



Multi-modal Transport Assessment

Sunshine Coast Airport

Airport North & Gateway Precinct Master Plans

FOR: Sunshine Coast Airport

SLR PROJECT No: 620.041841.00001

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Revision Record

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Basis of Report

This report has been prepared by SLR Consulting Australia (SLR) with all reasonable skill, care and diligence, and taking account of the timescale and resources allocated to it by agreement with Sunshine Coast Airport (the Client). Information reported herein is based on the interpretation of data collected, which has been accepted in good faith as being accurate and valid.

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Executive Summary

This Multi-modal Transport Assessment (**MMTA**) establishes an integrated transport strategy to guide the evolution of the Sunshine Coast Airport (**SCA**) Priority Development Area (**PDA**) into a highly connected, sustainable regional gateway, and satisfies the requirement of the Sunshine Coast Airport PDA Development Scheme for a comprehensive multi-modal transport assessment for the whole PDA. The strategy applies across all six precincts and is directed at reducing dependency on private vehicles by providing attractive travel alternatives, rather than by constraining vehicle access.

The transport strategy is based on the following key elements:

- An efficient, resilient, and integrated transport network.
- Integration of public transport with walking, cycling, and e-mobility to offer genuine travel options.
- Reduced private vehicle dependency.
- Improved connectivity for passengers, staff, and commercial tenants.

Mode share targets of 10% public transport and 10% active transport have been adopted across the PDA, adapted from the Sunshine Coast Council Integrated Transport Strategy to reflect the travel constraints of an airport environment. Achieving these targets represents a substantial increase from a current public transport mode share of less than 3%, and relies on the coordinated delivery of high-quality public transport including “The Wave”, a continuous active transport network, and bicycle parking and end-of-trip facilities that make those trips practical for a range of users. A Future Transit Station is currently being planned and integrated within the Gateway Precinct to support delivery of “The Wave” (metro-style service connecting the Airport and Birtinya, with heavy rail south of Birtinya).

The active transport network focuses on creating a cohesive, safe, and well-connected system. A “Green Spine” will form the core of the internal network within the Gateway Precinct, connecting David Low Way through the new mixed-use commercial nodes to the terminal and the Future Transit Station, and linking to a broader system of regional and local routes. Airport North will be connected to existing cycling facilities on David Low Way, supported by a recommendation for an alternative low stress cycling route along Boundary Crescent and Keith Royal Drive.

The internal street network plans balances regional access with internal functionality across the Airport North and Gateway Precincts, which are the higher intensity precincts being delivered first. Upgrades are required to Airport Drive and David Low Way to provide direct connections for both the Gateway and Airport North Precincts. These precincts have also had a street hierarchy defined to coordinate the active transport and vehicle networks, enhancing safety and amenity.

This MMTA provides integrated transport plans for each of the six PDA precincts, aligning external networks with their unique land use contexts. It identifies a consolidated set of key recommendations and a high-level implementation pathway, structured into short-, medium-, and long-term stages (included on the next page). This provides a clear roadmap for SCA and its stakeholders: Economic Development Queensland (**EDQ**), the Department of Transport and Main Roads (**TMR**), and Sunshine Coast Council (**SCC**), to collaboratively deliver the transport infrastructure required to support the airport’s growth and secure its role as a critical economic asset for the Sunshine Coast.



Key Recommendations

#	Recommendation Description	Mode(s)	Precinct(s)	Key Stakeholders	Horizon
1	Ensure all new transport infrastructure is designed to provide safe and equitable access for people of all ages and abilities.	All	All	All	All
2	Deliver the Gateway Precinct "Green Spine".	Active Transport	Gateway	SCA, EDQ	Short-Medium
3	Request SCC establish a designated low stress cycling route from the Gateway Precinct to the Airport North Precinct via Boundary Crescent and Keith Royal Drive.	Active Transport	Gateway, Airport North	SCA, SCC, EDQ	Medium
4	Request that TMR design active transport links from the future Sunshine Motorway active transport facility to the airport.	Active Transport	All	EDQ, TMR	Long
5	Collaborate with TMR to plan an integrated Future Transit Station for "The Wave" including public bicycle parking and end-of-trip facilities.	Public Transport, Active Transport	Gateway	SCA, TMR	Medium
6	Explore opportunities to provide staff end-of-trip facilities for airline and terminal staff.	Active Transport	Aviation, Gateway	SCA, EDQ	Medium
7	Provide bicycle parking and end-of-trip facilities as per the PDA Development Scheme requirements (for specific land uses).	Active Transport	Aerospace, Gateway, Airport North	SCA, EDQ	Long
8	Request TMR (NSO) (formerly Translink) review and update local bus routes to integrate with "The Wave" to improve local connectivity.	Public Transport	All	TMR, SCA	Medium
9	Deliver a new or relocated bus stop on David Low Way as part of Airport North access works, in consultation with TMR (NSO) (formerly Translink).	Public Transport	Airport North	SCA, TMR, EDQ	Medium
10	Safeguard a transport corridor (including a shared path) for future connection to the potential future railway public passenger transport facility.	Public Transport	Gateway, Aerospace, Airport West	SCA, EDQ, TMR	Long



#	Recommendation Description	Mode(s)	Precinct(s)	Key Stakeholders	Horizon
11	Deliver required external road network upgrades on Airport Drive to facilitate access to the Gateway Precinct.	Road Network	Gateway	SCA, SCC, EDQ	Short
12	Deliver required external road network and active transport network on David Low Way to facilitate access to the Gateway Precinct.	Active Transport, Road Network	Gateway	SCA, TMR, EDQ	Short
13	Deliver required external road network and active transport network on David Low Way to facilitate access to the Airport North Precinct.	Active Transport, Road Network	Airport North	SCA, TMR, EDQ	Medium
14	Finalise and maintain a separate, operational Ground Transport Plan.	Road Network, Ground Transport Operator (GTO)	Gateway	SCA	Short



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1.0 Introduction

1.1 Purpose and Strategic Intent

This Multi-modal Transport Assessment (**MMTA**) provides a comprehensive assessment of the existing and future transport networks serving the Sunshine Coast Airport (**SCA**) Priority Development Area (**PDA**). It has been prepared to establish an overarching transport vision, integrate transport networks within each airport precinct, and provide a framework to guide future development and infrastructure planning.

Importantly, this report satisfies the requirements of the Sunshine Coast Airport PDA Development Scheme, which requires a comprehensive multi-modal transport assessment for the whole of the PDA.

This MMTA synthesises previous landside transport studies (including the Ground Transport Plan, the Transport Assessment for the Development Scheme, and strategic transport planning). It is intended to inform the Precinct Master Plans (**PMPs**) for the Gateway and Airport North precincts with key connections through Aerospace Precinct, ensuring that transport considerations are embedded in the detailed planning and design phases of development.

It presents a holistic view of transport, prioritising sustainable modes, generally considering active transport first, followed by public transport, freight, and finally private vehicles.

The MMTA responds to the PDA Precinct Plan and the underlying structural elements map.

The PDA Precincts are:

- Precinct 1: Aviation
- Precinct 2: Gateway
- Precinct 3: Aerospace
- Precinct 4: Airport West
- Precinct 5: Airport North
- Precinct 6: Conservation



Source: PDA Development Scheme. Full size included in Appendix A.



1.2 Priority Development Area (PDA) and Development Scheme

Sunshine Coast Airport was declared a Priority Development Area (**PDA**) in 2023 under the Economic Development Act 2012. This declaration recognises the airport as a significant regional asset and provides a streamlined planning process to facilitate its growth.

All development within the PDA is regulated by the Sunshine Coast Airport PDA Development Scheme, which came into effect in 2024. The Development Scheme is the primary regulatory document guiding development and sets out specific PDA-wide criteria for transport and connectivity. This MMTA outlines the operational details required to meet these criteria, which mandate that development must:

- Facilitate a highly permeable movement network that is compatible with safe airport operations.
- Provide improved permeability and connectivity of the precinct into the surrounding road and active transport networks.
- Provide direct linkages between the airport terminal, “The Wave”, and a potential future railway public passenger transport facility.
- Include safe and visible pedestrian access connections to external pedestrian and cycle networks, including principal cycle networks.
- Deliver infrastructure that facilitates public and active transport accessibility and use.
- Provide for changing travel behaviours over time.

The operational detail is highlighted by key recommendations noted throughout the MMTA and provided in a summary table in **Section 5.1**.

1.3 Relationship with the Ground Transport Plan

A Ground Transport Plan (**GTP**) has been developed in close coordination with the MMTA to ensure a fully integrated transport approach for the Gateway Precinct. While the MMTA focuses on how the precincts connect with broader transport networks (such as planned public transport and active transport infrastructure), the GTP concentrates on all transport movements within and immediately around the airport site.

The GTP addresses terminal public pick-up and drop-off facilities and ground transport operator (**GTO**) facilities including taxis, vehicle rideshare services, limousines, tourist shuttle buses and private coach operators. It also considers airport passenger parking, car rentals, as well as opportunities for electric vehicle charging and emerging technologies.



2.0 Transport Vision

The aspirational vision for multi-modal transport at Sunshine Coast Airport is to:

“Create a modern, sustainable, and accessible airport that serves as a vital economic enabler for the region”.

This vision relies on delivering a highly integrated, efficient, and resilient transport network that prioritises ease of access and offers diverse, sustainable travel options for all user groups, including passengers, staff, and commercial tenants. This vision is built upon four key pillars:

- Deliver a safe, continuous, and attractive active transport network for walking and cycling.
- Establish high-quality, frequent, and reliable public transport as a key mode of access.
- Provide a resilient and adaptable street network for all private and commercial users.
- Support efficient freight access through clearly defined heavy vehicle routes.

Importantly, all transport infrastructure must be designed and delivered to provide safe and equitable facilities for people of all ages and abilities.

Recommendations

- #1** Ensure all new transport infrastructure is designed to provide safe and equitable access for people of all ages and abilities.

2.1 Alignment with Regional and State Transport Policy

This MMTA aligns with, and is informed by, key strategic documents and emerging plans shaping the future of transport in South East Queensland. This ensures the airport's development is fully integrated with broader regional planning and leverages committed infrastructure investment. Key guiding documents include:

- **ShapingSEQ 2023:** The South-East Queensland Regional Plan identifies the airport as part of a major enabling infrastructure cluster and maps proposed high-frequency public transport connections along David Low Way and the Sunshine Motorway.
- **Southern Sunshine Coast Public Transport Strategy (2023):** Prepared by the Department of Transport and Main Roads (TMR), this strategy outlines a multi-corridor approach to public transport. It identifies a future Centre Corridor (previously CAMCOS) that is protected to allow for future delivery of “The Wave”, a heavy rail and metro-style vehicle extension from Beerwah to the airport and outlines key bus connectors that will serve the airport in the meantime.
- **Sunshine Coast Council Integrated Transport Strategy:** This crucial local government strategy sets the policy direction for transport in the region through to 2041. It establishes the ambitious mode share targets that form the foundation of this MMTA's sustainability objectives.
- **TMR Principal Cycle Network Plans (PCNP):** These plans identify David Low Way and the Sunshine Motorway as Principal Cycle Routes, reinforcing the strategic importance of providing high-quality cycling infrastructure along these corridors.
- **Queensland Transport and Roads Investment Program (QTRIP):** The state's four-year investment program provides confirmation of funded projects relevant to the airport, including the business case for the Sunshine Motorway duplication and funding for “The Wave”.



Key extracts from these documents, and others that have built the foundation for this MMTA, are included in **Appendix B**.

2.2 Defining and Achieving Mode Share Targets

The vision for sustainable transport at the airport recognises the need for mode share targets, as both a guiding principle for infrastructure investment and as a means of benchmarking and monitoring success. SCC's Integrated Transport Strategy has been used as the foundation for establishing the airport's mode share targets:

- Public Transport: 10% of all trips.
- Active Transport: 10% of all trips.
- Private Vehicle: 80% of all trips.

While it is recognised that the Sunshine Coast Integrated Transport Strategy sets higher targets for Active Transport (20%), this target has been adapted to a realistic and achievable goal that reflects the complexities of airport environments. Airline passengers are often more constrained in their travel mode choices due to luggage requirements and flight-related travel patterns. They are more likely to use public transport or private vehicles than active transport modes. These users are likely to contribute less to moving away from private vehicle use. As such, the mode share targets are intended as an average across the PDA, with the understanding that some precincts and user groups will achieve higher public and active transport mode shares, approaching those outlined in the Integrated Transport Strategy.

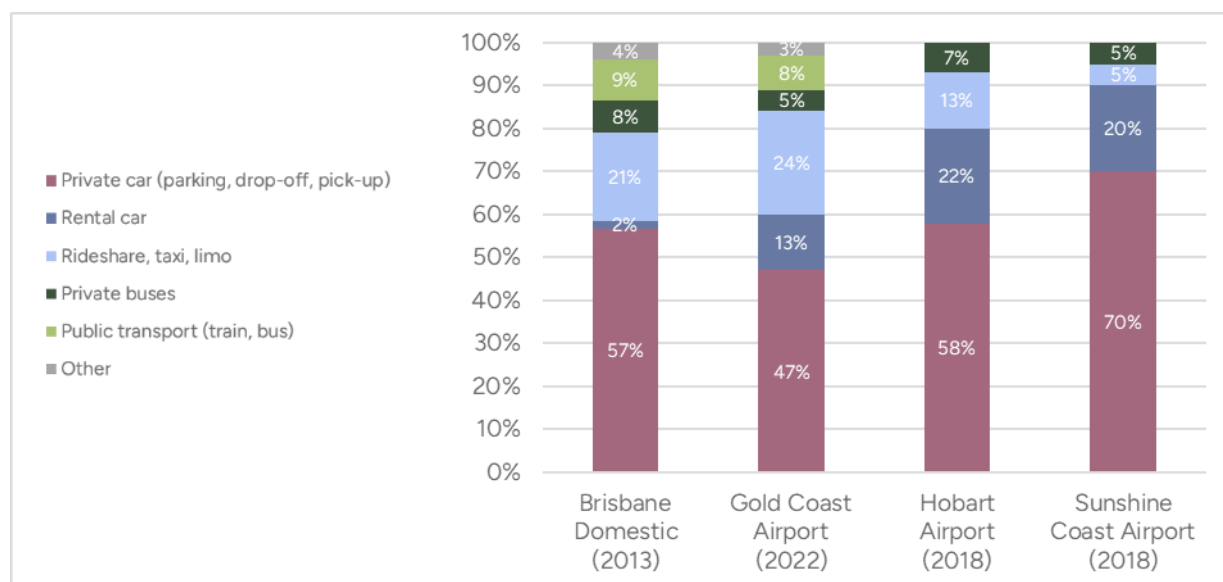
Achieving the public transport mode share target represents a substantial increase from the current mode share of less than 3% (per the Integrated Transport Strategy). While ambitious, the target is considered achievable, particularly with the arrival of "The Wave" metro-style service and planned improvements to active transport networks. This is supported by targeting active transport trips for ancillary uses within the PDA, such as staff commuting and customers visiting commercial and retail offerings.

Mode shift is not about eliminating private vehicle access, but about providing attractive alternatives that reduce overall dependency, thereby managing congestion, reducing parking demand, and creating a more sustainable airport environment.

A brief review of different airports was undertaken to benchmark SCA's mode share targets against airports at different scales and stages of public and active transport integration, as shown in **Figure 1**. The analysis confirmed that, while the mode share targets are lower than those in the Integrated Transport Strategy, they reflect an aspirational and realistic approach as the PDA develops.



Figure 1 High-level Comparison of Indicative Passenger Arrival Mode Shares



3.0 Transport Networks

3.1 Active Transport Network

Achieving the active transport mode share target requires a network that is safe, comfortable, continuous, and highly attractive to users. This is typically achieved through the design of separated pedestrian and bicycle paths, offering users a comfortable experience, supported by amenities such as seating and water fountains.

- Gateway Precinct "Green Spine":** This corridor is envisioned as a linear green space connecting David Low Way (i.e. the bus stops and existing TMR network of on-road bicycle lanes and sealed shoulders) through the new mixed-use commercial nodes, directly to the Future Transit Station and the terminal building. SCA proposes to deliver this Green Spine as a shared path.
- Boundary Crescent and Keith Royal Drive:** As the Airport North Precinct is not directly connected to the rest of the PDA, these streets present an opportunity to create a low-speed cycling environment that is safer and more comfortable for riders compared to the on-road bicycle lanes on David Low Way. Sunshine Coast Council (SCC) has previously mapped this connection as a Bicycle Advisory Zone (BAZ) in their active transport planning, though it could be delivered as a more contemporary cycle street treatment with appropriate line marking and signage.
- Aerospace Precinct Future Integration:** The safeguarded corridor, detailed further in Section 3.2.3, proposes a shared path for people walking, cycling and using e-mobility.
- Network-wide design considerations:** Ensure the network supports all users, including shift workers, by providing adequate lighting, passive surveillance, and consistent wayfinding and signage.

3.1.1 Bicycle Parking and End-of-Trip Facilities

The availability of bicycle parking and high-quality end-of-trip facilities (including showers, toilets and lockers) is critical to supporting active transport use. The PDA Development Scheme mandates that all new developments provide end-of-trip facilities in accordance with SCC's planning scheme policy rates for specific land uses..

