, including minimising social and environmental impacts and cultural awareness and respect. Eco-tourism here must retain our point-of-difference from Gold Coast style tourism development.” – Coolum-Peregrine local survey respondent

Bli Bli – Maroochy River Plains

Key engagement statistics

Number of surveys: 257

Information session attendance: 397 (attendees and views)

The survey for the Bli Bli – Maroochy River Plains Local Plan Area (LPA) revealed a varied level of agreement for Council's proposed local planning directions.

“Bli Bli is known for its rural beauty, farming heritage and well-designed urban plan. A smart, healthy and creative approach to future town plans... is critical.” – Bli Bli-Maroochy River Plains local survey respondent

The proposed local planning directions that received strongest support from survey respondents were:

- **Include new provisions to reflect the 'Blue Heart'**, including protection measures for the undeveloped parts of the Maroochy River Floodplain (91% strongly agreed or agreed)

Two proposed local planning directions registered divided agreement and disagreement from survey respondents:

- Review planning for the possible expansion area north of Thomas Road and west of Lefoes Road (41% strongly agreed or agreed; 37% strongly disagreed or disagreed)
- Investigate possible areas for additional low-medium density residential development (such as duplexes and townhouses) close to the centre at Bli Bli to improve housing diversity (51% strongly agreed or agreed; 43% strongly disagreed or disagreed)

Local survey responses to local planning directions are detailed in Figure 24 below.

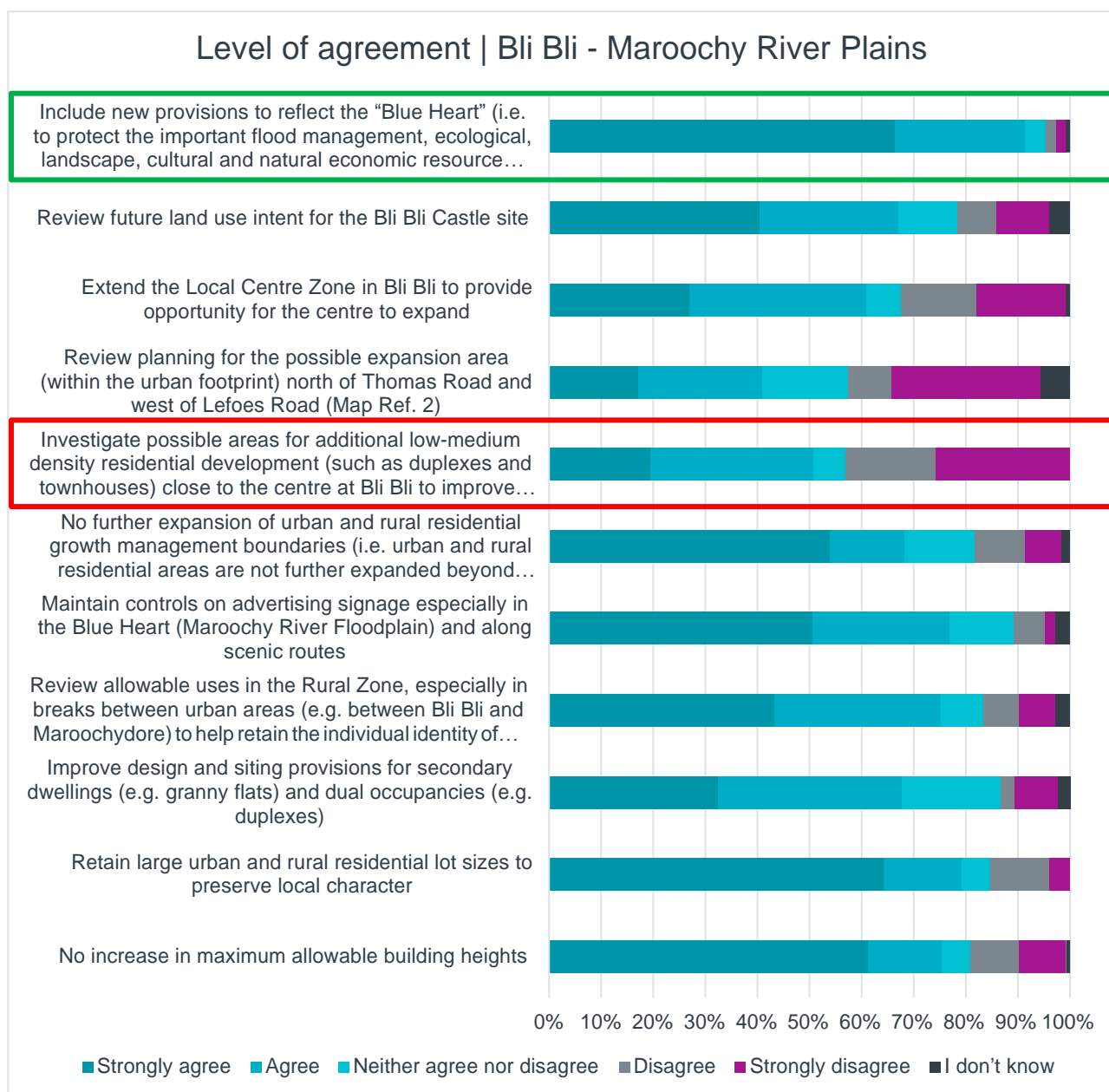


Figure 24: Local planning survey – Bli Bli Maroochy River Plains LPA – level of agreement with local planning directions

There was strong support for the Blue Heart centred on the flood mitigation protection, ecological values and scenic contribution. One submission was however concerned with the potential economic loss from a Blue Heart overlay and lamented the lost opportunity of this land to satisfy regional growth.

Many respondents were also concerned with current and future development on / nearby floodplains, as well as flooding impacts from increased stormwater run-off stemming from these new estate developments.

“No development should be considered for the river, associated wetlands, or floodplains of the river.” – Bli Bli-Maroochy River Plains local survey respondent

There was a desire to prevent development west of the motorway at Coolum, particularly in the floodplain south of Yandina Coolum Road.

Survey responses show an almost even split between agreement and disagreement with the proposal to review planning for the possible expansion area (within the urban footprint) **north of Thomas Road and west of Lefoes Road** (41% level of agreement; 37% level of disagreement). It is likely that this is due to some ambiguity of the wording of the direction. Are survey respondents being asked if they support the expansion area OR support the review the expansion area? In any case, nearly all verbatim survey

comments are unsupportive of the possible expansion area. Many reflect that open fields are linked with the local character of the area. Others are concerned with loss of habitat.

There was some concern regarding increasing density in the LPA. These concerns relate to two main factors; first, a sense that infrastructure – mainly roads – is not keeping pace with this growth and secondly that it dilutes the rural character and small-town feel of the area.

A significant number of respondents were concerned with the current road network's ability to cater to the current population. This was also linked to concerns about the timing of future road infrastructure upgrades, which many suggested should commence before any further development begins – particularly new estate developments – to better support future growth.

“Upgrade the roads to accommodate the influx of the new estates before putting in more estates.” – Bli Bli-Maroochy River Plains local survey respondent

Accordingly, there was support for the proposed regional directions related to local character, population growth and housing:

- **retain existing building heights and large urban and rural residential lot sizes** to preserve local character (76% strongly agreed or agreed with both directions).
- **maintain existing urban and rural residential growth management boundaries** (68% strongly agreed or agreed).

“We would like Bli Bli to retain its rural feel and feel that adding higher density living will detract from this. Higher density living is more appropriate for areas closer to the city centre where better public transport options are available.” – Bli Bli-Maroochy River Plains local survey respondent

Subdivision of rural properties is a burgeoning issue for the Bli Bli-Maroochy River Plains LPA. Many of the written submissions received related to individual land parcels. Several submissions suggested that reducing the rural residential lot sizes could “help the housing crisis”. Self-proclaimed “mum and dad investors” were concerned that big developers will add hundreds of houses to areas but that subdividing a block off a rural property may not be allowed.

There was considerable distrust of developers in the local area and some community interest in increased transparency on discussions between Council and developers. Some survey responses and written submissions expressed hope that the new planning scheme will bring holistic planning to the area as there is a perception that ad hoc development has led to some poor outcomes for the area. For example, some believe that roads were designed to suit or benefit developers not the community in the Bli Bli village area. Decisions about “carving up” of cane lands was the subject of several comments.

There was some support to **extend the Local Centre Zone in Bli Bli** to provide opportunity for future expansion (61% strongly agreed or agreed; 32% strongly disagreed or disagreed). Reasons given for support was based upon the desire to rejuvenate the main street to support local independent businesses in the established area. However, many more verbatim survey responses referred to frustrations with traffic around the town centre and multiple survey respondents floated the need for a Bli Bli bypass like Eumundi has. It was considered that new traffic lights and changes to access points to the shops has made traffic worse and many survey respondents thought the area needs redesigning.

There was some sentimentality toward the Bli Bli castle and several respondents expressed a desire to see it “reimagined” if even in another location for its ongoing contribution to Bli Bli’s identity and character. However most conceded the castle as it stands needs redevelopment.

Types of development supported

There was support for development that aligned with the distinct rural character of the area, specifically low-density, low-rise residential developments on sizable blocks, while improving key infrastructure – particularly roads – to improve connectivity for current residents and cater for future growth in the LPA. Protection of wildlife and the natural environment were also key considerations in planning future development.

The type of development supported for the area included:

- more community facilities

“Nature areas, playgrounds for kids, outdoor exercise/ walkways, cultural hubs, local independent coffee/food, rural enterprise that is environmentally friendly, planting trees and climate/ environmental action. Not wall to wall residential.” – Bli Bli-Maroochy River Plains local survey respondent

- preserve / relocate Bli Bli Castle and redevelop existing site

“Enabling and supporting the relocation of the Bli Bli Castle will free up the current site or other innovative use of the space for the benefit of the community.” – Bli Bli-Maroochy River Plains local survey respondent

- a state high school
- active transport links including bike paths, suggestion to use the old rail corridor and underpass
- road network upgrades including suggestions for Nort Arm Yandina Creek Road, Dusty Road bridge, Cutters Ridge roundabout and Bli Bli Road
- renewal and rejuvenation of Main Street of Bli Bli
- art gallery and music studio.

One submission claimed that there were already too many retirement villages in the area and that any more would not be positive for the area.

Buderim and surrounds

Key engagement statistics

Number of surveys: 284

Information session attendance: 203 (attendees and views)

Drop-in session attendance: 41

Agreement with the Buderim and Surrounds Local Planning Area (LPA) Council's proposed local planning directions varied.

“The local village feel and the green environment of Buderim is special. I value it and want it to be preserved.”

The proposed local planning directions that received strong support from survey respondents were:

- **maintaining the leafy, tree-lined character of Buderim** (96% strongly agree or agree).
- retain the natural vegetated character of Forest Glen, Tanawha and Mons (94% strongly agree or agree).
- **retain the Limited Development Zone** (Note: The Limited Development Zone aims to protect land that is highly affected by constraints, such as steep land, landslide hazard and significant vegetation, from further development) (94% strongly agree or agree).
- maintain **limits on vegetation clearing** to preserve habitat and landscape values (93% strongly agree or agree)

Figure 25 below shows the level of agreement with the proposed local planning directions in the local area survey for Buderim and Surrounds LPA and highlights the directions with the highest and lowest levels of agreement.

Level of agreement | Buderim and Surrounds

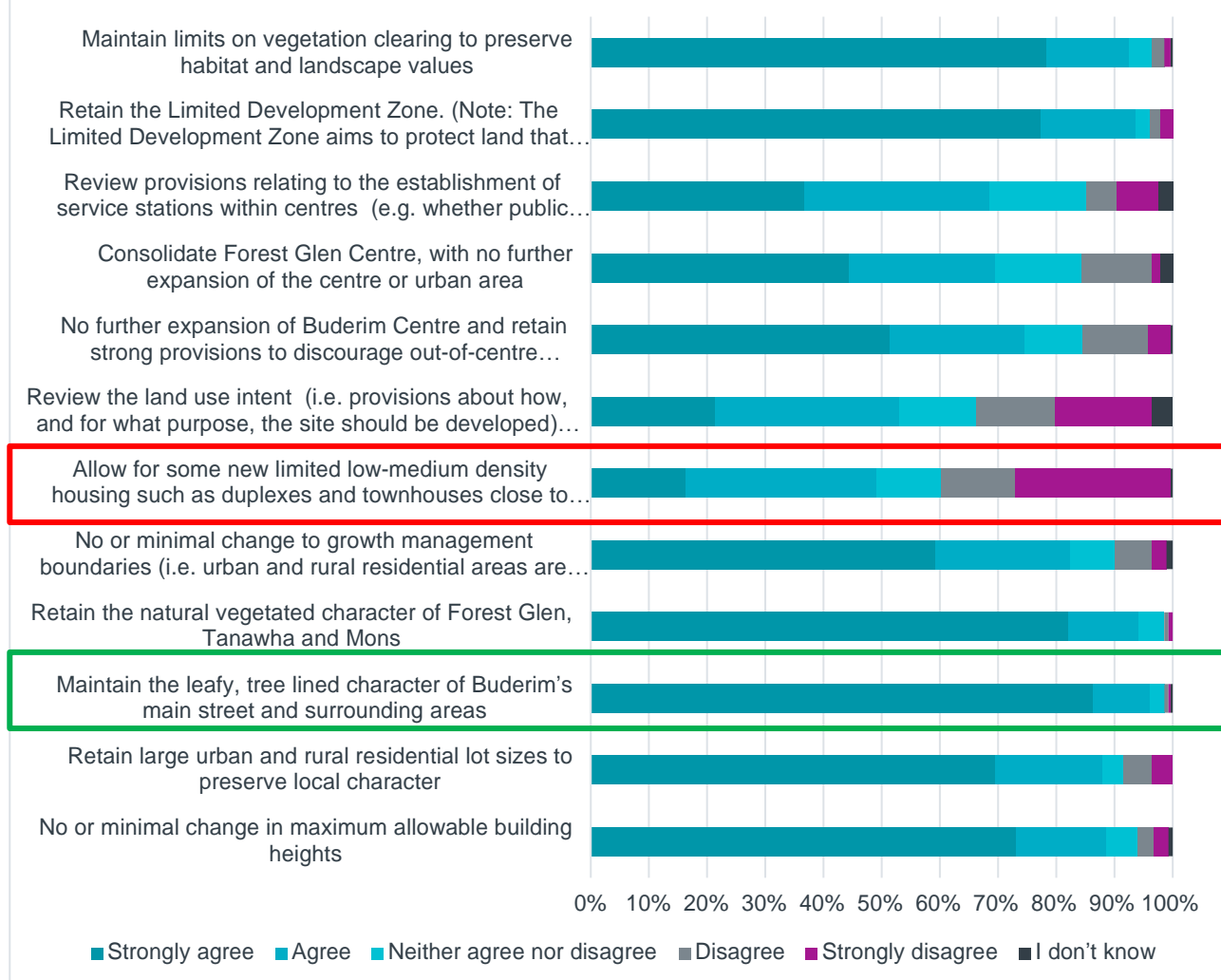


Figure 25: Local planning survey – Buderim and surrounds LPA – level of agreement with local planning directions

The proposed local planning directions subject to the highest levels of disagreement from survey respondents were:

- allow for some new limited low-medium density housing such as duplexes and townhouses close to the centre at North Buderim to improve housing diversity (49% strongly agree or agree; 40% strongly disagree or disagree)
- review the land use intent (i.e. provisions about how, and for what purpose, the site should be developed) for the **undeveloped portion of Wises Farm** (53% strongly agree or agree; 30% strongly disagree or disagree)

Verbatim survey comments strongly supported maintaining low density and low-rise housing. An increase in density was primarily linked to concerns of reduced greenery, habitat destruction, reduced parking availability and increased traffic congestion.

“Any provision for higher density accommodation will totally kill the area's village atmosphere and amenity for those of us who made the decision to move to this special location.” – Buderim and Surrounds local survey respondent

Submissions received indicate some interest in relooking at the zoning of several areas with links made to affordable living options.

Survey respondents expressed desire for improved sustainable development practices and there was support for new commercial and/or residential developments to be fitted with 'green' features such as solar panels and water tanks, as well as ensure these new developments incurred net zero loss to surrounding vegetation / green space.

"Development that embodies "better building design", includes more durable buildings that will accommodate climate change, that protects and enhances the natural environment and "prioritises high quality urban landscaping" – Buderim and Surrounds local survey respondent

All local survey respondents who flagged the proposed road development through Springs Environmental Reserve were strongly opposed to it and requested a review.

"[The] proposed road development in The Springs Environmental Reserve will not serve a positive purpose; the road will most likely not ease traffic in the area (already shunting more traffic towards congested areas) and also devalue the area in terms of character, public use and ecological benefits." – Buderim and Surrounds local survey respondent

Survey respondents were strongly in favour of retaining Wises Farm as "valuable green space". Most thought it should be parkland or remain as farmland. The remaining land parcel of Wises Farm was considered to contribute significantly to scenic amenity and several people thought it would be a tragedy if it was developed. There were requests to protect the line-of-sight views from the escarpments (especially to the north and north-east).

There seemed to be some confusion among a small number of respondents that Council was telling property owners on Wises Road that they have to develop their land.

"Wises Farm should not be Council's decision, it is privately owned and zoned accordingly." – Buderim and Surrounds local survey respondent

There was some support for a **review of provisions relating to the establishment of service stations within centres** (69% strongly agree or agree). However, it was noted that there was confusion with the way the proposed planning direction was written. One respondent noted that it wasn't clear to them whether Council's "review" would result in a tightening or relaxation of the assessment rules and what negative impacts on residents might result from the changes. This may account for the 17% of people who nominated a neither agree nor disagree response. Verbatim survey responses show both agreement and disagreement.

Types of development supported

There was strong support to improve key transport infrastructure, particularly roads, to enhance connectivity throughout the local plan area, while ensuring the natural environment was protected at all costs in support of the region's character and local wildlife.

The type of development supported included:

- Better roads

The primary concern with existing road infrastructure surrounded the need to reduce congestion during peak school pick-up / drop-off times. Respondents also linked congestion issues to worsening traffic in surrounding areas, leading to an increase in 'rat run' journeys through Buderim. More intersection safety upgrades were also requested by some respondents.

