

**Sunshine Coast Mass Transit
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14 September 2025

New Planning Scheme Project
Sunshine Coast Regional Council

CC: Mayor Rosanna Natoli,

CC: Member for Kawana Jarrod Bleijie/Director General John Sosso

Re: Strong Objection to Proposed Planning Scheme 2025 – Demand for Complete Re-Write and 2nd round of Public Consultation.

Dear Strategic Planning Team,

We are writing to register our strong objection to the Proposed Planning Scheme 2025 as currently drafted. The document is deeply flawed. It fails to align density with essential infrastructure, is misaligned with State regional planning directives, and is based on outdated, State and Council strategic directives. We contend it cannot be salvaged through minor amendments. What is required is a complete re-write with a second round of Community Consultation. Our reasons are based on the following:

1. Misalignment of Density and Infrastructure Locations

The proposed density allocations are entirely out of step with where new, upgraded transport infrastructure will be delivered in the timeframe of this plan. In particular:

1.1 CAMCOS Corridor vs Coastal Corridor

Growth is being disproportionately forced into the Coastal Corridor, despite the CAMCOS rail corridor being identified as the priority transport spine and no confirmed support for a rapid transit system along the Coastal Corridor

On Saturday August 16 at the Kawana Community Forum, Mayor Rosanna Natoli confirmed she had spoken with the Deputy Premier Jarrod Bleijie that morning and he confirmed the delivery of "The Wave" along the CAMCOS Corridor (Heavy rail from Beerwah to Birtinya and Rapid Bus Transit from Birtinya to Mountain Creek, Maroochydore and on to the airport) was the only transport infrastructure the State Government was looking to fund and deliver in the time frame of this proposed planning scheme.

We contend the proposed plan therefore fails to reflect the latest State Government transport priorities and in doing so, leaves the Coastal Corridor unacceptably exposed to over densification without any supporting infrastructure to support it. Traffic Congestion, Parking Issues and the ongoing construction activity will bring the Coastal Corridor to its knees if this plan is implemented.

We further contend the thinking that the 600 bus that currently runs the same route as the proposed rapid transit system Maroochydore to Caloundra, is inadequate to support the of densification proposed. Council actually states this in their own documents both within the proposed scheme and from The Options Analysis Report 2021. (refer to Figure 1, 2 and 3)

Figure 1. Extract Kawana Waters Local PlanP, Proposed Sunshine Coast Planning Scheme p.2

Proposed Sunshine Coast Planning Scheme: Public Consultation Version 2025
Part 5 Local plans \ Coastal local plans \ 5.6 Kawana Waters Local Plan

Sunshine Coast Council

Editor's note — Section 5.6.3 Context and setting is extrinsic material under section 15 of the *Statutory Instruments Act 1992* and assists in the interpretation of the Kawana Waters Local Plan Code.

The Kawana Waters Local Plan Area is located centrally on the Sunshine Coast along the coastline, south of the Mooloolah River and north of Currimundi Lake, on the traditional country of the Kabi Kabi peoples who retain cultural and spiritual connections to the area. It includes the existing coastal suburbs of Buddina, Minyama, Parrearra, Warana, Bokarina, Birtinya, Wurtulla as well as parts of Mountain Creek (Brightwater Estate) and Meridan Plains (Kawana Forest Estate). The local plan area also includes Kawana Shoppingworld, the developing Kawana Town Centre at Birtinya, the Sunshine Coast University Hospital and Sunshine Coast Stadium.

There are significant opportunities for further growth and development in this local plan area due to proximity and accessibility to retail, business and health services and infrastructure investment, including the potential for high frequency public transport. Constraints to further development include flooding associated with the Mooloolah River, coastal hazards, and current transport infrastructure capacities.

Places of cultural significance in the local plan area include, but are not limited to, Mooloolah River, the local coastal waters, beach, foreshore and headland areas.

Editor's note — Refer to Figure 2.2B Kabi Kabi Country and Jinibara Country within the Sunshine Coast local government area for the extent of Kabi Kabi peoples' traditional country within the Sunshine Coast local government area.