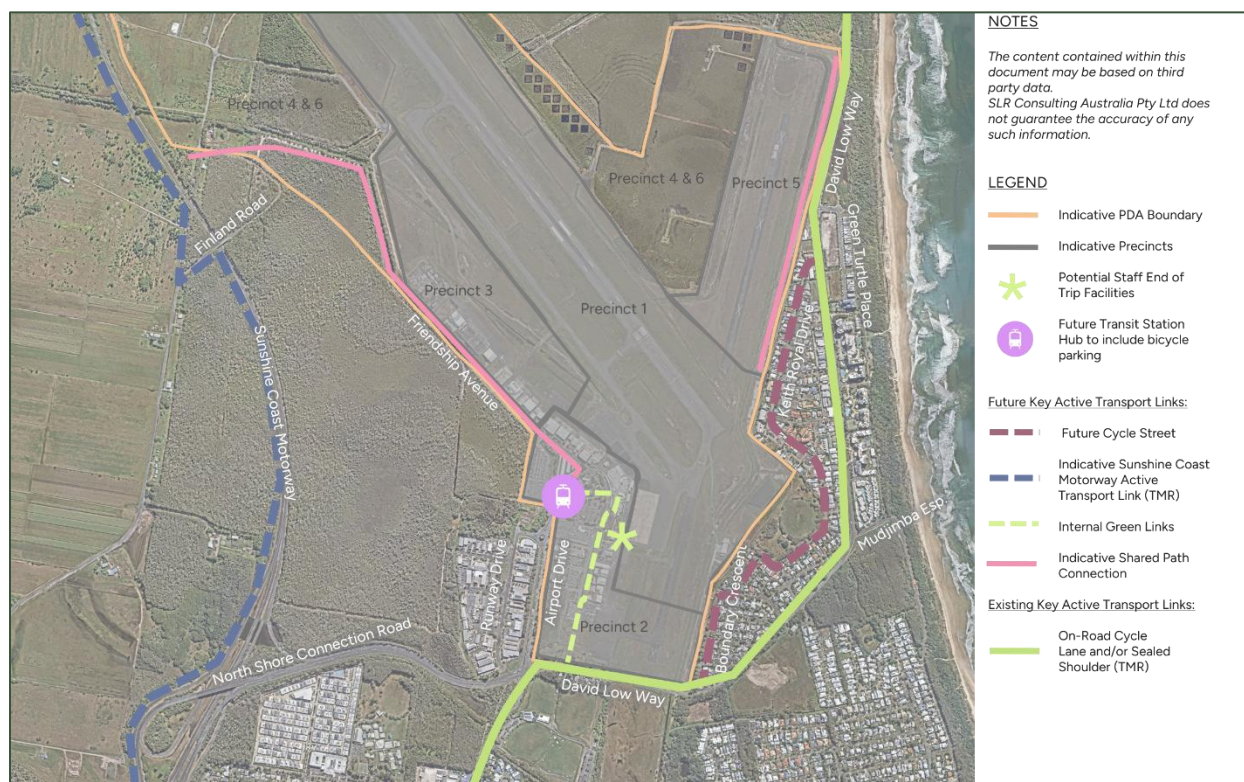


In addition to the PDA requirements for the Gateway Precinct and Airport North Precinct, SCA is exploring the potential to provide staff end-of-trip facilities for use by airport and airline staff.

The metro station (Future Transit Station) will then act as a central point for transport interchange. The station design will need to include parking for bicycles and mobility devices (such as e-scooters) as needed for station users and provide for terminal passengers.

The Gateway Precinct “Green Spine” provides direct connection to both the terminal and Future Transit Station. Individual site designs will need to consider the placement of both customer and staff bicycle and mobility parking, as well as end-of-trip facilities, to ensure convenient access to the “Green Spine” and local path network.

Figure 2 Active Transport Network



An A3 version of this map is included in Appendix A.

Active Transport Recommendations

- #2** Deliver the Gateway Precinct "Green Spine".
- #3** Request SCC establish a designated low stress cycling route from the Gateway Precinct to Airport North Precinct (along Boundary Crescent and Keith Royal Drive).
- #4** Request that TMR design active transport links from the future Sunshine Motorway active transport facility to the airport.
- #5** Collaborate with TMR to plan an integrated Future Transit Station for “The Wave” including public bicycle parking and end-of-trip facilities.
- #6** Explore opportunities to provide staff end-of-trip facilities for airline and terminal staff that may be integrated with the Future Transit Station.
- #7** Provide bicycle parking and end-of-trip facilities as per the PDA Development Scheme requirements (for specific land uses).



3.2 Public Transport

3.2.1 “The Wave”

Public transport connectivity for the airport has been accelerated by the Queensland Government's announcement of "The Wave" as a legacy project for the Brisbane 2032 Olympic and Paralympic Games.

"The Wave" is a staged program comprising three distinct but integrated major projects:

- 1 **Direct Sunshine Coast Rail Line:** A new 37.8km heavy passenger rail line from Beerwah to Birtinya, with Stage 1 (Beerwah to Caloundra) as the immediate focus, Stage 2 (Caloundra to Birtinya).
- 2 **Sunshine Coast Metro:** A modern, metro-style service connecting with the heavy rail network at Birtinya and running express to the airport via key stations including the Maroochydore CBD.
- 3 **Mooloolah River Interchange Upgrade:** A critical road network project as an enabler for the Metro, designed to reduce traffic congestion and ensure reliable public transport operations.

The delivery of this integrated system to Sunshine Coast Airport is a foundational assumption of the MMTA, as it underpins the feasibility of the active and public transport mode share.

3.2.2 Airport Future Transit Station: Design and Integration

The arrival of “The Wave” to the Sunshine Coast Airport necessitates the development of a major transit station within the Gateway Precinct. “The Wave” metro station (herein referred to as the Future Transit Station) will be the terminus of the line, establishing the airport as a primary destination and interchange point in the regional transport network. Planning for this facility is underway. The indicative location places this within 200 metres of the terminal and Hotel Mixed Use Node within the Gateway Precinct, with the surrounding urban design prioritising pedestrian comfort and placemaking.

The hub must be designed to seamlessly accommodate:

- **Metro services:** Efficient and accessible platforms for arriving and departing vehicles.
- **Local bus routes:** Bays, layover space, and driver facilities.
- **Passenger amenities:** Real-time information displays, wayfinding, shelter, seating, and safe pedestrian access to ensure a high-quality user experience.
- **Bicycle parking and end-of-trip facilities:** A mix of secured and unsecured parking for bicycles and mobility devices (e.g. e-scooters) together with supporting end-of-trip facilities for airport staff, The Wave staff and the public.



The new Future Transit Station will become the focal point for all bus services at the airport. The current local bus network, including Route 622 serving the terminal and Route 620 serving the Airport North Precinct area, will need to be reviewed and re-routed in coordination with TMR (Network Services and Operations (NSO), formerly Translink) and the local operator to connect efficiently with “The Wave” services at the Future Transit Station. This provides an opportunity to create a more hierarchical and efficient network, with local buses acting as feeders to the high-frequency metro spine.

For the Airport North Precinct, which is physically separated from the rest of the PDA, specific provision is required to ensure good public transport access. To complement the existing southbound bus stop, a new or relocated northbound indented bus bay on David Low Way is recommended, positioned near the Green Turtle Place intersection (as shown in **Figure 3**). This will provide direct and convenient access for staff and visitors to the Airport North Precinct and facilitate transfers to the wider network.

3.2.3 Safeguarding Future Public Transport Corridors

While a metro connection as part of “The Wave” is now the primary focus, this MMTA also adopts a long-term perspective by safeguarding corridors for future expansion. The previously identified CAMCOS (Caboolture to Maroochydore Corridor Options Study) rail corridor remains a critical piece of long-term strategic infrastructure, as identified in the PDA Development Scheme. This corridor and potential station are herein referred to as the “potential future railway public passenger transport facility” as per the PDA Development Scheme.

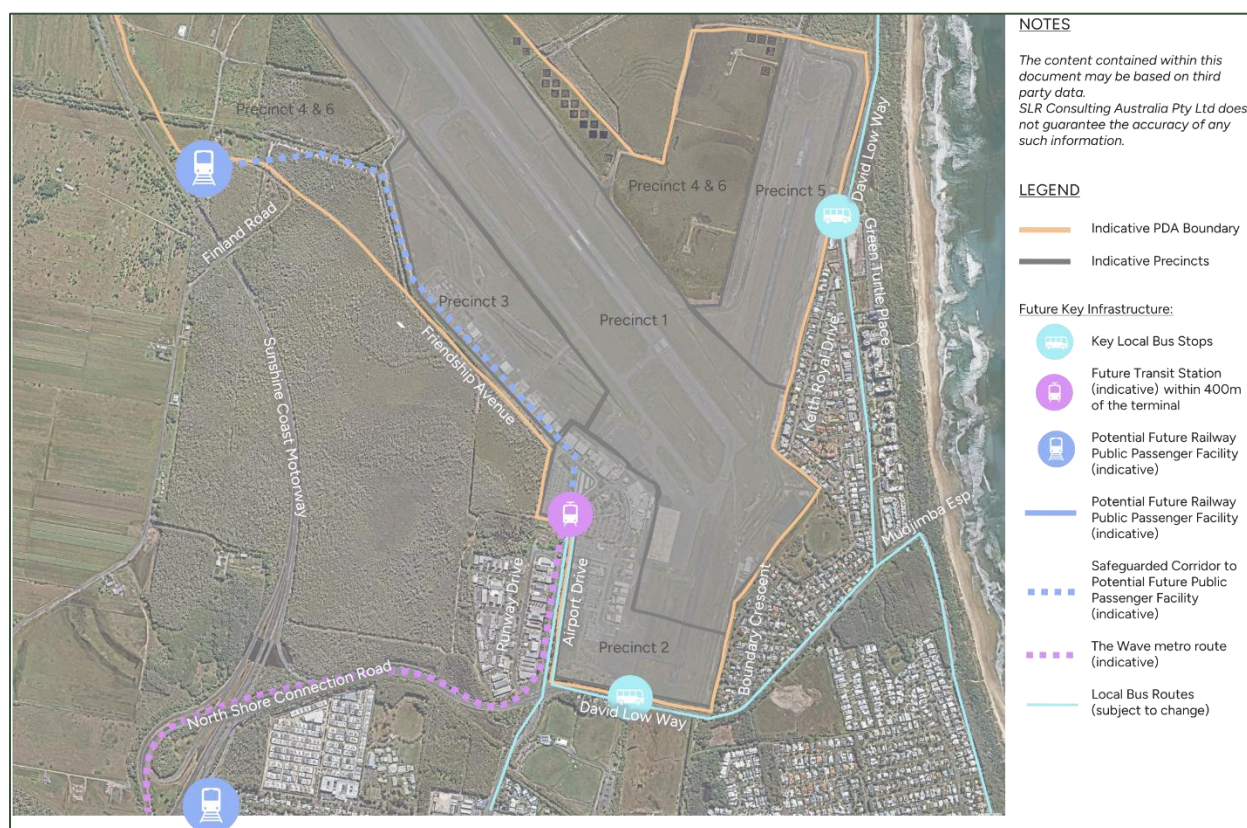
The *Southern Sunshine Coast Public Transport Strategy* explicitly states that while a high-frequency service along this corridor is considered unlikely to be required by 2041, the corridor will continue to be protected for potential future extension. To maintain this future connectivity, a direct linkage transport corridor needs to be safeguarded within the PDA. Through Precinct 3 (Aerospace) the existing street alignment will be preserved and further investigations into operations would be undertaken when there is a commitment to deliver the potential future railway public passenger transport facility.

In Precinct 4 (Airport West), a corridor capable of accommodating a two-lane access street and shared path is recommended for preservation.

By formally protecting the corridor, the opportunity is preserved to deliver a seamless link when the future public passenger transport facility is implemented.



Figure 3 Public Transport Network



An A3 version of this map is included in Appendix A.

Public Transport Recommendations

- #5** Collaborate with TMR to plan an integrated Future Transit Station for “The Wave” including public bicycle parking and end-of-trip facilities.
- #8** Request TMR (NSO) (formerly Translink) review and update local bus routes to integrate with “The Wave” to improve local connectivity.
- #9** Deliver a new or relocated bus stop on David Low Way (northbound) as part of Airport North access works, in consultation with TMR (NSO) (formerly Translink).
- #10** Safeguard a transport corridor (including a shared path) for future connection to the potential future railway public passenger transport facility.



3.3 Street Network: Access and Operations

3.3.1 External Network Planning

The airport's street network must be seamlessly integrated with the surrounding state and local road systems to ensure efficient and reliable access. This requires targeted upgrades to key external corridors and intersections.

- **David Low Way:** This sub-arterial road is the primary access to the airport. While TMR has no confirmed plans for a full-scale duplication, localised upgrades will facilitate access.
 - For the Gateway Precinct, a new signalised three-way intersection is proposed, which could accommodate a potential southern connection if required by SCC. This also includes frontage works along David Low Way to deliver a shared path.
 - For the Airport North Precinct, access will be provided via a new fourth leg to the Green Turtle Place intersection, which is to be signalised, supplemented by a new left-in/left-out access further north.
- **Airport Drive:** Provides the main access to the airport terminal. A new intersection at Electra Lane (right-in, left-in and left-out) is proposed to enhance network resilience and support delivery of the initial stages of the Gateway Precinct.
- **Sunshine Motorway:** TMR is planning to duplicate the Sunshine Motorway from David Low Way to Yandina-Coolum Road, with a business case expected to commence in 2026. This major regional project will improve capacity and travel time reliability for all airport users.
- **Finland Road:** TMR and EDQ have advised that no upgrades will be permitted to the existing Finland Road connection to Precinct 4.

Road Network Recommendations

- #11 Deliver required external road network upgrades on Airport Drive to facilitate access to Gateway Precinct.
- #12 Deliver required external road network and active transport network on David Low Way to facilitate access to Gateway Precinct.
- #13 Deliver required external road network and active transport network on David Low Way to facilitate access to the Airport North Precinct.

3.3.2 Internal Street Hierarchy, Function and Design

A well-defined internal street network is critical to ensure safety, efficiency, and amenity. The network must be designed based on a clear hierarchy that differentiates corridors according to their primary function. This approach ensures that the design of each street is fit-for-purpose and that potential conflicts between users are minimised.

3.3.2.1 Gateway Precinct

A detailed assessment of the internal street network is provided in **Appendix C**, focusing on the Gateway Precinct with a summary of key cross-sections in **Table 1**.



Table 1 Gateway Precinct Internal Key Streets

Corridor Name	Precinct(s)	Movement/Place Function	Street Classification	Design Vehicle	Key Cross-Section Elements	Integration Notes
Airport Drive (existing)	Gateway, Aerospace	High Movement / Low Place	Trunk Road	19m Articulated Vehicle	4 lanes (2+2 divided) south of Kittyhawk Close, 3 lanes north. 2.5m shared path connection north to Aerospace	Primary public transport and GTO corridor. North-south active transport link along "Green Spine".
Gateway Access Corridor (new)	Gateway	Medium High-Movement / Low Place	Centre Access Street	19m Articulated Vehicle	2 lanes (1+1), 2.5m shared path on west (southern section), 2.0m footpath on east 1.8m footpath one side only north of Central Spine	Primary access for freight and service vehicles, to minimise interaction with passenger areas. New airside access and fuel farm access.
Central Spine (new)	Gateway	Medium Movement / High Place	Centre Access Street	12.5m Service Vehicle	2 lanes (1+1), on-street parking, 1.8m footpaths, extensive landscaping	People-focused "main street" for the mixed-use and commercial core. Prioritises pedestrian amenity and slower vehicle speeds.
Kittyhawk Close (existing)	Gateway	High Movement / Medium Place	Terminal Face Road	12.5m Service Vehicle	2 lanes (1+1), 1 lane to Central Spine.	Key east-west vehicle movement corridor, primarily providing egress from terminal loop.
Friendship Avenue (existing)	Aerospace	High Movement / Medium Place	Commercial Access Street	12.5m Service Vehicle /Bus	Service lane + 2 lanes (1+1), 2.5m shared path	Future high-frequency shuttle bus route connecting the airport to the potential future railway public passenger transport station on the potential future railway public passenger transport facility.
Electra Lane (existing)	Gateway	Low Movement / Medium Place	Centre Access Street	12.5m Service Vehicle	2 lanes (undivided), 2.5m shared path on one side	Local access street serving adjacent land uses, with new connection to Airport Drive.

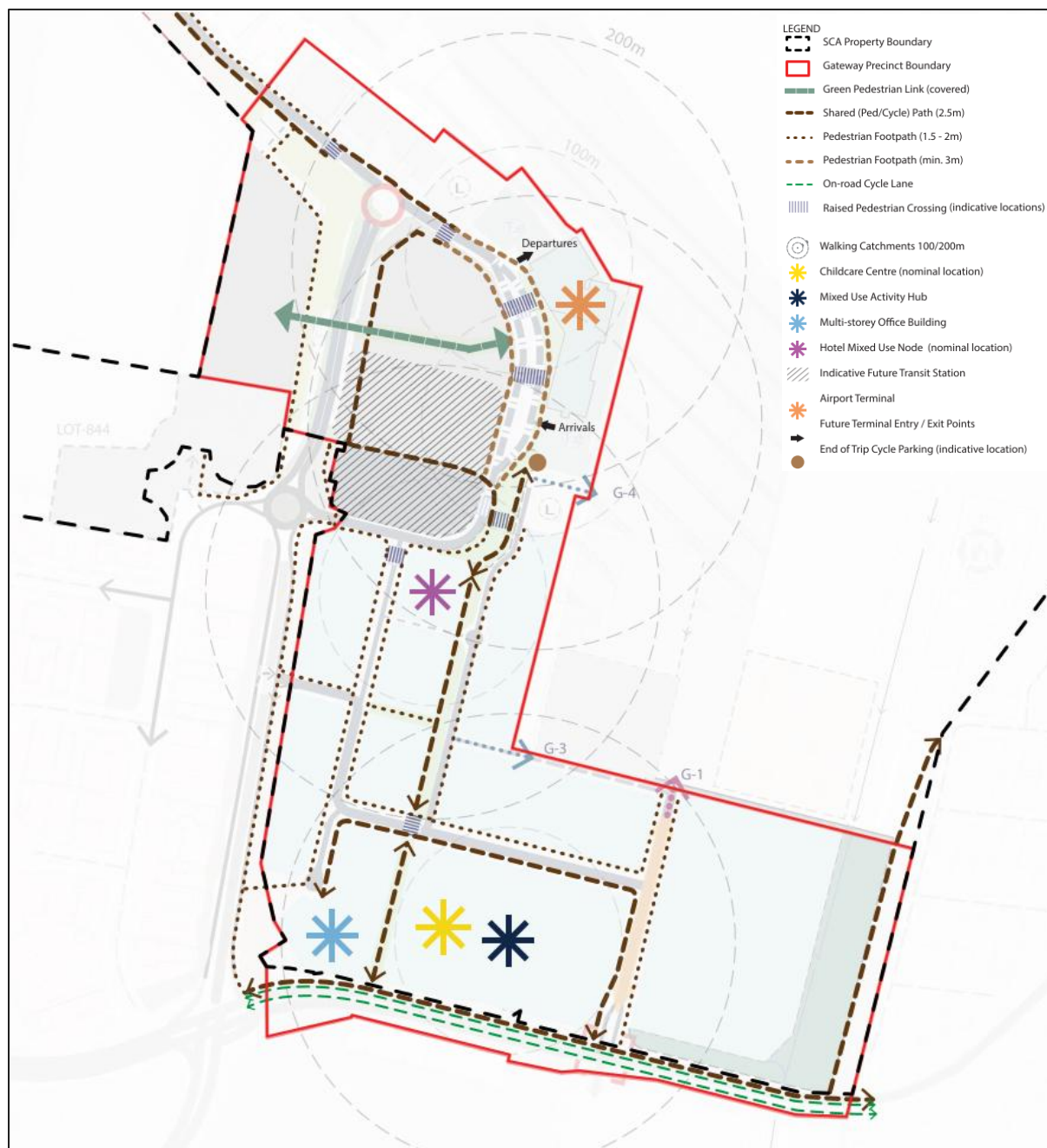
Note: Terminal Face Roads to be in accordance with the Terminal Expansion Project and Ground Transport Plan



As the street network evolves, a clear and intuitive signage and wayfinding strategy will be essential to guide drivers to the correct precincts, parking areas, and GTO facilities. The Ground Transport Plan remains a key reference for the design and operation of terminal face roads.