"The CBD area of Buderim village and the area near the Primary School are already significantly adversely impacted by traffic."

"Traffic congestion is a major problem that urgently needs addressing."

- Preserve and increase the number of parks / green spaces / trees

Residents would also like to see existing parks, such as Buderim Village Park, protected and replicated across the local plan area, as well as an increase in recreation and leisure infrastructure / activities (i.e. playgrounds, trails).

"The trees and green spaces are a real asset to the character of Buderim. I love how the residents use the parks playgrounds and village green."

“Update local parks and playgrounds for families. We see fantastic parks for new subdivisions, but the existing areas are left lacking. Better local parks will entice families to move into the area.”

- Improve the commercial mix

There was also strong support to support small local business and improve the commercial mix in the main town centre of Buderim.

“Retain what’s left of the Village of Buderim. Seems to be mostly populated by [real estate] agents, banks, cafes.”

“[I support] development that brings in businesses that can diversify the area away from just tourism and over 50s lifestyle communities.”

Eumundi – Doonan

Key engagement statistics

Number of surveys: 89

Information session attendance: 125 (attendees and views)

Drop-in session attendance: 31

The survey for the Eumundi - Doonan Local Planning Area (LPA) revealed high levels of agreement with all proposed local planning directions included in the survey.

Local survey verbatim comments revealed the community is eager for the new planning scheme to ensure any development suits the character of the town and preserves green spaces. “High density” development is not supported. The proposed local planning direction that received strongest levels of agreement from survey respondents was:

- **Maintain water quality in Lake Weyba** (95% strongly agreed or agree).

Lake Weyba was appreciated for its scenic amenity and recreational value.

“I love that Lake Weyba has its waters protected from excessive development and that it retains its bushy feel.” – Eumundi – Doonan local survey respondent

The proposed local planning direction for **no or minimal change to growth management boundaries** was subject to the highest level of disagreement from survey respondents but was still supported by the majority of people (72% strongly agree or agree; 24% strongly disagree or disagree).

“The rural-residential, acreage property aspects of Eumundi - Doonan should be preserved at all costs. These qualities would be destroyed by small block housing-estate developments or industrial uses.” – Eumundi – Doonan local survey respondent

Figure 26 below shows the level of agreement with the proposed local planning directions in the survey for Eumundi - Doonan LPA and highlights the directions with the highest and lowest levels of agreement.

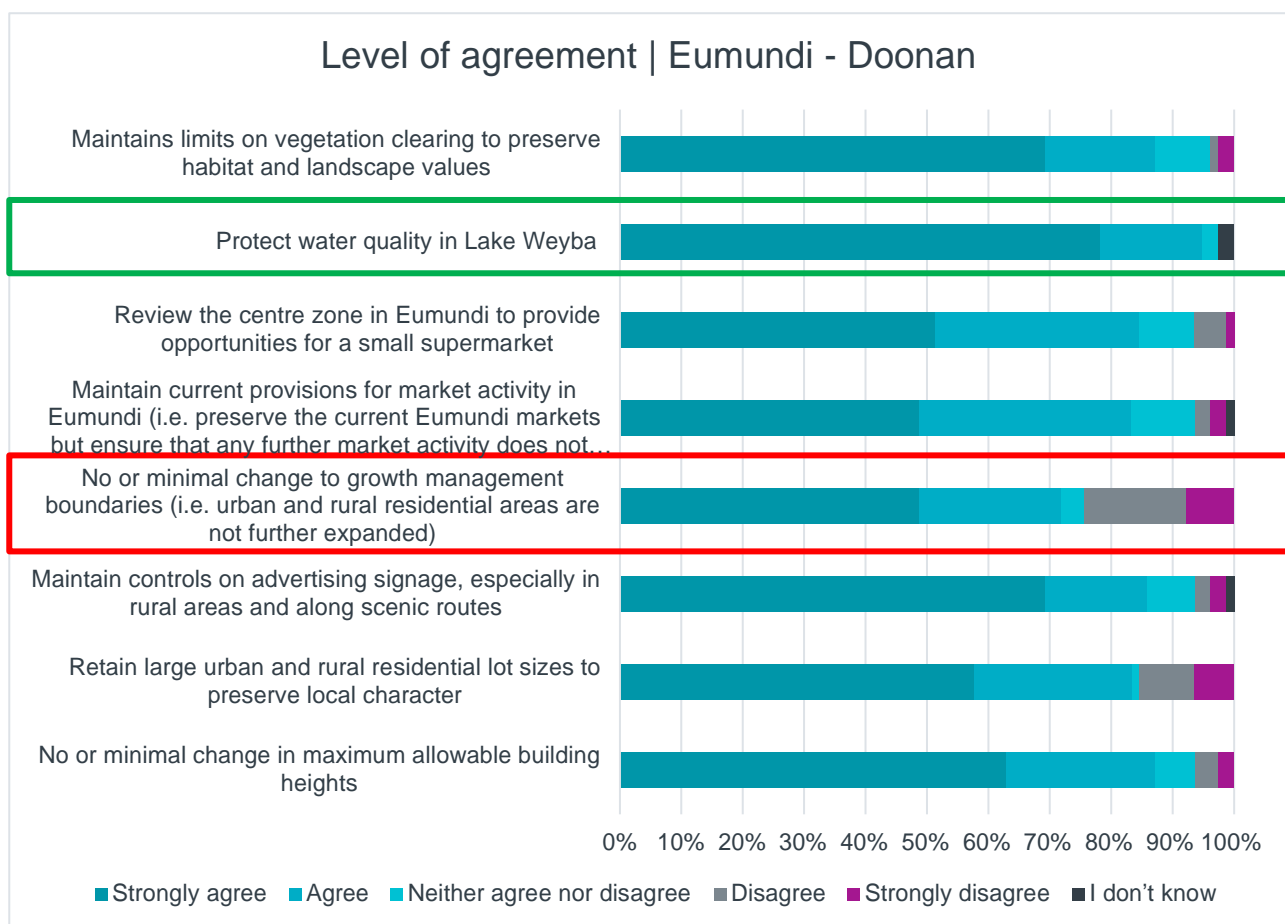


Figure 26: Local planning survey – Eumundi – Doonan LPA – level of agreement with local planning directions

Verbatim survey comments responses revealed a desire for:

- Better footpaths and cycle paths
- Better roads
- Increasing retail opportunities

The primary concern with current walking and cycling infrastructure is that it is unsafe due to the prevalence of having to walk or cycle on the roadway. Some residents would like this infrastructure to reduce reliance on cars and to take advantage of the natural environment for tourism opportunities.

“An increased level of connection via walking trails and bike paths [would be good]. There is a large amount of great natural assets in the area that community can’t access.”

“Improved cycle/walking lanes on rural roads. Local rural roads are heavily used by cyclists and runners which can present a safety risk.”

Residents would also like to see roads improved to address safety concerns and to support the growing number of residents and visitors to the area. Examples included Eumundi Range Road, Caplick Way and Sunrise Road.

“Roads need better maintenance and widening in trouble spots with speed zones reviewed. An increase in through traffic in recent years has not been well catered for.”

Improving retail opportunities locally is also seen as a benefit for locals and the tourism industry.

“Eumundi should be treated as an important tourism node for the region and this should be reflected in the planning process, ... support for small businesses that want to invest in the enhancement of the local and visitor experience.”

Types of development supported

The type of development that was supported included a small to medium sized supermarket. Survey respondents explained that this was desirable so that Eumundi residents don't have to travel out of town for basic groceries and ensure ongoing supplies during flood events. Many noted a preference for a smaller chain such as IGA that would cater to the community's preference for local produce. It was also considered that a supermarket as an anchor tenant to the main street would help sustain other small businesses on non-market days.

"I feel it would be majorly beneficial to everyone here to have a decent supermarket in town. The supermarket should reflect the current feel of Eumundi with local produce and a stylish vibe."

Sippy Downs – Palmview

Key engagement statistics

Number of surveys: 92

Information session attendance: 121

The survey for the Sippy Downs - Palmview Local Plan Area (LPA) revealed moderate to high levels of agreement with proposed local planning directions included in the survey.

The proposed local planning directions that received the highest level of agreement was:

- Protect environmental values and water quality in and around the Mooloolah River (93% strongly agree or agree)

The Mooloolah River floodplain and the Mooloolah River National Park were frequently nominated as local area features that need to be preserved and the catchment area protected from development. One submission sought a greater level of detail about the Lower Mooloolah River Greenspace and requested that land use intent be further explained.

The proposed local planning direction that received the highest level of disagreement was:

- Continue to develop the Palmview master planned community in accordance with the Palmview Structure Plan and Infrastructure Agreement (24% strongly disagree or disagree)

There were few direct comments as to the reason survey respondents disagreed with the proposed direction however most comments regarding Palmview related to either dissatisfaction with infrastructure provision, small lot sizes, local road widths or access to the Bruce Highway.

"It is clear that Palmview is not a successful community outcome and has really missed the spot on a number of levels." – Sippy Downs - Palmview local survey respondent

"Roads to be fast tracked or developed on time at a minimum. The developer (should) be held to account for delivery of roads and town centre on schedule." – Sippy Downs - Palmview local survey respondent

Figure 27 below shows the level of agreement with each of the proposed local planning directions in the survey for the Sippy Downs – Palmview LPA and highlights the directions with the highest and lowest levels of agreement.

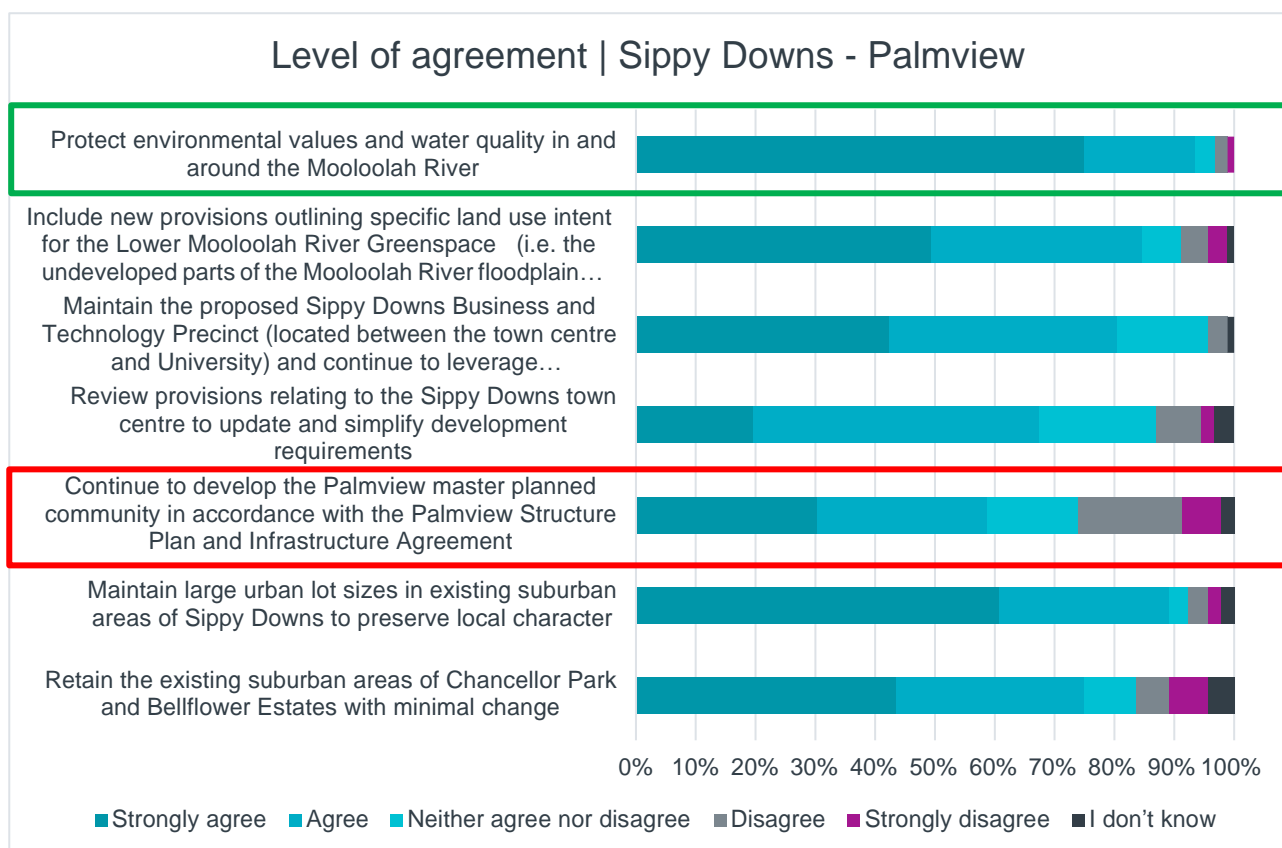


Figure 27: Local planning survey – Sippy Downs – Palmview LPA – level of agreement with local planning directions

“The older parts of Chancellor are great with parks, water course flowing through. More of this would be great.” – Sippy Downs - Palmview local survey respondent

There was significant demand for additional access roads in the Palmview estate. This was the number one issue raised by respondents. Many residents feel this is a safety issue as well as contributing to traffic congestion in the LPA.

“Infrastructure in and out of Harmony Estate is dangerous and needs action immediately. The promised exit to Bruce Hwy is a must. Fire and flood over the past few months has proved how dangerous it is not having a second exit.” – Sippy Downs – Palmview local survey respondent

There is a desire to see more community facilities and services in the LPA particularly given the growth in this area as the Palmview Master Planned Area.

“More community hubs. The promised library. Community space for playgroups and things such as dance classes. Spaces for community clubhouses - a guide/scout hut, a men's group, teen spaces etc. More nature-based play areas for kids.” – Sippy Downs – Palmview local survey respondent

Improving retail opportunities locally is also seen as a benefit for locals. There is a sense that the services to support the community are lagging behind the development of the residential areas.

“The town centre is lagging behind the needs of the community which forces local residents to have a large dependence on other areas of the Sunshine Coast such as Maroochydore causing additional trips.” – Sippy Downs - Palmview local survey respondent

Types of development supported

The most frequent requests for the local plan area included:

- an additional access road into Harmony/Palmview
- more parks and playgrounds

- supporting local businesses.

Mary Valley – Kenilworth

Key engagement statistics

Number of surveys: 69

Information session attendance: 84 (attendees and views)

The survey for the Mary Valley - Kenilworth Local Plan Area (LPA) revealed high levels of agreement with Council's proposed local planning directions included in the survey.

"Development that is conducive to maintaining the rural atmosphere and national parks in the region." – Mary Valley – Kenilworth local survey respondent

Figure 28 below outlines the level of agreement for each of the proposed local planning directions in the survey for the Mary Valley – Kenilworth LPA and highlights the directions with the highest and lowest levels of agreement.

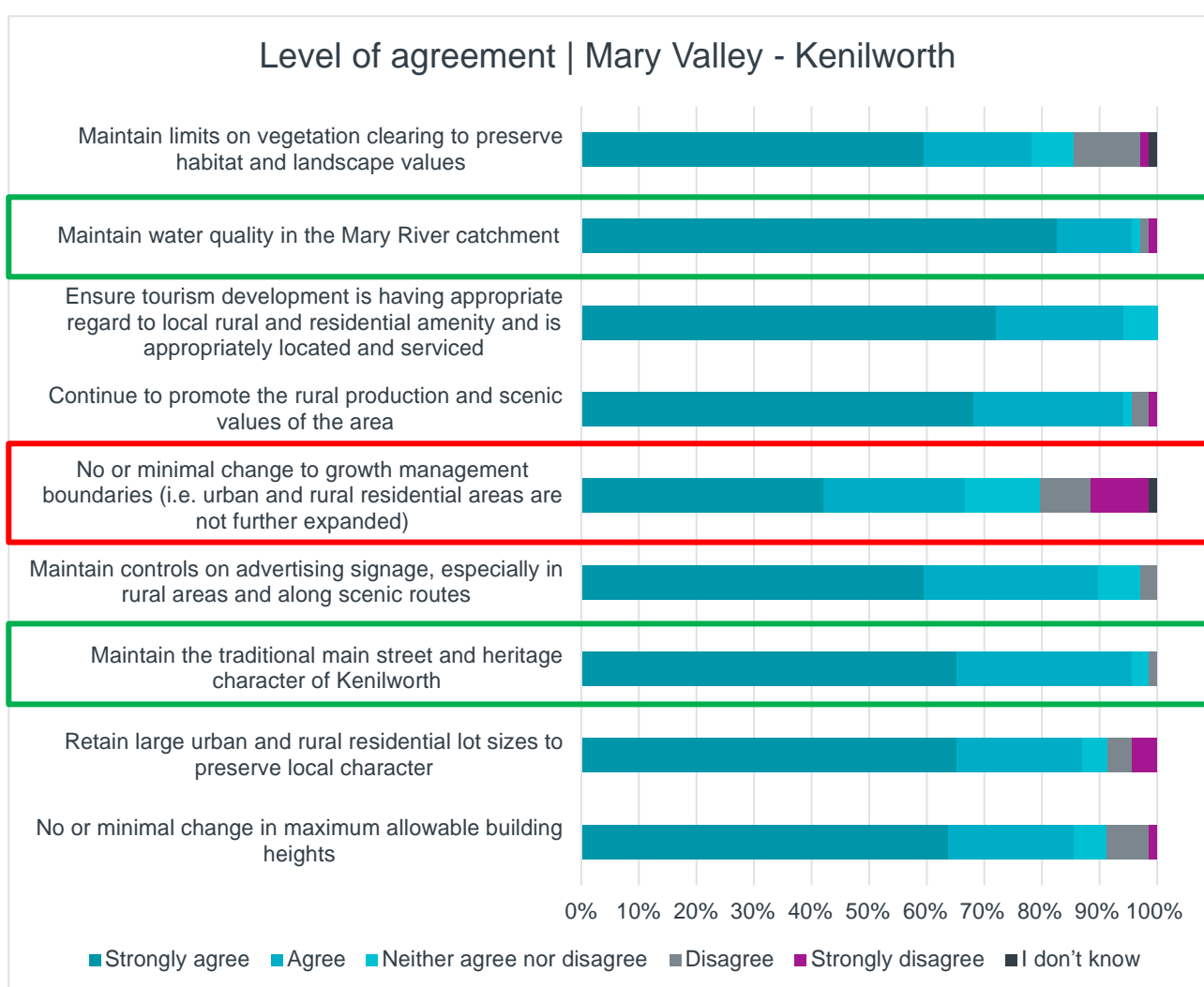


Figure 28: Local planning survey – Mary Valley – Kenilworth LPA – level of agreement with local planning directions

The two proposed local planning directions that received strong support from survey respondents were:

- **Maintain water quality** in the Mary River catchment (96% strongly agree or agree).
- **Maintain the traditional main street and heritage character of Kenilworth** (96% strongly agree or agree).

