

# Agenda

## **Ordinary Meeting**

**Thursday, 17 August 2017**

**commencing at 9.00am**

**Council Chambers, Corner Currie and Bury Streets, Nambour**



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**1 DECLARATION OF OPENING**

On establishing there is a quorum, the Chair will declare the meeting open.

**2 WELCOME AND OPENING PRAYER****3 RECORD OF ATTENDANCE AND LEAVE OF ABSENCE****4 RECEIPT AND CONFIRMATION OF MINUTES**

That the Minutes of the Ordinary Meeting held on 20 July 2017 be received and confirmed.

**5 OBLIGATIONS OF COUNCILLORS****5.1 DECLARATION OF MATERIAL PERSONAL INTEREST ON ANY ITEM OF BUSINESS**

Pursuant to Section 172 of the *Local Government Act 2009*, a councillor who has a material personal interest in an issue to be considered at a meeting of the local government, or any of its committees must –

- (a) inform the meeting of the councillor's material personal interest in the matter; and
- (b) leave the meeting room (including any area set aside for the public), and stay out of the meeting room while the matter is being discussed and voted on.

**5.2 DECLARATION OF CONFLICT OF INTEREST ON ANY ITEM OF BUSINESS**

Pursuant to Section 173 of the *Local Government Act 2009*, a councillor who has a real or perceived conflict of interest in a matter to be considered at a meeting of the local government, or any of its committees must inform the meeting about the councillor's personal interest the matter and if the councillor participates in the meeting in relation to the matter, how the councillor intends to deal with the real or perceived conflict of interest.

**6 MAYORAL MINUTE****7 PRESENTATIONS / COUNCILLOR REPORTS**





**8 REPORTS DIRECT TO COUNCIL****8.1 OFFICE OF THE MAYOR AND THE CEO****8.1.1 QUARTERLY PROGRESS REPORT - QUARTER 4, 2016/2017**

<b>File No:</b>	<b>Council meetings</b>
<b>Author:</b>	<b>Coordinator Corporate Plan Reporting and Risk Office of the Mayor and Chief Executive Officer</b>
<b>Appendices:</b>	<b>App A - CEO's Quarterly Progress Report .....15</b>
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**PURPOSE**

This report presents the Quarterly Progress Report for the period 1 April to 30 June 2017 - Quarter 4.

This report has been prepared to inform council and the community on delivery of the services, implementation of operational activities and significant operating projects from council's Operational Plan 2016/2017.

**EXECUTIVE SUMMARY**

Each quarter, council receives a progress report on the delivery of the Corporate and Operational Plans. The report once adopted, is published and made available to the community.

The Report is comprised of:

- Appendix A – reports from the Chief Executive Officer and Directors which outline service delivery
- Appendix B – report on the 140 operational activities flowing from council's Operational Plan 2016-2017 and
- Appendix C – report showing corporate plan goal performance.

Highlights for the quarter ended 30 June 2017 are:

**A smart economy**

- Strong development activity continues with over 1600 building approvals issued totalling \$394 million
- Sunshine Coast Airport – plans are well underway for Palisade Investment Partners Pty Ltd to take on the operation of the Airport under a 99 year lease
- Palmview's largest master planned community opened with the unveiling of Peter Crosby Way

**A strong community**

- Sunshine Coast Lightning netball team are season premiers. Their success has raised the profile of the Sunshine Coast
- Multicultural Action Plan – endorsed and being implemented to create equal opportunity for all
- Sunshine Coast Art Prize – forty finalists selected and their work to be showcased at Caloundra Regional Gallery

**A healthy environment**

- Draft Strategy documents released for community input covering Environment and Liveability; Pumicestone Passage Catchment and Parking Management Plan
- Regional waterways cleaned with 2500kg of litter removed
- Waste recycling continues with 62,000 tonnes of waste received and 23,000 tonnes of waste recovered

**Service excellence**

- Solar Farm physically complete, now preparing to feed electricity into grid from 24 July 2017
- Sunshine Coast Holiday Parks - experienced strong growth with occupancy up 11% on same period last year
- Road reseal program completed with 25 kilometres of road sealed valued at \$7 million for the quarter. In 2016/17, council delivered 88 kilometres of road improvement valued at \$23 million

**An outstanding organisation**

- Annual budget adopted of \$722 million which includes \$237 million capital works program
- Queensland Treasury Corporation confirmed council's strong operating performance, strong liquidity position and solid debt servicing capacity.

**OFFICER RECOMMENDATION****That Council:**

- receive and note the report titled "Quarterly Progress Report - Quarter 4, 2016/2017"**
- note the Chief Executive Officer's Quarterly Progress Report - Quarter 4, 1 April to 30 June 2017 (Appendix A) on service delivery**
- note the Operational Plan Activities Report - quarter ended 30 June 2017 (Appendix B) reporting on implementation of the Corporate and Operational Plans and**
- note the Performance Measures Report as at end of June 2017 (Appendix C) reporting on Corporate Plan goal performance.**

**FINANCE AND RESOURCING**

Financial reporting information is not included in the report. A Financial Performance Report is provided to council each month covering operating revenue and expenses and capital programs.

**CORPORATE PLAN**

<b>Corporate Plan Goal:</b>	<b><i>An outstanding organisation</i></b>
<b>Outcome:</b>	We serve our community by providing this great service
<b>Operational Activity:</b>	S31 - Governance - providing internal leadership, legal opinion, governance and audit functions ensuring legislative accountability, transparency and ethical obligations are supported

## CONSULTATION

### Portfolio Councillor Consultation

Councillor Hungerford as Portfolio Councillor for Governance and Customer Service has been briefed on this report.

### Internal Consultation

Consultation has occurred with each department of council to provide information on service delivery and status of operational activities.

### External Consultation

There has been no external consultation in relation to this report however the report is made available to the community.

### Community Engagement

There has been no community engagement in relation to this report.

## PROPOSAL

Under the requirements of the *Local Government Act 2009* and associated Regulations, council is required to consider a regular report from the Chief Executive Officer outlining the achievements in delivering on the outcomes in its corporate and operational plans.

This report provides information on the following for consideration by council.

### Service delivery

The Chief Executive Officer's Quarterly Progress Report – Quarter 4 (Appendix A) consists of the Chief Executive Officer's summary report and Directors' detailed reports. The purpose of the report is to inform council and the community on the delivery of core services outlined in council's corporate plan.

### Operational activities

The Operational Plan Activities Report – Quarter ended June 2017 (Appendix B) provides details on the implementation of operational activities and significant operating projects outlined in council's operational plan. It includes the status of each activity and project in the operational plan covering percentage complete, completion date and progress commentary.

Table 1 provides a summary on the status of all operational activities and significant operating projects.

Status	Number
Completed	123
Underway	17
Not started	0
<b>Total</b>	<b>140</b>

Table 1: Summary of all operational activities and significant operating projects

### Corporate Plan Goal Performance Measures

The 28 performance measures endorsed by council, are included as Appendix C to this report. The majority of the measures have a three-monthly reporting frequency with

performance for other measures captured and reported at agreed intervals. All performance measures have been reported to council across the year and will be published in the Annual Report.

### Legal

There is a legislative requirement to provide a report on performance against the corporate and operational plans. This report meets the requirements of the *Local Government Act 2009* and Regulation.

### Policy

There is no policy associated with the presentation of a quarterly progress report however it is a component of the Strategic Corporate Planning and Reporting Framework.

### Risk

Directors have provided in their reports an overview of service delivery for the quarter, including the outlook for the future and any associated risks.

In accordance with council's Risk Management Framework, the risks and opportunities identified in relation to the quarterly progress report include:

- reputation/public image: the report provides complete information on council's operations and builds a positive reputation for council with the community
- legislative: the report meets the legislative requirements of the Local Government Act and Regulation, and
- business activity: the report keeps council informed about the progression of the operational plan activities and provides a timely account of council's progress to the community.

### Previous Council Resolution

Ordinary Meeting 23 February 2017 (**OM17/22**)

*That Council:*

- (a) *receive and note the report titled "**2017-2021 Sunshine Coast Council Corporate Plan**"*
- (b) *adopt the 2017-2021 Sunshine Coast Council Corporate Plan (Appendix A) as amended*
- (c) *note the Chief Executive Officer, in consultation with the Mayor, Portfolio Councillor Corporate Strategy and Finance and Divisional Councillors, may review and make minor amendments to the 2017-2021 Sunshine Coast Council Corporate Plan document to allow for final editing prior to publication and*
- (d) *note the first and subsequent annual reviews of the 2017-2021 Sunshine Coast Council Corporate Plan are to be completed before 31 December each year, in order to guide the operational planning and budgeting cycle for the following financial year.*

Special Meeting 9 June 2016 (**SM16/8**)

*That Council:*

- (a) *receive and note the report titled "**2016 Update to Sunshine Coast Council Corporate Plan 2014-2019**"*
- (b) *resolve under section 165(3) of Local Government Regulation 2012 to update the Sunshine Coast Council Corporate Plan 2014-2019 with the following amendments:*
  - (i) *Inclusion of updated messages from the Mayor (page 8) and Chief Executive Officer (page 9)*
  - (ii) *Goal 3 to read 'A healthy environment'*
  - (iii) *Goal 5 to read 'An outstanding organisation'*

- (iv) Descriptor for Goal 5 to read 'delivering a high performance organisation, supported by good governance, robust decision making and regional leadership'*
- (v) Minor grammatical changes resulting from (iii), (iv) and (v) above on pages 7, 18, 19, and the "Corporate Plan overview"*
- (c) note the operational activities, approved by Council in its adoption of the Operational Plan 2016-2017, will replace the 2015-2016 operational activities on pages 21 to 35 of the Corporate Plan and*
- (d) subject to recommendation (b) and (c) above, note that the online version and hard copies of the Sunshine Coast Council Corporate Plan 2014-2019 be adjusted accordingly.*

#### Special Meeting 12 May 2014 **(SM14/12)**

*That Council:*

- (a) receive and note the report titled "**Sunshine Coast Council Corporate Plan 2014-2019**"*
- (b) adopt the Sunshine Coast Council Corporate Plan 2014-2019 (Appendix A) and*
- (c) note that the Chief Executive Officer may make minor amendments to the Sunshine Coast Council Corporate Plan 2014-2019 to allow for final editing and publication.*

#### **Related Documentation**

- Corporate Plan 2017-2021
- Corporate Plan 2014-2019
- Operational Plan 2016-2017
- Financial information provided to council in the Financial and Capital management report.

#### **Critical Dates**

Quarterly Progress reports are usually presented to council within eight weeks of the end of the calendar quarter, subject to the scheduled meeting cycle. Legislation requires the report to be presented to council at intervals of not more than 3 months.

#### **Implementation**

The report will be published and available for community access via council's website. The Chief Executive Officer and Directors will provide a verbal report to council at the Ordinary Meeting.



**8.2 PLANNING AND ENVIRONMENT****8.2.1 APPLICATION FOR DEVELOPMENT PERMIT TO RECONFIGURE A LOT (1 LOT INTO 2 LOTS) AT 15-23 SURFRIDER PLACE, MUDJIMBA**

File No: REC17/0049

Author/Presenter: Principal Development Planner  
 Planning and Environment Department  
 Senior Development Planner  
 Planning and Environment Department

Attachments: Att 1 - Proposal Plan .....109

## Link to PD Online:

<http://pdonline.sunshinecoast.qld.gov.au/MasterView/Modules/Applicationmaster/default.aspx?page=wrapper&key=1900520>

<b>SUMMARY SHEET</b>	
<b>APPLICATION DETAILS</b>	
<b>Applicant:</b>	Mr SI Brown & Mrs LD Stewart-Brown
<b>Proposal</b>	Development Permit to Reconfigure a Lot (1 Lot into 2 Lots)
<b>Properly Made Date:</b>	07/04/2017
<b>Information Request Date:</b>	N/A
<b>Information Response Received Date:</b>	N/A
<b>Decision Due Date</b>	26/07/2017 (2 <sup>nd</sup> 20 business days)
<b>Number of Submissions</b>	1
<b>PROPERTY DETAILS</b>	
<b>Division:</b>	8
<b>Property Address:</b>	15-23 Surfrider Place MUDJIMBA
<b>RP Description:</b>	Lot 1 SP 260118
<b>Land Area:</b>	2,895m <sup>2</sup>
<b>Existing Use of Land:</b>	Dwelling House and ancillary buildings / pool
<b>STATUTORY DETAILS</b>	
<b>Planning Scheme:</b>	Sunshine Coast Planning Scheme (27 February 2017)
<b>SEQRP Designation:</b>	Urban Footprint
<b>Strategic Plan Designation:</b>	Urban
<b>Planning Area:</b>	Maroochy North Shore
<b>Zone:</b>	Limited Development (Landscape Residential) Zone
<b>Assessment Type:</b>	Impact

## PURPOSE

The purpose of this report is to seek council's determination of an application for Development Permit to Reconfigure a Lot (1 Lot into 2 Lots) at 15-23 Surfrider Place, Mudjimba. The application is before council at the request of the Divisional Councillor.

The application is assessed against the *Sunshine Coast Planning Scheme 2014*.

## EXECUTIVE SUMMARY

The application seeks approval for a Development Permit to Reconfigure a Lot (1 Lot into 2 Lots). The existing dwelling is intended to be retained on proposed Lot 29, with an area of 2,085m<sup>2</sup> and a frontage to Surfrider Place of approximately 57m. A new vacant lot is proposed to the west of the existing dwelling, having an area of 810m<sup>2</sup> and frontage to Surfrider Place of approximately 26m. The proposed lot layout is shown in Attachment 1 of this report.

The primary issue associated with this development proposal relates to the current and proposed mapping of both the Australian Noise Exposure Forecast (ANEF) contour and the airport Public Safety Area under the *Sunshine Coast Planning Scheme 2014*.

Under the *Sunshine Coast Planning Scheme*, the site falls within the 20-25 ANEF noise contour and is not affected by the Public Safety Area. This mapping was derived from airport data based on a 2009 traffic forecast (now superseded), with a forecasting horizon limited to 2025. The now superseded mapping also predicted the alignment of the proposed second runway approximately 310m to the north-west of the final approved alignment. However, in the two years since the introduction of the *Sunshine Coast Planning Scheme*, further refinement of the second runway location has been undertaken and the Public Safety Area has been revised.

An *Environmental Impact Statement for the Sunshine Coast Airport Expansion Project* (EIS) has now been finalised and was approved by the Coordinator-General on 19 May 2016. The EIS incorporates the new alignment for the second runway, along with updated noise levels based on data from the 2012 traffic forecast, with a forecasting horizon of 2040. The updated forecast data has resulted in an increase in the subject site's exposure to aircraft noise of between 25-30 ANEF. This noise level is classified as "unacceptable" for any form of residential use under Australian Standard *AS2021: Acoustics - Aircraft noise intrusion – Building siting and construction*. The EIS also provides a revised Public Safety Area which now affects more than half of the proposed vacant 810m<sup>2</sup> residential lot.

The subject site was purposely left as a "balance lot" under the previous development approval (MCU02/0159 & REC02/0193) and included within the Limited Development (Landscape Residential) Zone upon commencement of the *Sunshine Coast Planning Scheme* on 21 May 2014. This zoning was intended to enable a single dwelling within an approved building envelope, and to prohibit further subdivision and intensification of residential uses subject to unacceptable levels of aircraft noise and risk to public safety.

The applicant's grounds for the proposed subdivision rely solely on the fact that the EIS is a non-statutory document and does not yet form part of the planning scheme. The EIS has been approved by the Coordinator-General and is a public document that provides an up to date factual and quantitative measurement of the future impacts of the expanded airport operations. The EIS is therefore able to be used as supporting material for the assessment of the application, particularly given the planning scheme makes reference to both existing and future operational activities of the airport when considering new development proposals.

In summary, the proposal is not supported and is inconsistent with the *Sunshine Coast Planning Scheme 2014* in that it:

- would result in a future dwelling being subject to unacceptable noise impacts from existing and forecast aircraft traffic



- would result in a future dwelling being located within the public safety area and would therefore put dwelling occupants and visitors at risk during aircraft take-off and landing associated with the approved future second runway
- would result in a “reverse amenity” situation by increasing the number of residential dwellings in the vicinity of the airport thereby increasing the degree of constraint on the existing and planned future airport operations.

It is therefore recommended that the application for Reconfiguring a Lot (1 Lot into 2 Lots) at 15-23 Surfrider Place, Mudjimba be refused.

### **OFFICER RECOMMENDATION**

**That council REFUSE application no. REC17/0049 for a Development Permit to Reconfigure a Lot (1 Lot into 2 Lots) situated at 15-23 Surfrider Place, Mudjimba for the following reasons:**

- (a) The proposal conflicts with the policy direction of the Strategic Framework of the Sunshine Coast Planning Scheme**
- (b) The proposal conflicts with the Airport Environs Overlay Code**
- (c) The proposal conflicts with the Maroochy North Shore Local Plan Code**
- (d) The proposal conflicts with the Limited Development (Landscape Residential) Zone Code**
- (e) The proposal conflicts with the Reconfiguring a Lot Code**
- (f) The proposal conflicts with the Nuisance Code**
- (g) The applicant has not demonstrated sufficient grounds to justify approval despite the conflict with the Planning Scheme and the proposal cannot be conditioned to comply and**
- (h) The proposal conflicts with the State Planning Policy in relation to Strategic Airports and Aviation Facilities.**

### **FINANCE AND RESOURCING**

If council were to approve this development, the applicant would be required to pay infrastructure charges for trunk infrastructure.

Council’s Transport and Infrastructure Policy Branch has estimated that infrastructure charge for Council networks is \$15,288 based on one additional residential lot.

### **CORPORATE PLAN**

<b>Corporate Plan Goal:</b>	<b><i>Service excellence</i></b>
<b>Outcome:</b>	We serve our community by providing this great service
<b>Operational Service:</b>	S22 - Development services - planning, engineering, plumbing and landscaping approvals, provision of specialist advice to the community on planning requirements, audit of private development works, investigation of complaints from the public around land use or development, management of appeals

### **PROPOSAL**

The application seeks approval for a Development Permit to Reconfigure a Lot (1 Lot into 2 Lots). The existing dwelling is intended to be retained on proposed Lot 29, with an area of 2,085m<sup>2</sup> and a frontage to Surfrider Place of approximately 57m. A new vacant lot is proposed to the west of the existing dwelling, having an area of 810m<sup>2</sup> and frontage to Surfrider Place of approximately 26m.

**SITE DETAILS**

Site Description

<b>Site &amp; Locality Description</b>	
<b>Road Frontage</b>	Approx 83m
<b>Existing Significant Vegetation</b>	Nil
<b>Topography:</b>	Generally flat
<b>Surrounding Land Uses:</b>	<p><u>North</u> – Open space reserve (immediately adjoining) and low density residential housing (opposite side of David Low Way)</p> <p><u>East</u> – Low density residential housing</p> <p><u>South</u> – Low density residential housing</p> <p><u>West</u> – Low density residential housing and undeveloped land within the Limited Development (Landscape Residential) Zone. Airport runway lies 400m to west.</p>

The location of the subject site in relation to its surrounds is shown on the images below:



Figure 1: Aerial Photo (Nearmap)

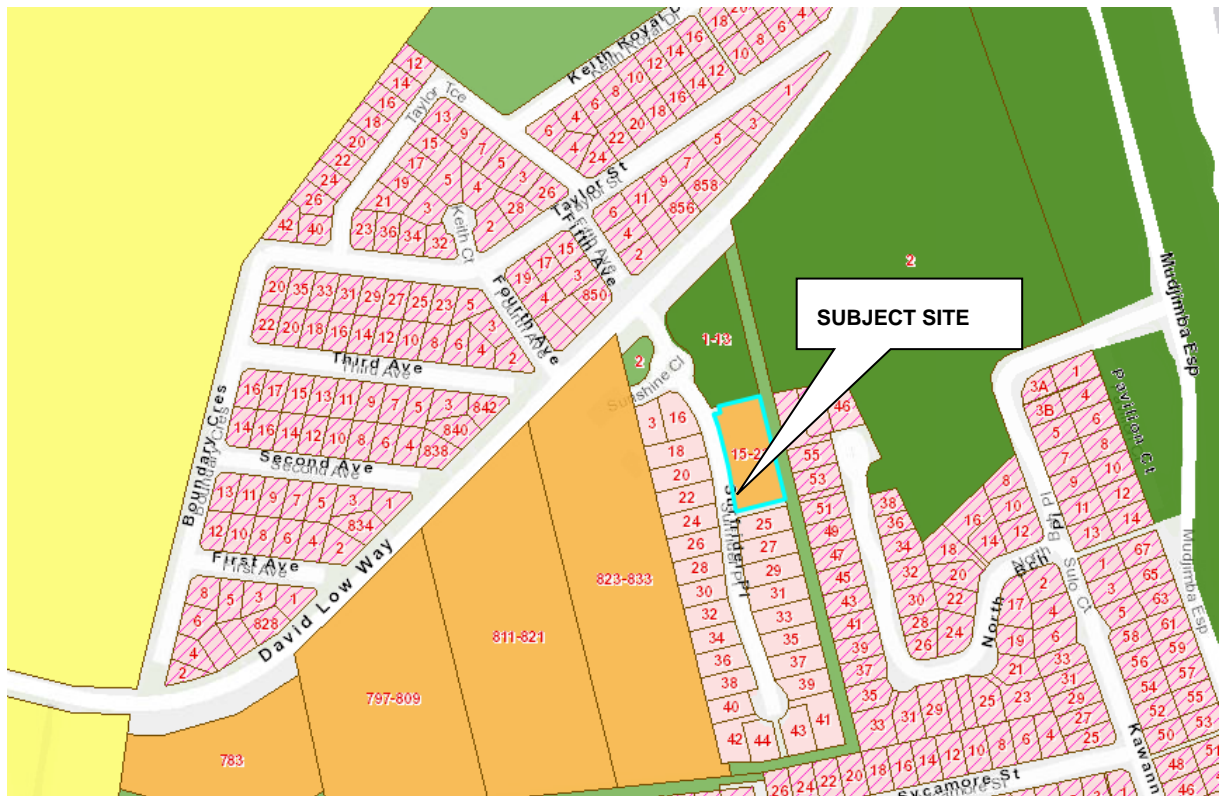


Figure 2: Zoning Map

**Background/Site History**

On 8 November 2006, Council issued a Development Permit for Material Change of Use (Detached Houses) and Development Permit to Reconfigure a Lot (1 into 30 Residential Lots plus Park) over 835-845 David Low Way, Mudjimba. This development has now been constructed (ref: MCU02/0159 & REC02/0193). An extract of the Survey Plan showing the subject site in the context of the approved subdivision is provided below:

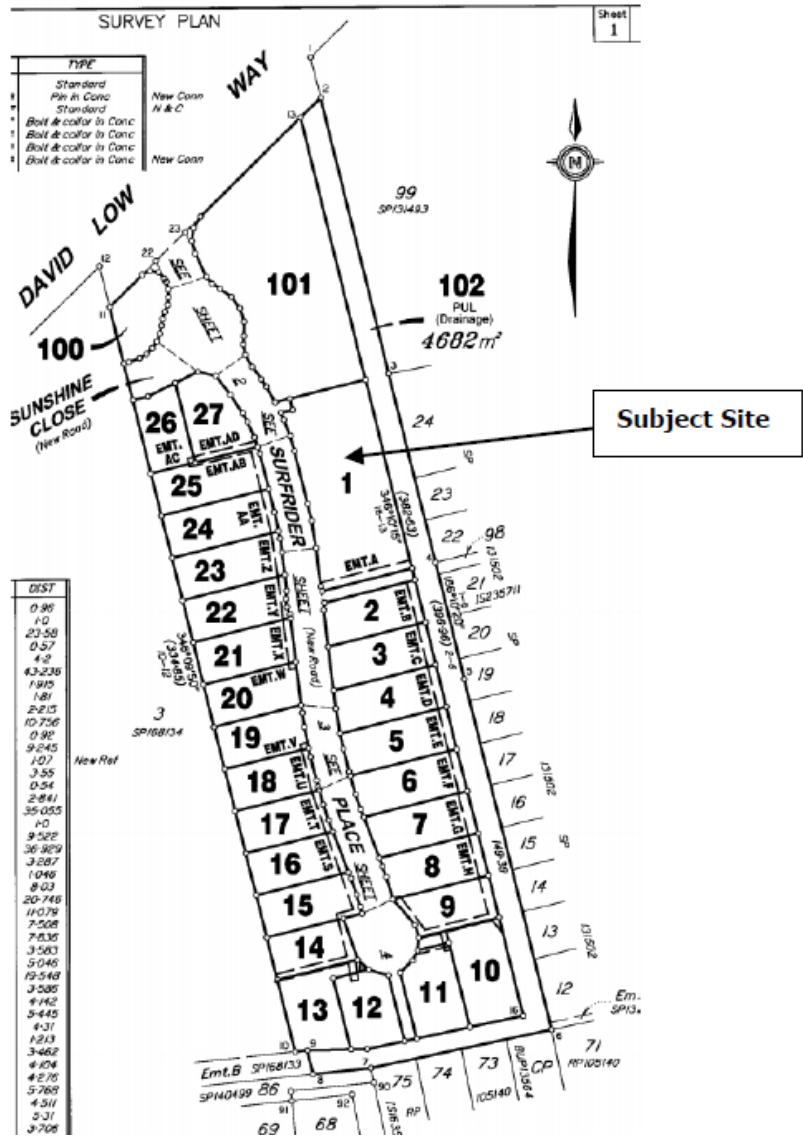


Figure 3: Survey Plan showing the lots created under MCU02/0159 & REC02/0193

The subject site (Lot 1) was created as a ‘balance lot’ under this approval and was not considered suitable for residential development due to its location within the Airport Safety Zone under the then applicable *Maroochy Plan 2000*. Council originally sought for this balance lot to be transferred to Council as park, primarily to ensure the Airport Safety Zone was wholly contained outside of any residential lot. Following negotiations with the applicant, it was agreed to reduce the size of the park lot (Lot 101) to generally align with the existing park to the east (Lot 102) and allow the remainder of the balance lot to form a large residential lot with a building envelope over the southern portion, outside of the Airport Safety Zone. This outcome was considered by Council to still achieve the intent of the Airport Safety Zone restrictions by locating the dwelling outside the safety zone but allowing for ancillary structures such as a pool and tennis court within the safety zone.

