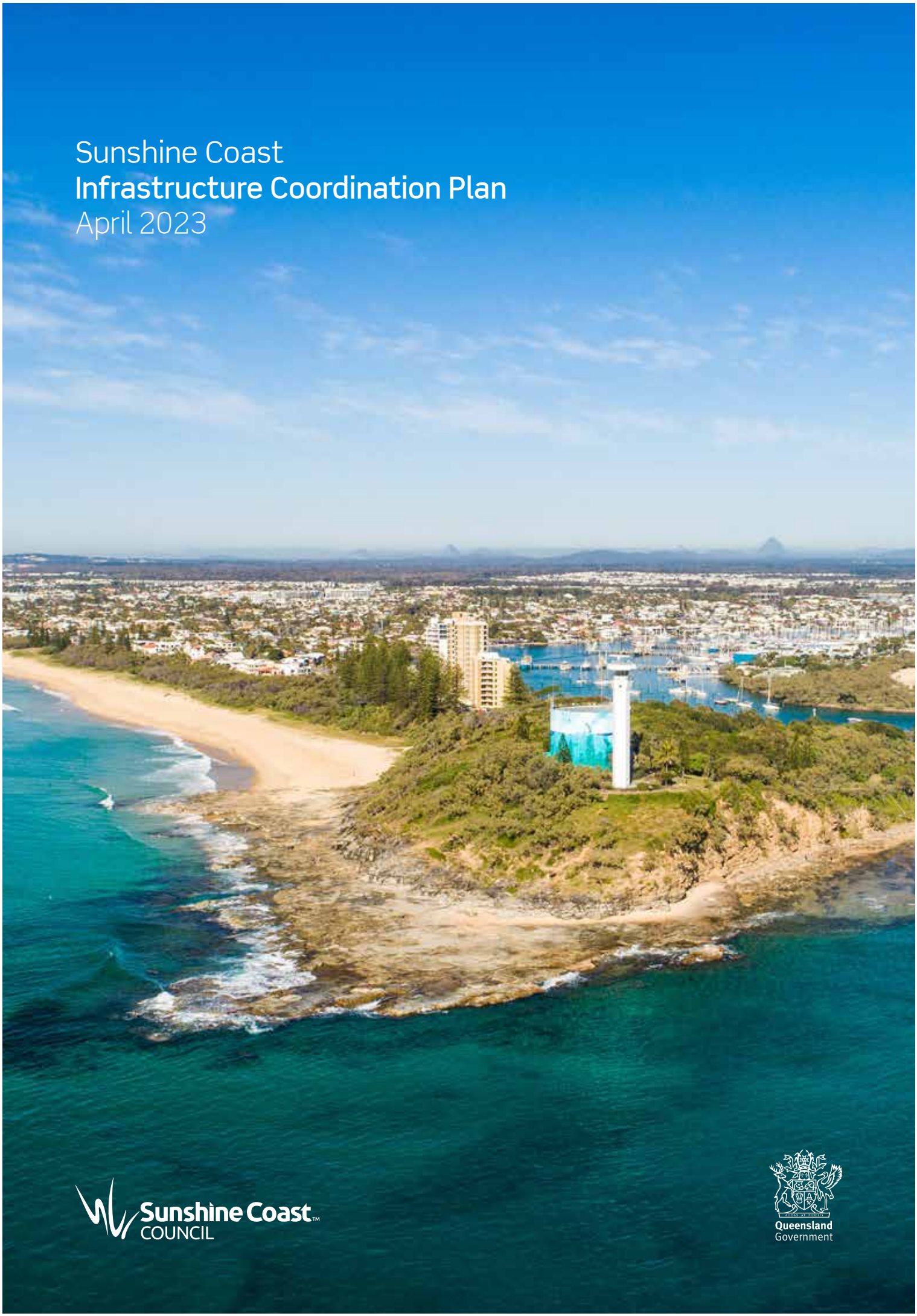
Sunshine Coast
Infrastructure Coordination Plan
April 2023



Sunshine Coast™ COUNCIL

Queensland Government

Acknowledgement to country

The Department of State Development Infrastructure, Local Government and Planning and Sunshine Coast Council acknowledges the Sunshine Coast Country, home of the Kabi Kabi peoples and the Jinibara peoples, the Traditional Custodians, whose lands and waters we all now share.

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Copies of this publication are available on our websites at www.statedevelopment.qld.gov.au and www.sunshinecoast.qld.gov.au.

Contents

Introduction

THE SUNSHINE COAST INFRASTRUCTURE COORDINATION PLAN (ICP) PRESENTS A COLLABORATIVE PLAN FOR INFRASTRUCTURE TO BENEFIT THE REGION'S COMMUNITY, ENVIRONMENT, LIVEABILITY AND ECONOMIC DEVELOPMENT.

It focuses on the Sunshine Coast Urban Corridor (SCUC), which stretches from the Principal Regional Activity Centre of Maroochydore in the north to the Major Activity Centre of Caloundra to the south, an area anticipated to accommodate significant population growth through urban renewal.

The ICP aims to understand the current situation and identify potential opportunities to better coordinate infrastructure.

Through research and engagement, the ICP analyses the current infrastructure situation in the corridor, including growth projections which indicate significant growth around key centres including Caloundra, Birtinya, Mooloolaba and Maroochydore. The planning context includes a review of relevant policies, plans and strategies as well as an outline of how different infrastructure providers plan their infrastructure. Challenges and opportunities are centred around the themes of community and liveability, corridor requirements, land availability, funding and collaboration and communication. Infrastructure that has already been planned is also identified.

The ICP outlines network constraints, planned network requirements and co-location opportunities for different infrastructure classes. It identifies the lead agencies for the SCUC and opportunities for coordinated infrastructure provision. More detailed opportunities to progress infrastructure coordination within the SCUC are identified in five planning areas:

- Maroochydore
- Mooloolaba/Alexandra Headland
- Birtinya
- Wurtulla/Currimundi
- Caloundra.

Actions to progress some of the opportunities identified throughout the collaborative process include sharing information across agencies and local government, continued coordination including an annual coordination forum and investigating a regional forum.

Objectives

The objectives of the ICP are to:

- build on a shared understanding of a common planning baseline
- identify the infrastructure requirements to 2041 and beyond
- identify shared project outcomes or opportunities for future collaboration and/or co-location.

Outcomes

The outcomes of the ICP are for local and utility infrastructure providers (e.g. energy and water), state infrastructure departments and Sunshine Coast Council (Council) to develop a shared understanding of:

- opportunities to integrate infrastructure land use, transport, and other infrastructure including energy, water, education, health and additional social infrastructure requirements
- benefits of urban consolidation and infrastructure coordination in the provision of infrastructure/services
- economic and community benefits that can be achieved through collaborative approaches
- opportunities to explore more collaborative and innovative service delivery models between infrastructure providers and planners.

Approach

Research was undertaken to inform the development of the ICP and engagement with infrastructure providers, state government agencies and Council to identify opportunities for integrated infrastructure outcomes in the SCUC. Activities included input into and review of technical papers, targeted engagement sessions with infrastructure network planners, collaboration workshops and stakeholder reviews of the draft report.