“Working in partnership with other organisations to improve and maintain water quality of the Mary River; working collaboratively with landholders.” – Mary Valley – Kenilworth local survey respondent

One proposed local planning directions received some level of disagreement but was still supported by most survey respondents:

- No or minimal change to **growth management boundaries** (i.e. urban and rural residential areas are not further expanded) (67% strongly agree or agree; 19% strongly disagree or disagree)

Local survey respondents voiced in their verbatim comments concerns about the need for:

- better roads
- promoting tourism
- environmental management and wildlife preservation.

Given the relative isolation of the area, improving the roads which connect the Mary Valley – Kenilworth LPA to other areas of the Sunshine Coast was often mentioned. This was seen as desirable both for residents and the tourism industry. In addition to connecting roads, the issue of sealing dirt roads and improving the resilience of roads to flooding was also raised.

“Seal the Obi Obi Road dirt section for locals and tourists to enjoy a safe passage from Mapleton to Kenilworth.” – Mary Valley – Kenilworth local survey respondent

“Infrastructure around widening and sealing local roads and some improvements to minimise the damage and inconvenience of floods.” – Mary Valley – Kenilworth local survey respondent

Residents were supportive of the tourism industry but would like to see that this does not detract from the natural environment and that the infrastructure needed to support the tourism industry is delivered and maintained.

“Nature based tourism such as the great walks is perfect for this region and there could be more incorporating the Mary River. Kenilworth is a river town yet there are not many access points ... Opportunities are there” – Mary Valley – Kenilworth local survey respondent

Residents would like to see support for tourism balanced with the preservation of the natural environment, which is what attracts visitors to the region.

“Being “loved to death” or “death by a thousand cuts” are important considerations when realising that increased population on coast is accompanied by an enormous upsurge in the desire for hinterland escapes.” – Mary Valley – Kenilworth local survey respondent

Types of development supported

There was a strong support for maintaining the distinct hinterland character of the area, particularly the character of Kenilworth.

“Development that is conducive to maintaining the rural atmosphere and national parks in the region. Any development must be low rise and on land size no smaller than 2000sq meters.”

Mooloolah Valley

Key engagement statistics

Number of surveys: 126

Information session attendance: 169 (attendees and views)

The survey for the Mooloolah Valley local plan area revealed varying levels of agreement with Council’s proposed local planning directions included in the survey.

“Mooloolah is a small and quiet town and I think that’s what makes it special. Any planning should hold to maintaining the town, not developing it. I love our open spaces, our greenery, our wildlife,

our nature, and strongly disagree with anything that interferes with it or interferes with the small town feel that I have grown up with.”

Most of the proposed local planning directions received a high level of support. Two that received very high levels of agreement were:

- **Maintain water quality** in the Mooloolah River and Ewen Maddock Dam catchments (100% strongly agree or agree)
- **Retain strong inter-urban breaks** (97% strongly agree or agree)

One proposed local planning direction that received high levels of disagreement from survey respondents, which was:

- Investigate opportunities for **additional low-medium density residential development** (e.g. townhouses and duplexes) close to the Mooloolah town centre to provide housing diversity (20% strongly agree or agree; 67% strongly disagree or disagree)

Figure 29 below outlines the level of agreement for each of the proposed local planning directions for the Mooloolah Valley LPA and highlights the directions with the highest and lowest levels of agreement.

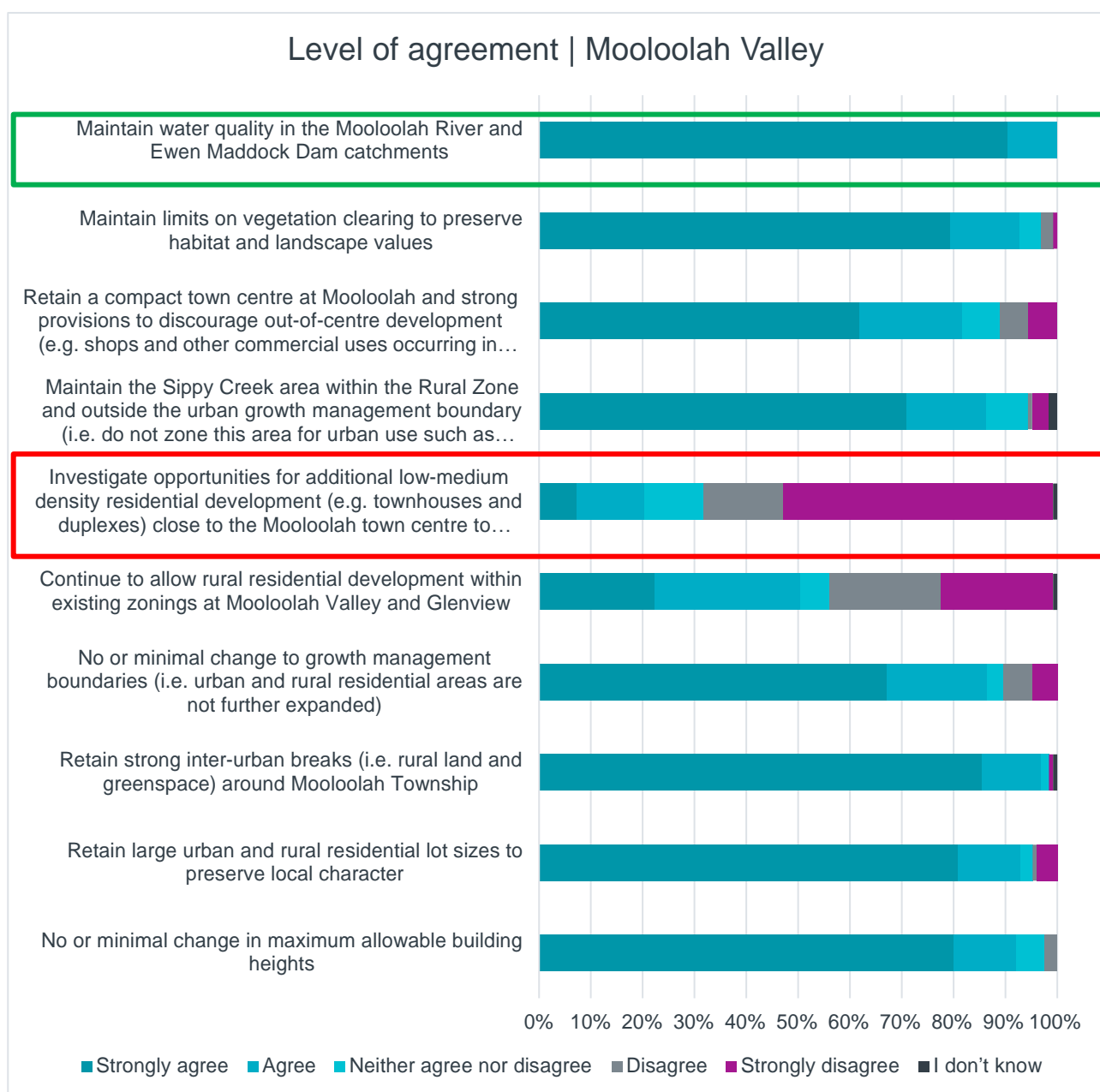


Figure 29: Local planning survey – Mooloolah Valley LPA – level of agreement with local planning directions

Reluctance toward additional low-medium density close to the town centre was driven by a belief it is not in keeping with the character of the area.

“Please do not consider higher density housing such as town houses in our little ‘country’ town.” – Mooloolah Valley local survey respondent

Many survey respondents shared a belief that house lot sizes should reflect the rural setting, with sufficient parking. Examples of perceived poor outcomes from recent subdivisions were provided as reasons as to why people were opposed to any additional density. Accordingly there was strong support for the following proposed planning directions related to local character.

- Retain large urban and rural residential lot sizes to preserve local character (93% strongly agree or agree)
- No or minimal change in maximum allowable building heights (92% strongly agree or agree)

Opinion was divided on further rural residential development within the existing zonings of Mooloolah Valley and Glenview, (50% agreed or strongly agreed; 43% strongly disagreed or agreed). Rural residential was seen more in keeping with local character and if any development was required rural residential was perceived as more acceptable than smaller lot development.

“The current housing developments occurring off King Road are not keeping with the rural residential atmosphere of the Mooloolah town area. The lots are too small and housing is far too dense...for a rural area.” – Mooloolah Valley local survey respondent

A large segment of respondents would prefer to see no development at all.

“Leave Mooloolah Valley as it is. People move live here because it is /was undeveloped.” – Mooloolah Valley local survey respondent

Concern for the natural environment was a top priority for survey respondents and 93% strongly agreed or agreed with the proposal to maintain limits on vegetation clearing to preserve habitat and landscape values.

“Preserve and enhance the riparian corridor along the Mooloolah River. It is essential to keep that river clean with space to move and flow as the number and intensity of future flood events increases.” – Mooloolah Valley local survey respondent

An issue raised at the drop-in information session was the need for improved koala mapping to protect vulnerable habitat.

Attendees at the drop-in information session were also concerned about road conditions between Mooloolah and Maleny.

Types of development supported

There was a strong support for maintaining the distinct hinterland character of the area, while improving key infrastructure to enhance liveability and connectivity with the greater Sunshine Coast region. Protecting the natural environment including local waterways was very important to many respondents.

Support for development of the following areas was noted:

- roads
- public transport

“Ensuring services available locally are able to support the local development allowed, including parking, road network, open space, public transport.”

- footpaths and walkability

“Develop a more extensive footpath network to encourage physical activity and cohesion within our local community.”

- preserving the natural environment, including waterways

“In terms of maintaining water quality for Ewen Maddock dam and the Mooloolah River, consider acquiring old, degraded land lots e.g. top of Brandenburg Rd, and reforest this land. This could be a community project and perhaps include more walking trails.”

- deliver more sports and recreation facilities

“More natural spaces that provide for recreation, more native street trees, expanded walking path for horse riders from Diamond Valley, and enhancement of the Ewan Maddock Dam conservation area.”

One submission suggests utilising the existing Petroleum Pipeline Licence (easements) for an iconic walking/bicycle/horse trail.

North Shore

Key engagement statistics

Number of surveys: 131

Information session attendance: 244 (attendees and views)

The level of agreement with proposed local planning directions for the North Shore Local Plan Area (LPA) varied widely – some received high levels of agreement while others received low levels of agreement.

Although part of a coordinated response (ie standardised multiple choice and templated comments), significant feedback was received opposing specific aspects of the proposed vision for the local area, namely tourist activity and airport land uses not related to aviation. One submission requests the inclusion of a statement valuing turtle nesting sites in the vision for the North Shore LPA.

Figure 30 below shows the level of agreement with the proposed local planning directions in the survey for North Shore LPA and highlights the directions with the highest and lowest levels of agreement.

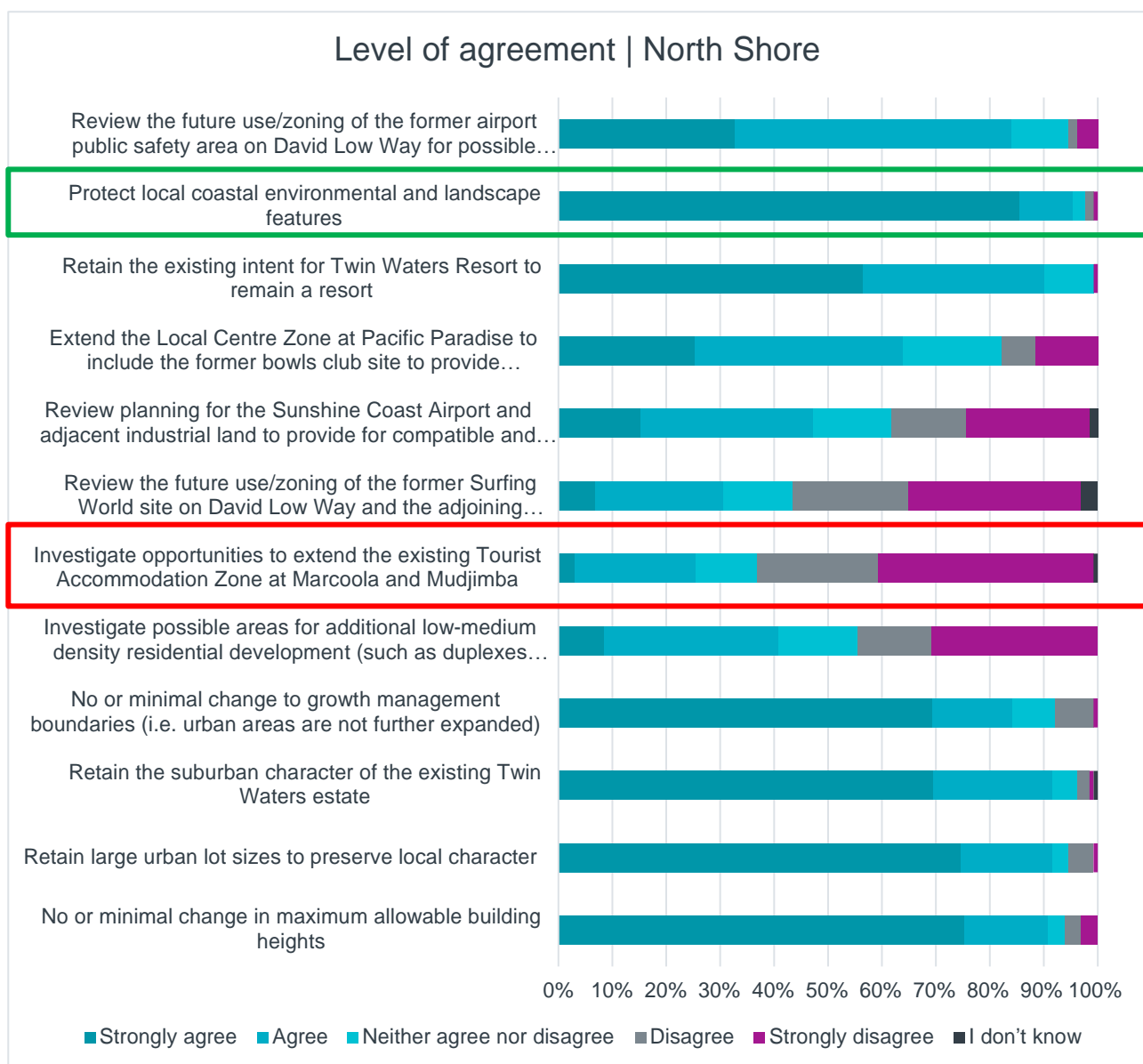


Figure 30: Local planning survey – North Shore LPA – level of agreement with local planning directions

The proposed local planning direction that received the highest level of agreement from survey respondents was:

- **Protect local coastal environmental and landscape features** (95% strongly agree or agree)

Survey verbatim responses indicated the community's hopes that the new planning scheme will guide development in a way that retains the local coastal environmental and landscape features including local beaches, dunes, vegetation and protect the Maroochy River.

"Please protect our beaches and river and current sleepy lifestyle." – North Shore local survey respondent

The proposed local planning direction that received the highest level of disagreement from survey respondents was:

- **Investigate opportunities to extend the existing Tourist Accommodation Zone** at Marcoola and Mudjimba (62% strongly disagree or disagree)

A majority of survey respondents opposed an extension of tourist activities in the LPA. Most respondents want the area to be maintained as a coastal community and expressed a wish not to become a tourist/holiday community. There was a prevailing view that the precincts in place currently were adequate.

Two localities identified by multiple respondents as not being supported for tourist related development was the airport and north Marcoola.

“The whole council area does not need to be a tourism precinct” – North Shore local survey respondent

More than half of survey respondents disagreed with the proposal to review the future use/zoning of the former Surfing World site on David Low Way and the adjoining vacant land to the west for possible tourist or aged care accommodation uses (53% strongly disagree or disagree). Several verbatim survey comments suggested that “another” aged care facility was neither wanted or needed. Of those that were accepting of aged care on the site they specifically noted that it needed to be low rise, maximum two storeys. The greater concern for the site was tourism uses with many wary that the term is vague and could allow for a huge variety of uses. Much feedback was received (potentially coordinated) that land near the airport should be better utilised for aviation focused industry or airport-related commercial infrastructure. General interest in the Surfing World site was a recurring theme of interest at drop-in sessions.

Impacts from the airport and associated aircraft noise permeated survey verbatim responses and there was a desire for Council to acknowledge noise pollution and potentially do more to manage noise impacts (eg limiting residential development within the noise contours of the airport and utilising the nature reserve on the former Surfing World site as a sound barrier). Airport impacts, along with building heights and flood impacts and mitigations also dominated questions and discussions from the online information session.

The community was divided in their support for investigating the possibility of additional low-medium density residential development (such as duplexes and townhouses) close to the centre at Pacific Paradise to improve housing diversity (41% strongly agree or agree; 45% strongly disagree or disagree).

There was moderate support for the proposal to **extend the Local Centre Zone at Pacific Paradise to include the former bowls club** site to provide opportunity for the centre to expand (69% strongly agree or agree). However, it should be noted that 18% of respondents nominated neither agree nor disagree which indicates there may have been some confusion about the wording or intent of the proposed direction. A large number of verbatim survey comments expressed a desire for the bowls club to remain a sporting or recreational area or be retained as public open space for community facilities. Others expressed support for the site to be used for mixed use, shopping, entertainment or even a convention centre.

During the engagement, lots of feedback was received relating to flooding. Flooding impacts were often raised in opposition to any increases to density in the North Shore LPA by survey respondents. Flooding, drainage, catchments and overland flow were raised as issues by multiple submissions with requests that Council consider inter-dependent communities and LPAs when considering development.

