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EXPLANATION STATEMENT BY NOOSA COUNCIL

The report provides traffic engineering advice for the proposed Peregian Beach Active Street Project along Lorikeet Drive. It assesses existing parking supply, parking demand, and the impacts of the proposed active street upgrades, which include providing a dedicated pathway, shared travel lane, and restricting parking to one side of the road.

Key findings include:

- The study area currently accommodates 243-394 parking spaces, depending on assumptions. Lorikeet Drive accommodates 79-145 parking spaces, depending on assumptions.
- Historic and recent surveys show a maximum parking demand of 191 vehicles, occurring during peak times such as surf conditions or holiday periods.
- The proposed active street design would reduce on-street parking on Lorikeet Drive to 49 spaces, shifting parking demand to surrounding streets.
- Several alternative parking options were evaluated, mainly focusing on formalising and expanding parking in Victory Park and additional spaces on Pitta Street.
- Additional traffic management measures may be required to address concerns such as potential “rat running” on Oriole Avenue.

Overall, the report concludes that although the project will reduce on-street parking on Lorikeet Drive, the overall parking demand can still be accommodated within the study area.

RE: PREGIAN BEACH ACTIVE STREET PROJECT TRAFFIC ENGINEERING ADVICE

INTRODUCTION

This letter has been prepared by PTT, as requested by Noosa Shire Council, to provide traffic engineering input into the proposed Peregian Beach Active Street project.

The purpose of this letter is to assess the existing parking provision within the study area, identify the existing parking demand, consider the impacts to parking by the proposed active street project and identify alternative parking options.

STUDY AREA

The study area is located in Peregian Beach, between Jabiru Street and the southern end of Lorikeet Drive, as shown in Figure 1. The study area primarily caters for residential uses, short-term accommodation and provides access to the beach.

Lorikeet Drive is an undivided road with a posted speed limit of 40km/h. It has a 15.5m wide road reserve, a 7.5m wide carriageway and parking is permitted on both sides. Short sections of footpath are provided on parts of Lorikeet Drive. No dedicated cyclist facilities are provided on Lorikeet Drive, hence the need for the proposed works.



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Figure 1: STUDY AREA



EXISTING PARKING PROVISION

ON-STREET PARKING AREAS

On-street parking is permitted on both sides of all roads within the study area. On-site observations undertaken between Thursday 17 April to 19 Saturday April 2025 indicated that many of the streets in the study area operate as one-lane two-way roads, with vehicles parked on either side of the road. A high demand for parking on both sides of the road was observed on the southern portion of Lorikeet Drive and Oriole Avenue, Pitta Street (where car parking is line marked) and Landrail Street, as demonstrated in Figure 2.

To determine the available parking provision in the study area, a review of aerial imagery was undertaken with an assumption of 6.0m long parking spaces and an offset of 0.5m from driveways. As a result, two parking scenarios were considered:

- Scenario A: on roads narrower than 9m, the parking capacity was assumed to be the maximum provision available on one side of the road
- Scenario B: parking is available on both sides of the road, regardless of road width

A summary of the available parking in the study area is outlined in Table 1. The results of this audit suggest that at least 198 cars and up to 349 could be parked on-street within the study area.

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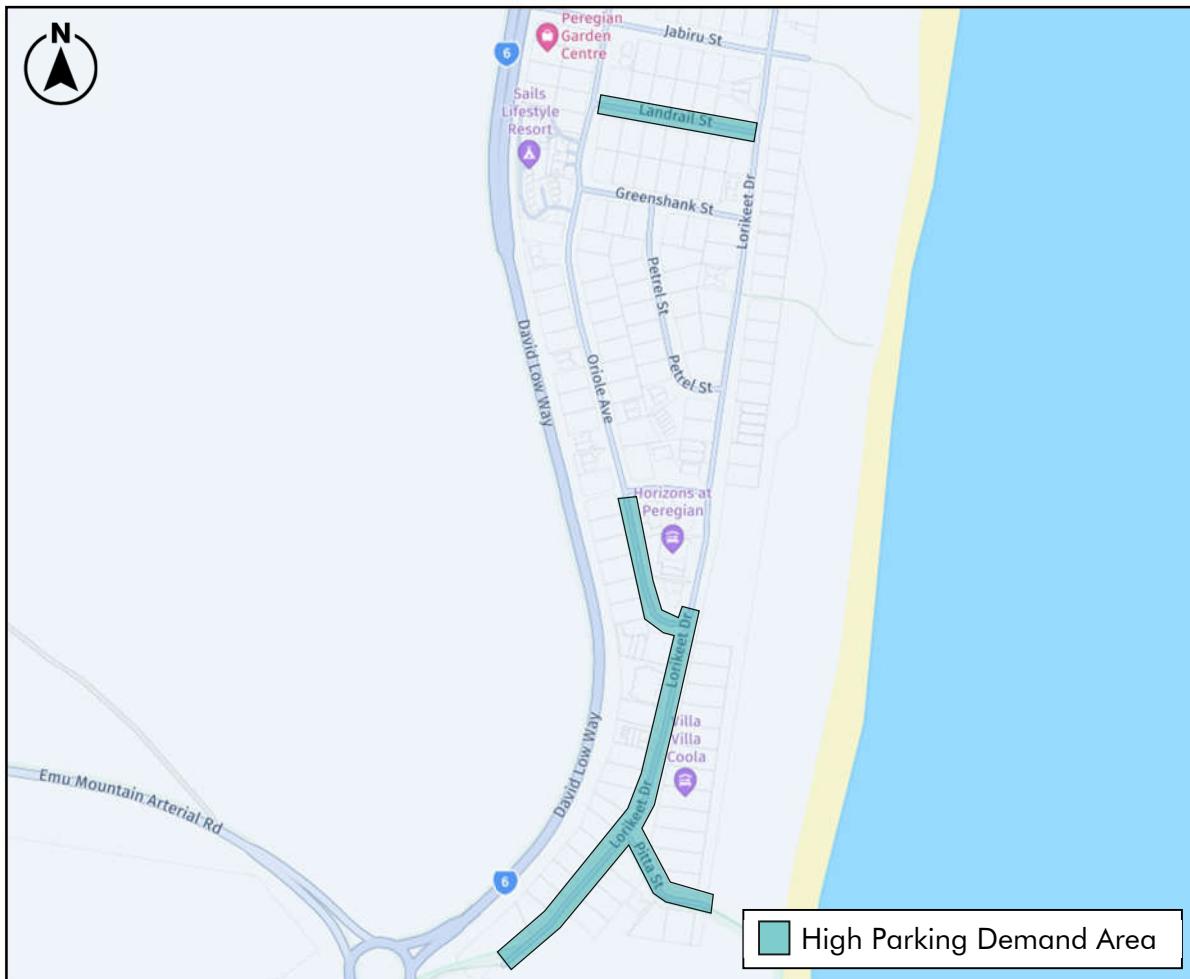
Table 1: AVAILABLE ON-STREET PARKING

ROAD	AVAILABLE ON-STREET PARKING	
	SCENARIO A	SCENARIO B
Lorikeet Drive	79 spaces	145 spaces
Oriole Avenue	52 spaces	98 spaces
Landrail Street	12 spaces	22 spaces
Greenshank Street	12 spaces	21 spaces
Petrel Street	21 spaces	37 spaces
Stint Street	5 spaces	9 spaces
Pitta Street	17 spaces	17 spaces
Total	198 spaces	349 spaces

OTHER PARKING AREAS

Victory Park includes an unmarked parking area comprising approximately 45 parking spaces. Therefore, the study area has an overall parking capacity of 243 to 394 parking spaces.

Figure 2: HIGH PARKING DEMAND AREAS



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EXISTING PARKING DEMAND

HISTORIC DEMAND

A desktop survey of historic aerial imagery was undertaken using Nearmap satellite imagery to estimate the peak parking demands generated in the study area over different days of the week and months of the year. This survey captured 33 days over a six-year period. The results of the survey are summarised in Table 2 and indicate an average parking demand of 91 vehicles, an 85th percentile demand of 121 vehicles and a maximum demand of 184 vehicles.

