Background information for the Transport Network Noosa Shire LGIP 2018

© Noosa Council 2018

www.noosa.qld.gov.au

General Enquiries:
By telephone: (07) 5329 6500
By email: mail@noosa.qld.gov.au
Fax: (07) 5329 6501
Street Address: 9 Pelican Street, TEWANTIN
Postal address: PO Box 141, TEWANTIN QLD 4565

Endorsed by Noosa Council [date to be inserted] or insert document date

Table of Contents

1. Introduction 2

2. Definition of Trunk Infrastructure 2

3. Catchments 3

3.1 Transport planning catchment 3

3.2 Service catchments 4

4. Demand assumptions and conversions 5

4.1 Population change 5

4.2 Demand generation rates 5

4.3 Transport demand (average vehicle trips / day 5

4.4 Noosa Traffic Study 7

5. Desired Standards of Service 1

6. Network planning and modelling 1

6.1 Trunk Road Network 1

6.2 Trunk Pathway Network 1

6.3 Bus stop network 1

7. Network costing and valuation methodology 2

7.1 Existing trunk infrastructure 2

7.2 Future trunk infrastructure 2

7.2.1 Roadways and Intersection 2

7.2.2 Pathways 2

7.2.3 Bus Stops 3

8. Schedule of works 4

9. Source and supporting documents 15

10. Appendices 15

10.1 Appendix A – Cost Estimates 15

10.2 Appendix B – Transport demand calculation ..... **Error! Bookmark not defined.**

1. Introduction

This report provides background information on the Transport trunk infrastructure network to support the preparation of the Noosa Shire Local Government Infrastructure Plan under the *Planning Act 2016.* This report provides details in relation to the:

- Definition of trunk infrastructure
- Catchments
- Demand assumptions
- Desired standards of service
- Network planning methodology
- Network costings and valuation methodology
- Schedule of works
- References to supporting information

This report does not include projects that may be developed and implemented from the 'Noosa Transport Strategy 2017 – 2027'.

2. Definition of Trunk Infrastructure

The trunk infrastructure network for transport is defined in Table 2.1 and includes:

- Roads;
- Pathways; and
- Bus stops

The transport trunk infrastructure network is generally aligned with (or adjacent to) trunk roads or provide main through linkage connections and / or to specific high use destinations and facilities.

Table 2.1 Definition of transport trunk infrastructure

System	Items included
Roads	**Arterial Roads** - Roads that serve mainly through traffic and link towns and major traffic foci. Access is limited with no parking. **Distributor Roads** - Roads that connect neighbourhoods, villages and key destinations and link to higher order roads. Distributor roads are the highest order road to have direct property access. **Collector Roads** - Roads that funnel traffic from local and access streets into higher order roads. Collector roads also provide access to the lots fronting them
Pathways	A pathway that carries pedestrians, cyclists and other accepted wheeled modes of transports (wheel chairs, disabled mobility scooters, skateboards and the like) that align to the trunk road network or provide a link to key destinations.
Public Transport (Bus Stops)	A bus stop generally located on or adjacent to the trunk road corridor.

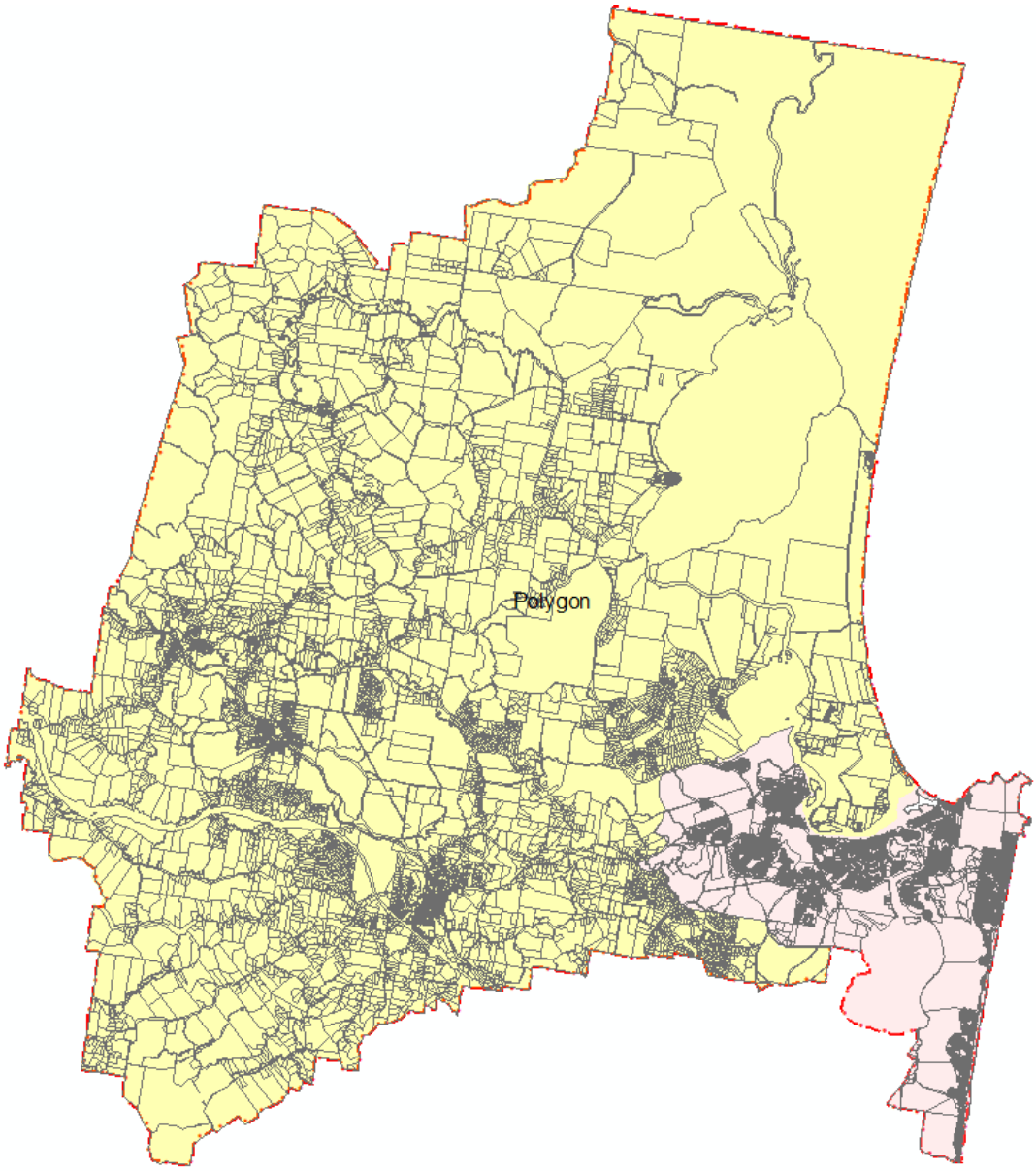
3. Catchments

3.1 Transport planning catchment

For the purpose of transport planning two catchments exist within Noosa Shire that align with the QLD Statistical Areas SA2 boundaries:

- Coastal urban area - SA2 catchment comprising the heavily populated coastal area below the Noosa escarpment comprising the towns, suburbs and villages of Tewantin, Noosaville, Noosa Heads, Sunshine Beach, Sunrise Beach, Marcus Beach and Peregian Beach; and

- Hinterland Rural area - Noosa Hinterland Catchment SA2 comprising the more sparsely populated rural hinterland areas comprising the towns and villages of Cooroy, Pomona, Cooran, Kin Kin, Boreen Point and Cooroibah.