Types of development supported

Retaining the local character and providing more sport and recreation facilities was important to many survey respondents. It was noted that North Shore has a quiet, village feel, as opposed to some of the larger residential and tourist centres of the Sunshine Coast and support the area to retain this atmosphere.

However, respondents and some submissions reported a need for parks, playgrounds, walking and cycling infrastructure as well as sports fields and nature reserves.

“Green space, parks, walks, bike paths, family areas, cultural and arts centres.” North Shore local survey respondent

“Some really nice new children’s playgrounds like they get down the southern end of the coast. A bike riding park to promote road safety.” North Shore local survey respondent

Glasshouse – Pumicestone

Key engagement statistics

Number of surveys: 108

Information session attendance: 193 (attendees and views)

The survey for the Glasshouse-Pumicestone local plan area revealed moderate to high levels of agreement with Council’s proposed local planning directions that were included in the survey.

A coordinated group of responses to the survey from respondents divided opinion on a number of specific proposals. Those respondents submitted standardised responses stating their strong disagreement with the settlement pattern and requested that Council reconsider the potential for infill and new greenfield land supply opportunities in the Glasshouse-Pumicestone local plan area to manage population growth and provide affordable housing for the region.

A majority of respondents, however, stated their support for the distinction of rural living in the local area and the preservation of the natural environment.

“This area is truly loved for what it is, not for the money it could bring developers. Please respect and admire the character of these hinterland areas and cease trying to turn them into urban centres” – Glasshouse – Pumicestone local survey respondent

Figure 31 below shows the level of agreement with the proposed local planning directions in the survey for Glasshouse - Pumicestone LPA and highlights the directions with the highest and lowest levels of agreement.

Level of agreement | Glasshouse - Pumicestone



Figure 31: Local planning survey Glasshouse – Pumicestone LPA – level of agreement with local planning directions

The proposed local planning directions that received strong levels of agreement from survey respondents were:

- **Protect water quality in the Pumicestone Passage and Somerset Dam water supply catchment** (94% agreed or strongly agreed). Comments by survey respondents link water quality with preserving natural vegetation.

- **Protect forestry operations** (83% strongly agree or agree). Survey verbatim responses showed support for the preservation of good quality agricultural land and for farming operations to be supported and protected from impacts of nearby housing development.

The proposed local planning directions that received only moderate support from survey respondents were:

- No or minimal change to growth management boundaries (i.e. urban and rural residential areas are not further expanded) (49% strongly agree or agree; 41% strongly disagree or disagree)
- Investigate opportunities for additional low-medium density residential development such as duplexes and townhouses close to the Glass House Mountains town centre (49% strongly agree or agree; 45% strongly disagree or disagree)

Additional low-medium density residential development

Opinion was divided about the potential for additional low-medium density residential development close to the Glass House Mountains town centre. Around 49% strongly agreed or agreed while around 45% disagreed or strongly disagreed. The remaining respondents were undecided.

There were two distinct groups of respondents that supported low-medium density in key locations.

The first group viewed duplexes and townhouses as the type of development that can connect isolated people with each other in communities, allow people to age in their local area and live gently upon the landscape i.e. not sprawl into green areas.

The second group viewed the locality as an opportunity for infill development to accommodate population growth across the region and provide affordable housing.

“A mix of greenfield land release and infill is needed to accommodate the large population increase expected on the Sunshine Coast and provide available and affordable housing.” – Glasshouse – Pumicestone local survey respondent

Those who did not support the proposal for low-medium density around the town centre considered that an increase in density was not in keeping with the rural character of the town nor local area.

“We moved to this area for its rural lifestyle. It is essential that it is kept and maintained as that.” – Glasshouse – Pumicestone local survey respondent

Several noted the desire for a 600m² minimum block size. Some were concerned that smaller house lots would result in a lower socio-economic demographic and potentially an increase in crime. It was not considered that the township has the infrastructure nor interconnectivity of transport to cope with increased density.

“Why destroy the unique character of Glass House when you have Beerwah east etc to make a ghetto?” – Glasshouse – Pumicestone local survey respondent

Halls Creek / expansion of growth management boundaries

There was support for maintaining Halls Creek within the rural zone (57% strongly agree or agree) however, there appeared to be a coordinated campaign, using standardised responses voicing disagreement (35% strongly disagreed or disagreed).

Most who supported the proposal were keen to maintain a separation between rural/farming hinterland towns and what they consider the urban sprawl of residential development. Some survey respondents considered the area between Brisbane and the Sunshine Coast as important area for rehabilitation and the opportunity to be protected and enhanced as the “green lungs” of the region. Others were more focused on the scenic value and “escape from the city feeling” it adds to the local area.

Accordingly, there was also support for the proposal to **retain strong inter-urban breaks** (i.e. rural land and green space) between towns to retain their separate identity (60% strongly agree or agree).

Views toward the proposal for no or minimal change to **growth management boundaries** (i.e. urban and rural residential areas are not further expanded) was divided (49% strongly agree or agree; 41% strongly

disagree or disagree). The coordinated responses (i.e. standardised multiple choice and template verbatim comments) to the survey promoted the development of the Halls Creek Potential Future Growth Area as necessary new land supply.

“There is sufficient green space operating as a break. At a time of critical land and housing shortage on the Sunshine Coast with affordability issues, Council should be protecting new land supply not reducing opportunity.”

Several written submissions supported this perspective with one noting that the population of the Sunshine Coast is growing at a faster rate than what was predicted in ShapingSEQ and several submissions shared the opinion that it is premature to remove the reference to Halls Creek as a potential future growth area.

Types of development supported

There was a strong support for farming, forestry, eco-tourism and recreational-tourism development in the local plan area. Protecting views of the mountains was seen as critical to the tourism sector as well as to the character of the area. Some opportunities suggested included:

- bike and walking paths
- hiking trails
- natural swimming areas.

Some respondents considered that an improvement of infrastructure was required for business to be better supported, specifically water supply, stormwater, sewerage and public transport.

Blackall Range – Maleny

Key engagement statistics

Number of surveys: 242

Information session attendance: 294 (attendees and views)

Drop-in session attendance: 47

The survey for the Blackall Range – Maleny local plan area revealed high levels of agreement with all proposed local planning directions that were included in the survey.

“Protect its outlooks and natural habitat but also protect the independent communities established along the range. Maintaining their individual feel and community spirit, not allowing them to grow too large where this is lost.” – Blackall Range – Maleny local survey respondent

Figure 32 below shows the level of agreement with the proposed local planning directions in the survey for the Blackall Range - Maleny LPA and highlights the direction with the highest level of agreement.

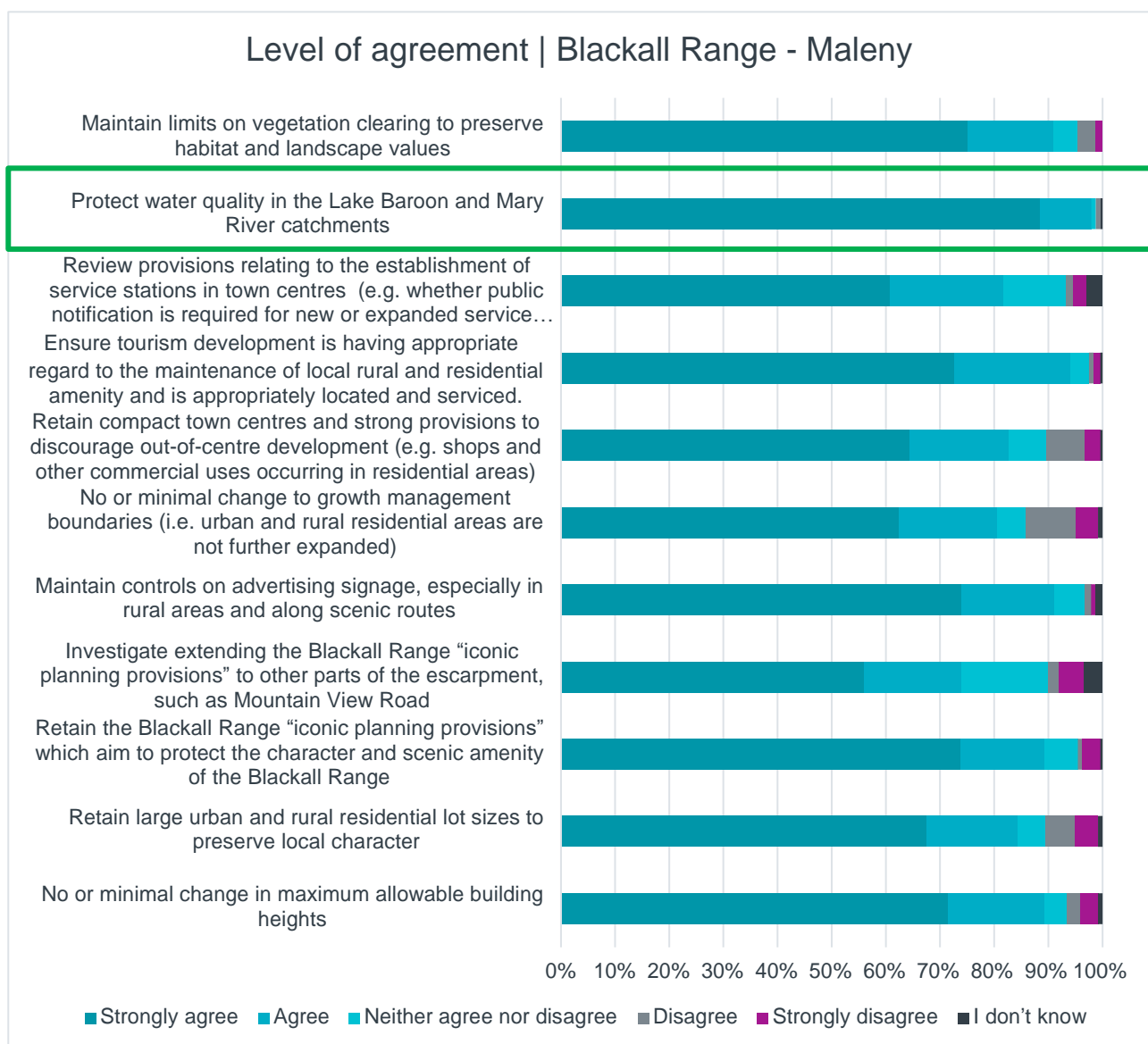


Figure 32: Local planning survey Blackall Range – Maleny LPA – level of agreement with local planning directions

The proposed local planning directions that received highest levels of agreement from survey respondents were:

- **Protect water quality** in the Lake Baroon and Mary River catchments (98% strongly agree or agree)
- Ensure **tourism development** is having appropriate regard to the maintenance of local rural and residential amenity and is appropriately located and serviced (94% strongly agree or agree)
- Maintain **limits on vegetation clearing** to preserve habitat and landscape values (91% strongly agree or agree)
- Maintain **controls on advertising signage**, especially in rural areas and along scenic routes (91% strongly agree or agree)

Written submissions support survey results to protect water quality in the LPA. The performance of on-site sewerage treatment systems to maintain water run-off in catchments was an issue raised multiple times in submissions. Several stated that they do not support “pump outs”. Survey respondents were more concerned with catchment care and development in catchments.

“We need to protect all of our National Parks, creeks, rivers, nature reserves, state forests and green space as well as rural zones.” – Blackall Range – Maleny local survey respondent

Scenic amenity along with environment management were high priorities for survey respondents:

- **Retain the Blackall Range “iconic planning provisions”** which aim to protect the character and scenic amenity of the Blackall Range (89% strongly agree or agree)
- **Investigate extending the Blackall Range “iconic planning provisions”** to other parts of the escarpment, such as Mountain View Road (74% strongly agree or agree)

Two submissions suggested Council should enhance identification and protection of heritage and environmental values and another suggested that Mountain View Road, Maleny and Western Avenue, Montville should be designated as iconic areas of the Range.

A further submission suggested that a Glasshouse Mountains viewing platform on the southern side of Mountain View Road was required to help improve the safety of people standing on the road to take photos.

Feedback provided in verbatim survey responses revealed some concerns related to:

- short-term accommodation
- level of assessment for development applications
- over-development of the local area.

Concern regarding short-term accommodation offerings was generally focused on either the impact these rentals have on the amenity of the local area – noise, traffic, parking impacts – or the perception that the short-stay market is driving a lack of affordable housing for locals.

“Set up council regulations and checks on the proliferation of Air BNBs. They are taking out long term rental accommodation from the rental market for high profits.” – Blackall Range – Maleny local survey respondent

There is a desire in the LPA to ensure that more development applications are “impact-assessable” following Council’s approval of a Maleny service station without public consultation.

“Any development which is not a single dwelling house (retirement complexes, commercial premises, multi-unit dwellings etc) in this area should always be regarded as impact-assessable and not code-assessable, as developments of this kind can have significant effects on local amenity, mainly due to things such as their generally larger size, traffic generation and so on.” – Blackall Range – Maleny local survey respondent

Accordingly, there was support from survey respondents for the proposal to **review provisions relating to the establishment of service stations** in town centres (82% strongly agree or agree)

Concerns regarding over-development of the local area relate to two main factors; first, the lack of sufficient infrastructure to support this development - roads, parking, water and sewerage – and, secondly, the impact of this development on the amenity of the local area.

“Only develop commensurate with the present plan’s provisions that recognize the low-density rural character of the built form and lack of reticulated water and sewerage services in the region.” – Blackall Range – Maleny local survey respondentTypes of development supported

There was strong support for maintaining the distinct hinterland character of the area, while improving key infrastructure to enhance liveability of the LPA. Protecting the natural environment including wildlife habitat and local waterways was very important to many respondents.

Some areas of development included:

- Affordable housing, including retirement living options

“Very carefully managed higher density social housing to address the significant rental crisis, to encourage lower income, younger residents to stay while maintaining the existing semi-rural atmosphere of the area.” – Blackall Range – Maleny local survey respondent

- Enhanced community facilities and services

“Need a new and improved swimming pool for year-round town use. More cycling paths and footpaths to connect all parts of town and surrounding neighbourhoods” – Blackall Range – Maleny local survey respondent

Woombye – Palmwoods

Key engagement statistics

Number of surveys: 171

Information session attendance: 195 (attendees and views)

Agreement from survey respondents with proposed local planning directions in the survey for the Woombye – Palmwoods local plan area was mostly high, with the exception of one related to investigating low-medium density opportunities.

Figure 33 below shows the level of agreement with the proposed local planning directions in the survey for the Woombye - Palmwoods LPA and highlights the directions with the highest and lowest levels of agreement.

Level of agreement | Woombye - Palmwoods



Figure 33: Local planning survey Woombye – Palmwoods LPA – level of agreement with local planning directions

The proposed local planning directions that received strongest levels of agreement from survey respondents related to character and the environment:

- **retain strong inter-urban breaks** (of rural land and greenspace) between Palmwoods, Woombye and Eudlo to retain their separate identities (90% strongly agree or agree)
- **maintain limits on vegetation clearing** to preserve habitat and landscape values (89% strongly agree or agree)

- **no or minimal change in maximum allowable building heights** (89% strongly agree or agree)
- **retain large urban and rural residential lot sizes** to preserve local character (88% strongly agree or agree)
- **retain existing building heights and large urban and rural residential lot sizes** (88% agreed or strongly agreed).

There was concern regarding perceived over-development and increasing density (smaller lot sizes and multiple dwellings) in the LPA.

“Duplexes and multi-dwellings should not be allowed anywhere outside of the Woombye town centre”. – Woombye – Palmwoods local survey respondent

These concerns relate to two main factors; first, a sense that infrastructure – roads, footpaths, car parking, community facilities - are not keeping pace with this growth and, secondly, that it negatively impacts the character of the LPA and natural environment.

“Current facilities are struggling to support existing growth. Retention of low-density housing with green space, parklands and walking paths will maintain an attractive village lifestyle.” – Woombye – Palmwoods local survey respondent

Accordingly, the proposal to **maintain limitations on vegetation clearing** to preserve wildlife habitat and the natural environment was supported by survey respondents (89% agreed or strongly agreed).

81% of local survey respondents agreed or strongly agreed with the proposal to **maintain compact town centres**. There was also support (74% agreed and strongly agreed) for investigating the **opportunity for a small supermarket in Palmwoods**. Verbatim survey comments noted desire for the convenience of a supermarket but acknowledged the need for it to be either small and/or visually unobtrusive. Some wondered if it would be better sited away from the town centre so it was less visible, others wondered if the existing Spar supermarket site could be expanded or redeveloped.

Opinion was divided about the potential for low to medium density residential development close to the Woombye town centre (44% strongly agreed or agreed and 41% disagreed or strongly disagreed). Keeping the “rural charm” of the Woombye Town Centre along with traffic concerns were cited reasons for disagreeing with the proposed planning direction. Reasons for agreement were frequently tied to environmental protections, acknowledging that containing density close to the town centre reduces land fragmentation which was noted to have negative impacts on wildlife. The other reason given to support low to medium density near the Woombye town centre is a recognition of the need for affordable housing in the area that is close to public transport.

There was a number of submissions received requesting consideration of rezoning of individual land parcels across the local plan area and several argued that reduced residential lot sizes in select areas could help to address issues of housing stress and housing affordability.

There was some support from survey respondents for relaxation of rules around “granny flats” on rural properties with a handful of survey respondents noting that secondary dwellings on rural properties offered an opportunity to address affordable housing shortage. 73% of survey respondents strongly agreed or agreed with the proposed planning direction to **improve design and siting provisions for secondary dwellings**.

There was significant concern about a proposed rail overpass / rail line duplication in Woombye. While many respondents would like traffic improved, there was minimal support for a rail overpass, with most agreeing that it should not be located in the centre of town. Respondents would like to see other solutions investigated which divert traffic from the centre of Woombye.

“Council must engage with the State to investigate all options other than an overpass into the middle of Woombye.” – Woombye – Palmwoods local survey respondent

Types of development supported

There was a strong support for maintaining the distinct hinterland character of the area, while improving key infrastructure to enhance liveability and connectivity with the greater Sunshine Coast region. Protecting the

natural environment from vegetation clearing, both for wildlife and the character of the local area was seen as critical to many respondents.