A review of the historic occupancy of the Victory Park parking area indicates several peaks of high parking demand, which generally coincides with high parking demands within the study area. As demonstrated in Table 2, the maximum observed peak was 43 vehicles, this equates to approximately 96% of the existing Victory Park parking provision.

Table 2: NEARMAP PARKING SURVEY RESULTS

ROAD NAME	PARKING DEMAND		
	AVERAGE	85TH PERCENTILE	MAXIMUM
Lorikeet Drive	26	44	67
Victory Park	20	31	43
Pitta Drive	12	19	25
Stint Street	2	4	7
Petrel Street	4	7	9
Greenshank Street	3	5	8
Landrail Street	2	4	9
Oriole Avenue	20	26	32
Total	91	121	184

PARKING SURVEY

A parking patrol survey was undertaken between Thursday 17 April to 19 Saturday April 2025. These dates coincided with the Easter long weekend. As a result, the observed parking demand is expected to reflect a higher parking demand than a typical day. To capture the parking demand during times not typically recorded in Nearmap imagery (ie the residential peak in the early morning and late evening), observations were recorded at 5am, 10am, 2pm, 5pm, 10pm.

According to Surfline, a website that specialises in surf forecasting and reporting, the surf conditions were considered 'fair to good' between 4am and 10am on the Saturday. It is noted that the surf was approximately two to four foot (ie 0.6m to 1.2m) with light westerly winds, which we were advised represent ideal surfing conditions. This aligns with on-site observations during the 10am survey, as several surfers were noted walking to / from the beach.

The results of the survey are presented in Table 3 and demonstrated in Figure 3. A summary of the results for each survey time are attached. As indicated, the maximum observed parking demand was 191 vehicles at 10am on Saturday. As such, the parking patrol survey captured a higher demand than was recorded in the historic aerial imagery. It was noted that there was a small parking demand of up to of

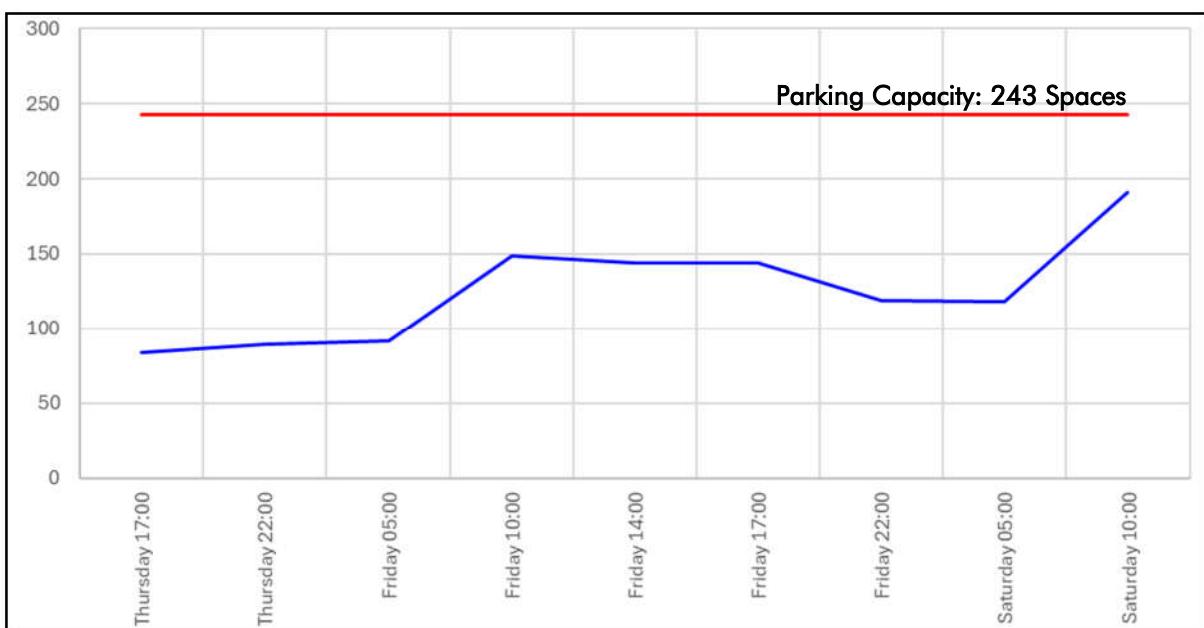
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14 vehicles illegally parked (ie on verges and across driveways) within the study area, the majority of which occurred on Landrail Street.

Table 3: STUDY AREA PARKING SURVEY RESULTS

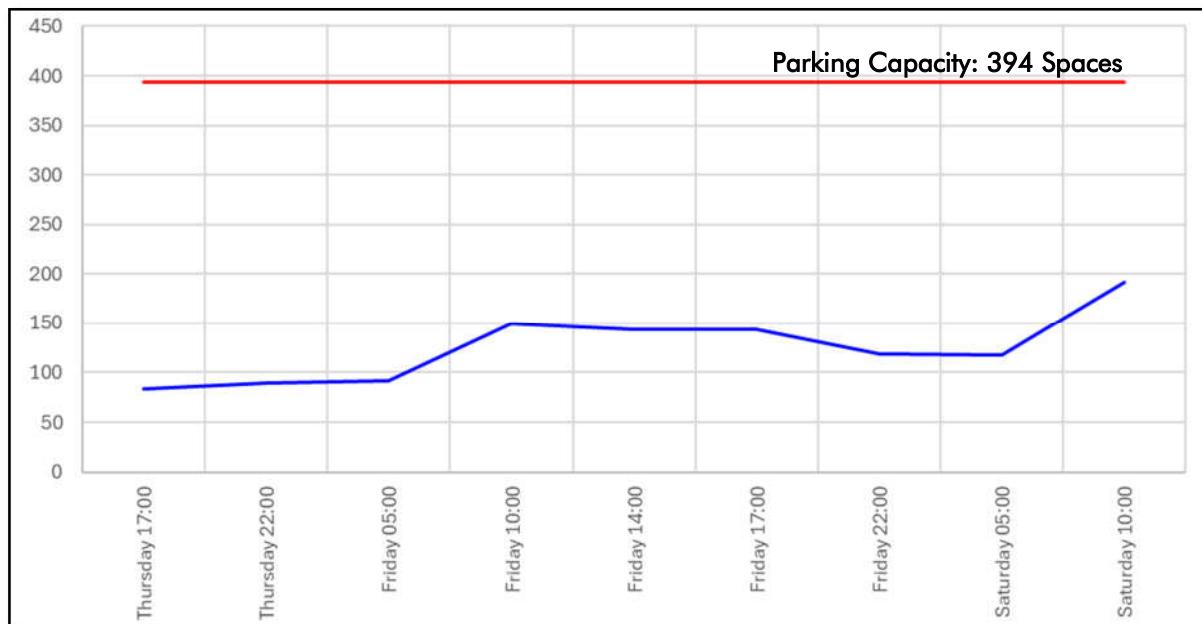
DATE	TIME	PARKING DEMAND	% OF CAPACITY	
			SCENARIO A	SCENARIO B
Thursday 17 April	5:00pm	84 vehicles	35%	21%
	10:00pm	89 vehicles	37%	23%
Friday 18 April	5:00am	92 vehicles	38%	23%
	10:00am	149 vehicles	61%	23%
	2:00pm	144 vehicles	59%	37%
	5:00pm	144 vehicles	59%	37%
	10:00pm	119 vehicles	49%	30%
	5:00am	118 vehicles	49%	30%
Saturday 19 April	10:00am	191 vehicles	79%	48%
	Average	126 vehicles	52%	32%
85th Percentile		148 vehicles	61%	38%
Maximum		191 vehicles	79%	48%

Figure 3: STUDY AREA PARKING SURVEY RESULTS – SCENARIO A



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Figure 4: STUDY AREA PARKING SURVEY RESULTS – SCENARIO B



A summary of the data collected within the Victory Park parking area is presented in Table 4 and shown in Figure 5. As demonstrated, the parking patrol survey indicated a peak parking demand of 40 vehicles in the Victory Park parking area, which equates to approximately 89% of the existing parking provision.