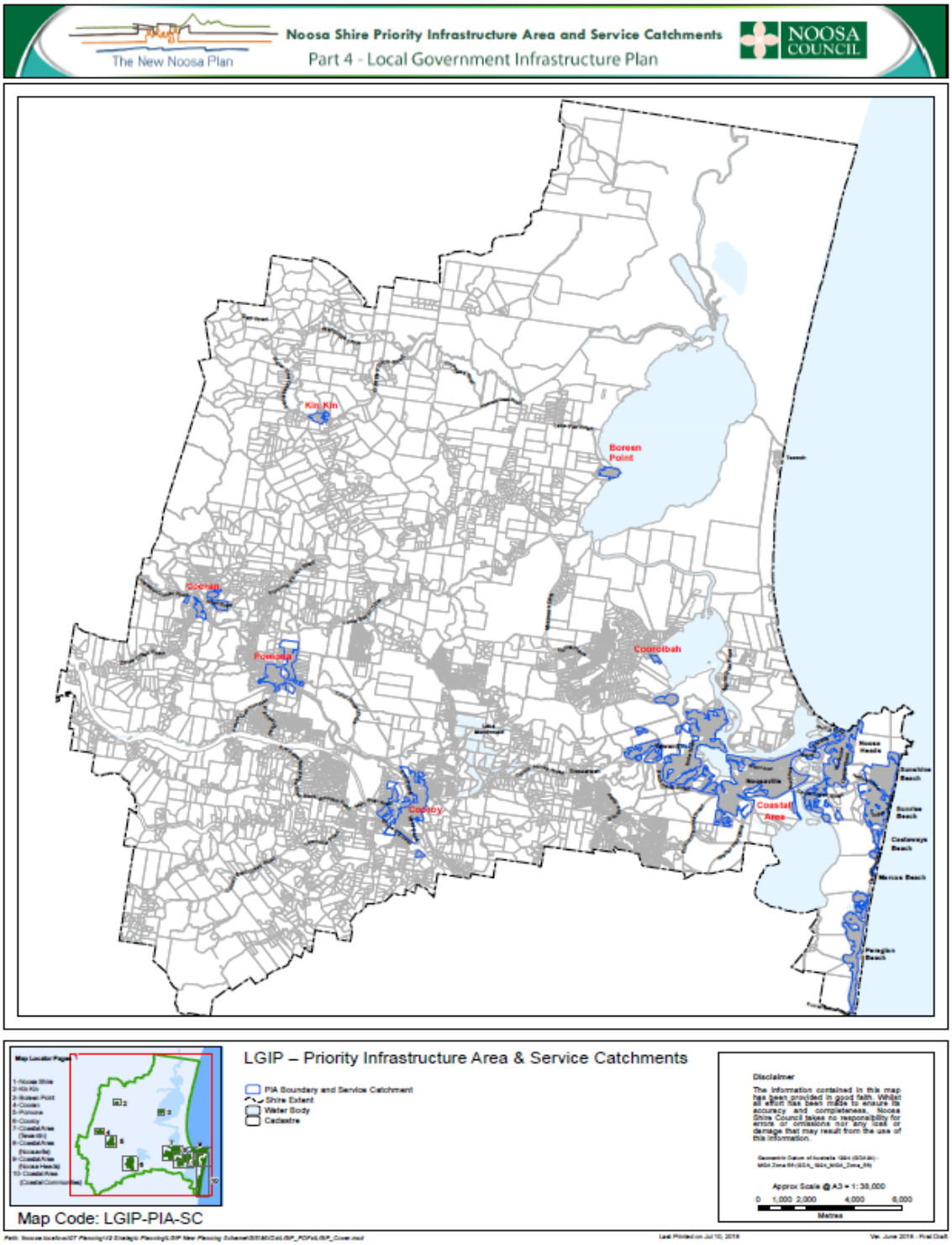


Coastal and Urban District
Hinterland and Rural District

3.2 Service catchments

Notwithstanding the above, for the purpose of the LGIP, the service catchments are limited to the priority infrastructure area (PIA) boundaries and is divided into 7 catchments:

- Boreen Point
- Cooroibah
- Cooroy
- Pomona
- Kin Kin
- Cooran
- Coastal Area (Tewantin, Noosaville, Noosa Heads, Sunshine Beach to Peregian Beach)



4. Demand assumptions and conversions

4.1 Population change

The population and development assumptions used to undertake catchment planning for the transport network are based on the figures from the DMATT model 2018. The population assumptions are derived from existing development as at 2016 and future residential and non-residential development capable under the New Noosa Plan to 2031 and ultimate.

Table 4.1 identifies population change over the next 15 years for the Noosa Shire and each Catchment.

Table 4.1 Population change N

Area	Population 2016	Population 2021	Population 2026	Population 2031	Population Ultimate
Inside PIA (total)	43,928	46,140	49,000	51,012	62,073
Outside PIA (total)	14,562	14,874	15,180	15,348	18,954
Noosa Shire (total)	58,491	61,014	64,180	66,360	81,026

4.2 Demand generation rates

The average vehicle trips per day (VPD) for residential and non-residential development types are outlined in Table 4.2 below.

Table 4.2 Demand generation rates

LGIP development category	LGIP development type	Unit of demand	Adopted average trips/unit of demand
Residential development	Detached dwelling	Dwelling	6.5
	Attached dwelling	Dwelling	4
Non-residential development	Retail	100m2 GFA	60
	Commercial	100m2 GFA	24
	Community purpose	100m2 GFA	30
	Industry	100m2 GFA	5
	Other	N/A	N/A

4.3 Transport demand (average vehicle trips / day

The demand generation rates from Table 4.2 are multiplied by the service catchment demand (resident dwellings and non-residential m2 gfa) from the Planning Assumptions report.

The total transport demand is summarised in Table 4.3.

Table 4.3 Total Transport Demand (average vehicle trips / day)

Service Catchment	2016	2021	2026	2031	Ultimate
Boreen Point	2,591	2,616	2,740	3,159	6,418
Cooroibah	741	741	754	754	761
Cooroy	39,674	42,875	43,898	47,472	59,492
Pomona	13,504	14,366	15,820	16,504	20,581
Kin Kin	2,068	2,074	2,113	2,126	4,144
Cooran	3,883	3,896	4,006	6,042	7,099
Coastal Area	321,765	331,603	352,961	369,091	426,000
Outside PIA - Rural Hinterland	59,718	63,536	64,707	65,431	78,247
TOTAL	**443,944**	**461,708**	**486,999**	**510,580**	**602,742**

4.4 Noosa Traffic Study

The Noosa Traffic Study – January 2016 used QLD State Government supplied population projections current at the time for Noosa Shire to 2036. The study identified and modelled 2 transport planning catchments being the Coastal Urban Catchment and the Noosa Hinterland.

The figures used are outlined below in Table 4.4.

Table 4.4 Population Projections

Service Catchment	2016	2021	2026	2031	2036
Coastal Urban Catchment SA2 Total	34814	35946	37232	38429	39603
Tewantin	4348	4721	5101	5491	5871
Noosaville	9003	9257	9518	9771	10077
Noosa Heads	4141	4286	4457	4457	4485
Sunshine Beach	6767	6914	7295	7295	7475
Peregian Beach	10526	10767	11416	11416	11696
Noosa Hinterland Catchment SA2	19004	20204	21649	22496	23156
Total	53818	56150	58881	60925	62759

The Noosa Traffic Study made the following conclusions regarding population growth:

- population growth is relatively even across all the broader areas of Noosa Shire;
- population growth is to occur at a relatively consistent rate as time progresses;
- annual population growth from 2016 to 2036 is 0.77%.

Noosa Traffic Study assumed an annual growth rate of 0.8% from 2015 to 2036 to determine future traffic growth. This equates to a factor of 1.18 to increase 2015 traffic volumes to 2036 traffic volumes.

Assumptions in determining this growth rate were:

- growth in traffic may actually be slightly less than the rate of population growth because car ownership rates have stabilised and average age projections for the Noosa population will increase to 2036;
- Peregian Springs will not impose significant additional growth in Noosa since demand orientates mostly southward;
- seasonal variations for holiday periods are included in the broad growth rate; and
- commercial growth will align with population growth unless an existing centre changes size or form sufficiently to attract areas beyond the study area.

5. Desired Standards of Service

The Desired Standards of Service for the Transport trunk infrastructure network is outlined in Table 5.1 and 5.2 and are derived from Noosa Council's Infrastructure Services Department desired standards.