The lot was subsequently included within the Limited Development (Landscape Residential) Zone under the *Sunshine Coast Planning Scheme 2014* to prevent any further subdivision occurring so as to protect public safety and residential amenity, and to ensure airport operations were not prejudiced. At the same time, all surrounding land that was already developed for housing lots was consequently included within the Low Density Residential Zone, with the Protected Housing Area Overlay applied to prevent future intensification of residential uses in the form of duplexes in areas affected by high levels of aircraft noise.



At the commencement of the *Sunshine Coast Planning Scheme* on 2014, the Airport Safety Zone mapping was removed from the subject site. This was due to the second runway alignment being located further to the north-west of the final alignment. The planning scheme is yet to be formally updated with the new runway alignment and the Airport Safety Zone, now referred to as the Public Safety Area as determined under the *Environmental Impact Statement for the Sunshine Coast Airport Expansion Project* (refer to further discussions below).

## ASSESSMENT

### Framework for Assessment

#### Instruments for Statutory Assessment

Under the *Sustainable Planning Act 2009* the application must be assessed against each of the following statutory planning instruments to the extent they are relevant to the development:

- State Planning Policy
- the South East Queensland Regional Plan
- State Planning Regulatory Provisions
- the Planning Scheme for the local government area

Of these, the statutory planning instruments relevant to this application are discussed in the sections that follow.

### Statutory Instruments – State and Other

#### State Planning Policy

The applicant did not provide an assessment of their proposal against the *State Planning Policy* on the basis that the *State Planning Policy* was deemed by the Minister for State Development, Infrastructure and Planning as being appropriately reflected in Council's planning scheme as at the date of commencement of the planning scheme in 2014. However, the *State Planning Policy* has since been amended, most recently in 2016, and is therefore applicable to the assessment of this development application.

Part E of the *State Planning Policy* provides the Interim Development Assessment Requirements. Specifically, Part E identifies that any application for reconfiguring a Lot where any part of the land is within the 20 Australian Noise Exposure Forecast (ANEF) contour, or greater, must be considered against the *State Planning Policy* and must comply with the *State Planning Policy Code for Strategic Airports and Aviation Facilities* (SPP Code).

The purpose of the SPP Code is to:

*“protect the safety, efficiency and operational integrity of strategic airports and aviation facilities by ensuring development:*

- *avoids increasing risk to public safety in public safety areas*
- *is compatible with forecast levels of aircraft noise within the 20 ANEF contour or greater”*

The site is not currently mapped as being within a Public Safety Area under the *Sunshine Coast Planning Scheme 2014* (formerly known as the Airport Safety Zone under *Maroochy Plan 2000*). An *Environmental Impact Statement for the Sunshine Coast Airport Expansion Project* (EIS) was completed and approved by the Coordinator-General on 19 May 2016, which depicts the final location of the second runway 310m south-east of the location shown in the *Sunshine Coast Planning Scheme*. The outcomes of the EIS, including the revised

runway location and associated noise contours and Public Safety Area has been publicly available since May 2016. Subsequently, on 18 July 2016, the Commonwealth Government granted approval to construct and operate the new runway, revised apron and expanded passenger terminal based on the findings of the EIS. These findings included modelled data from the 2012 traffic forecast, with a forecasting horizon of 2040. The findings also resulted in a revised Public Safety Area which now affects the western end of the subject site, specifically the area proposed for the new vacant residential lot. The approximate outline of the revised Public Safety Area under the EIS as it applies to the subject site and the proposed reconfiguration is provided in Figure 4 below. An extract of the EIS mapping is provided in Figure 5 overleaf.

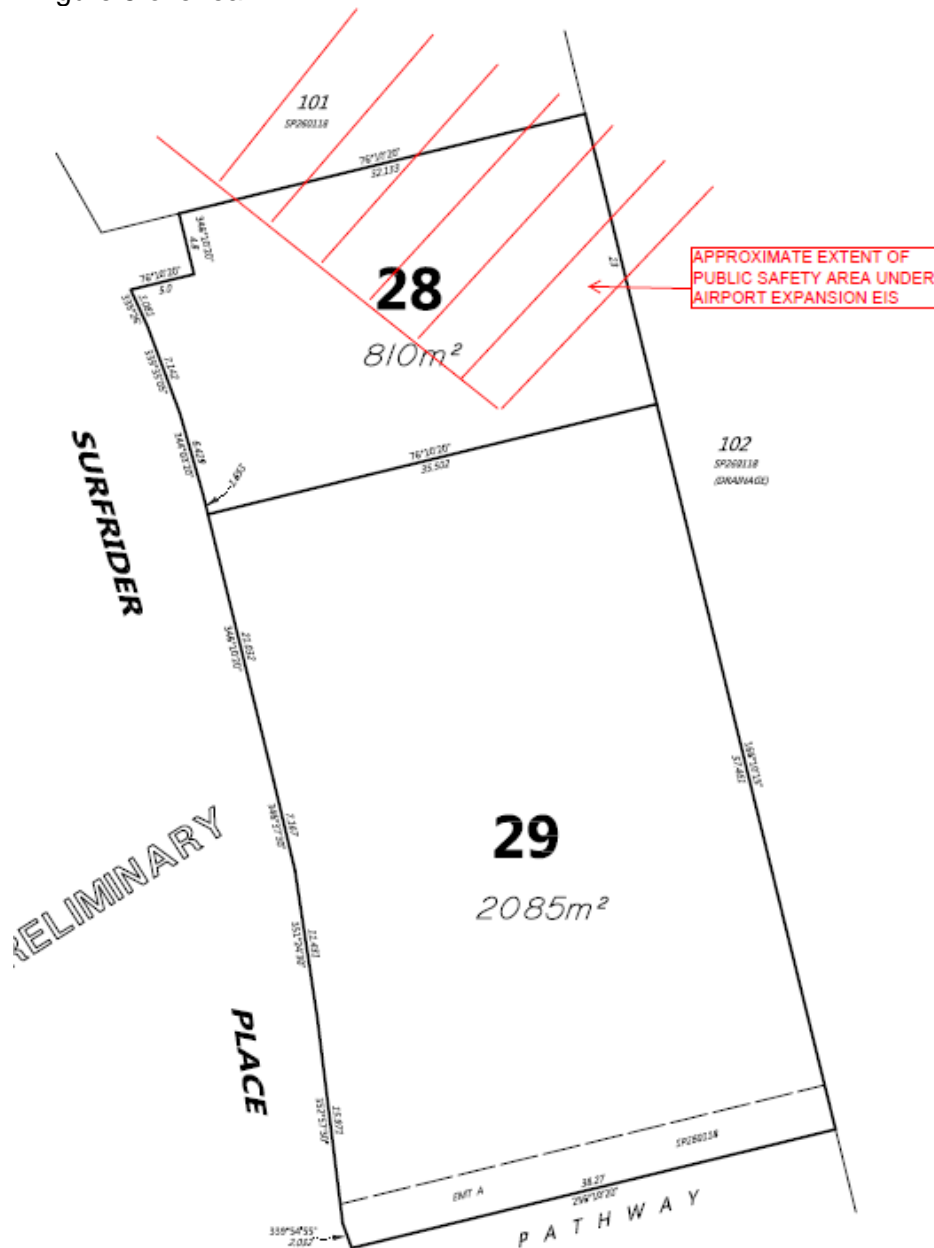
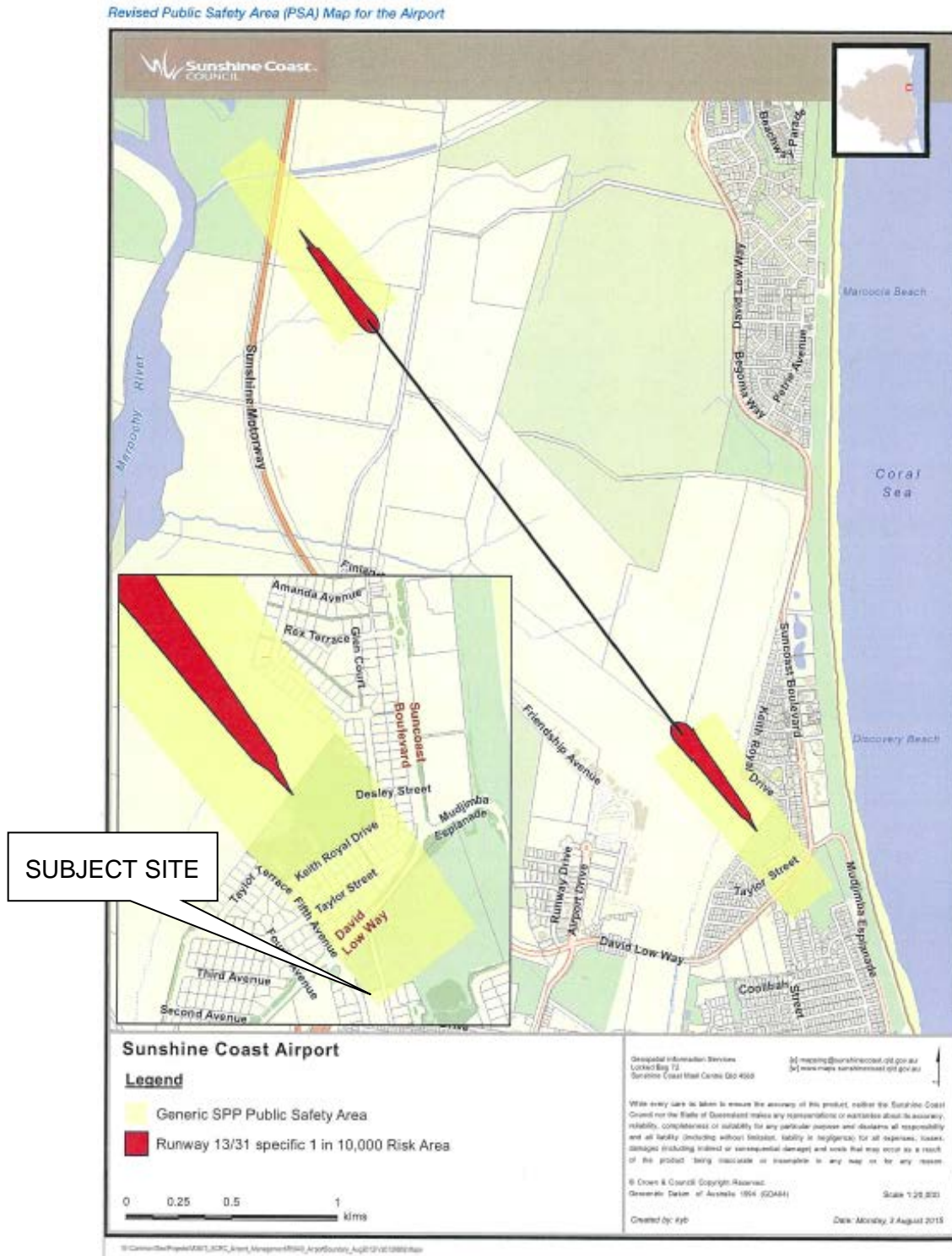


Figure 4: Approximate extent of Public Safety Area under EIS mapping



**Figure 5: Extract from Environmental Impact Statement for the Sunshine Coast Airport Expansion Project showing revised Public Safety Area**

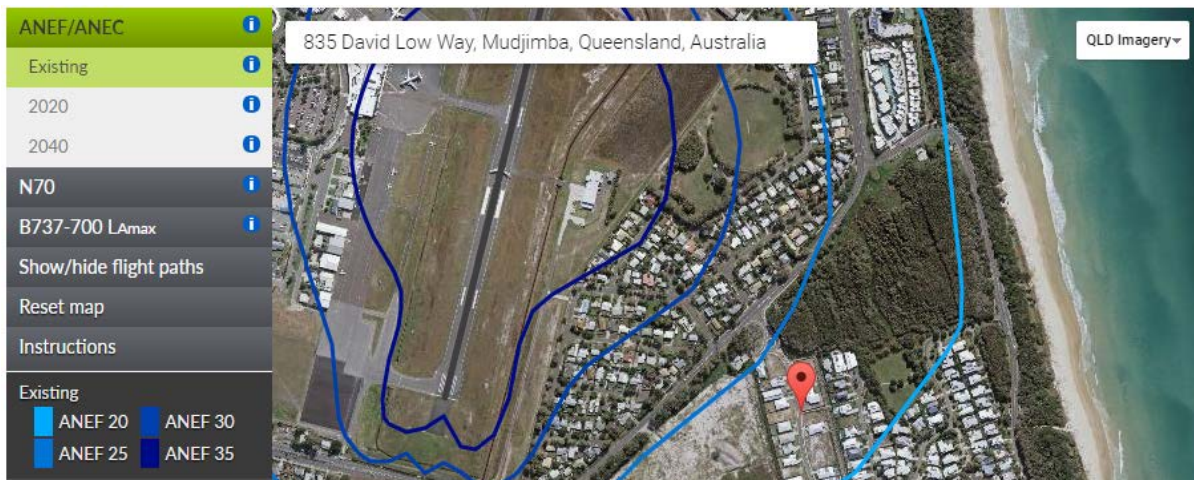
In relation to noise, for the purposes of land use planning in Australia the accepted measure of aircraft noise exposure is the Australian Noise Exposure Forecast (ANEF). Australian Standard AS2021 provides guidance on the acceptability of various areas for certain types of development, in terms of the ANEF level in the area. For example, residential development is considered "acceptable" in areas with ANEF lower than 20, "conditionally acceptable" in areas with ANEF between 20 and 25, and "unacceptable" in areas with ANEF greater than 25.



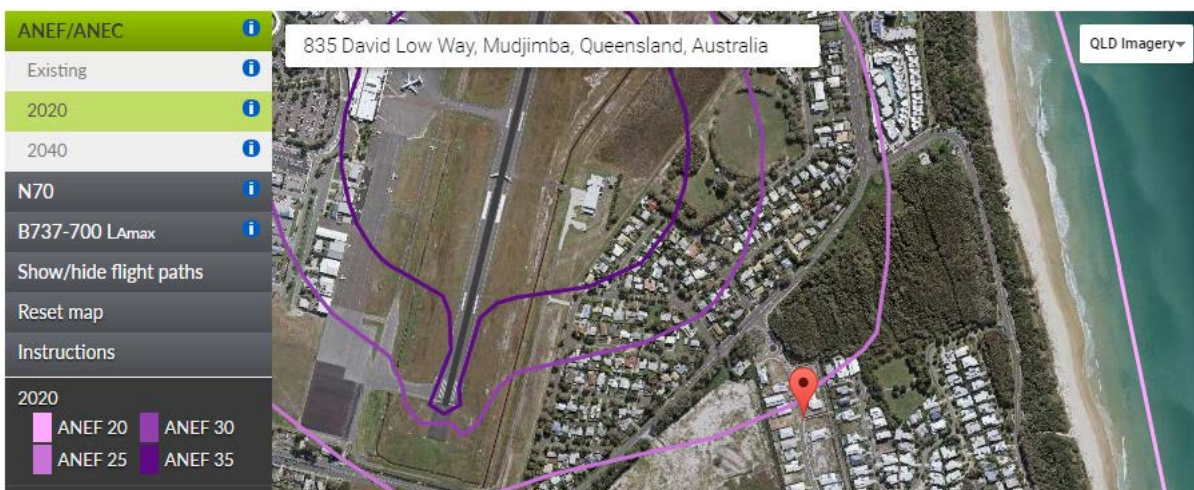
Under the *Sunshine Coast Planning Scheme*, the site is affected by the 20-25 ANEF noise contour, thereby making residential development “conditionally acceptable”. However, the current planning scheme ANEF noise contour mapping was derived from data based on a 2009 traffic forecast, with a forecasting horizon limited to 2025. Under the EIS traffic forecast based on the revised location of the second runway, the ANEF noise contour for the subject site has increased from 20-25 up to 25-30, thereby making residential development “unacceptable”. These noise contours are applicable to both the 2020 and 2040 traffic forecasts. Information and mapping showing the updated noise forecasts are publicly available on the Sunshine Coast Airport website at the following link, and have been so since May 2016:

<http://www.sunshinecoastairport.com.au/Corporate/Expansion-Project/Aircraft-Noise-Information-Tool>.

Extracts of the forecast noise mapping are provided in Figures 6, 7 and 8 below.

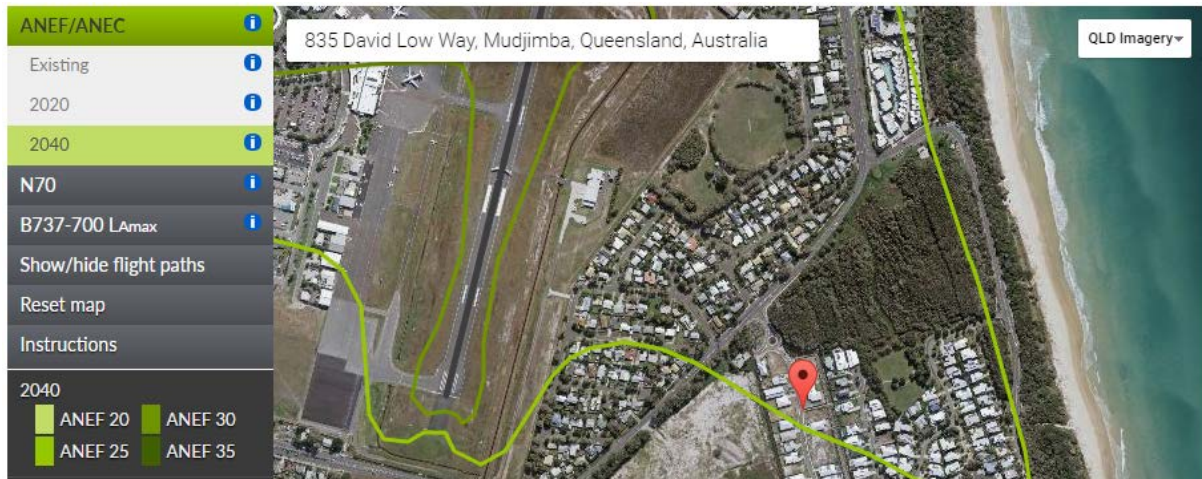


**Figure 6: Existing ANEF noise contours (sourced from Sunshine Coast Airport Aircraft Noise Information Tool) – subject site located between 20-25 ANEF contour (prior to second runway construction) – residential development “conditionally acceptable” under AS2021**



**Figure 7: Forecast 2020 ANEF noise contours (sourced from Sunshine Coast Airport Aircraft Noise Information Tool) - subject site located on the 25 ANEF contour (completion of second runway construction) - residential development “unacceptable” under AS2021**





**Figure 8: Forecast 2040 ANEF noise contours (sourced from Sunshine Coast Airport Aircraft Noise Information Tool) - subject site located above the 25 ANEF contour (second runway fully operational) - residential development “unacceptable” under AS2021**

Advice from Council’s Strategic Planning Branch is that the approved EIS is expected to form the basis for a future amendment to both the *State Planning Policy* mapping and the *Sunshine Coast Planning Scheme* mapping in relation to noise contours and Public Safety Areas.

In light of this, based on the updated publicly available constraint mapping, the proposed reconfiguration is inconsistent with the purpose of the SPP Code in that it:

- (a) would result in increased risk to public safety due to the location of the second runway and the revised Public Safety Area as determined by the approved Environmental Impact Statement; and
- (b) the proposal is not compatible with forecast levels of aircraft noise as it would result in a future residential dwelling being exposed to “unacceptable” noise levels from aircraft traffic (25-30 ANEF) under Australian Standard AS2021.

#### South East Queensland Regional Plan

The site is located within the Urban Footprint of the South East Queensland Regional Plan. The Regional Plan designates the Sunshine Coast Airport as an Enterprise Employment Area and a major contributor to economic diversity and employment in the region. The airport “*is a specialist aviation and aerospace opportunity area and one of SEQ’s major existing and expanding specialist locations.*”

Desired Regional Outcome 12.6, Policy 12.6.1 of the Regional Plan seeks to “support development of regional airports as significant economic and social links for regional communities.”

The proposed reconfiguration is inconsistent with the intent of the Regional Plan in that it is likely to prejudice the existing and expanding operations of the Sunshine Coast Airport by increasing the number of people within the future Public Safety Area and within the areas subject to unacceptable noise levels that would significantly impact on residential amenity and, consequently, is likely to result in increased level of complaints.

#### **Statutory Instruments – Planning Scheme**

The applicable planning scheme for the application is *Sunshine Coast Planning Scheme* (27 February 2017). The following sections relate to the provisions of the Planning Scheme.

Strategic Framework

The Strategic Framework considers the following matters:

- Settlement Pattern
- Economic Development
- Transport
- Infrastructure and Services
- Natural Environment
- Community Identity, Character and Social Inclusion
- Natural Resources
- Natural Hazards

The Strategic Framework identifies the Sunshine Coast Airport as a “game changer” project, representing a major public infrastructure development that will contribute to the economic development of the region in terms of attracting investment, providing significant employment opportunities and supporting tourism.

Section 3.5.9.1 provides the Specific Outcomes for Airports and Aviation Facilities. Part (c) states that “The settlement pattern protects the safety and operational efficiency of the Sunshine Coast Airport, Caloundra Aerodrome and other operational airfields.”

Footnote 10 to section 3.5.9.1(c) states that “development that is likely to be incompatible with the Sunshine Coast Airport...includes those uses that would impact on a facility’s existing or planned operational airspace, safety zones or navigation and communication capabilities.”

The proposed reconfiguration is inconsistent with the Specific Outcomes under the Strategic Framework for Transport, specifically Airports and Aviation Facilities, in that it does not seek to protect the safety and operational efficiency of the airport and would encroach within the airport’s “planned” safety zones as determined under the approved EIS for the second runway.

The development would cause a “reverse amenity” conflict insofar as it would increase the number of incompatible land uses in the vicinity of the airport thereby increasing the degree of constraints on the successful operation of the existing and planned airport business.

Overlay Codes

The following overlay codes are applicable to this application:

- *Airport environs overlay code*
- *Flood hazard overlay code*

The application has been assessed against each of the applicable codes as provided in the table below:

Code	Discussion
Airport Environs Overlay Code	<p><b>Purpose and Overall Outcomes</b></p> <p>The Purpose of the code is to (<b>bold added for emphasis</b>):</p> <p>“maintain and enhance the safety and operational efficiency of airports and aviation facilities and <b>avoid land use conflicts.</b>”</p> <p>The Overall outcomes of the code are as follows:</p> <p>(a) <i>development <b>maintains the operational efficiency</b> of airports and enhances the safety of aircraft operating within an airport’s operational airspace;</i></p> <p>(b) <i>development protects aviation facilities, including navigation, communication and surveillance facilities, from incompatible land uses, buildings, structures and works;</i></p>

	<p>(c) <i>development ensures that <b>sensitive land uses are not adversely impacted by aircraft noise</b> or groundside operations; and</i></p> <p>(d) <i>development ensures that the <b>risk of public safety</b> being compromised by incidents in the take-off and landing phases of aircraft operations <b>is minimised</b>.</i></p> <p>The applicant's key argument in justifying their proposal is that the current planning scheme mapping for the Public Safety Area does not affect the subject site. Approximately two-thirds of the site was previously affected by this constraint (formerly known as the Airport Safety Zone) under <i>Maroochy Plan 2000</i>, however this mapping was amended with the introduction of the new planning scheme in 2014.</p> <p>Based on the Australian Noise Exposure Forecast (ANEF) contours under the <i>Sunshine Coast Planning Scheme</i>, the site falls within the 20-25 ANEF level. However, the most recent data obtained from the approved <i>Environmental Impact Statement for the Sunshine Coast Airport Expansion Project</i> increases the ANEF noise levels affecting the site to 25-30, for both the 2020 and 2040 traffic forecasts. Similarly, the Public Safety Area (PSA) has been increased under the EIS to cover part of the site, specifically the western end where the new vacant lot is proposed. This can be seen in Figure 4 and 5 above.</p> <p>The applicant has acknowledged the amended noise contours and Public Safety Area information arising from the EIS. However, the applicant contends the information is not relevant to the proposed subdivision on the grounds that the updated data has not been incorporated into the current planning scheme.</p> <p>Despite the applicant's argument, it is considered that the proposed subdivision is inconsistent with the purpose and overall outcomes of the <i>Airport environs overlay code</i> as it introduces an additional residential lot that will be significantly impacted by unacceptable levels of aircraft noise based on current modelling.</p> <p><b>Performance and Acceptable Outcomes</b></p> <p>The following Performance and Acceptable Outcomes are relevant to this application (<b>bold</b> added for emphasis):</p> <p>PO6 <i>Development and land uses that are sensitive to noise interference or noise nuisance:</i></p> <p style="padding-left: 40px;">(a) <b>avoid noise affected areas</b> surrounding the airport; and</p> <p>AO6.1 <i>The following uses, or the creation of additional lots to accommodate these uses, <b>are not located on land identified on an Airport Environs Overlay Map</b> as being subject to the nominated Australian Noise Exposure Forecast (ANEF) contour:-</i></p> <p style="padding-left: 40px;">(a) <b>permanent forms of residential accommodation within the 20 ANEF contour (or greater);</b></p> <p>AO6.2 <i>Development located within the ANEF contours referred to above is designed and constructed to attenuate aircraft noise in</i></p>
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	<p><i>accordance with Australian Standard AS2021: Acoustics - Aircraft noise intrusion – Building siting and construction.</i></p> <p><i>Note - AS2021 considers aircraft noise impacts on indoor spaces only. Noise impacts on <b>outdoor use areas</b> will require separate assessment to determine whether noise levels can be mitigated to be within acceptable limits. <b>This is of significant importance on the Sunshine Coast where the sub-tropical climate supports and encourages an outdoor orientated lifestyle.</b></i></p> <p>The proposed reconfiguration is inconsistent with PO6 in that it seeks to create an additional residential lot within the currently mapped 20-25 ANEF contour and forecast 25-30 ANEF contour, which would result in residents of any future dwelling being subject to unacceptable levels of aircraft noise. Specifically, the applicant’s argument that a future dwelling is able to be constructed to mitigate aircraft noise through building attenuation relies on the future dwelling occupants to keep all doors and windows closed at all times and use mechanical ventilation. Further, the applicant has not demonstrated that the outdoor private open space would not be subject to unacceptable noise levels.</p> <p><b>PO7</b> <i>Development within the public safety areas located at the end of airport runways <b>avoids:-</b></i></p> <ul style="list-style-type: none"> <li><i>(a) <b>a significant increase in the number of people living, working or congregating in those areas; and</b></i></li> <li><i>(b) <b>the use or storage of hazardous materials.</b></i></li> </ul> <p><b>AO7</b> <i>Development within a public safety area, as identified on an Airport Environs Overlay Map, <b>does not introduce or intensify the scale of:-</b></i></p> <ul style="list-style-type: none"> <li><i>(a) <b>any residential, business, industrial, community and sport and recreation activity; or</b></i></li> <li><i>(b) <b>any use involving the manufacture, use or storage of flammable, explosive, hazardous or noxious materials.</b></i></li> </ul> <p>The proposed new lot is not within the public safety area under the current planning scheme. However, it is located within the revised public safety area under the current approved alignment of the new east-west runway (refer Figure 5 above).</p> <p>As such, the proposal is inconsistent with PO7 in that it seeks to increase the number of people living within the future public safety area as determined by the EIS for the second runway.</p>
<p>Flood Hazard Overlay Code</p>	<p>The proposal complies with the requirements of the <i>Flood hazard overlay code</i> as a result of filling completed under the previous development approval, which is sufficient to comply with current standards.</p>

Local Plan Code

The subject site is located in the Maroochy North Shore Local Plan Area. Section 7.2.18.3(2) provides the overall outcomes for the Local plan area. Specifically, part (c) states (**bold added for emphasis**):

*“development within the local plan area protects the primary function of the Sunshine Coast Airport as a major airport and aviation precinct **and provides for its expansion over time.**”*

Part (e) states that:

*“development and land use in the vicinity of the Sunshine Coast Airport is compatible with the Airport’s existing **and potential future operations, such that airport operations will not be affected and land use conflicts are minimised.**”*

Further, Performance Outcome PO8 states that:

*“Development in the local plan area does not compromise the current **or potential future role** of the Sunshine Coast Airport or adversely impact on the existing **or future operational needs** of the Airport”*

The applicant contends that the proposal complies with the *Airport environs overlay code* and therefore complies with the *Maroochy North Shore local plan code*.