5.6.4 Vision

Debra Robinson at the Caloundra Community Forum mentioned there was a good public transport system currently running along the rapid transit route now; the 600 bus running every 15mins; inferring this could be justification for the increased densities. She also noted though the low patronage of this route and the fact 50 cent fares had done little to boost patronage.

We question why this was raised as justification for the densification when Council themselves do not see the 600 bus as a good public transport system for the future? If they did, why has over \$15million been spent by Council preparing Business Cases for other forms of rapid transit along this route? And why did the Mass Transit Options Analysis prepared in 2021 use as its base case the "do minimum option" which is based on the current bus

system. (Figure 2) and concluded this system was not sufficient to reduce car dependency and would only lead to increased congestion. (figure 3)

Therefore, by trying to justify the level of densification proposed by this plan, along this route, on the basis there is a good public transport system in place along here now, Council is ignoring its own findings.

Figure 2. Extract SCRC Options Analysis 2021 Base Case Analysis P142

10.2.4 Base Case Public Transport network

The Base Case assumes a '*do minimum*' public transport network by 2041 that adopts the network operating in 2019 (see Table 38 below) along with minor bus route extensions that provide services to urban expansion development sites. This "*do minimum*" approach is per Infrastructure Australia and Building Queensland guidelines for the establishment of base cases. Under the Base Case, public transport within the Sunshine Coast Urban Corridor (Stage 1) can be summarised as follows:

- Major bus stations/interchanges at Maroochydore (on Horton Parade), Kawana (Nicklin Way at Kawana Shoppingworld), and SCUH (off Eccles Boulevard, Birtinya)
- A high-frequency trunk route (600) connecting north–south between Maroochydore and Wurtulla and on to Caloundra, outside the Sunshine Coast Urban Corridor (Stage 1)
- An existing trunk route (611) serving the corridor, from Maroochydore to SCUH via Mooloolaba
- East–west connections to centres outside the Sunshine Coast Urban Corridor (Stage 1) from Maroochydore to Nambour, Buderim, Landsborough, and Sippy Downs (University of the Sunshine Coast), as well as from Buddina to Sippy Downs
- North–south connections from Caloundra, and north to the Sunshine Coast Airport and Noosa
- Low frequency coverage services providing access to the activity centres of Maroochydore, Kawana Shoppingworld precinct (Buddina), and Birtinya/SCUH, operating at typically hourly frequencies
- Buses are not given priority or dedicated lanes anywhere within the Sunshine Coast, except for minor treatments at intersections near the SCUH at Birtinya
- Routes that currently terminate on Horton Parade at Maroochydore would be diverted to terminate at the planned transit centre within the developing Maroochydore CBD (the former Horton Park Golf Course site).

Figure 3. Extract SCRC Options Analysis 2021 Base Case Analysis P145

10.3. Base case transport outcomes

This section outlines the transport outcomes expected under the Base Case in which considerable urban expansion is expected under a business-as-usual approach to infrastructure planning delivery. The Base Case transport outcomes demonstrate that sustainably accommodating growth on the Sunshine Coast requires investment in a mass transit system that reduces dependence on single-occupant cars and supports dense, compact and mixed-use development. Modelling shows that without an attractive, convenient and competitive mass transit system, the urban footprint will expand, and transport costs will increase.

So why does this proposed plan reflect a settlement pattern around a rapid transit system along the coastal corridor that won't be delivered and does not reflect infrastructure along the CAMCOS corridor that will be delivered? And why are Council now trying to say the 600 bus is justification for the densification when their own documents say it is not?

1.2 Railway Towns

These towns already have public transport systems in place and are actively seeking population increases to support local business. Cost of land in these areas is also lower and therefore more likely to deliver affordable housing options. So why have these railway towns, that are already structured around transport nodes, being overlooked?

1.3 Maroochydore CBD

The new CBD area is only slated to take an additional 3% of the population growth yet it will be a transport hub given it will be one of the key stations along "The Wave". This is an area already slotted for high-rise; high-density development so why is more not being done to maximize this? People buying in this location are doing so because this is the type of housing they are seeking. People who have already bought into the Coastal Corridor have done so because it is NOT high-rise, high density so it would make greater sense to densify where people expect it to be.

