

Sunshine Coast Mass Transit Action Group Inc

94 Point Cartwright Drive

Buddina Qld 4575

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

1 September 2025

New Planning Scheme Project Strategic Planning Branch

Sunshine Coast Regional Council

CC Mayor Rosanna Natoli

CC Member for Kawana Jarrod Bleijie

To Whom it May Concern

### **Feedback to Proposed Planning Scheme 2025**

We strongly oppose the proposed Planning Scheme 2025 on the basis the transport infrastructure assumptions underpinning the plan are outdated and therefore flawed. The plan is seeking to excessively densify the Coastal Corridor in the “hope” a dedicated rapid transit system will be delivered sometime in the unknown future.

The assumption this will be delivered does not align with the stated transport infrastructure priorities of the Queensland State Government. We would further contend, you are planning for a crisis and “hoping” another level of Government will come to the rescue at some unknown time in the future, if at all. Thereby placing the lifestyle and amenity of those living in these rezoned suburbs in jeopardy.

References are made to this non-existent, dedicated rapid transit system in the Maroochydore, Mooloolaba, Kawana Waters and Caloundra Local Area Plans and it is fundamental to the population placement.

We object to this assumption on the basis that this project is unlikely to occur because:

- 1) The Rapid Transit Business Case for Maroochydore to Birtinya is yet to be completed so the outcomes are unknown. Even if this Business Case was to find this project viable, discussions with TMR Director Scott Whitiker in 2023, indicated that even if this business case is completed and recommends progression of the project, it does not guarantee it will go forward. We were told it would “sit on the shelf” until one side of government decided to pursue it further. The current State Government has clearly stated their priority is the WAVE out to 2032. Not a RTS along the Coastal Corridor.
- 2) No Business Case for any type of public transport, let alone a rapid transit system from Birtinya to Caloundra, exists. The Strategic Business Case completed by the Sunshine Coast Regional Council in 2019 stated this project should progress as soon as possible after stage 1 but, only if Stage 1 from Maroochydore to Birtinya was “successful”. At the time it recommended a staged approach due to cost and in fact listed stage 2 as no.3 priority behind a heavy rail solution from Beerwah to Kawana (Birtinya). See Appendix 1.

Therefore, no further detailed investigation for stage 2 has been undertaken. Given the delivery of Stage 1 is extremely unlikely any time in this 10 year horizon planning horizon, it is foolhardy to be including densification further South along Nicklin Way based on the delivery of stage 2 as well.

- 3) "The Wave" is the State Government's transport priority. In March 2025 it was confirmed this would be delivered as heavy rail from Beerwah to Birtinya with a metro style Rapid bus extending through Mountain Creek to Maroochydore and on to the Sunshine Coast Airport. Mayor Rosanna Natoli at the Community Forum in Kawana on August 16 stated she had spoken with the Deputy Premier Jarrod Bleijie that morning and he confirmed the delivery of the WAVE was their government's transport priority for the region. There is no confirmed State or Federal funding for a rapid Transit Public Transport System along any part of the Coastal Corridor.

Council Officers have admitted your Integrated Transport Strategy is out of date and needs reviewing, yet this proposed plan seems to rely upon its dated recommendations.

In summary, this proposed planning scheme is based on outdated, flawed thinking and does not reflect the current transport priorities for the region as identified and funded by the Queensland State Government. It therefore must be reviewed to align to State funded, priority projects and reflect confirmed infrastructure not unfunded "possible" infrastructure. Failure to do so has the potential to significantly impact the amenity and lifestyle of current and future residents in the coastal corridor.

Yours Sincerely

A handwritten signature in black ink, appearing to read "Tracey Goodwin - McDonald".

Tracey Goodwin-McDonald  
President  
Sunshine Coast Mass Transit Action Group Inc

## Appendix 1:

# Extract Sunshine Coast Regional Council Preliminary Business Case 2020

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Investment in a mass transit solution is expensive and needs to be staged. Therefore, part of the business case development process focuses on a preferred staging plan, adopting a clear first stage for comprehensive investigation. On 25 July 2019, the SBC was endorsed by Council and recommended:

*"The scope of the business case is proposed to be focused on the Maroochydore to Kawana corridor... with safeguarding for network extensions and/or connections to potential future mass transit solutions in the southern coastal corridor between Kawana to Caloundra, as well as the inland corridors between Beerwah and the Sunshine Coast Airport."<sup>24</sup>*

The SBC recommended that staged development of mass transit should proceed in the following order:

- 1 **The coastal northern sector of the Sunshine Coast Urban Corridor between Maroochydore and Kawana.** Investing here as a priority provides the strongest basis for achieving key policy goals of supporting urban consolidation and employment growth and managing congestion. Since it contains the major employment and business growth centres of the region, this area provides the greatest opportunity to build a connected, lifestyle community with diverse housing and employment choices, all linked by local mass transit.
- 2 **The growth corridor between Kawana and Beerwah, which includes the inland southern sector of the preserved mass transit corridor known as "CAMCOS".** This southern sector of CAMCOS contains significant planned residential and employment growth. Mass transit investment here will link this growth area to Kawana and Maroochydore and also link to the North Coast Railway at Beerwah for service to Brisbane. This southern sector of the CAMCOS corridor should represent a high priority for mass transit investment once connectivity between Maroochydore and Kawana is achieved.
- 3 **The coastal southern sector of the Sunshine Coast Urban Corridor from Kawana to Caloundra.** This sector provides integrated land use and transport opportunities, and connections from Caloundra to the regional rail services to Brisbane. This is an important area for ongoing urban transformation that should be progressed as soon as possible after completion of the priorities described in points (1) and (2) above.
- 4 **The central sector of CAMCOS from Maroochydore to Kawana.** This sector offers the opportunity to provide a direct rapid transit connection between Maroochydore and the major urban growth communities on the southern perimeter of the Sunshine Coast region, as well connecting the Maroochydore City Centre to Brisbane. The option of this connection should therefore be kept open as a long-term priority.
- 5 **The northern sector of CAMCOS from Maroochydore to the Sunshine Coast Airport.** Development of mass transit here would connect the growing Sunshine Coast Airport to its local southern catchment, through the Maroochydore City Centre. This will support interstate and overseas air connections to underpin the region's ongoing development success. Initially this connection can be provided by a dedicated limited stops bus service to Maroochydore similar to the TransLink 777 service that operates on the Gold Coast. A dedicated fixed track mass transit connection would be a long-term priority.