The proposal is inconsistent with the purpose of the Local plan code, specifically Overall Outcome (e) and Performance Outcome PO9 in that it seeks to intensify the number of residential lots within the vicinity of the airport, thereby leading to a land use conflict by exposing future residents to unacceptable impacts from aircraft noise associated with the airport expansion, as per the evidence contained in the approved EIS. The code provisions specifically require consideration to be given to “future operational needs” of the airport, and therefore it is relevant to consider the updated information approved by the Coordinator-General through the EIS.

#### Zone Code

The subject site is located with the Limited Development (Landscape Residential) Zone. This zone identifies land which is located in an urban or rural setting but which has been determined to be unsuitable for urban purposes due to the presence of one or more of the following constraints (**bold** added for emphasis):

- (a) *flooding;*
- (b) *ecologically important areas;*
- (c) *steep land or landslide hazard;*
- (d) *access limitations; and*
- (e) ***an amenity deficiency caused by proximity to a major transport corridor or facility;***

Section 6.2.18.2(2) provides the Overall Outcomes for the Zone. Specifically, part (d) states that:

*“development **does not result in the creation of any additional lots** to those existing at the commencement of the planning scheme”*

The applicant contends that the proposal meets the Purpose and Overall Outcomes of the code and represents appropriate development having regard to the constraints of the site as it *“addresses the specific requirements for development contained within the overlay codes”* and is therefore *“consistent with the Purpose of the Limited development (landscape residential) zone.”*

The zoning of land under the planning scheme reflects a policy intent of Council to identify suitable areas for development so as to appropriately regulate and manage urban growth. Specifically, the Limited Development (Landscape Residential) Zone identifies land parcels and areas that are not suitable for urban growth or intensification of sensitive land uses. The subject site has been determined to be unsuitable for further development due to the significant noise and public safety constraints associated with the expansion of the airport.

The applicant has not adequately demonstrated how the proposed development would address these constraints as their application relies on all openings of any future dwelling to remain closed at all times. Further, the applicant has not demonstrated provision of a suitable private open space area that would not be subject to unacceptable noise impacts.

The proposal is inconsistent with the purpose of the Zone code and Overall Outcome (d) in that it seeks to create an additional residential lot on a site that has an amenity deficiency due to its proximity to the Sunshine Coast Airport and its future expansion to incorporate a second runway.

Development Codes

The following codes which regulate development are applicable to this application:

- *Reconfiguring a lot code*
- *Nuisance code*
- *Stormwater management code*
- *Transport and parking code*
- *Works, services and infrastructure code*

The application has been assessed against each of the above applicable codes and was found not to comply with the *Reconfiguring a lot code* and the *Nuisance code*. The pertinent issues arising out of assessment against the codes are discussed below.

Code	Discussion
<p>Reconfiguring a Lot Code</p>	<p><b>Performance and Acceptable Outcomes</b></p> <p>PO2 <i>Development provides for a lot layout, land use and infrastructure configuration that:-</i>                      (h) provides for a <b>high level of amenity, having regard to potential noise, dust, odour and lighting nuisance sources</b></p> <p>The proposed reconfiguration is inconsistent with PO2 in that it seeks to create an additional residential lot in an area that is subject to adverse impacts on amenity from existing and forecast aircraft noise associated with the Sunshine Coast Airport.</p> <p>PO11 <i>Development provides for lots to be created in locations that:-</i>                      (a) are <b>adequately buffered</b> to prevent potential adverse impacts on future users of the lots and adjacent lots;                      (b) <b>separate</b> lots from incompatible uses and infrastructure; and                      (c) do not create “reverse amenity” situations where the <b>continued operation of existing uses is compromised by the proposed development</b></p> <p>The proposed reconfiguration is inconsistent with P11 in that it is not adequately separated from the airport and is likely to result in a “reverse amenity” situation due to future residents being subject to unacceptable noise levels that may give rise to complaints, ultimately impacting on the operational efficiency of the airport.</p> <p>The applicant’s arguments that noise complaints can be ameliorated are not accepted because the applicant has not allowed for opening of doors and windows, nor has the applicant demonstrated that private open space areas of the dwelling would not be significantly affected by aircraft noise.</p>
<p>Nuisance code</p>	<p><b>Purpose and Overall Outcomes</b></p>

Code	Discussion
	<p>The Purpose of the code is to:  <i>“maintain community wellbeing and protect environmental values by preventing or mitigating:-</i></p> <ul style="list-style-type: none"> <li>(a)</li> <li>(b) <i>the exposure of proposed sensitive land uses to nuisance emissions from surrounding development.”</i></li> </ul> <p>The Overall Outcomes of the code are as follows:</p> <ul style="list-style-type: none"> <li>(a) <i>development is located, designed, constructed and operated to maintain appropriate levels of amenity and environmental performance by:-</i> <ul style="list-style-type: none"> <li>(i) ...</li> <li>(ii) <b>ensuring that proposed sensitive land uses are not subject to unacceptable nuisance emissions generated from surrounding development; and</b></li> </ul> </li> </ul> <p>For reasons demonstrated above, the proposal is inconsistent with the Purpose and Overall outcomes of the <i>Nuisance code</i> in that it seeks to create a sensitive land use in a location that is subject to unacceptable noise emissions from surrounding development, being the Sunshine Coast Airport.</p> <p><b>Performance and Acceptable Outcomes</b></p> <p>PO2  <i>Development that is a sensitive land use is <b>located, designed, constructed and operated to achieve a satisfactory level of acoustic amenity</b> where there is potential for noise emissions generated from surrounding development to adversely affect the sensitive land use.</i></p> <p>AO2  <i>The sensitive land use is <b>not established in an area that will be adversely impacted by noise</b> generated by existing land use, activities and <b>possible future development</b> in the area.</i></p> <p>OR</p> <p>Where located in an area where adverse noise impacts are likely, the sensitive land use mitigates <b>all potential impacts</b> through site layout, design, construction, and operation.</p> <p>The proposed vacant residential lot would be located in an area that will be adversely impacted by aircraft noise above the 20 ANEF contour, which will increase to 25 ANEF in the future as a result of the construction of the second runway. The applicant has submitted an acoustic assessment to assess the feasibility of constructing a dwelling on the newly created lot. This assessment advised that, based on existing planning scheme noise level contours, the proposed lot would be exposed to noise levels of up to 88dBA which is <i>“a relatively high noise level which will require acoustical upgrades to be implemented throughout the typical residence.”</i> (correspondence dated 28/03/2017 from applicant’s acoustic consultant). The assessment also found that the target internal noise levels would only be achievable in each habitable space when the external doors and windows are closed. The assessment does not make comment on the external</p>

Code	Discussion
	<p>areas of the dwelling, however it is clear that the private open space would not achieve the relevant target noise levels.</p> <p>The proposal is therefore inconsistent with Performance Outcome PO2 of the <i>Nuisance code</i> in that the applicant has not demonstrated how a future residential dwelling can achieve a satisfactory level of acoustic amenity to private open space areas.</p>
Stormwater management code	The proposal complies with, or can be conditioned to comply with the requirements of the <i>Stormwater management code</i> .
Transport and parking code	The proposal complies with, or can be conditioned to comply with the requirements of the <i>Transport and parking code</i> .
Works, services and infrastructure code	The proposal complies with, or can be conditioned to comply with the requirements of the <i>Works, services and infrastructure code</i> .

## CONSULTATION

### IDAS Referral Agencies

The application did not require referral to any IDAS referral agencies.

### Other Referrals

The application was forwarded to the following internal council specialists:

- Development Engineer, Engineering and Environment Assessment Unit
- Environment Officer, Engineering and Environment Assessment Unit
- Planning and Major Projects Officer, Sunshine Coast Airport

Their assessment forms part of this report.

### Sunshine Coast Airport

Advice was received from the Coordinator, Planning and Major Projects at Sunshine Coast Airport on 28 April 2017. Their comments are reproduced below:

*I have reviewed the submission prepared by Project Urban in support of this D/A. The submission relies on the provisions of the current scheme which are now out of date with respect to aircraft noise and runway end public safety areas.*

*Public Safety Areas – both the SPP and the Planning Scheme express a clear intent that residential development should not occur in the PSAs. The Scheme PSA is now out of date. I have attached a diagram of the PSA that is the result of the final EIS determination of the location of the runway. The EIS process resulted in the runway being shifted 310m south east of the approximate location shown in the planning scheme. Not surprisingly the PSA shifts by the same extent. The proposed residential lot will be almost wholly within the final EIS runway end PSA.*

*Aircraft noise – the D/A submission relies upon the planning scheme ANEF diagram. This diagram was prepared following the 2007 SCA Master Plan, based on a 2009 traffic forecast with a forecasting horizon limited to 2025. It is now out of date. The EIS ANEC diagram is based on a 2012 traffic forecast and a current understanding of aircraft fleet mix, flight schedules and likely airspace architecture. The difference in the 2009 information and the approved EIS information is significant and demonstrates that the proposed lot will occur within the 25 to 30 ANEF contours for both the 2020 and 2040 forecasts. On this basis alone the subject land is not suitable for the intensification of noise sensitive development.*

Additional comments to clarify the role of the ANEF mapping and the Australian Standards were received from the Airport as follows:



*In Australia the Australian Noise Exposure Forecast (ANEF) mapping is used in conjunction with Australian Standard AS 2021 to provide guidance on where various forms of development should or should not occur based on the compatibility or sensitivity of particular uses to aircraft noise.*

*The ANEF mapping contours express an “aircraft noise annoyance” value. The mathematical modelling that produces the contours takes into account a number of factors including the number of overflights, the type of aircraft involved, the frequency of flights and the time of day in which they occur to describe how affected a particular location might be to predicted aircraft noise.*

*A prime consideration is to ensure that noise sensitive activities, such as residential development, do not occur in areas of “significant aircraft noise impact”. For the purposes of AS2021, the National Airports Safeguarding Guidelines, the Queensland State Planning Policy and the Sunshine Coast Planning Scheme “significant aircraft noise impact” occurs above an ANEF value of 25. Between 20 and 25 ANEF residential development maybe conditionally approved where dwellings are modified with double glazing, additional noise insulation and mechanical ventilation to achieve acceptable internal noise levels.*

*Unfortunately the benefits of these costly additions to dwelling design are negated once windows and doors are opened. It should also be noted that the ANEF/AS 2021 controls do not address outdoor spaces within residential properties, an obvious omission in sub-tropical South-East Queensland. Below an ANEF value of 20 the nationally accepted planning practice is that noise sensitive activities can occur without noise attenuation, although it is the experience of most airports that a significant proportion of noise complaints originate from areas outside of the ANEF 20 contour.*

*The encroachment of noise sensitive development into areas that are known and /or forecast to experience significant aircraft noise impacts, as is proposed in this development application, can only result in more people being exposed to significant aircraft noise generating ongoing pressure to curtail airport operations to the detriment of the wider regional economy.*

*The National Airports Safeguarding Guidelines, the Queensland State Planning Policy and the Sunshine Coast Planning Scheme are clear in their objectives:- development around an airport should not be permitted where the development has the potential to impact upon the long term operational sustainability of the airport.*

*There is no possibility of relocating Sunshine Coast Airport. Once the operational sustainability of the Airport is compromised the ability of the airport to contribute to the community it serves is permanently diminished.*

The airport has also provided statistics on the number of noise complaints compared to aircraft movements each year from 2003 to current. These are provided in the table below:

Total Aircraft Complaints		Total Aircraft Movements	
Year	Total Complaints	Year	Total Movements
2003	92	2003	58982
2004	55	2004	58870
2005	74	2005	82572
2006	87	2006	77050
2007	81	2007	87460
2008	60	2008	89748
2009	24	2009	79134
2010	20	2010	69678
2011	100	2011	86622
2012	238	2012	97254
2013	234	2013	79406

2014	101	2014	93172
2015	105	2015	64314
2016	138	2016	90174
2017	48 (to Apr 2017)	2017	24338 (to Apr 2017)

This data shows that the number of complaints received by the airport has met or exceeded 100 complaints per year since 2011. Notably, over 230 complaints were received in both 2012 and 2013, which is an average of 1 complaint every 1.6 calendar days.

### Public Notification

The application was publicly notified for 15 business days in accordance with the requirements of the *Sustainable Planning Act 2009*. One (1) properly made submission was received.

The following table provides a summary and assessment of the issues raised by submitters.

Issues	Comments
In 2007, the area was previously covered with trees.	The site has been cleared under the previous development approval MCU02/0159 & REC02/0193. The current application does not propose any additional clearing.
The public safety area / airport crash zone does not align with the runway. The new runway would be closer than the existing runway.	The proposed second runway has been realigned 310m south-east of the approximate location shown in the planning scheme. The new alignment is available on the Sunshine Coast Airport website. The revised Public Safety Area has been determined under the <i>Sunshine Coast Airport Expansion Project Environmental Impact Statement</i> .
There is a large electrical transformer on the corner of the block beside, which is unsafe for human habitation (may cause cancer and/or other disease).	The pad mount transformer is located in the adjoining Council-owned open space reserve and was constructed as part of the previous development approval. The planning scheme does not regulate dwellings in proximity to electrical transformers.

### CONCLUSION

The proposal for a 2 lot residential subdivision at 15-23 Surfrider Place, Mudjimba is inconsistent with the *Sunshine Coast Planning Scheme 2014* in that it:

- would result in a future dwelling being subject to unacceptable noise impacts from existing and forecast aircraft traffic
- would result in a future dwelling being located within the public safety area and would therefore put dwelling occupants and visitors at risk during aircraft take-off and landing associated with the approved future second runway
- would result in a “reverse amenity” situation by increasing the number of residential dwellings in the vicinity of the airport thereby increasing the degree of constraint on the existing and planned future airport operations.

The subject site was purposely left as a “balance lot” under the previous development approval and included within the Limited Development (Landscape Residential) Zone upon commencement of the *Sunshine Coast Planning Scheme* on 21 May 2014.

In summary, the proposal is not supported on the following grounds:

- (a) The proposal does not meet the requirements of the State Planning Policy in that it:
  - i. would result in an increased risk to public safety due to the revised location of the second runway and Public Safety Area as determined by the Environmental Impact Statement for the Sunshine Coast Airport Expansion Project; and
  - ii. the proposal is not compatible with forecast levels of aircraft noise and would result in a future residential dwelling being exposed to “unacceptable” noise levels from aircraft traffic (25-30 ANEF) under Australian Standard AS2021.
- (b) The proposal conflicts with Specific Outcome 3.5.9.1(c) of the Strategic Framework in that it does not seek to protect the safety and efficiency of the Sunshine Coast Airport and would encroach on the airport’s planned safety zones associated with the second runway.
- (c) The proposal conflicts with the Purpose, Overall Outcomes and Performance Outcomes of the Airport Environs Overlay Code in that it introduces an additional residential lot that will be significantly impacted by unacceptable levels of aircraft noise, within the forecast 25-30 ANEF contour and the revised Public Safety Area. Further, the applicant has not demonstrated how a future dwelling would provide an acceptable level of residential amenity as any dwelling would be required to have all windows and doors closed and rely on mechanical ventilation. A future dwelling would not be able to provide an area of outdoor private open space that is adequately protected from unacceptable levels of aircraft noise.
- (d) The proposal conflicts with the Overall Outcomes and Performance Outcomes of the Maroochy North Shore Local Plan Code in that it seeks to intensify the number of residential lots within the vicinity of the airport, thereby exposing future residents to unacceptable impacts from aircraft noise which would, in turn, compromise the future operational activities of the airport.
- (e) The proposal is inconsistent with the Purpose and Overall Outcomes of the Limited Development (Landscape Residential) Zone Code in that it seeks to create an additional residential lot on a site that has a significant amenity deficiency due to its proximity to the Sunshine Coast Airport and future runway expansion.
- (f) The proposal is inconsistent with the Performance Outcomes of the Reconfiguring a Lot Code in that it seeks to create an additional residential lot in an area that is subject to adverse impacts on residential amenity from existing and forecast aircraft noise associated with the Sunshine Coast Airport and would result in a “reverse amenity” situation due to future residents being subject to unacceptable noise levels which may give rise to complaints and ultimately impact on the existing and future operational efficiency of the airport.
- (g) The proposal is inconsistent with the Purpose, Overall Outcomes and Performance Outcomes of the Nuisance Code in that it seeks to create a sensitive land use in a location that is subject to unacceptable noise emissions from the airport and the applicant has not demonstrated how a future residential dwelling can achieve a satisfactory level of acoustic amenity to private open space areas.
- (h) The applicant has not provided sufficient justification for approval despite the conflict with the planning scheme and the application cannot be conditioned to comply.

The application is therefore recommended for refusal.



## 8.2.2 DRAFT SUNSHINE COAST COUNCIL LOCAL GOVERNMENT AREA BIOSECURITY PLAN

<b>File No:</b>	<b>Council meetings</b>
<b>Author:</b>	<b>Coordinator Biodiversity and Waterways Planning and Environment Department</b>
<b>Appendices:</b>	<b>App A - Draft Sunshine Coast Council Local Government Area Biosecurity Plan ..... 119</b>

### PURPOSE

The purpose of this report is to present the *Draft Sunshine Coast Council Local Government Area Biosecurity Plan* and seek council's approval to place the Plan on public display.

### EXECUTIVE SUMMARY

The *Draft Sunshine Coast Council Local Government Area Biosecurity Plan* (draft Plan) has been prepared to guide the management of invasive plants and animals across the Sunshine Coast Local Government Area.

Prepared in accordance with the legislative requirements of the Queensland Government *Biosecurity Act 2014*, the final Plan would replace the existing Sunshine Coast Local Government Area Pest Management Plan.

The draft Plan establishes a framework to support a cooperative and coordinated management approach that focusses available resources at the highest risk invasive plants and animals in order to deliver the most effective outcomes.

The draft Plan:

- proposes catchments as the management unit and includes the coastal environment (beaches, dunes and adjacent lands) as its own separate management unit
- identifies 270 invasive plants and animals in the Sunshine Coast local government area
- identifies 78 of these invasive plants and animals (70 invasive plants and 8 invasive animals) as priorities
- proposes five management responses based on the effectiveness of available control measures and the known abundance of each invasive species across the Sunshine Coast
- allocates a management response to each priority invasive plant and animal for each catchment where they are known to occur
- identifies 14 invasive plants and animals occurring within adjoining local government areas which are reflected as alert species
- proposes 12 strategic actions to guide stakeholders in the development of their tailored biosecurity implementation plans.

The draft Plan has been developed through council's integrated pest management working group and has included an external reference group with representation from government, not-for-profit community groups and industry, who play a significant role in the management and raising community awareness of invasive species impacting the Sunshine Coast.

There is no legislative requirement to undertake any community consultation on the draft Plan. However, community consultation is supported by the Department of Agriculture and Fisheries – Biosecurity Queensland, as it is considered best practice and fosters shared ownership for the management of invasive species.

This report seeks council's endorsement of the *draft Sunshine Coast Council Local Government Area Biosecurity Plan* (Appendix A) for the purposes of public consultation and

authorises the Chief Executive Officer to place the strategy on public display during August/September 2017.

## OFFICER RECOMMENDATION

That Council:

- (a) receive and note the report titled “Draft Sunshine Coast Council Local Government Area Biosecurity Plan”
- (b) endorse the Draft Sunshine Coast Council Local Government Area Biosecurity Plan for the purposes of public consultation (Appendix A) and
- (c) delegate the authority to the Chief Executive Officer to place the Draft Sunshine Coast Council Local Government Area Biosecurity Plan on display August/September 2017.

## FINANCE AND RESOURCING

In 2017/18, approximately \$1.72 million will be invested by Council into the specific invasive plant and animal management programs, which is funded from both general revenue and the Environment Levy. The annual Environment Levy contribution of \$730,000 funds five invasive plant and animal officers and supports community pest management and engagement activities that align with the existing pest management plan.

The draft Plan identifies strategic actions which will provide the direction for the development of tailored implementation plans, programs and initiatives developed by key stakeholders.

A draft Sunshine Coast Council Biosecurity Implementation Plan and associated budgets will be presented to council along with the final Plan by the end of the calendar year for consideration.

Once finalised, the Plan will be used to prioritise existing and future budget allocations to ensure they contribute to the delivery of the proposed strategic outcomes. Any additional resources would be subject to considerations and decisions during the annual budget development process.

## CORPORATE PLAN

**Corporate Plan Goal:** *A healthy environment*  
**Outcome:** 3.2 - Protection and enhancement of our natural assets and distinctive landscapes  
**Operational Activity:** 3.2.3 - Prepare a Sunshine Coast Bio-Security plan

## CONSULTATION

### Portfolio Councillor Consultation

Briefings on the draft Plan have been provided to the Community and Environment Portfolio Councillor at key milestones.

### Internal Consultation

#### *Councillors*

Memos were distributed in October 2016 and June 2017 providing an update of the development of the Biosecurity Plan.

One-on-one briefings were provided to the following Councillors who sought further information on the Plan development:

- Councillor McKay
- Councillor Robinson
- Councillor Dwyer
- Councillor Baberowski
- Councillor Rogerson

### **Council staff**

The Pest Management Working Group have played an active role in the risk based assessment of the invasive plants and animals. Either through participation in the working group or specific briefings, the following internal teams have been consulted on the drafting of this Plan:

- Healthy Places – Community Services
- Conservation Partnerships, Natural Areas & Coastal Construction, Water and Planning – Environment Operations
- Engineering and Environment Assessment – Development Services
- Parks Operations and Arboriculture – Parks and Gardens
- Planning Scheme, Strategic Planning
- Media – Communication

### **External Consultation**

An external biosecurity reference group was established to provide an advisory function during the draft Plan development. This group consists of representatives from:

- Seqwater
- Healthy Land and Water (formerly, SEQ Catchments and Healthy Waterways)
- Department of National Parks, Sports and Racing
- Department of Transport and Main Roads
- Department of Agriculture and Fisheries
- HQPlantations
- A not-for-profit community environmental group representative from each of the major river catchments.

In addition, targeted consultation with neighbouring local governments, other industry groups and individuals with a strong interest in invasive species management was undertaken to inform the draft Plan.

### **Community Engagement**

No community engagement has been undertaken in relation to this report. A comprehensive engagement process is proposed to both inform and consult with the community and key stakeholders on the draft Plan.

## **PROPOSAL**

This report seeks council's endorsement of the *draft Sunshine Coast Council Local Government Area Biosecurity Plan* (draft Plan) (**Appendix A**) for the purposes of public consultation and council's authorisation for the Chief Executive Officer to place the Plan on public display.

Invasive plants and animals can impact the region's natural environment, agriculture and production, and community and residential areas by:

- degrading bushland and aquatic habitats
- reducing scenic amenity values
- causing harm and health issues
- reducing the function and value of community open space areas
- reducing productivity, damaging infrastructure and increasing land management costs.

### ***Biosecurity Planning***

On 1 July 2016, the *Land Protection (Pest and Stock Route Management) Act 2002* was replaced by the new *Biosecurity Act 2014* (the Act). Under the Act:

- everyone who deals with biosecurity matters or a carrier, or carries out an activity that poses a biosecurity risk, has a general biosecurity obligation to take all reasonable and practical measures to prevent or minimise that risk;
- the main biosecurity function of each local government is the management of invasive plants and animals in its local government area, which is a continuation of existing responsibilities;
- there are more flexible biosecurity-related responses, including a risk-based approach that links the level of response to the degree of risk posed by the biosecurity threat; and
- local governments are required to produce biosecurity plans

The draft Plan provides contextual information on invasive species management and establishes a framework for cooperative and coordinated management.

Managing invasive plants and animals is often challenged not only by the distribution and abundance of invasive species but also limited resources, control measures and data. To ensure the most effective and efficient invasive species management, the draft Plan assists stakeholders to focus resources at the high risk invasive plants and animals.

The draft Plan applies to all land and waterways within the boundary of the Sunshine Coast local government area.

This draft Plan will assist the community to understand and embrace its responsibilities to manage invasive species and to contribute through coordinated and collaborative actions.

The draft Plan has been developed in collaboration with various sectors including government organisations, not-for-profit community groups and industry representatives. These sector representatives play a significant role in not only the management of invasive species but also raising community awareness of invasive species impacting the Sunshine Coast.

### ***Identifying Invasive Plants and Animals***

The draft Plan identifies 270 invasive plants and animals in the Sunshine Coast local government area based on:

- listed invasive species identified in the *Biosecurity Act 2014*
- invasive species identified in the *Sunshine Coast Local Government Area Pest Management Plan 2012-2016*
- invasive species identified by internal and external reference group consultation

### ***Prioritising Invasive Plants and Animals***

A risk assessment considering the potential spread of these invasive species if left unmanaged and the impact on terrestrial biodiversity/conservation environments, riparian and aquatic environments, community and residential areas and agriculture and production areas identified 70 invasive plants and eight invasive animals as priority species for the Sunshine Coast local government area.