Types of development supported included:

- road infrastructure to improve traffic (suggestions included rail bridge on Blackall Range Rd; Jubilee Drive; Woombye Palmwoods Road; and intersection of Chevallum Road and Jubilee Drive)
- footpaths and walkability

“Communities could be encouraged to walk and connect ... and not jump into cars simply to get to the to the next local area.” – Woombye – Palmwoods local survey respondent

Yandina - Maroochy River

Key engagement statistics

Number of surveys: 91
Information session attendance: 215 (attendees and views)

The level of agreement from survey respondents for the proposed local planning directions for the Yandina – Maroochy River Local Plan Area (LPA) varied from moderate to high.

Proposed directions related to preserving features of the area received high levels of agreement, whereas support for investigations and reviews was moderate.

“No more development. This is a small, rural and community focused village which will lose its character if it becomes over developed.” – Yandina – Maroochy River local survey respondent

Multiple comments were made that the phrasing of several of the proposed planning directions made responding difficult.

Figure 34 below shows the level of agreement with the proposed local planning directions in the survey for the Yandina – Maroochy River LPA and highlights the directions with the highest and lowest levels of agreement.

Level of agreement | Yandina - Maroochy River Valley

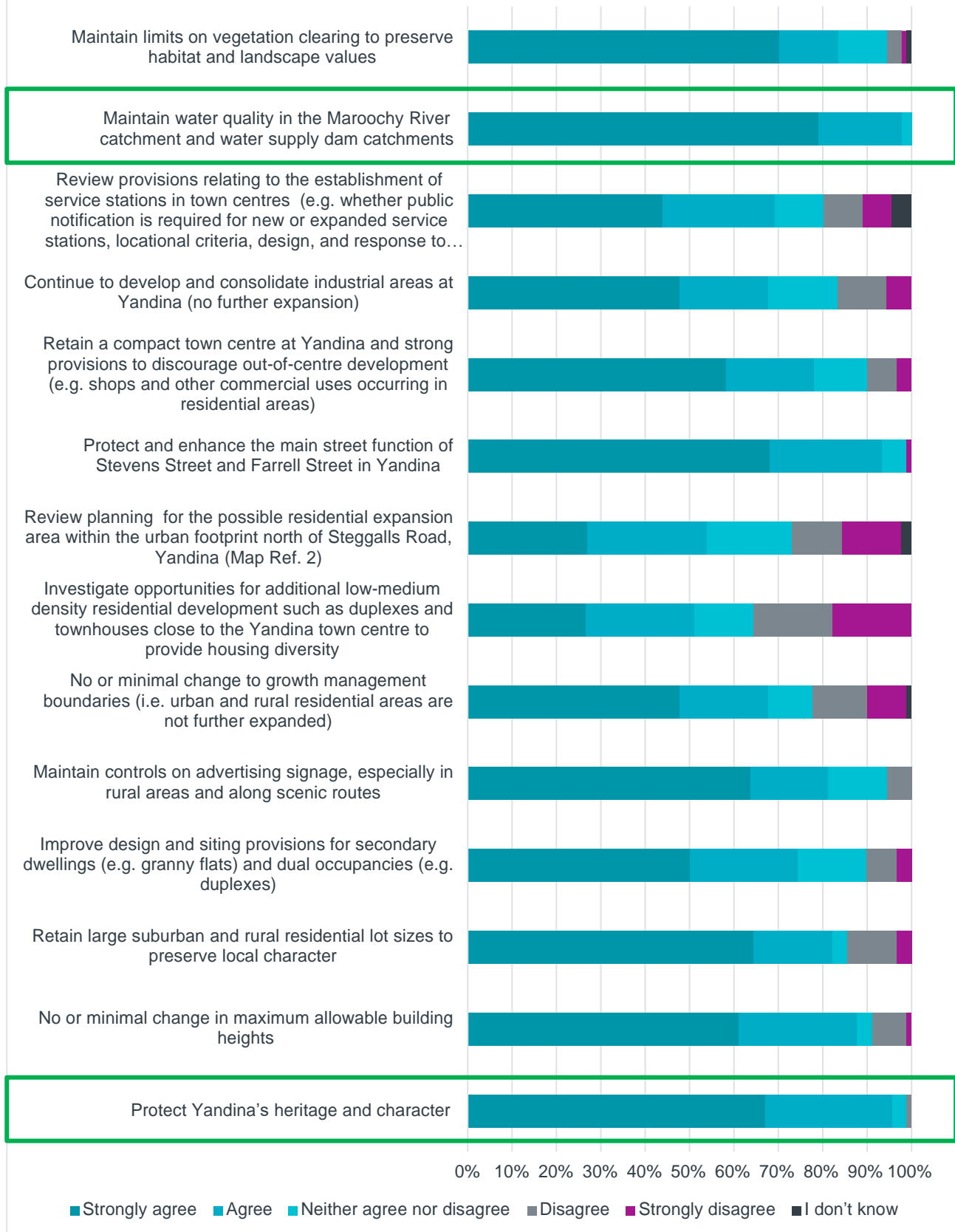


Figure 34: Local planning survey Yandina – Maroochy River Valley LPA – level of agreement with local planning directions

The proposed local planning directions that received the highest levels of agreement from survey respondents related to character and the environment:

- **maintain water quality in the Maroochy River catchment** (98% strongly agree or agree)
- **protect Yandina's heritage and character** (96% strongly agree or agree)

Survey respondents would like to see riparian parkland and river access enhanced. Stakeholder submissions agree that water sources and catchment in the LPA should be protected. There were suggestions that further industry expansion should not be considered, with reasons based upon river health and scenic amenity. Some were concerned that tourism (including river-based tourism) as a focus for Yandina was a notable omission from proposed directions for the new planning scheme.

Preserving heritage and character was important to engagement participants. While it was acknowledged that Yandina has multiple industrial areas, some were at pains to point out that Yandina is not, and should not be, an industrial town and there was a desire to retain the small-scale country town character. As such there was support for the proposed direction to **continue to develop and consolidate industrial areas at Yandina, with no further expansion** (68% strongly agree or agree).

Survey responses and submissions showed support for maintaining large residential block sizes in the Yandina – Maroochy River LPA. Level of agreement was divided on the proposed direction to review planning for the possible residential expansion area within the urban footprint **north of Steggalls Road, Yandina** (54% strongly agree or agree; 25% strongly disagree or disagree). Verbatim survey responses indicated some support for rural residential zoning north of Steggalls Road. There was a request for community consultation about Steggalls Road and about the retirement village/nursing home in the area. Feedback was received via the survey and at the drop-in sessions in support of an over 50s village for those that can no longer maintain their large rural block but don't want to move out of the area. Other survey respondents thought there were enough retirement and aged care options in neighbouring localities.

Support was also divided for the proposal to **investigate opportunities for additional low-medium density residential development** such as duplexes and townhouses close to the Yandina town centre to provide housing diversity (51% strongly agree or agree; 36% strongly disagree or disagree). Survey respondents voiced concern about 'over-development' having a negative impact on the rural character of the area, the natural environment and there is a sense that the infrastructure required to support this growth is lacking.

"Population growth in Yandina area has to be limited as infrastructure and amenity does not cope now, to increase it would be a burden on existing community." – Yandina – Maroochy River local survey respondent

There was strong support for **enhancing the main street function of Stevens Street and Farrell Street**, (93% strongly agree or agree). The proposed planning direction to **retain a compact town centre at Yandina** was also supported (78% strongly agree or agree).

Some questioned whether additional service stations in the area were warranted while many more were definitive that Council should not allow more service stations. However, one survey respondent noted they were keen to see more competition for fuel in the area. If there was to be another service station, there was agreement that it should be located closer to the highway entrance and not in the main street or near the centre of town. 69% of survey respondents strongly agreed or agreed with the proposed planning direction to **review provisions relating to the establishment of service stations in town centres**.

Types of development supported

The need to improve footpaths and cycle paths was often raised by respondents, to facilitate recreation and movement through local areas. There is a sense that the existing paths do not connect and that this negatively impacts their utility.

"There needs to be bike paths and walking paths built along the sides of roads to allow people to safely walk or ride through the area." – Yandina – Maroochy River local survey respondent

The need for better community facilities often included discussion of private retail and hospitality, as well as Council operated community services. The need for local shops, cafes, parks and reserves were all mentioned as valuable community facilities.

“Community sports facilities with pool and gym, much better sidewalks all around town and walking trails, new affordable commercial spaces for local businesses only.” – Yandina – Maroochy River local survey respondent

6. Engagement delivery

This section of the report outlines all communication and engagement tools and activities that were delivered throughout the Preliminary Consultation Program. These tools were used to gather the community and stakeholder feedback which was reviewed and analysed to form the basis for Sections 3,4 and 5 of this report.

The Preliminary Consultation Program had a phased approach to build community knowledge of the Sunshine Coast's future growth forecasts and to gather the feedback from a broad cross-section of the community and stakeholders on proposed regional planning directions and understand local planning aspirations.

As shown in Figure 35, the four phases of engagement were:

- Knowledge sharing
- Broad consultation
- Targeted engagement
- Deliberative engagement.

The different phases of engagement ensured that the Preliminary Consultation Program provided tailored engagement opportunities for highly motivated stakeholders, intentional engagement with harder to reach stakeholders and accessible consultation opportunities to participate for the wider community. Most importantly the program was delivered in keeping with Council's engagement principles: inclusive, innovative, well-planned, collaborative and transparent.

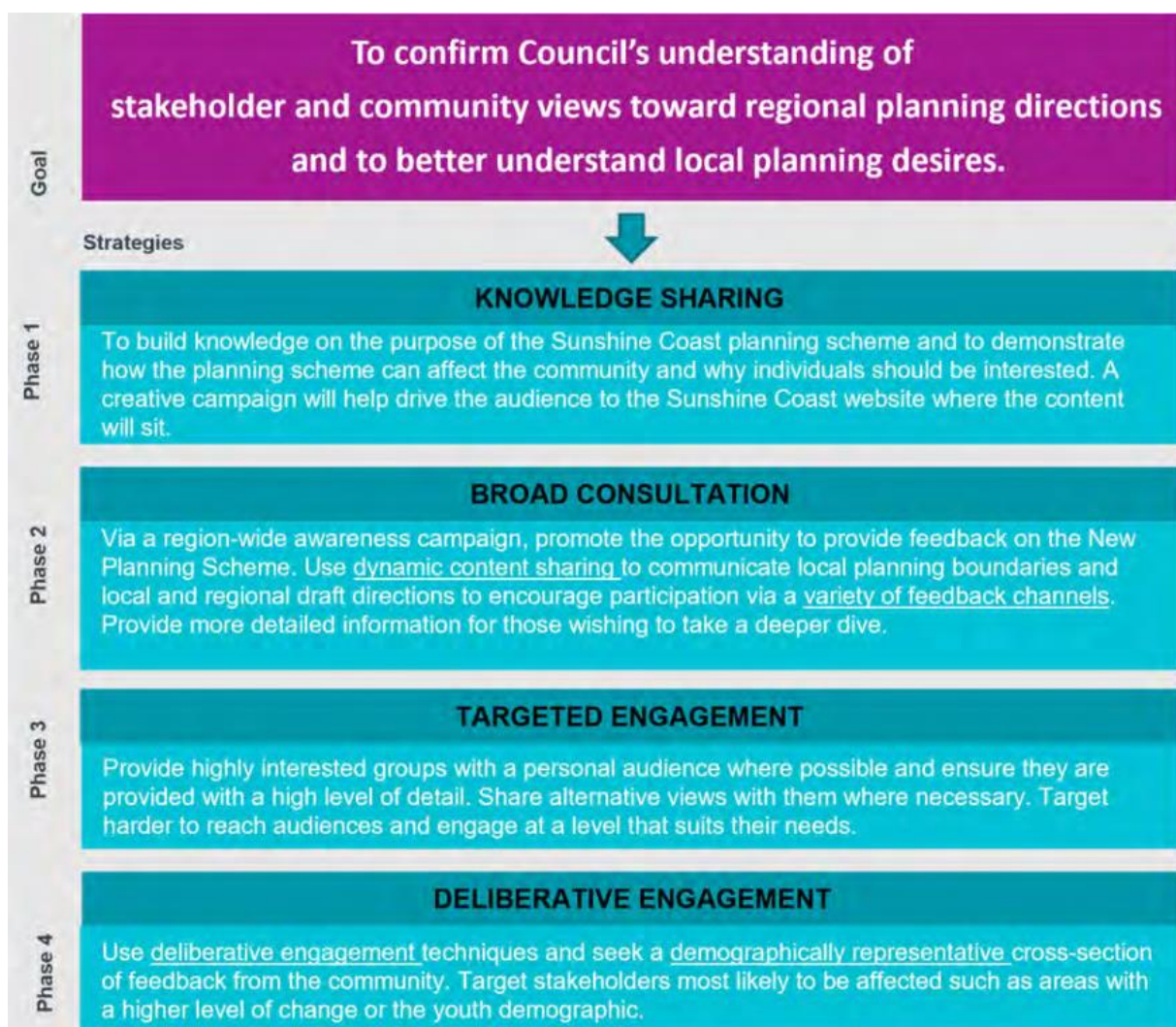


Figure 35: Phases of engagement

Broad consultation

The purpose of the broad consultation strategy was to widely promote opportunities to provide feedback on a proposed vision and planning directions for the new planning scheme.

Online information sessions

In late January 2022, Council decided to host online sessions throughout February and March to minimise the need for face-to-face gatherings, in line with the Queensland Government's COVID-19 response at that time.

From Tuesday 15 February to Thursday 3 March, 18 online information sessions were held, one for each of the proposed LPAs. These sessions were delivered by Council's project team via Teams Live and open to anyone to attend. People registered their attendance through the project website. The sessions included a presentation on the new planning scheme project, proposed regional directions and local planning directions. Presentations were followed by a question-and-answer format where participants could send their questions via the chat function. The sessions were made available as recordings on the project website for those who could not attend live.

The 18 online information sessions achieved a high participation rate, with over 1,200 people participating in the hour-long sessions. Furthermore, the sessions were viewed on YouTube more than 3,000 times.

Drop-in information sessions

In March 2022, 12 drop-in information sessions were held to supplement the online sessions once COVID-19 restrictions had been eased. The sessions were held at various locations across the region including markets, parks and libraries. Table 2 provides a snapshot of the sessions and the approximate number of attendees.

Table 2: Drop-in information session attendee numbers

Date and Time	Location	Attendees (approx.)
Sunday 13 March 2022 9am-12pm	Caloundra Street Fair - Felicity Park	82
Tuesday 15 March 2022 9am-11am	Buderim Village District Park	41
Tuesday 15 March 2022 1pm-3pm	Nambour Library	29
Wednesday 16 March 2022 8am-12pm	Eumundi Markets	31
Thursday 17 March 2022 4pm-6pm	Kawana Shoppingworld	71
Saturday 19 March 2022 9am-12pm	Maroochydore – Sunshine Plaza	102
Tuesday 22 March 2022 9am-11am	Maleny – Tesch Park	47
Tuesday 22 March 2022 2pm-4pm	Coolum – Tickle Park	42
Wednesday 23 March 2022 9am-11am	Beerwah Library	40
Wednesday 23 March 2022 2pm-4pm	Mooloolaba – Park (north of SLSC)	33
Thursday 24 March 2022 10am-12pm	University of the Sunshine Coast	11
Thursday 24 March 2022 2pm-4pm	Currimundi Market Place	49
Total		578

Engagement website

The Hive, Council's online engagement hub platform was used to host a project website with information and feedback tools. To help engage a broad demographic of the community, dynamic content such as interactive visuals, video and data stories were used. More detailed information in a report format (*Sunshine*

Coast Land Use Planning Proposal 2041) was also provided in download formats for those who wanted to take a deeper dive of the project.

The engagement website used a unique URL in communication and promotion: haveyoursay.sunshinecoast.qld.gov.au/newplanningscheme. It was designed to be mobile responsive, automatically adjusting to screen viewing size.

Below is a snippet taken from the project website, demonstrating how the project information was clearly presented in three parts: regional planning directions, local planning directions and hot planning topics.

Figure 36: Screenshot of engagement website homepage tiles

A suitable feedback tool was then linked to each topic:

- surveys
- pinpoint map
- open question-and-answer tool.

Throughout the consultation period, the website had a total number of 66,694 visits. Around 5,000 visitors provided feedback through one of the participation tools, resulting in a 7.31% contribution rate (% of visits where at least 1 contribution was made).

A total of 3218 people subscribed to follow the project, setting up a strong database for future project stages.

A key CRG input into the engagement delivery was that people should be able to “dip into” the engagement at a level that suited them and in a format that was accessible and suited their preference. Furthermore critical to the delivery of a successful engagement was the visualisation of project materials using innovative tools.

The engagement website hosted a range of digital tools explaining the project at varying levels of detail and utilising different mediums, including the following.

Overview information

- Project video – an overview of the Sunshine Coast New Planning Scheme Project
- Regional data story (qty 1) – “bite-size” overview of proposed regional planning directions using visual story telling
- Local interactive images (qty 18) – clickable “hot spots” on local images for each local area explaining proposed local area planning directions

Detailed information

- Downloadable pdf - Regional – *Proposed Vision and Regional Planning Directions*
- Downloadable pdf – Local – *Proposed Local Planning Directions*
- FAQs – 11 detailed responses to frequently asked questions

Figure 37: Screenshot of Regional Data Story

Online feedback tools

Local Plan Area boundary map

A pinpoint mapping tool was available on the project website which allowed participants to drop a pin and comment on the proposed boundaries of the local plan areas. Only 6 contributions were made to the social map, providing the lowest participation rate for all feedback tools. This was likely due to this tool being assigned a lower level of prominence on the website landing page in contrast to other communication and feedback tools.

Q&A tool

A questions and answer tool was activated on the project website which enabled questions to be submitted and answered by the project team. If the question met the protocol for the website, the question and answer was then published on the website.

A total of 62 questions and answers were provided during consultation.

*Figure 38: Screenshot of engagement website
- local plan area boundary map*

Online surveys

A series of surveys were available on the project website including a regional planning directions survey, a local planning directions survey for each of the 18 LPAs and a survey on the Hot Planning Topics. A total of 6,095 surveys were completed during consultation. Table 3 outlines the number of surveys received for each.