Table 4: VICTORY PARK PARKING SURVEY RESULTS

DATE	TIME	PARKING DEMAND	% OF CAPACITY
Thursday 17 April	5:00pm	17 vehicles	38%
	10:00pm	6 vehicles	13%
Friday 18 April	5:00am	4 vehicles	9%
	10:00am	33 vehicles	73%
	2:00pm	28 vehicles	62%
	5:00pm	23 vehicles	51%
	10:00pm	7 vehicles	16%
Saturday 19 April	5:00am	5 vehicles	11%
	10:00am	40 vehicles	89%
Average		18 vehicles	40%
85th Percentile		32 vehicles	71%
Maximum		40 vehicles	89%

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Figure 5: VICTORY PARK PARKING SURVEY RESULTS



A summary of the data collected along Lorikeet Drive is presented in Table 5 and shown in Figure 6. As demonstrated, the parking patrol survey indicated a peak parking demand of 79 vehicles on Lorikeet Drive, which equates to approximately 100% and 54% of the existing parking provision under Scenarios A and B respectively.

Table 5: LORIKEET DRIVE PARKING SURVEY RESULTS

DATE	TIME	PARKING DEMAND	% OF CAPACITY	
			SCENARIO A	SCENARIO B
Thursday 17 April	5:00pm	17 vehicles	22%	12%
	10:00pm	27 vehicles	34%	19%
Friday 18 April	5:00am	29 vehicles	37%	20%
	10:00am	42 vehicles	53%	29%
	2:00pm	44 vehicles	56%	30%
	5:00pm	46 vehicles	58%	32%
	10:00pm	43 vehicles	54%	30%
Saturday 19 April	5:00am	43 vehicles	54%	30%
	10:00am	79 vehicles	100%	54%
Average		41 vehicles	52%	28%
85th Percentile		46 vehicles	58%	31%
Maximum		79 vehicles	100%	54%

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Figure 6: LORIKEET DRIVE PARKING SURVEY RESULTS – SCENARIO A

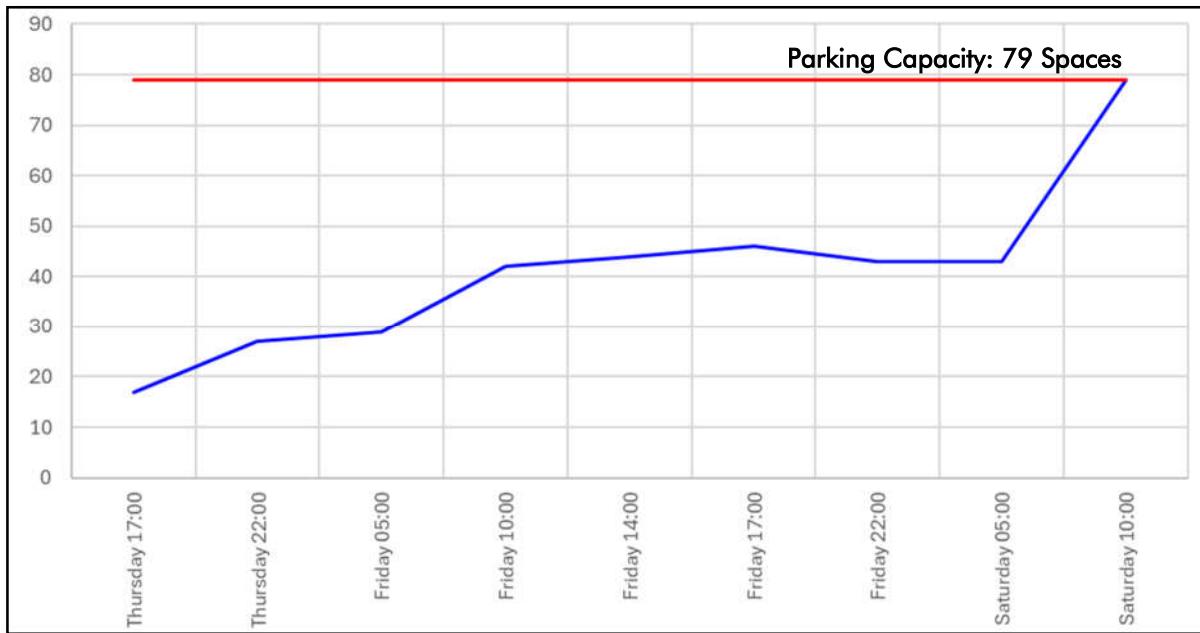
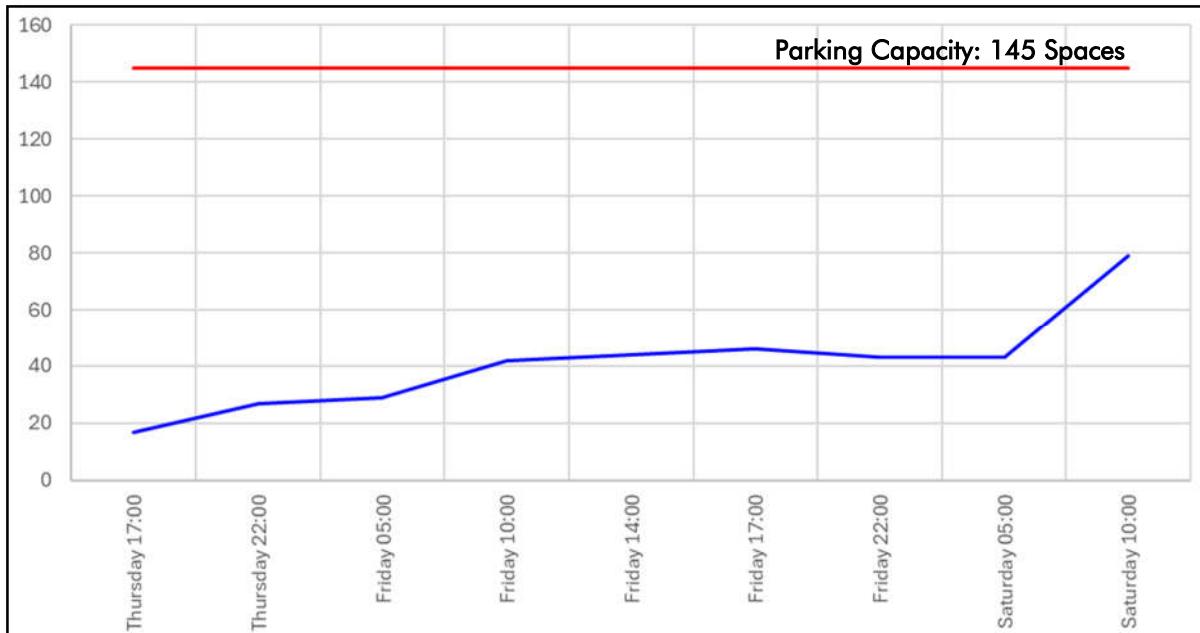


