



**Councillor Request Additional  
Information  
Ordinary Meeting**

**Thursday, 12 November 2020**



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## Related Report / Additional Information Request

<b>Meeting:</b>	Ordinary Meeting	<b>Date:</b>	12 November 2020
<b>Requesting Councillor:</b>	Councillor J Natoli		
<b>Item:</b>	8.2		
<b>Confidential</b>	Nil		
<b>Circulation</b>	11 November 2020		
<b>Officer (title):</b>		<b>Approving GE (title):</b>	Group Executive Built Infrastructure

In response to a question raised by Councillor J Natoli, please note the following additional information for your consideration.

### Question:

Quarterly Progress Report Page 119, Action Code 1:1:5: and page 121 Action Code 1:3:5

Based on the objectives of the Economic Resurgence Plan to stimulate economic activity for the region over the next 12-18 months as a part of the COVID-19 recovery why is it that council refuses to undertake an economic impact assessment study for Mooloolaba in light that council is to make a decision on the introduction of paid car parking?

Would it not be prudent to undertake such a study to better understand any impact on the Mooloolaba economy, especially with the uncertainty surrounding COVID-19, before any decision is made on the implementation of the Sunshine Coast Parking Management Plan paid parking for Mooloolaba?

### Response:

There are a number of factors which will influence economic activity in an area and no economist could be able to reasonable attribute impacts it to any single factor. With the influence of COVID-19, and regular changes with travel and medical restrictions, an economic impact assessment would unlikely be able provide advice that would be considered meaningful nor would represent an appropriate use public funds and value for money.

Studies in Australia and globally into the economic impacts of paid parking are limited and rarely are conducted. Where they have been completed it has been found while there sometimes may be a short term impact (i.e. a 3 month change in activity and travel behaviour) precincts with paid parking typically return to normal thereafter and on their same trajectory for visitation and spending prior to the parking change being introduced.

Council has previously conducted research into people movement before and during the Caloundra Christmas parking amnesty period, which showed little to no positive impact on increased visitor numbers and/or spending as a result of the free parking.



In terms of a parking system, what is important is that a place provides for parking choices and products which ensure a reasonable level of parking availability is maintained so visitors can find parking in a way that is convenient and have options that provide for their needs.

Council has made a significant investment in the 700 space ParknGo Mooloolaba car park facility but needs to take a financial sustainable approach to how it delivers this improved parking access and availability in Mooloolaba. This approach is to ensure the financial burden of covering the cost of this infrastructure is not placed on all ratepayers across the region or creating intergenerational debts.

The current proposal for paid parking is seeking to take a staged approach, with parking fees only being applied in the new multi-storey car park. The overall parking performance in the precinct to be monitored and Council will continue to monitor visitor numbers and people movement in the precinct.

The findings of this monitoring will be presented to Council prior to any decisions being made on further changes to parking, including the potential broader rollout of paid parking in Mooloolaba.

This approach is an appropriate and measured approach which will allow Council flexibility to:

- Respond to changing economic conditions
- Ensure debts and costs for the ParknGo Mooloolaba car park are able to be met; and
- Provide parking management regimes which deliver appropriate outcomes for parking availability and turnover in high demand areas, which is vital for ensuring the flow of customers to businesses.

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<b>Item:</b>	8.2		
<b>Circulation</b>	10 November 2020		
<b>Officer (title):</b>	Chief of Staff	<b>Approving GE (title):</b>	CEO

In response to a question raised by Councillor Joe Natoli, please note the following additional information for your consideration.

### Question:

Item 8.2 Quarterly Progress Report Page 130, Action Code 3:2:2:

Did we get any commitments from the state government for the Sunshine Coast Exhibition and Convention Centre during the state elections?

If not what is the next set of action.

### Response:

The Queensland Government did not make any specific commitments to fund and deliver the proposed Sunshine Coast Exhibition and Convention facility which was the subject of a detailed business case completed in 2019.

Council will continue its advocacy with the Queensland Government and the Federal Government in an effort to secure the necessary capital funding commitments that will be required to deliver this facility.

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<b>Requesting Councillor:</b>	Councillor J Natoli		
<b>Item:</b>	8.2		
<b>Circulation</b>	11 November 2020		
<b>Officer (title):</b>	Project Director Sunshine Coast Airport Expansion	<b>Approving GE (title):</b>	Group Executive Built Infrastructure

In response to a question raised by Councillor J Natoli, please note the following additional information for your consideration.