The internal street network planning is supported by the Active Movement Plan, shown in **Figure 4**. This shows the infrastructure for walking and cycling across the precinct.

Figure 4 Gateway Precinct Indicative Active Movement Plan



Source: RPS

3.3.2.2 Airport North Precinct

A detailed assessment of the internal street network is provided in **Appendix D**, focusing on the Airport North Precinct with a summary of key cross-sections provided in **Table 2**.



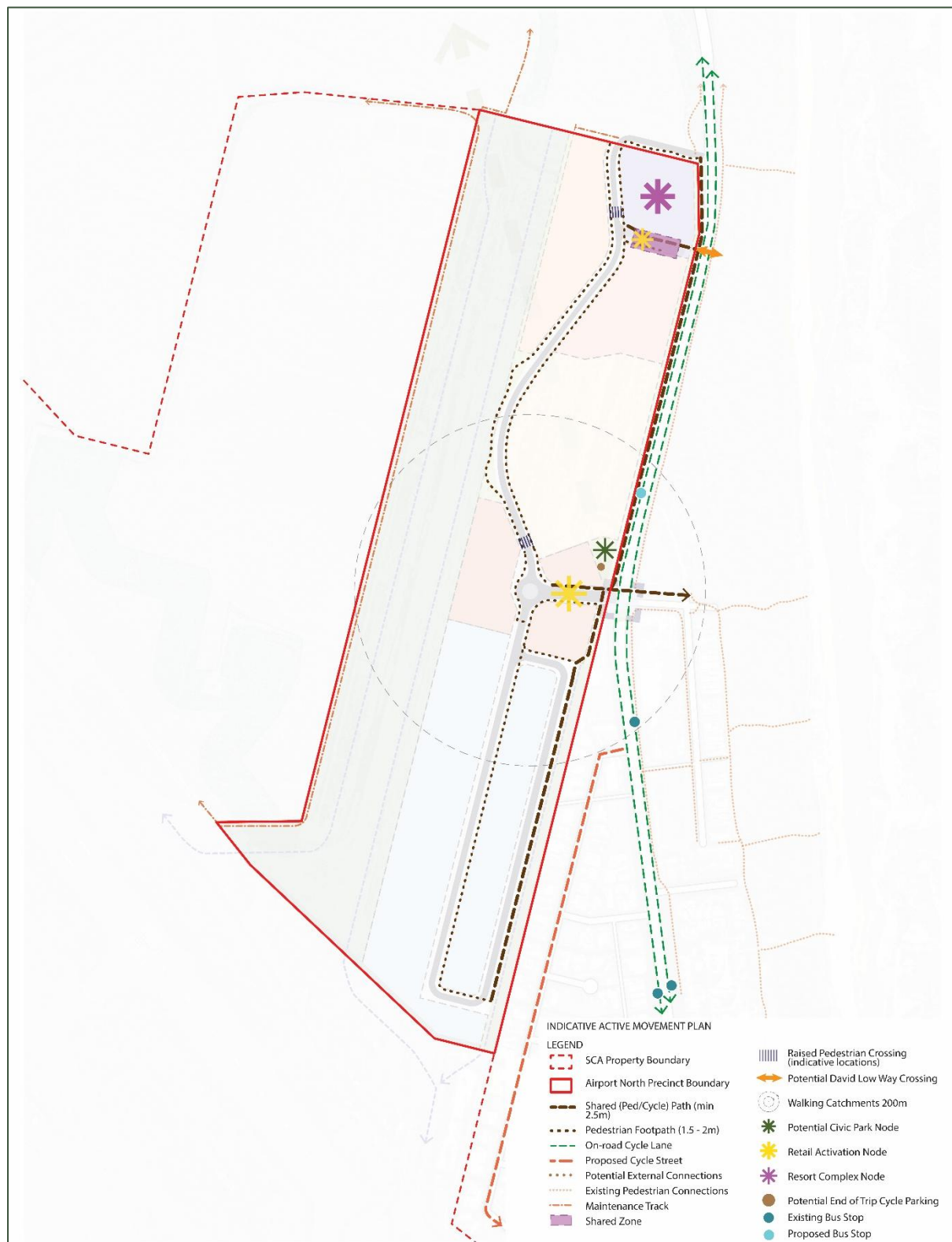
Table 2 Airport North Precinct Internal Key Streets

Corridor Name	Precinct	Movement/Place Function	Street Classification	Design Vehicle	Key Cross-Section Elements	Integration Notes
Centre Access Street (Type 1)	Airport North	High Movement / Medium Place	Mixed Use Collector Street	12.5m Service Vehicle	3 lanes (2+1) median divided, 3.0m shared path on one side, 1.8m footpath on the other side.	Primary access to the Airport North Precinct from the upgraded Green Turtle Place intersection.
Centre Access Street (Type 2)	Airport North	Low Movement / High Place	Mixed Use Access Street	12.5m Service Vehicle	2 lanes (1+1), 2.0m footpath on both sides.	People-focused "main street" for the hotel-use and leisure core. Prioritises pedestrian amenity and slower vehicle speeds.
Centre Access Street (Type 3)	Airport North	Low Movement / High Place	Mixed Use Access Street	12.5m Service Vehicle	2 lanes (1+1), 2.0m footpath on one side, 2.5m shared footpath on the other, no parking.	People-focused "main street" for the hotel-use and leisure core. Prioritises pedestrian amenity and slower vehicle speeds.
Industrial Access Street (Type 1)	Airport North	Low Movement / High Place	Mixed Use Access Street	19m Articulated Vehicle	2 lanes (1+1), 1.8m footpath on one side, 1.5m shoulder on one side, on-street parking on other side. 1.8m footpaths on both sides of the roadway south of the proposed intersection (roundabout).	Whilst still people-friendly, this corridor allows movement between commercial and office space.
Industrial Access Street (Type 2)	Airport North	Low Movement / Medium Place	Access Street	19m Articulated Vehicle	2 lanes (1+1), 2.5m shared path on one side, 1.5m shoulder on one side, on-street parking on other side.	Local access street serving adjacent land uses, connecting to the Central Spine (Industrial Access Street (Type 1)).



The internal street network planning is supported by the Active Movement Plan, shown in **Figure 5**. This shows the infrastructure for walking and cycling across the precinct

Figure 5 Airport North Precinct Indicative Active Movement Plan



Source: RPS



3.3.3 Ground Transport Operators

A standalone **Ground Transport Plan (GTP)** has been prepared to manage the evolving operational details of:

- **Airport Passenger Parking:** a staged expansion of surface car parks until such time as a multi-storey car park is needed to meet demand. Parking is a major land use and a critical revenue source. The parking strategy must balance meeting user demand with the efficient use of land and the promotion of sustainable transport modes. The Future Transit station associated with The Wave is expected to impact on the current capacity of the airport parking which will need to be addressed.
- **Ground Transport Operators (GTOs):** to provide adequate, well-located, and well-managed facilities for all GTOs, including taxis, rideshare services, limousines, tourist shuttle buses, and private coach operators. This requires dedicated pick-up and drop-off, and separate holding areas to prevent kerbside congestion.
- **Car Rentals:** to support the car rental process, including customer service desks, "ready vehicle" bays close to the terminal, and back-of-house areas for vehicle storage and cleaning.
- **Electric Vehicles:** to support the future rollout of electric vehicle (EV) charging infrastructure, ensuring readiness for emerging vehicle technologies.

Ground Transport Actions

#14 Finalise and maintain a separate, operational Ground Transport Plan.



4.0 Integrated Transport Plans by Precinct

4.1 Precinct 1: Aviation

Precinct 1 provides the modal interchange point between air and ground-based travel and includes all aviation operational areas of the Sunshine Coast Airport, including airside activities, runways and infrastructure. This precinct includes land necessary for the long-term safeguarding and efficient operations of all airport aviation-related activities.

For integration with active and public transport networks, the focus for Precinct 1 is encouraging staff to commute more sustainably and not rely on private vehicles by ensuring convenient and attractive alternatives are available.

Currently, a lack of supporting facilities is a key barrier to increasing the number of trips by active transport and/or public transport. There are no end-of-trip facilities and the local urban bus routes do not run frequently or broadly enough to align with typical working patterns.

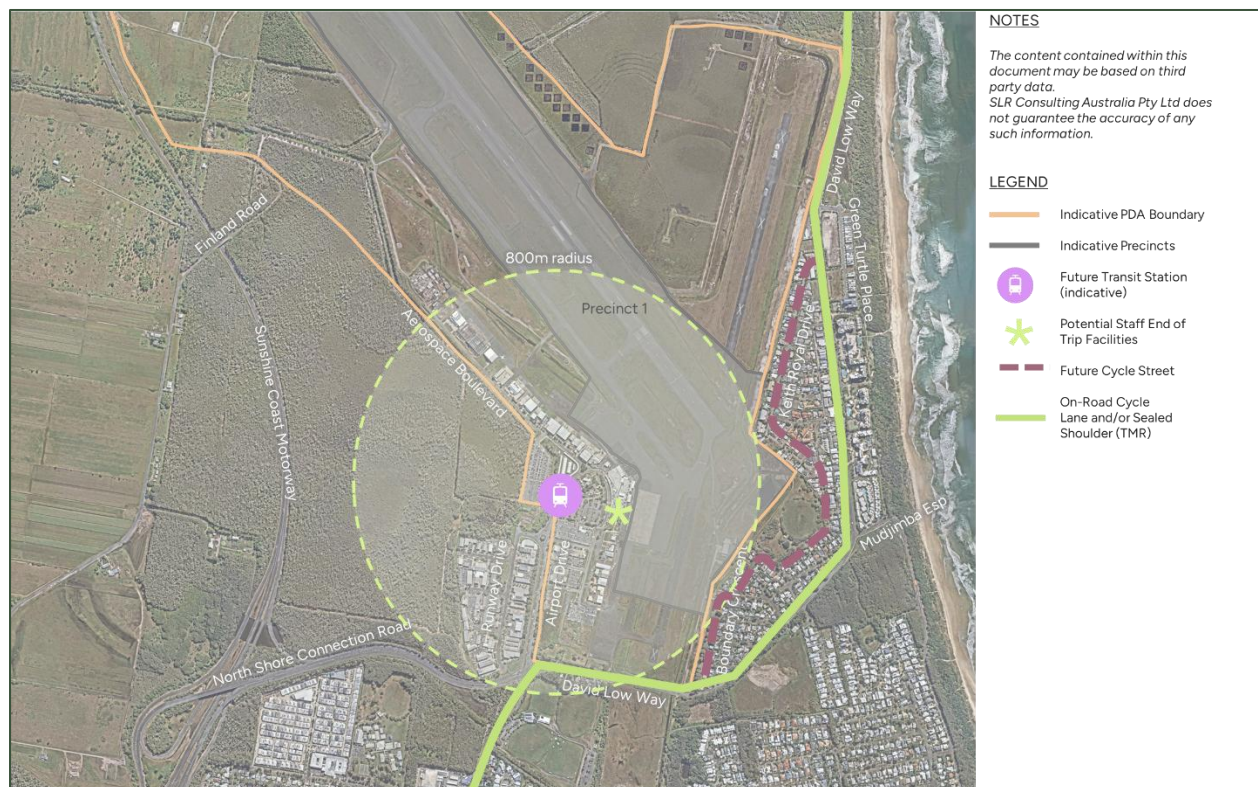
SCA is considering options to provide end-of-trip facilities for terminal and airline staff which could be co-located with the Future Transit Station. Together with the “Green Spine” within the Gateway Precinct, this connects staff to the broader active transport networks identified in **Figure 2**.

The anticipated delivery of “The Wave” by 2032 will provide staff within Precinct 1 with a high-quality and frequent public transport service. Operating on dedicated infrastructure that is fully segregated from general traffic, “The Wave” will offer a reliable and efficient travel option with minimal risks of delays, giving passengers greater confidence in the consistency and reliability of their trips. The hours of operation are also assumed to be more attractive for typical staff working patterns. As shown in **Figure 6**, much of the staff operational areas falls within an 800m (10 min) walking radius of the Future Transit Station.

“The Wave” enhances the airport’s accessibility for a wider employee catchment, which may attract additional aviation-supporting industries and services that benefit from proximity to airside operations but require access to a broader labour pool. It also enables a more diverse and sustainable commuting base for staff, reducing reliance on private vehicles and allowing for more flexible staffing models across the precinct.



Figure 6 Precinct 1 (Aviation) Integration



An A3 version of this map is included in Appendix A.

Aviation Precinct Recommendations

- #6** Review opportunities to provide staff end-of-trip facilities for terminal and airline staff that may be integrated with the Future Transit Station.



4.2 Precinct 2: Gateway

Precinct 2 is the gateway to the airport and the Sunshine Coast region. The precinct includes critical aviation infrastructure as well as a mix of uses to support the growing needs of passengers. The terminal building is the centre point of this precinct and will be expanded to accommodate passenger growth.

As this MMTA has been prepared alongside the Gateway PMP, a detailed Street Network assessment has been prepared for this precinct, which is included at **Appendix C**. This includes detailed consideration of the street cross-sections and functional requirements, informed by the appropriate design vehicles and swept path analysis undertaken herein.

Fundamentally, the design of the Gateway PMP has been driven by the goal of a creating a street network with strong connections to the terminal and Future Transit Station to support “The Wave”, as well as considering connections to David Low Way. This provides key links that support both staff and customers of the Gateway Precinct, while also benefiting staff and visitors in Precincts 1 and 3.

From an active transport perspective, a “Green Spine” has been incorporated from David Low Way through to the Future Transit Station and terminal building. SCA proposes to deliver this as a shared path. Development within the Gateway Precinct will be required to provide bicycle parking and end-of-trip facilities in accordance with the Development Scheme.

In terms of public transport accessibility, the entire Gateway Precinct lies within an 800 m (approximately 10-minute walk) radius of the Future Transit Station. Notably, the transit hotel node is located within 200 m (approximately a 2–3 minute walk).

Figure 7 Precinct 2 (Gateway) Integration



An A3 version of this map is included in Appendix A.



Gateway Precinct Recommendations

- #2** Deliver the Gateway Precinct "Green Spine".
- #5** Collaborate with TMR to plan an integrated Future Transit Station (metro station) for "The Wave" that includes public bicycle parking and end-of-trip facilities.
- #6** Review opportunities to provide staff end-of-trip facilities for terminal and airline staff that may be integrated with the Future Transit Station.
- #7** Provide bicycle parking and end-of-trip facilities as per the PDA Development Scheme requirements (for specific land uses).
- #8** Request TMR (NSO) (formerly Translink) review and update local bus routes to integrate with "The Wave" to improve local connectivity.
- #11** Deliver required external road network and active transport network on Airport Drive to facilitate access to the Gateway Precinct.
- #12** Deliver required external road network and active transport network on David Low Way to facilitate access to Gateway Precinct.



4.3 Precinct 3: Aerospace

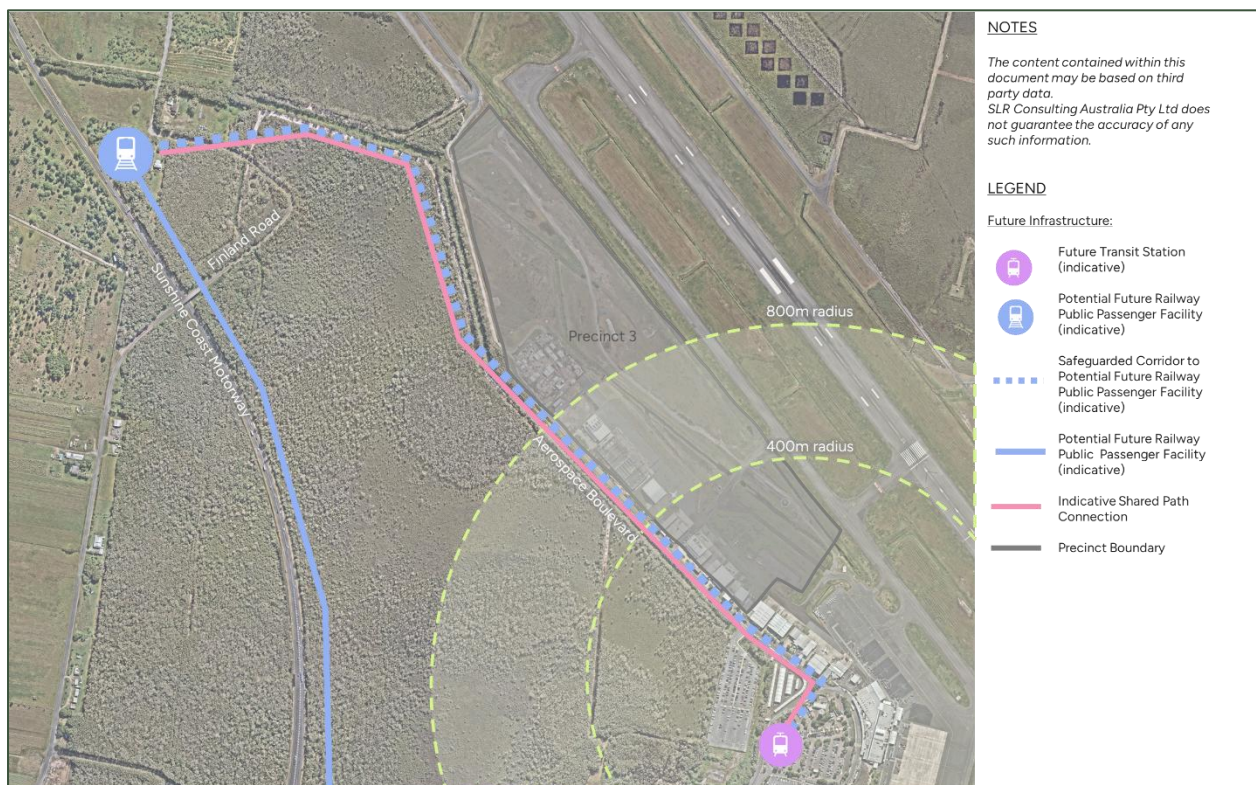
This precinct accommodates general aviation business activities to support the Sunshine Coast's private and non-commercial air transport, including hangars and buildings for aviation-based businesses. This precinct also provides opportunities to grow the aerospace industry and innovation in training, maintenance and new aviation technologies.