Sunshine Coast Urban Corridor context

Vision and principles

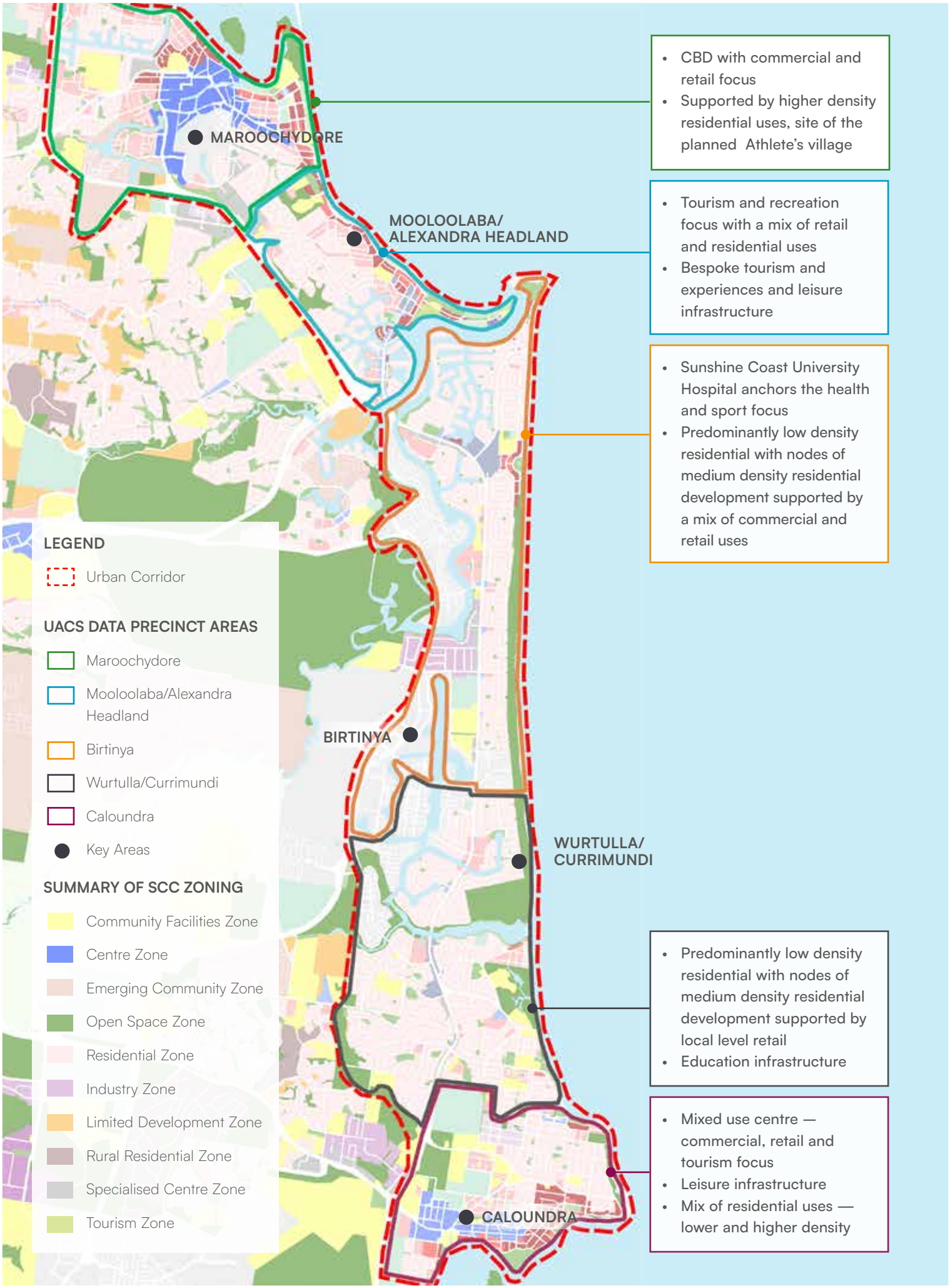
COUNCIL'S VISION TO BE AUSTRALIA'S MOST SUSTAINABLE REGION: HEALTHY, SMART, CREATIVE, IS SUPPORTED BY A RANGE OF POLICIES AND STRATEGIES ADDRESSING COMMUNITY, ENVIRONMENT AND LIVEABILITY, AND ECONOMIC DEVELOPMENT. THIS VISION SETS THE TONE FOR THE ICP AND THE LONG-TERM INTENT FOR THE SCUC.

The principles supporting the vision are:

- maintain a focus on planning and advocating for the timely provision of infrastructure required to support future growth
- shape future growth in positive ways by responding to environment and landscape values and constraints to secure the spaces required for the community to enjoy the region's natural assets
- place greater emphasis on urban consolidation, ensure it is done well and is in the right locations
- better integrate land use and transport opportunities to accommodate and service future growth
- protect character, lifestyle and environmental values
- support sustainable economic growth
- balance competing priorities and interests
- balance focus on local and regional planning — planning for a community of communities
- deliver infrastructure networks that minimise greenhouse gas emissions and maximise the use of alternative energy generation and usage
- minimise likely impacts of a changing climate on assets, business and the lives and livelihoods of the people that live, work and visit the area
- minimise climate hazard risk or, where that is not practical, plan for the adaptation of infrastructure networks over time.

Urban corridor

The SCUC stretches from Maroochydore in the north to Caloundra in the south and is approximately 24 km in length covering an area of approximately 2,200 ha. The SCUC is framed by the Lower Mooloolah River Environment Reserve and Mooloolah River National Park to the west, the Maroochy River to the north, and coastline to the east and south to Caloundra. For the ICP, the SCUC has been divided into five planning areas: Maroochydore, Mooloolaba/Alexandra Headland, Birtinya, Wurtulla/Currimundi and Caloundra.



2022 SCUC Precinct Areas with proportion of land uses

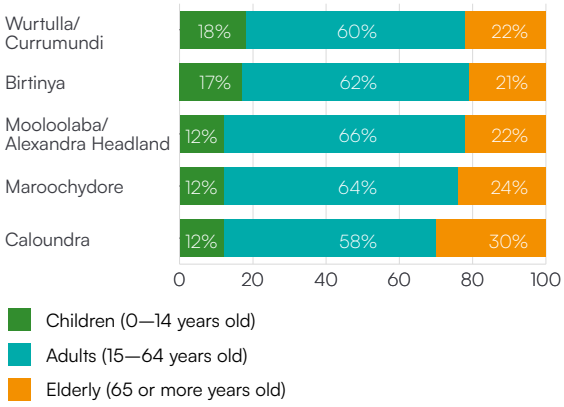
Current situation

Age profile

The majority of residents are aged between 15 and 64 years of age. Wurtulla/Currimundi has the highest percentage of children and one of the lowest percentages of people aged 65 and over. On the other hand, the Caloundra precinct has one of the lowest percentages of children and has the highest percentage of people aged 65 and over.

The community age profile is a valuable source of information for infrastructure planning; for example, it shows that Wurtulla/Currimundi may have a greater demand for education infrastructure due to the higher population of school-aged children while Caloundra may require a higher level of health and community support infrastructure.