2. Sections of the SEQ Regional Plan 2023 (SEQRP) are obsolete and should no longer guide future planning.

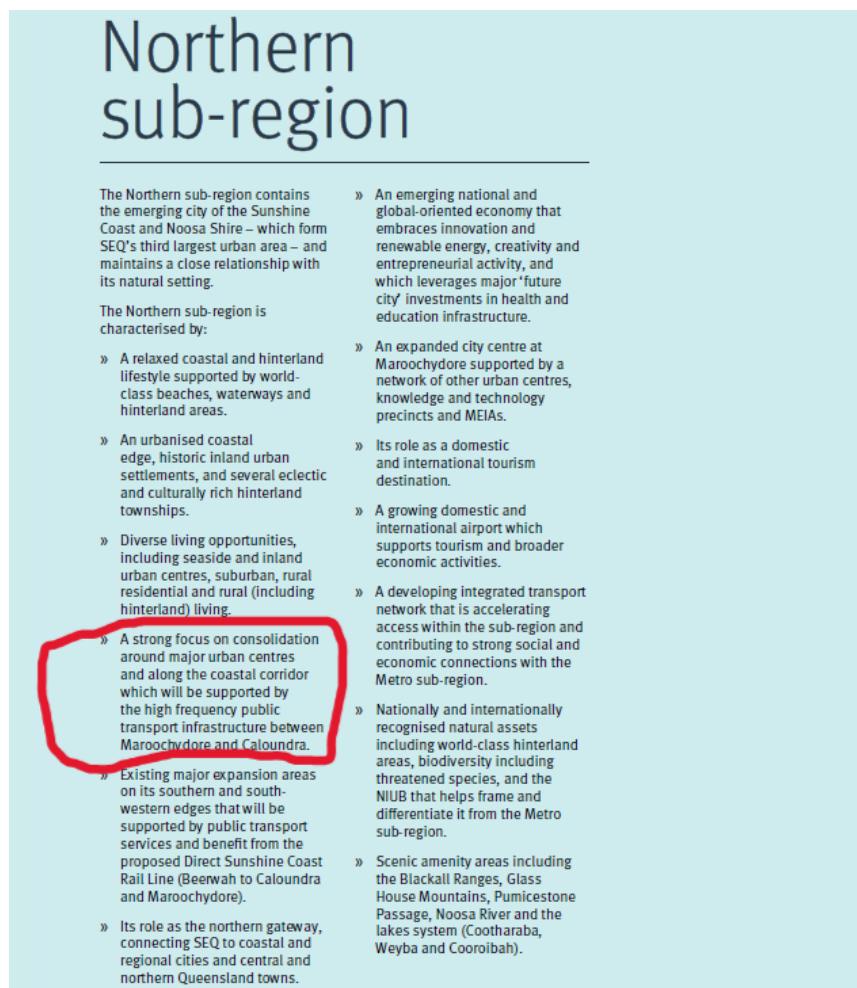
We understand the SEQRP sets the over aching guidelines for Council to follow when preparing the Proposed Planning Scheme. However, we further note the change in State Government since this was written has resulted in a change in transport infrastructure priorities, meaning sections of the SEQRP are now obsolete and should not be used to guide any future planning. In particular, throughout the document it continually references the Sunshine Coast Public Transport Project along the Coastal Corridor and a focus on consolidation along its route. As noted above, this project will not be delivered within the timeframe of this plan and therefore adherence to this outdated directive is misguided. We now have the ridiculous situation where the guiding document is out of date and the proposed planning scheme for the next 10 years is blindly following it. Two wrongs do not make a right in this instance, and it needs someone with fortitude to stand up and recognize this.