Table 5.1 Transport infrastructure network desired standards of service

Road Hierarchy and Desired Level of Service (DSS)										
	Arterial		**Distributor**				**Collector**			
Criterion	4 Lane	2 Lane	Urban			Rural	Urban		Rural	
	With median	Urban or Rural	Major	Minor	Main Street		Residential	Industrial	Sealed	Gravel
Traffic (vpd)	>20K	<20K	10K to 20K	5Kto 15K	5Kto 15K	5Kto 15K	1K to 5K	1K to 5K	1K to 5K	<500
Posted Speed (km/h)	80/100		60 or 70	60	40 or 50	80	60	60	80	Warning
Lane width(m)	4x3.5	2x3.5	2x3.5	2x3.5	2 or 4x3.3^	2x3.0	2x3.0	2x3.5	2x3.0	5.5
Bike Lanes (Y/N) (m)	Y 2.0		Y 2.0	Y 1.5	Share or Y*	N	N	N	N	N
OnStreet Parking (Y/N)	no		Y - sometimes offset			no	Y	Y	no	no
Shoulder width (m)	Dual Bike		Dual use Park and Bike			1.5	Dual use Park and Bike		1 Sealed	no
Carriageway width (m)	Varies 11min. k2k		11 min. k2k	10 min. k2k	varies	9 Form.	11 min.k2k	13k2k	8 min.form	5.5 form
Pathway (m)	3 in urban		3des, 2min	2 desired	full width	no	2 desired, 1.2 min. %		no	
Pathway sides	one		both	one	Where dev.	no	both	both	n/a	
Median landscpd (m)	Y 3 min.	n/a	Sometimes for aesthetics		2 min.^	no	varies for aesthetics		n/a	
Reservation width (m)	Reserve width = lanes + median + paths + verges					20min.	20min.			
Lighting Standard	V4		V3	V3	V3, P4	int'sect V4	V3	int'sect V3	int'sect V3	n/a
Traffic Loading (EsA's)	5×10^6		1×10^6			1×10^6	5×10^5	1×10^6	1×10^6	n/a
Limited Access (Y/N)	Y		N			At times	N	N	N	N
Noise Attenuation	Subject to noise levels			No			No			

^ Lane configuration and median type depend on the streetscape

% Pathway widths are demand driven
* Provision of separate bike lanes depends on traffic situation and commercial acceptance

Table 5.2 Additional Roadway Quantitative standards

Additional Roadway Quantitative standards		
Item	**Type**	**Desired Standard**
Road intersections and Roundabouts	Un-signalised 'T' intersection and single lane roundabouts	• Degree of saturation – 0.85 • Intersection Flows 4Kvpd minor &16Kvpd major in urban areas and 250vpd minor & 1Kvpd non-urban areas.
	4 lane Roundabout	• Degree of Saturation – 0.85 • Intersection Flows 16Kvpd minor & 35Kvpd major
	Austroads DSS [1] In urban areas	• C to D – good conditions outside peak holiday periods with only short delays at major intersections, and • D to E – moderate congestion during peak holiday periods with congestion sever enough to discourage private vehicle usage thus increasing use of public transport or other modes.
	Austroads DSS [1] In non-urban areas	• B to C – good conditions in all periods with only short delays at major intersections.
[1] Level of service as defined in Austroads 2009 Guide to Traffic Management Part 3 Traffic Studies and Analysis		
Roadway Qualitative standards		
Item	**Network**	**Objective**
Road Network Characteristics to reflect the Shire's Character & Lifestyle	All	• Achieve a free flowing traffic environment free of significant delays thus reducing stress for drivers. • Encourage use of other modes of transport shifting reliance from private motor vehicle usage. • Prefer roundabouts rather than signalised intersections. • Prefer a two lane roadway network. • Use trees and vegetation to shade road corridors and reduce environmental speeds. • Prohibit advertising signage in the road reserve so as not to distract drivers. • Innovate in all road design using the "Noosa Design Principles" for inspiration.
Pathways and Bikeways Qualitative Standards		
Pathways and Bikeways	All	• Encourage usage of pathways and bikeways by providing convenient links to public transport infrastructure, and within and between, residential, commercial and industrial nodes.

Additional Roadway Quantitative standards		
Item	**Type**	**Desired Standard**
		• Pathways and bikeways be a viable integrated component of the people movement network. • Pathways and Bikeways to have appropriate materials and treatments to surfaces to ensure comfort and safety for users.
Safety	All	• Design for Universal usage in all components within the road reserve.
Public Transport Infrastructure Quantitative & Qualitative Standards		
Bus stops	All	• Meet the requirements of the Public Transport Infrastructure Manual (2015) Translink Qld. • Located for convenient access. • Designed to fit the Noosa style.
	Type of Facility	• Transit Type A – Servicing locations with high use and high bus frequency – off road bus bays, lay over bays for bus fleet, driver amenities, integrated with parking and public facilities, high capacity sheltered seating, multiple non slip boarding points. • Transit Type B – Servicing locations with moderate to high use and bus frequency (at least half hourly frequency) – large capacity sheltered seating, multiple non slip boarding point • Transit Type C – Servicing moderate use and bus frequency (every half hour) - Non Slip boarding point , seat, shelter and J pole • Transit Type D – Servicing low passenger and bus frequency (less than half hour) – non slip boarding point, J pole

6. Network planning and modelling

Council's GIS mapping system outlines the existing network of trunk transport infrastructure for arterial, distributor and collector roadways, pathways and bus stops.

The mapping clearly differentiates trunk from the non-trunk networks.

6.1 Trunk Road Network

Population growth in Noosa Shire over the next 20 years has guided the methodology used to identify future trunk road network requirements.

Noosa Traffic Study to 2036 – (Holland Traffic Consulting 2016) Appendix B identified future upgrades to the road network using SIDRA to analyse all critical intersections under 2015 peak hour conditions and compared them with the predicted 2036 peak hour conditions. Intersections found deficient were further analysed to determine upgrade works and the likely year they would be required.

An important input to the study was adherence to the strategic traffic management philosophy adopted in Noosa to maintain a free flowing road system based on a network preferring roundabouts at major junctions rather than traffic signals.

6.2 Trunk Pathway Network

The trunk pathway network is directly aligned to the trunk road hierarchy and in some cases links key destinations in Noosa Shire outside of the road network.

Each road hierarchy has an expected standard of service for its pathways in relation to pathway width and number of paths in the road corridor.

An audit of the existing pathway network was undertaken against the road hierarchy and desired standard of service to identify deficiencies in the network.

Missing links, path widening and other upgrades were identified to meet the desired standards of service and the projected increase in use. Cost Estimates have been undertaken and include estimates for the cost of the basic path works and costs for signage, minor landscaping, retaining and safety fencing.

6.3 Bus stop network

Improvements to bus stop infrastructure is an initiative to encourage a modal shift away from private car use towards more sustainable transport modes. Public transport aligns with walking, cycling electric vehicles and motor scooter/cycles as key drivers to assist with this modal shift.

New bus stops are identified where deficiencies occur in the existing bus transport network and are based on a walkable catchment of 500m

The provision of bus shelters and the bus shelter upgrade program also recognises the requirements of the Department of Transport to meet DDA requirements for all bus stops.

7. Network costing and valuation methodology

7.1 Existing trunk infrastructure

The existing asset valuation for roadways, pathway and bus stop infrastructure is valued at July 2016.

All existing roadways, pathways and bus stop infrastructure that meets the definition of trunk has been valued using the "total cost replacement value" method. These are based on the financial revaluation applied to Council's asset classes as required under Local Government Regulations 2012 and the Australian Accounting Standards. These rates have been developed by independent external valuers and validated by the Queensland Audit Office as part of the annual audit of Council's financial statements.

These values are contained within Council's asset register, which is re-valued every 3 years. The values have been adjusted to the July 2016 valuation date.

7.2 Future trunk infrastructure

Appendix A includes detailed cost estimate calculations with explanations below.

Note where there is a 10% cost associated with Design and Document it comprises 8% design and 2% documentation.

Where relevant, the cost estimate included in the SOW model is the sub-total which excludes the confidence allowance.

7.2.1 Roadways and Intersection

Estimates for future roadways and intersections use estimating rates developed through Noosa Council's Infrastructure Services Department. Some estimates are based on existing detailed designs and others, because they are well into the future, are based on preliminary designs, concept designs, and planning designs. To ensure that these estimates can adequately reflect todays cost of works as closely as possible, an 'estimate confidence contingency' applies as per the following states of design,

- Detailed design – 5%.
- Preliminary design -15%,
- Concept design – 20%,
- Planning design – 40%,

This contingency is not a cost escalation factor for work in future years. The funding model caters for escalation from 2016 to the predicted construction date.