The Aerospace Precinct includes tenancies that are currently leased and established, with some potential for future expansion. An important function of the Aerospace Precinct is to preserve the ability for connection between the Future Transit Station and a potential future railway public passenger transport facility. Depending on the form and timing of the public transport connection, the recommended safeguarded approach is to:

- Review the operation of Friendship Avenue to confirm whether the existing form can support reliable and consistent travel times for shuttle services.
- If required, convert Friendship Avenue to a service road to maintain frequent driveway crossovers to tenancies, and establish a two-lane cross-section with limited access that provides a free-flowing link between the Future Transit Station and the potential future railway public passenger transport facility.
- Include a shared path for walking and cycling connectivity.

The majority of this precinct lies within an 800m radius (approximately a 10-minute walk) of the indicative location of the Future Transit Station, providing convenient access for staff and visitors to “The Wave” (see Figure 8). Future development will be required to comply with the Development Scheme provisions for end-of-trip facilities to support active transport.

Figure 8 Precinct 3 (Aerospace) Integration



An A3 version of this map is included in Appendix A.



Aerospace Precinct Recommendations

- #7** Provide bicycle parking and end-of-trip facilities as per the PDA Development Scheme requirements (for specific land uses).
- #10** Safeguard a transport corridor (including shared path) for future connection to the potential future railway public passenger transport facility.



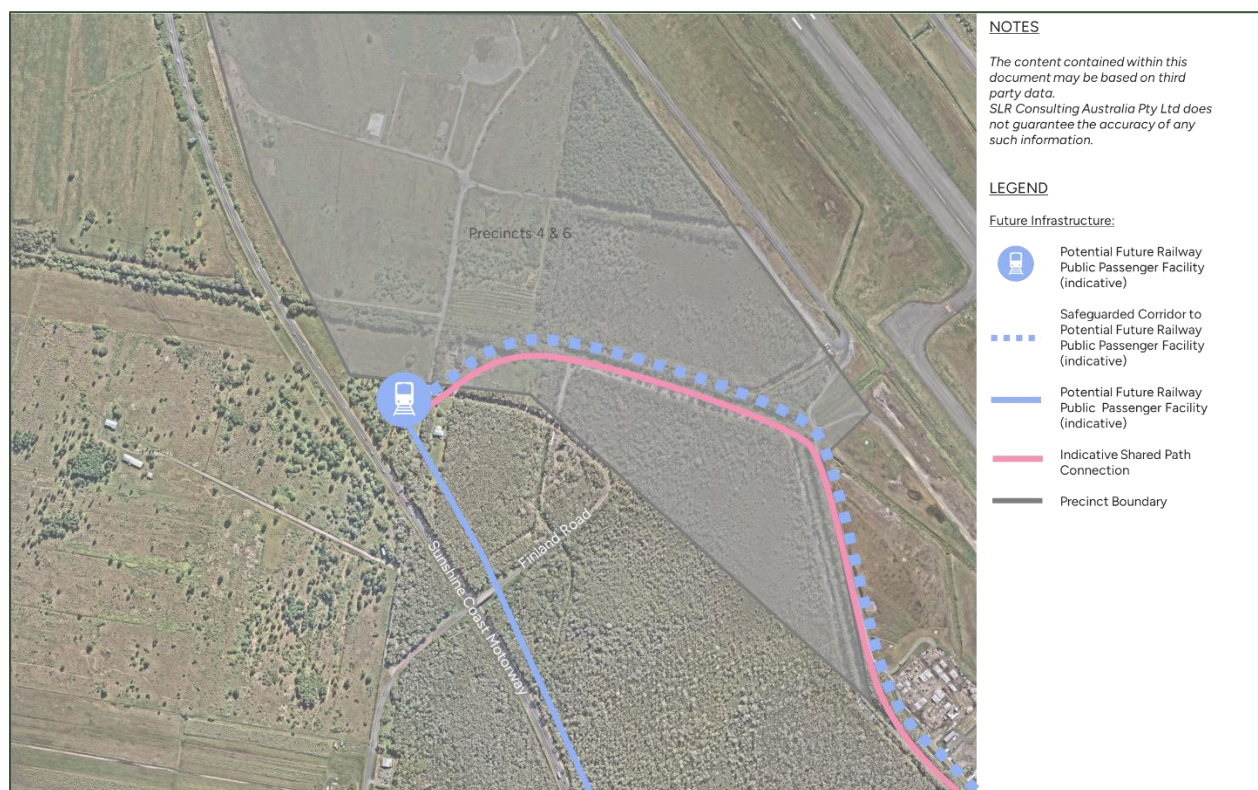
4.4 Precinct 4: Airport West

Precinct 4 includes areas of land which are generally low lying and adjacent to environmental offset and conservation areas of environmental significance. The precinct provides an important buffer to critical airport infrastructure, as well as offering an opportunity for flood-resilient activities, such as a renewable energy facility.

Development potential in Precinct 4 is limited, due to the low-lying nature and presence of conservation areas. To support future multi-modal integration, a corridor should be preserved that can accommodate a future link between the future potential railway public passenger transport facility, and the Gateway Precinct.

SCA can review the corridor alignment and mechanisms to deliver this link, such as addressing the landside/airside boundary when there is certainty around the delivery of the future potential railway public passenger transport facility. Through Precinct 4, this corridor is likely to require two traffic lanes (one in each direction) with a shared path within the verge, as shown in Figure 9.

Figure 9 Precinct 4 (Airport West) Integration



An A3 version of this map is included in Appendix A.

Airport West Precinct Recommendations

- #10** Safeguard a transport corridor (including shared path) for future connection to the potential future railway public passenger transport facility.



4.5 Precinct 5: Airport North

This precinct includes land intended to provide a diverse mix of land uses compatible with wider airport operations, which capitalises on its location to surrounding residential and tourist areas. It will provide a level of economic activity and diversification to serve passengers and visitors, in addition to employment opportunities which are congruent with the wider community. The precinct may include short-term accommodation activities that support the airport or provide community benefits to the region.

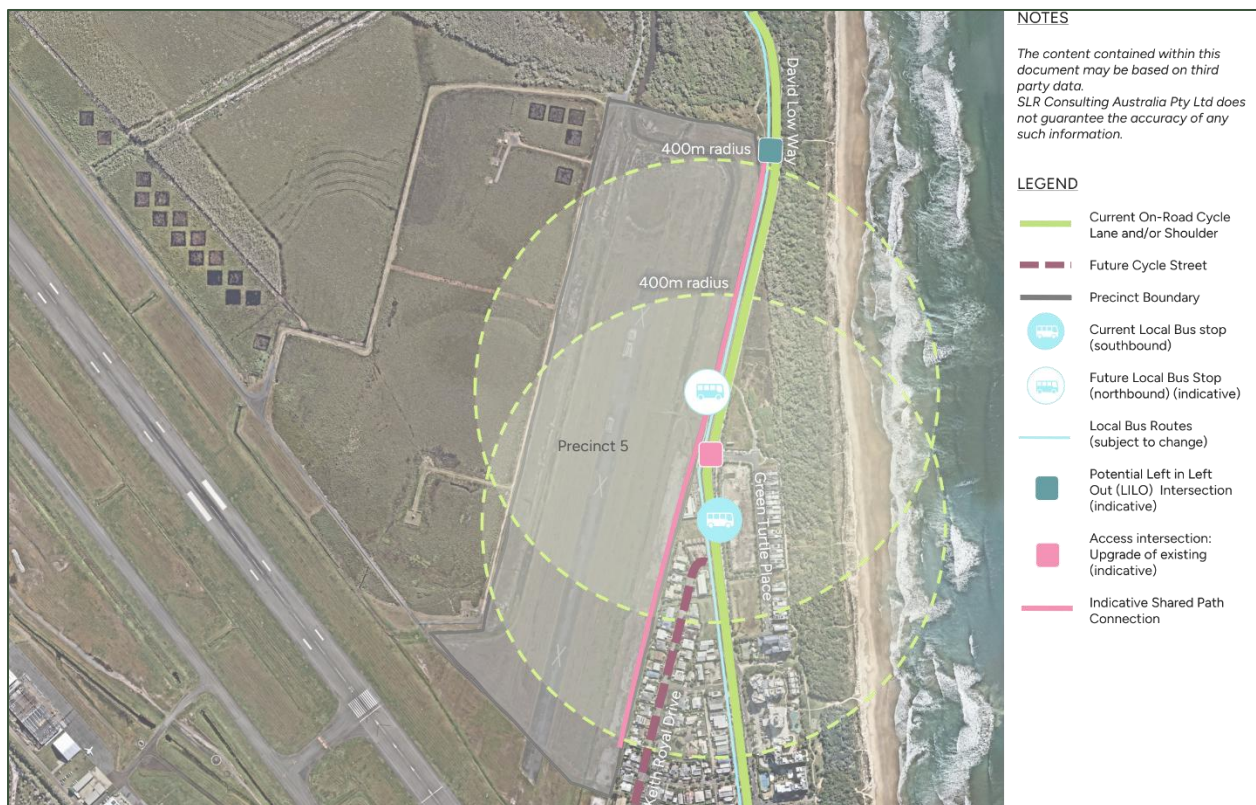
The PMP for the Airport North Precinct, which has been prepared alongside this updated MMTA, documents the fourth leg at the David Low Way/Green Turtle Place intersection, establishing the primary street network connection for the precinct. To improve connectivity, an additional left-in/left-out access is proposed north of Green Turtle Place. Environmental, flooding, and Airport operations requirements prevent the creation of a direct corridor between the Gateway Precinct and Airport North Precinct within the PDA, and the land uses planned for Airport North have less direct connection to the terminal and airport operations.

For improved public transport integration, an additional northbound indented bus stop is to be provided on David Low Way, near the Green Turtle Place intersection, to directly service the Airport North Precinct. The existing on-road bus stops on David Low Way are to be preserved. The majority of Airport North will be within a 400-metre (approximately 5-minute walk) radius of these bus stops, ensuring good connectivity to the local bus network and with connections to "The Wave" when delivered. It is also likely that the operator of the proposed short-term accommodation facilities would provide on-demand shuttle bus services to and from the airport terminal to support reduced reliance on private vehicle travel.

To enhance active transport connectivity, it is recommended that the existing on-road cycling lanes and shared paths on David Low Way are complemented by the formal establishment of a low-speed, low-volume cycling route along Boundary Crescent and Keith Royal Drive. Although this alternative route is approximately 150 m longer than David Low Way for trips between the Gateway and Airport North precincts, it provides a significantly lower level of traffic stress for cyclists while still aligning with the Principal Cycle Network (see Figure 10). As per the Development Scheme, bicycle parking and end-of-trip facilities would need to be provided.



Figure 10 Precinct 5 (Airport North) Integration



An A3 version of this map is included in Appendix A.

Airport North Precinct Recommendations

- #3** Request SCC establish a designated low-stress cycling route from the Gateway Precinct to the Airport North Precinct (along Boundary Crescent and Keith Royal Drive).
- #7** Provide bicycle parking and end-of-trip facilities as per the PDA Development Scheme requirements (for specific land uses).
- #9** Deliver a new or relocated bus stop on David Low Way (northbound) as part of Airport North Access Works, in consultation with TMR (NSO) (formerly Translink).
- #13** Deliver required external road network and active transport network on David Low Way to facilitate access to the Airport North Precinct.



4.6 Precinct 6: Conservation Area

This precinct includes environmental conservation areas that are of environmental significance and have associated conservation, biodiversity, habitat and scenic amenity values. The precinct also includes areas that are unsuitable for development due to flooding constraints or for offset purposes.

No integration is shown for this precinct as there is no overlap with transport network opportunities.



5.0 Action Pathway

5.1 Summary of Key Recommendations

This Multi-modal Transport Assessment identifies a series of recommendations to support the vision of a highly connected, sustainable regional gateway. The key recommendations are summarised in **Table 3**.

Delivering the transport vision will be a long-term, staged process. This implementation pathway should be reviewed periodically (e.g., every five years) to adjust timing and priorities based on funding, development uptake, and technological innovations.

- **Short-Term (0-5 years):** Focus on the enabling infrastructure required for the initial stages of the Gateway Precinct Master Plan. Priorities include:
 - Detailed design and construction of the new signalised intersection on David Low Way to serve the Gateway Precinct.
 - Detailed design of the Future Transit Station in close coordination with TMR's "The Wave" project team.
 - Delivery of the "Green Spine" active transport link through the Gateway Precinct.
 - Finalisation of the Ground Transport Plan and Terminal Expansion Plans.
- **Medium-Term (5-10 years):** This phase is aligned with the delivery of "The Wave" in time for the 2032 Olympic Games. Priorities include:
 - Construction and commissioning of the Transit Hub.
 - Implementation of road and public transport upgrades for the Airport North Precinct.
 - Potential delivery of end-of-trip facility.
- **Long-Term (10+ years):** This phase focuses on meeting the demands of the fully developed airport. Priorities include:
 - The construction of the multi-storey car park with associated grade-separated links, unless required earlier to offset the parking supply impacts from delivering the Future Transit Station.
 - Ongoing preservation of a corridor to link to the potential future railway public passenger transport facility, subject to regional demand and government funding.

The key transport network stakeholders for Sunshine Coast Airport are:

- Economic Development Queensland (**EDQ**).
- Department of Transport and Main Roads (**TMR**), which includes NSO (formerly Translink).
- Sunshine Coast Council (**SCC**).

Table 3 details key recommendations, linking each recommendation to its relevant modes, precincts, stakeholders, and proposed implementation timeline.



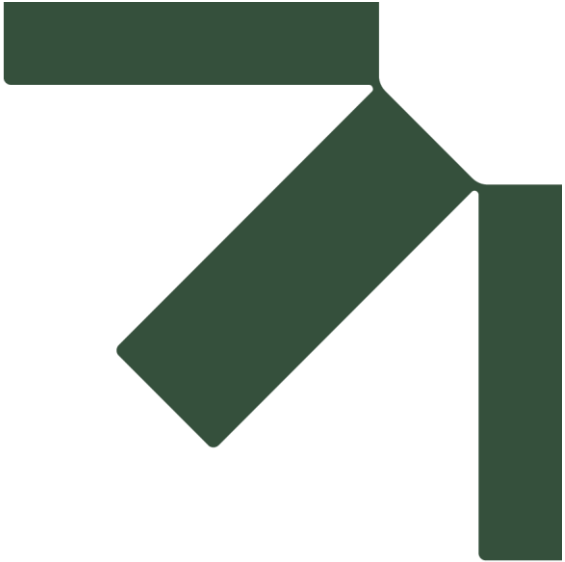
Table 3 Key Recommendations

#	Recommendation Description	Mode(s)	Precinct(s)	Key Stakeholders	Horizon
1	Ensure all new transport infrastructure is designed to provide safe and equitable access for people of all ages and abilities.	All	All	All	All
2	Deliver the Gateway Precinct "Green Spine".	Active Transport	Gateway	SCA, EDQ	Short-Medium
3	Request SCC establish a designated low-stress cycling route from the Gateway Precinct to the Airport North Precinct via Boundary Crescent and Keith Royal Drive.	Active Transport	Gateway, Airport North	SCA, SCC, EDQ	Medium
4	Request that TMR design active transport links from the future Sunshine Motorway active transport facility to the airport.	Active Transport	All	EDQ, TMR	Long
5	Collaborate with TMR to plan an integrated Future Transit Station for "The Wave" including public bicycle parking and end-of-trip facilities.	Public Transport, Active Transport	Gateway	SCA, TMR	Medium
6	Explore opportunities to provide staff end-of-trip facilities for airline and terminal staff that may be integrated with the Future Transit Station.	Active Transport	Aviation, Gateway	SCA, EDQ	Medium
7	Provide bicycle parking and end-of-trip facilities as per the PDA Development Scheme requirements (for specific land uses).	Active Transport	Aerospace, Gateway, Airport North	SCA, EDQ	Long
8	Request TMR (NSO) (formerly Translink) review and update local bus routes to integrate with "The Wave" to improve local connectivity.	Public Transport	All	TMR, SCA	Medium
9	Deliver a new or relocated bus stop on David Low Way (northbound) as part of Airport North access works, in consultation with TMR (NSO) (formerly Translink).	Public Transport	Airport North	SCA, TMR, EDQ	Medium
10	Safeguard a transport corridor (including a shared path) for future connection to the potential future railway public passenger transport facility.	Public Transport	Gateway, Aerospace, Airport West	SCA, EDQ, TMR	Long



#	Recommendation Description	Mode(s)	Precinct(s)	Key Stakeholders	Horizon
11	Deliver required external road network upgrades on Airport Drive to facilitate access to the Gateway Precinct.	Road Network	Gateway	SCA, SCC, EDQ	Short
12	Deliver required external road network and active transport network on David Low Way to facilitate access to the Gateway Precinct.	Active Transport, Road Network	Gateway	SCA, TMR, EDQ	Short
13	Deliver required external road network and active transport network on David Low Way to facilitate access to the Airport North Precinct.	Active Transport, Road Network	Airport North	SCA, TMR, EDQ	Medium
14	Finalise and maintain a separate, operational Ground Transport Plan.	Road Network, Ground Transport Operator (GTO)	Gateway	SCA	Short





Appendix A Maps and Figures

Multi-modal Transport Assessment

Sunshine Coast Airport

SLR Project No.: 620.041841.00001

28 August 2026



NOTES

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SLR Consulting Australia Pty Ltd does not guarantee the accuracy of any such information.