Figure 7: LORIKEET DRIVE PARKING SURVEY RESULTS – SCENARIO B



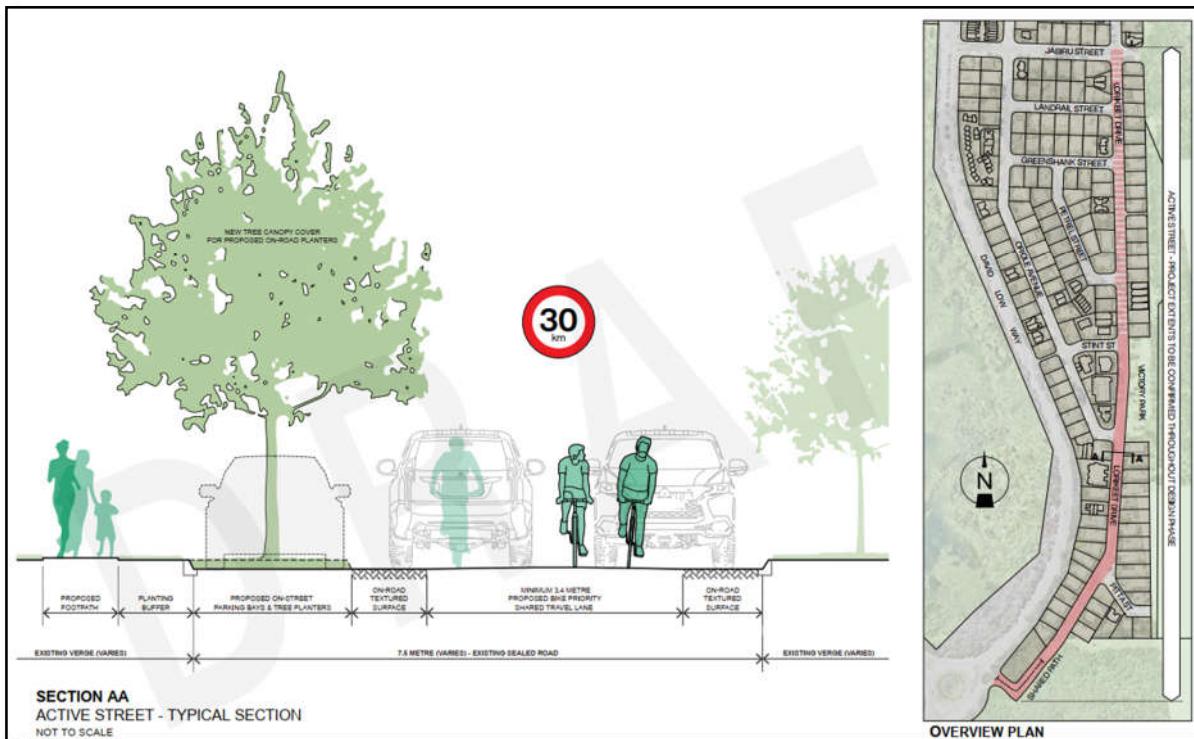
PROPOSED ACTIVE STREET PROJECT

The proposed active street project involves the provision of a dedicated pathway, separate to the roadway, a shared travel lane and on-street parking on one side of Lorikeet Drive, south of Jabiru Street. An indicative plan of the proposal is demonstrated in Figure 8, with detailed plans of the proposed works attached. We have been advised that the project would limit on-street parking to the eastern side of Lorikeet Drive which would result in an on-street parking provision of 49 spaces (ie a decrease of between 30 to 96 spaces). As discussed previously, the existing parking demand generated on Lorikeet Drive

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comprises an observed maximum of 79 vehicles. As such, the proposed works will increase the demand for on-street parking in other adjacent parts of the study area by at least 30 vehicles.

Figure 8: PROPOSED ACTIVE STREET LAYOUT AND LOCATION



FUNCTION OF PROPOSED ACTIVE STREET PROJECT

The proposed active street project incorporates several traffic management measures designed to address a range of safety concerns raised by local residents, including speeding vehicles, bicycle safety, illegal parking, lack of safe pedestrian routes and congestion. These measures comprise the following:

- speed humps and road narrowing at regular intervals to physically reduce vehicle speeds
- shared vehicle arrangements to improve cyclist safety
- dedicated on-street parking spaces are to be linemarked to encourage safe parking practices
- a dedicated pedestrian pathway separated from the road environment

In the absence of the proposed active street project, it is expected that traffic management measures would be required on Lorikeet Drive to address safety concerns raised by residents. It is expected that restricted parking on one side of Lorikeet Drive would be considered to assist in resolving some safety concerns, which has been implemented in Plover Street to the north of the proposed active street. However, additional measures such as traffic calming devices (ie speed humps, street narrowing) and separated pedestrian pathways, would be required to further address safety concerns. While this arrangement would result in a higher number of on-street parking spaces on Lorikeet Drive than the active street project, further traffic management measures would need to be implemented to address all concerns that have been raised.

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ALTERNATIVE PARKING ARRANGEMENTS

The proposed active street project would result in a reduced on-street parking provision compared to the existing arrangements in Lorikeet Drive. Several options for the provision of additional car parking elsewhere in the study area are discussed below.

OPTION 1 – VICTORY PARK FORMALISED PARKING

Option 1 involves the formalisation of the existing Victory Park parking area. Under Version A, the layout would result in the provision of 50 parking spaces, comprising 38 90-degree parking bays and 12 parallel bays, as shown in Figure 9. Whereas under Version B, the layout would result in the provision of 57 parking spaces, comprising 47 90-degree parking bays and 10 parallel bays, as shown in Figure 10. The additional parking would offset the loss of parking on Lorikeet Drive by approximately 5-12 spaces. Additionally, there is an opportunity to provide long parking bays on the western side of the parking area on the northern and / or southern end for vehicles with trailers, such as the local surf school. However, unmarked parking spaces are generally less efficient as vehicles park with larger gaps between neighbouring vehicles.

The parking arrangement proposed in Option 1 maintains a familiar parking design for users while optimising the layout to provide additional parking spaces. However, this option would likely result in two conflict points (ie the access points to the parking area) with the proposed active transport pathway. However, adequate levels of pedestrian safety at these crossing points could be maintained by the provision of active transport signage, as demonstrated in Figure 11, and the accesses could be restricted to one-way only (ie the southern access being entry only and the northern access exit only) to minimise the number of conflicting movements at the accesses. Additionally, wombat crossings could be installed to encourage low speeds for drivers entering / exiting the Victory Park parking area. The adoption of these measures is expected to increase the safety to active transport pathway users at this section of the project.

It is recommended that the Victory Park parking spaces be time restricted (ie 3-hour parking only) to encourage regular turnover within the parking area.

Under Option 1 Version A, the total available parking within the study area would equate to 218 spaces (ie a net loss of 25 spaces) considering the existing parking provision in Scenario A. Whereas, under Scenario B, the total available parking would equate to 303 spaces (ie a net loss of 91 spaces).

Under Option 1 Version B, the total available parking within the study area would equate to 225 spaces (ie a net loss of 18 spaces) considering the existing parking provision in Scenario A. Whereas, under Scenario B, the total available parking would equate to 310 spaces (ie a net loss of 84 spaces).

While Option 1 would result in a net loss of parking in the study area, the available parking provision is expected to accommodate the expected maximum parking demand experienced in the study area of 191 vehicles.

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Figure 9: OPTION 1 VERSION A LAYOUT