**Catchment Management Responses**

Having identified these priority species, feasible management responses with the most likelihood of success were developed. The draft Plan proposes major river catchments as the management units and includes the coastal environment (beaches, dunes and adjacent lands) as a separate management unit as part of this approach. Five management responses are proposed based on the effectiveness of control measures and the abundance of each priority invasive plant and animal for each catchment where they are known to occur across the Sunshine Coast.

Management responses include:

1. Eradicate – aims to remove the invasive species from the catchment area in all habitats across all tenures.
2. Working to eradicate – aims to work towards significant reduction in the extent of the invasive species in the catchment in all habitat areas across all tenures.
3. Protect and contain spread – aims to prevent the ongoing spread of the invasive species in the catchment, protect sites of high economic, environmental and social value and to progressively reduce the overall distribution/density.
4. Targeted landscape management – aims to reduce the overall impacts of the invasive species through targeted management where feasible.
5. Localised landscape management – aims to identify invasive plants and animals that would only be targeted for coordinated management in the catchment if it is likely to impact the function of the land use and/or as part of a wider response/project.

**Alert invasive species**

Restricted' invasive plants and animals occurring within neighbouring local government areas pose a risk to the Sunshine Coast local government area due to their proximity of occurrence and elevated likelihood of entry.

'Restricted' invasive plants and animals not known to be occurring within the Sunshine Coast local government area but are known to occur within either Gympie Regional; Somerset Regional; Moreton Regional; and Noosa Council local government areas are considered Regional Alert Invasive Plants and Animals.

The detection of any of these species entering the local government area requires an immediate eradication response with the aim to contain the spread and destroy all incursions. This response will require a collaborative effort by local and state government and other stakeholders depending on the tenure impacted and location of the incursion.

**Strategic Actions**

The draft Plan proposes 12 strategic actions to guide the development of tailored biosecurity implementation plans for the key government, industry, utility, natural resource management groups and community biosecurity stakeholders. These actions are proposed to be delivered through planning, research and monitoring, targeted control and on-ground actions, community capacity building, community engagement and education and regulation.

To ensure the draft Plan aligns with industry best practice, the principles of invasive species management and desired outcomes of the *Queensland Government Weed and Pest Animal Strategy 2016-2020* have been integrated.

Sunshine Coast Council will coordinate the ongoing collaborative approach required to implement and report on the final Plan, thereby contributing to the delivery of a healthy environment and liveable Sunshine Coast in 2041.

**Legal**

The Queensland Government *Biosecurity Act 2014* requires local governments to prepare a Biosecurity Plan to address the management of invasive species in their local government area. The endorsement of the final Biosecurity Plan will satisfy this legislative requirement.

There is no requirement for biosecurity plans to be approved by the state government. Biosecurity Queensland has advised that local governments may (by resolution) adopt their biosecurity plan.

**Policy**

The *Sunshine Coast Council Corporate Plan 2017-2021* identifies a 'Healthy Environment' as one of five goals to deliver on a vision to be Australia's most sustainable region - healthy, smart, creative.

The Draft *Sunshine Coast Environment and Liveability Strategy* focuses on the preservation and enhancement of the natural environment and liveability of the region and identifies the development and implementation of a biosecurity plan as a task to manage pest plants and animals.

The management of key threatening processes such as invasive plants and animals will assist to achieve the strategic directions of these documents and contribute to a healthy environment and liveable Sunshine Coast.

**Risk**

The preparation of a Biosecurity Plan is a legislative requirement pursuant to the *Biosecurity Act 2014*. Without a biosecurity plan, investments in invasive plant and animal management may not be strategic and cost effective.

If left unmanaged, invasive plants and animals can result in significant environment, social and economic impacts, including:

- *Environment*
  - degrade the bushland and aquatic environments by outcompeting native species for habitat and food resources
  - reduce scenic amenity values
- *Social*
  - cause harm and health issues
  - reduce the function and values of community open space areas
- *Economic*
  - impact on our agriculture and production areas
  - increase maintenance and cause damage to infrastructure

**Previous Council Resolution**

There is no previous Council resolution associated with this report.

**Related Documentation**

The following documents provide direction for the development of the draft Plan

- *Sunshine Coast Corporate Plan 2017-2021*
- *Draft Sunshine Coast Environment and Liveability Strategy*
- *Biosecurity Act 2014*
- *Department of Agriculture and Fisheries: Developing local area biosecurity plans: A guide for local governments July 2016*
- *Sunshine Coast Council Local Government Area Pest management Plan 2012-2016*

**Critical Dates**

The *Sunshine Coast Local Government Area Pest Management Plan 2012-2016* was meant to cease in July 2016. The continuance of this Plan was approved by the Department of Agriculture and Fisheries – Biosecurity Queensland as a transitional arrangement. The finalisation of the Biosecurity Plan will cease these transitional arrangements.

**Implementation**

If council authorises the Chief Executive Officer to undertake public consultation on the *draft Sunshine Coast Local Government Area Biosecurity Plan*, it is proposed that a consultation period will run from Monday 21 August 2017 to Friday 22 September 2017.

Proceeding the consultation period the following tasks are envisaged:

- collate and summarise feedback received
- consider feedback and identify proposed changes to the draft Plan
- report back to council highlighting results from consultation process and any recommended changes
- present a final Plan and a draft Sunshine Coast Council Biosecurity Implementation Plan for council consideration and adoption

**8.3 COMMUNITY SERVICES****8.3.1 ART AND HERITAGE COLLECTIONS POLICY**

<b>File No:</b>	<b>Council meetings</b>	
<b>Author:</b>	<b>Coordinator Community Programs and Events Community Services Department</b>	
<b>Appendices:</b>	<b>App A - Art and Heritage Collection Policy .....</b>	<b>173</b>
<b>Attachments:</b>	<b>Att 1 - Public Art Policy 2011 .....</b>	<b>181</b>

**PURPOSE**

The purpose of this report is to present the draft Art and Heritage Collections Policy to Council for consideration and adoption.

**EXECUTIVE SUMMARY**

This report seeks to revoke the current Public Art Policy 2011 (Attachment 1) and replace it with the Art and Heritage Collections Policy (Appendix A) which outlines a framework and principles required to manage Council's three Art and Heritage Collections, namely:

- Sunshine Coast Art Collection
- Public Art Collection and
- Cultural Heritage Collection.

If endorsed, the Art and Heritage Collections Policy would set the policy direction in relation to the collections to guide their development, management and accessibility while also developing a public appreciation for the collections. The draft Policy is considered critical to ensuring the long-term safety, relevance and sustainability of art and cultural collections in Council's care.

Through the draft Art and Heritage Collections Policy, Council will be able to ensure:

- art and heritage collections are identified, documented, cared for and developed – continuing to build our region's cultural identity and contribute to a sense of community belonging, connection and wellbeing;
- art and heritage collections are valued and actively promoted, made accessible, and interpreted – contributing to the development of the community's and visitors' understanding and appreciation of the region's arts and cultural heritage; providing tangible recognition of the value of the arts and cultural heritage to the region; and generally encouraging the growth of a more culturally informed public;
- the acquisition, commissioning, deaccessioning and lending of works from the collections are conducted in an ethical, consistent and transparent manner, that conforms to and supports council's corporate vision, policies and strategies; and
- additions to the collections have artistic or heritage merit – based on an agreed assessment framework and outlined in relevant documentation.

To grow, activate and continue to develop programming around the collections, ongoing financial support will be required. A minimal budget is provided to maintain the Sunshine Coast Art Collection. Public Art and Heritage Collections are funded via planning instruments or the Heritage Levy.

**OFFICER RECOMMENDATION**

That Council:

- (a) receive and note the report titled “Art and Heritage Collections Policy”
- (b) revoke the current Public Art Policy (2011)
- (c) adopt the Art and Heritage Collections Policy (Appendix A) and
- (d) authorise the Chief Executive Officer to make minor amendments as required to finalise the Art and Heritage Collections Policy 2017.

**FINANCE AND RESOURCING**

This report has no financial implications. However council will need to consider the ongoing operational costs of maintaining and growing its collections as part of future budget considerations.

**CORPORATE PLAN****CONSULTATION****Portfolio Councillor Consultation**

Councillor R Baberowski - Portfolio Councillor Transport, the Arts and Heritage

**Internal Consultation**

- Councillor P Cox, Councillor T Dwyer, Councillor J McKay, Councillor J O’Pray, Councillor G Rogerson, Councillor S Robinson
- Manager, Community Relations
- Coordinator, Cultural Heritage Services
- Manager, Procurement & Contracts
- Manager, Development Services
- Manager, Parks and Gardens
- Manager, Transport and Infrastructure Policy
- Manager, Community Response
- Manager, Environment and Sustainability Policy
- Manager, Environmental Operations
- Head of Economic Development
- Coordinator, Governance Process & Policy

**External Consultation**

The Sunshine Coast Heritage Reference Group was consulted in relation to the funding allocation for the Cultural Heritage Collection as part of the 2016/2017 Heritage Levy program process.

In addition, arts sector consultation around the policy and collection focus statements has been undertaken with the below:

Ross Searle	Independent museum and gallery consultant
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Bettina MacAulay	Independent museum and gallery consultant
Dawn Oelrich	Independent museum and gallery consultant
Jan Manton	Commercial gallery dealer and approved valuer
Michael Fitzgerald	Editor Art Monthly magazine, arts writer
Rebekah Butler	Executive Director, Museums & Galleries QLD
William McInnes	Writer, Courier Mail
Bianca Acimovic	Director, Rockhampton Art Gallery
Dr Campbell Gray	Director, University of Queensland Art Museum
Kyla McFarlane	A/Head of Australian Art, QAGOMA
Tim Braham	Team Leader, Programs Culture, Central Coast Council
Susi Muddiman	Director, Tweed Regional Gallery
Tracey Cooper-Lavery	Director, Gold Coast City Gallery
Collette Brennan	Sunshine Coast Arts Advisory Board
Tracey Vieira	Sunshine Coast Arts Advisory Board
Phil Smith	Sunshine Coast Arts Advisory Board
Kathi Holt Damant	Sunshine Coast Arts Advisory Board
Jennifer Radbourne	Sunshine Coast Arts Advisory Board
James Birrell	Sunshine Coast Arts Advisory Board

### Community Engagement

While there was no broad community engagement undertaken in relation to this report, industry stakeholders were engaged as part of the external sector and internal stakeholder consultation processes.

### PROPOSAL

Council is the custodian of three significant art and heritage collections that reflect the unique cultural landscape of the Sunshine Coast region and include the Sunshine Coast Art Collection, Public Art Collection and Cultural Heritage Collection.

Through the management and growth of these vibrant collections, council demonstrates its commitment to providing opportunities to connect people with arts and heritage experiences that support and celebrate the character and identity of our region; and enrich the lives of our community. Council's commitment to the development and maintenance of these collections brings both economic and social benefits to the region.

This report seeks to revoke the current Public Art Policy 2011 and replace it with a new Art and Heritage Collections Policy (Appendix A) which outlines the framework and principles to guide the management of council's three current art collections, as briefly described below.

- Sunshine Coast Art Collection which includes existing (currently 385 pieces) and future artworks that have been formally acquired.
- Public Art Collection which includes existing (currently 209 pieces) and future artworks within public spaces that have been formally acquired.
- Cultural Heritage Collection which includes heritage objects (including two State Heritage listed houses), content (including digital), images and documents retained and managed for the purposes of historic significance, conservation, interpretation, access and research that have been formally acquired.

The purpose of the draft Policy is to guide the development, management, accessibility and appreciation of council's art and heritage while ensuring the long-term safety, relevance and sustainability of art and cultural collections in council's care.

This Policy supports the strategic vision of council's *Cultural Development Policy (2012)* and *Heritage Plan 2015 – 2020*. It will also support the anticipated direction of the Sunshine Coast Arts Plan, which is currently under development, and will be brought to council later this year.

Through the Policy, council would ensure that:

- art and heritage collections are identified, documented, cared for and grown – continuing to build our region's cultural identity and contribute to a sense of community belonging, connection and wellbeing;
- art and heritage collections are valued and actively promoted, made accessible and interpreted – contributing to the development of the community's and visitors' understanding and appreciation of the region's arts and cultural heritage; providing tangible recognition of the value of the arts and cultural heritage to the region; and generally encouraging the growth of a more culturally informed public;
- the acquisition, commissioning, deaccessioning and lending of works from the collections are conducted in an ethical, consistent and transparent manner, that conforms to and supports council's corporate vision, policies and strategies; and
- additions to the collections have artistic or heritage merit – based on an agreed assessment framework and outlined in relevant documentation.

The Policy was developed by council officers in consultation with an independent museum and gallery specialist. Once drafted, an internal consultation process was undertaken including one-on-one meetings with councillors.

During the consultation process, there was some discussion that indicated the Policy needed to:

- expand the descriptions of the collection focus areas to include more detail; and
- provide a unique point of difference for the Sunshine Coast Art Collection to differentiate it from other public collections by adding a specific collection sub-area described as *depictions of sport or the art of sport*. The sub-area would:
  - seek to explore the relationship between broadly defined sport and our capacity to act within a group or challenge individual limits; and
  - recognise that a competitive tension often exists between art and sport.

The suggestion was tested via broader external engagement with a range of industry professionals including members of the Sunshine Coast Arts Advisory Board, gallery and museum experts, gallery directors and curators.

The feedback received was mixed with no strong support either for or against this specific collection focus area. However, it was agreed by council officers and the consultant that a specific collection area such as "the art of sport" would fit into the Policy. It was also agreed that being too specific in describing categories in such detail had the potential to restrict the development of the collection.

More generally, the Policy's proposal to not only maintain and conserve the collections but to also actively expand the collections (purchase/commission or acceptance/manage donations); house or store the collections to meet industry standards when not in use; and proactively engage communities to increase their appreciation of the public collections (programming, exhibitions), has highlighted the currently limited budget allocated to the collections, specifically the Sunshine Coast Art Collection.

The Sunshine Coast Art Collection has a temporary annual staffing budget of \$39,000 for a Level 5 Collections Curator (maternity placement) and operational budget of \$5,000.

For the 14 months that a Collections Curator has been in existence, the collection has increased in value by \$54,750. During this time the Art Collection has also received a significant number of loan and rotation requests including 27 separate requests of 129 artworks internally and seven separate requests of 25 artworks from external institutions and regional galleries.

The process of developing the Policy highlighted that the operational budget is inadequate for the requirements of the current Sunshine Coast Art Collection, which includes 385 pieces valued at \$550,000. The current requirements include:

- managing donations (increasing as the profile of the collection grows)
- conservation and storage
- rotation of the growing collection (exhibitions in and outside of the Caloundra Regional Gallery).

There are currently no funds allocated to actively grow (purchase/commission) the Sunshine Coast Art Collection. The annual Sunshine Coast Art Prize winning work is the main method of developing the collection with Council providing a budget for first prize, which is acquisitive. Donations to Council may, if accepted, also grow the collection.

Due to the small size of the budget, the following items are largely either underfunded or unfunded.

<b>Current Operational Requirements to manage the Sunshine Coast Art Collection</b>	
<b>Item</b>	<b>Description</b>
Contract Services: Valuations	For the ongoing and regular professional valuation of the Collection for insurance and asset management purposes and of proposed donations received via the Cultural Gifts Program as required by the Australian Government.
Contract Services: Art transport	For the professional artwork transport of approved donations received via the Cultural Gifts Program.
Contract Services: Conservation	For the ongoing cleaning and restoration of artworks donated and identified for conservation including approximately 10 of the most important/urgent artworks (as identified by the 2016 Art Collection Audit).
Equipment: Caloundra Administration Building Level 3 Storage and archival (one off cost)	For archival quality furniture, professional data logging equipment to record temperature and humidity of storage and potential display locations and labour to store and preserve the collection to best practice museum and gallery standards.
Exhibition & Display: Artwork rotation	For the annual mapping (location, environmental condition – noting previous item) and rotation of Collection artworks in council's public buildings and offices to create a vibrant display, maximising the potential of the Collection as a cultural asset for the region. Includes supply and installation of professional hanging track, hooks, wires etc. Track will be installed at prominent public locations to allow for future rotations and Property Maintenance costs associated with installation and rotation of collection artworks and interactive AV kiosks e.g. patch and repair, installation of power and data outlets.
<b>Future operational requirements to grow the Art Collection</b>	
Acquisitions: annual budget	For the annual purchase of artwork/s from Gallery or other exhibitions in order to expand and increase the significance of the



	Collection and to replace (decommission or remove from the conserved collection) some of the works in the Collection, as recommended by the 2016 Art Collection Audit.
Commissions: annual budget that may be “banked” for larger/significant works	For the commission of new works, in line with the Policy and in order to expand and increase the significance of the Collection by actively and purposefully providing opportunities for content creation

It was noted that the Public Art Collection and the Cultural Heritage Collection could achieve the same Policy outcomes via already identified funding sources and programs.

The Public Art program currently has an operational budget of \$75,000 for annual repairs and maintenance of a 209 piece collection as well as a direct annual staffing budget of \$87,000 for one full-time Level 5 Public Art Officer. It is anticipated that the operational budget will require CPI increase annually to attempt to keep up with the maintenance required for a constantly growing collection.

The growth in this collection is mainly via property developers’ commissions as well as donated (in line with agreements) new pieces to the collection.

The commissioning of new public art pieces is in line with endorsed council plans, programs and decisions and is funded accordingly. It is to be noted that currently there is no legislative requirement for new development to include public art however, Council staff actively work with developers to encourage the practice

It is to be noted that the Infrastructure Services Department also shares responsibility for the maintenance of the Public Art Collection providing cleaning services and, in some instances and in consultation with the public art officer, minor repairs to the art pieces.

The past two years has been spent completing an audit of all the 209 pieces including identifying the location via GPS coordinates, establishing the condition of the pieces to include in the asset maintenance program or for decommissioning (less than 5% will require decommissioning) and assessing the value of each piece. A public art trail is currently being developed for launch during the Horizon festival of art and culture.

Funding for the care and conservation of the council owned Cultural Heritage Collection, which includes two historical houses, is allocated within the annual Cultural Heritage Levy Program budget. Council reviews both the amount of the Cultural Heritage Levy Program and the proposed levy program schedule as part of adopting its annual revenue statement. One permanent full time Level 6 officer manages the heritage houses including the maintenance of the collection at Bankfoot House and the curation of exhibitions. There is currently no focus on growing the cultural heritage collection, via acquisitions or donations, as Council does not have capacity - storage or interpretive space – to care for such collections.

The region’s current public heritage collections are held by community museums, with which Council has a strong and healthy relationship and partnership arrangements via the community grants programs, the Sunshine Coast Heritage Reference Group and other conservation programs which are accessible to the community and funded annually by the Heritage Levy.

**Legal**

There are no legal implications relevant to this report.

**Policy**

This proposal is consistent with the heritage outcomes and directions as provided in Council’s Corporate Plan 2017-2021, Sunshine Coast Social Strategy 2015, Strategic Policy

– Heritage Levy, Sunshine Coast Heritage Plan 2015-2020 and Cultural Development Policy 2012.

**Risk**

There is no significant risk associated with this report.

**Previous Council Resolution**

Council Resolution - Ordinary Meeting -16 November 2011 (OM11/281)

*That Council:*

- (a) receive and note the report titled “Public Art Policy 2011”; and
- (b) adopt the Public Art Policy 2011 (Appendix A).

**Related Documentation**

- Sunshine Coast Cultural Development Policy 2012
- Sunshine Coast Corporate Plan 2017 - 2021
- Sunshine Coast Social Strategy 2015
- Sunshine Coast Heritage Plan 2015 - 2020
- Sunshine Coast Heritage Levy Policy 2016
- Sunshine Coast Place Making Policy 2012
- Sunshine Coast Open Space Strategy 2011
- Sunshine Coast Social Infrastructure Strategy 2011
- Sunshine Coast Events Policy 2010
- Sunshine Coast Libraries Plan 2014 - 2024
- Sunshine Coast Community Engagement Policy 2009
- Sunshine Coast Community Grants Policy 2013
- Sunshine Coast Memorials and Plaques Policy 2009
- Sunshine Coast Procurement Policy
- Reconciliation Action Plan 2017 - 2019
- Bankfoot House Management Plan 2015
- Bankfoot House Grounds Conservation Management Plan & Schematic Master Plan 2015
- Managing Fairview: Management Plan for Fairview 2014
- Fairview Garden Restoration and Reconstruction Master Plan Folio 2014

**Critical Dates**

There are no critical dates associated with this report.

**Implementation**

If the Policy is endorsed, operational guidelines for each collection will be reviewed to support the Policy and provide detailed direction to officers, including the operational processes for the identification, commissioning, procurement, management, maintenance and deaccessioning of council’s collections will be identified in line with legislative and industry standards; and endorsed council decisions, strategies and plans.



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### 8.3.2 SUNSHINE COAST SKATE AND BMX PLAN 2011 - 2021 (JULY 2017 EDITION)

<b>File No:</b>	<b>Council meetings</b>
<b>Author:</b>	<b>Team Leader Sports Planning and Development Community Services Department</b>
<b>Appendices:</b>	<b>App A - Draft Sunshine Coast Skate and BMX Plan 2011 - 2021 (July 2017 edition) ..... 5/385</b>
<b>Attachments:</b>	<b>Att 1 - Summary of action amendments ..... 195</b>

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#### PURPOSE

The purpose of this report is to seek council's endorsement of the *Sunshine Coast Skate and BMX Plan 2011-2021 (July 2017 edition)* provided as Appendix A.

#### EXECUTIVE SUMMARY

The Sunshine Coast Skate and BMX Plan 2011 – 2021 (the Plan) has been developed to guide the planning, development and management of the region's 25 concrete Skate and BMX facilities and two BMX dirt parks within council's recreation parks and sports grounds. The purpose of the Plan is to:

- inform planning and operational activities;
- guide decision-making; and
- develop actions to deliver upon for the next five years.

Council's ongoing challenge for the region's skate and BMX infrastructure is to maintain an adequate level of provision, service and maintenance across the network. With an anticipated population of 380,649 residents by 2026 (an increase of approximately 90,000 residents), it is critically important to develop a skate and BMX framework which responds to community needs.

An extensive process has been undertaken to ensure this Skate and BMX Plan review understands the needs of the Sunshine Coast community, including a condition audit and benchmarking analysis. The information collated during the review of the Plan has informed provision and service levels, vision and recommendations which provide guidance to ensure skate and BMX facilities respond to growth and change. Attachment 1 provides a summary of action amendments between the original *Sunshine Coast Skate and BMX Plan 2011 – 2021* and revised edition.

The Sunshine Coast Skate and BMX network contributes towards the attainment of council's Corporate Plan goals by providing opportunities for improved physical activity, recreation and social interaction. The outcomes of this Plan provides council with:

- a Desired Standards of Service (DSS) guide which outlines considerations for skate and BMX facilities including provision standards, site selection, design criteria and table of embellishments for each facility category;
- an implementation plan outlining future capital works and priority timeframes including the potential development of local, district and regional facilities; and
- annual management and maintenance estimates to effectively rectify issues and mitigate further damage to the network.

**OFFICER RECOMMENDATION**

That Council:

- (a) receive and note the report titled “Sunshine Coast Skate and BMX Plan 2011 - 2021 (July 2017 edition)”
- (b) endorse the revised edition of the “Sunshine Coast Skate and BMX Plan 2011 – 2021 (July 2017 edition)” (Appendix A)
- (c) note that future stages of development for the skate and BMX network will be determined in accordance with Council’s 10 Year Capital Works Program and successful applications for external funding
- (d) refer for consideration an additional amount of \$165,000 to Council’s 2018/19 Capital Works Program – Skate Park Upgrades through the budget process to address immediate Plan actions and
- (e) commencing in the 2018/19 financial year, allocate for consideration an amount of \$200,000 annually for the life of the Plan to council’s Skate Facility Maintenance operational budget through the budget process to implement recommendations and ensure the network is adequately maintained to the standard expected by the community.

**FINANCE AND RESOURCING**

Whilst the revision of the Skate and BMX Plan represents no additional cost to council, implementation of recommendations within the Plan will require council operational and capital works consideration.

Since endorsement of the Skate and BMX Plan in 2011, \$1,771,390 (or \$295,231 averaged annually) has been expended on delivering capital recommendations on skate and BMX infrastructure across the region. Whilst this funding provides opportunities for capital investment in the skate and BMX network, council’s current Skate Facility Maintenance operational budget provides an average of \$20,000 per annum on maintenance items across the 25 concrete skate and BMX facilities.

Due to a lack of operational investment over a prolonged period, there are a large number of sites with recurring maintenance concerns as identified in the recent condition audit, resulting in many skate parks requiring immediate attention to rectify surface condition and mitigate further damage. This Plan recommends an additional operational allocation of \$180,000 per annum to ensure the skate and BMX network is adequately maintained and to the standard expected by the community.

In terms of future capital (not operational) allocations, the draft 2017/18 capital works budget identifies the following amounts for the skate and BMX network over the next ten years:

Element	Capital allocations
2017/18 Capital Program	\$910,000 (committed)
2018/19 Capital Program	\$335,000
2019/20 Capital Program	\$310,000
2020/21 Capital Program	\$780,000
2021/22 Capital Program	\$300,000
2022/23 Capital Program	\$300,000
2023/24 Capital Program	\$300,000
2024/25 Capital Program	\$300,000
2025/26 Capital Program	\$300,000
2026/27 Capital Program	\$300,000
<b>TOTAL</b>	<b>\$4,135,000 (\$3,225,000 not including 2017/18 commitments)</b>

The anticipated costs to develop and maintain the skate and BMX network over the life of this Plan and beyond is presented below.

Priority	Estimated total cost
Immediate (within 12 months)	\$165,000 (over and above 2017/18 allocation above)
Short (1 – 2 years)	\$925,000
Medium (2 – 5 years)	\$2,550,000 *
Long (5+ years)	\$2,210,000
<b>TOTAL</b>	<b>\$5,850,000</b>
<b>Within the life of the Plan (next 5 years)</b>	<b>\$3,640,000</b>

\*Note: subject to a feasibility study determining the location of a council-wide facility. If deemed feasible, \$2,550,000 to be allocated in the medium term. If not feasible, medium term cost will be \$550,000 for improvements to Beerwah, Mudjimba, and Pacific Paradise Skate parks.