Age cohorts in the urban corridor

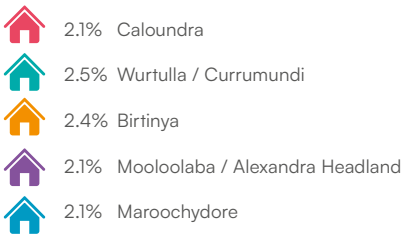


Source: PSA Infrastructure, ABS 2021

Average household size

The age profile of the five planning areas is also reflected in household sizes. Wurtulla/Currimundi has the highest household size at 2.5 people, which is consistent with family dwellings with school-aged children.

Age cohorts in the urban corridor



Source: PSA Infrastructure, ABS 2021

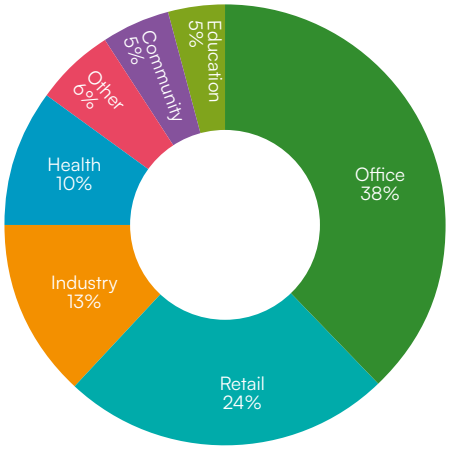
Employment industries

There are more than 11,000 registered businesses across the SCUC with the largest numbers located in Maroochydore (28%) and Birtinya (22%) precincts with Mooloolaba/ Alexandra Headland, Caloundra and Wurtulla/Currimundi precincts registering lower percentages of businesses.

The majority of businesses located within the SCUC (and the immediate surrounds) are identified as office (38%), followed by retail (24%) and industry (13%). This data paints a picture of the current employment structure and resulting built form in the SCUC.

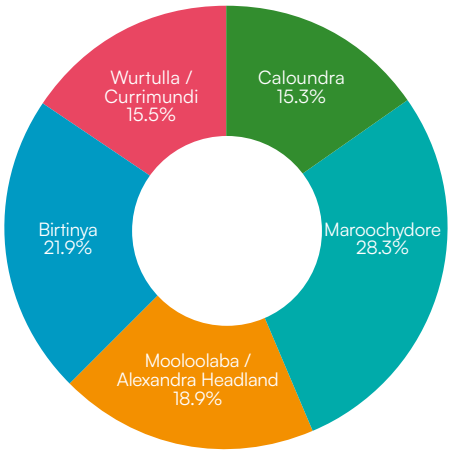
Employment industries

(includes SCUC corridor and immediate surrounds)



Registered businesses in each precinct

(SCUC corridor)



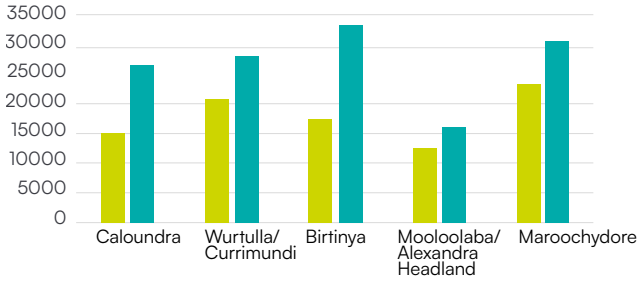
Source: PSA Infrastructure, ABS 2021

Future situation

Average population and dwelling growth

Population projections indicate significant growth anticipated in the SCUC, showing the distribution of growth is likely to be clustered around key activity centres of Caloundra and Birtinya with the largest population at Maroochydore.

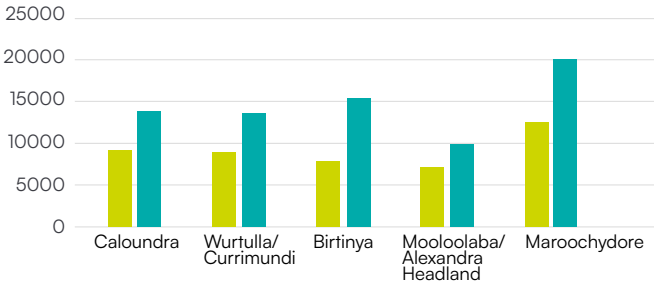
Forecast population to 2041



Source: PSA Infrastructure

The number of dwellings is also expected to rise across the corridor, with the largest increases in Maroochydore, Birtinya and Caloundra.

Forecast dwellings to 2041



Source: PSA Infrastructure

ABS 2021

Average (SCC, TMR, UW)

Employment growth

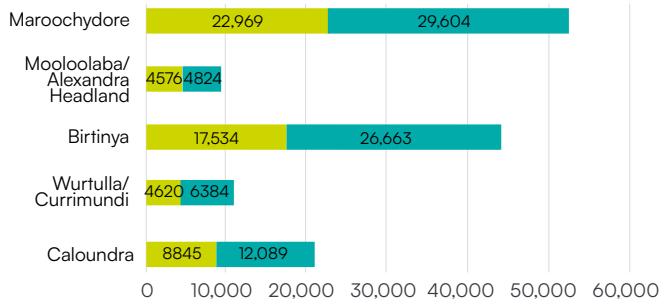
Employment growth echoes the anticipated population growth, reinforcing Maroochydore as the CBD of the Sunshine Coast and Birtinya as a key health and technology precinct.

Population and employment growth in Maroochydore are supported by transport and digital infrastructure projects with timing generally aligning with the planned growth. Opportunities to improve digital connectivity and community planning can be further explored with other providers and industry.

The central part of the corridor will continue to see growth, but not to the same density as in the south and north. The Birtinya precinct has a significant employment area supported by commercial, retail and health services, which creates opportunities to coordinate and co-locate infrastructure that can assist in protecting the lifestyle and environmental values of the precinct. This precinct also includes a proposed Brisbane Olympic and Paralympic Games 2032 (Brisbane 2032) venue.

The Caloundra precinct is predicted to experience an increase in population through higher-density residential development. This provides an opportunity for a more collaborative approach to infrastructure planning, integrating land requirements with infrastructure that supports service requirements.

Forecast employment to 2041



Source: PSA Infrastructure, ABS 2021

Total Employment in 2020

Total Employment in 2041

How we plan

INFRASTRUCTURE PROVIDERS DRAW FROM COMMON DATA SOURCES – SUCH AS PROJECTIONS FROM THE QUEENSLAND GOVERNMENT STATISTICIAN'S OFFICE – TO PLAN FOR CHANGES IN DEMAND ON THEIR NETWORKS, BUILDING ON PLANNING FRAMEWORKS SET OUT IN THEIR RESPECTIVE STRATEGIES, POLICIES AND SERVICE OBLIGATIONS.

Some of the approaches that infrastructure providers consider when planning for their networks are outlined in the table below to provide a greater appreciation of providers' planning methods.