Figure 4 Extract SEQRP 2023 P 112

Table 9 – Priority Region-Shaping Infrastructure

Map No.	Priority Region-Shaping Infrastructure	Relationship to regional policy
1	Beerburum to Nambour Rail Upgrade Project	Provides rail and associated road infrastructure upgrades and facilities between Beerburum and Nambour including track duplication and system upgrades of the North Coast line between Beerburum and Beewah to improve capacity and reliability. Relieves pressure on the strategic road network and supports improved freight rail efficiency.
2	Sunshine Coast Public Transport project (Caloundra to Maroochydore)	Provides for an enhanced public transport connection along the coastal corridor between Caloundra and Maroochydore to relieve pressure on the road network and support mode shift. Supports increased dwelling densities and employment growth, particularly around any new stops, stations and centres as well as reinforcing a more accessible and efficient public transport system.
3	Direct Sunshine Coast Rail Line (Beerwah to Caloundra and Maroochydore)	Expands the SEQ rail network through a proposed spur line to provide faster, more reliable and sustainable connections between Sunshine Coast, Moreton Bay and Brisbane, connecting people to jobs, study, health services and key tourist destinations. Supports increased dwelling densities and employment growth around any new public transport stations and more accessible and efficient public transport.
4	Kawana Motorway	Provides a critical connection required to relieve pressure on Nicklin Way to enable increased capacity and support delivery of high frequency public transport in the coastal corridor.

Figure 5 Extract SEQRP 2023 P 175



3. Misalignments with the SEQ Regional Plan 2023 (SEQRP)

Our analysis when comparing the Proposed Planning Scheme with the SEQRP highlights several inconsistencies. The areas we believe show inconsistencies are:

3.1 Growth Numbers

The SEQRP sets dwellings target of 232,000 out to 2046. This represents an additional 84,800 dwellings be provided. This is made up of a 15-year capacity requirement of 50,200 dwellings and a 10-year buffer requirement of 34,600 dwellings. Documentation provided by the Strategic Planning Team to MTAG (appendix 1) in July 2025, indicates the modelling used is adding an additional 60,000 to 97,000 dwellings to this buffer. This is between a 71% and 114% increase above the SEQRP growth target. This seems an astronomical over-reach, creating a total buffer of 95,000 to 132,000 dwellings within the 10-year timeframe (i.e. PS 2026-2036).

Rather than delivering a 25year dwelling target as set out in the SEQRP, this modelling is delivering double this, approximately 50 years. This is way beyond the minimum supply that is required in the SEQRP which states:

"Maintain a minimum of 4 years approved supply and a minimum of 15 years supply of land that has been appropriately zoned and planned to be serviced" (Figure 6 below)

Figure 6: Extract SEQRP Key Regional Housing Supply Priorities P. 52

Key regional priorities						
Outcomes	Strategies					
Outcome 1 Efficient land use Support a consolidated urban growth pattern and higher densities in well-located places – places with access to employment, services and amenity, where land is supported by appropriate infrastructure.	1.1 Maintain a minimum 60/40 consolidation/expansion dwelling growth ratio across the region while moving towards a dwelling growth ratio of 70/30 consolidation/expansion. 1.2 Prioritise unlocking underutilised land in the Urban Footprint. 1.3 Sequence the planning and investigation of SEQ development areas to ensure alignment of land use and infrastructure planning. 1.4 Identify and prioritise sites in high amenity areas that can be developed to provide for residential densities in Table 1. 1.5 In new communities, plan for a net residential density of 20-30 dwellings/ha or 40-80 dwellings/ha if these areas are within a walkable catchment to an existing or proposed public transport station*. 1.6 Accommodate new rural residential development only in the RLA or in the Urban Footprint where land is unsuitable for urban use. 1.7 Protect PFGAs that may be needed to accommodate long-term urban growth.					
Outcome 2 Housing supply Make provision for the delivery of adequate housing supply to 2046 to meet the full spectrum of housing demand.	2.1 Plan for and achieve the dwelling supply targets (including sub-targets) to 2031 and 2046 in Figure 2 and to 2046 in Figure 3 and Figure 5. 2.2 Maintain a minimum 4 years of approved supply and a minimum of 15 years of supply of land that has been appropriately zoned and planned to be serviced. 2.3 Support residential opportunities on publicly owned land to accommodate growth in the short term (including temporary uses that respond to acute demands).					

3.2 Gentle Density

The Housing Diversity Strategies of the SEQRP specifically seeks to increase gentle density in consolidated areas. (Figure 7 below). However, there is little to no gentle density proposed within the Coastal Corridor? Instead, a large majority of low-density residential streets are being taken directly to medium density, often doubling allowable heights. Point 3.3 of the same section states:

"medium-rise development in walkable catchments along high frequency public transport networks".