7.2.2 Pathways

Estimates for future pathways use a rate per metre calculation developed through Noosa Council's Infrastructure Services Department. The rate per metre was calculated by examining the cost of a typical 100 metre pathway project and then bringing that cost back to a per metre rate. Each location for new pathways was then categorised as falling into one of 4 groups as follows,

1. Typical, namely a pathway built in an existing formed footpath with associated driveways alterations, new crossovers at road crossings, alteration to services, and restoration works. This typical pathway case was used for the base estimating rate per metre.
2. More difficult than typical, based on the topography being sidelong or complicated thus requiring retaining or more driveway alteration works.
3. Easier than typical, based on being clear of roadway infrastructure, open park situations or generally less work required.
4. Special estimate needed – boardwalk or wider concrete path, difficult terrain or special needs.

The judgement on which group a particular site falls into involved site inspections and evaluation by an experienced designer.

7.2.3 Bus Stops

Estimates for future bus stop works use estimating rates developed through Noosa Council's Infrastructure Services Department. There are 4 categories of Bus stop as follows.

- Minimum stop with pole and slab with tactile pad.
- Regular stop with pole, tactile pad and seat.
- Intermediate stop with pole, tactile pad, shelter and bin.
- Premium stop for high use areas involving pole, tactile pad, bin and double shelter.

A base estimate was prepared for each of the above described stop categories. These estimates were then increase for individual site specific characteristics namely,

- Kerb alterations to suit DDA requirements.
- Retaining walls.
- Indented stop and associated road widening.
- Additional pathways connections.

8. Schedule of works

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Base cost estimate	% Renewal
Roadways **(All costs from Infrastructure planning)**				
R-1	Cootharaba, Kinmond Creek Rd Sandy Creek & Eastern Branch Creek culvert and road capital reconstruction	2017/2018	$1,900,000	25
R-2	Tewantin, Ernest St / Hilton Tce. Upgrade T intersection to roundabout	2017/2020	$2,987,500	20
R-3	Tewantin, Poinciana Ave / Moorindil St Upgrade roundabout capacity	2017/2018	$285,246	60
R-4	Tewantin, Memorial Ave / Doonella St Upgrade roundabout capacity	2017-2018	$141,609	50
R-5	Noosaville, Gibson Rd / Eumundi Noosa Rd Upgrade roundabout capacity	2021-2026	$75,425	30
R-6	Tewantin, Butler St / Poinciana Ave Upgrade roundabout capacity	2020-2021	$534,808	10
R-7	Peregian Beach, Heron St / David Low Way Upgrade roundabout capacity	2021-2026	$184,440	10
R-8	Peregian Beach, David Low Way / Lowry St / Peregian Esplanade Upgrade 4 way intersection to roundabout	2021-2026	$625,957	10
R-9	Noosaville, Walter Hay Dr / Eenie Creek Rd Upgrade roundabout capacity	2021-2026	$173,523	10
R-10	Noosaville, Walter Hay Dr / Eumundi Noosa Rd Upgrade roundabout capacity	2021-2026	$25,000	10
R-11	Sunshine Beach, Ben Lexcen Dr / Eenie Creek Rd Upgrade signalised intersection	2021-2026	$1,850,622	10
R-12	Noosaville, Eumundi Noosa Rd / Eenie Creek Rd Upgrade roundabout capacity	2021-2026	$294,741	10
R-13	Noosaville, Reef St / Mary St Upgrade roundabout capacity	2021-2026	$370,281	10
R-14	Cootharaba, Wapunga Lane (Bridge) Upgrade one lane bridge to two lane bridge re Safety Issues	2026-2031	$864,660	35
R-15	Noosaville, Gympie Tce – Eumundi Rd/Gibson Rd Rdbt. to Cloudsley St. Incl. Hilton Tce/Gympie Tce Rdbt.	2017 -2018	$648,121	20
R-16	Noosaville, Weyba Rd – Leslie Dr. to Reef St	2017 - 2018	$1,386,781	60
R-17	Noosa Heads, Noosa Parade – full corridor upgrade to achieve improved bicycle safety and bus transit.	2020 – 2022	$5,036,000	10
R-18	Tewantin, Cooroy Noosa Rd / Beckmans Rd intersection Improvements to the existing 'T' intersection for cycling safety	2016 -2017	$88,500	10

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Base cost estimate	% Renewal
R-19	Tewantin, Cooroy Noosa Rd Upgrading to include Bike lanes	2016 -2017	$1,048,308 $272,028 $444,012 $507,697	30
R-20	Castaways Beach, David Low Way Safety Improvements at Castaways Carpark	2018/2019	$220,000	30
R-21	Noosa Shire Wide, Directional Signage	2019/2022	$500,000	10
R-22	Noosaville, Sea Eagle Drive & High School Safe ST	2019/2020	$174,125	0
R-23	Tewantin, Beckmans Rd Duplication of Beckmans Road (Tewantin by-pass Eumundi Noosa Rd - Cooroy Noosa Rd) including intersection upgrades	2016-2021	$0 (Demaining agreement April 2000)	0
Pathways **(All costs from Infrastructure planning)**				
PW-01	Cooroibah, Lake Cooroibah Road Connection from McKinnon Drive to Lake Cooroibah	2021-2026	$622,050	0
PW -01.1	Cooroiibah, Lakeway Dr Connection from Lake Cooroibah Rd to Lake Cooroibah	2021-2026	$107,445	0
PW-02	Cooroy, Swift Drive Lake Mac Dr to Gumtree Dr	2026-2031	$254,475	0
PW-02.1	Cooroy, Swift Drive connection to Town Centre Cooroy Noosa Rd Service Rd to Olivine St direction from lane	2018-2019	$21,750	0
PW-03	Cooroy, Lake Macdonald Drive Lake Macdonald Drive, connection to Botanic Gardens to Town Centre	2026-2031	$763,425	0
PW-04	Sunshine Beach, Hill Street - Pathway upgrade and pedestrian safety improvements	2017-2018	$114,796	0
PW-5	Sunshine Beach, Heathland Drive, David Low Way, Edward street Missing Link and Connections Pathway upgrade and pedestrian safety improvements	2026-2031	$472,420	0
PW-6	Peregian Beach, David Low Way Pedestrian safety improvements and Rufous Street, Community centre connection to Village	2017-2018	$81,927	0
PW-7	Peregian Beach, David Low Way shared pathway link to Shire boundary	2026-2031	$248,957	0
PW-8	Cooran, Queen Street Queen Street Extension to Royal Court.	2021-2026	$53,722	0
PW-9	Pomona, Reserve Street End of existing path to Pioneer Rd.	2021-2026	$163,995	0
PW-10	Pomona, Hill Street Connection of missing Link	2021-2026	$52,629	0
PW-11	Pomona, Clay Street Connection of missing Link to Public School	2021-2026	$41,268	0