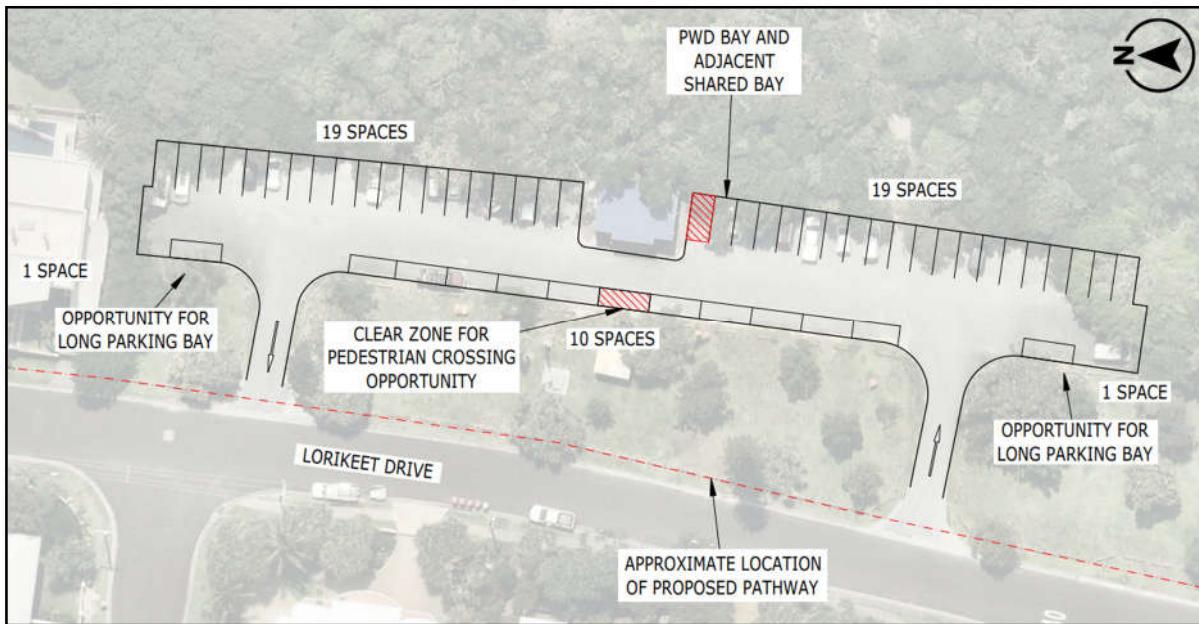
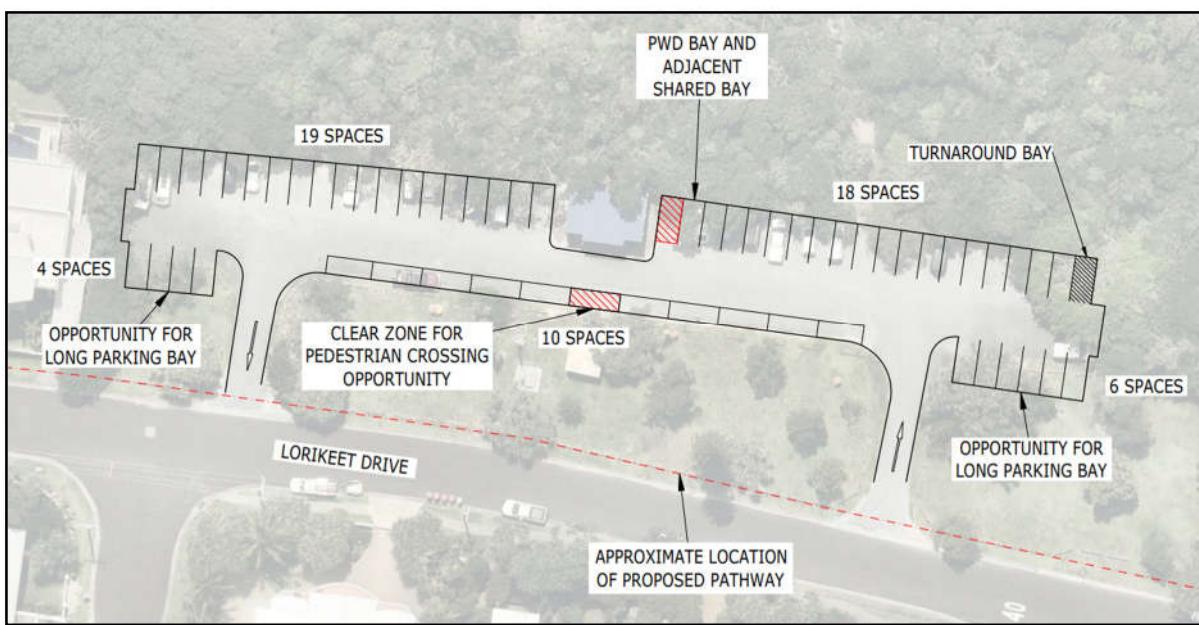


Figure 10: OPTION 1 VERSION B LAYOUT



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Figure 11: ACTIVE TRANSPORT USERS SIGNAGE EXAMPLES



OPTION 2 – VICTORY PARK FORMALISED 90-DEGREE PARKING

Option 2 also involves the formalisation and expansion of the existing Victory Park parking area and would result in the provision of up to 65 90-degree parking spaces, as shown in Figure 12. Option 2 results in the greatest offset to the available parking in the study area by providing an additional 20 parking spaces to the existing parking provision in the Victory Park parking area. Additionally, there is an opportunity to provide long parking bays on the western side of the parking area on the northern and / or southern end for vehicles with trailers, such as the local surf school. However, unmarked parking spaces are generally less efficient as vehicles park with larger gaps between neighbouring vehicles.

The parking arrangement proposed in Option 2 maintains a similar design to the existing parking area while optimising the layout to provide additional parking spaces. The provision of additional parking spaces may encourage less on-street parking on nearby streets. However, this option would also likely result in two conflict points (ie the access points to the parking area) with the proposed active transport pathway. However, adequate levels of pedestrian safety at these crossing points could be maintained by the provision of active transport signage, as demonstrated in Figure 10, and the accesses could be restricted to one-way only (ie the southern access being entry only and the northern access exit only) to minimise the number of conflicting movements at the accesses. Additionally, wombat crossings could be installed to encourage low speeds for drivers entering / exiting the Victory Park parking area. The adoption of these measures is expected to increase the safety to active transport pathway users at this section of the project.

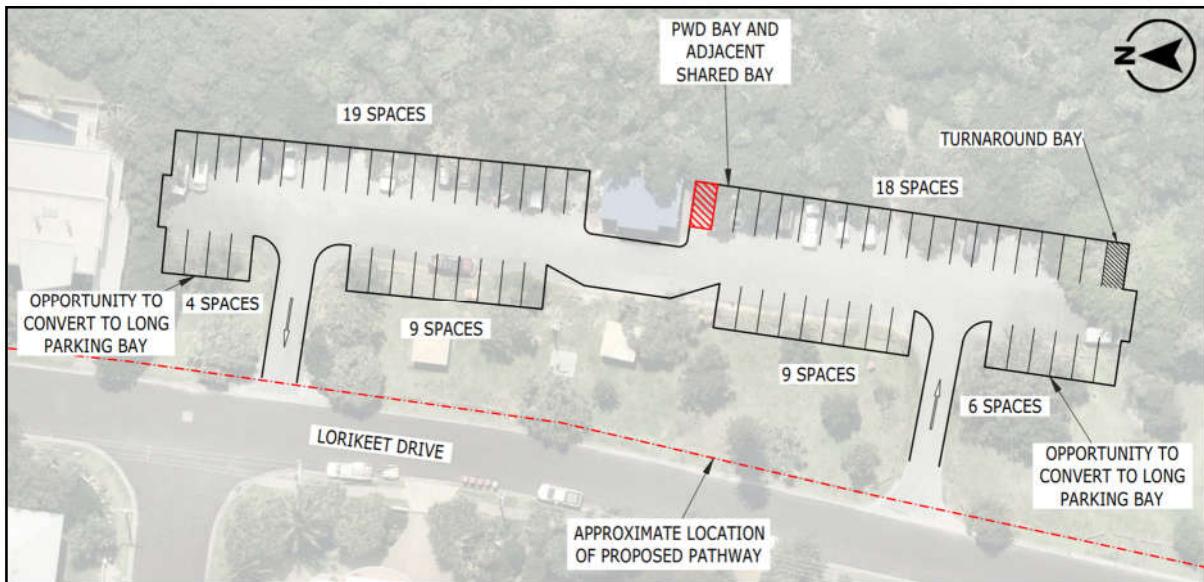
It is recommended that the Victory Park parking spaces be time restricted (ie 3-hour parking only) to encourage regular turnover within the parking area.

Under Scenario A, this option would result in a total available parking provision of 233 parking spaces (ie a net loss of 10 spaces). Whereas, under Scenario B, the total available parking would equate to 318 spaces (ie a net loss of 76 spaces).

While Option 2 would result in a net loss of parking in the study area, the available parking provision is expected to accommodate the expected maximum parking demand experienced in the study area of 191 vehicles.

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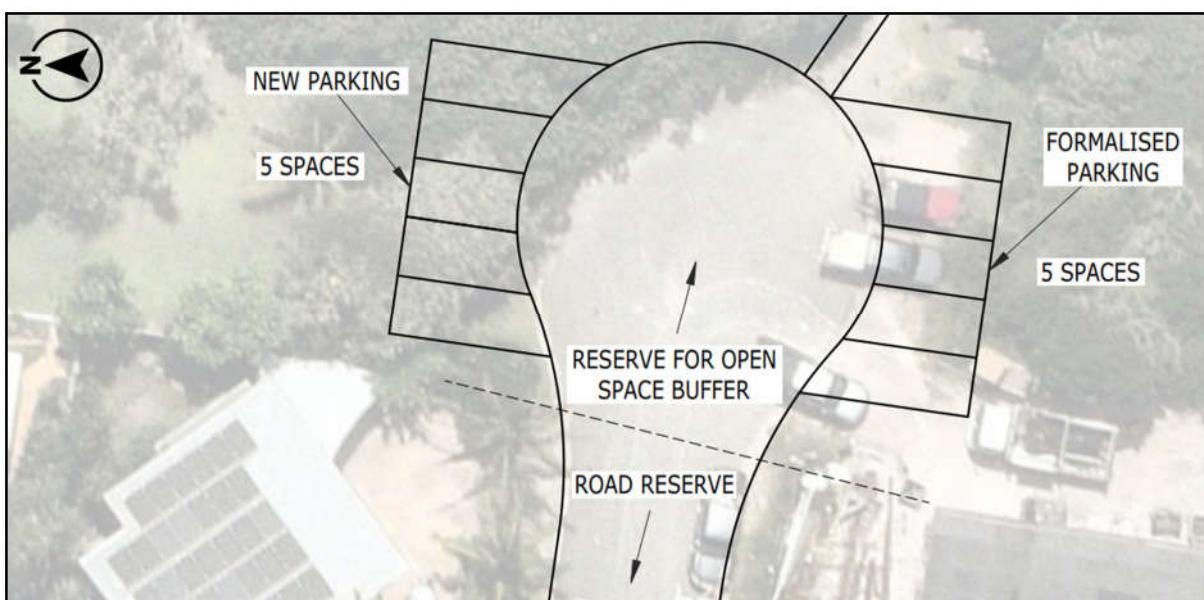
Figure 12: OPTION 2 LAYOUT