Figure 7. Extract SEQRP P. 53

Outcomes	Strategies
<p>Outcome 3 Housing diversity</p> <p>Provide housing choice that meets the changing make-up of SEQ's population, community needs and lifestyles.</p>	<p>3.1 Plan for and achieve dwelling diversity sub-targets in Figure 3 and Figure 5.</p> <p>3.2 Facilitate increased gentle density across SEQ in consolidation and expansion areas (such as free-standing small lots or freehold title terrace-style development).</p> <p>3.3 Facilitate the achievement of attached medium-rise development in walkable catchments along high frequency public transport networks.</p> <p>3.4 Facilitate the delivery of attached high-rise development in Principal Regional Activity Centres (PRACs).</p> <p>3.5 Unlock new models and diverse forms of homes (size and built-form) for housing delivery such as build-to-rent, co-housing and micro-housing.</p> <p>3.6 Work with the community to build knowledge and understanding of housing diversity and benefits to local communities.</p>

The question must be asked, why is the coastal costal corridor, that will not have a high frequency public transport network, being rezoned to medium density and not low-medium that would deliver the gentle density required?

3.3 Misclassification of Major Activity Centres

The proposed scheme wrongly identifies the Kawana Regional Activity Centre located at Birtinya to include the Kawana Shopping World at Buddina. As figure 8 and 9 indicate, the SEQRP never identifies areas in Buddina to be within this classification.