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Base cost estimate	% Renewal
PW-12	Noosa Heads, Park Road Park Road, Boardwalk Construction Upgrade Boardwalk from Little Cove to National Park	2017-2018	$6,525,000	20
PW-13	Noosa Heads, Noosa Parade Noosa Parade Upgrade of Pathway from Munna Point Bridge to Noosa Drive.	2021-2026	$483,545	10
PW-14	Noosaville, Rene Street Connection of missing Link	2021-2026	$58,290	0
PW-15	Noosaville, Hoffman Drive Connection of missing Link	2021-2026	$23,703	0
PW-16	Noosaville, Seacove Court / Walter Hay Drive, Connection of missing Link	2026-2031	$49,481	0
PW-17	Noosaville, Ventura Drive Gateway Dr to Eumundi Rd	2026-2031	$114,796	0
PW17.1	Noosaville, Eumundi Rd Widening part of Ventura to Goodchap St	2021-2022	$28,275	30
PW-18	Tewantin, Moorindil Street Connection of missing Link to Ferry.	2026-2031	$123,975	0
PW-19	Tewantin, Hilton Terrace Connection of Missing Link from Hilton Terrace and Ernest Street	2021-2026	$238,075	0
PW-20	Tewantin, Beckmans Road Connection of Missing Link from Noosaville State School to Cooroy Noosa Road.	2026-2031	$706,875	0
PW-21	Sunshine Beach, Hill St –pedestrian refuge opposite Pat Mullins Park	2018/2019	$26,100	0
PW-22	Tewantin, Moorindil St – Poinciana Av. to Toolar St. 77m upgrade	2019 - 2020	$21,750	0
PW-23	Tewantin, Moorindil St.– Toolar St. to Bus turnaround west side – leave narrow on east side 1222m	2021 - 2026	$345,520	0
PW-24	Noosaville, Thomas St. – widen across the frontage to Red Rooster	2021 - 2022	$42,195	20
PW-25	Noosa Heads, Noosa Drive– Reef Hotel to Noosa Parade – Widen / renew the boardwalk to 4.0 metres wide 375m	2026 - 2031	$828,675	60
PW-26	Sunshine Beach, David Low Way– Hill St. to Vernon St – new path adjacent to east side of road 1032m	2020 - 2021	$291,798	0
PW-27	Peregian, David Low Way (eastern side)– Service Road to lane 275m	2021 -2026	$77,756	0
PW-28	Cooroy, Myall St. – Ferrells Rd to town – widen, replace 1035m	2026 - 2031	$292,646	20
PW-29	Peregian, Plover St.– Piper St to David Low Way 60m	2016 - 2021	$16,965	0
PW-30	Peregian, Podagus Parade– Parakeet Cres. To Persimmon Drive – new path link 675m	2021 - 2026	$190,856	0
PW-31	Castaways Beach, Driftwood Drive – David Low Way to Wavecrest Dr. – new 2.0 m pathway on north side to link new bus stop 70m	2016 - 2021	$19,792	0

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Base cost estimate	% Renewal
PW-32	Sunrise Beach, Wollomia Way - Orient Drive to Dame Patie Drive – new 2.0m pathway 775m	2021 - 2026	$219,131	0
PW-33	Sunshine Beach, Pacific Avenue – Edward St. to Hill St – new path east side 680m	2021 - 2026	$192,270	0
PW-34	Sunshine Beach, Ferguson St.– Pacific Av. to Duke St. upgrade and widen existing 190m	2021 - 2026	$53,722	0
PW-35	Sunshien Beach, Duke St.– Ferguson St. to Douglas St. 85m	2021 - 2026	$24,034	0
PW-36	Boreen Point, Laguna St.– Hector St. to Vista St. new path 235m	2021 - 2026	$66,446	0
PW-37	Boreen Point, Vista St.– Laguna St. to shops 240m	2021 - 2026	$67,860	0
PW-38	Tewantin, Furness Drive – Blackheath Dr to St Andrews Dr Completes missing link around Furness Dr – 460m	2021 - 2026	$130,065	0
PW-39	Noosa Heads, The Parade - Main Beach trunk pathway – upgrade and widening link from Surf Club to Park Road 90m	–2017 -2018	$606,460	60
PW-40	Tewantin, Griffith Av – Cooroy Noosa to No 64 – new pathway, 890m	2021 - 2026	$234,900	0
PW-41	Noosaville, Goodchap St - Juron to 88 on westside – missing link 170m	2021 - 2022	$48,067	0
PW-42	Noosa Heads, Sunshine Beach Road – Lighting - Transit Centre Underpass to Bicentenial Drive	2019-2020	$87,000	0
Bus Stops (All costs from Infrastructure planning)				
Hastus Number				
301503	Tewantin Central, (Westbound) Type C2 Shelter, Slab, Tactile Ground Surface Indicators, Kerb, Pathway connection, Pavement renewal, Embankment work	2016-2017	$68,137	10
301579	Castaways Beach (Northbound) David Low Way / Wavecrest Drive Type C1-H Shelter, Slab, Tactile Ground Surface Indicators, Kerb, Pathway connection	2017-2018	$47,085	10
301580	Castaways Beach (Southbound) David Low Way / Wavecrest Drive Retaining wall, Indent bay, Concrete slab, Type C4 Shelter, Tactile Ground Surface Indicators, Kerb, Relocation of service, Realign Guardrail and Pathway connections	2017-2018	$122,420	10

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Base cost estimate	% Renewal
301581	Castaways Beach, Castaways Creek (Northbound) Type C1-H Shelter, Slab, Tactile Ground Surface Indicators, Kerb, Pathway connection, Retaining wall and Concrete indent bay	2016-2017	$68,137	10
301655	Marcus Beach (Northbound) David Low Way / Mahogany Drive Type C1-H shelter, pavement widening, Kerb, Tactile Ground Surface Indicators, slab and pathway connections	2017-2018	$65,918	0
301656	Marcus Beach (Southbound) David Low Way / Melaleuca Street Type C1-H shelter, pavement widening, Kerb, Tactile Ground Surface Indicators, slab and pathway connections	2017-2018	$56,501	10
301735	Noosa Heads, Noosa Parade / Ravenwood Drive Concrete Boarding point, Seat, Pathway, Kerb and Tactile Ground Surface Indicators	2019-2020	$15,086	0
301736	Noosa Heads, Noosa Parade / Ravenwood Drive Concrete Boarding point, Seat, Pathway, Kerb and Tactile Ground Surface Indicators	2019-2020	$14,143	0
301745	Noosaville, Eumundi-Noosa Road / Rene Street Type C1-H shelter, Kerb, Tactile Ground Surface Indicators, slab and pathway connections	2018-2019	$45,552	10
301746	Noosaville, Eumundi-Noosa Road / Rene Street Lower existing 3.5m wide path by 1m. Lower existing OPTIC FIBRE X2 Lower existing High Voltage unground Power x 2 Lower existing Water Main New boarding platform and seat	2018-2019	$154,875	0
301748	Gibson Road, Noosaville Type C1-H Shelter, Slab, Tactile Ground Surface Indicators, Pathway connection	2016-2017	$46,722	10
301749	Noosaville, Robert Street Concrete boarding platform, Tactile Ground Surface Indicators, Pathway connection and Seat	2016-2017	$7,787	0
301750	Noosaville, The Cockleshell Raised concrete boarding platform, Tactile Ground Surface Indicators, Pathway connection, Landscaping and Seat	2016-2017	$19,468	0
301762	Tewantin, Hilton Tce / Hilton Esplanade Type C1-H shelter, Kerb, Tactile Ground Surface Indicators, slab and pathway connections	2018-2019	$7,288	10

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Base cost estimate	% Renewal
301790	Peregian Beach, Woodland Drive Concrete boarding platform, Tactile Ground Surface Indicators, Pathway connection and Seat	2016-2017	$14,601	0
301799	Sunrise Beach (Northbound) Type C1-H Shelter, Slab, Tactile Ground Surface Indicators, Pathway connection, Kerb, and Concrete indent bay	2016-2017	$77,871	10
301801	Sunrise Beach, Vernon Street (Northbound) Type C1-H Shelter, Slab, Tactile Ground Surface Indicators, Kerb, Pathway connection, Pavement narrowing and recut table drain.	2016-2017	$63,270	10
301802	Sunrise Beach, Vernon Street (Southbound) Type C1-H Shelter, Slab, Tactile Ground Surface Indicators, Kerb, Pathway connection, Indent bay, embankment works and Concrete indent bay	2016-2017	$73,004	10
301807	Tewantin, Bougainvillea Caravan Park (Eastbound) Type C1-H Shelter, Slab, Tactile Ground Surface Indicators, Kerb, Pathway connection	2016-2017	$46,722	10
301809	Tewantin, Cooroy Noosa Road / Griffith Avenue Type C1-H Shelter on existing slab	2017-2018	$23,542	10
301813	Tewantin, Noosa Convention Centre (Westbound) Hilton Terrace / Ernest Street Type C1-H shelter, Kerb, Tactile Ground Surface Indicators, slab and pathway connections	2017-2018	$47,085	10
301814	Tewantin, Bougainvillea Caravan Park (Westbound) Type C1-H Shelter, Slab, Tactile Ground Surface Indicators, Kerb, Pathway connection	2016-2017	$46,722	10
301815	Tewantin, Cooroy Noosa Road / Beckmans Rd Type C1-H Shelter on existing slab	2017-2018	$23,542	10
301816	Cooroy Noosa Road / Griffith Avenue Type C1-H shelter, pavement widening, Tactile Ground Surface Indicators, slab and pathway connections	2017-2018	$47,085	10
301953	Cooroy, Emerald Street / Wattle Street Type R1 shelter, Kerb, Tactile Ground Surface Indicators, slab and pathway connections	2019-2020	$28,286	10
301961	Cooroy, Overlander Avenue / Maple Street Concrete Boarding point, Seat, Pathway, Kerb and Tactile Ground Surface Indicators	2019-2020	$16,971	0