The table above indicates there is a capital works funding shortfall over the next 10 years for the delivery of recommendations within the Skate and BMX Plan. The total shortfall is \$2,625,000, broken down as follows:

- \$165,000 over the immediate term
- \$590,000 for the short term (1 – 2 years)
- \$1,160,000 over the medium term (2 – 5 years)
- \$710,000 in the longer term period (5+ years).

In terms of operational expenditure, council will be required to consider an increase to its annual operational allocation in order to close the gap between current maintenance allocations and the Plan's recommendations to provide quality skate and BMX facilities expected by the community.

In respect to new skate and BMX facilities, funding to support growth are eligible to be included in infrastructure charges and this Plan informs this process.

It should be noted that council also has the opportunity to apply for state funding (currently up to 33% of total project costs) to support new skate and BMX facility development opportunities through demonstrated community need. This Plan provides avenues to attain this funding in advance of development.

## **CORPORATE PLAN**

**Corporate Plan Goal:** ***A strong community***  
**Outcome:** 2.1 - Safe and healthy communities  
**Operational Activity:** 2.1.8 - Implement prioritised actions as identified in the Sunshine Coast Skate and BMX Plan 2011-2020

## **CONSULTATION**

### **Portfolio Councillor Consultation**

- Councillor J O'Pray – Portfolio Councillor for Tourism, Events and Sport
- Councillor J McKay – Portfolio Councillor for Community and Environment
- Councillor G Rogerson – Portfolio Councillor for Local Infrastructure Delivery, Councillor Assisting on Tourism, Events and Sport
- Councillor C Dickson – Portfolio Councillor for Planning and Development.

### **Internal Consultation**

Internal consultation occurred throughout the development of the Plan including:

- Sport & Community Venues
  - Manager Sport & Community Venues
  - Coordinator Sports Venues and Development
- Parks and Gardens
  - Coordinator Landscape Design Planning
  - Principal Landscape Architect
  - Senior Scoping Officer
  - Senior Landscape Technical Officer
  - Parks Services Delivery Leader
- Environment and Sustainability Policy
  - Coordinator Open Space and Social Policy
  - Senior Open Space and Recreation Planner
- Corporate Governance
  - Coordinator Corporate Planning, Reporting and Risk.

### **External Consultation**

Extensive community and stakeholder consultation occurred during the development of Sunshine Coast Council's initial Skate and BMX Plan. Given there has been no material change to the policy direction, no external consultation was conducted during this review.

Nevertheless, in recent years Council staff have spent considerable time in discussions with the peak body for skating in the country, Australian Skateboarding Federation. A number of the requests for upgrades made by this organisation have been included in the revised *Sunshine Coast Skate and BMX Plan 2011-2021 (July 2017 edition)*.

One key issue that the Federation has been advocating for is the development of a key Council wide or iconic level facility. Skaters and BMX riders are highly mobile and willing to

travel long distances to quality facilities. Such facilities attract users regionally, nationally and internationally. 'Skate Tourism' is increasing in the SEQ region and there is an excellent opportunity for Sunshine Coast Council to capitalise on the economic development potential and social benefits these facilities offer. Within the Plan, the skate facility at Kawana has been identified as a potential option for a Council wide facility and a nominal figure of \$2,000,000 allocated for the medium term (2-5 years).

### **Community Engagement**

As there has been no material change to the policy direction of this Plan, community engagement was not conducted during this periodic review.

### **PROPOSAL**

Skate and BMX facilities play a significant role in the region's community infrastructure. It is important that council develops a framework for this infrastructure that responds to community needs, changing trends and population growth. In addition to this, the need to prepare a framework for skate and BMX infrastructure has emerged from:

- a significant number of community requests for improved maintenance and development of skate and BMX facilities;
- the need to prioritise capital projects across the network;
- ensuring a planned approach is used to effectively and efficiently deliver appropriate land and infrastructure that is sustainable; and
- council's priority to 'provide safe and healthy communities' (Sunshine Coast Corporate Plan 2017 – 2021).

As a result, council has reviewed and updated the *Sunshine Coast Skate and BMX Plan 2011 – 2021 (July 2017 edition)* (Appendix A) to guide the planning, development and management of the skate and BMX network across the Sunshine Coast Local Government Area for the next five years and beyond.

The skate and BMX network is defined as publicly accessible facilities which includes 25 concrete skate and BMX facilities and two BMX dirt parks within council's recreation parks and sports grounds. These facilities help to accommodate the needs of a range of users including skateboarders, BMX and scooter riders, etc.

With more than 90,000 additional people forecast to be living on the Sunshine Coast by 2026, it is critical that council continues to take a lead role in protecting, expanding and enhancing our community infrastructure (which includes skate and BMX facilities). Council's challenge for the future therefore is to maintain an adequate level of provision and service in an increasingly urbanised environment. The *Sunshine Coast Skate and BMX Plan 2011 – 2021 (July 2017 edition)* considers community needs and population projections to ensure the continued success of the skate and BMX network.

In this respect, Council staff work closely with developers of new residential areas to ensure adequate provision. Two such examples are the Caloundra South and Palmview developments where provision of skate facilities will be incorporated as part of required community infrastructure. Council will ensure the structure and master planning for Caloundra South and Palmview areas incorporates consideration for the future provision of skate and BMX facilities aligned with adopted Desired Standard of Service (DSS).



Since endorsement of the Skate and BMX Plan, council has completed a range of actions including:

- adopting a 'vision' for the skate and BMX network to ensure it can: *"Offer a diverse range of quality skate and BMX facilities across the region which provide active and healthy opportunities"*;
- endorsement of design and site selection criteria as part of all skate park designs; and
- upgrades and improvements totalling \$1,771,390 or \$295,231 annually has been expended on delivering recommendations on skate and BMX infrastructure across the region.

As part of the review, a condition audit of the skate and BMX network was undertaken to provide a clear understanding of the current condition of facilities and inform the Plan's actions. The condition audit found that:

- there are recurring maintenance issues at a large number of sites;
- the majority of skate and BMX facilities are of a dominant style type;
- the majority of facilities cater for beginner to intermediate users, with some opportunities for advanced users;
- a mix of facility styles needs to be maintained across the network to cater for a variety of experiences;
- the current network of smaller facilities is onerous and expensive to maintain;
- an investment in upgrading some facilities while removing smaller facilities will not create large increases in maintenance costs, and;
- long term investment in larger, better designed and constructed facilities will provide greater benefit to council and the community.

The Skate and BMX Plan update considers the condition audit findings and provides recommendations that enhances, consolidates and diversifies the network. In addition to this, the Plan acknowledges the recurring maintenance issues and notes the need to create uniform maintenance regimes across the network which reflect facility hierarchy and usage rates. Specifically this report recommends an allocation of \$200,000 annually (with review) to council's Skate Facility Maintenance operational budget to ensure skate and BMX facilities are adequately maintained and to the standard expected by the community.

The adoption of the *Sunshine Coast Skate and BMX Plan 2011 – 2021 (July 2017 edition)* will ensure recommendations continue to be implemented to provide improved healthy and active opportunities to the Sunshine Coast community. Attachment 1 provides a summary of action amendments between the original *Sunshine Coast Skate and BMX Plan 2011 – 2021* and revised edition.

### **Legal**

There are no legal implications relevant to this report.

### **Policy**

The *Sunshine Coast Skate and BMX Plan 2011-2021 (July 2017 edition)* was developed to inform Council's policy on skate and BMX infrastructure and services throughout the region.

### **Risk**

- Failure to maintain an adequate level of service for community facilities may result in increased future costs and lead to community dissatisfaction.
- Detailed planning reduces the risk of ad-hoc development, which may be to the detriment of future service provision and uses.
- The Plan articulates the need to install safety and user courtesy signage at all public skate and BMX parks.
- Raising community expectations without adequate funding options available to implement recommendations could result in community dissatisfaction.

- Sunshine Coast Council's public liability insurance coverage covers council for claims of negligence or liability relating to all skate and BMX activities under council's control and responsibility.

### **Previous Council Resolution**

#### Council Resolution (OM11/9) 02 February 2011

*That Council:*

- (a) receive and note the report titled "Draft Skate and BMX Strategy 2011-2020";*
- (b) adopt the Draft Sunshine Coast Skate and BMX Strategy 2011-2020 (Appendix A) and refer to the annual budget process for consideration in the development of the five year capital works program; and*
- (c) acknowledge and thank the contributions of the wider community in the development.*

### **Related Documentation**

- Sunshine Coast Council Corporate Plan 2017-2021
- Sunshine Coast Open Space Strategy 2011
- Sunshine Coast Draft Environment and Liveability Strategy
- Sunshine Coast Sport and Active Recreation Plan 2011-2026
- Sunshine Coast Access and Inclusion Plan 2011-2016
- Sunshine Coast Sustainable Transport Strategy 2011 – 2031
- Open Space Landscape Infrastructure Manual (LIM)

### **Critical Dates**

There are no critical dates relevant to this report.

### **Implementation**

Recommendations included within the Skate and BMX Plan have been categorised into immediate (within 12 months), short (1-2 years), medium (2-5 years) and long term (5+ years) actions.

It is acknowledged the cost of implementing all recommendations would be beyond the responsibility and/ or capacity of Council to fund in its own right. To this end, Infrastructure Charges Schedules obtained through Local Government Infrastructure Planning (LGIP) and external funding contributions should be sourced. These include developer contributions and agreements, State and Federal funding programs and through partnerships with public and private providers.

It is recommended that the actions continue to be reviewed annually in line with capital works and operational planning.



### 8.3.3 STADIUM FEASIBILITY STUDY - FINDINGS OF PHASE 1A: TRANSPORT, TRAFFIC AND SPORTS PARTICIPATION IMPACTS

<b>File No:</b>	<b>Council meetings</b>
<b>Author:</b>	<b>Manager Sport &amp; Community Venues Community Services Department</b>
<b>Attachments:</b>	<b>Att 1 - Regional Sports Facility Analysis .....Conf 5/65 Att 2 - Sunshine Coast Stadium Pre-Feasibility Transport Impact Assessment ..... 81/385</b>

#### PURPOSE

The purpose of this report is to present to Council the findings of Phase 1A of the Stadium Feasibility Study which considers sports facility impacts and transport impacts at Bokarina (Sunshine Coast Stadium) and Caloundra (Honey Farm Road).

#### EXECUTIVE SUMMARY

Sunshine Coast Council intends to develop a major sports facility (Stadium) that has the capacity to stage national sporting, recreational and entertainment events. The facility would be the pre-eminent major sport facility of its type within the Sunshine Coast region and within a wider catchment from north of the Brisbane local government area through to North Queensland. This facility and its environs will in turn drive increased employment opportunities, contribute to the growth of the regional economy and reputation and – through its event program and related activities and services – encourage greater participation in sport.

A major sports facility with the capability to stage national sport events is a “missing piece” of the core economic and community infrastructure mix for a region of this size and its projected growth. For this reason, a Stadium Feasibility Study has been commissioned to allow for a more cohesive and integrated approach to identify infrastructure needs, as well as articulating a strategic direction for the delivery of infrastructure and facilities that would attract and leverage elite sporting teams and events to the Sunshine Coast region.

The first step in this process is the identification of an appropriate site for such a large scale development. On 25 January 2017, officers presented to Council two preferred sites (Bokarina – Sunshine Coast Stadium and Caloundra – Honey Farm Road) for a National Standard Stadium for the Sunshine Coast; at this time the Bokarina site was identified as the most appropriate due to no adverse site characteristics, high destination appeal, greatest potential to generate economic activity and superior connectivity.

At the 25 January Ordinary Meeting, Council requested further information in regards to transport and traffic implications; and impacts on key sporting facilities and participation patterns across the region should a national standard stadium be constructed on either of the two identified sites.

The Regional Sports Facility Analysis and Transport Impact Analysis have both reaffirmed that the development of a national stadium at the current Sunshine Coast Stadium, Bokarina site is the preferred option. Notwithstanding this, the importance of Honey Farm Road, Caloundra to sports provision is noted and it is recommended that planning of this parcel of land be expedited to address increasing population in the southern area of the Sunshine Coast region.

## OFFICER RECOMMENDATION

That Council:

- (a) receive and note the report titled “Stadium Feasibility Study - Findings of Phase 1A: Transport, Traffic and Sports Participation Impacts”
- (b) endorse the Sunshine Coast Stadium, Bokarina as the preferred location for a significant stadium development and that this site be the focus for the next phase of this project, being the detailed feasibility study and
- (c) note the requirement for the Honey Farm Road site to be developed and utilised for a significant community sporting precinct and refer this findings of this report to the upcoming Regional Sports Facility Provision Study.

## FINANCE AND RESOURCING

The 2016/17 budget allocated \$200,000 to the Stadium Feasibility Study. The KPMG professional fee for all phases of the project was awarded at a contract price of \$213,761 allocated as:

- Phase 1 \$80,646.50
- Phase 2 \$133,114.50
- Provisional amount \$50,001

At the 25 January 2017 Ordinary Meeting, Council resolved that further work was necessary on both of the preferred sites to enable Council to make a decision. Based on the required further work, a variation to the value of \$51,035 was approved by the Contract Administrator.

## CORPORATE PLAN

- Corporate Plan Goal:** *A smart economy*  
**Outcome:** 1.5 - A natural, major and regional event destination  
**Operational Activity:** 1.5.5 - Finalise the National Stadium Feasibility Study and present to Council for consideration.
- Corporate Plan Goal:** *A strong community*  
**Outcome:** 2.1 - Safe and healthy communities  
**Operational Activity:** 2.1.1 - Develop partnerships and programs which encourage residents to lead more active healthy lifestyles

## CONSULTATION

### Portfolio Councillor Consultation

- Mayor – Councillor M Jamieson
- Councillor J O’Pray – Portfolio Councillor for Tourism, Events and Sport

### Internal Consultation

A Stadium Feasibility Project Control Group was established and represented by:

- Mayor
- Portfolio Councillor for Tourism, Events and Sport
- Chief Executive Officer
- Director Community Services (Chair)
- Director Infrastructure Services
- Manager Sport and Community Venues

- Manager Economic Development
- Manager Procurement and Contracts
- Chief Strategy Officer
- Venue Manager Sunshine Coast Stadium
- Executive Officer Community Services (Project and Secretariat Support).

This Project Control Group has met with KPMG on two occasions and has endorsed Site 1 Sunshine Coast Stadium, Bokarina to be presented to Council as the preferred site.

There has also been significant internal consultation with a variety of internal key stakeholders, including:

- Transport and Infrastructure Policy
- Environment and Sustainability Policy
- Parks & Gardens
- Transport Infrastructure Management
- Project Delivery
- Property Management
- Development Services
- Procurement and Contracts.

### **External Consultation**

There has been no external consultation in relation to this report. Upon determination of the site which is selected to proceed to the next phase of this feasibility study, a detailed consultation process will be undertaken with key stakeholders.

### **Community Engagement**

There has been no external consultation undertaken in relation to this report.

## **PROPOSAL**

On 25 January 2017, officers presented to Council two preferred sites (Bokarina – Sunshine Coast Stadium and Caloundra – Honey Farm Road) for a National Standard Stadium for the Sunshine Coast; with the Bokarina site being identified as the most appropriate due to no adverse site characteristics, high destination appeal, greatest potential to generate economic activity and superior connectivity.

At that meeting, Councillors requested further information in regards to transport and traffic implications; and impacts on key sporting facilities and participation patterns across the region should a national standard stadium be constructed on either of the two identified sites. This additional work is termed as Phase 1A with the revised scope being:

- Further investigate the two preferred sites for the location of a national standard stadium and provide a detailed analysis including opportunities, potential impacts and constraints.
- Based on a number of site scenarios, investigate the likely traffic, transport and parking implications of the development of a national standard stadium at each site, including impacts on future site configuration and utilisation.
- Determine how the location of a national standard stadium will contribute to/impact long term (over a 25 year horizon) provision of sporting and community-based grounds and associated facilities servicing the Sunshine Coast region – both for existing users and future users.
- Identify priority relocation and facility development requirements assuming the development of a national standard stadium on each site based on current and future sporting and community needs (over a 25 year horizon in five year cohorts) considering population growth and demand.

KPMG, as lead contractor, have undertaken the more detailed assessment in conjunction with their sub-contractors and key Council staff. The *Regional Sports Facility Analysis* (Attachment 1) and *Sunshine Coast Stadium Pre-Feasibility Transport Impact Assessment* (Attachment 2) provide this additional information. Key points are summarized below.

#### Regional Sports Facility Analysis

The purpose of the report is to assess the existing sporting, recreational and community use of the proposed sites and any impacts of the development on a national standard stadium. Ultimately, the analysis seeks to determine the impact that a proposed national stadium will have on key district and Council-wide sporting facilities and participation patterns.

The scope of the additional work is to:

- Review of existing and proposed sporting, recreational and community groups currently occupying and utilizing the site/s.
- Review of existing and proposed sporting, recreational and community usage of other district and Council-wide level facilities sports grounds across the region.
- Consideration of Council Land Use and Open Space Policies.
- Assessment of current and future demand for district and Council-wide sporting and recreation facilities across the region based on population projections and Desired Standards of Service for sports grounds over a 25 year time horizon.
- Assessment of the potential impacts of stadium development (including addressing transport, traffic and parking) on existing utilization and how any displacement may be addressed across the broader network of sports grounds within the region.

The full report is provided in Attachment 1, but in summary presents the following implications on the provision of sports grounds for each of the two locations:

- Sunshine Coast Stadium, Bokarina – It is estimated that the development of a major stadium at this site will result in the loss of one field (Field 3). Field 3 is the main training field for the Sunshine Coast Falcons QRL team, however there is future capacity for the team to train at the main stadium field and other fields more frequently to offset the loss of the field. There are no other patrons affected by this proposal.
- Honey Farm Road, Caloundra – Preliminary master planning of the site has occurred. When overlaid with a stadium, a total of six proposed fields would be lost, not including the necessary provision of car parking due to limited public transport access. The impact would be to grass-roots sports development and participation in an area which is experiencing significant population growth due to residential developments. This site will be important in respect to future provision of community sporting infrastructure and the development of a large scale stadium on this site would hinder this requirement. This finding is reinforced with the current major sports reserves in Caloundra (Central Park and Reserve 1000) currently being at capacity and having limited scope for expansion. Whilst a Master Plan for Reserve 1000 was developed and adopted by Council in 2015, further investigations have demonstrated that the capacity for the development of new fields at this site is severely limited.

#### Transport Impact Assessment

The purpose of the Transport Impact Assessment is to:

- document baseline transport conditions in proximity to both locations
- identify potential transport related opportunities and constraint at both locations
- identify planned transport infrastructure upgrades in proximity to both locations
- identify potential transport demands that may be generated by a variety of design event scenarios
- quantify potential design event impacts on the surrounding transport networks

- identify potential transport infrastructure requirements that may be required to adequately accommodate the estimated design scenario demands; and
- identify traffic management strategies that may be required to accommodate maximum use scenarios.

The full report is provided in Attachment 2, but in summary presents the following implications transport impacts for Location 1 (Sunshine Coast Stadium, Bokarina) and Location 2 (Honey Farm Road, Caloundra).

Guiding Principles	Location 1	Location 2
<b>Spectator Experience:</b> provide multiple ways of getting to and from an event at the Stadium which are relatively quick, simple and trouble free and which maximise safety.	✓ There are multiple alternative transport options to access the site. There are multiple vehicle access routes to the site and there are on and off street parking opportunities.	✗ There are limited alternative transport options to access the site. There are limited vehicle access routes to the site and limited off street parking opportunities. Increased private vehicle demands will load up the Racecourse Road interchange, creating real safety issues on Caloundra Road.
<b>Transport:</b> transport Infrastructure and modes support the demands of a major event whilst minimizing the impacts for those not attending. Acknowledging that there will be a degree of transport congestion for major events.	✓ Mature transport infrastructure with real alternative transport options. Already accommodates large events (circa 10,000 people). Large events will generate significant queuing, however this will be confined within the low speed urban network.	✗ Given the proximity of the Caloundra Road (high speed road), and the limited routes to/from the site (concentrated impacts), there is a real potential that a Stadium development would result in vehicle queues extending back from Intersection 10 and 11 onto Caloundra Road. This is an unacceptable safety risk that would be difficult to mitigate.
<b>Public Transport:</b> Public Transport and options support the transport of as many patrons as possible (40-50%) to/from the venue.	✓ Well connected to existing bus infrastructure and services. The site is strategically located to capitalise on the major public transport initiatives on the Sunshine Coast.	✗ Poorly connected to existing bus infrastructure and services. Not strategically located to capitalise on the major public transport initiatives on the Sunshine Coast.
<b>Onsite Parking:</b> onsite parking is limited to only support suite holders / VIP patrons, team buses (minimum of two spaces) and stadium officials. Public parking could be provided onsite through event day use of grass fields if required	✓ On-site parking is currently limited (approximately 400 spaces). This limited capacity will help encourage alternative transport options.	✗ Due to limited alternative transport options, significant on-site parking will need to be provided at Location 2.
<b>Offsite Parking:</b> utilisation of parking within the broader Kawana precinct, (particularly on weekends and after hours) will allow for a degree of park and walk capacity;	✓ Significant on-street parking capacity within 1km of the site	✗ Very limited on-street parking capacity within 1km of the site

### Legal

There are no legal implications associated with the presentation of this report.

### Policy

Any policy implications associated with the development of a national stadium will be considered in Phase 2 of the Stadium Feasibility Study.

### Risk

There is no risk to Council in regards to this report.

### Previous Council Resolution

#### Ordinary Meeting 25 January 2017 (OM17/15)

*That Council note the discussion held in confidential session in relation to the Stadium Feasibility Study – Sunshine Coast.*

### Related Documentation

- Sunshine Coast Corporate Plan 2017 – 2021
- Sunshine Coast Sports and Active Recreation Plan 2011 – 2026
- Regional Economic Development Strategy 2013 – 2033
- Sunshine Coast Social Infrastructure Strategy 2011
- Sunshine Coast Stadium Facility Development Plan 2015 – 2030



**Critical Dates**

There are no critical dates associated with this report. An initial due date as part of the Organisation Improvement Plan was stated as 30 June 2017, however this was extended due to the additional Phase 1A work that was required.

**Implementation**

Undertake Phase 2 on the Sunshine Coast Stadium Bokarina site, which includes:

- Demand and market analysis (Stage 2)
- Stadium conceptualization (Stage 3)
- Operational forecasts (Stage 4)
- Financial feasibility and funding (Stage 5).

Results of Phase 2 are to be presented to Council at a future Ordinary Meeting within the next three to six months.

**8.3.4 COMMUNITY PARTNERSHIP FUNDING PROGRAM RECOMMENDATIONS 2017**

**File No:** Council meetings

**Author:** Team Leader Community Connections  
Community Services Department

**Appendices:** App A - Community Partnership Funding Program Recommendations 2017 .....219

**Attachments:** Att 1 - Existing Commitments - Community Partnership Funding Program .....223  
Att 2 - Community Partnerships Funding Program Recommendations 2017 - Additional Information.....*Conf 59/65*

**PURPOSE**

This report seeks Council consideration and endorsement of the funding recommendations for the Community Partnership Funding Program 2017 (Appendix A).

**EXECUTIVE SUMMARY**

The inaugural Community Partnership Funding Program was endorsed by Council at the Ordinary Meeting on 10 December, 2009 and launched early in 2010.

The program is open to established not-for-profit community organisations that provide facilities or services which support the delivery of Council’s priorities and demonstrate broad community benefit. It provides up to three years of funding towards operational expenses for successful applicants.

The framework and criteria for the Community Partnership Funding Program ensures an equitable, accountable and transparent process for the creation of funding partnerships between Council and community organisations. It enables distribution and acquittal of financial assistance to community groups, in accordance with government guidelines and standards.

The Community Partnership Funding Program offers partnerships under the following five categories:

- Community Development
- Community Facilities
- Community Safety
- Cultural Heritage
- Economic Development.

In assessing the applications and recommending funding amounts, the panel references the Program Guidelines which include program and category specific criteria, and also considers:

- extent of reach into the community
- alignment with Council’s endorsed strategies, plans and policy positions
- comparable services/facilities to ensure consistency
- availability of other revenue sources
- funding amount requested in relation to the overall operational costs.

Where part funding is allocated, the panel gives consideration to the scope and scale of the facility or outputs of the group.

One Community Partnership Funding Program round is offered per financial year. There are existing commitments to 97 organisations that were awarded multiple years of funding in the 2015 and 2016 Community Partnership Funding Program rounds (Attachment 1).

The Community Partnership Funding Program 2017 round included an Expression of Interest (EOI) process to identify potential partners and invite eligible organisations to submit a full application. Applications closed on 19 June 2017. Throughout the EOI and application period, grants officers and category partners provided advice and assistance to community organisations seeking funding.

At the close of the application period, Council had received a total of 15 Community Partnership Funding Program applications requesting \$110,160 in funding under the Community Development, Community Facilities and Economic Development categories. There were no applications for new partnerships under the Community Safety or Cultural Heritage categories.

It was determined that just one year of funding be allocated in the 2017 round, to bring the new allocations into line with existing Community Partnership Funding Program agreements which end at 30 June 2018.

Funding totalling \$89,230 for 15 community organisations is recommended for Council's consideration and endorsement (Appendix A).

### **OFFICER RECOMMENDATION**

**That Council:**

- (a) receive and note the report titled "Community Partnership Funding Program Recommendations 2017" and**
- (b) endorse the 2017/18 Community Partnership Funding Program Recommendations (Appendix A).**

### **FINANCE AND RESOURCING**

There is one Community Partnership Funding round per financial year and funding is allocated (subject to annual budget considerations) for one, two or three year periods.

The Community Partnership Funding Program budget for 2017/18 provides a total of \$730,000 in funding for community organisations. The 2017/18 Heritage Levy Program budget provides an additional \$90,000 for the Program's Cultural Heritage community partnerships category.

Existing commitments to 97 community organisations that were awarded multiple years of funding in the 2015 and 2016 Community Partnership Funding Program rounds and previously endorsed by Council are included in Table 1 below and detailed in (Attachment 1).

To bring the 2017/18 Community Partnership Funding Program allocations into line with the existing Community Partnership Funding Program agreements (which end at 30 June 2018) it was determined that just one year of funding would be allocated to successful applicants in the 2017 grant round.

This report recommends that 15 applicants be funded for a total of \$89,230 in the 2017/18 financial year. Details of funding recommendations are provided in Appendix A.

The 2017/2018 Community Partnership Funding Program budget is sufficient to provide for existing commitments totalling \$640,768 and the \$89,230 required for the new partnerships recommended in this report. There were no applications for new partnerships under the Cultural Heritage Category which is funded through the Heritage Levy budget.