Figure 8 Extract SEQRP SEQ Great Place P 147

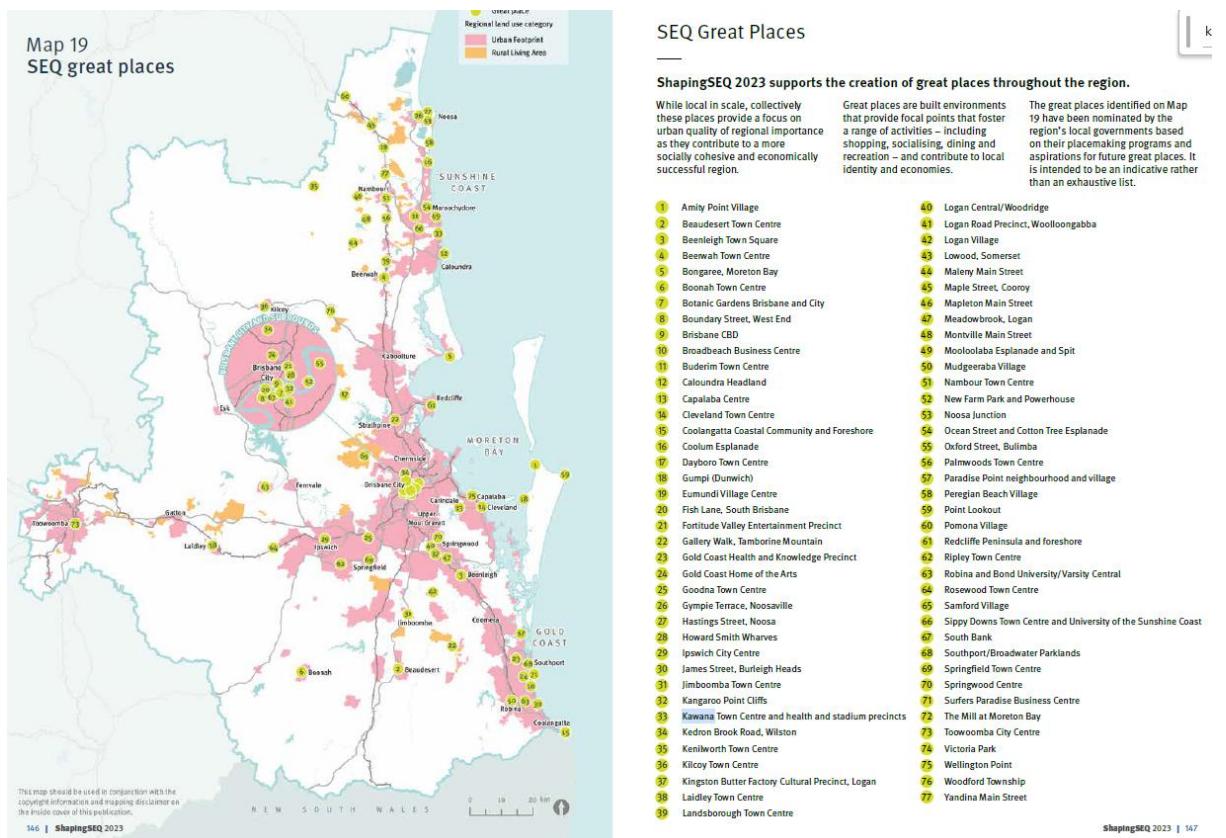


Figure 9 Extract SEQRP Regional Activity Centre Identification P. 87

Regional Economic Cluster	Core Components		
Ipswich	 Knowledge and technology precinct Ipswich K17 University of Southern Queensland, Ipswich campus Ipswich Hospital St Andrews Ipswich Private Hospital  Major Enterprise and Industrial Area Amberley M27 Wulkuraka/Karrabin M28 Ebenezer M29	 Regional activity centre Ipswich  Economic-enabling infrastructure Heavy rail network Warrego Highway Cunningham Highway RAAF Base Amberley	
Northern Gateway	 Major Enterprise and Industrial Area Kunda Park M30  Regional activity centre Maroochydore (Sunshine Coast CBD)	 Economic-enabling infrastructure Sunshine Coast Airport Sunshine Motorway Maroochydore Road Direct Sunshine Coast Rail Line Sunshine Coast Public Transport project	
Kawana	 Knowledge and technology precinct Kawana Waters K18 Sunshine Coast University Hospital  Regional activity centre Kawana	 Economic-enabling infrastructure Nicklin Way Kawana Way Direct Sunshine Coast Rail Line Sunshine Coast Public Transport project	

The SEQRP clearly designates six Major Activity Centres across the Sunshine Coast LGA, **Birtinya** is confirmed as one of the six and the only Major Activity Centre within the Kawana Waters Local Plan Area. Adding the Kawana Shopping World and surround in Buddina, located some 6.5 km from Birtinya and separated by several intervening suburbs, does not align with the State's determination.

In its submission to the State, Council sought to have "selected lots" at Buddina reassigned to the Kawana Waters Major Activity Centre. The State Government did not support this request and issued *ShapingSEQ, SEQRP 2023* with **no change** to the designated Major Activity Centre at Birtinya (Figure 8 and 9), all of which exclude the "selected lots" at Buddina.

The designation of Principal and Major Activity Centres is the responsibility of the State, not Council. All other lower-order Centre zonings are Council's responsibility.

So why does this proposed plan go against all of the above and include Buddina as part of the Birtinya Major Activity Centre? There has been no State Approval for any change. Buddina is a District Centre in the current Planning Scheme and that status should be retained.

We contend this rezoning is without merit and is in complete misalignment with the SEQRP. The Proposed Plan needs to be rewritten to include the following:

- remove the Buddina "selected lots" assigned to the Major Activity Centre zone;
- reinstate the Buddina "selected lots" to the correct zoning, i.e. District Centre Zone ;
- reinstate the Buddina District Centre building heights and density, as 6 storeys (up to 22 metres); and
- remove the flow-on upzoning to the suburban streets adjacent to the "selected lots".

3.4 Densification of the Coastal Corridor won't deliver homes faster, diversity or affordability.

The SEQRP sets out as its number 2 priority "More Homes Faster, supply diversity, affordability". (Figure 11)

Figure 11. Extract SEQRP P. 34



The proposed plan has an over reliance on the Coastal Corridor to deliver the majority of 'infill' housing required. This can only be delivered however if people living in the corridor now, choose to sell. Our discussions with many of these people indicates they are happy living where they are, with many saying they do not want to nor can afford to move. This means the rate at which new housing can be delivered is directly related to when existing homeowners decide to relocate. We contend, Council knows this and it is for this reason they have chosen the excessive over capacity numbers (3.1) in order to attempt to compensate for this dynamic. But this does not mean homes will be delivered faster.