OPTION 3 – ADDITIONAL PITTA STREET PARKING

Option 3 involves the provision of an additional five parking spaces at the end of Pitta Street, as shown in Figure 13. Option 3 results in an additional five parking spaces to the existing parking provision in the Pitta Street parking area. This arrangement is likely to have minimal impact on the proposed active transport pathway and could be provided in conjunction with Options 1 or 2. However, if provided alone (ie without Options 1 to 3) the perceived loss of parking by residents and visitors is likely to be high. While the parking surveys indicated a maximum parking demand of 191 vehicles, which could be accommodated in the study area, providing only Option 3 would likely result in an increase to on-street parking on roads that currently experience low on-street parking demands. This has the potential to negatively affect residential amenity in Pitta Street.

Figure 13: OPTION 3 LAYOUT



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Under Scenario A, this option would result in a total available parking provision of 219 parking spaces (ie a net loss of 24 spaces). Whereas, under Scenario B, the total available parking would equate to 303 spaces (ie a net loss of 91 spaces).

While Option 3 would result in a net loss of parking in the study area, the available parking provision is expected to accommodate the expected maximum parking demand experienced in the study area of 191 vehicles.

SUMMARY OF OPTIONS

A qualitative assessment of the proposed alternative parking arrangements has been undertaken and is outlined in Table 6. The arrangements have been assessed against the following criteria:

- Parking provision
- Impacts and conflicts with the proposed active transport pathway
- Perceived loss of parking by residents and visitors

Table 6: OPTIONS ASSESSMENT

OPTION	PARKING PROVISION	IMPACTS NEW PATHWAY	PERCEIVED LOSS	TOTAL SCORE
1A: Victory Park Formalisation	✓	✓	✓✓	4
1B: Victory Park Formalisation and Additional 90-degree Parking	✓✓	✓	✓✓	5
2: 90-degree Parking in Victory Park	✓✓✓	✓	✓✓✓	7
3: Additional Parking on Pitta Street	✓✓	✓✓✓	✓	6

Legend: ✓ Poor ✓✓ Adequate ✓✓✓ Desirable

As outlined in Table 6, the option assessment indicates the arrangement with the most positive impact is Option 2, followed closely by Option 3.

Option 2 results in the highest number of parking spaces in the study area which would likely minimise the impacts of car parking on nearby roads and the perceived loss of parking in the study area as a result of the proposed active transport pathway. However, Option 2 would have two conflict points with the new active transport pathway. This could be managed with active transport signage, restricting the accesses to one-way only and the installation of wombat crossings. The adoption of these measures is expected to increase the safety to active transport pathway users at this section of the project. Option 3 would have limited impacts to the proposed active transport project.

Option 3 results in the second highest number of parking spaces in the study area which would assist in minimising the impacts of car parking in the study area. However, the perceived loss of parking is likely to be high and would likely result in an increase to on-street parking on roads that currently experience low on-street parking demands.

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ORIOLE AVENUE

We have been advised that there are concerns regarding potential for 'rat running' on Oriole Avenue as a consequence of the proposed project. While this was not observed during our parking survey, it is recommended that consideration be given to the implementation of local area traffic management measures in Oriole Avenue.

The objective of such measures would be to reduce the speed environment which typically minimises the desirability of this route. Speed reduction could be achieved by segmenting streets into shorter lengths (ie less than 300m) using appropriate traffic control devices. Traffic calming devices are typically located at a spacing of 100m to 150m. Given the length of Oriole Avenue, which is approximately 550m long between Jabiru Street and Lorikeet Drive, approximately three to five devices could be implemented along Oriole Avenue.

Traffic calming devices could be implemented on Oriole Avenue to decrease the speed environment, after consultation with local residents. Examples of such devices include deflected t-intersections, mountable or semi-mountable traffic islands and street narrowing, as shown in Figure 14. It is recommended that careful thought be given to the final design and locations of these devices to minimise the potential impacts on residential driveways and the on-street parking provision.

Figure 14: EXAMPLE TRAFFIC CONTROL DEVICES



CONCLUSIONS AND RECOMMENDATIONS

The proposed active transport pathway has been evaluated in terms of its impacts to the existing parking provision within the study area and possible alternative parking solutions has been identified. The main points to note are:

- the approximate existing parking provision within the study area comprises between 243 and 394 parking spaces
- the maximum observed parking demand was 191 vehicles (ie 48% - 79% of the available capacity)
- the proposed active transport project runs along Lorikeet Drive between Jabiru Street and Lorikeet Drive south of Pitta Street
- the proposal would restrict parking to the eastern side of Lorikeet Drive, providing 49 on-street parking spaces

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- three alternative parking options were considered including the redesign of the Victory Park parking area and / or the provision of additional parking on Pitta Street

Based on our assessment of the alternative parking arrangements, it is recommended that Options 2 and 3 be considered as part of the proposed active transport project.

As part of Option 2, it is recommended that measures to minimise conflicts at the Victory Park accesses be considered (ie signage, one-way crossovers and wombat crossings) to increase the safety to active transport pathway users at this section of the project and the Victory Park parking spaces be time restricted (ie 3-hour parking only) to encourage regular turnover within the parking area.

To reduce the impact of potential 'rat running' on Oriole Avenue, it is recommended that consideration be given to the installation of local area traffic management measures, such as traffic calming devices at appropriate locations on Oriole Avenue.

If you have any questions regarding the issues discussed above, please do not hesitate to contact us.

Yours sincerely,



Adam Pekol

Director (RPEQ 5286)

Survey Day and Time: Thursday 17 April - 5:00PM

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ROAD NAME	PARKING DEMAND	% OF CAPACITY	
		PARKING ON ONE-SIDE	PARKING ON BOTH SIDES
Lorikeet Drive	17	22%	12%
Victory Park	17	38%	
Pitta Drive	13	76%	
Stint Street	1	20%	11%
Petrel Street	8	38%	22%
Greenshank Street	3	23%	14%
Landrail Street	7	58%	30%
Oriole Avenue	18	36%	19%

Survey Day and Time: Thursday 17 April - 10:00PM

ROAD NAME	PARKING DEMAND	% OF CAPACITY	
		PARKING ON ONE-SIDE	PARKING ON BOTH SIDES
Lorikeet Drive	27	35%	19%
Victory Park	6	13%	
Pitta Drive	5	29%	
Stint Street	2	40%	22%
Petrel Street	3	14%	8%
Greenshank Street	4	31%	19%
Landrail Street	8	67%	35%
Oriole Avenue	34	68%	35%

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Survey Day and Time: Friday 18 April - 5:00AM

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ROAD NAME	PARKING DEMAND	% OF CAPACITY	
		PARKING ON ONE-SIDE	PARKING ON BOTH SIDES
Lorikeet Drive	29	37%	20%
Victory Park	4	9%	
Pitta Drive	5	29%	
Stint Street	2	40%	22%
Petrel Street	3	14%	8%
Greenshank Street	4	31%	19%
Landrail Street	11	92%	48%
Oriole Avenue	37	74%	39%

Survey Day and Time: Friday 18 April - 10:00AM

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ROAD NAME	PARKING DEMAND	% OF CAPACITY	
		PARKING ON ONE-SIDE	PARKING ON BOTH SIDES
Lorikeet Drive	42	54%	30%
Victory Park	33	73%	
Pitta Drive	12	71%	
Stint Street	2	40%	22%
Petrel Street	7	33%	19%
Greenshank Street	11	85%	52%
Landrail Street	10	83%	43%
Oriole Avenue	32	64%	33%