Table 3: Total surveys received by survey type

Survey	Total surveys submitted
Regional planning directions	1,430
Hot planning topics	542
Mooloolah Valley	126
Yandina - Maroochy River Valley	90
Bli Bli - Maroochy River	256
Nambour and Surrounds	206
Glasshouse Country - Pumicestone	106
Mary Valley - Kenilworth	69

Survey	Total surveys submitted
Woombye-Palmwoods	171
Kawana Waters	419
Maroochydore	218
Eumundi-Doonan	78
North Shore	131
Coolum - Peregian	608
Buderim and Surrounds	284
Mooloolaba - Alexandra Headlands	332
Sippy Downs Palmview	92
Blackall Range - Maleny	242
Beerwah - Landsborough	226
Caloundra and Surrounds	469
Total	6,095

Hard copies of the online surveys were made available to people who did not have access to the internet. 31 hard copy surveys were received and are included in the count above. Refer to Appendix 5 – Local Planning survey questions.

Written submissions

Council received a total of 375 written submissions. While submissions were not promoted as a feedback channel, Council did informally advise stakeholders and community groups that submissions would be accepted. This ensured that those who wished to provide detailed, early input could do so freely.

Most submissions were received by email via a project-specific email address that was published on the engagement hub: newplanningscheme@sunshinecoast.qld.gov.au. Some submissions were also posted or personally delivered.

Submissions were received from a broad cross section of the community, including individual community members to major companies and not-for-profit organisations. Table 4 below provides a summary of submissions received.

Table 4: Total written submissions received

Submission type	Number of submissions
Individual	219
Community Group	29
Developer	8
Educational	1
Consultant	40
Real Estate	1
Company	52
Business Organisation	17
Organisation	7
Government	1
TOTAL	375

Targeted engagement

The purpose of the targeted engagement strategy was to invite the input of highly interested groups and harder to reach audiences.

Email, phone and postal mail

A project hotline and email were established to provide the community a direct contact point to the project team. Participants could also complete hard copy surveys at Council contact centres.

There were over 60 calls to the project team or requests for call back submitted via the project website. There were also 453 emails received by the project team. Of these emails, around 370 were considered 'submissions' and this feedback has been considered in this report. There were also two enquiries and 3 submissions received by post, plus one submission hand delivered.

Of the enquiries received, excluding the submissions, the majority were general enquiries. These included questions to the project team on a range of matters including requests for more information, in particular, for individual Local Plan Areas (of which Kawana Waters was the highest), definitions of building heights/lot sizes, confirmation of the level of change, timeframes, access to the online information sessions, as well as the request for additional information to support their participation or share with their networks. Through the resolution of these enquiries, Council encouraged participation through online engagement channels.

There were 32 enquiries which were related to a specific site or zoning or a current development application. These were addressed during the engagement process.

The remaining enquiries were relevant to the Hot Planning Topics, the Regional Planning Directions or specific Local Plan Areas and have been considered in the relevant sections of this report.

Community group briefing sessions

Council conducted online briefings with six highly interested community groups from the outset of consultation. A comprehensive level of detail was provided to the groups, ensuring the information was tailored to their key interests. These briefings enabled the project team to introduce the project and the key elements, relevant to the group. Feedback was sought from participants and captured for reporting purposes. Table 5 below shows an overview of community group briefings.

Table 5: Community group briefings

Group	Date
Mass Transit Action Group (MTAG)	16 February 2022
Sunshine Coast Chamber Alliance	18 February 2022
The Beach Matters	18 February 2022
Development Watch	21 February 2022
Organisation Sunshine Coast Association of Residents (OSCAR)	22 February 2022
Sunshine Coast Environment Council (SCEC)	2 March 2022

Advocacy group interviews

A series of structured, in-depth, telephone interviews were conducted to provide an equity-centred approach, enabling input from special interest and advocacy organisations on behalf of sectors of our community who may otherwise not have equal access to engagement processes.

Approximately 30 organisations were invited to participate and in total 16 interviews were conducted with a range of organisations representing different special interest groups and communities from across the entire Sunshine Coast region as outlined in Table 6 below. Refer to Appendix 3 – Advocacy group interview framework.

Table 6: Advocacy group interviews by type

Targeted advocacy groups	Areas of interest	Number of interviews
Multicultural	Migrant support services International students	2
Accessibility	Disability and aged care support Young people with intellectual disabilities Safety and wheelchair access to public spaces Accessible tourism	4
Young people	Youth at risk	1
Older people	Housing options and affordability Accessibility	1
Housing and homelessness	Housing availability and affordability Employment opportunities	2
Domestic and family violence	Housing availability and affordability Social services	1
Community and neighbourhood centres and halls	Housing availability and affordability Building inclusive communities	4
Volunteers	Recruiting volunteers to support local not for profit service providers	1
Total		16

Business, commerce and industry briefings

Council met with five industry and business groups during the consultation:

- Sunshine Coast Chamber Alliance
- Glasshouse Country Chamber of Commerce
- Urban Development Institute of Australia
- Property Council of Australia Sunshine Coast Committee
- Sunshine Coast Young Chamber of Commerce

An online development and property industry briefing was also held on 21 February 2022. An email invitation was sent to 45 representatives within the industry and a total of 16 participants attended the online session.

Each briefing session Council presented a summary of the New Planning Scheme Project, including an overview of the Sunshine Coast Land Use Planning Proposal 2041. Presentations were tailored to provide additional information on key interest areas for stakeholder groups.

Council provided participants the opportunity to ask questions at the end of the presentation. Feedback channels were also shared with participants for those interested in providing more formal feedback.

High school presentations

Direct engagement was carried out with six schools, reaching approximately 185 secondary school aged students. Council visited each school and presented a tailored summary of the regional planning directions and relevant local planning directions. The language and imagery including video was shaped to be more engaging and age-appropriate for the younger demographic.

Students were encouraged to complete the regional and local survey during the presentation, resulting in a strong contribution rate for this targeted engagement activity. Table 7 below provides a summary of schools and attendees.

Table 7: Presentations to high schools

School	Class/grade	Attendees	Date
Baringa State Secondary	Year 9	60 students	23 March 2022
Kawana State School	Year 10	11 students	24 March 2022
Maroochydore State High School	Year 11 excellence group	15 students	14 March 2022
Matthew Flinders Anglican College	Year 12 Prefect cohort	46 students	16 March 2022
Nambour State College	Year 11 geography elective	25 students	15 March 2022
Unity College	Year 10 geography Year 11 geography	17 students 11 students	31 March 2022
Total		185	

Sunshine Coast Youth Council presentation

Council presented to the Sunshine Coast Youth Council on 16 March 2022. There were 10 attendees aged between 15 to 25 years old. Due to the time limitations, the session was an information sharing exercise. Attendees were also encouraged to complete a survey and promote the project within their own networks.

University of Sunshine Coast presentation

Council delivered two presentations at the University of the Sunshine Coast:

- Tuesday 15 March, 48 attendees at the First Year Welcome Event
- Friday 18 March, 20 attendees at the 2nd year Planning and Environment Law lecture

The events were primarily a knowledge sharing activity and the attendees were encouraged to participate in the engagement opportunities. There was also some opportunity for discussion with project staff at the conclusion of each presentation.

Deliberative workshops

Ten deliberative, focus group style, workshops were held. Participants were recruited by an independent market research agency to be reflective of the demographic profile of the Sunshine Coast and were paid. The goal of the deliberative workshops was to ensure that feedback was sought from community members who typically do not participate in community consultation and/or discussions regarding planning. Refer to Appendix 4 - Deliberative workshop guided questions.

The workshops aimed to ensure that Council received feedback from hard to engage stakeholders who will be impacted by the new planning scheme. The workshops also provided an opportunity to cross-reference feedback from the “mini-public” to see if it aligned broadly with feedback received via self-selected feedback channels, such as surveys.

Workshops were held in the local plan areas identified for higher levels of potential change. An additional session focused on the youth demographic. The presentation for the youth workshop mostly followed the same format and content as the other deliberative workshops with small adjustments to ensure it was age appropriate.

Table 8 below provides an overview of deliberative workshops.

Table 8: Deliberative workshop participant numbers

Session	Community segment	Date	Time	Participants
1	Caloundra and surrounds	14 March 2022	6 pm – 8 pm	7
2	Caloundra and surrounds	16 March 2022	2 pm – 4 pm	6
3	Beerwah – Landsborough	16 March 2022	6 pm – 8 pm	14
4	Mooloolaba – Alexandra Headland	22 March 2022	6 pm – 8 pm	13
5	Kawana Waters	23 March 2022	2 pm – 4 pm	11
6	Kawana Waters	23 March 2022	6 pm – 4 pm	11
7	YOUTH – All Sunshine Coast	28 March 2022	6 pm – 8 pm	11
8	Maroochydore	29 March 2022	2 pm – 4 pm	7
9	Maroochydore	29 March 2022	6 pm – 8 pm	12
10	Nambour and surrounds	30 March 2022	6 pm – 8 pm	9
Total				101

Knowledge sharing (engagement awareness)

A range of tools and methods were used to promote the New Planning Scheme Preliminary Consultation Program. This was done to ensure that a broad cross-section of the community, particularly difficult to engage and marginalised community members, were encouraged to participate in consultation. To do this, a balance of owned, earned and paid channels were used with content that was relevant and of interest to all audiences.

This section will provide an overview of all promotional tools that were used throughout the consultation period.

Rates notice

To help introduce the project to the Sunshine Coast community, a flyer was inserted into the January 2022 rates notice. This flyer reached 104,886 individual property owners who receive their rates by mail and explained briefly what a planning scheme does, that council will soon be seeking feedback and how to register for project updates. In addition, a further 36,636 rates notices were issued by email including a link to the project website.

Figure 39: Brochure inserted in rates notice

Email distribution

The preliminary consultation program was promoted via email and e-newsletter updates as outlined in Table 9 below.

Table 9: Email distribution

Email	Distribution date	Stakeholder group	Reach
E-news project launch	10 February 2022	<ul style="list-style-type: none">NPS stakeholder data baseNPS community groupsNPS government contactsNPS development services industry	5,696 emails delivered 2,332 emails opened 29.3% clickthrough rate
State and Federal Member of Parliament email project launch	10 February 2022	<ul style="list-style-type: none">Ted O'Brien MP Federal Member for FairfaxAndrew Wallace MP Federal Member for FisherBrent Mickelberg MP Member for BuderimJason Hunt MP Member for Caloundra	

Email	Distribution date	Stakeholder group	Reach
		<ul style="list-style-type: none"> ▪ Andrew Powell MP Member for Glasshouse ▪ Jarrod Bleijie MP Member for Kawana ▪ Fiona Simpson MP Member for Maroochydore Rob Skelton MP Member for Nicklin ▪ Dan Purdie MP Member for Ninderry 	
Stakeholder email project launch	10 February 2022	<ul style="list-style-type: none"> ▪ SCEC ▪ OSCAR ▪ MTAG ▪ The Beach Matters ▪ Development Watch ▪ SC Chamber Alliance ▪ Development Industry (individual invite list) 	
E-News project update Promotion of online information sessions	16 February 2022	SCC community database	127,677 emails delivered with 8% click-through rate
E-news project update Promotion of drop-in information sessions	08 March 2022	SCC community database	128,501 emails delivered with 3.26% click-through rate
E-news project update Analysis on preliminary consultation feedback starts	08 April 2022	NPS Project data base	3,115 emails delivered with 5.97% click-through rate

Social media

Social media was used to deliver a region-wide awareness campaign during consultation to promote the project and opportunities to participate. A content calendar was developed covering each week of the campaign, including the project highlights such as regional planning directions or local planning directions, as well as online information sessions and drop-in information sessions. The call to action or click-through for each piece of content was either to find out more or to have your say.

Council posted 83 social media posts, both paid and organic on Facebook, Instagram, Twitter, LinkedIn and YouTube over the consultation period.

These posts collectively achieved a reach of 641,466 – being the number of times the ads appeared in a social media feed. There were 75,094 total engagements capturing the number of likes, reactions, interactions and shares. A total of 1,427 comments were also made on the posts. Almost 10,000 clicks were achieved on the posts.

Figure 40: Example social media story tiles

Sunshine Coast Council Digital Platform

Digital stories and visual digital advertisements were posted to Council's digital media platform, OurSC. Several articles about the project were also included in the OurSC -newsletters distributed to 14,000 subscribers.

Knowledge building campaign

The Knowledge Building Campaign was developed as a distinct social media campaign to build knowledge around the New Planning Scheme Project with audiences who typically do not participate in discussions about planning, predominantly young people.

The campaign was planned to precede the active consultation phase and act as a prelude to engagement but due to changes in the delivery times, the campaign was launched at the time of consultation, allowing a call to action to be included and driving awareness of the engagement period.

The campaign predominantly featured video showcasing four personas representative of the target audience – young people, students, young family and young workers as well as an inclusive community. Each video was tailored to the audience with topics including housing affordability, employment and education opportunities, the environment, lifestyle and community.

The concept for the campaign was visual storytelling through short, dynamic video for the most prominent platforms: Facebook, Instagram and YouTube.

The campaign was intended be implemented over the full period of engagement, however, due to competing posts, both within the project and council more broadly, and external factors such as severe weather and flooding event, the time in market was reduced.

The Knowledge Building Campaign was an important element in the broader social media campaign and longer-term goal of the new planning scheme project. It directly contributed to the engagement of youth in the engagement process and complimented other strategies, as outlined in the youth engagement section.

Figure 41: Facebook still elements developed for the knowledge building campaign

Media

Three media releases were issued by Council (10 February, 8 March and 22 March 2022) to promote the consultation program and opportunities for participation. This resulted in 79 media mentions across a range of platforms.

Paid Advertising

To help amplify the awareness campaign, a comprehensive schedule of paid advertising was undertaken to highlight the reasons why people should engage with the project and to promote opportunities to engage. Placement included:

- Printed newspapers
- Digital media platform
- Radio

16 print and/or digital advertisements were placed in 13 local news and lifestyle publications from early February to mid-March 2022. The advertisements promoted the project website and sought to encourage broad engagement with the Sunshine Coast community.

Advertisements ran on four local radio stations from launch on 10 February 2022 to the end of active consultation on 31 March 2022. The advertisements promoted the project website and sought to engage the broad Sunshine Coast community.

Localised activation campaign (outdoor signage)

To help promote the proposed local planning directions, a localised activation outdoor advertising campaign was delivered. Over 300 outdoor signs were unique for each of the 18 local plan areas and drove the audience directly to the relevant local plan area on the online engagement hub using QR codes. The signs were prominently displayed in key local areas on Council owned assets such as bus stops, public toilets, and street poles.

Figure 42: Example of localised activation campaign signage for the Coolum – Peregrine local planning area

Posters and digital signage

To further help promote the consultation program, A1 posters were displayed at Council-owned assets such as libraries and in Council buildings. Digital advertisements were also placed on seven Council-owned outdoor digital screens. These advertisements had a regional context focus and encouraged the audience to visit the project website and have their say.

Project overview brochure

Integral to the engagement strategy was catering for all audiences and providing the appropriate level of information via various accessible communication tools.

To help cater for people who aren't online, a hardcopy project overview brochure was developed. The brochure was used at drop-in information sessions and posted to community members upon request. The brochure provided a high-level overview of the project, clearly explaining where further detail could be found if required.

Figure 43: Project overview brochure

Internal communication

Given Sunshine Coast Council is one the region's largest employers, it was important to promote the project internally and take advantage of the multiple channels available. The internal communication provided an overview of the project and why it was important to provide feedback and share the news.

The following internal channels were used through the consultation period:

- Buzz newsletter - seen by over 1,400 employees
- Weekly Yammer posts - seen by over 500 employees
- Internal email at project launch (sent by senior leaders)
- Councillor briefings and project update emails

Figure 44: Buzz newsletter

7. Methodology analysis

This report includes the findings from a range of inputs summarised in Table 10 below.

Table 10: Qualitative and quantitative engagement inputs

Input	Quantitative	Qualitative
Surveys via the online engagement hub	✓	✓
Information gathered through email and phone		✓
Information provided at Deliberative Workshops	✓	✓
Information provided through Advocacy Group interviews		✓
Feedback gathered from presentations to schools, university and Sunshine Coast Youth Council		✓
Feedback gathered from briefings to business and industry		✓
Feedback gathered from community group briefings		✓
Feedback gathered at Online Information Sessions		✓
Feedback gathered at Drop-in Information Sessions		✓
Information provided through written submissions		✓

Quantitative analysis

The surveys were prepared to garner quantitative inputs through the level of agreement for proposed planning directions. Survey results from closed-ended questions provided the basis for analysis revealing areas of community support and concern which could then be cross-checked and triangulated against a range of other feedback received. The surveys provided an excellent insight for broad community sentiment (the number of surveys received reached almost statistical relevant sample sizes in almost every LPA). However, the surveys were not conducted under strict research conditions and therefore should not be misinterpreted as a quantitative statistical data set. To the contrary, industry groups and community groups actively campaigned to boost participation among their networks which is a positive outcome from an engagement perspective, but it does skew the outcome of surveys.

Qualitative analysis

The Preliminary Consultation Program was a listening exercise to inform more detailed planning yet to be undertaken. Importantly, verbatim feedback received over the phone, by email, by social media, at events and in open-ended survey questions was reviewed and synthesised and summarised, which was an enormous undertaking.

This was an important element of the analysis to consider all inputs of the engagement program to ensure that equal consideration was given to all inputs, regardless of method, to ensure the feedback from the community was truly heard and considered. The surveys were also analysed for qualitative inputs provided in the open field questions.

Data cleanse

On review of the data for the regional planning directions survey, there were multiple entries recorded to three IP addresses totalling 73 surveys. On careful review of this data and comparison of the email

addresses supplied, and the pattern of entry, it was determined that these entries were spam and were removed from the data set, reducing the total survey number. The original survey contributions from these IP addresses were retained.

Data tagging, themes and summaries

Each data set was reviewed using a categorisation system (theming) which was tailored for each data set to accurately determine a unique set of themes for each engagement element.

All interactions were captured and summarised, including phone calls, meetings and briefings, emails, records of conversations, and feedback.

Each engagement element was then considered individually to determine the findings across all inputs to prepare the summaries contained in this report.

Key findings

Once the summaries of each engagement element were complete, these were analysed holistically to determine the dominant trends which have informed the key findings contained in this report.