The proposed rezoning of the Coastal Corridor will also not deliver housing diversity. The proposed rezoning is for all multi-level, unit development at the exclusion of single dwellings and dual living options. As noted, gentle density options are not being delivered in the majority of rezoned areas in the Coastal

Corridor. So how does the excessive rezoning of the coastal corridor increase housing diversity when only multi storey, medium and high density unit blocks can be built in the majority of the rezoned areas?

Thirdly, the Coastal Corridor is some of the most expensive land on the Sunshine Coast. (Refer table 1). In almost all instances, the median house and unit price in the key suburbs identified in the rezoning are above the average for the region. How with such a high cost of entry, will this deliver affordable housing?

Table 1. Median House and Unit Pricing Suburbs in the Coastal Corridor 2025

Suburb	Median House Price	Median Unit Price
Buddina	\$1,740,000	\$940,000
Minyama	\$2,825,000	\$766,000
Maroochydore	\$1,180,000	\$778,000
Mooloolaba	\$1,668,000	\$803,000
Warana	\$1,650,000	\$700,000
Sunshine Coast (Dec 2024)	\$1,110,000	\$750,000

Source: Suburb data Real Estate.com.au Aug 25, Total Sunshine Coast, ID Profile Dec 2024

Not only does the cost of entry determine a certain level of development, the extremely high cost of building today, coupled with Developer's profit expectations (and it is only developers who are likely to be building in these rezoned coastal streets), means even smaller 1- and 2-bedroom apartments are not going to be "affordable". You only have to look at the apartments that are being sold now in these areas to see the pricing expectations of Developers.

- Azzure Bokarina 2br \$855,000
- The Hedge Buddina 2br \$985,000.
- Minkara St Warana 2br \$1,000,000
- Bask Bokarina 3br \$2,299,000
- 88 Duporth Av Maroochydore 3br \$4,200,000

Source Real Estate.com.au

Further to this, as single, detached housing prices in the non-rezoned streets rise due to the now constricted supply in the Coastal Strip, unit pricing will also increase as developers seek to maintain unit relativity to house prices and increase profit margins. This has the potential to make housing in the Coastal Corridor more unaffordable which goes against what the SEQRP is attempting to deliver.

3.5 Recognition of Halls Creek Potential Future Growth Area (PFGA).

The SEQRP clearly identifies Halls Creek as a Future Growth Area, (figure 10) yet the Proposed Plan does not? Why? The SEQRP also notes the timing of Beerwah East as a consideration for the delivery of Halls Creek. Why, when the State Government in their first interest review check, dictated the land supply available for development at Beerwah East be reduced, was there not a review of timing, to bring forward the development of Halls Creek, to compensate for the reduction?

Figure 10: Extract SEQRP Potential Future Growth Areas, P 178

Potential Future Growth Areas

Halls Creek is the only PFGA in the Northern sub-region that may be suitable for future urban growth. The suitability of Halls Creek for urban development has been under investigation for some time and is subject to approval under the EPBC Act. Another consideration for Halls Creek is the timing for delivery of the Beerwah East SEQ development area. Following the completion of these investigations and assessments, a determination will be made about which parts, if any, of Halls Creek are suitable or appropriate to accommodate urban purposes in the future. Until this time, Halls Creek will remain in the RLRPA to limit development and protect land from further fragmentation that would prejudice the ability of land to accommodate future urban development.

Following the outcome of these investigations, it is intended that the NIUB will be extended to include all parts of Halls Creek that are not deemed suitable for urban purposes.

Although there are no other PFGAs identified in the Northern sub-region, Noosa Shire and Sunshine Coast councils are encouraged to investigate the potential additional longer-term urban growth opportunities, where compatible with those councils' broader strategies for their long-term rural, environmental and landscape sustainability. Studies are to be undertaken in consultation with the Queensland Government and other key stakeholders.

Development of Halls Creek PFGA would significantly relieve density pressures along the coastal corridor and enable gentle density to be better delivered as per the SEQRP objectives.