### Question:

Item 8.2 Quarterly Progress Report Page 130, Action Code 3:3:1:

What are the current budget implications as well as the potential worst case scenario of the impact of managing PFAS at the Sunshine Coast Airport?

### Response:

The current PFAS budget implications are contained within the project's adopted budget of \$330.27 million.

The current estimated final costs allow for works to reuse materials with minor contamination on site. This reuse has been discussed with Sunshine Coast Airport and Department of Environment and Science and has been deemed acceptable provided further information on technical matters meet expectations and expert advice to date indicates that this is the most likely outcome.



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<b>Meeting:</b>	<b>Ordinary Meeting</b>	<b>Date:</b>	<b>12 November 2020</b>
<b>Requesting Councillor:</b>	<b>Councillor J Natoli</b>		
<b>Item:</b>	<b>8.2</b>		
<b>Confidential</b>	<b>Nil</b>		
<b>Circulation</b>	<b>11 November 2020</b>		
<b>Officer (title):</b>		<b>Approving GE (title):</b>	<b>Acting Group Executive Business Performance</b>

In response to a question raised by Councillor J Natoli, please note the following additional information for your consideration.

### Question:

Item 8.2 Quarterly Progress Report Page 136, Action Code 5:1:1 and 5:1:2:

What is the entire cost / budget of building the Sunshine Coast City Hall, capital cost and fitout likely be?

How much will this add on to every rate payer bill?

### Response:

The capital construction costs for Sunshine Coast City Hall, including fitout and project management is \$80 million. Current financial modelling, which captures the expected alteration of Council's current workplace accommodation resulting from the construction of City Hall, provides a net present value (NPV) deficit of \$8 million over 30 years. The impact of the NPV deficit on the rate payer depends on the number of rateable properties over the 30 year life span.

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<b>Requesting Councillor:</b>	Councillor J Natoli		
<b>Item:</b>	8.2		
<b>Confidential</b>	Nil		
<b>Circulation</b>	11 November 2020		
<b>Officer (title):</b>		<b>Approving GE (title):</b>	Group Executive Economic and Community Development

In response to a question raised by Councillor J Natoli, please note the following additional information for your consideration.

### Question:

Item 8.2 Quarterly Progress Report Page 128, Action Code 3:1:2:

It was indicated a review of VSC was to be undertaken in September 2020, this has not occurred.

When will a full review of VSC be undertaken by council and brought back to a full council?

### Response:

Due to the State government election there has been no formal review undertaken, noting that Council can only review the funding agreement.

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<b>Requesting Councillor:</b>	Councillor J Natoli		
<b>Item:</b>	8.2		
<b>Confidential</b>	Nil		
<b>Circulation</b>	11 November 2020		
<b>Officer (title):</b>		<b>Approving GE (title):</b>	Acting Group Executive Liveability and Natural Assets

In response to a question raised by Councillor J Natoli, please note the following additional information for your consideration.

### Question:

Item 8.2 Quarterly Progress Report Page 124, Action Code 2:1:3.

Considering the council continues to work in collaboration with the State Government Queensland Treasury to progress the planning for Beerwah East Major Development Area:

Will council insist that Beerwah East will not be supported unless a commitment by the State Government to build the heavy rail from Beerwah to Maroochydore?

If not what are the reasons for Council to not make this a condition of support?

### Response:

*Shaping SEQ* (the State Government's Regional Plan for South East Queensland 2017) includes Beerwah East in the Urban Footprint and designates it as a Major Development Area (MDA).

The preparation by Council of the Beerwah East Major Development Area (MDA) Structure Plan and the associated Position Paper is in response to a high priority implementation action contained in the "Delivering new growth areas" implementation category of *Shaping SEQ*.

As is the case with Caloundra South, Kawana and Maroochydore City Centre, which are proceeding on the basis that suitable allowance has been made for the future provision of heavy rail in the CAMCOS corridor, the structure plan for the Beerwah East MDA is based on the future provision of heavy rail in that corridor.

Although Council prepared the Beerwah East MDA Structure Plan in collaboration with the State Government, Council does not have the authority to progress consideration of the MDA and is therefore not in a position to impose any conditions on the State's decision making in relation to the future planning and development of the MDA.