8. Evaluation

The Preliminary Consultation Program for the New Planning Scheme was a comprehensive and highly effective engagement exercise. Delivery of the consultation program was smooth and methodical despite the enormous scale of the undertaking and significant interruptions caused by COVID-19 restrictions and the flood event. The project team worked well with the consulting team to ensure that all 157 items listed on the implementation plan were successfully actioned along with many more that were added to adjust for lock-down and social distancing requirements.

The engagement delivered extremely well against all four objectives set out in the Preliminary Consultation Program:

- Level of understanding about the purpose of the New Planning Scheme and the benefits of engaging.
- Awareness of and satisfaction with the opportunities to provide input.
- Maximum participation and representation from a broad cross-section of the community.
- Quality of feedback and usefulness of engagement outputs for technical consideration and use in planning process.

The outcomes of the engagement measured favourably against the evaluation criteria set out in the Preliminary Consultation Program communication and engagement strategy. Details of measures and outcomes achieved are detailed in Table 11 below.

Council made every effort to ensure that all sectors of the Sunshine Coast community knew they had the opportunity to provide early input into the project. Significant energy and resources were dedicated to promoting the engagement through owned, earned and paid communication channels. This commitment was rewarded with high participation rates and no complaints about the need for additional awareness measures.

Significant effort was invested in presenting complex information in simple, easy-to-understand information packets. Plain language copywriting and the use of innovative tools such as interactive visuals and data stories resulted in very few requests for clarification of material.

Project key messages were highly effective in helping the community to quickly understand what Council was asking and understand why they should participate. Media coverage and feedback about the engagement was mostly positive. There were some requests for the active consultation to be extended beyond seven weeks however this was limited to a few community segments.

The active consultation successfully allowed the community to 'dip in' to the engagement at a level suitable to them. This was reflected particularly in the high number of social media engagements, online engagements and emails to the project team.

The CRG-led initiative to ensure the engagement was equity centred was highly successful. All advocacy groups approached were pleased to have been asked to provide input and the feedback received provided valuable contrast.

Table 11: Analysis against evaluation criteria and measures

Stakeholders are informed and aware of the project	Reach of total social media posts	641,466
	Number of stakeholders who received an email	Around 265,000 emails sent to more than 130,000 individual addresses
	Number of stakeholders who visited the project website and online engagement hub and amount of time spent visiting the site	57,532 unique visitors to the project website

Evaluation criteria	Measure	Outcomes
		38.45% of visitors spent more than one active minute on the site 30.85% of visitors completed more than two actions
	Number of direct response acquisition from advertising	Referral types to website: Direct: 27,680 - 56.91% Social media: 11,793 - 24.25% Websites: 4,810 - 9.89% Campaigns: 3,056 - 6.28% Search Engine: 1,300 - 2.67%
	Number of shares and comments on project social media posts	1,427 comments
	Number of stakeholders who sign up to the project database	3218 stakeholders
Maximum participation from a broad range of stakeholders provides informed feedback	Number and diverse cross section of stakeholders who complete online surveys	Around 80% of participants were aged in four 10-year groups (35 to 74) The remaining 20% fell outside these groups Almost equal split between male and female participants 40% of people lived in the area for more than 20 years while 60% were less or n/a
	Number of stakeholders who contribute to the online engagement hub	4,939 contributors made 6,246 contributions
	Attendee numbers and broad-cross section of stakeholders who attend the information sessions	1,229 participants at the 18 online information sessions plus more than 3,000 views online 578 attendees to the drop-in/pop-up information sessions
	Attendee numbers and broad cross-section of stakeholders who participate in the deliberative workshop	100 participants across 10 sessions covering 7 engagement elements
Clarity and quality of information	Number of enquiries requesting information already available	Less than 50 emails were considered of a general nature seeking further information. Over 60 phone calls were received both seeking information and discussing the program.

Evaluation criteria	Measure	Outcomes
	Level of satisfaction of deliberative workshop participants	91% felt the information was easy to understand 94% felt heard and understood
Timely reporting on feedback received	Provision of Consultation Report to the Sunshine Coast Council following the closing of consultation	Proposed to finalise engagement reporting in June.

Feedback from participants about the engagement was mostly positive and complimented Council on the decision to seek early input from the community in the planning process. There were however some verbatim survey and submission comments indicating that improvements could have been made to the surveys and the settlement pattern map.

The CRG had flagged in the engagement design phase the need to be careful that surveys were not misleading, and every effort was made to respond to this input. However ultimately 20 surveys were in market for the engagement and the content for each was complex and nuanced. According to some participants the surveys contained a bit too much “planning speak”.

One submission complained that the surveys were self-evident and designed to retain the status quo and believed the proposals should instead have been more proactive action statements. In some cases the wording of proposed planning directions caused confusion – people didn’t know if they were agreeing or disagreeing with something. Wording like ‘review provisions’ caused confusion and in some cases anger and suspicion that they were agreeing with something that they did not fully understand. While it was Council’s intention to ask participants if they should ‘investigate’ an issue, the design of the survey gave some participants the perception that Council had a particular solution in mind.

Due to the magnitude of the engagement being undertaken in one active consultation period, a standardised approach to survey design was taken using table format multiple choice. More attention to copywriting and pre-market survey testing would likely have reduced any confusion. The use of an engagement survey design rather than market research survey design would likely provide better context. Embedding visual and multimedia pre-cursors for each question would have provided the opportunity for more informed participation. This resource-intensive approach was however not feasible for the 20 surveys delivered as part of this engagement that canvassed regional, hot planning topics and local feedback in one active engagement. Efforts were made to embed questions in the data story and interactive images but this was not possible with the technology, time and budget available.

Another area identified for potential improvement was better planning and delivery of communication for and feedback on the Proposed Settlement Pattern map. Survey respondent and written submission feedback complained that the map was too small, difficult to view and did not contain enough detail. While this criticism was limited to a small segment of participants, it is acknowledged that a digitally-interactive version of the map using regional directions could have improved project understanding. Noting however that interactive story-telling is resource intensive and would have needed to be prioritised above another project output.

There were however three areas of the engagement that proved particularly successful in ensuring that a broad cross-section of the community were able to meaningfully participate in the engagement:

- simple, accessible key messaging
- deliberative engagement with “mini-publics”
- advocacy group interviews.

Despite the enormous amount of content covered during the active consultation, the communication and engagement program achieved extensive reach with few requests to clarify information. Additionally, most engagement messages were positively received with community groups and individuals complimenting Council’s efforts to engage (not withstanding their wariness over how feedback would be used). Positioning the engagement as key to maintaining and improving lifestyle proved engaging and appealed to a wide audience.

Positioning: Well-considered planning = Growing in a way that we want

Key message: *Growing sustainably takes careful planning.*

Messages and imagery were positive, taking a consensus-building and unifying tone with no negative feedback received about project materials and minimal negative commentary about the engagement on social media, allowing the consultation to remain focused on gathering feedback. This was a notable achievement given segments of the community were activated following recent mass transit engagement, some openly disillusioned with Council. The engagement was delivered in a way that harnessed that energy and clear purpose, contributing positively toward the new planning scheme project.

Deliberative engagement workshops and advocacy interviews gave clarity, and sometimes contrast, to survey results and provided Council with rich data and in-depth understanding of some key issues. Both activities were very well received by their respective participants.

It is understood that the Preliminary Consultation Program for the New Planning Scheme Project is one of Sunshine Coast Council's largest ever engagement undertakings. Organisational and project team commitment to ensuring that everyone had the opportunity to have their say contributed to a comprehensive and highly successful consultation program.

The positive outcomes measured against set criteria were further confirmed by feedback received by deliberative workshop participants – a random selection of community members. A pre-workshop poll showed more than half of participants were aware that Council was preparing a new planning scheme before attending. This is an extraordinary result for a planning project and a testament to the resources committed to promoting the engagement.

9. Conclusion

The engagement program was mostly well received by the Sunshine Coast community. Undoubtedly, the input and direction of the CRG contributed to the consultation program being mostly well-received. The invitation to shape the new planning scheme before drafting commenced was viewed positively by the community and stakeholders and the opportunity to provide input via a variety of online and face-to-face feedback was appreciated. Importantly, the CRG's contribution to making the engagement program equity-centred proved most fruitful.

The community acknowledged the scale of the engagement and recognised the efforts to make residents aware of the engagement opportunity and to involve all segments of the community.

Community input provided by the Preliminary Consultation Program provides a solid basis for Council to move forward with the drafting of the new planning scheme. The engagement identified levels of support for proposed planning directions at both a regional and local level. It revealed there was moderate to high levels of agreement with most proposed planning directions and consultation feedback mechanisms successfully captured views and opinions around the proposed directions where there was less consensus. The engagement also gathered ideas and input for consideration in local area planning.

The engagement revealed that Council does need to continue to take small steps toward building trust with the community by continuing to create a shared planning vision and demonstrating how this vision can become a reality.

Any steps that Council can take toward interim check-ins and iterative planning processes involving the community would likely be well received.

The Preliminary Consultation Program achieved its purpose to test and confirm the proposed policy directions for the new planning scheme ahead of the preliminary drafting phase. Furthermore, the program was successfully delivered in line with Council's guiding engagement principles. The engagement was collaborative, well-planned, transparent, inclusive and innovative.

Appendix 1 – Regional survey questions

Proposed vision and regional planning directions

The new planning scheme will guide future growth and development on the Sunshine Coast and will also seek to protect the things we love about our region.

Before drafting the details of the new planning scheme, Council would like community feedback on the proposed vision and regional planning directions. Your input will help make sure that the new planning scheme reflects our community's vision for the future of our region.

The survey closes midnight 31 March 2022.

Survey

1. Below is a proposed overall vision for the Sunshine Coast. How strongly do you agree with the proposed vision?

In 2041, the Sunshine Coast is recognised as a desirable, liveable and sustainable place, where smart, healthy, and creative communities thrive in a well-defined, connected, and transit-oriented pattern of settlement, which is resilient to the changing environment.

Strongly agree

☐

Agree

☐

Neither agree nor
disagree

☐

Disagree

☐

Strongly disagree

☐

I don't know

☐

2. Of the planning topics listed below, which are most important to you? (Tick your top 5)

- ☐ Supporting housing affordability and providing a range of housing options
- ☐ Promoting jobs and economic growth
- ☐ Protecting rural areas
- ☐ Protecting the natural environment and green spaces
- ☐ Improving our region's resilience to climate change
- ☐ Providing parks and open space
- ☐ Retaining local character
- ☐ Maintaining building heights within set limits
- ☐ Encouraging better building design
- ☐ Protecting scenic amenity and significant views
- ☐ Protecting heritage places
- ☐ Planning for better public transport
- ☐ Addressing traffic congestion
- ☐ Being able to easily walk and cycle to places

Based on state, regional and local planning and previous community feedback, Council has drafted proposed regional planning directions for the new planning scheme.

The following statements are based on these proposed regional planning directions. Rate the statements below. If you don't know, leave the question blank and skip to the next question.

3. Shaping sustainable growth

[illegible]

[illegible]

6. A strong and creative community of communities

[illegible]

7. Connected people and places

[illegible]

8. Is anything missing?

Do you have any general comments about the proposed vision and regional planning directions for the Sunshine Coast?

9. Map of proposed regional planning directions

Below is a proposed settlement pattern map that shows some of the proposed regional planning directions. Do you have any comments about the proposed settlement pattern?

10. Other comments

Do you have any other comments about land use planning and development on the Sunshine Coast that may help us in preparing the new planning scheme?

Tell us about you

11. Please select your age

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75+
- ☐ Prefer not to say

12. Please select your gender

- ☐ Female
- ☐ Male
- ☐ Non-binary
- ☐ Prefer not to say

13. What is your postcode?

14. How long have you lived in the Sunshine Coast region for?

- ☐ Less than 12 months
- ☐ 1-5 years
- ☐ 5-10 years
- ☐ 10-20 years
- ☐ More than 20 years
- ☐ I live outside the Sunshine Coast region
- ☐ Prefer not to say

15. Do you wish to identify with any of the groups below? Tick any that apply.

- ☐ Commerce / business group
 - ☐ Tourism / hospitality group
 - ☐ Social / community group
 - ☐ Landcare / environment group
 - ☐ Real Estate / property / development industry group
 - ☐ Indigenous group
 - ☐ Cultural group
 - ☐ Heritage / historical group
 - ☐ Investor
 - ☐ Resident action group
 - ☐ Tourist or visitor
 - ☐ Other (please specify)
-

16. Your email address

You will receive an acknowledgement and copy of your survey answers.

Thank you for taking the time to provide feedback.

The Sunshine Coast Council values your contribution to this project.

Sunshine Coast Council is committed to protecting your privacy. Feedback you send to Council will be used only for the purposes of informing Council's planning documents. Your feedback will be stored on a database maintained by Council and will be retained as required by relevant legislation. It is subject to the *Right to Information Act 2009*.

Submit your survey:

By midnight 31 March 2022

Email: NewPlanningScheme@sunshinecoast.qld.gov.au

Mail:

New Planning Scheme Project
Strategic Planning Branch
Sunshine Coast Council
Locked Bag 72
SCMC QLD 4560

In person:

Caloundra Office

Service centre
1 Omrah Avenue
Caloundra QLD

Maroochydore Office

Service centre
10 First Avenue
Maroochydore QLD

Nambour Office

Service centre
Cnr Currie and Bury Streets
Nambour QLD

Sunshine Coast libraries

Beerwah, Caloundra, Coolum, Kawana, Kenilworth, Maleny, Maroochydore, Nambour

Appendix 2 – Hot planning topics survey questions

Issues already identified for consideration

Council's current planning scheme has been operating for almost eight years and throughout this period, some common planning issues have emerged. The most common issues have been identified.

Before drafting the details of the new planning scheme, council would like community feedback on the hot planning topics.

Do you agree with the issues identified for each topic? Do you agree with council's proposed directions for consideration in drafting the detail of the new planning scheme?

The survey closes midnight 31 March 2022.

Survey

1. Hot planning topic - Affordable living and housing affordability

Please provide your comment

2. Hot planning topic - Car parking

Please provide your comment

3. Hot planning topic - Carports

Please provide your comment

4. Hot planning topic - Climate change

Please provide your comment

5. Hot planning topic - Design of multiple dwellings

Please provide your comment

6. Hot planning topic - Dual occupancies and secondary dwellings

Please provide your comment

7. Hot planning topic - Service stations

Please provide your comment

8. Hot planning topic - Short-term accommodation

Please provide your comment

9. Hot planning topic - Supply and use of industrial land

Please provide your comment

10. Hot planning topic - Uses in rural areas

Please provide your comment

Please provide your email address

You will receive an acknowledgement and copy of your survey answers.

Thank you for taking the time to provide feedback.

The Sunshine Coast Council values your contribution to this project.

Sunshine Coast Council is committed to protecting your privacy. Feedback you send to Council will be used only for the purposes of informing Council's planning documents. Your feedback will be stored on a database maintained by Council and will be retained as required by relevant legislation. It is subject to the Right to Information Act 2009.

Submit your survey:

By midnight 31 March 2022

Email: NewPlanningScheme@sunshinecoast.qld.gov.au

Mail:

New Planning Scheme Project
Strategic Planning Branch
Sunshine Coast Council
Locked Bag 72
SCMC QLD 4560

In person:

Caloundra Office

Service centre and administration
1 Omrah Avenue
Caloundra QLD

Maroochydore Office

Service centre and development counter
10 First Avenue
Maroochydore QLD

Nambour Office

Service centre and administration
Cnr Currie and Bury streets
Nambour QLD

Sunshine Coast libraries

Kenilworth; Coolum; Maroochydore; Kawana; Caloundra; Beerwah; Maleny; Nambour

Appendix 3 – Advocacy group interview framework

Sunshine Coast Council – New Planning Scheme

Advocacy Group Interviews

Held during March 2022

Background This document summarises the approach and conversation path for telephone interviews of Community Advocacy Groups as part of the preliminary engagement program for the *Sunshine Coast's New Planning Scheme*.

The telephone interviews are intended to take an equity-centered approach, enabling input from or advocacy on behalf of sectors of our community who may be otherwise not have equal access to engagement processes.

Council aims to hold in-depth interviews with representatives of community advocacy groups. The interviews are intended to be mostly participant led – giving them the opportunity to provide their thoughts on how the new planning scheme could better support the needs of their members/clientele. However, some background information will be required to give interviewees better context at the outset.

It is anticipated that each interview will be around 45 minutes in length.

Interview booking process

- A project introduction email will be distributed to a list of approx. 25 advocacy groups representing a broad spectrum of the Sunshine Coast community offering an opportunity for an interview to provide input.
- The email will be followed up with a phone call to check if the group would be interested in participating.
- Those interested will be emailed some background information and an appointment time.
- Interviews will be offered as phone calls in the first instance but may be video conference calls if participant prefers.
- The tone of the interviews should be very conversational and open ended.
- Questions should be guiding but not stringently structured.
- Respondents should feel free to raise any topic they choose, but keep the discussion focused as much as possible on planning scheme-related matters
- As equity-centred engagement, seemingly out-of-scope input should not be easily discarded. Instead, accurate notes will be taken and the feedback considered over the fullness of time.