LEGEND

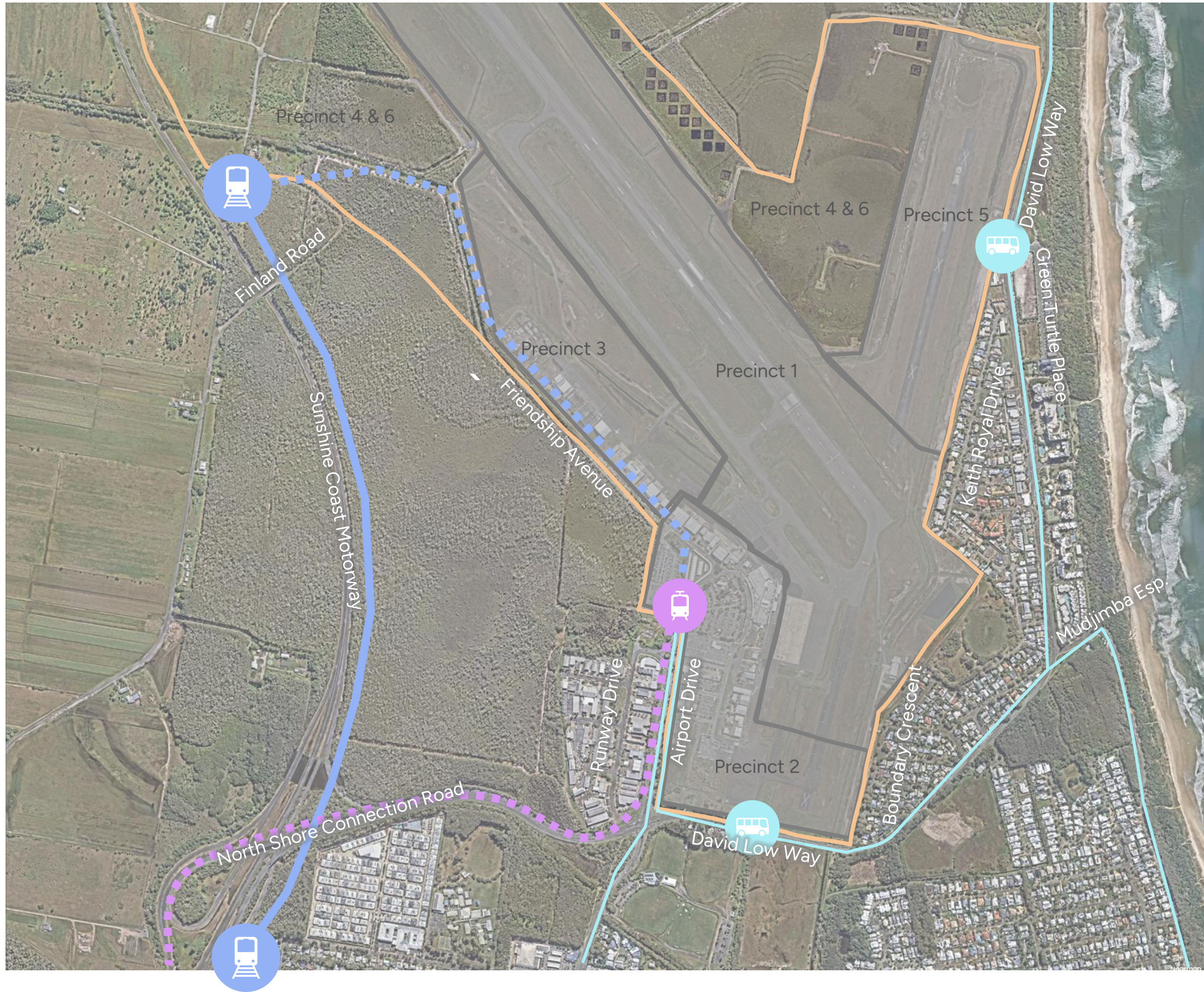
- Indicative PDA Boundary
- Indicative Precincts
- ✱ Potential Staff End of Trip Facilities
- Future Transit Station Hub to include bicycle parking

Future Key Active Transport Links:

- Future Cycle Street
- Indicative Sunshine Coast Motorway Active Transport Link (TMR)
- Internal Green Links
- Indicative Shared Path Connection

Existing Key Active Transport Links:

- On-Road Cycle Lane and/or Sealed Shoulder (TMR)



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LEGEND

- Indicative PDA Boundary
- Indicative Precincts

Future Key Infrastructure:

- Key Local Bus Stops
- Future Transit Station (indicative) within 400m of the terminal
- Potential Future Railway Public Passenger Facility (indicative)
- Potential Future Railway Public Passenger Facility (indicative)
- - - Safeguarded Corridor to Potential Future Public Passenger Facility (indicative)
- - - The Wave metro route (indicative)
- Local Bus Routes (subject to change)



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LEGEND

- Indicative PDA Boundary
- Indicative Precincts
- Future Transit Station (indicative)
- ✱ Potential Staff End of Trip Facilities
- Future Cycle Street
- On-Road Cycle Lane and/or Sealed Shoulder (TMR)



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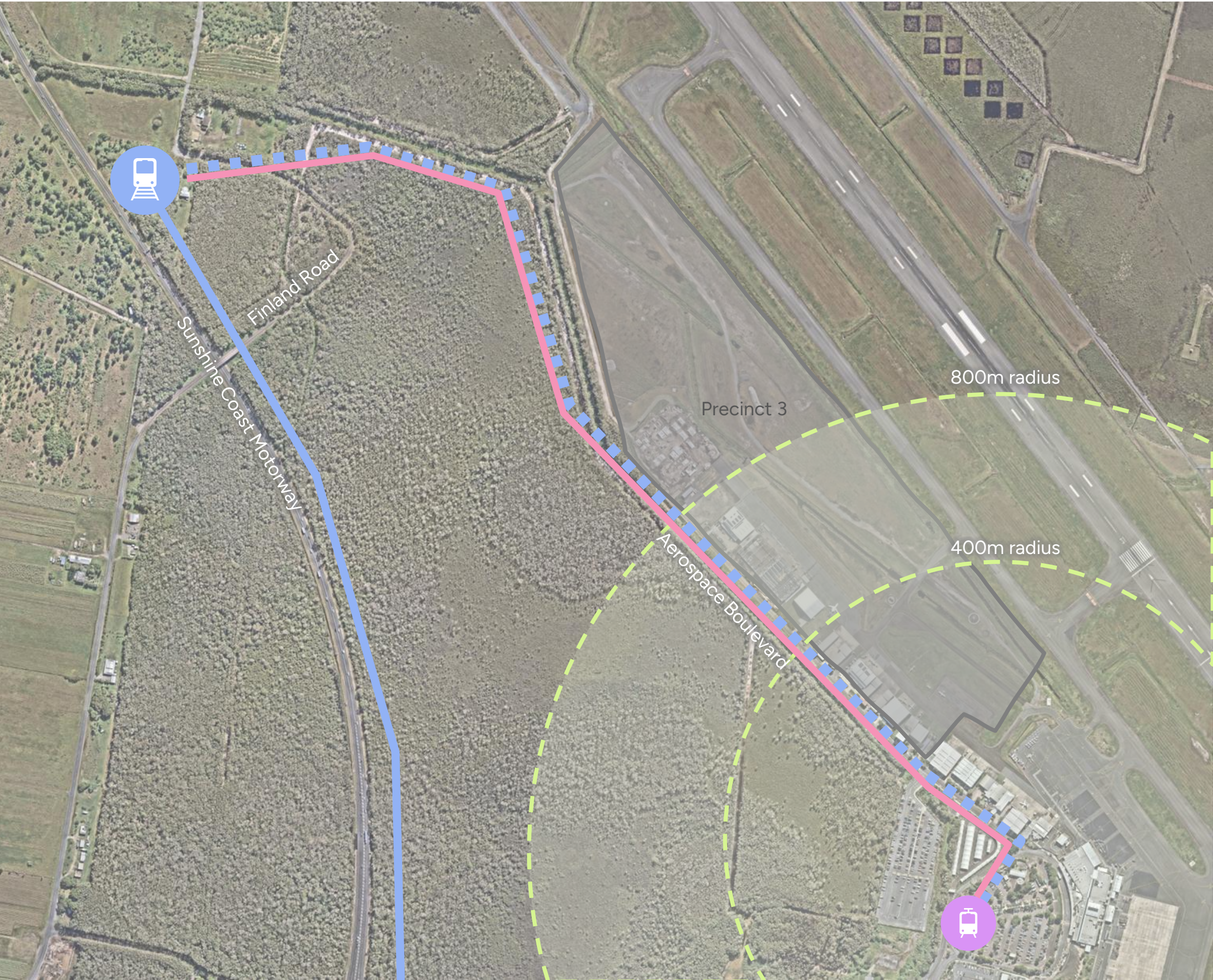
- Indicative PDA Boundary
- Indicative Precincts

Future Infrastructure:

- Future Transit Station (indicative)
- The Wave (Metro) link (indicative)
- Local Bus Stops
- Local Bus Routes (subject to change)
- Safeguarded Corridor to Potential Future Railway Public Passenger Facility (indicative)
- ✱ Potential Staff End of Trip Facilities
- Shared Path Connection
- Future Cycle Street
- Green Links

Existing Key Active Transport Links:

- On-Road Cycle Lane and/or Sealed Shoulder (TMR)

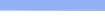


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LEGEND

Future Infrastructure:

-  Future Transit Station (indicative)
-  Potential Future Railway Public Passenger Facility (indicative)
-  Safeguarded Corridor to Potential Future Railway Public Passenger Facility (indicative)
-  Potential Future Railway Public Passenger Facility (indicative)
-  Indicative Shared Path Connection
-  Precinct Boundary



NOTES

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LEGEND

Future Infrastructure:

-  Potential Future Railway Public Passenger Facility (indicative)
-  Safeguarded Corridor to Potential Future Railway Public Passenger Facility (indicative)
-  Potential Future Railway Public Passenger Facility (indicative)
-  Indicative Shared Path Connection
-  Precinct Boundary

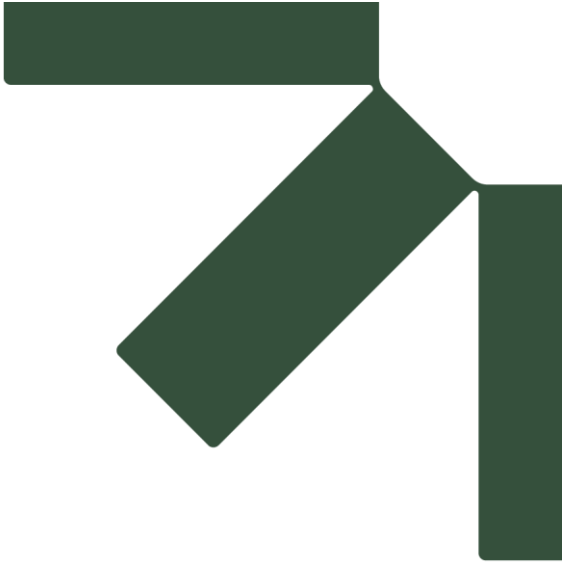


NOTES

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LEGEND

- Current On-Road Cycle Lane and/or Shoulder
- Future Cycle Street
- Precinct Boundary
- Current Local Bus stop (southbound)
- Future Local Bus Stop (northbound) (indicative)
- Local Bus Routes (subject to change)
- Potential Left in Left Out (LILO) Intersection (indicative)
- Access intersection: Upgrade of existing (indicative)
- Indicative Shared Path Connection



Appendix B Detailed Transport and Planning Context

Multi-modal Transport Assessment

Sunshine Coast Airport

SLR Project No.: 620.041841.00001

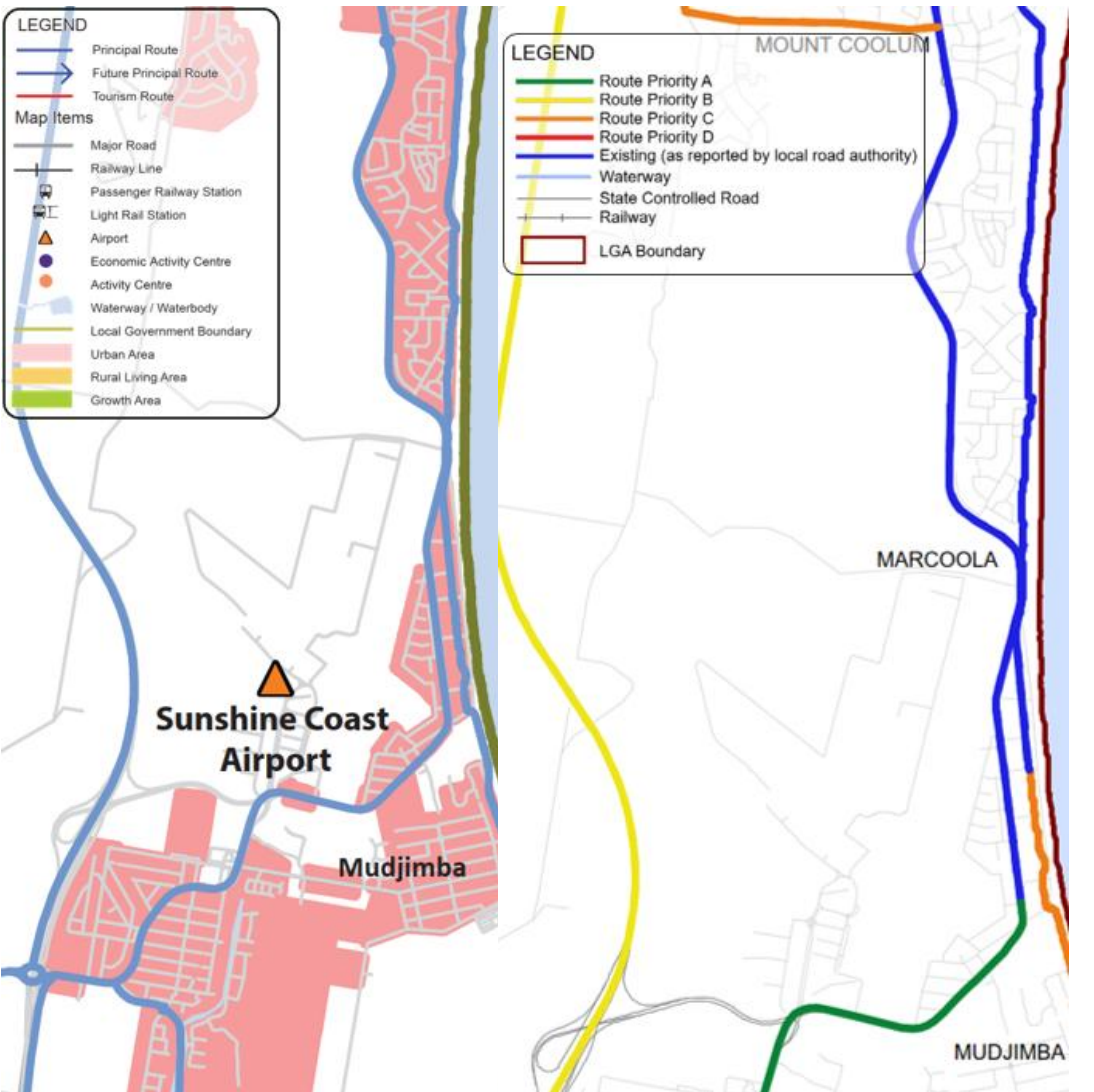
28 August 2026

Reference Document	Details
ShapingSEQ 2023 Map 10 (Strategic Public Transport Network 2046) Inset 2 Page 101 and Map 23 (Northern Sub Region) Page 174 – ShapingSEQ 2023 (DSDILGP)	Map 23 Northern sub-region This map is conceptual only and represents planned density of local dwellings at 2046 using conceptual images for representation purposes only. Shading intensity of dwellings in shades of pink (light pink for low dwelling count to dark pink for high dwelling count). For further details on the transport network, refer to Connect maps in this document. This map does not apply in development assessment. It is intended that local government planning schemes will provide more refined planning for the matters shown on this figure, and any differences arising from that refined planning will not result in the planning scheme being inconsistent with this figure. This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication. 174 ShapingSEQ 2023 Inset 2 Northern This map represents a strategic transport system to support the proposed pattern at a conceptual level at 2046. It does not represent the full transport network and should not be interpreted as a complete or detailed representation of the transport network across SEQ. This map should be used in conjunction with the copyright information and mapping disclaimer on the inside cover of this publication.

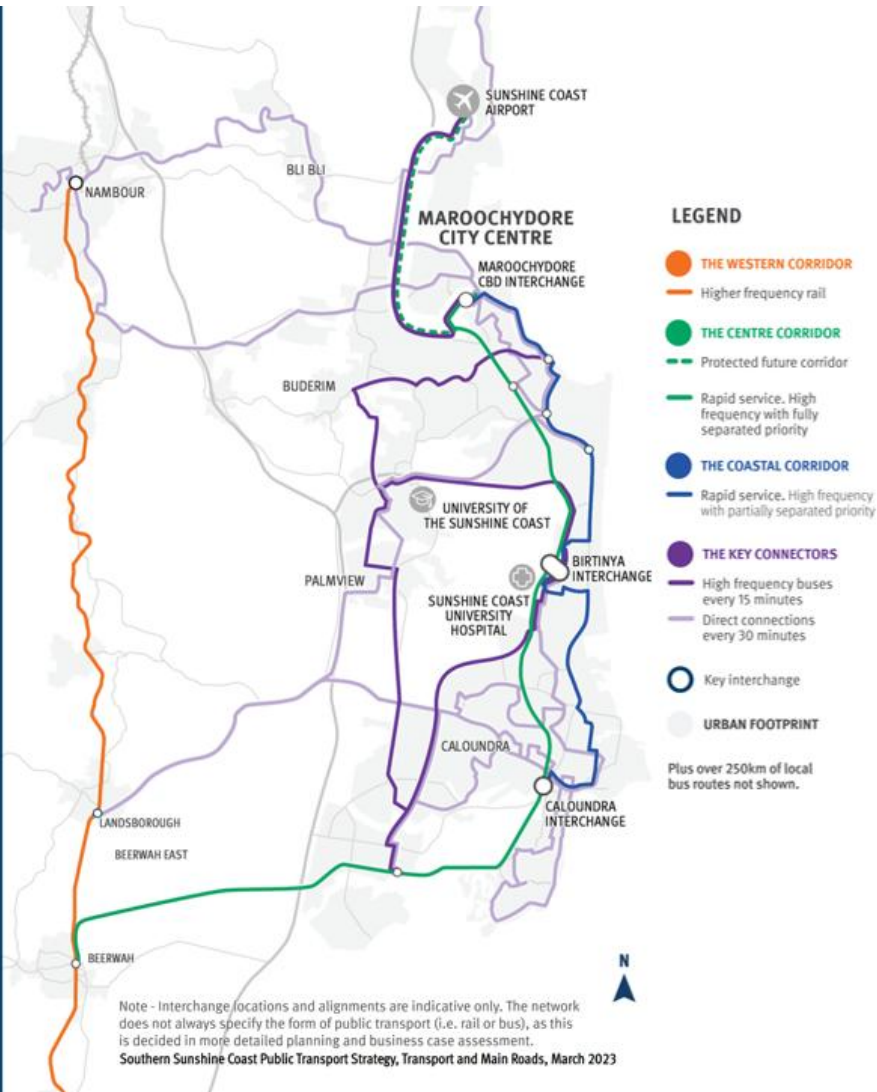


Reference Document	Details		
TMR Regional Transport Plan – South East Queensland (RTP) Figure 13 (Sunshine Coast Indicative Frequent Public Transport Network 2041) Page 55 RTP SEQ (TMR, 2021)			
			Public transport investigation corridor between Sunshine Coast Airport and Maroochydore

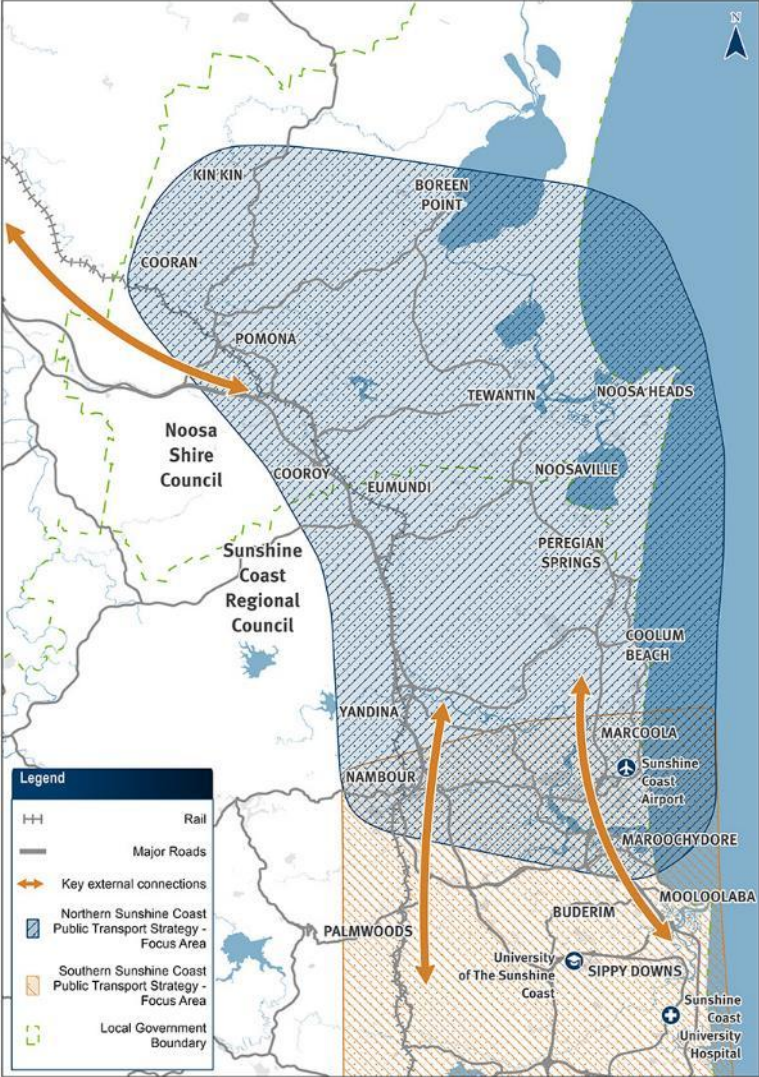


Reference Document	Details	
TMR South East Queensland Principal Cycle Network (PCNP) Map 3 (South East Queensland Principal Cycle Network) Page 9 SEQ PCNP (TMR, 2016) and Priority Route Map 6 (South East Queensland Principal Cycle Network) Page 10 SEQ Priority Route Maps (TMR, 2021)		
		David Low Way and Sunshine Motorway identified as Principal Routes.