Network	Planning method
Transport 	Council applies a movement and place framework for the local road network, which is applied to ensure there is sufficient traffic (including bicycle and pedestrian) capacity in the network, balanced with place outcomes where appropriate.
	Follows a standardised process integrating all modes, informed by Regional Transport Plans.
	Collaboration at all levels of government and significant stakeholder organisations where required.
	Transport network planning considers future infrastructure function and then identifies the physical form requirements.
	Public transport planning considers the capability of infrastructure to meet operational and customer needs to accommodate existing and future public transport provision.
	Active transport infrastructure for people riding bikes is guided by the Southeast Queensland Principal Cycle Network Plan (PCNP). Planning is conducted jointly between Transport and Main Roads and Council with agreed future network priorities set out in the Priority Route Maps addendum.
	Walking and improved accessibility is being driven by Council's Sunshine Coast Active Transport Plan as well as TMR's emerging Walking Network Planning and Priority Works Program process (which are being applied at Sunshine Coast University Hospital as well as Nambour, Maroochydore and Maleny town centres).
Health 	Sunshine Coast Hospital and Health Services (SCHHS) Asset Management System aligns with the ISO Standard. This alignment will help SCHHS have more informed decisions and address key challenges: managing life-cycle costs and ageing infrastructure base, meeting the service needs.
	Master Clinical Services Plan 2022—2027 is developed to provide a strategic roadmap for the SCHHS.
	Further development of a Master Infrastructure Plan will inform the next 10 years.
Education 	Planning has prioritised non-infrastructure solutions and expansion of existing assets before new.
	Preliminary master planning has been undertaken to understand optimum school capacity for existing assets considering individual site conditions and surrounding infrastructure.
Police 	Reviews the adequacy of current building assets and the delivery of services through technology.
	Service Alignment Program (Jan 2020) applied to determine future planning to benefit frontline worker conditions.
Ambulance 	Planning considerations include population growth, equity of access, asset management plans, value for money and proximity/connectivity to the arterial road network.
	Opportunities to co-locate with other government entities are explored if they meet the road network connectivity criteria; however, as paramedics do not provide medical assistance at stations, there is generally very little service/operational synergy.
	Detailed factors include response times, accessibility to major flood free traffic routes and site size for future growth.

Network	Planning method
Fire and Emergency Services 	Apply demand and predictive modelling (e.g. applying a two minute mobilisation to 12 minute response time).
	Closer to state-controlled roads are preferable. Stations located close to water edge have less radial access.
	Reduced response times.
	Height of developments determines size of appliances and then facility sizing.
Energy 	Application of Energex network Security Standards as per the Distribution Authority (DA). These address network performance or reliability limits, and network security or safety net targets contained in Energex's Distribution Authority as license conditions.
Sport and Recreation 	Council's Sport and Active Recreation Plan, Environment and Liveability Strategy, Sport Infrastructure Plan and State Sport Organisations Facility Plans.
	Collaboration at all levels of government and significant stakeholder organisations/community groups where required.
Community Facilities 	Social infrastructure is planned by optimising the use of existing assets, high quality facilities in the major centres, flexible spaces and continued shared use of facilities through partnerships.
Social Housing 	Queensland Housing Strategy (2017—2027) guides future planning. Investment for new social housing aligns with department's strategic asset management planning.
Parks and Open Space 	Network planning for open space focuses on providing residents access to open space in accordance with desired standards of service outlined in Council's Environment and Liveability Strategy and Recreation Parks Plan.
Water 	Network planning is driven by regulatory requirements and obligations.
	Seqwater's planning guidelines provides the basis for planning to meet the needs of the community.
	Seqwater collaborates with Unitywater throughout the entire process.
	Unitywater uses water demand forecasts and residential and non-residential development sequencing to inform planning.
Stormwater 	Stormwater is managed for community wellbeing and resilience, facilitated by an integrated stormwater network that is effective, sustainable and contributes to waterway health.
Wastewater 	Unitywater uses sewer demand forecasts and residential and non-residential development sequencing to inform planning

*Provider data includes data collected by infrastructure providers which is unique to the service they provide, e.g. Queensland Ambulance Service, Queensland Fire and Emergency Services and Unitywater.

Providers apply common assumptions, network and capacity planning and population forecasts where possible. Where unique to the infrastructure planned, assessments include asset age, functionality and ability to address current demands. Variability in planning is guided by industry-specific strategy, standards and management plans.

Challenges and opportunities

INFRASTRUCTURE PROVIDERS IDENTIFIED KEY CHALLENGES AND OPPORTUNITIES IN INFRASTRUCTURE NETWORKS AND FUTURE PLANNING IN THE SCUC. THESE CHALLENGES AND OPPORTUNITIES ALIGN TO FIVE THEMES.

Themes	Challenges	Opportunities
Community and liveability	• Understanding changes in community needs and integrating this with infrastructure planning. This includes understanding community-specific demographic profiles and the varied needs across different community groups.	• Embrace a shared vision for each precinct in the corridor to improve liveability and amenity including the importance of green spaces, improved active transport, provision for health facilities and providing for diversity in the community.
	• Managing community expectations for each precinct to ensure that the community understands what infrastructure is being planned to meet their needs.	• Work with updated and new policies and strategies to improve refinement and alignment across infrastructure classes.
	• Improving the resilience of SCUC to disaster events and climate change impacts.	• Ensure communication with the community is open and transparent.
		• Explore and act on opportunities to re-purpose or share facilities which are underutilised, such as the use of sporting, community facilities at schools outside school hours.
		• Provide resilient infrastructure, support disaster management and anticipate climate change impacts.
Corridor requirement	• Understanding what infrastructure is required to meet future population and employment growth, including: - realising strategic planning - modelling where growth will occur - understanding asset utilisation and life cycles to better understand utility needs and recognise when to 'sweat' (get as much use as possible from) existing assets - understanding what social infrastructure facilities are needed for health, housing, education, and other services - planning for Brisbane 2032.	• Clearly mapping potential land requirements including co-location opportunities with compatible services to better utilise existing land for all providers. • Improved transparency through identification of planned upgrades or approved projects of significance including potential future infrastructure requirements that respond to growth scenarios. • Continue a place-based approach to infrastructure coordination in the corridor considering amenity and landscape improvements, preserving greenspace and enhancing for active recreation, improving transport outcomes, increasing safe active transport opportunities, providing better housing diversity, identifying co-location and land acquisition opportunities and planning for Brisbane 2032.

Themes	Challenges	Opportunities
Corridor requirement	• Understanding and better communicating existing and planned infrastructure across all providers beyond the current planning horizon, extending from a five year to a 10 to 20-year program. • Specific emergency services response planning for larger vehicle access (e.g. ambulances, buses, fire trucks) as the region grows. • Understanding ability and limitations to design and construct new innovative infrastructure under existing Planning Policy (e.g. Local Government Planning Schemes). • Understanding infrastructure and land uses 20+ years in the future to mitigate relevant climate impacts, respond to climate hazard risks and minimise greenhouse emissions. • Emerging new issues such as new mobility options including e-powered personal devices and the emergence of autonomous technology to enable cars, buses, parcel/food/goods delivery (gross or personal level) to become incorporated into current systems (and consider the competing needs during transition from existing to future). • Recognise that some infrastructure networks external to SCUC are critical to support current and proposed SCUC infrastructure (transport, power, water, sewerage).	• Develop an improved understanding of emerging developments to provide more certainty regarding development land releases and appropriate land use zoning. • Leverage post Covid-19 regional development momentum. • Review existing planning policy measures to ensure that innovative infrastructure designs can be met and delivered in the corridor (e.g. potential for vertical schools). • Respond to climate change impacts with appropriate land use changes and resilient infrastructure provision. • Protect and enhance the environmental network (including coastal reserves).