**Table 1. Budget implications**

2017/18 Budgets	CPFP Budget	Heritage Levy Budget
3 <sup>rd</sup> year 2015 round – existing commitments	\$546,311	\$54,306
2 <sup>nd</sup> year 2016 round – existing commitments	\$94,457	\$31,800
1 <sup>st</sup> year 2017 round – recommendations	\$89,230	nil
<b>TOTAL 2017/2018 Budgets</b>	<b>\$729,998</b>	<b>\$86,106</b>

Council's contribution is 11.88% of the \$750,669 in total operational costs reported by the 15 organisations recommended for funding in this report.

## CORPORATE PLAN

**Corporate Plan Goal:** *A strong community*  
**Outcome:** 2.2 - Resilient and engaged communities  
**Operational Activity:** 2.2.4 – Continue to ensure the manner in which council distributes grant monies to community and not-for-profit organisations supports council's social vision for the region

**Corporate Plan Goal:** *A new economy*  
**Outcome:** 1.3 Investment and growth in high-value industries

## CONSULTATION

### Portfolio Councillor Consultation

- Councillor McKay - Portfolio Councillor for Community and Environment
- Councillor O'Pray - Portfolio Councillor for Tourism, Events and Sport

### Internal Consultation

Assessment panel membership was as follows:

#### Stage 2 – Officer Assessment

- Business Development Facilitator, Economic Development, Economic Development & Major Projects Department
- Cultural Heritage Officer, Cultural Heritage Services, Community Services Department
- Team Leader Sports Planning & Development, Sport & Community Venues, Community Services Department
- Development Officer, Community Planning & Development, Community Services Department
- Senior Development Officer (Grants), Community Planning & Development Community Services Department
- Team Leader Community Connections, Community Planning & Development, Community Services Department – Chair

#### Stage 3 – Strategic Assessment

- Manager, Sport & Community Venues, Community Services Department
- Manager, Community Relations, Community Services Department
- Manager, Economic Development, Economic Development & Major Projects Department
- Manager, Community Planning & Development, Community Services Department

**External Consultation**

Throughout the EOI and application period, grants officers and category partners provided advice and assistance to community groups interested in applying for funding through the 2017 Community Partnership Funding Program.

**Community Engagement**

No community engagement was undertaken in relation to this report.

**PROPOSAL**

The Community Partnership Funding Program is designed to provide funding certainty to community groups by granting up to three years of funding for operational expenses, which is the most difficult funding type to secure externally. The program was endorsed by Council in 2009 and launched in early 2010.

The Community Partnership Funding Program is available to established not-for-profit community organisations that provide facilities or services which support the delivery of Council's priorities and demonstrate broad community benefit.

The program ensures that these organisations can continue to operate and invest their time in service delivery and building long-term, ongoing sustainability.

The framework and criteria for the program were developed to ensure an equitable, accountable and transparent process for the creation of funding partnerships between Council and community organisations. This enables distribution and acquittal of financial assistance to community groups, in accordance with government guidelines and standards.

It is important to note that operational expenses of sporting organisations with primary responsibility for maintaining sports fields are supported separately through the Sports Field Maintenance Funding Program. Environmental groups performing on ground works, are also funded separately through Council's Environment Levy Partnership Program.

The Community Partnership Funding Program includes the following five categories:

- Community Development
- Community Facilities
- Community Safety
- Cultural Heritage
- Economic Development.

In assessing the applications and funding amount recommendations, the panel references the Program Guidelines which include program specific and category specific criteria, and also considers:

- extent of reach into the community
- alignment with Council's adopted strategies, plans and policy positions
- like services / facilities comparisons to ensure consistency
- availability of other revenue sources
- funding amount requested in relation to the overall operational costs.

Where part funding is allocated, the panel gives consideration to the scope and scale of the facility or outputs of the group.

There is one Community Partnership Funding Program round per year. Existing commitments of \$726,874 to 97 community organisations that were awarded multiple years of funding in the 2015 and 2016 Community Partnership Funding Program rounds are listed in Attachment 1.

The Community Partnership Funding Program 2017 round included an initial EOI process to identify potential partners and invite eligible organisations to submit a full application. The EOI process was designed to save organisations with limited alignment to the program priorities, from the time consuming process of completing a full application. It also provides

an opportunity for applicants to receive advice and support in the development of their partnership proposals.

### Promotion

A range of tools were used to ensure information about this funding program reached potential new partner organisations as well as previous partner organisations whose agreements were due to end at 30 June 2017. These included:

- Council's website
- Paid advertising in weekly and independent newspapers
- Grants eNewsletter sent to all registered community organisations
- Direct email or phone contact to organisations that were allocated one year partnerships in the 2016 round
- Direct email or phone contact with organisations identified by category representatives as potential new partners.

### Support

Throughout the EOI and application period, grants officers and category representatives responded to an extensive number of telephone enquiries and emails and actioned requests, providing assistance with:

- eligibility requirements
- alignment to program and category criteria and corporate priorities
- proposal development and negotiation of deliverables and measures
- completion and submission of online application forms.

The high level of support during the EOI period enabled prospective applicants to make an informed decision about whether to invest time and effort in preparing an application for submission and when doing so, ensuring the correct category was selected.

### Applications

Applications closed on 19 June 2017. Council received 15 Community Partnership Funding Program applications requesting a total of \$110,160 in funding.

Of the EOI's received, there was just one that did not proceed to a full application following consultation with grants officers and internal category representatives. This group was referred to the community grants program for funding for specific one-off projects.

### Assessment process

Assessment of applications was based on general program and category specific assessment criteria and comprised of three stages:

- Stage 1: Pre-assessment by Council grants officers to determine applicant and proposal eligibility.
- Stage 2: Proposal assessment for each category by panels made up of Council officer category experts and grants staff.
- Stage 3: Strategic assessment panel comprised of Branch Managers or their delegates.

Training and guidance were given to panel members at the start of the assessment process to ensure sound governance. The panel members were also reminded to declare any actual or perceived conflicts of interest relating to applicants or applications. No Declarations of Interest were recorded in this round.

The Stage 2 assessment process resulted in a priority list of applications aligned to the assessment criteria and included a recommended funding amount and score for each application.

In assessing the applications and the amount of funding for each of the applications recommended for partnership, the panel referenced the guidelines (which include criteria) and also considered:

- the extent of the organisation's reach into the community
- its alignment with Council's adopted strategies
- like services / facilities comparisons to ensure consistency for any funding recommendations
- other revenue sources available to the organisation and
- amount requested in relation to the organisation's overall operational costs.

When considering applications from sports organisations in relation to their facility, the panels are also guided by the matrix developed by council's Sport and Recreation Officers, which gives consideration to the type of sport played and number of playing areas (courts, greens, lawns).

Panel comments, wording for notification letters to applicants and conditions of funding were recorded at the assessment panel meetings to ensure transparency.

The Stage 3 assessment panel reviewed Stage 2 outcomes against Council's strategic priorities and determined any adjustments.

#### Assessment outcome

It was determined that that just one year of funding be allocated in the 2017 round, to bring the new partnerships into line with existing Community Partnership Funding Program agreements, which end at 30 June 2018.

It is recommended that all 15 of the applications received be funded to a total amount of \$89,230 for the 2017/18 financial year.

Details of the recommended outcomes are included in Appendix A. Additional information relating to the assessment of applications is provided in confidence under Section 275 (h) of the Local Government Act 2009 in confidential Attachment 2. The recommendations are summarised in Table 2.

**Table 2. 2017 Community Partnership Funding Round Summary**

Category	Applications received	Funding requested	Proposals recommended	Funding recommended (GST exc.)	% Applicants recommended
Community Development	2	\$15,158	2	\$14,500	100%
Community Facilities	7	\$25,684	7	\$21,730	100%
Cultural Heritage	0	n/a	n/a	n/a	n/a
Community Safety	0	n/a	n/a	n/a	n/a
Economic Development	6	\$69,318	6	\$53,000	100%
<b>Total</b>	<b>15</b>	<b>\$110,160</b>	<b>15</b>	<b>\$89,230</b>	<b>100%</b>

The value of the EOI process and high level of support provided by Council staff to the applicants is reflected in the 100% success rate of applications recommended for funding, saving organisations with limited alignment to the program priorities, from the time consuming application process.

### Program outcomes

The Community Partnership Funding Program supports the Sunshine Coast Social Strategy which provides the overarching social direction for seeking to advance the Corporate Plan 2017-2021 goal of developing 'a strong community'. The program also supports other corporate strategies and priorities including, and not limited to, the Regional Economic Development Strategy, Reconciliation Action Plan and Multicultural Action Plan.

Based on self-reported statistics collected through the application process, funding of \$89,230 provided to the 15 community organisations recommended for funding in this report will support:

- 1556 registered members
- 526 volunteers
- 47,864 volunteer hours
- 40,270 total hours of operations (services and facilities)
- 34,880 beneficiaries accessing services and/or facilities

Council's contribution is 11.88% of the \$750,669 in total operational costs reported by the 15 organisations recommended for funding in this report.

### **Legal**

It can be said that the act of providing funding does not, of itself, raise issues of legal liability for Council. Rather it is the conduct of the funding recipient in carrying out what may be considered a local government type activity on local government owned or controlled land that will have some legal liability exposure issues for Council.

This will be mitigated, as best as is possible, by having the successful funding applicants enter into Agreements that detail the relationship between the parties and obligate them to be incorporated bodies with adequate risk management plans, levels of insurance, training, reporting and financial controls.

### **Policy**

At the Ordinary Meeting of 20 June 2013, Council adopted the *Community Grants Policy* which subsequently provides a framework to guide the administration of the Community Partnership Funding Program and Council's other grants programs.

### **Risk**

There is minimal financial risk associated with the Program in supporting identified eligible organisations, due to the ongoing working relationships between organisations and Council officers. This relationship is supported by individually tailored funding agreements and the requirement for progress reports and annual funding acquittal reports.

It is possible, despite the rigorous process and the positive outcome for many applicants, that there may be some negative reaction from unsuccessful applicants.

### **Previous Council Resolution**

Ordinary Meeting 18 August 2016 (OM16/141)

*That Council*

- receive and note report titled "**Community Partnership Funding Program Recommendations 2016**" and*
- endorse the 2016/17 Community Partnership Funding Program Recommendations (Appendix A).*



Ordinary Meeting 29 January 2015 (OM15/5)

That Council:

- (a) receive and note the report titled “**Community Grants and Partnership Funding Review 2014**”
- (b) endorse Option 1 for Council support to community organisations for 2015/16 and beyond
- (c) endorse multi-year funding under the Community Partnership Funding Program to provide funding for periods of up to 3 years
- (d) note “Community Grants Program and Community Partnership Funding Program Review Report” (Appendix A).

Ordinary Meeting 22 May 2014 (OM14/68)

That Council:

- (a) receive and note the report titled “**Funding Programs for Community Partnerships 2014/2015**”
- (b) note the revised Community Partnership Funding Program guidelines (Appendix A) to provide one year of funding for the 2014/2015 financial year
- (c) note the newly established Environment Levy Partnerships and Grants Program Guidelines (Appendix B) for the allocation of Environment Levy funding (incorporating Landholder Environment Grants, Partnerships and Grants), with the Partnerships component to open for funding for the 2014/2015 financial year
- (d) note funding for community-managed public pools to be administered via individual agreements outside of the Community Partnership Funding Program through existing operational budget within the Community Facilities and Planning Branch
- (e) note the revised Community Grants Program guidelines (Appendix C)
- (f) refer the Community Partnership Funding Program proposed budget (\$1,017,248) to the June 2014 budget deliberations for 2014/2015 and
- (g) request the Chief Executive Officer conduct a review of the Community Partnership Funding Program and Community Grants Program in 2014 considerate of council’s new Corporate Plan 2014 – 2019 and State and Federal funding opportunities not for profit community organisations and report back to Council in December 2014 with recommendations for future programs in the 2015/2016 financial year and beyond.

Ordinary Meeting 20 June 2013 (OM13/109)

That Council:

- (a) receive and note the report titled “**Community Grants Policy**”
- (b) adopt the Community Grants Policy (Appendix A)
- (c) note the Community Grants Guidelines (Appendix B) as amended by (f) below to implement the Community Grants Policy
- (d) adopt the Mayoral and Councillor Discretionary Funding Policy as amended (Appendix C)
- (e) note the Mayoral and Councillor Discretionary Funding Program Guidelines (Appendix D) and
- (f) amend the grants guidelines to include a clause that stipulates that each program is subject to annual budget allocations.

**Related Documentation**

Relevant policy and strategy documents include:

- Local Government Regulation 2012
- Local Government Act 2009
- Statutory Bodies Financial Arrangements Act 1982
- Corporate Plan 2017-2021
- Sunshine Coast Social Strategy 2015

- Community Grants Policy
- Community Partnership Funding Program Guidelines
- Heritage Levy Policy
- Regional Economic Development Strategy 2013-2033
- Sunshine Coast Reconciliation Action Plan 2017 - 2019
- Sunshine Coast Multicultural Action Plan 2017-2020
- Sunshine Coast Sport and Active Recreation Plan 2011-2026

**Critical Dates**

The due date for acquittal of 2017/18 Community Partnership Funding Program allocations is 31 August 2018.

**Implementation**

Upon Council endorsement of this report, all applicants will be notified by mail of the outcomes. A Conditions of Agreement document will be sent to successful applicants and will include reporting and acquittal requirements and any conditions of funding to be met prior to partnership funding being awarded.

Partnership funding will be distributed as soon as the Conditions of Agreement documents are finalised, signed and returned to Council along with an invoice from the recipient.

A list of successful Community Partnership Funding partner organisations will be posted on Council's website and a range of promotional opportunities will be arranged.



**8.4 INFRASTRUCTURE SERVICES****8.4.1 ENVIRONMENT LEVY PARTNERSHIPS FUNDING PROGRAM  
RECOMMENDATIONS 2017/2018**

<b>File No:</b>	<b>Environmental Management</b>
<b>Author:</b>	<b>Senior Conservation Partnerships Officer Infrastructure Services Department</b>
<b>Appendices:</b>	<b>App A - 2017 Environmental Levy Partnerships Recommendation Report .....233</b>

**PURPOSE**

The purpose of this report is for council to consider and endorse funding recommendations for the 2017/18 Environment Levy Partnership Funding Program.

**EXECUTIVE SUMMARY**

The Environment Levy Partnerships Funding Program allows council to better engage and work with the community to build effective partnerships to assist in the delivery of council's environmental strategies, including the Biodiversity Strategy 2010-2020 and Waterways Strategy 2011-2021.

The program funds operational expenses for incorporated community organisations for up to three years. The three year funding cycle is intended to create an environment of funding certainty and the opportunity for community organisations to engage in longer term planning and capacity building.

With a view to ensuring value for money from ratepayer investment, council officers work with successful partner organisations to develop strong relationships to build capacity towards good governance and sustainable practices. Interaction with successful community organisations will include monitoring partnership agreements, capturing return on investment and performance metrics as well as ensuring reporting requirements are met.

In this funding application round eighteen (18) applications were received. All 18 applicants were existing partners who have just finished the final year of what was, for most, a 3-year partnership.

The assessment panel is recommending funding for all applications to an amount of \$534,734 with an additional \$64,850 to fund the final year of three existing partnerships. Appendix A outlines the recommended approvals, and notes for council's information the third and final year funding for the three organisations who were previously awarded three year Environment Levy Partnerships funding in 2015.

The annual benefit to the community from the 18 new partnerships includes the fostering of 3,776 volunteers who collectively deliver 271,050 volunteer hours and employ 118 paid workers.

## OFFICER RECOMMENDATION

That Council:

- (a) receive and note the report titled “Environment Levy Partnerships Funding Program Recommendations 2017/2018”
- (b) endorse the one year Environment Levy Partnership Funding recommendations (Appendix A) and
- (c) note the ongoing previously endorsed commitment to the organisations (Appendix A).

## FINANCE AND RESOURCING

The Environment Levy Partnerships (ELP) Program is funded from council’s Environment Levy.

The 2017/18 Environment Levy budget has allocated \$600,000 to Environment Levy Partnerships. This allocation will fund the proposed 18 new partnerships (\$534,734) for one year (1<sup>st</sup> year of 3-year funding) and year three of the three partnerships endorsed in 2015 (\$64,850).

The Environment Levy and associated policy is reviewed annually by council. The development of the program includes annual revisions based on priorities and emerging needs and available funding. The annual program is presented to council for consideration and adoption during annual budget preparations.

Recipients recommended for multiple-year Environment Levy Partnership funding receive their annual payments contingent on the satisfactory completion of a yearly progress report and subject to the adoption of council’s annual Environment Levy budget.

## CORPORATE PLAN

<b>Corporate Plan Goal:</b>	<b><i>A strong community</i></b>
<b>Outcome:</b>	2.2 - Resilient and engaged communities
<b>Operational Activity:</b>	2.2.4 - Continue to ensure the manner in which Council distributes grant monies to community and not-for-profit organisations supports Council’s vision for the region

## CONSULTATION

### Internal Consultation

Stage one consultation, discussions with applicant community organisations, was undertaken by Community Catchment Partnerships staff within Environmental Operations.

Stage two assessment (pre-assessment of applicant and proposal) was undertaken by Community Services staff.

The panel for stage three assessment comprised the following council staff:

- Team Leader (Grants), Community Connections, Community Services (Chair).
- Senior Conservation Partnerships Officer, Community Catchment Partnerships, Infrastructure Services.
- Coordinator, Community Catchment Partnerships, Infrastructure Services.
- Coordinator, Biodiversity & Waterways, Planning and Environment.
- Community Grants Development Officer, Community Connections, Community Services
- Admin Support Officer, Community Connections, Community Services

**External Consultation**

External consultation is not applicable to the Environment Levy Partnerships Funding Program.

**Community Engagement**

Council staff from Community Catchment Partnerships (Infrastructure Services) and Community Connections (Community Services) liaised with community organisations across the region including a pre-application workshop, providing assistance with proposal development, preparation of the application content and the application process. A further level of liaison was undertaken by staff from Community Catchment Partnerships following receipt of Expressions of Interest submissions for the Environment Levy Partnerships.

**PROPOSAL**

Sunshine Coast Council has a strong history of partnering with the community through a range of operational and Environment Levy funded programs to achieve the environmental goals set out in its Corporate Plan and major strategies. The environmental benefits of community-based organisations extend beyond the quantifiable on-ground benefits. The Environment Levy Partnerships program also serves as a valuable mechanism for social capital development, strengthening community organisations and building community capacity to achieve functional and aspirational objectives.

The Environment Levy Partnerships program incorporates an initial Expression of Interest (EOI) stage within the application process. This allows council staff and the applicant organisations to develop mutually agreed outcomes that suit the needs and capacities of the applicant organisations and the operational needs and strategic objectives of council. Discussions with potential partners during the EOI period provide council with the opportunity to ensure that all partners are working together to ensure a cost effective landscape approach to the region's environmental management. The establishment of collaborative outcomes and deliverables, combined with an understanding of each other's roles, ensures that operational activities complement each other without duplication.

Expressions of Interest for the 2017/18 round of the Environment Levy Partnerships program opened on 19 April 2017 and remained open until 19 May 2017. Meetings and interaction with council staff and the representatives from the applicant organisations were undertaken up to the closing of applications on 19 June 2017.

The framework of the program ensures an equitable, accountable and transparent process for the creation of funding partnerships between council and community environmental organisations. It enables distribution and good governance of financial assistance to community groups in accordance with government guidelines and standards.

Council officers manage all elements of the funding program. These are:

- advertising and promoting the program to the community
- applicant support
- assessment of applications
- distribution of funding, and
- reporting on outcomes achieved.

Working relationships between staff within Infrastructure Services, Community Services and Planning and Environment departments are well established to implement all program elements.

To enable council to capture the community benefits of the Environment Levy Partnerships program, all recipient organisations are required to include in their acquittal paperwork the data relating to the number of volunteers, volunteer hours and other quantifiable aspects of the organisation's activities.

The reported annual benefit to the community from the 18 new partnerships includes the fostering of 3,776 volunteers who collectively deliver 271,050 volunteer hours, which equates to \$8.13m, and employ 118 paid workers. They value add, through both cash and in-kind, to a number of council programs and projects including the EL Landholder Environment Grants, such as the Environment Levy Landholder Environment Grants and the Environment Levy Mary River Rehabilitation Project. The Australia Zoo Wildlife Hospital admits and treats 3,500 animals from the Sunshine Coast Region per year. The "Friends of" groups assist council to maintain our three Centres for Conservation, Learning & Partnerships, as well as actively educate and engage with visitors to the centres. Three of the 18 groups provide a high level of care and long term rehabilitation for injured and orphaned wildlife. Collectively, the groups also undertake vital monitoring of offshore and near shore reefs in the Sunshine Coast region and operate six local community nurseries, which propagate local providence native plants.

As the Sunshine Coast population expands, Council's ongoing support of these valuable community groups will provide some funding certainty to allow them to expand their services to meet the demands of a growing community.

### **Promotion and support**

Detailed information about the Environment Levy Partnerships program was posted on council's website and a fact sheet was prepared and distributed through council customer service centres and libraries. Promotional advertisements were also placed in local newspapers.

Community Catchment Partnerships officers also promoted the funding round directly to those organisations which had enquired and indicated an interest in the program and were eligible for funding.

### **Applications**

A total of 18 applications were received, requesting \$682,548 in funding for the 2017/18 financial year.

### **Assessment**

Both general and environment specific criteria were endorsed by council at the 22 May 2014 Ordinary Meeting. Assessment of applications followed the criteria outlined in the Environment Levy Partnerships and Grants Program Guidelines.

### **Legal**

Successful applicants will be required to fulfil their Conditions of Agreement that outlines the relationship between parties and obligates them to be incorporated bodies with adequate risk management plans, appropriate level of insurance, training reporting and financial controls.

### **Policy**

The recommendations are in accordance with the Local Government Finance Standards, the adopted Community Grants Policy, Environment Levy Policy 2014 and the Environment Levy Partnerships and Grants Program Guidelines 2014.

### **Risk**

The identified risk to council is that the organisation receiving partnership funding will not spend grant funds on the agreed activities. To address this, as part of the partnership funding application process, each organisation meets with the Senior Conservation Partnerships Officer during the expression of interest phase and both parties identify agreed outcomes for the funding year. During the annual acquittal process, organisations must provide documentary evidence of how their activities met the agreed outcomes. Metrics such as the number of volunteers, volunteer hours of work performed, events held, attendance at events, on ground outcomes, and an audited financial statement are provided by the organisation

and assessed by the Senior Conservation Partnerships Officer before the following year's funding is approved.

**Previous Council Resolution****Ordinary Meeting - 18 August 2016 (OM16/144)**

*That Council:*

- (a) *receive and note the report titled "Environment Levy Partnerships Funding Program Recommendations 2016/2017"*
- (b) *endorse the three year Environment Levy Partnership recommendations (Appendix A)*
- (c) *note the ongoing previously endorsed commitment to organisations (Appendix A).*

**Ordinary Meeting - 20 August 2015 (OM15/138)**

*That Council:*

- (a) *receive and note the report titled "Environment Levy Partnerships Funding Program Recommendations 2015/2016"*
- (b) *endorse the one to three year Environment Levy Partnership recommendations (Appendix A)*
- (c) *note the ongoing previously endorsed commitment to organisations listed in Attachment 1 and*
- (d) *note that performance based agreements with measurable outcomes associated with funding allocations will be applied.*

**Ordinary Meeting - 11 December 2014 (OM14/170)**

*That Council:*

- (a) *receive and note the report titled "Environment Levy 2013-2014 Annual Report" and*
- (b) *receive and note the Environment Levy 2013-2014 Annual Report (Appendix A) as amended.*

**Ordinary Meeting - 21 August 2014 (OM14/121)**

*That Council:*

- (a) *receive and note the report titled "Environment Levy Partnerships Funding Program recommendations 2014/2015"*
- (b) *endorse the three year Environment Levy Partnership recommendations as outlined in Appendix A*
- (c) *note the ongoing previously endorsed commitment to organisations listed in Appendix B and*
- (d) *note that performance based agreements with measurable outcomes associated with funding allocations will be applied.*

**Ordinary Meeting - 22 May 2014 (OM14/68)**

*That Council:*

- (a) *'receive and note the report titled "Funding Programs for Community Partnerships 2014/15"*
- (b) *note the revised Community Partnerships Funding Program guidelines (Appendix A) to provide one year funding for the 2014/2015 financial year*
- (c) *note the newly established Environment Levy Partnerships and Grants Program Guidelines (Appendix B) for the allocation of Environment Levy funding (incorporating Landholder Environment Grants, Partnerships and Grants), with the Partnerships component opening for the 2014/2015 financial year*
- (d) *note funding for community-managed public pools to be administered via individual agreements outside of the Community Partnership Funding Program through existing operational budget within the Community Facilities and Planning Branch*
- (e) *note the revised Community Grants Program guidelines (Appendix C)*



- (f) refer the Community Partnership Funding Program proposed budget (\$1,017,248) to the June 2014 budget deliberations for 2014/2015 and
- (g) request the Chief Executive Officer conduct a review of the Community Partnership Funding Program and Community Grants Program in 2014 considerate of council's new Corporate Plan 2014 – 2019 and State and Federal funding opportunities not for profit community organisations and report back to Council in December 2014 with recommendations for future programs in the 2015/2016 financial year and beyond.

### **Related Documentation**

- Sunshine Coast Corporate Plan 2014-2019
- Sunshine Coast Biodiversity Strategy 2010-2020
- Sunshine Coast Waterways and Coastal Management Strategy 2011-2021
- Sunshine Coast Local Government Area Pest Management Plan 2012-2016
- Community Grants Policy
- Environment Levy Policy 2014, and
- Environment Levy Partnerships and Grants Program Guidelines 2014.

### **Critical Dates**

It is important to distribute funds as soon as possible within the 2017/18 financial year to enable groups to continue/commence implementation of programs and services

### **Implementation**

Upon council endorsement of this report, successful applicants will be contacted and offered partnership funding for a one (1) year period. Partner community organisations will have a clear and on-going line of communication with council's Environmental Operations and Community Services staff.

Conditions of Agreement will be confirmed, and these will include reporting and acquittal requirements, payment schedule (if applicable) and any conditions to be met prior to funding being awarded.

A list of successful partner organisations in the Environment Levy Partnerships will be posted on council's website.

As well as the provision of funding, council officers will work with successful partner organisations to develop strong relationships to build capacity towards good governance and sustainable practices. Interaction with successful community organisations will include monitoring partnership agreements and ensuring reporting requirements are met.