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Base cost estimate	% Renewal
301962	Cooroy, Tewantin Road near Olivine Street (Eastbound) Type R1 Shelter, Slab, Tactile Ground Surface Indicators, Pathway connection, retaining wall	2016-2017	$50,616	10
301963	Cooroy, Tewantin Road near Miva Street (Westbound) Type R1 Shelter, Slab, Tactile Ground Surface Indicators, Kerb, Pathway connection	2016-2017	$50,616	10
302109	Noosa Heads, Cooyar Street near Elanora Terrace Type C4 Shelter, Slab, Tactile Ground Surface Indicators, Kerb, Pathway connection, Adjustment of services, revegetation of existing site.	2016-2017	$87,604	10
302110	Noosa Heads, Leslie Drive / Noosa Springs Drive Concrete Boarding point, Seat, Pathway, Kerb and Tactile Ground Surface Indicators	2018-2019	$18,221	0
302111	Noosa Heads, Leslie Drive / Weyba Park Crescent Type C1-H shelter, Kerb, Tactile Ground Surface Indicators, slab and pathway connections	2018-2019	$45,552	10
302112	Noosa Heads, Leslie Drive / Paul Street Type C1-H shelter, Kerb, Tactile Ground Surface Indicators, slab and pathway connections	2018-2019	$45,552	10
302113	Noosa Heads, Leslie Drive / Noosa Springs Drive Concrete Boarding point, Seat, Pathway, Kerb and Tactile Ground Surface Indicators	2018-2019	$18,221	0
302118	Noosaville, Goodchap St / Juron Street Type C1-H shelter, Tactile Ground Surface Indicators, slab and pathway connections	2018-2019	$50,107	10
302119	Noosaville, Goodchap St/ Heritage Drive Type C1-H shelter, pavement widening, Kerb, Tactile Ground Surface Indicators, slab and pathway connections	2018-2019	$54,662	10
302121	Noosaville, Lake Weyba Drive near Creek Road Concrete boarding platform, Tactile Ground Surface Indicators, Pathway connection and Seat	2016-2017	$12,654	0
302129	Noosaville, Noosa Leisure Centre - Wallace Drive Concrete Boarding point, Seat, Pathway, Kerb and Tactile Ground Surface Indicators	2019-2020	$18,857	0

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Base cost estimate	% Renewal
302130	Noosaville, Noosa Leisure Centre - Wallace Drive Type C1-H shelter, Pavement widening, Kerb, Tactile Ground Surface Indicators, Slab and pathway connections	2019-2020	$56,572	10
302166	Pomona Kin Kin Road / Mountain View Road Type R1 shelter, pavement widening, Tactile Ground Surface Indicators and slab	2019-2020	$47,143	10
302167	Pomona, Factory Street / Reserve Street Concrete Boarding point, Seat, Pathway, Kerb and Tactile Ground Surface Indicators	2018-2019	$13,665	0
302179	Sunrise Beach, Dame Patti Drive Near Ben Lexcen Drive Type C1-H Shelter, Slab, Tactile Ground Surface Indicators, Kerb, Pathway connection	2016-2017	$53,536	10
302180	Sunrise Beach, Orient Drive Newfield Street Type C1-H shelter, pavement widening, Kerb, Tactile Ground Surface Indicators, slab, Turf embankment and pathway connections Provision to adjust sewer manholes ($3000)	2017-2018	$61,210	10
302181	Sunrise Beach, Orient Drive / Corsair Crescent Concrete Boarding point, Seat, Pathway, Kerb and Tactile Ground Surface Indicators	2018-2019	$18,221	0
302191	Sunshine Beach, Pacific Ave Near Wildflower Type C1-H Shelter, Slab, Tactile Ground Surface Indicators, Kerb, Pathway connection	2016-2017	$52,076	10
302192	Sunshine Beach, Pacific Ave Near Ferguson Type C1-H Shelter, Slab, Tactile Ground Surface Indicators, Kerb, Pathway connection	2016-2017	$52,076	0
302193	Sunshine Beach, Pacific Avenue / Weyba Street Concrete Boarding point, Seat, Pathway, Kerb and Tactile Ground Surface Indicators	2018-2019	$15,488	0
302195	Sunshine Beach, Solway Drive / Surf Street Concrete Boarding point, Seat, Pathway, Kerb and Tactile Ground Surface Indicators	2018-2019	$12,754	0
302196	Noosaville, Ernest Street / Goodchap Street Remove	2017-2018	$ 0	0

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Base cost estimate	% Renewal
302197	Noosaville, Ernest Street / Goodchap Street Remove	2017-2018	$ 0	0
302203	Noosaville, Goodchap Street / Ridge Street Concrete Boarding point, Seat, Pathway, Kerb and Tactile Ground Surface Indicators Concrete Boarding point, Seat, Pathway, Kerb and Tactile Ground Surface Indicators	2019-2020	$28,286	0
302204	Noosaville, Goodchap Street / Ridge Street Concrete Boarding point, Seat, Pathway, Kerb and Tactile Ground Surface Indicators	2019-2020	$20,743	0
302215	Tewantin, Moorindil Street near George Street Type C1-H Shelter, Slab, tactile ground surface indicators, kerbing, Pathway connection, Kerb ramp and refuge.	2016-2017	$53,536	10
302216	Tewantin, Moorindil Street / Gympie Street Type C1-H shelter, Kerb, Tactile Ground Surface Indicators, slab and pathway connections	2019-2020	$49,029	10
302219	Tewantin, Outlook Drive / Donavon Court Concrete Boarding point, Seat, Pathway, Kerb and Tactile Ground Surface Indicators	2019-2020	$12,257	0
302220	Tewantin, Outlook Drive / Freeman Court Concrete Boarding point, Seat, Pathway, Kerb and Tactile Ground Surface Indicators	2019-2020	$16,971	0
302222	Tewantin, Outlook Drive / Buchanan Crescent Concrete Boarding point, Seat, Pathway, Kerb and Tactile Ground Surface Indicators	2019-2020	$12,257	0
302226	Tewantin, Outlook Drive / Donavon Court Concrete Boarding point, Seat, Pathway, Kerb and Tactile Ground Surface Indicators	2019-2020	$14,143	0
302232	Tinbeerwah, Cooroy Noosa Road / Tinbeerwah Road Type C1-H shelter, pavement widening, Tactile Ground Surface Indicators, slab and pathway connections	2017-2018	$47,085	10
317921	Noosaville, Sea eagle Drive / Beckmans Rd Relocate north of pedestrian crossing, new kerb, boarding platform, Tactile Ground Surface Indicators and pathway connections	2018-2019	$13,665	0