Themes	Challenges	Opportunities
Land availability	• Competition for land — particularly for social infrastructure services such as housing, education, health and emergency services, land for traditional services such as utilities, and an increased need for land for street trees and green spaces required to mitigate climate change, and open space for active and passive recreation that is fit for purpose. • Planning infrastructure before land uses change to enable better sequencing and understand planning and delivery timeframes.	• Encourage agencies to co-locate compatible infrastructure and collaborate on joint agency land use. • Develop a better methodology for joint and multi-agency land acquisition outcomes employing existing and new tools and levers. • Collaborate with other infrastructure providers to deliver infrastructure where land is particularly constrained. • Support and actively facilitate land transfers between entities to benefit outcomes such as joint acquisition/cost sharing opportunities or surplus land/site utilisation. • Improve the utilisation of existing infrastructure to reduce the need to purchase additional land. • Identify underutilised land and potential locations for proposed future infrastructure through improved collaboration. • Improve identification and allocation of scarce landholdings which can be reserved for future and co-located infrastructure.
Funding and procurement	• Funding availability and certainty to deliver collaborative projects. • Funding infrastructure in a fiscally challenged environment where external pressure such as climate change or other capital limitations may impact on servicing priorities. • Lack of forward planning may lead to having to pay for higher land costs, or not being able to progress if land is rezoned prior to infrastructure needs being identified. • Funding certainty based on annual budget cycles or at most 2-3 year forward confirmation is inadequate. This makes the delivery of complex or multi-stage projects (which usually have other interdependencies) difficult and limits opportunities to explore value for money outcomes through procurement and delivery mechanisms. • Changing standards and guidelines are putting pressure on the expected space requirements, finishes, clearances and required levels of service in terms of performance or related to volumes of use, particularly related to retrofitting into an established urban corridor. Requiring more and more space which translates to higher costs and potentially additional cost in land resumption and social/ community disruption.	• Identify a framework to help inform funding, improve timing of planning and budget cycles, and support cross agency collaboration. Note that some agencies, such as Transport and Main Roads, already have frameworks in place. • Focus on delivering infrastructure with long-term community benefits. • Collaborate efforts in project procurement by defining where delivery programs could be combining resources to drive cost efficient projects.

Themes	Challenges	Opportunities
Collaboration and communication	• Shared understanding of policies, planning processes and approaches to help align programs across agencies and local government. • Shared understanding of the growth impacts for different infrastructure sectors and the interdependencies between them. • Sharing accurate data including metrics for future planning, population projections, timing, sequencing and staging of multi-agency assets, and the location of existing government landholdings. • Understanding the common metrics needed to plan for infrastructure across classes given the scale of the corridor. • Uncertainty of planning metrics applied by agencies and the need for a common set of data which can be uniformly applied across infrastructure classes. • Keeping the community updated and informed about the approach of all stakeholders to tackle growth.	• Improved collaboration by aligning planning horizons, data, timing and/or sequencing of infrastructure delivery and the implications of growth planning. • Identify opportunities to make new cross-agency connections and networking with different infrastructure providers through regular planning forums and other existing governance arrangements and forums. • Continue to share information with other infrastructure providers and Council. • Develop an infrastructure plan that identifies shared opportunities to deliver and recognise any quick wins. • Improve collaborative planning for infrastructure outside the study area that services residents and visitors within the SCUC.

Corridor potential

BEYOND CURRENT INFRASTRUCTURE AND PROJECTS PLANNED OR UNDER CONSTRUCTION, INFRASTRUCTURE PROVIDERS HAVE THE OPPORTUNITY TO USE THE ICP TO INFORM COORDINATED INFRASTRUCTURE PLANNING AND DELIVERY IMPROVEMENTS THAT SUPPORT THE GROWTH TASK TO 2041 AND GUIDE HOW THE PERIOD BEYOND WILL UTILISE THE CAPACITY OF DELIVERED INFRASTRUCTURE.

The corridor's potential is supported by infrastructure providers identifying significant catalysing projects which are at varying stages of the project lifecycle. Noteworthy projects include:

- rapid public transport opportunities connecting Maroochydore to Caloundra being explored by Council and Department of Transport and Main Roads underpinned by the Draft Southern Sunshine Coast Public Transport Strategy
- planning for the development of a new CBD at Maroochydore
- upgrading of the Mooloolah River Interchange as the key coastal road network improvement for north-south and east-west movements which also incorporates active transport outcomes
- projects that will become legacy infrastructure resulting from the Brisbane 2032 Olympic and Paralympic Games
- recognition of the large employment cluster at Birtinya, anchored by the Birtinya Town Centre and Sunshine Coast University Hospital and future expansion plans
- planning and land preservation for the Beerwah to Maroochydore Rail Extension (B2M) future transport connection through to Maroochydore
- Kawana Motorway planning.

THE CURRENT AND FUTURE CONTEXT WITH PROSPECTS FOR CO-LOCATION, COLLABORATION AND FUTURE INFRASTRUCTURE HAVE BEEN CONSIDERED ACROSS THE FIVE SCUC AREAS.

Maroochydore

Maroochydore — has the highest employment projection by 2041. It currently accounts for 28% of the corridor's total registered businesses and represents the largest area of land zoned for commercial use.

Current and planned infrastructure for this precinct includes the Maroochydore CBD expansion, International Broadband Network, Brisbane 2032 Olympic Games Satellite Village and potential road and public transport connections.

Potential expansion of health services, schools, open space, active transport and expanded emergency services facilities would respond to the precinct's population and dwelling growth.

Mooloolaba and Alexandra Headland

Mooloolaba and Alexandra Headland — is adjacent to the beach and includes the Mooloolaba riverfront and canals. The precinct has a tourism focus and is supported by high-quality urban design and public space to support the high visitor numbers to this precinct.

Population growth in this precinct is lower than other parts of the corridor; however, business and employment growth is expected to increase. The precinct has a large cohort of people aged 15-64 and one of the lowest representations of children under 14 years.

Flanked by Maroochydore, the precinct is likely to benefit from Olympic village infrastructure and future transport connections and is also likely to benefit from upgrades to support Brisbane 2032 Olympic and Paralympic events to be held in this planning area. The proximity of the foreshore and canal estate development introduces the opportunity to consolidate open space and active transport links.

Birtinya

Birtinya — has one of the highest population forecasts in the corridor and is identified as a major activity centre with major employment attractors being the Sunshine Coast University Hospital, Birtinya Town Centre, and commercial and retail strip and the knowledge and technology precinct.

Birtinya has the second highest number of registered businesses located in the precinct and a higher percentage of children under 14 years, meaning the opportunity of work and educational prospects would be greater with future population growth.

Located at the narrowest section of the corridor, Birtinya will benefit from stadium upgrades as part of the Brisbane 2032 Olympic and Paralympic Games, potential road and public transport connections and planned hospital expansions.

Wurtulla

Wurtulla and Currimundi — has a high residential population surrounded by high value landscape areas and natural assets. The precinct has one of the highest dwelling uptakes in the corridor.

Existing assets, including a recreational camp site, schools and green space, suggest the precinct is more attuned to residential lifestyle rather than business or tourism growth. The precinct has the highest percentage of children under 14 and the highest average household size, indicating the precinct is home to families requiring good access to education and local services.