Funding will be distributed throughout August to September 2017, following receipt of invoices and signed Conditions of Agreement from successful applicants.

Outcomes of these partnerships will be promoted to the broader Sunshine Coast community. It is a condition of the funding agreement that each organisation acknowledge council's support either by way of signage (provided by council for grants over \$5,000) and in any media stories, collateral and on their website.



**8.4.2 PETRIE CREEK PARKLANDS OPEN SPACE MASTER PLAN**

<b>File No:</b>	<b>Council meetings</b>
<b>Author:</b>	<b>Landscape Architect / Urban Designer Infrastructure Services Department</b>
<b>Attachments:</b>	<b>Att 1 - Petre Creek Parklands Open Space Master Plan ...215/385</b>

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**PURPOSE**

This report provides council with the background information about the proposed Open Space Master Plan for Petrie Creek Parklands, Nambour, for the purposes of gaining endorsement.

**EXECUTIVE SUMMARY**

The Petrie Creek Parklands Open Space Master Plan intends to guide the planning, design and development of the parks, gardens and public open spaces adjacent Petrie Creek from the 3 Ways junction (Arundel Avenue) to the Nambour Showgrounds and Crusher Park on Bli Bli Road, Nambour.

Finalisation of the Petrie Creek Parklands Open Space Master Plan is a key action of the Nambour Activation Plan (2015). It captures the collective vision of the Nambour community for their parklands, reflecting their priorities and aspirations, and provides a blueprint for the look and feel of the parkland network for the next 10 to 20 years.

The Petrie Creek Parklands Open Space Master Plan aims to:

- Create a continuous linear park network to encompass existing individual parklands and open space areas
- Develop cohesive, Nambour-specific design theming to reinforce creek side identity
- Create attractive, safe and accessible pedestrian and bicycle links to the town centre
- Provide a guide for future Council, private and community initiatives in, or adjacent to the creek corridor to ensure the master plan vision is realised
- Provide a framework for future detailed design and construction as capital funding becomes available

The master plan is comprised of four chapters including an introduction, key themes, plan drawings, landscape palette, and implementation plan. It has been developed through comprehensive consultation with the Nambour community, local businesses, external and internal stakeholders.

The initial community consultation for the project commenced in 2009-2010 to gather a general understanding of the Nambour community's feelings of the park network and their aspirations for its future. The draft master plan, then known as the draft Nambour Central Park Master Plan, was then commenced. In November 2012, the draft plan was issued to community for comment.

The project was temporarily placed on hold during council de-amalgamation (2012-2013) and the development of the Nambour Activation Plan endorsed in 2015. A revision of the master plan commenced in June 2015. The master plan was renamed the Petrie Creek Parklands Open Space Master Plan and revised to align with outcomes of the endorsed Nambour Activation Plan, Sunshine Coast Planning Scheme (2014) and feedback from the draft plan. A final round of community consultation was undertaken on the revised proposed plan and changes were made where appropriate. At this time a Cultural Heritage Assessment was undertaken. All relevant recommendations were included in the master plan.

This master plan is aligned with the Sunshine Coast Council's (SCC) policies and strategies and supports Nambour's role as a Major Regional Activity Centre, as defined by the South East Queensland Regional Plan 2009-2031. The master plan provides strategic direction and guidance for:

- The open space network
- The delivery of public infrastructure through council's Capital Works Program
- The maintenance and management of the open space network through operational management

The Petrie Creek Parklands Open Space Master Plan will be a referral document upon which development of the parklands will be developed and will inform the conditions of approval for relevant development applications.

## OFFICER RECOMMENDATION

**That Council:**

- (a) receive and note the report titled "Petrie Creek Parklands Open Space Master Plan" and
- (b) adopt the Petrie Creek Parklands Open Space Master Plan dated 21 September 2016 (Appendix A), to guide the future development of the parklands, subject to funding being available in future annual budgets, as outlined in Council's adopted 10 year Capital Works Program, or through external State or Federal grant programs.

## FINANCE AND RESOURCING

The master plan is the blueprint for development of the parklands, ensuring continuity of the open space environment. It is envisaged that the master plan will be implemented in a staged approach through a number of avenues including council, developer contributions, the local community, state and federal grants programs. The master plan proposes a balance between upgrades of existing facilities, and installation of new infrastructure over time to improve parkland usability and safety.

The projects identified in the master plan have been separated into 3 different categories based on their priority. The following budgets are currently scheduled in the Capital Works Program for the development of Petrie Creek Parklands.:

2017/2018 Parks Capital Works Program (Petrie Creek Parklands)	\$450,000
2018/2019 Parks Capital Works Program (Petrie Creek Parklands)	\$550,000
2019/2020 Parks Capital Works Program (Petrie Creek Parklands)	\$500,000
2020/2021 Parks Capital Works Program (Petrie Creek Parklands)	\$625,000
<b>Petrie Creek Parklands Total Allocated Budget</b>	<b>\$2,125,000</b>

### Major projects

The table following outlines the key major proposed projects from the master plan. The current budget allocations accounts for 1/3 of the proposed projects. With a major short fall in funding to upgrade the primary pedestrian path and to finish the New Council Park, Parks and Gardens will seek to develop and fund these projects through future budgets and with grant applications.

AREA	ITEM	TYPE	Allocated funding				Unallocated funding	TOTALS
			2018	2019	2020	2021		
7	<b>DESIGN</b> – Develop landscape concept plan for the new Sunshine Coast Wide Council Park. Works to include community engagement (R-622)	LGIP	\$100,000					\$100,000
7	<b>DESIGN</b> - Develop landscape plan for Quota Memorial Park (R-622)	LGIP	\$50,000					\$50,000
7	<b>DESIGN &amp; CONSTRUCT</b> - New Sunshine Coast Wide council park in accordance with the endorsed landscape concept plan - stage 1. Park framework - pathways, amenities, lighting, tree planting & vegetation and creek restoration (R-622)	LGIP		\$150,000	\$500,000	\$625,000		\$1,275,000
7	<b>DESIGN &amp; CONSTRUCT</b> - New Sunshine Coast Wide council park in accordance with the endorsed landscape concept plan - stage 2 - embellishments appropriate to the designated category of the park (Sunshine Coast Wide), play or fitness equipment, community facilities and other outcomes from the community engagement process (TBC following engagement)	LGIP					\$1,850,000	\$1,850,000
6	<b>DESIGN &amp; CONSTRUCT</b> – Improved pathway network and activation – Quota Memorial Park (R-984)	LGIP	\$150,000					\$150,000
3	<b>DESIGN &amp; CONSTRUCT</b> - Pathway network – Doolan Street to Florence Street through park (R-2381)	LGIP	\$50,000	\$300,000				\$350,000
6	<b>DESIGN &amp; CONSTRUCT</b> – Quota Park Playground 3 level structure renewal (R-985)	Renewal	\$100,000	\$100,000				\$200,000
1 to 5	<b>DESIGN &amp; CONSTRUCT</b> - Upgrade principal pathway network - wider pathway (2.5m). Arundell Avenue to Apex Park. Approx 1.4km	Renewal					\$380,000	\$380,000
2	<b>DESIGN &amp; CONSTRUCT</b> - New pathway/ boardwalk between Apex park & Quota Memorial Park. Approx 200m in length. To include lighting and wayfinding.	LGIP					\$1,500,000	\$1,500,000
1 to 5	<b>CONSTRUCT</b> - Improve safety by upgrading lighting along existing principal pathway network Arundell Avenue to Apex Park. Approx 1.4km	Renewal					\$500,000	\$500,000
6	<b>DESIGN &amp; CONSTRUCT</b> - Drain capping and extension of carparking over existing drain in Model Rail Park to address car parking shortage in the area. To include lighting	LGIP					\$450,000	\$450,000
TOTAL			\$450,000	\$550,000	\$500,000	\$625,000	\$4,680,000	\$6,805,000

## CORPORATE PLAN

**Corporate Plan Goal:** *A healthy environment*

**Outcome:** We serve our community by providing this great service

**Operational Activity:** S16 - Recreation parks, trails and facilities - providing design, maintenance and management of council's public open space for active and passive recreation

## CONSULTATION

The Petrie Creek Parklands Open Space Master Plan has been developed through 3 phases prior to endorsement. Each phase has focused around community and stake holder engagement.

**Internal Consultation**

Internal consultation was sought from the following:

- Councillor G Rogerson (Division 10)
- Infrastructure Services
  - Parks and Gardens
  - Project Delivery
  - Civil Asset Management
  - Environmental Operations
  - Waste & Resource Management
  - Transport Infrastructure Management
- Economic Development and Major Projects
  - Communications
- Community Services
  - Community Facilities and Planning
  - Community Response
  - Community Relations
- Corporate Services
  - Property Management
- Planning and Environment
  - Transport Infrastructure Policy
  - Strategic Planning
  - Environment & Sustainability Policy

**External Consultation**

The draft master plan was distributed to external agencies to identify opportunities for project partnership.

- Education Queensland
- Department of Transport and Main Roads Queensland
- Queensland Police Services

Relevant approvals and permits will be obtained as required during the detailed design and staged construction.

An Aboriginal and Torres Strait Islander cultural heritage assessment was conducted for the extent of the subject area. All relevant recommendations were included in the master plan.

Consultation with Department Environmental and Heritage Protection, the Department of Natural Resources and Mines and the Department of Transport and Main Roads will be sought during detailed design if required.

**Community Engagement**

The Petrie Creek Parklands Open Space Master Plan project was focused around community and stakeholder engagement. A staged consultation approach was utilised to identify issues, opportunities and a community vision and develop the master plan as a key objective of the Nambour Activation Plan.

**Phase 1**

From 2009-2010, Council invited the local community, businesses, council branches and State government departments to participate in an extensive engagement process to form the future direction of the project originally referred to as the Nambour Central Park Master Plan. This was an information gathering and visioning process that utilized stakeholder meetings, questionnaires and workshops.

The resulting outcomes identified the following design challenges:

- Public perception of lack of safety along creek corridor
- Frequent flood events
- Environmental degradation and rehabilitation
- Private land ownership and development - breaks in open space links and access
- Community participation and acceptance
- Funding allocation

#### Phase 2

Following internal stakeholders consultation, the preparation of draft Nambour Central Park Master Plan was undertaken. The draft master plan was issued in November 2012 to the community for comment.

In general, the community was supportive of the proposed master plan.

Key areas that were requested to have further investigation included:

- Identifying a dog off leash/ dog friendly area
- Upgrading the path network
- Improving the location of facilities in Quota Park (e.g. BBQ'S)

#### Phase 3

The final Master Plan phase was commenced in June 2015 after temporarily being put on hold during council de-amalgamation and development of the Nambour Activation Plan. The final Master Plan has been renamed the Petrie Creek Parklands Open Space Master Plan and includes:

- An updated plan reflecting projects completed since 2012
- Reflects the initiatives identified in the endorsed Sunshine Coast Planning Scheme 2014 & Nambour Activation Plan 2015.

A final round of consultation was undertaken between July and August 2016 where the main issues raised in 2012 remain to be of concern to the community. However in general the community remain supportive of the revised proposed master plan.



## PROPOSAL



PETRIE CREEK PARKLANDS  
EXTENT OF WORKS PLAN

Issued 22/04/2016  
Project no. 9184  
1 REVA

Petrie Creek Parklands is 38 hectares of open space located in the CBD 'heart' of Nambour along the banks of Petrie Creek. Beginning at 3 Ways junction of Carter Road, Perwillow Rd and Arundell Avenue the parkland network extends to the Nambour Showgrounds and Crusher Park on Bli Bli Road and consists of 9 open space areas (Three-way amenity reserve, Model Railway Park, Jubilee Park, Petrie Park, Apex Park, Quota Park, New Council Park, Nambour Showgrounds, Crusher Park). Development of the Nambour Showgrounds and Crusher Park are to be undertaken under the guidelines developed in the Nambour Showgrounds Master Plan. These areas have been included in this master plan as they are intrinsically linked to many of the desired outcomes of this master plan.

The town of Nambour serves an important role as a Major Regional Activity Centre providing higher order retail, employment and services needs of its resident population and surrounding hinterland areas. A range of State and Commonwealth services are provided in town and Nambour is also a centre of local government administration for the Sunshine Coast Council. Nambour provides a key transport hub connecting the passenger rail system from Brisbane to the Sunshine Coast's public transport (bus) network.

The master plan aims to guide the revitalization of Petrie Creek as a major recreational open space corridor which links to Nambour's town centre, provides a safe and legible pathway network to improve walkability and cycling, promotes health and well being and enhances the natural environment in line with community vision.

The Key objectives of the master plan are to:

- Establish Petrie Creek Parklands as a green, pedestrian and cyclist-friendly transport route with activated open space destinations - the green 'community heart' of Nambour
- Develop a landscape palette in keeping with the established character of Nambour
- Identify future projects, partnerships and potential funding sources from all levels of government and the private sector



- Provide strategic direction and guidance for the parkland open space network
- Provide strategic direction and guidance for Development Applications adjacent to the parklands
- Provide strategic direction and guidance for the delivery of public infrastructure through council's Capital Works Program
- Provide guidance on material selection, colours and infrastructure through council's asset maintenance and renewal program.

The master plan is structured around the themes of council's Corporate Plan 2014-2019. Each theme is addressed with master plan objectives, design principles and a design response. Detailed plan drawings of the 9 areas provide further details on proposed outcomes and expected levels of embellishment. Landscape Palettes complete the master plan, providing specific treatments for planting, materials, furniture and built form.

The Petrie Creek Parklands Open Space Master Plan has been developed through a number of phases. Each phase has focused around community and stakeholder engagement.

Phase 1 (2009-2010) Council invited the local community, businesses, council branches and State government departments to participate in an extensive engagement process to inform the future direction of the project originally referred to as the 'Nambour Central Park Master Plan'. This was an information gathering and visioning process that utilised stakeholder meetings, questionnaires and workshops.

The resulting outcomes identified the following design challenges:

- Public perception of lack of safety along creek corridor
- Frequent flood events
- Environmental degradation and rehabilitation
- Private land ownership and development - breaks in open space links and access
- Community participation and acceptance
- Funding allocation.

Phase 2 (2012) the preparation of a draft Nambour Central Park Master Plan was undertaken. The draft master plan was issued in November 2012 to the community for comment. In general, the community was supportive of the proposed draft master plan.

Key areas that were requested to have further investigation included:

- Identifying a dog off leash/ dog friendly area
- Upgrading the path network
- Improving the location of facilities in Quota Park (e.g. BBQ'S).

Phase 3 (2015) commenced in June 2015 after temporarily being put on hold during council de-amalgamation and development of the Nambour Activation Plan (2015). The final Master Plan has been renamed the Petrie Creek Parklands Open Space Master Plan and includes:

- An updated plan reflecting projects completed since 2012
- Reflects the initiatives identified in the endorsed Sunshine Coast Planning Scheme 2014 & Nambour Activation Plan 2015

The draft master plan underwent a final round of community consultation prior to being put forward by SCC Parks & Garden Branch for endorsement in early 2017. In general, the community was supportive of the proposed revised master plan. During this time a Cultural Heritage Assessment was undertaken. The relevant recommendations were included in the master plan.

**Legal**

The master plan, while not itself a 'planning instrument' (as defined by the Sustainable Planning Act 2009), will function as a key referral document upon which all parkland and adjacent property development will be based. It will inform the assessment of Development Applications which trigger consider Performance Outcomes PO2, PO4, PO5, PO7, PO8, PO10 & PO11.

**Policy**

As a parkland network within a waterway corridor, the Petrie Creek Parklands Open Space Master Plan is primarily directed by the preferred strategic outcomes described in the Open Space Strategy (2011) and the Waterways & Coastal Management Strategy (2011), however other strategies and plans that have influenced the proposed master plan include:

- Sunshine Coast - The Natural Advantage: Regional Economic Development Strategy 2013–2033
- Social Infrastructure Strategy 2014
- Public Art Policy (2011)
- Reconciliation Action Plan (2011-2016)
- Heritage Plan (2015-2020)
- Biodiversity Strategy 2010
- Sustainable Transport Strategy 2011-2031
- Active Transport Strategy 2011-2031
- Recreation Trail Plan 2012
- Community Events and Celebrations Strategy 2010
- Energy Transition Plan 2010-2020
- Climate Change and Peak Oil Strategy 2010 – 2020
- Access and Inclusion Plan 2011-2016

**Risk**

Council's risk exposure is considered to be reduced when adopting the Master Plan, through:

- Utilising Crime Prevention Through Environmental Design (CPTED) principles
- Design to legislative requirements to avoid Council's exposure to a potential claim under the Disability Discrimination Act (DDA)
- Community consultation during design development and construction process and appropriate landscape planning, reduces the risk of short term ad-hoc development, ensuring future improvements align with the long term vision for the parklands and ensures good budget management practices.
- Master Plan acknowledges the parklands susceptibility to flooding and provides a framework to minimize the impact of futures flood events

**Previous Council Resolution****23 March 2017 – Ordinary Meeting (OM17/35)**

*That Council:*

- (a) *receive and note the report titled "Nambour Aquatic Centre Precinct Draft Concept Plans"*
- (b) *endorse the "Nambour Aquatic Centre Precinct Feasibility Study" (Appendix A) including draft Concept Plan A (Appendix B - MP100), draft Concept Plan B (Appendix C - MP101), draft Water Play Concept Plan (Appendix D - MP200) draft Landscape Concept Plans (Appendix E)*
- (c) *include the endorsed Concept Plans in the forthcoming Nambour Aquatic Centre tender package to attract contributions from the successful tenderer*
- (d) *refer an amount of \$90,000 for detailed design works for consideration in the 2017/18 capital works budget and*

- (e) *note the requirement for future capital works allocations associated with the proposal which will be assessed and prioritised against other projects in Council's 10 year capital works programs.*

#### **15 October 2015 – Ordinary Meeting (OM15/174)**

*That Council:*

- (a) *receive and note the report titled “Nambour Activation Plan”*  
(b) *adopt the Nambour Activation Plan (Appendix A) and*  
(c) *refer a funding request to undertake a feasibility study for the establishment of a water splash park in association with the Nambour Aquatic Centre to the 2016/17 budget considerations.*

#### **14 November 2013 – Ordinary Meeting (OM13/226)**

*That Council*

- (a) *receive and note the report titled “Nambour Showgrounds Master Plan 2013-2023”*  
(b) *adopt the Nambour Showgrounds Master Plan 2013-2023 (Appendix A) and implement future stages of development for the Nambour Showgrounds in accordance with this Master Plan*  
(c) *note that the implementation of future stages of development for the Nambour Showgrounds Master Plan 2013-2023, as per the Master Plan, will be determined in accordance with the council's ten year Capital Works Program and the successful application for external funding and subsequent development priorities as outlined within this report*  
(d) *present the Master Plan to relevant user groups to assist those organisations in co-ordinating and identifying external funding opportunities to supplement council's implementation costs*  
(e) *subject to annual budget, undertake to master plan Crushers Park Sports Fields, as part of the wider sporting and event precinct, for council's consideration, to ensure synergies between the Nambour Showgrounds and Crushers are maximised and the full potential of the Crushers site is realised for active sports participation and*  
(f) *investigate and plan for the establishment of district sports grounds in the Nambour area to support the growth in active sports participation and the relocation of the Nambour Cricket Club to a site with similar facilities and amenity.*

#### **31 January 2013 – Ordinary Meeting (OM13/6)**

*That Council:*

- (a) *receive and note the report titled “**Nambour District Skate Park, Site Selection**”;*  
(b) *endorse the selected site for the development of a District Level Skate Facility and Youth Activity Precinct at Mathew Street adjacent to Quota Park in Nambour, subject to future funding consideration through the annual budget process;*  
(c) *endorse the staged implementation of the following low cost parking management actions:*  
(i) *initiate discussions regarding onsite student parking at Nambour State High School;*  
(ii) *promote underutilised 2 hour parking areas;*  
(iii) *manage time limits on high volume 2 hour parking areas in the CBD; and*  
(iv) *provide additional formalised car parking at the Apex or Petrie Park investigation areas;*  
(d) *before a final decision be made regarding the implementation of future car parking options, request the Chief Executive Officer to bring a report back to council, fully investigating the option/construction and funding of an above ground carpark above the proposed youth activity site for council consideration.*

**Related Documentation**

- Nambour Activation Plan 2015
- South East Queensland Regional Plan 2009-2031
- Sunshine Coast Planning Scheme 2014
- Sunshine Coast Council Corporate Plan 2014-2019
- Sunshine Coast - The Natural Advantage: Regional Economic Development Strategy 2013–2033
- Social Infrastructure Strategy 2010-2020
- Social Strategy 2015
- Public Art Policy 2011
- Community Events and Celebrations Strategy 2010
- Major and Regional Events Strategy 2013-2017
- Youth Strategy 2010-2015 (& Youth Action Plan draft)
- Access and Inclusion Plan 2011-2016
- Reconciliation Action Plan 2017-2019
- Open Space Strategy 2010-2020
- Sport and Active Recreation Plan 2011-2026
- Sustainable Transport Strategy 2011-2031
- Skate and BMX Strategy 2011-2020
- Active Transport Plan 2012-2016
- Recreation Trail Plan 2012
- Biodiversity Strategy 2010-2020
- Pest Management Plan 2012-2016
- Waterways & Coastal Management Strategy 2011
- Heritage Plan 2015-2020
- Local Government Infrastructure Plans
- Community Plan 2030
- Nambour Aquatic Centre Precinct Draft Concept Plans 2017

**Critical Dates**

It is important that council has an adopted Petrie Creek Parklands Open Space Master Plan to support Nambour's growth as a Major Regional Activity Centre and essential to delivery of high quality open space infrastructure by council and through the conditioning of Development Applications.

**Implementation**

Following Council adoption, the Petrie Creek Parklands Open Space Master Plan will be placed on the council website and Council will continue with the implementation of the master plan in accordance with capital works funding and will seek State and Federal Government grant funding for specific projects as appropriate.

Further investigation of Nambour Aquatic Centre car parking and bus drop off requirements will be undertaken at the Petrie Park site identified in the Nambour Aquatic Centre Precinct Draft Concept Plans report adopted at the March 2017 Council Ordinary Meeting. Any required design outcomes are to be in accordance with the results of the requested parking analysis to be conducted by the Transport Infrastructure Management Branch.

**8.4.3 KRAUSS LOCOMOTIVE DISPLAY AND TOILET BLOCK BUDERIM**

<b>File No:</b>	<b>Council meetings</b>
<b>Author:</b>	<b>Senior Scoping Officer Infrastructure Services Department</b>
<b>Attachments:</b>	<b>Att 1 - Krauss Locomotive Conservation Locations and Asset Ownership Assessment Report July 2017 ..... 285/385</b> <b>Att 2 - Buderim Krauss Locomotive Significance Assessment - D Mewes 20160719 ..... 307/385</b> <b>Att 3 - Conservation Assessment of Krauss Display Options - Melanie Fihelly 20170320 ..... 325/385</b> <b>Att 4 - Krauss Conservation Specification Report - Melanie Fihelly 20170320 ..... 355/385</b>

**PURPOSE**

The purpose of this report is to obtain confirmation on the conservation recommendation of the Krauss locomotive and identify a suitable location for the locomotive. Future ownership options will also be considered.

**EXECUTIVE SUMMARY**

The Krauss locomotive transported goods and people between Palmwoods and Buderim Mountain for 21 years between 1914 and 1935. The locomotive has a strong connection to the local history of Buderim District and has good interpretive potential for the community and visitors to the area. The Buderim Palmwoods Heritage Tramway Inc. purchased the locomotive engine in 2004 and have carried out cosmetic restoration. As recommended in the The Krauss Conservation Report, Melanie Fihelly, 2017; the Buderim Palmwoods Heritage Tramway Inc. is currently undertaking conservation works such as painting and steel casting of timber members.

The Buderim Palmwoods Heritage Tramway Inc. have instigated a proposal to construct a building to display the Krauss locomotive in Buderim and have worked collaboratively with council over past years with the aim of achieving this.

As part of the 2011 draft Buderim Village Parklands Landscape Plan, Council investigated several locations in Buderim. As open space in Buderim is limited and often highly constrained, few options were suitable. In 2015, the Buderim Palmwoods Heritage Tramway Inc. and the community supported the existing Lindsay Road toilet block site with the view to combining a new toilet block with a display building for the Krauss locomotive.

In 2015, council encouraged the Buderim Palmwoods Heritage Tramway Inc. to obtain a Significance Assessment in order to assist with grant funding proposals and better understand the level of heritage significance and conservation requirements for the building design. The Krauss locomotive was deemed to be of local heritage significance. As a recommendation of the Significance Assessment, a specialist objects conservator was then engaged to prepare a Conservation Specification Report, outlining the recommended level of conservation and associated display building requirements. The requirements set out in the report have rendered the Lindsay Road toilet block site unsuitable due to size and environmental factors.

Over the last few months council has worked closely with the Buderim Palmwoods Heritage Tramway Inc. to explore other location options including temporary storage at the Nambour and District Historical Museum and possible permanent storage at a future Sunshine Coast

Council heritage Collection Store or Regional Interpretive Centre, the latter the subject of a feasibility study being carried out in 2017/18.

An additional matter to be resolved is the request by the Buderim Palmwoods Heritage Tramway Inc. for Sunshine Coast Council to take ownership of the Krauss locomotive. Council will need to consider this decision against council's ability to suitably store and resource management of an item of this nature and how this may impact future requests to acquire heritage items.

### **OFFICER RECOMMENDATION**

**That Council:**

- (a) receive and note the report titled "Krauss Locomotive Display and Toilet Block Buderim"**
- (b) do not accept asset ownership of the Krauss locomotive as Council does not have an appropriate storage or display facility, nor are Council sufficiently resourced to deal with an asset of this nature at this time**
- (c) assist the Buderim Palmwoods Heritage Tramway Inc. possibly relocating the Krauss locomotive display temporarily at the Nambour and District Historical Museum and**
- (d) thank the Buderim Palmwoods Tramway Inc. for their continuous effort and boundless enthusiasm for the project.**

### **FINANCE AND RESOURCING**

The locomotive engine was purchased by the Buderim Palmwoods Heritage Tramway Inc. in 2004 with an \$8,000 contribution from the Maroochy Shire Council. The locomotive was transported from Murrumba Downs to 239 Wises Rd Buderim, where it is presently located. Between 2004 and 2008 the cosmetic restoration of the locomotive was undertaken by members of the Buderim Palmwoods Heritage Tramway Inc. and cost approximately \$30,000 raised by grants and donations.