3.6 Consolidation V Greenfields Balance is Not Sustainable.

The SEQRP clearly sets a region-wide goal of 60/40 split between consolidation (infill) and greenfield developments. Increasing to 70/30 in years to come. Realistically you would expect Local Government Areas (LGA) such as Brisbane, where the majority of their land is within their urban footprint, to achieve a higher consolidation level, whilst areas such as the Sunshine Coast LGA which only has 15% of its total land within the urban footprint, to be less. So why does this plan not give consideration to this issue?

It is not a long-term sustainable housing policy to continue to push 60 to 70% of growth into only 15% of the land mass and maintain an area's character and liveability. It is even less sustainable to try and push the large majority of the consolidation growth into the narrow Coastal stretch (Maroochydore, Mooloolaba and Kawana Waters) that represents under 2% of the total land available. What happens in the next planning scheme and the one after that? Further to this, the transport infrastructure that was assumed to be delivered to support this consolidation, is now not going to occur within the timeframe of this plan, if at all.

Demand for housing continues to outpace supply, driving up prices and reducing affordability. Coastal consolidation won't resolve this imbalance, it may in fact, make it worse. More greenfield development within the Sunshine Coast LGA is essential to deliver faster, diverse and affordable housing options. We contend Council must go back and look at alternatives such as the Halls Creek area, and areas along the CAMCOS corridor that can deliver the housing supply required, but in a much more sustainable and less destructive way.

4. Requirement for a Total Re-Write

We contend a wholesale re-drafting of the plan is required to not only deal with the issues outlined in points 1 to 3 above but also because of the following:

4.1 Change in Queensland State Government This proposed plan is based on a previous Labour State Government directives and priorities. The election of the Liberal Government in 2024 has seen many of these directives and priorities come under review. A revised SEQRP is to be prepared.

4.2 Change in Sunshine Coast Regional Council. This proposed plan was prepared under the direction of a previous Sunshine Coast Council. This plan was passed to the State Government prior to the new Council being elected in March 2024. Based on feedback from this public consultation phase, this new Council must now review the proposed plan to coincide with public sentiment as well as their own Strategic Direction.

4.3 Shift in Transport Infrastructure Funding See Point 1.1

4.4 Outdated Local Government Infrastructure Plan (LGIP) – The Local Government Infrastructure Plan has been acknowledged by Council as being outdated and likely to be reviewed and a new one prepared toward the end of 2025. How can a proposed planning scheme be progressed without knowing the cost of infrastructure to support it and who pays for it?

4.5 Outdated Integrated Transport Strategy – SCRC has again acknowledged their integrated transport strategy is out of date and needs to

be reviewed. Yet this proposed planning scheme adheres to the outdated strategy? That is a Mass Transit and associated housing density along the Coastal Corridor, but it fails to align with the newly confirmed transport infrastructure, The Wave, along the CAMCOS corridor.

It appears to us that the proposed Planning Scheme is putting the “cart before the horse” and Council need to go back and get themselves realigned with the current State Government’s priorities, as well as updating a number of their own documents to reflect current political and community sentiment.

5. Second Round of Community Consultation Required

Based on the reasons outlined in this submission, we contend major changes need to occur to this proposed plan. These changes are of such a level, we believe, the proposed plan must be brought back to the community for review before progressing to a Council vote and subsequent State Government review. The Community must be given a revised draft that is transparent, considers the liveability and lifestyle of ALL residents, responsibly aligns with funded infrastructure as well as aligning with new State and Local Government policies.

Conclusion

The Proposed Planning Scheme 2025 fails to align density with funded transport infrastructure, regional and local plans, or community expectations, and risks undermining both the liveability and character of the Sunshine Coast.

We therefore call on Council to commence a re-write of the proposed plan so that it:

1. Aligns density with infrastructure locations (particularly funded transport corridors and activity centres).
2. Properly reflects updated SEQRP requirements.
3. Is based on updated SCRC documents/strategies such as the integrated transport strategy and Local Government Infrastructure Plan.
4. Protects current housing amenity across the whole region, whilst prioritising growth in locations that can deliver housing diversity, choice and affordability, and
5. Returns the revised plan to the community for meaningful consultation before State Government review.

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.