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Base cost estimate	% Renewal
319560	Cooran, King Street near Prince Street Tactile Ground Surface Indicators, Seat, Retaining wall.	2016-2017	$19,468	0
BSF-01	Noosa Heads, a pair of regular bus stops Cooyar near Toulambi Street with indent bays	2021-2026	$80,000	0
BSF-02	Noosa Heads, a pair of regular Bus stops on Eenie Creek Road near Noosa Springs Drive, including pathway works.	2021-2026	$50,000	0
BSF-03	Noosaville, a pair of intermediate stops on Eenie Creek Road with pathway under Monks Bridge	2021-2026	$120,000	0
BSF-04	Noosa Heads, a pair of regular bus stops on Noosa Drive near the J and Post Office	2021-2026	$28,000	0
BSF-05	Noosa Heads, a pair of intermediate bus stops on Noosa Drive near Luna Crescent that with indent bays	2021-2026	$90,000	0
BSF-06	Noosaville, a pair of regular bus stops on Eumundi Noosa Road between Eenie Creek Road and Goodchap Street, with indent on eastern side.	2021-2026	$60,000	0
BSF-07	Noosaville, 1 regular bus stop on Sea Eagle Drive in front of Saint Teresa's College.	2021-2026	$8,000	0
BSF-08	Tewantin, 1 regular bus stop on George Street near Butler Street	2021-2026	$14,000	0
BSF-09	Tewantin, a pair of regular bus stops on Butler Street near Crank Street, including pathway works	2021-2026	$40,000	0
BSF-10	Tewantin, Upgrade the existing Asset number 1000949 unused stop on Noosa Banks Drive to DDA compliant, including an indent bay	2021-2026	$80,000	0
BSF-11	Cooroy, a pair of regular bus stops on Swift Drive near Fantail Crescent	2021-2026	$24,000	0
BSF-12	Cooroy, a pair of regular bus stops on Lake McDonald Drive between Swift Drive and Wilgee Court	2021-2026	$24,000	0
BSF-13	Cooroy, a pair of regular bus stops on Pearsons Road near Trading Post Road	2021-2026	$24,000	0
BSF-14	Cooroy, 1 regular bus stop on Garnet Street opposite Hastus 301956	2021-2026	$14,000	0
BSF-15	Cooroy, 1 regular bus stop on Garnet Street near Sportsground Parade	2021-2026	$14,000	0
BSF-16	1 regular bus stop on Mary River Road near Jarrah Street	2021-2026	$14,000	0
BSF-17	Cooroy, 1 intermediate bus stop on Maple Street near the Library	2021-2026	$48,000	0
BSF-18	Pomona, a pair of regular bus stops on Yurol Forest Road between Hill Street and Songbird Drive	2021-2026	$28,000	0
BSF-19	Pomona, a pair of regular bus stops on Summit Road near Exhibition Street	2021-2026	$28,000	0

Column 1 Map reference	Column 2 Trunk infrastructure	Column 3 Estimated timing	Column 4 Base cost estimate	% Renewal
BSF-20	Pomona, a pair of regular bus stops on Summit Road near Clay Street.	2021-2026	$28,000	0
BSF-21	Cooran, a pair of regular bus stops on Queen Street near Elizabeth Street	2021-2026	$24,000	0
BSF-22	Noosaville, a pair of regular bus stops on Saltwater Avenue with indented bays.	2026-2031	$80,000	0
BSF-23	Noosaville, a pair of intermediate bus stops on Shorehaven Drive at Seagull Park.	2026-2031	$96,000	0
BSF-24	Noosaville, apair of regular bus stops on Shorehaven Drive near Seacove Court	2026-2031	$28,000	0
BSF-25	Noosaville, a pair of regular bus stops on Riverbreeze Drive near Mermaid Quay	2026-2031	$28,000	0
BSF-26	Peregian Beach, pgrade existing shelter Asset No.1001019 and construct new regular bus stop on Podargus Parade near Parakeet Crescent	2026-2031	$64,000	10
BSF-27	Peregian Beach, apgrade existing shelter Asset No.1001018 and construct new regular bus stop on Podargus Parade near Wagtail Drive	2026-2031	$64,000	10
BSF-28	Peregian Beach, upgrade existing shelter Asset No.1001017 and construct new intermediate bus stop on Persimmon Drive near Persimmon Park	2026-2031	$96,000	10
BSF-29	Marcus Beach, upgrade existing shelter Asset No.1001016 and construct new intermediate bus stop on Mahogany near Hawthorn Grove. Works to include new kerb ramps and pathways on western side of Mahogany Drive	2026-2031	$110,000	10
TOTAL Bus Stops			**$3,776,663**	

9. Source and supporting documents

- Noosa Traffic Study to 2036 – (Holland Traffic Consulting 2016)
- Future bus stop philosophy

10. 1. Appendices

10.1 Appendix A – Cost Estimates

10.2 Appendix B – Transport demand calculation

Table .2—Existing and projected residential dwellings

Column 1	Column 2	Column 3									
Projection area	**LGIP development type**	**Existing and projected residential dwellings**					**Existing and projected Residential Dwellings Demand (average vehicle trips/day)**				
Planning Scheme Locality		**2016**	**2021**	**2026**	**2031**	**Ultimate development**	**2016**	**2021**	**2026**	**2031**	**Ultimate development**
		Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident	Resident
INSIDE priority infrastructure area (PIA)											
Boreen Point	Detached	234	241	260	263	277	1,521.00	1,566.50	1,690.00	1,709.50	1,800.50
	Attached	8	8	8	33	33	32.00	32.00	32.00	132.00	132.00
	Total	**242**	**249**	**268**	**296**	**310**					
Cooroibah	Detached	114	114	116	116	117	741.00	741.00	754.00	754.00	760.50
	Attached	0	0	0	0	0	-	-	-	-	-
	Total	**114**	**114**	**116**	**116**	**117**					
Cooroy	Detached	911	1,069	1,084	1,082	983	5,921.50	6,948.50	7,046.00	7,033.00	6,389.50
	Attached	200	455	455	614	1,783	800.00	1,820.00	1,820.00	2,456.00	7,132.00
	Total	**1,111**	**1,524**	**1,539**	**1,696**	**2,766**					
Pomona	Detached	450	473	488	503	553	2,925.00	3,074.50	3,172.00	3,269.50	3,594.50
	Attached	14	26	26	47	237	56.00	104.00	104.00	188.00	948.00
	Total	**464**	**499**	**514**	**550**	**790**					
Kin Kin	Detached	61	62	68	70	73	396.50	403.00	442.00	455.00	474.50
	Attached	0	0	0	0	0	-	-	-	-	-
	Total	**61**	**62**	**68**	**70**	**73**					
Cooran	Detached	299	301	318	319	336	1,943.50	1,956.50	2,067.00	2,073.50	2,184.00
	Attached	4	4	4	13	19	16.00	16.00	16.00	52.00	76.00
	Total	**303**	**305**	**322**	**332**	**355**					
Coastal Area	Detached	12,354	12,614	12,637	12,505	11,104	80,301.00	81,991.00	82,140.50	81,282.50	72,176.00
	Attached	9,249	9,663	11,443	12,675	20,025	36,996.00	38,652.00	45,772.00	50,700.00	80,100.00
	Total	**21,603**	**22,277**	**24,080**	**25,180**	**31,129**					
Inside priority infrastructure area (total)	**Detached**	**14,423**	**14,874**	**14,971**	**14,858**	**13,442**	93,749.50	96,681.00	97,311.50	96,577.00	87,373.00
	Attached	**9,475**	**10,156**	**11,936**	**13,382**	**22,097**	37,900.00	40,624.00	47,744.00	53,528.00	88,388.00
	Total	**23,898**	**25,030**	**26,907**	**28,240**	**35,539**					
OUTSIDE priority infrastructure area (PIA)											
Outside Priority infrastructure aera (total)	Detached	5,523	5,624	5,730	5,791	6,756	35,899.50	36,556.00	37,245.00	37,641.50	43,914.00
	Attached	541	623	643	650	1,270	2,164.00	2,492.00	2,572.00	2,600.00	5,080.00
	Total	**6,065**	**6,248**	**6,373**	**6,441**	**8,026**					
NOOSA SHIRE COUNCIL	**Detached**	**19,947**	**20,499**	**20,702**	**20,649**	**20,198**	129,655.50	133,243.50	134,563.00	134,218.50	131,287.00
	Attached	**10,016**	**10,779**	**12,579**	**14,032**	**23,367**	40,064.00	43,116.00	50,316.00	56,128.00	93,468.00
	Total	**29,963**	**31,278**	**33,281**	**34,681**	**43,565**					

		PIA Service Catchment		**2016**	**2021**	**2026**	**2031**	**Ultimate development**
Hinterland	1	Boreen Point		1,553	1,599	1,722	1,842	1,933
Hinterland	2	Cooroibah		741	741	754	754	761
Hinterland	3	Cooroy		6,722	8,769	8,866	9,489	13,522
Hinterland	4	Pomona		2,981	3,179	3,276	3,458	4,543
Hinterland	5	Kin Kin		397	403	442	455	475
Hinterland	6	Cooran		1,960	1,973	2,083	2,126	2,260
Coastal	7	Coastal Area		117,297	120,643	127,913	131,983	152,276
Hinterland	8	*Outside PIA Hinterland*		38,064	39,048	39,817	40,242	48,994
			Coastal	*117,297*	*120,643*	*127,913*	*131,983*	*152,276*
			Hinterland Inside PIA & Outsid	*52,416*	*55,710*	*56,960*	*58,364*	*72,486*