Survey Day and Time: Friday 18 April - 2:00PM

ROAD NAME	PARKING DEMAND	% OF CAPACITY	
		PARKING ON ONE-SIDE	PARKING ON BOTH SIDES
Lorikeet Drive	44	56%	31%
Victory Park	28	62%	
Pitta Drive	15	88%	
Stint Street	1	20%	11%
Petrel Street	6	29%	16%
Greenshank Street	9	69%	43%
Landrail Street	13	108%	57%
Oriole Avenue	30	60%	31%

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Survey Day and Time: Friday 18 April - 5:00PM

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ROAD NAME	PARKING DEMAND	% OF CAPACITY	
		PARKING ON ONE-SIDE	PARKING ON BOTH SIDES
Lorikeet Drive	46	59%	32%
Victory Park	23	51%	
Pitta Drive	14	82%	
Stint Street	2	40%	22%
Petrel Street	7	33%	19%
Greenshank Street	9	69%	43%
Landrail Street	13	108%	57%
Oriole Avenue	30	60%	31%

Survey Day and Time: Friday 18 April - 10:00PM

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ROAD NAME	PARKING DEMAND	% OF CAPACITY	
		PARKING ON ONE-SIDE	PARKING ON BOTH SIDES
Lorikeet Drive	43	55%	30%
Victory Park	7	16%	
Pitta Drive	7	41%	
Stint Street	3	60%	33%
Petrel Street	7	33%	19%
Greenshank Street	9	69%	43%
Landrail Street	12	100%	52%
Oriole Avenue	31	62%	32%

Survey Day and Time: Saturday 19 April - 5:00AM

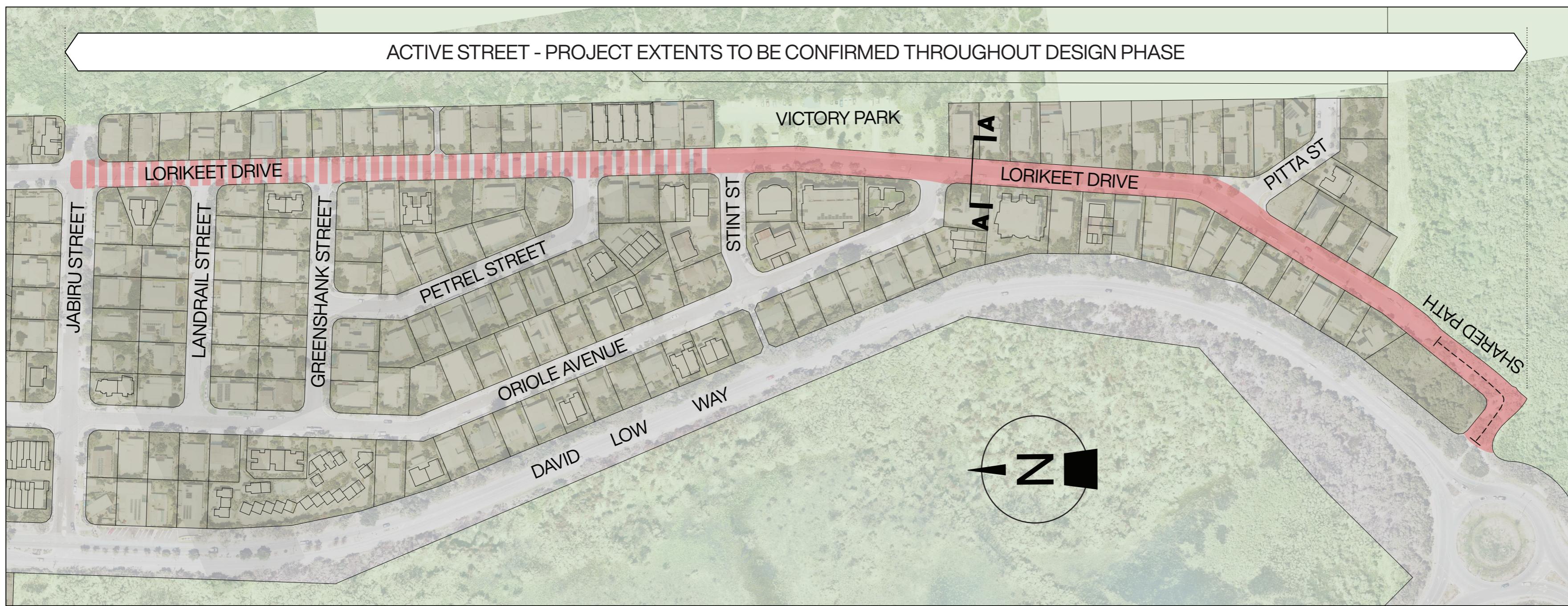
This report is provided for information only and does not represent Council policy. The survey and analysis referenced in the report were undertaken solely to guide design development and should not be interpreted as a final or endorsed position of Noosa Council.

ROAD NAME	PARKING DEMAND	% OF CAPACITY	
		PARKING ON ONE-SIDE	PARKING ON BOTH SIDES
Lorikeet Drive	43	55%	30%
Victory Park	5	11%	
Pitta Drive	7	41%	
Stint Street	3	60%	33%
Petrel Street	7	33%	19%
Greenshank Street	8	62%	38%
Landrail Street	13	108%	57%
Oriole Avenue	32	64%	33%

Survey Day and Time: Saturday 19 April - 10:00AM

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ROAD NAME	PARKING DEMAND	% OF CAPACITY	
		PARKING ON ONE-SIDE	PARKING ON BOTH SIDES
Lorikeet Drive	79	101%	56%
Victory Park	40	89%	
Pitta Drive	20	118%	
Stint Street	0	0%	0%
Petrel Street	8	38%	22%
Greenshank Street	5	38%	24%
Landrail Street	10	83%	43%
Oriole Avenue	29	58%	30%



OVERVIEW PLAN
SCALE 1:2000 @ A1

0 50 100 200m
SCALE 1:2000 @ A1

CAPITAL PROJECT NUMBER
511322
DRAWING No. REVISION
C-SK01 1

PEREGIAN BEACH

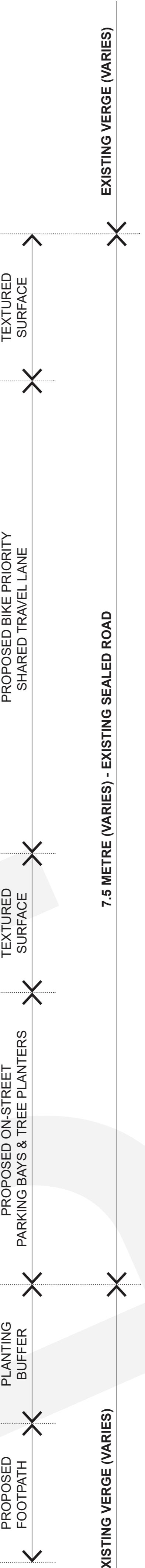
ACTIVE STREET - CONCEPT PLAN
LORIKEET DRIVE EMU MTN ROAD TO JABURI STREET

Ph.(07) 5329 6500 Email: mail@noosa.qld.gov.au



NOT FOR CONSTRUCTION

SECTION AA
ACTIVE STREET - TYPICAL SECTION
NOT TO SCALE

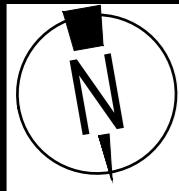


A1	5 4 3 2 1 Rv	5 4 3 2 1 DATE	ISSUED FOR INTERNAL REVIEW	MS	PSM No (AHD) RL xx,xxx SURVEYED - DRAWN 11 / 2024 APPROVED	xx,xxx xx,xxx - - 11 / 2024 APPROVED