In the future, the precinct will benefit from potential road and public transport connections. The large green spaces and community camping facilities provide future opportunities for expanding education access to these facilities and the potential co-location of larger services infrastructure supporting development in adjacent precincts.

Caloundra

Caloundra — has the highest population of people aged over 65 and is set to grow in popularity for lifestyle, retail and activity centres. The precinct has a high tourism and cultural focus surrounded by reserved green corridors and direct access to coastal beaches.

Within the precinct, the central activity zone is the key attractor for retail, health and educational services. Potential road and public transport connections will support the transport requirements for the forecast population.

Future opportunities for Caloundra could focus on providing additional community, health and emergency services facilities. Land availability could be a challenge to accommodate growth for higher-density residential living.

The linear nature of the SCUC in the context of the anticipated growth will mean that land is precious and co-location opportunities will be significant in terms of making good use of land, improving community access to services, and opportunities for collaboration across networks and service providers. This opportunity is demonstrated in the Social Infrastructure Compatibility Matrix.

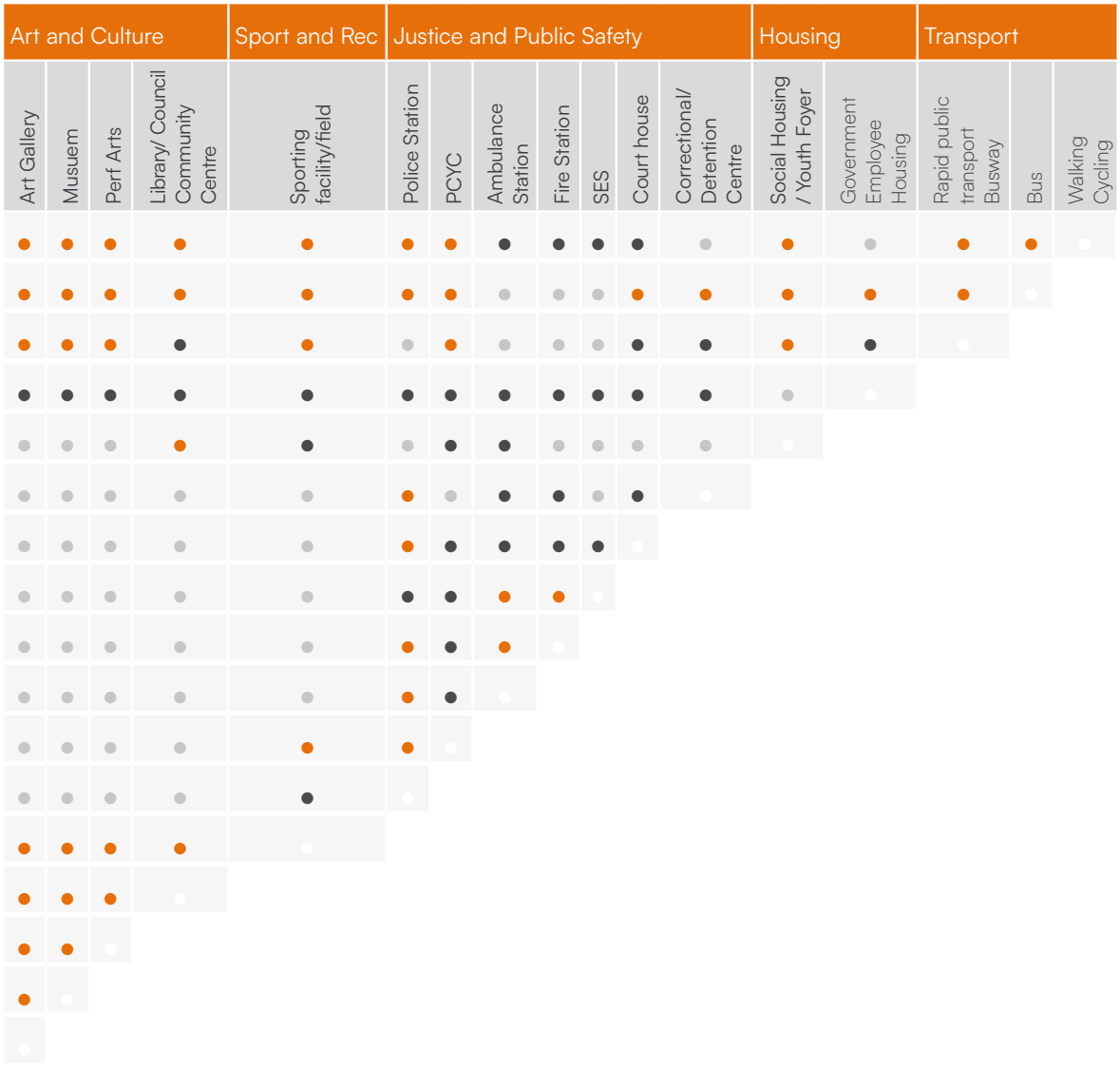
Social Infrastructure Compatibility Matrix

A guide to complementary or compatible social infrastructure that may assist agency strategic planning, noting that a place-based approach should be applied to respond and best support the needs of a particular community. There maybe significant differences between urban/SEQ locations and regional/remote areas. This guide may help identify multipurpose design, sharing, co-location or precinct opportunities, while considering existing infrastructure and other solutions.

		Communities	Health			Education and Training					
		N'hood and Community Centre	Hospital/ M'purpose Health Service	Community/ Primary Health Centre	Child/ Maternal Health	Primary School	High School	Special School	ECEC	Environment Education Centre	TAFE/ University
Transport	Walking/cycling	●	●	●	●	●	●	●	●	●	●
	Bus	●	●	●	●	●	●	●	●	●	●
	Rapid public transport	●	●	●	●	●	●	●	●	○	●
Housing	Government Employee Housing	●	●	●	●	●	●	●	●	●	●
	Social Housing/Youth Foyer	●	●	●	●	●	●	●	●	●	●
Justice and Public Safety	Correctional/ Detention Centre	○	○	○	○	○	○	○	○	○	○
	Courthouse	○	○	○	○	○	○	○	○	○	○
	SES	○	●	●	○	○	○	○	○	○	○
	Fire Station	○	○	○	○	○	○	○	○	○	○
	Ambulance Station	○	●	●	●	○	○	○	○	○	○
	PCYC	●	●	●	●	●	●	●	●	●	●
	Police Station	●	●	●	○	●	●	○	●	●	●
Sport	Sporting facility/ field	●	●	●	●	●	●	●	●	●	●
Art and Culture	Library/ Council Community Centre	●	●	●	●	●	●	●	●	●	●
	Perf Arts	●	●	●	●	●	●	●	●	●	●
	Musuem	●	●	●	●	●	●	●	●	●	●
	Art Gallery	●	●	●	●	●	●	●	●	●	●
Education and Training	TAFE/ University	●	●	●	●	●	●	●	●	●	○
	Environmental Education Centre	●	○	○	○	●	●	●	●	○	
	ECEC	●	●	●	●	●	●	●	○		
	Special School	●	○	●	●	●	●	○			
	High School	●	●	●	●	●	○				
	Primary School	●	●	●	●	○					
Health	Child/ Maternal Health	●	●	●	○						
	Community/ Primary Health Centre	●	○	○							
	Hospital/ Multipurpose Health	●	○								
Communities	N'hood and Community Centre	○									

While subjective, the compatibility criteria considered:

- likely benefits to the service provider and/or users
- likelihood to share space/facilities and operational costs
- ability to manage potential impacts of colocating with other facilities



Compatibility Index: rates the compatibility of locating facilities together

● High	• provides significant benefits to both the service provider and community/user due to complimentary operational and service efficiencies e.g. school/child care/sporting fields; university/TAFE/hospital; musuem/art gallery • high potential exists to share space and operational costs or integrate services
● Medium	• provides moderate benefits to service provider and community/user through convenience or service efficiencies e.g. community health centre/police station • potential exists to share space and operational costs e.g. courthouse/health services
● Low	• provides limited or no benefits to service provider or user through convenience or service efficiencies • unlikley/no potential exists to share space and operational costs
○ N/A	

Infrastructure pipeline

THE SCUC AND SURROUNDING SUBURBS ALREADY HAVE AN EXTENSIVE LIST OF INFRASTRUCTURE PROJECTS BEING PLANNED AND DELIVERED.