Table .4—Existing and projected non-residential floor space

Column 1	Column 2	Column 3									
Projection area	**LGIP development type**	**Existing and projected non-residential floor space (m2 GFA)**					**Existing and projected Non-residential floor space Demand (average vehicle trips/day)**				
Planning Scheme Locality		**2016**	**2021**	**2026**	**2031**	**Ultimate development**	**2016**	**2021**	**2026**	**2031**	**Ultimate development**
INSIDE priority infrastructure area (PIA)							Total	Total	Total	Total	Total
Boreen Point	Retail	1,304	1,270	1,270	1,770	7,050	782	762	762	1062	4230
	Commercial	0	0	0	0	0	0	0	0	0	0
	Industry	0	0	0	0	0	0	0	0	0	0
	Community Purposes	853	853	853	853	853	256	256	256	256	256
	Other	46	46	46	46	46	0	0	0	0	0
	Total	2,203	2,169	2,169	2,669	7,949					
Cooroibah	Retail	0	0	0	0	0	0	0	0	0	0
	Commercial	0	0	0	0	0	0	0	0	0	0
	Industry	0	0	0	0	0	0	0	0	0	0
	Community Purposes	0	0	0	0	0	0	0	0	0	0
	Other	0	0	0	0	0	0	0	0	0	0
	Total	0	0	0	0	0					
Cooroy	Retail	25,409	25,430	25,660	28,797	30,368	15245	15258	15396	17278	18221
	Commercial	1,550	1,625	1,625	1,625	1,265	372	390	390	390	304
	Industry	24,966	35,231	48,862	61,504	102,139	1248	1762	2443	3075	5107
	Community Purposes	53,623	55,658	56,010	57,467	74,465	16087	16697	16803	17240	22339
	Other	844	844	844	844	844	0	0	0	0	0
	Total	106,392	118,788	133,000	150,237	209,081					
Pomona	Retail	8,311	9,194	11,455	12,292	16,495	4987	5517	6873	7375	9897
	Commercial	896	896	896	896	896	215	215	215	215	215
	Industry	13,448	13,448	13,448	13,448	18,753	672	672	672	672	938
	Community Purposes	15,495	15,946	15,946	15,946	16,627	4648	4784	4784	4784	4988
	Other	217	217	217	217	217	0	0	0	0	0
	Total	38,367	39,701	41,962	42,799	52,988					
Kin Kin	Retail	1,805	1,805	1,805	1,805	4,995	1083	1083	1083	1083	2997
	Commercial	0	0	0	0	0	0	0	0	0	0
	Industry	0	0	0	0	1,687	0	0	0	0	84
	Community Purposes	1,960	1,960	1,960	1,960	1,960	588	588	588	588	588
	Other	0	0	0	0	0	0	0	0	0	0
	Total	3,765	3,765	3,765	3,765	8,642					
Cooran	Retail	469	469	469	3,791	5,329	281	281	281	2274	3197
	Commercial	0	0	0	0	0	0	0	0	0	0
	Industry	1,184	1,184	1,184	1,184	1,184	59	59	59	59	59
	Community Purposes	5,276	5,276	5,276	5,276	5,276	1583	1583	1583	1583	1583
	Other	0	0	0	0	0	0	0	0	0	0
	Total	6,929	6,929	6,929	10,251	11,789					
Coastal Areas	Retail	212,759	212,461	221,567	235,569	271,332	127655	127476	132940	141341	162799
	Commercial	53,674	56,939	70,668	78,431	108,728	12882	13665	16960	18823	26095
	Industry	187,889	219,360	240,030	252,829	345,184	9394	10968	12001	12641	17259
	Community Purposes	181,789	196,169	210,487	214,342	225,236	54537	58851	63146	64302	67571
	Other	1,431	1,431	1,431	1,431	1,431	0	0	0	0	0
	Total	637,541	686,359	744,182	782,601	951,912					

Inside priority infrastructure area (total)	**Retail**	250,057	250,628	262,226	284,023	335,569	150034	150377	157336	170414	201341
	Commercial	56,120	59,460	73,189	80,952	110,889	13469	14270	17565	19428	26613
	Industry	227,487	269,223	303,523	328,965	468,948	68246	80767	91057	98690	140684
	Community Purposes	258,995	275,861	290,531	295,843	324,417	12950	13793	14527	14792	16221
	Other	2,538	2,538	2,538	2,538	2,538	0	0	0	0	0
	Total	795,197	857,711	932,007	992,321	1,242,361					
OUTSIDE priority infrastructure area (PIA)											
OUTSIDE priority infrastructure area (PIA)	**Retail**	6,691	8,241	8,741	9,241	10,691	4015	4945	5245	5545	6415
	Commercial	1,127	801	801	801	801	270	192	192	192	192
	Industry	31,549	41,661	42,573	42,573	99,054	1577	2083	2129	2129	4953
	Community Purposes	52,642	57,562	57,748	57,748	58,979	15792	17268	17324	17324	17694
	Other	17,230	17,230	17,230	17,230	17,230	0	0	0	0	0
	Total	109,239	125,495	127,093	127,593	186,755					
NOOSA SHIRE COUNCIL	**Retail**	256,747	258,869	270,967	293,264	346,260	154048	155321	162580	175958	207756
	Commercial	57,247	60,261	73,990	81,753	111,690	13739	14463	17758	19621	26806
	Industry	259,037	310,886	346,097	371,538	568,002	12952	15544	17305	18577	28400
	Community Purposes	311,637	333,423	348,279	353,591	383,396	93491	100027	104484	106077	115019
	Other	19,768	19,768	19,768	19,768	19,768	0	0	0	0	0
	Total	904,436	983,206	1,059,100	1,119,914	1,429,116					

	Locality Service Catchment		**2016**	**2021**	**2026**	**2031**	**Ultimate development**
Hinterland	1	Boreen Point	1,038	1,018	1,018	1,318	4,486
Hinterland	2	Cooroibah	-	-	-	-	-
Hinterland	3	Cooroy	32,953	34,107	35,032	37,983	45,971
Hinterland	4	Pomona	10,523	11,188	12,544	13,047	16,038
Hinterland	5	Kin Kin	1,671	1,671	1,671	1,671	3,669
Hinterland	6	Cooran	1,923	1,923	1,923	3,916	4,839
Coastal	7	Coastal Area	204,468	210,960	225,048	237,109	273,724
Hinterland	8	Outside PIA Hinterland	21,655	24,488	24,890	25,190	29,253
		Coastal	*204,468*	*210,960*	*225,048*	*237,109*	*273,724*
		Hinterland inside PIA & outside PIA	*69,763*	*74,395*	*77,078*	*83,125*	*104,256*

Table 2.2 – Total Transport Demand (average vehicle trips/day)

	Service Catchment		2016	2021	2026	2031	Ultimate
Hinterland	1	Boreen Point	2,591	2,616	2,740	3,159	6,418
Hinterland	2	Cooroibah	741	741	754	754	761
Hinterland	**3**	Cooroy	39,674	42,875	43,898	47,472	59,492
Hinterland	4	Pomona	13,504	14,366	15,820	16,504	20,581
Hinterland	5	Kin Kin	2,068	2,074	2,113	2,126	4,144
Hinterland	6	Cooran	3,883	3,896	4,006	6,042	7,099
Coastal	7	Coastal Area	321,765	331,603	352,961	369,091	426,000
Hinterland	8	Outside PIA Hinterland Rural	59,718	63,536	64,707	65,431	78,247
		Total =	**443,944**	**461,708**	**486,999**	**510,580**	**602,742**

Coastal	*321,765*	*331,603*	*352,961*	*369,091*	*426,000*
Hinterland inside PIA & Outside PIA	*122,179*	*130,105*	*134,038*	*141,489*	*176,742*
Total =	***443,944***	***461,708***	***486,999***	***510,580***	***602,742***