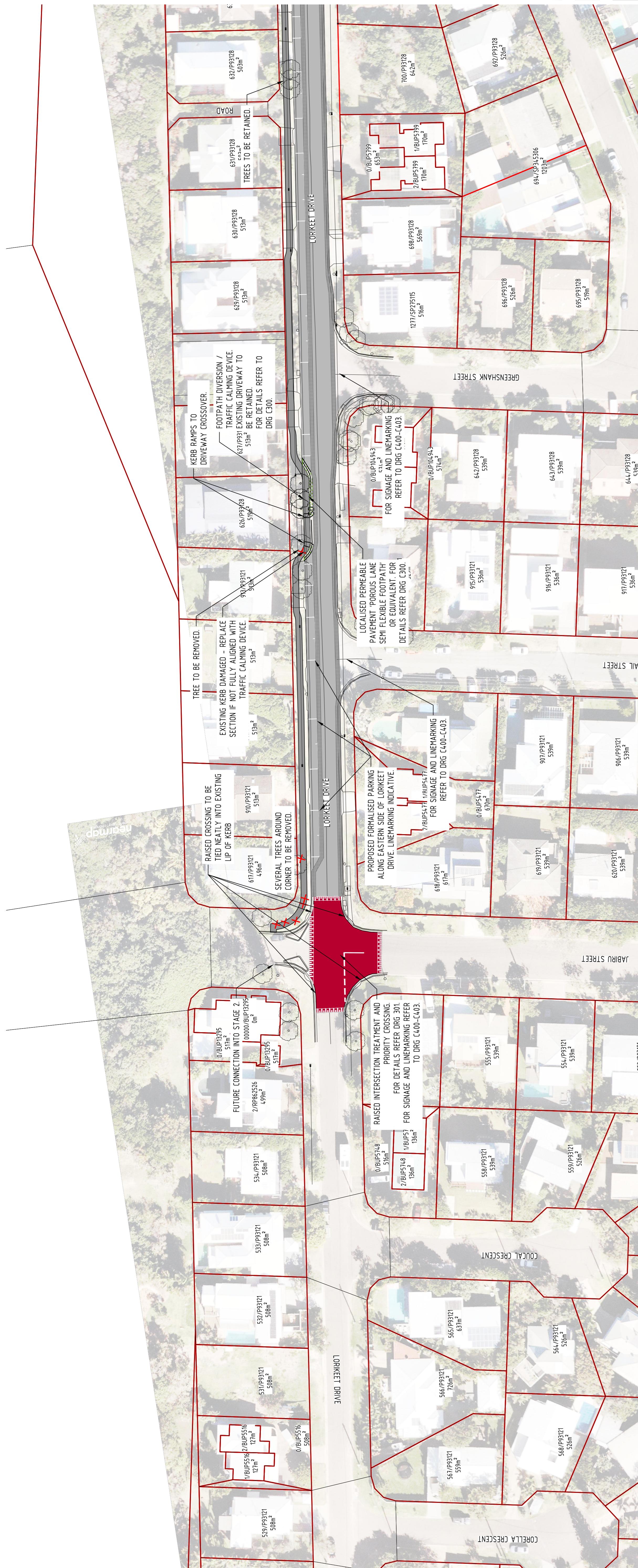
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NEW TREE CANOPY COVER
FOR PROPOSED ON-ROAD PLANTERS



REFER TO DRG. No. C201 FOR CONTINUATION



LEGEND

1. FOR GENERAL NOTES REFER DRG No. C100, WHICH IS TO BE REQUESTED AND VIEWED PRIOR TO COMMENCEMENT OF CONSTRUCTION IF NOT SUPPLIED.
2. FOR SIGNAGE AND LINEMARKING NOTES REFER DRG NO. C400.

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PRELIMINARY NOT FOR CONSTRUCTION

NOOSA COASTAL PATHWAY STAGE 1
PEREGIAN BEACH CYCLE STREET / PATHWAY DESIGN
GENERAL ARRANGEMENT PLAN SHEET 1 of 4

SCALE 1:500

AT ORIGINAL SIZE (A1)

0 10 20 30m

ADG>

Sunshine Coast Office

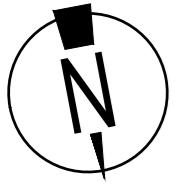
Level 3, 2 Emporio Place
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E info@adgce.com W www.adgce.com
BRISBANE / DARWIN / GOLD COAST / MELBOURNE / SUNSHINE COAST / SYDNEY / MELBOURNE

Non
Col

10 of 10

Rv	DATE	REVISIONS			
		1	2	3	4
1	20.02.25	ISSUED FOR CONCEPT DESIGN	LR	EM	
2	27.06.25	ISSUED FOR 60% DESIGN	LR	EM	
3	20.10.25	ISSUED FOR INFORMATION	FS	EM	

A'



REFER TO DRG. No. C202 FOR CONTINUATION

REFER TO DRG. No. C200 FOR CONTINUATION

LEGEND

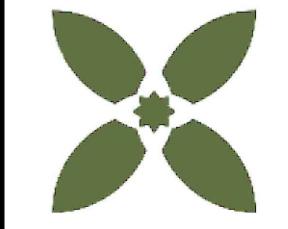
1. FOR GENERAL NOTES REFER DRG NO. C100, WHICH IS TO BE REQUESTED AND VIEWED PRIOR TO COMMENCEMENT OF CONSTRUCTION IF NOT SUPPLIED.
2. FOR SIGNAGE AND LINEMARKING NOTES REFER DRG NO. C400.
3. FOR OTHER NOTES REFER DRG NO. C200.

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PRELIMINARY NOT FOR CONSTRUCTION

NOOSA COASTAL PATHWAY STAGE 1 PEREGIAN BEACH CYCLE STREET / PATHWAY DESIGN GENERAL ARRANGEMENT PLAN SHEET 2 OF 4	<u>Capital Project Number</u> 23076	<u>Sheet No. - Revision No.</u> C201	3
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NOOSA Council



Rv	DATE	REVISIONS	REC.	APPR.
3	20.10.25	ISSUED FOR INFORMATION	FS	EM
2	27.06.25	ISSUED FOR 60% DESIGN	LR	EM
1	20.02.25	ISSUED FOR CONCEPT DESIGN	LR	EM

A1

REFER TO DRG. No. C203 FOR CONTINUATION

RFFER TO DRG. No. C201 FOR CONTINUATION

EGEND

FOR GENERAL NOTES REFER DRG No. C100, WHICH IS TO BE REQUESTED AND VIEWED PRIOR TO COMMENCEMENT OF CONSTRUCTION IF NOT SUPPLIED.

2. FOR SIGNAGE AND LINEMARKING NOTES REFER DRG No. C400.

3. FOR OTHER NOTES REFER DRG No. C200.

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PRELIMINARY NOT FOR CONSTRUCTION

**N
Co**

SCALE 1:500
AT ORIGINAL SIZE (A1)

10 20 30m

ADG

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SUNSHINE COAST / SYDNEY / TOOWOOMBA

NOOSA COASTAL PATHWAY STAGE 1
PEREGIAN BEACH CYCLE STREET / PATHWAY DESIGN
GENERAL ARRANGEMENT PLAN SHEET 3 OF 4

A scale bar and north arrow are positioned in the top left corner of the map. The scale bar is a horizontal line divided into three segments: the first segment is 10 units long, the second is 20 units long, and the third is 30 units long. The 20-unit segment is marked with a vertical line and labeled '30m' above it. The north arrow is a blue triangle pointing upwards, with the letters 'N' and 'E' to its right.

SCALE 1:500

AT ORIGINAL SIZE (A1)

NOOSA Council

A decorative graphic element consisting of four dark green, teardrop-shaped petals arranged in a square pattern, with a smaller, multi-pointed star shape in the center.

A photograph of a person performing a backbend on a mat. The person is lying on their back with their legs bent and pulled towards their chest, forming a tight ball. Their arms are extended straight out to the sides, parallel to the floor. The person's head is tucked down towards their chest. The background is a plain, light-colored wall. In the foreground, there is a large, light-colored grid overlay consisting of a 4x4 grid of squares, which is likely used for measuring the person's height or the distance between the floor and the person's head.

Rv	DATE	ISSUED FOR INFORMATION	REVISIONS	REC.	APPR.
3	20.10.25	ISSUED FOR INFORMATION		LR	EM
2	27.06.25	ISSUED FOR 60% DESIGN		LR	EM
1	20.02.25	ISSUED FOR CONCEPT DESIGN		LR	EM

A1