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<b>Item:</b>	<b>8.2</b>		
<b>Confidential</b>	<b>Nil</b>		
<b>Circulation</b>	<b>11 November 2020</b>		
<b>Officer (title):</b>		<b>Approving GE (title):</b>	<b>Acting Group Executive Liveability and Natural Assets</b>

In response to a question raised by Councillor J Natoli, please note the following additional information for your consideration.

### Question:

Quarterly Progress Report Page 122, Action Code 1:4:3

Considering the Mass Transit Business Case and Urban Transformation Project has been endorsed for community engagement.

1. Can you give an absolute assurance that the information provided to the community will clearly indicate where the entire growth of the expected 200,000 people by 2041 will be located within the Sunshine Coast Local Government region. If it is correct that less than an additional 20,000 people will now be located in the Urban Growth Corridor will the information provided to the community provide the location outside of the Urban Growth Corridor where the other 180,000 people will be located and explain how council plans to meet the infill targets of the SEQ regional plan in the next town plan?
2. Will the public consultation indicate what the population capacity of the current town plan is and will it indicate what is the population capacity being planned for the next town plan and where will the population be located?
3. The Mass Transit Special Meeting held on the 27 August 2020 the report indicated a budget of \$300,000 for public consultation, why is it when the expression of interest document for a consultant to undertake the public consultation the budget indicated \$300,000 to \$400,000 and not limited to the amount within the original budget amount of \$300,000?
4. It has been indicated that the Options Analysis will be re written in plain English so the general public can understand it, will the unedited version be the version given to the State Government if council supports moving this project into the Detailed Business Case?
5. Can any member of the public, including anyone who has the technical skills to understand the document, be given a chance to view the unedited version of the Options Analysis?
6. Can any councillor be given a copy of the unedited version of the Options Analysis?



**Response:**

1. *The location of projected dwelling growth up to 2041 is proposed to be provided during the forthcoming community engagement process for Sunshine Coast Mass Transit. This will reflect the official projections made by the Queensland Government Statistician's Office (QGSO). These projections are based on the QGSO's assessment of known trends and existing planning policies, including the SEQ Regional Plan. Actual town planning proposals that go beyond the provisions of the current Planning Scheme are not in scope of the mass transit community engagement process and will be considered in the future review of the scheme. In this regard, planning for the mass transit corridor is only one of a number of considerations relevant to the preparation of a new planning scheme. It is anticipated that the business case process will lead discussion about changes to dwelling densities in certain parts of the mass transit catchment and the outcomes of this discussion will subsequently be incorporated in the new planning scheme or as a later amendment to that scheme. Irrespective of the status of the business case process it is likely that the new planning scheme will incorporate some changes to density provisions in parts of the coastal corridor as a consequence of other inputs and considerations.*
2. *No. This is a matter that will be dealt with in the future review of the Sunshine Coast Planning Scheme.*
3. *A budget figure of \$300,000 was provided in the report to Council on 27 August 2020. However, it was stated that this was an estimated typical cost and should not be adopted as the likely cost of the engagement process. Further planning will enable an accurate budget to be determined.*
4. *There will only be one Options Analysis report prepared and this will be written in plain English. However, the report will necessarily contain a significant amount of technical information. Additional supporting material will be made available to enable the less technically minded to understand the intent and findings of the Options Analysis report and have their say accordingly.*
5. *See the answer to Question 4.*
6. *See the answer to Question 4.*

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<b>Circulation</b>	11 November 2020		
<b>Officer (title):</b>		<b>Approving GE (title):</b>	<i>Acting Group Executive Liveability and Natural Assets</i>

In response to a question raised by Councillor J Natoli, please note the following additional information for your consideration.

### Question:

Item 8.2 Quarterly Progress Report Page 125, Action Code 2:1:8.

Council is currently developing the northern precinct.

Can it be confirmed as a part of the operational plan for this year the Loo with a View public consultation on whether it should remain or be demolished and built in a different location will be undertaken in February 2021?

### Response:

Community engagement relating to the future location of the Loo with a View along the Mooloolaba Foreshore is expected to be in the first half of the 2021 calendar year.

Council previously agreed to stage construction works for the Mooloolaba Foreshore project starting from the north and moving through to the southern end.

Currently, construction has commenced in the northern parklands.

It should be noted that there is no construction budget in the Capital Works Program within the next few years that has been allocated the relocation or renewal of the Loo with a View facility.