Reference Document	Details
Southern Sunshine Coast Public Transport Strategy (The Sunshine Coast Network) Page 10 (TMR, 2023)	 The Sunshine Coast Network LEGEND THE WESTERN CORRIDOR - Higher frequency rail THE CENTRE CORRIDOR - Protected future corridor - Rapid service, High frequency with fully separated priority THE COASTAL CORRIDOR - Rapid service, High frequency with partially separated priority THE KEY CONNECTORS - High frequency buses every 15 minutes - Direct connections every 30 minutes - Key interchange - URBAN FOOTPRINT - Plus over 250km of local bus routes not shown. Note - Interchange locations and alignments are indicative only. The network does not always specify the form of public transport (i.e. rail or bus), as this is decided in more detailed planning and business case assessment. Southern Sunshine Coast Public Transport Strategy, Transport and Main Roads, March 2023 Protected future corridor between SCA and Maroochydore as part of the Centre Corridor. Preference for the centre corridor is for passenger rail, however the document notes “<i>the protected transport corridor extends to the Sunshine Coast Airport. A high frequency public transport service between Maroochydore and the Airport is unlikely to be required by 2041. The corridor will continue to be protected to allow for future extension when necessary.</i>” High-frequency buses every 15 minutes between SCA and Maroochydore and direct connections every 30 minutes on the road network surrounding SCA as part of the key connectors. On-road form with limited PT priority to improve speed and reliability of services.

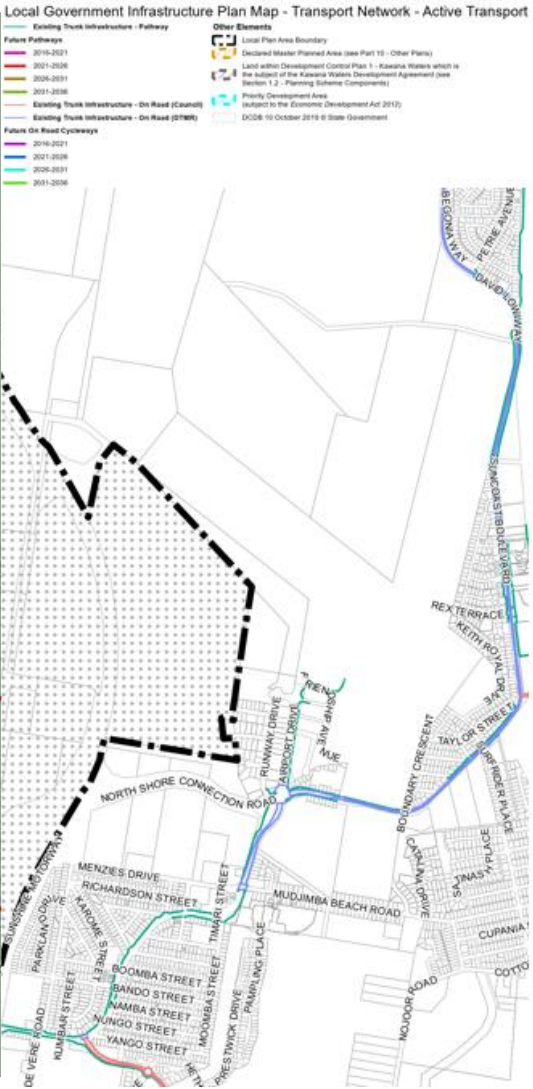


Reference Document	Details
Northern Sunshine Coast Public Transport Strategy Project Website (Northern Sunshine Coast Public Transport Strategy Department of Transport and Main Roads) (TMR, 2025)	 TMR are currently developing the Northern Sunshine Coast Public Transport Strategy, with a draft to be released in 2025. The document is expected to complement the Southern Sunshine Coast Public Transport Strategy (TMR, 2023), and, based on the indicative study area, may include additional strategies and initiatives for the local transport network around the SCA PDA.



Reference Document	Details	
Queensland Transport and Roads Investment Program 2025-26 to 2028-29 (QTRIP) Pages 43 – 52 (North Coast) QTRIP 2025-26 to 2028-29 (TMR, 2025)	The following projects identified in QTRIP are local to SCA: • 2683782 – Sunshine Motorway (Mooloolaba - Peregrine), David Low Way to Yandina - Coolum Road duplication, business case • 3587043 – Sunshine Motorway (Mooloolaba - Peregrine), West Coolum Road, upgrade interchange • 3024759 – Direct Sunshine Coast Rail Line (Stage 1), funding commitment • 3557421 – The Wave (Stage 2 and 3), planning and market readiness • 1868964 – Maroochydore – Noosa Road (David Low Way), Bli Bli bridge upgrade, planning	The Queensland Transport and Roads Investment Program (QTRIP) outlines current and planned transport and road infrastructure investments for delivery over the next four years.



Reference Document	Details	
Sunshine Coast Planning Scheme 2014 – Local Government Infrastructure Plan (LGIP) Maroochy North Shore Local Plan Area LGIP Map Version 27 – Transport Network Roads and Active Transport (SCC, 2024)	Local Government Infrastructure Plan Map - Transport Network - Roads  Local Government Infrastructure Plan Map - Transport Network - Active Transport 	A review of the LGIP Maps for the Transport network (Roads and Active transport) found SCC have no planned future transport infrastructure on the transport network local to SCA.



Reference Document	Details
“The Wave” “The Wave” Location Map (TMR, 2026)	 “The Wave” was announced as part of the 2032 Delivery Plan for the Brisbane 2032 Olympic and Paralympic Games and beyond. “The Wave” will create a legacy and revolutionise travel with a new heavy rail line from Beerwah to Birtinya, connecting to an express metro-style service through to the Sunshine Coast Airport via Maroochydore. “The Wave” is made up of three major projects, including: • Direct Sunshine Coast Rail Line, a heavy passenger rail line from Beerwah to Birtinya. • Sunshine Coast Metro, a metro-style service from Birtinya to the Sunshine Coast Airport. • Mooloolah River Interchange Upgrade.



Reference Document	Details
Direct Sunshine Coast Rail Line Figure 3 (Project options) Page 11 Direct Sunshine Coast Rail line Business Case Summary (TMR, 2024)	The map illustrates the proposed Direct Sunshine Coast Rail Line alignment (2023) in green, compared to the CAMCOS protected alignment (2001) in red. The route starts at Beerwah in the south and extends north to Maroochydore, passing through or near Beerwah East, Nirimba, Caloundra, Aroona, Birtinya, Little Mountain, Birtinya, Mountain Creek, and Maroochydore. Key features include: Stations: Beerwah, Beerwah East, Nirimba, Caloundra, Aroona, Birtinya, Little Mountain, Birtinya, Mountain Creek, and Maroochydore. Road Crossings: Ropes Road, Pelican Waters Boulevard, Bells Creek Arterial Road, Caloundra Road, Parklands Boulevard, Lake Koroona Boulevard, Production Avenue, Nicklin Way, and Aerodrome Road. Key Infrastructure: Sunshine Coast Airport, Bruce Highway, Sunshine Motorway, and Mooloolah River. Project Options: Eight numbered callouts describe specific alignment changes and their impacts: 1 Maroochydore: Rail track remains west of Sunshine Motorway, before crossing motorway south of Maroochy Boulevard. Meets rail technical standards, minimises operational noise, environmental and flooding impacts. 2 Buderim-Mooloolah Interchange: Rail track underpasses under Mooloolah Road minimises impacts to the local road network. Helps reduce noise and visual amenity impacts. 3 Mooloolah River crossing (Pamearra to Mountain Creek): Rail track moves west minimising environmental, cultural heritage and flooding impacts. Aligns rail corridor, the Mooloolah River Interchange project and active transport facilities in a smaller footprint to mitigate environmental impacts. 4 Birtinya: Rail track to cross under Kowana Motorway between Birtinya and Mountain Creek stations. Better accommodates the rail line with the Mooloolah River interchange project. 5 Little Mountain: 1.1km tunnel between Caloundra and Aroona stations minimises environmental, cultural heritage and social impacts. Enables community facilities on Sugar Bag Road to remain. 6 Pelican Waters: Rail track shifts west to reduce noise and vibration impacts. Straighter alignment allows for higher speeds and reduces travel time. 7 Beerwah East: Rail track straightened through the Beerwah East area. Allows faster speeds and reduces travel time. 8 Beerwah: Rail track connects into existing North Coast Line north of Beerwah station. Modern rail standards require changes. This also reduces environmental impacts. Legend: - CAMCOS protected alignment (2001) - Proposed Direct Sunshine Coast Rail line alignment (2023) - Sunshine Coast Public Transport project

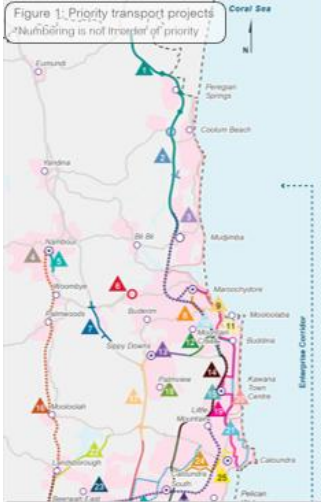
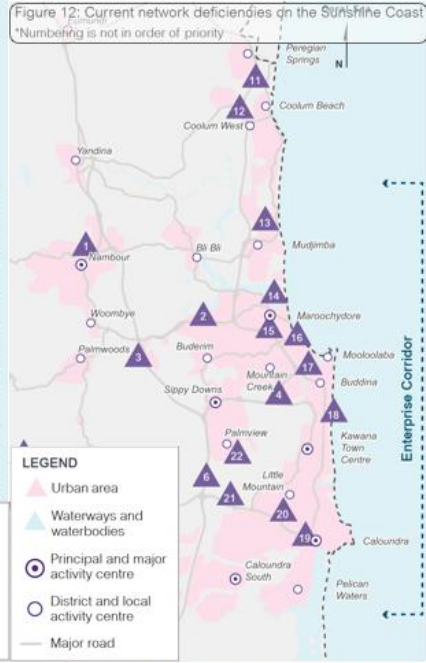
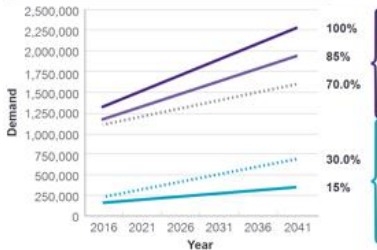


Reference Document	Details
Sunshine Coast Public Transport Figure 6 (Optimised mass transit master plan for the Sunshine Coast) Page 24 Sunshine Coast Mass Transit Options Analysis (SCC, 2021)	 TMR is currently exploring options to enhance public transport connections between Maroochydore and the Sunshine Coast University Hospital (Stage 1), with a possible extension to Caloundra (Stage 2). The Sunshine Coast Public Transport (SCPT) project builds upon the Sunshine Coast Council (SCC) Sunshine Coast Mass Transit Options Analysis (SCC, 2021), which has indicated a potential direct future airport connection. The project is currently in the planning phase, with the detailed business case expected to be delivered by mid-2025.



Reference Document	Details	
Sunshine Motorway (Mooloolaba - Peregrine), David Low Way to Yandina - Coolum Road, duplication Sunshine Motorway (Mooloolaba - Peregrine), David Low Way to Yandina - Coolum Road, duplication, detailed project maps (TMR)	Section 1 - David Low Way to Finland Road  Section 2 - Finland Road to West Coolum Road 	TMR is currently undertaking planning to duplicate the Sunshine Motorway between David Low Way and just north of Yandina-Coolum Road. In the vicinity of SCA, provisions for active transport, such as bike riding and walking infrastructure, have been considered. A business case is expected to be delivered at the completion of the planning phase, with further details around how it will integrate existing and future projects in the vicinity.

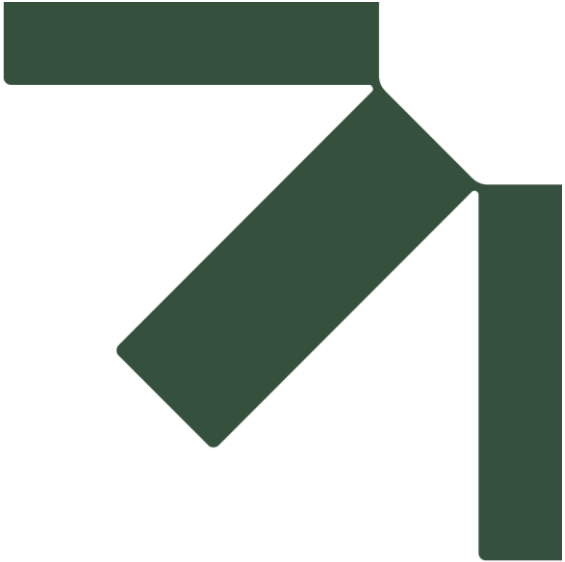


Reference Document	Details																					
Sunshine Coast Council Integrated Transport Strategy (SCC ITP) Figure 1 (Priority Transport Projects) Page 8 SCC ITP (SCC 2019)	Figure 1: Priority transport projects *Numbering is not in order of priority  LEGEND - Urban area - Waterways and waterbodies - Principal and major activity centre - District and local activity centre - Major road - Light rail - Rail - Cycleway and pathway - LGA boundary Figure 12: Current network deficiencies on the Sunshine Coast *Numbering is not in order of priority  LEGEND - Urban area - Waterways and waterbodies - Principal and major activity centre - District and local activity centre - Major road Figure 17: Daily person trip demand by mode  Legend for Figure 17: - Total Person Trips - Private Veh Person Trips - Projected - PT & Active Trips - Aspirational - PT & Active Trips - Projected Figure 18: Overall transport mode split targets <table><thead><tr><th></th><th>Current</th><th>Trend</th><th>Target</th><th>2041</th></tr></thead><tbody><tr><td>Private vehicle</td><td>85%</td><td>↓</td><td>70%</td><td>Private vehicle</td></tr><tr><td>Active</td><td>12%</td><td>↑</td><td>20%</td><td>Active</td></tr><tr><td>Passenger transport</td><td>3%</td><td>↑</td><td>10%</td><td>Passenger transport</td></tr></tbody></table>		Current	Trend	Target	2041	Private vehicle	85%	↓	70%	Private vehicle	Active	12%	↑	20%	Active	Passenger transport	3%	↑	10%	Passenger transport	The Sunshine Coast Council Integrated Transport Strategy outlines the policy direction for transport in the region by responding to the expected mobility challenges and opportunities through to 2041. It proposes a shift in current mode share trends by identifying new sustainable targets supported by the delivery of the critical transport projects. To support the growing region, the SCA Expansion Project (delivery of a new runway completed in 2021) was identified as a transport priority. The document has also identified existing transport deficiencies relating to limited PT accessibility at SCA.
	Current	Trend	Target	2041																		
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Active	12%	↑	20%	Active																		
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Appendix C Street Network Assessment (Gateway Precinct)

Multi-modal Transport Assessment

Sunshine Coast Airport

SLR Project No.: 620.041841.00001

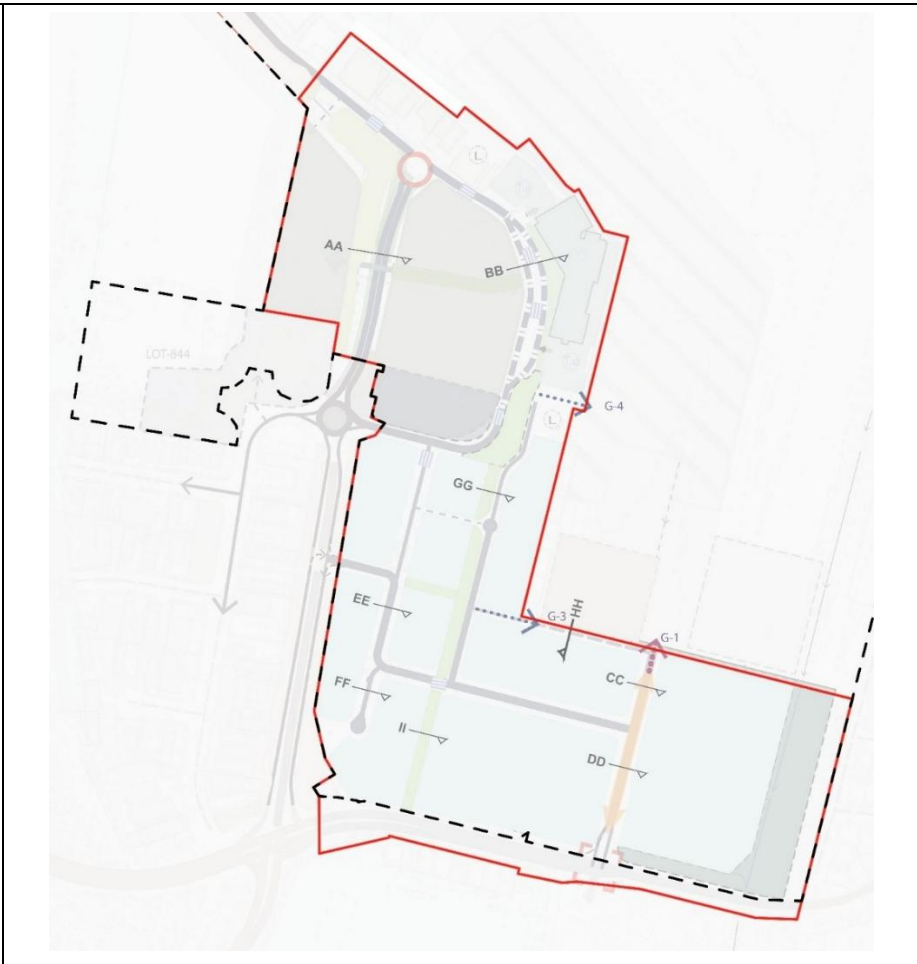
28 August 2026

This appendix details the proposed street network cross sections for the Gateway Precinct. Cross sections have been developed to reflect the intended function, movement hierarchy, and anticipated land use context of each street type, balancing requirements for vehicle access, active transport (walking and cycling), servicing, on-street parking, and streetscape amenity.