Projects in this list have been sourced from the Queensland Government Infrastructure Pipeline, Local Government Infrastructure Plan, previous State Infrastructure Plan and infrastructure providers' planning documents as well as discussions with key stakeholders. This list of planned infrastructure only includes projects with a project value over $10 million, both within the SCUC and surrounding suburbs, and are referenced in the table and map below.

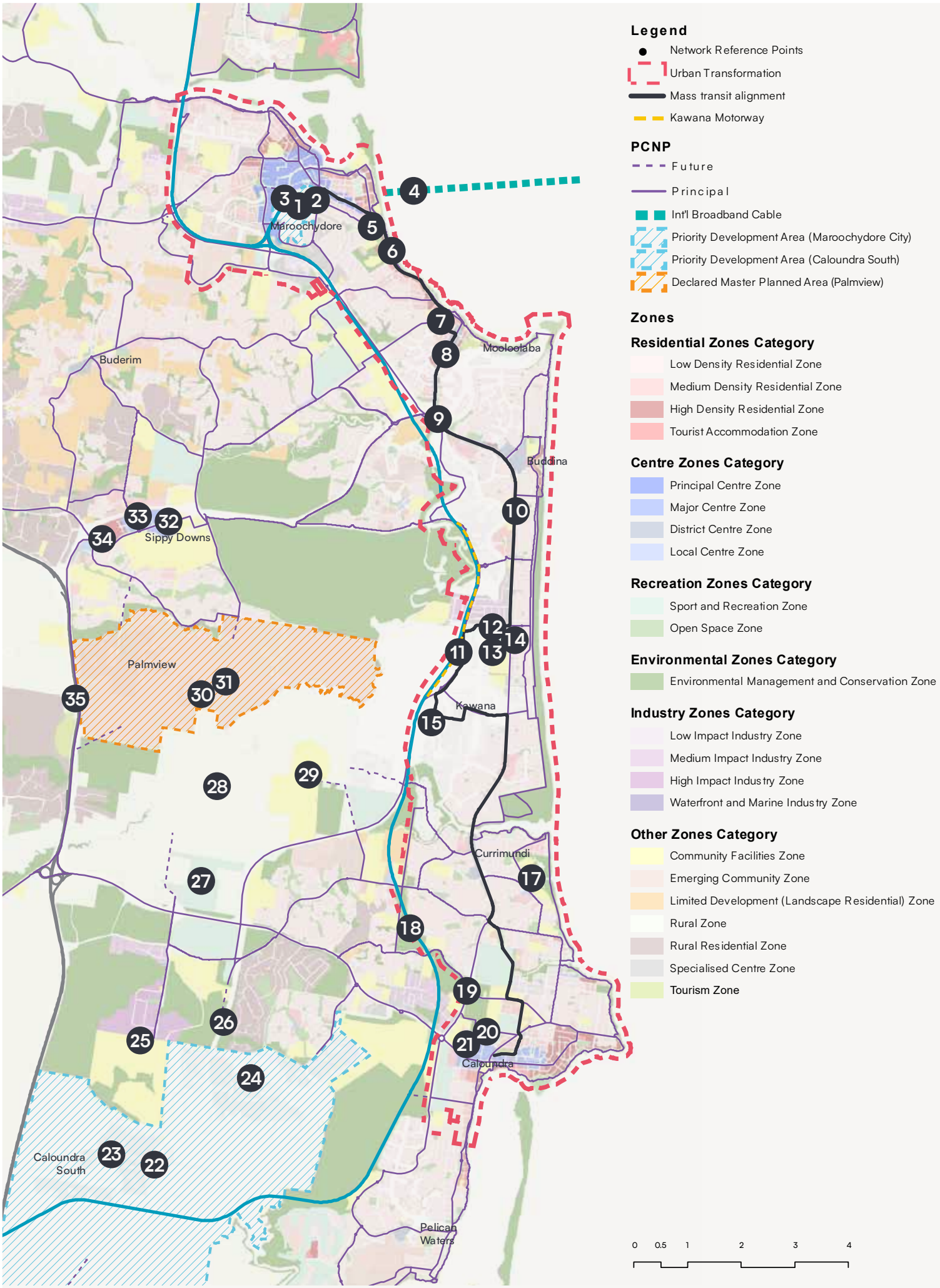
Infrastructure projects

Ref	Network	Project	In Urban Corridor
1	Urban Development	Maroochydore CBD	✓
2	Transport	Maud Street Upgrade to 4 lanes	✓
3	Sport and Recreation	Sunshine Coast Satellite Village	✓
4	Energy	International Broadband Submarine Cable	✓
5	Transport	Principal Cycle Network	✓
6	Sport and Recreation	Alexandra Headland — Cycling (road), athletics (marathon, race walks), sailing (kite boarding)	✓
7	Transport	Brisbane Road — Walan Street Stage 3	✓
8	Transport	Brisbane Road — Walan Street Stage 1 and 2	✓
9	Transport	Sunshine Motorway, Mooloolah River Interchange Upgrade	✓
10	Transport	Sunshine Coast Public Transport, business case	✓
11	Transport	Kawana Motorway	✓
12	Sport and Recreation	Sunshine Coast Stadium	✓
13	Sport and Recreation	SC Stadium (Existing with permanent works) — football (preliminaries)	✓
14	Sport and Recreation	SC Indoor Sports Centre (Planned) — basketball (preliminaries)	✓
15	Health	Sunshine Coast University Hospital ICT Project	✓
15	Health	Sunshine Coast University Hospital Expansion	✓
15	Health	Sunshine Coast University Hospital Patient Access and Coordination Hub	✓
17	Sport and Recreation	Sunshine Coast Recreation Centre*	✓
18	Transport	Beerwah to Maroochydore Rail Extension (B2M)	✓
19	Transport	Nicklin Way Upgrades - ramps and access	✓
20	Transport	Nicklin Way, Third Avenue extension, new extension	✓
21	Fire + Emergency Services	Caloundra Queensland Fire and Emergency Services Station	✓

Note: There is no Project 16 in the list.