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<b>Meeting:</b>	Ordinary Meeting	<b>Date:</b>	12 November 2020
<b>Requesting Councillor:</b>	Councillor J Natoli		
<b>Item:</b>	Item 8.3 DA Forest Glen		
<b>Confidential</b>	No		
<b>Circulation</b>	11 November 2020		
<b>Officer (title):</b>	Senior Development Planner	<b>Approving GE (title):</b>	Acting Group Executive Customer Engagement and Planning Services

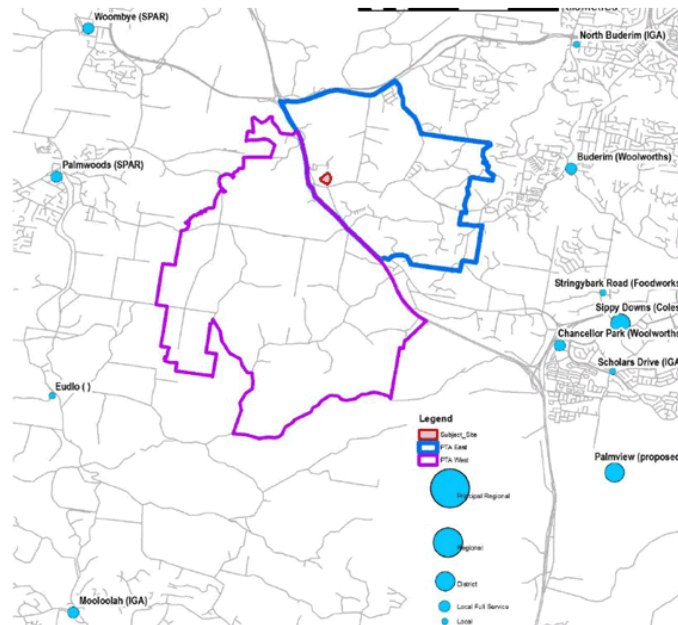
In response to questions raised by Councillor J Natoli, please note the following additional information for your consideration.

**Question:**

An Economic Assessment Study has been undertaken by the proponent: Can you detail where the catchment area for the centre is in proximity to the development?

**Response:**

As outlined on the below figure, the site is identified in red and the trade areas are the purple (west of the highway) and blue (east of the highway).







**Question:**

**Did the economic assessment understand the seasonal variations, i.e. when the school is closed during holidays?**

**Response:**

The applicant's Economic Impact Assessment did not specifically mention that seasonal effects (such as from school closures) had been taken into account. However, Council's peer reviewer has advised that it is reasonable to assume that the authors would have considered such seasonal effects. Most businesses experience seasonal effects, particularly holiday periods. Annual figures are averaged out and include both busy and slower times of the year.

**Question:**

**Did the economic assessment take into consideration the impact of a potential significant diversion of traffic away from existing retailers along the service road / ramp off the Bruce Highway and Mons Road and diverting traffic along the new north western driveway access between precincts H and B on the Proposed Precinct Plan?**

**Response:**

The applicant's Economic Impact Assessment does not specifically state that it has taken into account possible diversion of traffic as a result of the proposed development improving local traffic flow and connectivity in the area.

It is acknowledged there is some potential for the proposed local traffic connection within the subject site to be used for limited through traffic. However, it is not anticipated to create a significant traffic diversion from the service road / highway off-ramp and Mons Road because of the following:

- an existing left-turn slip lane at the traffic signals adjacent to the Bruce Highway underpass favours through traffic remaining on the service road and Mons Road. Through travel distance is also less on these roads compared with travelling via a local traffic connection on the subject site;
- the street to be provided within the site is of a lower order, making it less attractive to through traffic; and
- the western end of the local traffic connection proposed by this application will initially be a private driveway only, further reducing its attractiveness. The nature of this connection will remain a private driveway for at least the interim period and likely for the foreseeable future. Moreover, there is opportunity to review the movement of vehicles through this western part of the site as part of future development applications to redevelop that part of the site.

The proposed development will add to the current offering of services for local and passing customers, which would increase the overall attraction pull to the area up to the level of a Local (Full Service) Activity Centre. This will likely have positive flow on effects for existing retailers by increasing the overall patronage in the area.

Council's economic peer reviewer is of the opinion that there are differing commercial offerings available from the existing and proposed retail tenancies of Forest Glen and that customers will utilise the road that best suits their intended destination. Those wishing to visit the offering from Kunara Market Place, the Chemist Warehouse and the other uses along Mons Road will continue to use Mons Road to access those uses.