Figure 11 Street Network Reference Plan

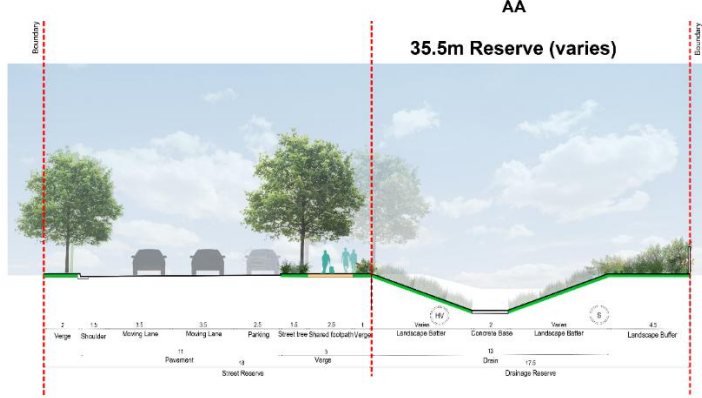


Figure 12 Cross Section Reference Plan



Note: Terminal Face Roads (i.e. BB) to be in accordance with the Terminal Expansion Project and Ground Transport Plan



Airport Drive (AA)		
Location and Description		Proposed Cross-Section & Integration
Airport Drive connects David Low Way in the south to the Friendship Avenue roundabout in the north. Airport Drive cross-section is to remain a 4-lane cross-section (2 lanes in each direction) from David Low Way to Kittyhawk Close. North of Kittyhawk Close, 1 traffic lane is recommended to be established in the southbound direction to reduce pressure on terminal frontage roads. The wider cross-section provides additional space for high-frequency intra-regional public transport and shuttles to/from the potential future railway public passenger transport facility.		
Mode of Transport	Movement Frequency	
Private Vehicles	High (in the order of 5,000 vpd)	
Walking	Medium (interim), then Low once the internal Gateway Precinct active link is created.	
Cycling		
Public Transport	High	
Design Vehicle	19m AV (as per current operations in the interim until the Gateway Precinct is established and the fuel farm is relocated)	
Ground Transport Operators (GTO)	High	
Hazardous Materials	As existing	

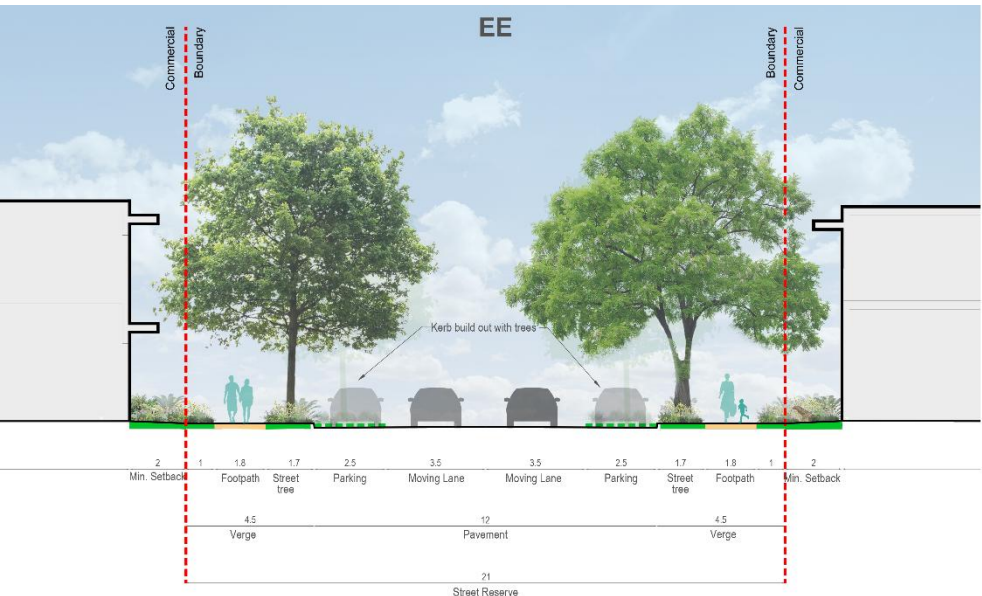
North of Kittyhawk Close:

- 3 lanes (2 northbound, 1 southbound).
- Continue 10m vegetated central median.
- Retain 2.5m footpath on eastern side only.

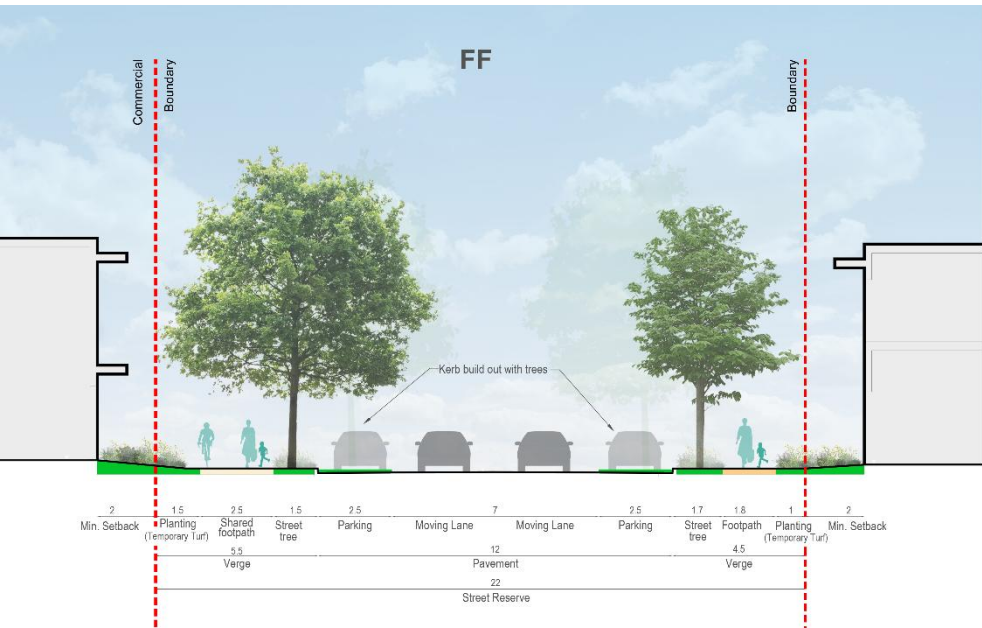
Intersections

- David Low Way signalised intersection – PTT Transport Assessment (2024) confirmed operations until 2041.
- Kittyhawk Close roundabout – previously assessed with sufficient capacity (Point8 in 2018 and Aurecon in 2021).
- New intersection with Friendship Avenue.

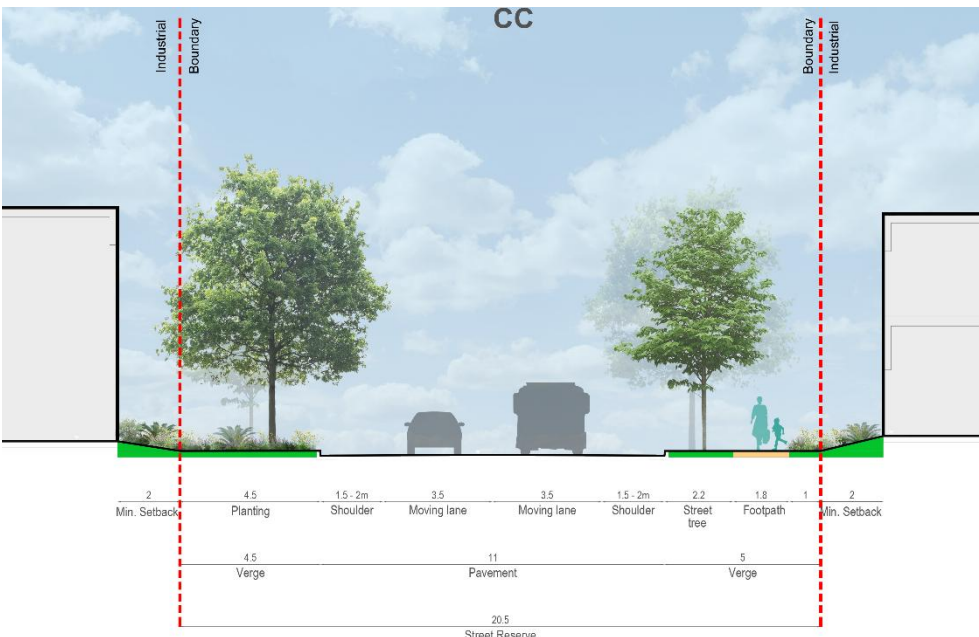


Central Spine (EE)		
Location and Description		Cross-Section & Key Attributes
The Central Spine provides a well-connected route through the Gateway Precinct that supports active transport movement within and through the precinct, while not compromising the ability for vehicle connections from the terminal.		 The diagram illustrates a cross-section of the Central Spine (EE) with a total width of 21m. The central pavement is 12m wide, flanked by 4.5m verges. On each side, there is a 1.8m footpath and a 2.5m parking area. The total width of the street reserve is 21m. The diagram also shows trees, a kerb build out with trees, and a commercial boundary on either side. 3.5m traffic lanes (single lane in each direction) with 2.5m parking lanes. 17m planted verge. 1.8m footpath on both sides.
Mode of Transport	Movement Frequency	
Private Vehicles	Medium	
Walking	High – facilitated by adjacent Green Spine	
Cycling	High – facilitated by adjacent Green Spine	
Public Transport	None	
Design Vehicle	12.5m service vehicle	
Ground Transport Operators	Low	
Hazardous Materials	Not Permitted	

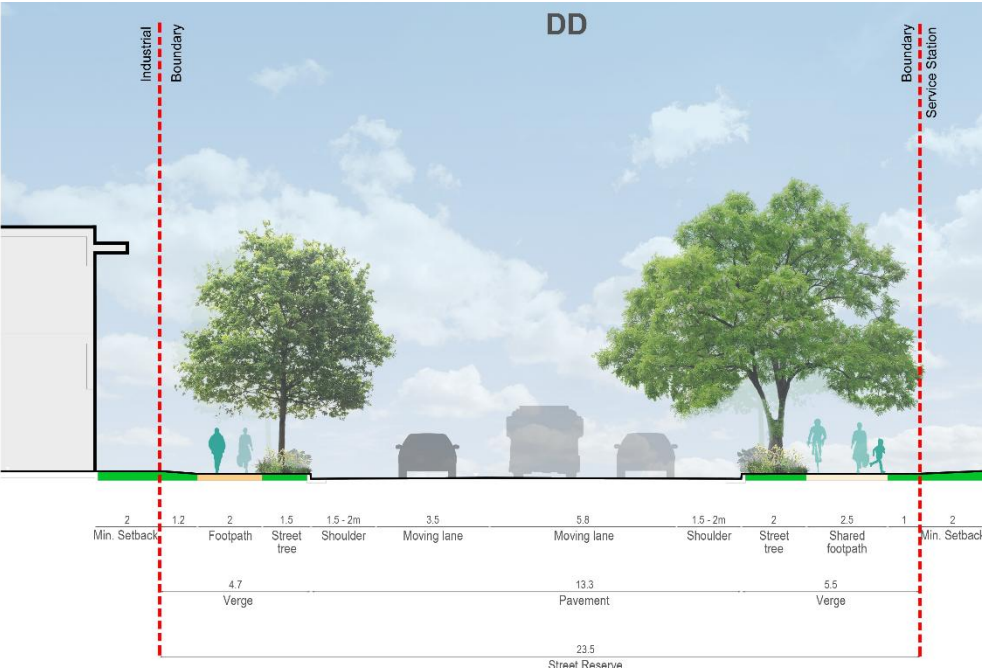


Centre Access Place (FF)		
Location and Description		Cross-Section & Key Attributes
The Central Access Place is a lower order road that provides access to individual lots for all users.		 The diagram illustrates the cross-section of the Centre Access Place (FF). It shows a 22m wide street reserve with two 3.5m lanes in each direction, separated by a 7m moving lane. The total width of the pavement is 12m. The street reserve includes parking areas, footpaths, and verges. The diagram also shows the 'Commercial Boundary' and 'FF' (Future Footprint) lines. The 'Kerb build out with trees' is indicated. The diagram includes various width measurements: 2m Min. Setback, 1.5m Planting (Temporary Turf), 2.5m Shared footpath, 1.5m Street tree, 2.5m Parking, 7m Moving Lane, 2.5m Parking, 1.7m Street tree, 1.8m Footpath, 1m Planting (Temporary Turf), and 2m Min. Setback. The total width of the street reserve is 22m, and the pavement width is 12m.
Mode of Transport	Movement Frequency	
Private Vehicles	Low	
Walking	Medium	
Cycling	Low	
Public Transport	None	
Design Vehicle	12.5m Service Vehicle	
Ground Transport Operators	Low	• Single 3.5m lane in each direction with 1m shoulder. • Walking and cycling will not be encouraged due to the large volumes of service vehicles, and provision of more convenient parallel routes. • No public transport access.
Hazardous Materials	Not Permitted	



Gateway Access Corridor (CC)		
Location and Description		Cross-Section & Key Attributes
The new gateway access corridor comprises a centre access street that will provide the direct connection to David Low Way. This provides a consolidated access point for service vehicle access (away from other sensitive land uses).		 • 3.5m traffic lanes (single lane in each direction). • 1.5-2.0m shoulder on both sides. • 1.8m footpath on one side. • This corridor will be the main access point for AVs and other service vehicles. • When built, this access will be the main corridor for transportation to the fuel farm and future petrol station.
Mode of Transport	Movement Frequency	
Private Vehicles	Medium-High	
Walking	Medium-Low	
Cycling		
Public Transport	None	
Design Vehicle	19m Articulated Vehicle	
Ground Transport Operators	Low	
Hazardous Materials	Permitted	

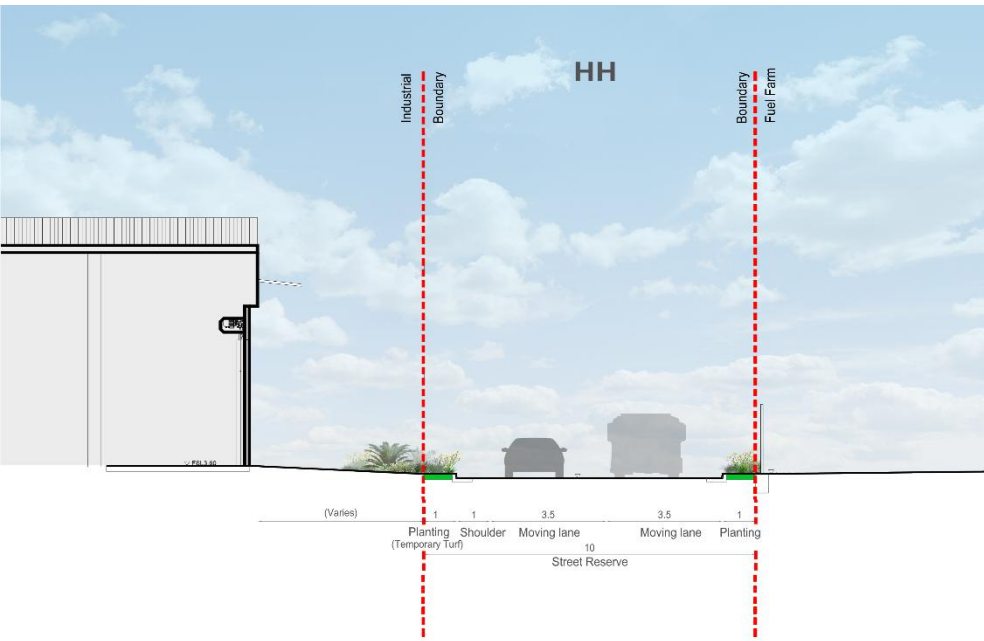


Gateway Access Corridor (DD)		
Location and Description		Cross-Section & Key Attributes
The new gateway access corridor comprises a centre access street that will provide the direct connection to David Low Way. This provides a consolidated access point for service vehicle access (away from other sensitive land uses).		 • 3.5m traffic lanes (single lane in each direction). • 1.5-2.0m shoulder on both sides. • Western side of carriageway – 2.5m shared footpath, with a 2.0m footpath on the eastern side of the carriageway. • This corridor will be the main access point for AVs and other service vehicles. • When built, this access will be the main corridor for transportation to the fuel farm and future petrol station.
Mode of Transport	Movement Frequency	
Private Vehicles	Medium-High	
Walking	Medium – Green Spine provides key movement corridor, this provides local access to land uses	
Cycling		
Public Transport	None	
Design Vehicle	19m Articulated Vehicle	
Ground Transport Operators	Low	
Hazardous Materials	Permitted	



Green Spine (North of Central Spine) (GG)		
Location and Description		Cross-Section & Key Attributes
This internal access street provides the northern connection of the Green Spine linking to the transit hotel node.		
Mode of Transport	Movement Frequency	
Private Vehicles	Low-Medium	
Walking	High – key movement corridor, which provides access to adjacent land uses as well as Future Transit Station and Terminal	
Cycling		
Public Transport	None	
Design Vehicle	12.5m Service Vehicle	
Ground Transport Operators	Medium	
Hazardous Materials	Not Permitted	
 • Single 3.5m lane in each direction, with 2.5m parking lane. • Northern cul-de-sac – green spine connection western side, 1.5m path eastern side. • Southern cul-de-sac – 1.8m western side, 2.5m eastern side. • 1.8m footpath on northern side, 2.5m shared footpath on southern side.		