Infrastructure projects

Ref	Network	Project	In Urban Corridor
22	Police	Caloundra South new police facility	
23	Education	Nirimba State Primary School (completed)	
24	Education	Baringa Secondary College — Stage 2	
25	Urban Development	Sunshine Coast Industrial Park Stage 2	
26	Transport	Bells Creek Arterial Road, Caloundra Road to Bells Creek interchange (currently being constructed)	
27	Sport and Recreation	Honey Farm Sport and Recreation Precinct	
28	Park + Open Space	Lower Mooloolah Greenspace (ecological, sport, recreation and flood management.)	
29	Water	Meridan Plains Ring Tank — Future Water Treatment Plant	
30	Education	Palmview State High School	
31	Education	Palmview State Special School — Stage 2 and Palmview State Primary School — Stage 2	
32	Fire + Emergency Services	Sippy Downs (West) Queensland Fire and Emergency Services Station	
33	Transport	Power Road New Overpass - Stage 2	
34	Transport	Sippy Downs Drive Upgrade to four lanes	
35	Transport	Bruce Highway Upgrades	



Infrastructure projects

Coordinated actions

THE ICP PROVIDES A PLATFORM FOR INFRASTRUCTURE PROVIDERS, COUNCIL AND THE STATE GOVERNMENT TO IDENTIFY AND COORDINATE ACTIONS IN RELATION TO THE PLANNING OF INFRASTRUCTURE NECESSARY TO SHAPE THE GROWTH OF THE SCUC IN A WAY THAT ENSURES LIVEABILITY IS MAINTAINED, THE ECONOMY IS SUPPORTED, AND URBAN RENEWAL IS FACILITATED.

The ICP process provided an opportunity for an energetic exchange of ideas, opportunities and challenges within the corridor. Discussions on infrastructure interdependencies and a shared understanding of the scale of growth in the corridor presented several actions that could be progressed to realise the objectives of the ICP.

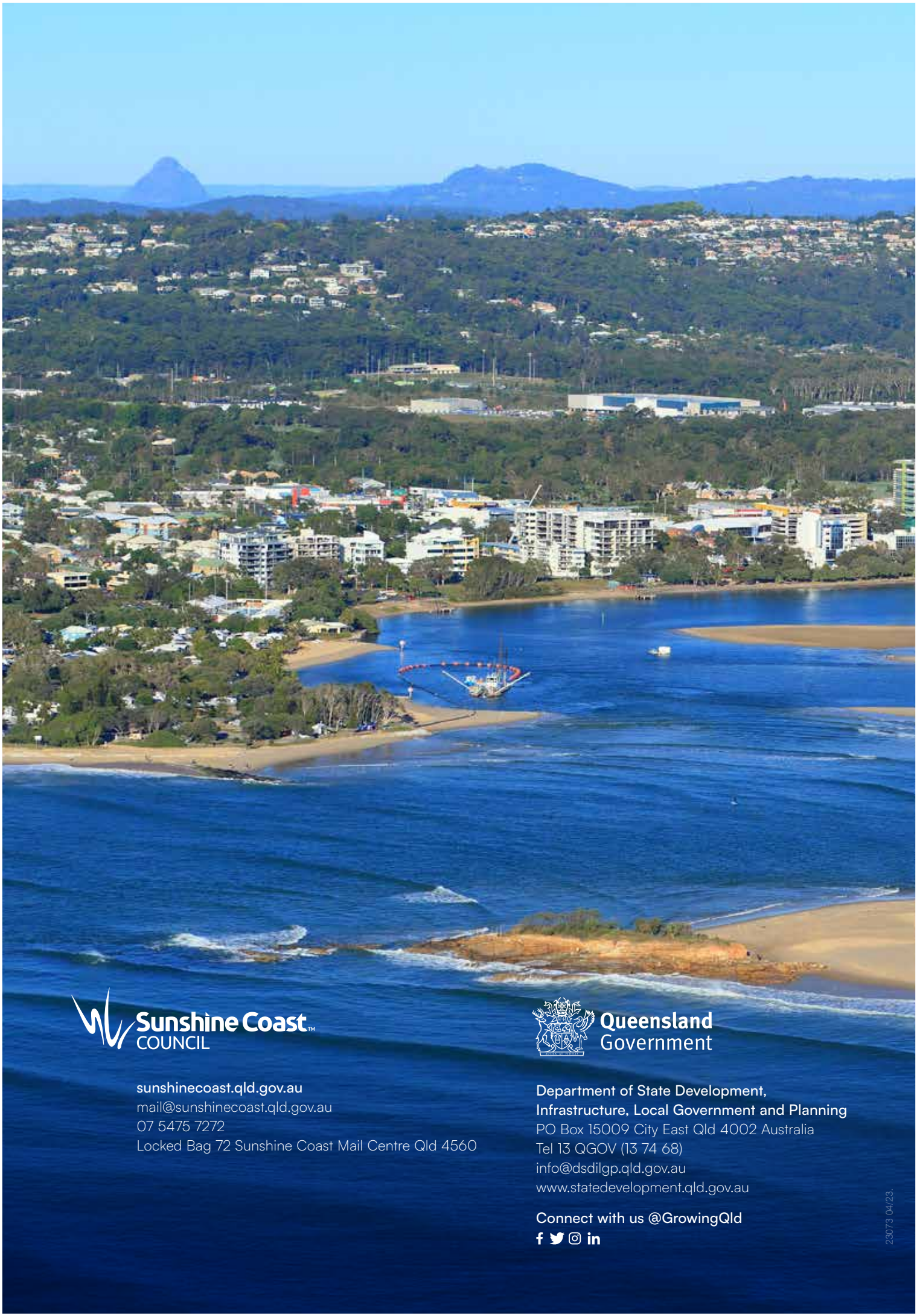
While there are a lot of actions specific to the infrastructure itself, the key outcome from the ICP process is that information sharing is an important mechanism to deliver a more coordinated approach to timely infrastructure planning and delivery across similar infrastructure providers.

Another key outcome is the scarcity of available land of a size required for some of the facilities and the necessity for joint acquisition and sharing of land where feasible.

Moving forward, infrastructure providers, Council and state government infrastructure agencies will be able to progress planning from a common baseline and identify infrastructure requirements. This aims to deliver economies of scale through shared project outcomes and identify priority projects to support state and local economic activity.

Infrastructure projects

Action		Timeline	Responsibility
1	Share information Bring all infrastructure providers together to establish a common understanding and strengthen collaboration to maintain established relationships.	Completed	Department of State Development, Infrastructure, Local Government and Planning
2	Planning coordination Each infrastructure provider to take responsibility for identifying project coordination opportunities including co-locating infrastructure with other providers and developing joint funding bids for integrated infrastructure.	Ongoing	All agencies
3	Annual coordination forum Organise an annual coordination forum between state agencies and Sunshine Coast Council to continue to look forward and respond to needs of the region.	Annually	Council
4	Regular regional forum Identify an appropriate forum to progress opportunities identified in the ICP to support the changing needs of the region.	Ongoing	Department of State Development, Infrastructure, Local Government and Planning
5	Coordinated land use and infrastructure planning Continue to work together to identify additional infrastructure required and address transport network issues as part of the Sunshine Coast Council Planning Scheme preparation.	Ongoing	All agencies
6	Coordinated planning for Brisbane 2032 Continue to work across agencies to coordinate the planning of supporting infrastructure for Brisbane 2032.	2032	Department of State Development, Infrastructure, Local Government and Planning



Sunshine Coast COUNCIL

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