Interview agenda

Agenda item	Details
Greetings and introductions	Calling on behalf of Sunshine Coast Council From independent engagement consultancy
Background of engagement	Sunshine Coast Council is in the early stages of preparing a new planning scheme. A new planning scheme will set the vision for the

	<p>Sunshine Coast in 2041 and guide the next phase of growth and development.</p> <p>Council is seeking community feedback on proposed planning directions for the Sunshine Coast region and local areas. These directions will help inform the preparation of the content of the draft new planning scheme, including codes, zones and specific local planning provisions.</p> <p>We have reached out to your organisation, and many others, to ensure that all sectors of our community have equal access to the planning process.</p>
<p>Background of the project (Send the NPS overview with meeting invite)</p>	<p>You may have had a chance to read the New Planning Scheme Project overview we sent with your invitation.</p> <p>In a nutshell:</p> <p>The population of the Sunshine Coast is expected to grow from around 350,000 residents in 2021 to 520,000 by 2041.</p> <p>Council's proposed vision for the region is:</p> <p>In 2041, the Sunshine Coast is recognised as a desirable, liveable and sustainable place, where smart, healthy, and creative communities thrive in a well-defined, connected, and transit oriented pattern of settlement, which is resilient to the changing environment.</p> <p>Council has proposed planning directions to help achieve this vision. The proposed directions are set out in five key themes:</p> <ul style="list-style-type: none"> • Sustainable growth • Economic • Transport • Communities • Environment
<p>Purpose of interview</p>	<p>Today I would like to get your comments on how these five areas affect your members/clientele and what you believe should be a priority for Council</p>
<p>Vision for the region (and vision for locality as relevant)</p>	<p>As an organisation, or as an individual, what is your vision for the region?</p> <p>What are your blue-sky ideas for the future of the Sunshine Coast? (In the context of your role in your organisation)</p>
<p>Unprompted planning concerns</p>	<p>The new planning scheme will guide future growth and development on the Sunshine Coast.</p>

	<p>Council is proposing to accommodate more growth within the existing urban area, helping to contain urban sprawl. The coastal corridor between Maroochydore and Caloundra will be a focus for urban consolidation. New master planned communities will also continue to be developed at Caloundra South (Aura), Palmview and Beerwah East.</p> <p>Do you have any comment or hold any particular concerns about future growth and development on the coast and/or the planning scheme itself?</p> <p>How do you think a growing population will affect those you represent?</p>
Prompted input	<p>What do you see as the main concerns of those you represent?</p> <p>Use the prompts for individual stakeholder groups</p> <p>Is there any other aspect of planning for the Sunshine Coast region you would like to comment on?</p> <p>Are there any local issues important to your group that should be considered as part of the New Planning Scheme Project?</p>
Feedback on decision-making access	<p>Council thanks you for representing your clientele</p> <p>Do you have any ideas on how Council could better ensure that feedback opportunities for the new planning scheme could be more equitable / accessible for your clientele?</p>
Close	<p>Thank you very much for your time</p> <p>How input will be used</p> <p>You are also welcome to have your say by visiting the Council website. Project next steps</p>

- Note taking**
- Experienced engagement professionals will take notes of each interview.
 - A record of conversation will be prepared for each interview.

Appendix 4 – Deliberative workshop guided questions

Guided questions – Regional

REGIONAL

Balanced approach to managing growth

- The new planning scheme will seek a balanced approach to managing forecast growth - while maintaining the things that make the Sunshine Coast special – by A) continuing to develop **our new communities** (e.g., Caloundra South, Palmview and Beerwah East) and B) by focusing growth in and around our **major centres and within urban villages (or nodes) along the coastal corridor between Maroochydhore to Caloundra.**
- The reason for focusing growth in our major centres and in nodes is two-fold: **Firstly**, it is because this is where a high level of services, jobs, entertainment and recreation are, and where people want to live. **And secondly**, it is so that we avoid sprawling into our natural environment areas, our rural areas, our hinterland villages, impinging on the beauty that the region is known for. In this way, we can leave most other areas largely unchanged.
- Major centres include Maroochydhore, Kawana, Caloundra, Sippy Downs and Nambour, as well as emerging centres at Caloundra South and Beerwah East. That means many residential, hinterland and rural areas wouldn't expect to see significant change over the next 20 years.

MENTI

What do you think of this approach of focusing growth in key locations to leave other locations largely unchanged?

Is there anyone who would prefer to see that growth dispersed, rather than being focused in major centres and in new communities?

If you disagree with focusing some growth in the coastal corridor, what do you think the alternative is? Noting that we can't stop people moving the Sunshine Coast.

REGIONAL

Mixed use centres

- Traditionally, many people have seen the role of our major centres as being for retail and for business. One of the proposed directions for the new planning scheme is to continue to promote a mix of residential and business development in some parts of our major centres and in villages (or nodes) along the coastal corridor. These are referred to as 'mixed-use centres' and they would be located close to transport and services. Council is saying that focussing residential and business growth in mixed use centres can be more efficient and sustainable - places where people can live, work and play.
- You might have restaurants, shops, gyms and childcare mixed with apartments or town houses.

What do you think about having mixed-use development in our major centres (Kawana, Caloundra, Sippy Downs and Nambour etc)?

If you don't like the sound of mixed-use development, what is it that worries you most?

Guided questions - local

Caloundra

CALOUNDRA Vision

- *The proposed vision for your local area provided a glimpse into the future toward 2041.*

Does the vision align with how you would like to see Caloundra and Surrounds grow and develop over the next 20 years?

Does the proposed vision protect and enhance the right things?

Is there anything missing?

CALOUNDRA Density in the centres

- *For the Caloundra and surrounds local area it is intended that most existing low-density housing areas will experience minimal change, to protect local character, significant views and the coastal environment. Most areas intended for change are close to centres and have already been zoned in the current planning scheme. Continued growth will occur at Aura. The proposed planning directions indicate some additional growth to be accommodated in low-medium density housing around Caloundra and Currimundi centres and mixed-use development opportunities along Nicklin Way.*

What do you think about some increased density in and close to these centres and along Nicklin Way?

CALOUNDRA

**Housing diversity in
Battery Hill and
Currimundi**

- *We had a broad conversation earlier about housing diversity. The proposed planning directions for your local area include the investigation of increased housing diversity in Battery Hill and Currimundi. This might include town houses or duplexes, generally up to 2-3 storeys and mainly along some key road corridors, away from beachfront areas.*

Can you give me your thoughts on this proposal?

CALOUNDRA

Additional comments

Does anyone have any other comments about local character, population growth, employment or local environment for Caloundra and Surrounds?

Beerwah-Landsborough

BEERWAH- LANDSBOROUGH

Vision

- *The proposed vision for your local area provided a glimpse into the future toward 2041.*

Does the vision align with how you would like to see Beerwah – Landsborough grow and develop over the next 20 years?

Does the proposed vision protect and enhance the right things?

Is there anything missing?

BEERWAH- LANDSBOROUGH

Character and identity

- *Landsborough and Beerwah are distinct townships and have a rich heritage and village character.*

What needs protection?

What would you consider ‘bad’ development in your area?

BEERWAH- LANDSBOROUGH

Employment land in Beerwah

- *Under the current planning scheme, there is an area south of Beerwah (around 70 hectares) that is included in the rural zone, but it is included in the urban footprint of the South East Queensland Regional Plan.*
- *There is currently strong demand for industrial land in the region and seventy hectares, provides a significant opportunity for the provision of additional industry/employment land.*
- ***What do you think about the potential for industry and employment to be located south of Beerwah?***

BEERWAH- LANDSBOROUGH

Commercial zones in Landsborough

Under the current planning scheme there is a centre zone - a town centre - defined for Landsborough. The intention of a centre zone is to discourage shops and commercial uses occurring in residential areas.

What would you think about the potential for the centre zone to expand - on the western side of the railway (the Cribb St side)? Would that be ok?

Under the current planning scheme there is also a specialised centre zone near Caloundra Street that allows for showrooms and bulky goods stores.

What type of commercial development would you expect to see in Landsborough? What types of business would be ok?

What type of commercial development or business type would you think is inappropriate for Landsborough?

Mooloolaba-Alexandra Headland

Brisbane Road

One of the proposed planning directions is to provide opportunities for mixed use development along Brisbane Road and in the vicinity of Naroo Court, Walan Street, Muraban Street, First Avenue and Smith Street in Mooloolaba.

What do you think about providing mixed use development along Brisbane Road?

Do you like the potential of revitalisation around there?

If you don't like that idea, what worries you?

Housing diversity

Another proposed planning direction is seeking to investigate possible areas for improved housing diversity. This might mean low-medium density residential development such as duplexes and townhouses in certain locations.

What do you think about this?

Are there particular areas where you think this could occur?

Additional comments

Does anyone have any other comments about local character, population growth, employment or local environment for Mooloolaba – Alexandra Headland?

Kawana Waters

Kawana Waters Vision

- *The proposed vision for your local area provided a glimpse into the future toward 2041.*

How did you rate the vision? Does it align with how you would like to see Kawana Waters grow and develop over the next 20 years?

Does the proposed vision protect and enhance the right things?

Is there anything missing?

Kawana Waters Nicklin Way nodes and villages

- For the Kawana Waters area, areas of increased height and density are proposed to be focussed along Nicklin Way in nodes and villages, in order to retain most existing low-density housing areas in the surrounding suburbs and to maintain height limits along the beach.

What do you think about having mixed-use development in villages (or Nodes) along Nicklin Way?

Can you see a benefit of having this type of development nearby?

OPTIONAL: back pocket context

- Being able to move around the Sunshine Coast easily and conveniently as we grow is an important part of maintaining our way of life and promoting a sustainable future for the generations to come. The Sunshine Coast Mass Transit Project is evaluating options (such as buses, trams or light rail vehicles) for providing an efficient and easy-to-access public transport system as an attractive alternative to travel by car.
- The new planning scheme will seek to integrate planning for Mass Transit, as well as the broader Sunshine Coast Integrated Transport Strategy.
- Proposals and decisions for transport corridors are updated and become more detailed over time but we have to plan ahead for potential future need. Traffic is already a concern. Not planning for potential future public transport infrastructure would result in busier and wider roads and likely be seen later on as a failure. The new planning scheme directions are not based upon a particular type of public transport, that is yet to be determined.

- Council's proposal is to focus growth in nodes and villages rather than spreading it through the suburbs, noting that transport will need to service these nodes – whatever form that takes.

Industrial area

- Another area highlighted for some renewal and potential to change is the industrial area near Production Avenue. This is mainly so it can provide a wider mix of uses to support the stadium precinct.
- The proposed planning direction is to consider the potential transition of the industrial area to incorporate other uses – maybe residential or visitor accommodation to take advantage of the water views and proximity to the stadium.

Can you give me your thoughts on the potential transition of that industrial area to a wider range of uses?

Kawana shoppingworld

- One area highlighted for renewal and potential to change is Kawana Shopping World.
- It is proposed to include Kawana Shoppingworld and surrounding commercial areas as part of the Kawana Major Regional Activity Centre. This reflects its current role as an important destination for services, work, shopping and entertainment. The intention is for it to solidify its place as the heart of the Minyama and Buddina neighbourhoods – bringing mixed use development, beautification and pedestrian friendly areas.

What do you think about the potential of Kawana Shoppingworld as a major activity centre?

Additional comments

Does anyone have any other comments about local character, population growth, employment or local environment for Kawana Waters?

Maroochydore

Vision

- The proposed vision for your local area provided a glimpse into the future toward 2041.

How did you rate the vision? Does it align with how you would like to see Mooloolaba – Alexandra Headland grow and develop over the next 20 years?

Does the proposed vision protect and enhance the right things?

Is there anything missing?

Transitioning building heights and density

- One of Council's proposals for the Maroochydore local plan area is to transition areas from higher density to lower density and to transition building heights from city centre area to adjoining areas.
- The reasoning behind this is so that you can gradually transition from one area to another rather than having a stark contrast and incompatible development types.

What do you think about transitioning building heights?

What do you think about transitioning density?

Mixed use development

We talked earlier about mixed-use development very broadly. The proposed directions for your local area raise the potential for mixed use development opportunities along Aerodrome Road (perhaps residential apartments above commercial businesses) and at the Sunshine Coast Home Centre (perhaps apartments above ground story shops and showrooms).

What do you think about providing mixed use development in your area?

What do you think of mixed-use development at Aerodrome Rd?

What do you think of mixed-use development at Sunshine Coast Home Centre?

If you don't like that idea, what worries you?

Industrial area

Council's proposals for your area include retaining the Kunda Park industrial area, investigating ways to improve visual amenity and street appeal along Maroochydore Road.

What do you think about this?

Do you agree with this direction?

Resilience

A key local planning direction for Maroochydore is to build flood resilience and adaptability through a variety of measures. These include protection of flood storage areas, design and location of buildings and infrastructure.

Do you support these types of measures to improve resilience and adaptability?

Additional comments

Does anyone have any other comments about local character, population growth, employment or local environment for Mooloolaba – Alexandra Headland?

Guided Questions – Youth

REGIONAL

Topics of importance

- We gave you a wide and varied list of planning topics.

Why did you choose to rank your No1 planning topic first? Why is it important to you?

REGIONAL

Summarised vision statement

- Council's vision statement is a cut-down, summarised version of a much longer vision that we are going to be discussing tonight.

What did you think of that vision?

Did it align with your vision for the future of our region?

REGIONAL

Concentrating growth in centres

- The new planning scheme will seek to manage forecast growth - while maintaining the things that make the Sunshine Coast special – by 1) continuing to develop **our new communities** and 2) by focusing growth in and around our **major centres and within urban villages (or nodes) along the coastal corridor between Maroochydore to Caloundra.**
- The reason for focusing growth in our major centres and in nodes is two-fold: Firstly, it is because this is where a high level of services, jobs, entertainment and recreation are, and where people want to live. And secondly, it is so that we avoid sprawling into our natural environment areas, our rural areas, our hinterland villages, impinging on the beauty that the region is known for. In this way, we can leave most other areas largely unchanged.
- Major centres include Maroochydore, Kawana, Caloundra, Sippy Downs and Nambour, as well emerging centres of Caloundra South and Beerwah East. That means many residential, hinterland and rural areas wouldn't expect to see significant change over the next 20 years.

MENTI

What do you think of this approach of focusing growth in key locations to leave other locations largely unchanged?

Is there anyone who would prefer to see that growth dispersed, not just in major centres and in new communities?

IF YOU DISAGREE with focusing some growth in the coastal corridor, what do you think the alternative is? Noting that we can't stop people moving the Sunshine Coast.

REGIONAL

Getting the balance right

- Council talks a lot about balance – getting the balance right, a balanced mix of land uses, a balanced mix of housing types, balancing the need to accommodate growth while keeping the lifestyle that we enjoy on the Coast, and much more. Does it sound like Council's plans are lining up with your priorities?

Based on the five themes, does it seem like Council is getting the balance right in their proposals?

Is Council proposing to protect the things that are important to you?

LOCAL

Type of acceptable local development

Council says that one of the benefits of local area planning is that they can protect local character and they can allow for a more individual approach, avoiding one-size-fits all.

What types of development would you like to see encouraged and supported in your local area?

LOCAL

Mixed use centres

- Traditionally many people have seen the role of our major centres as being for retail and for business. One of the proposed directions for the new planning scheme is to continue to promote a mix of residential and business development in some parts of our major centres and in villages (or nodes) along the coastal corridor. These are referred to as 'mixed-use centres' and they would be located close to transport and services.
- Council is saying that focussing residential and business growth in mixed use centres enables a more efficient, sustainable and functional settlement pattern, where people can live, work and play.
- You might have restaurants, cafes, shops, gyms and childcare mixed with apartments or town houses.

What do you think about having mixed-use development in our town centres (Kawana, Caloundra, Sippy Downs and Nambour etc)?

What do you think about having mixed use development in nodes along Nicklin Way?

Can you see a benefit of having this type of development nearby?

If you don't like the sound of mixed-use development, what is it that worries you most?

LOCAL

**Housing diversity /
affordable**

- Another benefit of concentrating new residential development in and around mixed-use centres is the opportunity to provide a diversity of housing types to better match the housing needs of our changing demographic and assist with addressing affordable housing and affordable living issues. This might include well-located duplexes and apartments that are more affordable than detached houses and easier to maintain, aged care, retirement communities and more.

Can you see the benefits of having diverse housing options in our communities? Is it important to you?

Appendix 5 – Local Planning survey questions

In this edited version of the document, OSCAR has only included one Local Planning example as the others follow a similar pattern.

Local planning directions for Blackall Range – Maleny Local Plan Area

Local Plans will help ensure that each of our diverse Sunshine Coast communities thrive in their own way. They will help customise planning for local areas to make sure that the new planning scheme is not one-size-fits all.

To help plan for the Blackall Range - Maleny area, Council has identified proposed local planning directions. Council wants to know your thoughts on these proposed directions and better understand your vision for your community. Your input will help to develop a Local Plan for the area.

The survey closes midnight 31 March 2022.

Survey

What do you think of the proposed planning directions for Blackall Range - Maleny?

1. Local character

Some of the key proposed local planning directions relating to local character in Blackall Range - Maleny are listed below. What is your level of agreement with each of these proposed directions?

[illegible]

4. Local environment

Some of the key proposed local planning directions relating to the local environment in Blackall Range - Maleny are listed below. What is your level of agreement with each of these proposed directions?

[illegible]

5. Is there anything in this local area that you particularly value and want protected or enhanced in the planning scheme?

6. What types of development would you like to see encouraged or supported in this local area?

7. Is there anything missing, or do you have any other comments about planning for the future of this local area that you would like to add?

Tell us a bit about you

8. Please select your age

- ☐ Under 18
- ☐ 18-24
- ☐ 25-34
- ☐ 35-44
- ☐ 45-54
- ☐ 55-64
- ☐ 65-74
- ☐ 75+
- ☐ Prefer not to say

9. Please select your gender

- ☐ Female
- ☐ Male
- ☐ Non-binary
- ☐ Prefer not to say

10. What is your postcode?

11. How long have you lived in the Sunshine Coast region for?

- ☐ Less than 12 months
- ☐ 1-5 years
- ☐ 5-10 years
- ☐ 10-20 years
- ☐ More than 20 years
- ☐ I live outside the Sunshine Coast region
- ☐ Prefer not to say

12. Your email address (Required)

You will receive an acknowledgement and copy of your survey answers.

Thank you for taking the time to provide feedback.

The Sunshine Coast Council values your contribution to this project.

Sunshine Coast Council is committed to protecting your privacy. Feedback you send to Council will be used only for the purposes of informing Council's planning documents. Your feedback will be stored on a database maintained by Council and will be retained as required by relevant legislation. It is subject to the *Right to Information Act 2009*.

Submit your survey by midnight 31 March 2022:

Email: NewPlanningScheme@sunshinecoast.qld.gov.au

Mail:

New Planning Scheme Project
Strategic Planning Branch
Sunshine Coast Council Locked
Bag 72
SCMC QLD 4560

In person:

Caloundra Office

Service centre and administration 1
Omrah Avenue
Caloundra QLD

Maroochydore Office

Service centre and development counter 10
First Avenue
Maroochydore QLD

Nambour Office

Service centre and administration
Cnr Currie and Bury streets
Nambour QLD

Sunshine Coast Libraries

Beerwah, Caloundra, Coolum, Kawana, Kenilworth, Maleny, Maroochydore, Nambour