Service Laneway (HH)		
Location and Description		Cross-Section & Key Attributes
This corridor is the main internal AV/HV access point to service the light industrial precincts and the relocated fuel farm.		 • Single 3.5m lane in each direction with 1m shoulder. • Walking and cycling will not be encouraged due to the large volumes of service vehicles, and provision of more convenient parallel routes. • No public transport access.
Mode of Transport	Movement Frequency	
Private Vehicles	Low	
Walking	Low	
Cycling	Low	
Public Transport	None	
Design Vehicle	19m Articulated Vehicle	
Ground Transport Operators	High	
Hazardous Materials	Permitted	

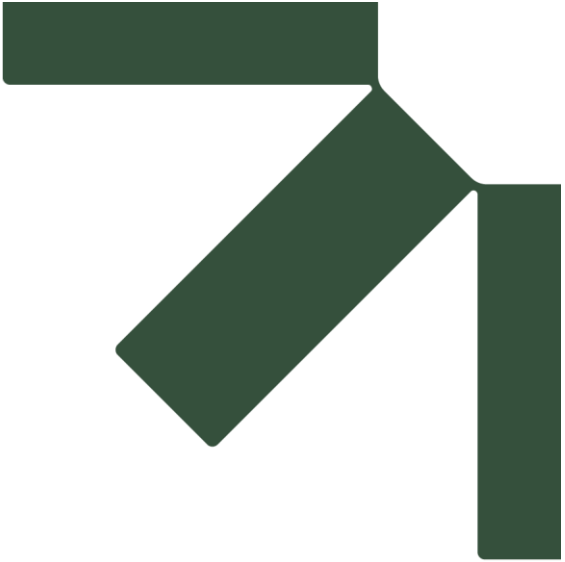


Kittyhawk Close (existing)		
Location and Description		Key Attributes
Kittyhawk Close providing one of the key exit routes from the terminal face roads and parking areas.		3.5m traffic lanes (single lane in each direction). - Provide pedestrian footpath to connect all land uses to Green Spine. The Green Spine then provides high-quality pedestrian connectivity to the terminal and Gateway Precinct. - No specific provision for cycling on this link given alternative higher-quality routes.
Mode of Transport	Movement Frequency	
Private Vehicles	High	
Walking	Medium at the eastern end – provides a connection between the terminal and supporting uses.	
Cycling		
Public Transport	Low (currently), will depend on the ultimate location of the Future Transit Station.	
Design Vehicle	12.5m service vehicle.	
Ground Transport Operators	High	
Hazardous Materials	As existing	



Electra Lane (existing)		
Location and Description		Key Attributes
Electra Lane is proposed as a centre access street to accommodate additional people and vehicle movements.		• 3.5m traffic lanes (single lane in each direction). • 2-2.5m shoulder or parking lane. • 1.7m planted verge. • 2.5m shared path on southern side.
Mode of Transport	Movement Frequency	
Private Vehicles	Medium, with Electra Lane accommodating right-in movements from Airport Drive to facilitate early development of the Gateway Precinct.	
Walking	Low	
Cycling	Low	
Public Transport	None	
Design Vehicle	12.5m service vehicle.	
Ground Transport Operators	Low	
Hazardous Materials	Not Permitted	





Appendix D Street Network Assessment (Airport North Precinct)

Multi-modal Transport Assessment

Sunshine Coast Airport

SLR Project No.: 620.041841.00001

28 August 2026



This appendix details the proposed street network cross sections for the Airport North Precinct as shown on **Figure 14**. Cross sections have been developed to reflect the intended function, movement hierarchy, and anticipated land use context of each street type, balancing requirements for vehicle access, active transport (walking and cycling), servicing, on-street parking, and streetscape amenity.

Through the development of street network, the driveway crossover locations for the mixed-use lots were considered at a high-level, given their proximity to the proposed central roundabout. The indicative access locations shown on **Figure 13** have been placed to maximise separation from the roundabout as far as possible given the indicative lot boundaries. In particular, for the north-eastern lot, the proposed yields result in relatively low traffic generation potential and limited queuing on the central spine.

Figure 13 Internal Access Arrangements

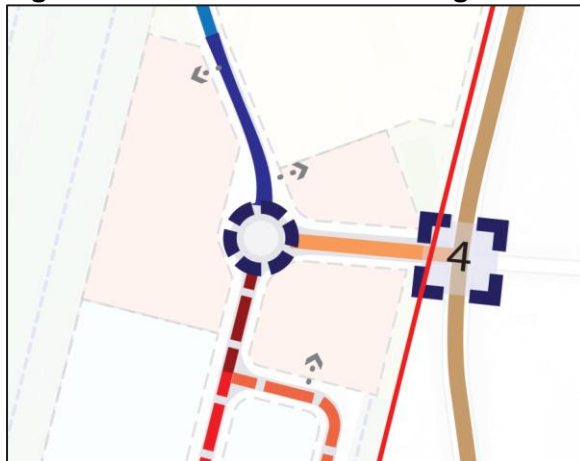
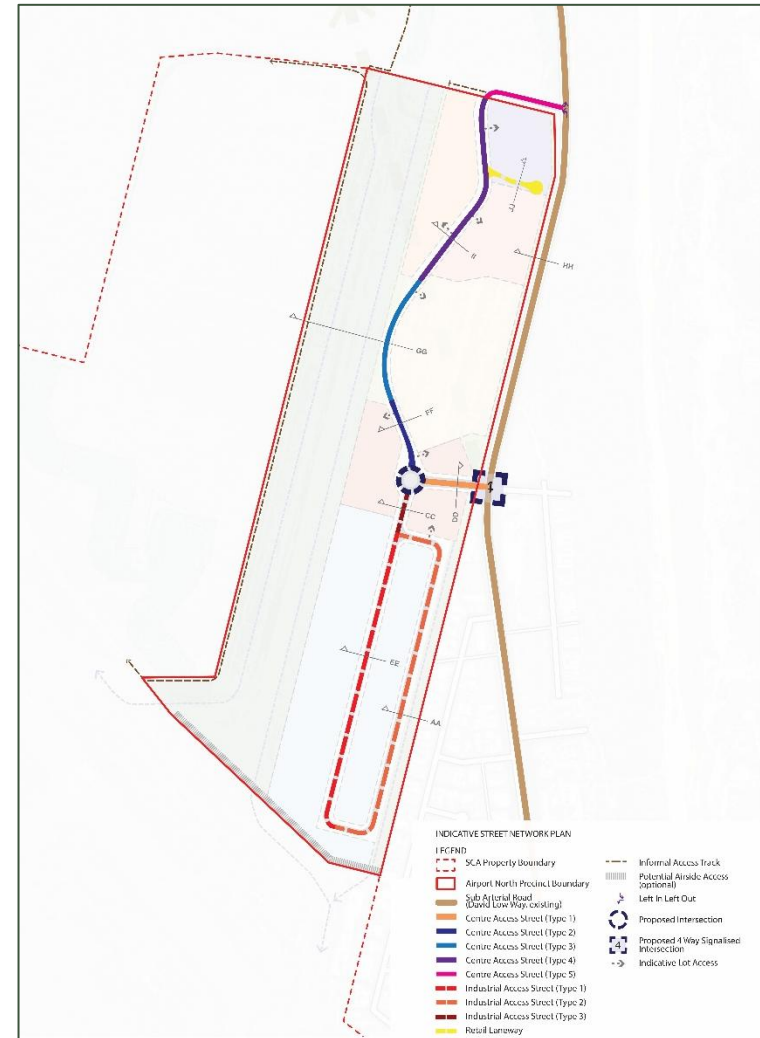
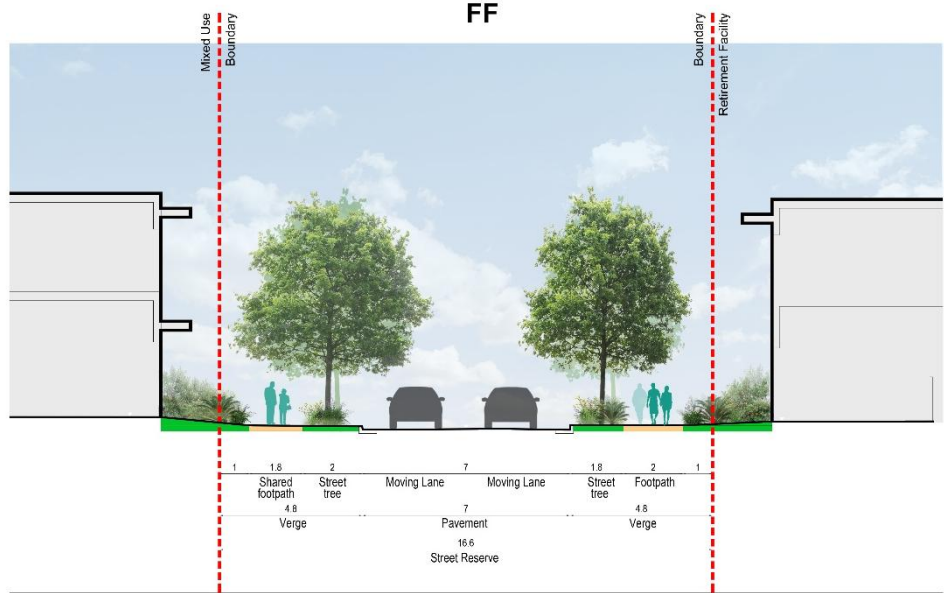


Figure 14 Airport North Road Network and Cross Section References

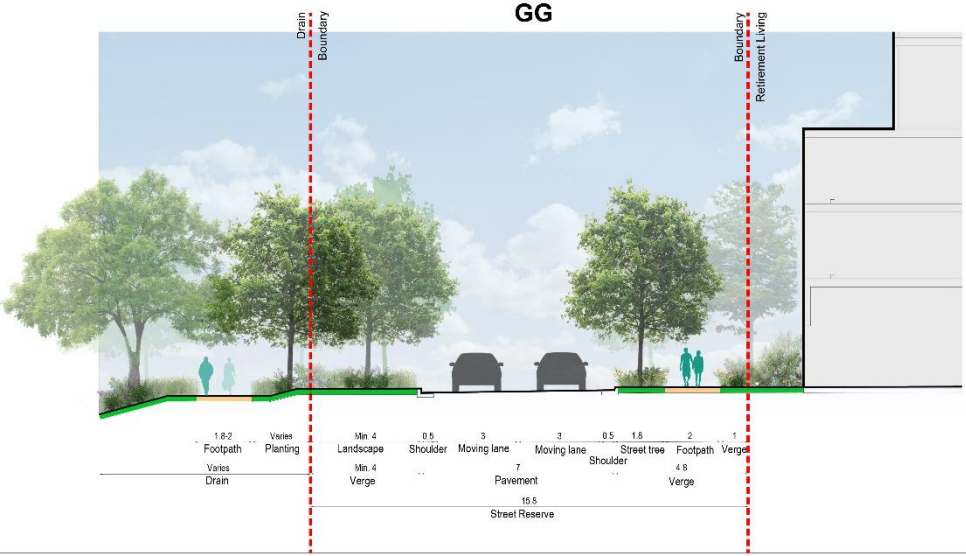


Centre Access Street (Type 1) (DD)		
Location and Description		Proposed Cross-Section & Integration
The Central Access Street (Type 1) connects David Low Way in the east to the Central Spine within the Airport North Precinct via a signalised intersection and roundabout at either end. The 'typical' cross-section is to be a 3-lane cross-section (1 lanes in each direction) with a central landscaped median in proximity of the signalised intersection, creating a sense of place.		DD 
Mode of Transport	Movement Frequency	
Private Vehicles	High	
Walking	High	
Cycling		
Public Transport	None	3 x 3.5m traffic lanes median divided (2 lanes eastbound, one lane westbound). 3.0m shared path on one side, 1.8m footpath on the other. - No on-street parking. Intersections - David Low Way / Green Turtle Place signalised intersection – Arup Transport Assessment (2026) confirmed operations until 2041 - Internal roundabout with Central Spine.
Design Vehicle	12.5m Service Vehicle	

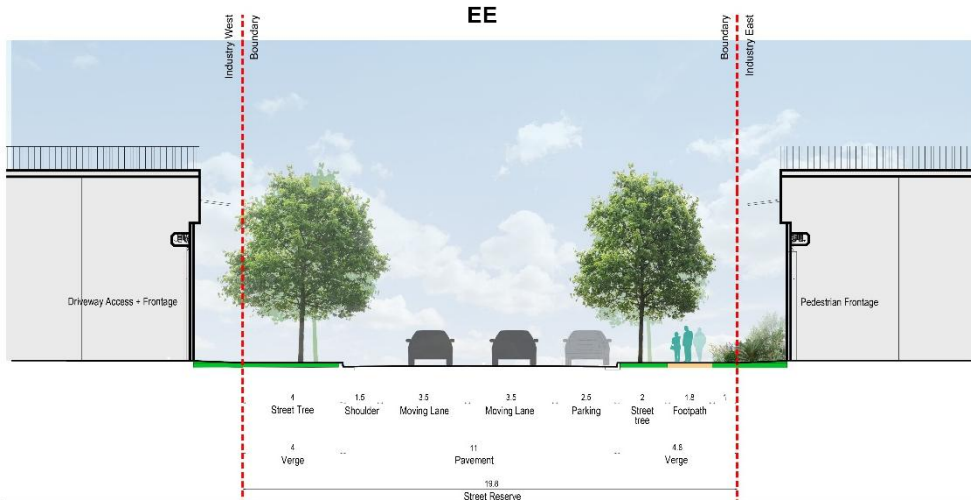


Centre Access Street Type 2 (FF)	
Location and Description	Key Attributes
The 'Central Spine' Centre Access Street (Type 2) provides a well-connected route through the Airport North Precinct that supports active transport movement within and through the precinct, while not compromising the ability for vehicle connections.	 FF 2 x 3.5m traffic lanes (single lane in each direction). 1.8-2.0m footpaths on both sides.
Mode of Transport	Movement Frequency
Private Vehicles	Low
Walking	High - provides a connection between all land uses.
Cycling	
Public Transport	None
Design Vehicle	12.5m Service Vehicle

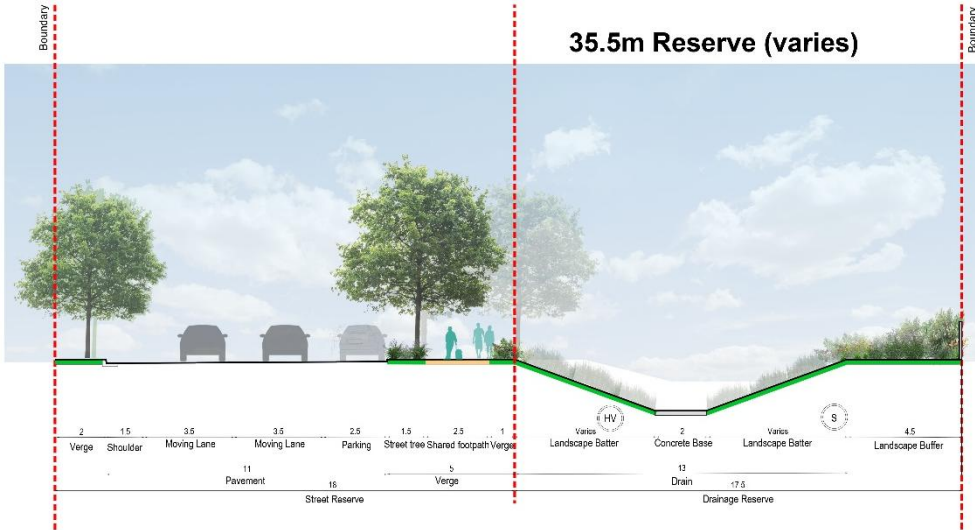


Centre Access Street Type 3 (GG)		
Location and Description		Key Attributes
The 'Central Spine' Centre Access Street (Type 2) provides a well-connected route through the Airport North Precinct that supports active transport movement within and through the precinct, while not compromising the ability for vehicle connections. A shared path is provided within the drainage corridor.		 GG 1.8-2 Footpath Varies Drain Varies Planting Min 4 Landscape Min 4 Verge 0.5 Shoulder 3 Moving lane 0.5 Shoulder 3 Moving lane 1.5 Street tree 2 Footpath 1 Verge 16.5 Street Reserve 2 x 3m traffic lanes (single lane in each direction). 2.0m footpath on one side, 2.5m shared footpath on the other. - No on-street parking.
Mode of Transport	Movement Frequency	
Private Vehicles	Low	
Walking	High - provides a connection between all land uses.	
Cycling		
Public Transport	None	
Design Vehicle	12.5m Service Vehicle	



Industrial Access Street (Type 1) (EE)		
Location and Description		Key Attributes
The 'Central Spine' Industrial Access Street (Type 1) provides a well-connected route through the Airport North Precinct that supports active transport movement within and through the precinct, while not compromising the ability for vehicle connections. Immediately south of the proposed intersection (roundabout) the Industrial Access Street is proposed to have 1.8m footpaths on both sides of the roadway (cross section CC) to provide connection to the mixed-use lot.		 • 2 x 3.5m traffic lanes (single lane in each direction). • 1.8m footpaths on the eastern side. • 1.5m shoulder on western side. • 2.5m on-street parking on the eastern side.
Mode of Transport	Movement Frequency	
Private Vehicles	Medium	
Walking	High - provides a connection between all land uses.	
Cycling	Low	
Public Transport	None	
Design Vehicle	19m Articulated Vehicle	



Industrial Access Street (Type 2) (AA)		
Location and Description		Cross-Section & Key Attributes
The Industrial Access Street (Type 2) provides the final link from the 'Central Spine' to various Land uses. These links will be essential for access to Industry. A 2.5m shared path is provided along the drainage corridor to reduce interactions with vehicles at driveways.		AA 35.5m Reserve (varies)  • 2 x 3.5m traffic lanes (single lane in each direction). • 2.5m shared path on the eastern side. • 1.5m shoulder on western side. • On-street parking on the eastern side.
Mode of Transport	Movement Frequency	
Private Vehicles	Low	
Walking	Medium	
Cycling		
Public Transport	None	
Design Vehicle	19m Articulated Vehicle	





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