Council contributed \$10,000 funding from 2009/2010 Division 7 divisional allocation for the Draft Buderim Central Parklands Landscape Concept Plan, the plan included a proposed site for the restored locomotive.

The Buderim Palmwoods Heritage Tramway Inc. commissioned local building design business, Buderim Design Studio, to produce a concept design for the building and liaise with builders regarding construction costs and management at an estimated cost of \$9,000. Council also contributed \$10,000 in funding from the 2013/2014 Division 6 divisional allocation to progress the project in 2013/14.

Future funds are supported in the ten year works capital program contingent on the outcome of this council resolution as referenced in the Allocated and Potential Funds table below.

The Buderim Palmwoods Heritage Tramway Inc. has raised over \$75,000 in donations and memberships to go towards the project and a further \$31,000 via a Jupiter's Casino Community Benefit Fund (JCCBF) grant. The 2016/17 capital works program allocated \$19,000 for the design phase, and combined with the \$31,000 JCCBF grant, allowed for \$50,000 to initiate the design development process. In 2016/17 these funds were used for the Krauss Conservation and Building Specification Reports, site survey and design development staff costs. The remaining \$23,438 has been deferred to the 2017/18 financial year.

In the recently adopted 2017/18 ten year capital works program the project received a further \$50,000 allocation for 2017/18 along with an allocation of \$300,000 for 2018/19, subject to

2018/19 financial year budget adoption. Councillors Hungerford and Dickson have each pledged \$25,000 from councillor divisional funds for future years.

An additional \$50,000 may be available from the Heritage Levy in 2018/19. If confirmed, these funds will be available for heritage interpretation only, not general building construction costs.

Should further funds be required, the project could be eligible for a variety of community and heritage grants offered by council, State and Federal Government.

The ongoing management of the locomotive would be the responsibility of the Buderim Palmwoods Heritage Tramway Inc.

#### Allocated and Potential Funds

Source	\$ Amount (ex gst)	Position
<b>FUNDED</b>		
A. 2016/17 BR3 deferred Capital Works funds and (Buderim Palmwoods Heritage Tramway Inc. grant)	\$23,438	Allocated
B. Buderim Palmwoods Heritage Tramway Inc. proceeds from fundraising	\$ 75,000	Available
C. 2017/2018 Capital Works	\$ 50,000	Allocated
D. 2018/2019 Councillor Divisional contribution	\$ 25,000	Cr Hungerford
E. 2018/2019 Councillor Divisional contribution	\$ 25,000	Cr Dickson
F. 2018/2019 Capital Works	\$ 300,000	Supported by the ten year capital works program adopted by Council in June 2017
<b>POTENTIAL FUNDS</b>		
G. 2018/19 Heritage Levy	\$ 50,000	Interpretation only
<b>Total</b>	<b>\$548,438</b>	

Several location options have been explored and are attached in Attachment 1. Krauss Locomotive Conservation, Locations and Asset Ownership Assessment Report (July 2017). A summary of the capital and operational costs associated with these assessed options are outlined below.

#### Options Cost Estimate Summary

Option	\$ Capital (ex gst)	\$ Capital and Operational (40 years)
Option 1. Building footprint meeting functional requirements and conservation requirements - Simple Control	\$ 554,189	\$1,773,389
Option 2. Reduced building footprint meeting functional requirements and conservation requirements - Basic Control	\$534,189	\$1,709,389
Option 3. Relinquish land from the Village Green and move the road into the parkland to increase the site area in order to accommodate the building - Simple Control	\$ 761,189	\$2,435,789
Option 4. Relocate and reduce car parking to increase the site area in order to accommodate the building - Simple Control	\$ 569,189	\$1,821,389
Option 5. Acquire land from the Rural Fire Brigade to increase the site area to accommodate the building	n/a	n/a

Option 6. Endorsed site – OPO site	n/a	n/a
Option 7. Buderim alternative sites	n/a	n/a
Option 8. Sunshine Coast Council potential future Collection Storage Facility and/or Regional Interpretation Centre	Within cost of potential separate project	Within cost of potential separate project
Option 9. Nambour and District Historical Museum	\$40,000	Absorbed in Museum operational costs
Option 10. Carcoon - interim storage. \$3,000 - \$15,000	\$15,000	\$546 (10 years)
Option 11. Krauss Display building on the existing Lindsay Road toilet block site and new toilet block on the OPO site adjacent to the round-about.	\$804,189	\$3,233,389
Option 12. Buderim Village Park	n/a	n/a

It is important to note that this project currently has insufficient funding allocated for any of the new building options in council's ten year capital works program.

### Proposed Funding Arrangement based on the recommendations of this report

The recommendation proposes to temporarily locate the Krauss locomotive at the Nambour and District Historical Museum (Option 9.) at a cost of \$40,000. The Buderim Palmwoods Heritage Tramway Inc. are eager to utilize collected donation funds and are able to finance this option. No council funds would be required.

Permanent relocation in the Sunshine Coast Council potential future Collection Storage Facility and/or Regional Interpretation Centre (Option 8) is also proposed. This would be funded through the capital works program within the cost of the potential separate project.

### CORPORATE PLAN

**Corporate Plan Goal:** *A healthy environment*

**Outcome:** We serve our community by providing this great service

**Operational Activity:** S16 - Recreation parks, trails and facilities - providing design, maintenance and management of council's public open space for active and passive recreation

### CONSULTATION

#### Portfolio Councillor Consultation

Councillor R Baberowski, with the Transport, the Arts and Heritage Portfolio, has visited the Krauss locomotive at Wises Farm and expressed support for the project.

#### Internal Consultation

- Councillor E Hungerford (Division 7)
- Councillor C Dickson (Division 6)
- Councillor G Rogerson (Division 10)
- Councillor J McKay (Division 5)
- Infrastructure Services
  - Director
  - Manager Parks and Gardens
  - Senior Arborist
  - Coordinator Landscape Design Planning
- Community Services
  - Director
  - Coordinator, Cultural Heritage Services



- Coordinator, Sports Venues & Development
- Corporate Services
  - Manager, Property Management
  - Principal Facility Officer, Building Facilities Management Assets
  - Corporate Health & Safety Advisor (Audit & Investigation)

### **External Consultation**

#### *Buderim Palmwoods Heritage Tramway Inc.*

Ongoing consultation has been undertaken with the *Buderim Palmwoods Heritage Tramway Inc.* through the Krauss Taskforce Meetings, project meetings and regular email and phone conversations. The Buderim Palmwoods Heritage Tramway Inc. have provided specific feedback regarding conservation recommendations based on the Krauss Conservation Specification Report and the Conservation Assessment of Krauss Display Options, and assessment of location options for the display building.

As outlined in Att 1. Krauss Locomotive\_Conservation Locations and Asset Ownership Assessment Report\_July 2017, of the 12 location options investigated, the Buderim Palmwoods Heritage Tramway Inc. have advised 3 preferred options:

- Option 4. Lindsay Road toilet block site. This option appropriates car parking spaces to increase the site area in order to accommodate the building footprint.
- Option 8. Sunshine Coast Council potential future Collection Storage Facility and/or Regional Interpretation Centre. This would be a long term option and is currently in feasibility study stage.
- Option 9. Nambour and District Historical Museum. This option would provide a temporary location until a long term solution is found.

#### *Nambour and District Historical Museum*

Consultation has been carried out with the Nambour and District Historical Museum to determine viability of accommodating the Krauss locomotive. The museum has offered to make space for the Krauss locomotive and has provided a cost estimate for the necessary building alterations. Museum members have noted that whilst they have offered to make space for the Krauss, ideally, the best place for the Krauss to be displayed, is in Buderim. Further information is provided in Att 1. Krauss Locomotive\_Conservation Locations and Asset Ownership Assessment Report\_July 2017.

### **Community Engagement**

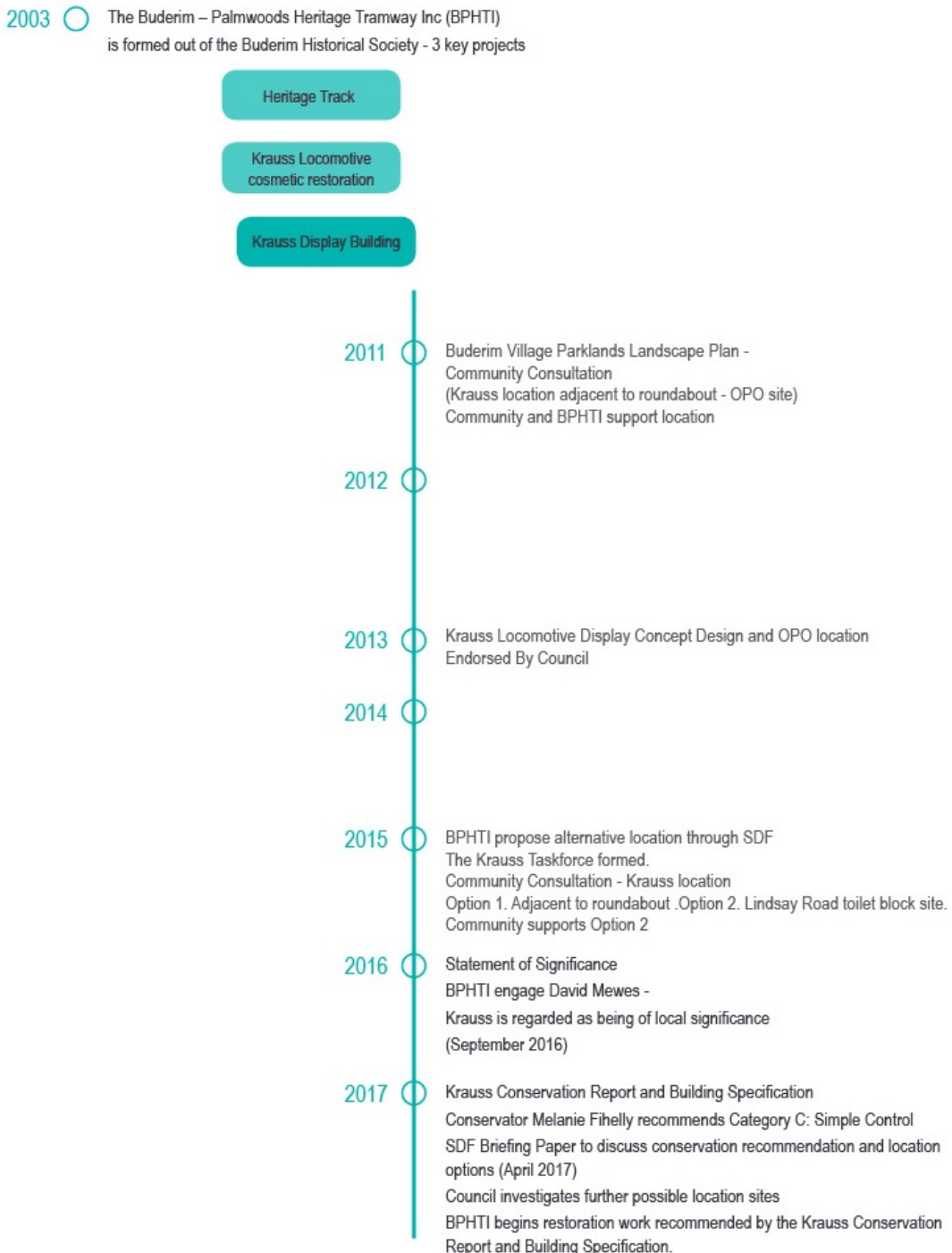
In 2011, community consultation was undertaken for the Draft Buderim Village Parklands Landscape Plan. The road reserve adjacent to the roundabout – commonly known as the Old Post Office site (OPO site), was agreed on by the Buderim Palmwoods Heritage Tramway Inc. and supported by the community through the consultation process.

In 2015, the Buderim Palmwoods Heritage Tramway Inc. proposed an alternative location, the Lindsay Road toilet block site. The community was again consulted on a preferred site: Option 1 - The OPO site or Option 2 – the Lindsay Road toilet block site combining the Krauss display building with a new toilet block. The community supported Option 2. The community have primarily received updates through the Buderim Palmwoods Heritage Tramway Inc. Facebook page which is regularly updated.

**PROPOSAL**

The following timeline illustrates the history of the project to date.

**TIMELINE**



**Background**

The Krauss locomotive transported goods and people between Palmwoods and Buderim Mountain for 21 years between 1914 and 1935. The Buderim Krauss locomotive is the only known object remaining from the Buderim – Palmwoods Tramway which closed in 1935. The locomotive has a strong connection to the local history of Buderim District and has good interpretive potential for the community and visitors to the area.

The catalyst for this project has been the ongoing work of the Buderim Palmwoods Heritage Tramway Inc. The Buderim Palmwoods Heritage Tramway Inc. was formed in 2003 following foundation work done by the Buderim Historical Society over the preceding 10 or so years. The Buderim Palmwoods Heritage Tramway Inc. consists of a group of volunteers who intend to facilitate education and interpretation tours of the Krauss locomotive once the display building is complete. The group has been working collaboratively with council and other community groups for nearly a decade in order to achieve their objective of showcasing and conserving the Krauss locomotive.

In 2011 Council undertook preparation of the Draft Buderim Village Parklands Landscape Plan. The Landscape Plan holistically investigated the future planning of the village and included identifying suitable locations for the Krauss display building. While options were limited due to a lack of available open space in the Buderim village, the road reserve adjacent to the roundabout – commonly known as the Old Post Office site (OPO site), was agreed on by the Buderim Palmwoods Heritage Tramway Inc. and supported by the community through the consultation process. In January 2013, council endorsed the following recommendations. (OM13/255)

- (a) receive and note the report titled “**Krauss Locomotive Display**”
- (b) endorse the *Krauss Locomotive Display Design Report in principle to enable relevant user groups to progress the future planning and to allow them to progress applications for external funding and Sunshine Coast Council grants for implementation initiatives and*
- (c) note that there are no funds in the current or future capital works program for this project and the intention is that it will be fully funded and managed by the relevant community group

In July 2015 the Buderim Palmwoods Heritage Tramway Inc. approached council through the Strategic Discussion Forum (SDF) with an alternative location, the site of the Lindsay Road public toilet block. The group proposed that council replace the outdated toilet block with a new building, combining a toilet block with a display area for the Krauss locomotive. Although these items were acknowledged by the Buderim Palmwoods Heritage Tramway Inc. during the development of the Draft Buderim Village Parklands Landscape Master Plan, during this SDF, the Buderim Palmwoods Heritage Tramway Inc. Concluded that the road reserve adjacent to the roundabout was no longer suitable due to:

*“Streetscape considerations*

- Scale of building will dwarf its surrounds
- Visually overpowering
- Consume existing open space which is in balance and already tastefully landscaped
- Allowable footprint is undersize with restricted access around locomotive
- Design restrictions would also be necessary to accommodate this tight site

*Cost*

- Traffic management cost associated to this site are high
- No laydown area
- Potential for hindrance from underground services (and disruption)
- Operating heavy equipment, more cost associated to traffic management”

The Krauss Locomotive Taskforce, combining members of the Buderim Palmwoods Heritage Tramway Inc., councillors and council officers was created as a recommendation of the SDF. The Taskforce was charged with moving the project forward.

In late 2015, the taskforce on behalf of Council, sought feedback from the community regarding the preferred site, Option 1 - the OPO site or Option 2 – the Lindsay Road toilet block site. Consultation results confirmed that the wider community preferred Option 2.

In February 2015, the Buderim Palmwoods Heritage Tramway Inc. engaged a specialist consultant David Mewes, Curator, Culture and Histories, Workshops Rail Museum (Queensland Museum), to carry out a heritage significance assessment of the Krauss

locomotive. The intention was to gain a Statement of Significance, formalizing the level of significance of the locomotive i.e. local, state, national or international. This information would then be used to determine the level of conservation required and to assist in securing grant funding for the design and construction of the project. The assessment was finalized in September 2016 and found, "The Locomotive – Krauss 0-6-2T Builder's Number 6854 of 1914 is regarded as being of local significance" (Mewes, D. 2016). The locomotive is regarded as having limited significance related to completeness and integrity. It has been substantially altered from its original configuration and has few original fittings left. It is understood the Krauss taskforce could apply for state or federal government funding however acknowledge it would be considered a lower priority by funding agencies due to its low level of significance.

As a recommendation of the Statement of Significance, a Conservator, was engaged in late 2016 to write the technical conservation specification for the display component of the building. The conservation specification guides the appropriate approach for the care and storage of the locomotive on display and is the key document informing the design of a display building.

The Krauss Conservation Report, Conservation Assessment of Krauss Display Options, and Attachment 1 prepared by Objects Conservator, Melanie Fihelly, identified 2 issues impacting the viability of the project:

1. Conservation – the recommended level of conservation and resultant impact on the building design
2. Location – site suitability

In order to progress the project, further consideration and guidance from council regarding these issues was required. Parks and Gardens and Community Services officers presented the conservation recommendation and location Options 1 to 10 at the April 2017 SDF.

Feedback from the SDF included the following points:

- *While Council is supportive of the group, consensus is that the Lindsay Road site is not suitable*
- *Need to consider the Nambour Museum as a preferred location with possible option of a Carcoon (bubble storage)*
- *Council staff to go back to community group (Buderim Palmwoods Heritage Tramway Inc.) and bring further detail via report to Council*

Also noted at the SDF, Mayor Mark Jamieson requested a further option be investigated – to potentially accommodate the Krauss display building in the Buderim Village Park.

Throughout May and June 2017, Council staff have consulted further with the Buderim Palmwoods Heritage Tramway Inc. who have provided their location preferences and requested that an additional option be investigated and considered - to build a separate Krauss display building on the existing Lindsay Road toilet block site and a new toilet block on the OPO site adjacent to the round-about. Both additional locations have been investigated for this report and are outlined in Att. 1.

Lastly, the issue of final asset ownership of the Krauss locomotive has been an ongoing discussion with the Krauss Taskforce. The Buderim Palmwoods Heritage Tramway Inc. have expressed interest in council taking ownership of the asset as part of this project. Community Services do not recommend that council take ownership of the asset as council does not have an appropriate storage or display facility, and are not suitably resourced to deal with an asset of this type at this time. A decision from council regarding asset ownership is being sought herewith.

A detailed assessment of the key issues:

1. conservation
2. location, and
3. asset ownership,

has been undertaken and is included in Attachment 1. Krauss Locomotive Conservation, Locations and Asset Ownership Assessment Report (July 2017).

## **Conclusion**

### Conservation

The Krauss Locomotive Conservation, Locations and Asset Ownership Assessment Report concludes the conservator's recommendation Category C: Simple Control is appropriate for a heritage item of local significance.

### Location

Att. 1. The Krauss Locomotive Conservation, Locations and Asset Ownership Assessment Report (2017), identifies that there are no suitable sites in Buderim that meet the requirements of the display building. Ideally, long term, the Krauss would be located in a future Council Heritage Collection Storage Facility and/or Regional Interpretation Centre rather than a costly standalone interpretive / storage facility.

The most feasible option at this time is to move the Krauss locomotive to the Nambour and District Historical Museum. The Buderim Palmwoods Heritage Tramway Inc. has sufficient funds required to relocate the locomotive and facilitate building alterations to accommodate the Krauss, costed at \$40,000. Council capital works funding would not be required.

In the meantime, council could provide support to the Buderim Palmwoods Heritage Tramway Inc. to develop heritage interpretation through augmented reality technology. Augmented reality apps (AR apps) superimpose computer-generated images atop a user's view of reality, thus creating a composite view rooted in both real and virtual worlds. An AR app is currently being developed for the Mary Cairncross Visitor Centre on the evolution of the Glass House Mountains. Visitors will wear smart glasses or utilize smart phones to experience the app. An AR app could incorporate the original Buderim tram tracks and locomotives and be experienced on-site in Buderim.

### Asset ownership

It is understood that council does not have a suitable storage facility nor the resources to take ownership of the Krauss locomotive at this time. Therefore it is recommended that the Krauss ownership be retained by the Buderim Palmwoods Heritage Tramway Inc.

Council will continue to provide support to the Buderim Palmwoods Heritage Tramway Inc. through engagement, advocacy and grant funding opportunities for display and/or interpretation of the Krauss locomotive.

## **Legal**

As there is no building nor asset acquisition being proposed, there are no legal uncertainties surrounding the recommendations.

## **Policy**

As there is no building nor asset acquisition being proposed, there are no relevant council policy implications.

## **Risk**

There is a risk that the recommendations will not meet community expectations. To mitigate this risk, Council staff will continue to work closely with the Buderim Palmwoods Heritage Tramway Inc. on messaging to the Buderim community.

**Previous Council Resolution**

Ordinary Meeting 12 December 2013 (OM13/255)

- (a) *Receive and note the report titled “**Krauss Locomotive Display**”*
- (b) *endorse the Krauss Locomotive Display Design Report in principle to enable relevant user groups to progress the future planning and to allow them to progress applications for external funding and Sunshine Coast Council grants for implementation initiatives and*
- (c) *note that there are no funds in the current or future capital works program for this project and the intention is that it will be fully funded and managed by the relevant community group.*

**Related Documentation**

Krauss Locomotive Conservation, Locations and Asset Ownership Assessment Report (July 2017).

Buderim Krauss Locomotive Significance Assessment D Mewes\_20160719

Conservation Assessment of Krauss Display Options - Melanie Fihelly\_200317

Krauss Conservation Specification Report - Melanie Fihelly\_200317

**Critical Dates**

There are no critical dates relevant to this report however the Buderim Palmwoods Heritage Tramway Inc. Would appreciate timely and clear direction on the outcome of this report.

**Implementation**

Upon endorsement of this report the following process is proposed:

- Prepare and distribute a media release
- Provide support, should the Buderim Palmwoods Heritage Tramway Inc. choose to re-locate the Krauss locomotive to a temporary location - Nambour and District Historical Museum
- Should a future Sunshine Coast Council Collection Storage Facility and/or Regional Interpretation Centre be developed, consider permanently locating the Krauss locomotive to this facility.

**8.5 CORPORATE SERVICES****8.5.1 JUNE 2017 FINANCIAL PERFORMANCE REPORT****File No:** Financial Reports**Author:** Coordinator Financial Services  
Corporate Services Department**Attachments:** Att 1 - June 2017 Interim Financial Performance Report .....269**PURPOSE**

To meet Council's legislative obligations, a monthly report is to be presented to Council on its financial performance and investments.

**EXECUTIVE SUMMARY**

This monthly financial performance report provides Council with an interim summary of performance against budget as at 30 June 2017 in terms of the operating result and delivery of the capital program. Year-end accounts will be finalised for audit in September.

The operating result at 30 June 2017 shows a positive variance of \$7.3 million compared to the forecast year end result.

**Operating Performance****Table 1: Operating Result as at 30 June 2017**

June 2017	Current Budget \$000	YTD Current Budget \$000	YTD Actual \$000	YTD Variance \$000	Variance %
Operating Revenue	418,101	418,101	431,778	13,677	3.3
Operating Expenses	395,282	395,282	401,658	6,376	1.6
<b>Operating Result</b>	<b>22,819</b>	<b>22,819</b>	<b>30,120</b>	<b>7,301</b>	<b>32.0</b>

Achievement of the full year budgeted operating result allows Council to meet its debt repayments and capital expenditure commitments.

**Capital Performance**

As at 30 June 2017, \$193.8 million (85.2%) of Council's \$227.4 million 2016/17 Capital Works Program was financially expended. This includes \$11.8 million of recurrent and non-recurrent operating expenses that is funded within the capital works program and incurred in relation to the delivery of capital projects.

The core Council Capital Program has progressed 86.7% of budget, an actual spend of \$125.4 million, including \$7.0 million of recurrent and non-recurrent operating expenses. Excluding Divisional Allocations, Information Technology, Strategic Land and Sunshine Coast Airport - the core percentage financially expended increases to 92.2%.

Council's investment portfolio remains within the guidelines established under the Investment Policy.

## OFFICER RECOMMENDATION

That Council receive and note the report titled “June 2017 Financial Performance Report”.

## FINANCE AND RESOURCING

There are no finance and resourcing implications from this report.

## CORPORATE PLAN

**Corporate Plan Goal:** *An outstanding organisation*

**Outcome:** 5.3 - A financially sustainable organisation

**Operational Activity:** 5.3.7 - Sustainable financial position maintained.

## CONSULTATION

### Portfolio Councillor Consultation

Consultation has been undertaken with the Portfolio Councillor.

### Internal Consultation

All departments and branches participated in the formation of the recommendations associated with this report.

### External Consultation

No external consultation is required for this report.

### Community Engagement

No community engagement is required for this report.

## PROPOSAL

Achievement of the full year budgeted operating result of \$22.8 million allows Council to meet its debt repayments and capital expenditure commitments.

The operating result at 30 June 2017 shows a positive variance of \$7.3 million compared to the forecast year end result.

### Recurrent Operating Revenue

Year to date revenues as at 30 June 2017 of \$431.8 million shows a positive variance of \$13.7 million.

**Table 2: Substantial Revenue variances as at 30 June 2017**

Operating Revenue Large Variances	YTD Current Budget \$000	YTD Actual \$000	YTD Variance \$000	Variance %
Operating Grants and Subsidies	12,418	18,282	5,864	47.2
Fees and Charges	66,166	68,663	2,498	3.8
Internal Sales/Recoveries	5,710	8,413	2,703	47.3
Other Revenue	13,086	14,684	1,598	12.2



### Operating Grants and Subsidies

In June 2017 Council received an early payment for the 2017/18 Federal Assistance Grant of \$5.4 million. These funds have been incorporated in the 2017/18 Budget and the funding is assigned to the 2017/18 operational expenditure.

### Fees and Charges

Fees and charges revenue of \$68.7 million, is \$2.5 million ahead of year to date budget, consistent with the April result. Significant variances are consistent with trends from prior months and include:

- \$789,000 is attributable to development service revenue being ahead of budget and equates to 5% of the full year budget. This relates to market driven volumes continuing above expectation following budget review 3.
- \$702,000 relates to higher revenues at the Sunshine Coast Holiday Parks with some associated increased expenditure.
- \$690,000 across the Community Response Branch, predominantly relating to infringements. This variance is partially offset by higher employee costs.
- \$241,000 relates to increased revenue at Council's refuse tip centres.

### Internal Sales/Recoveries

The variance to budget as at 30 June 2017 predominantly relates to higher recoveries from capital for the sale of Quarry products of \$2.4 million. Associated increased expenditure has also been incurred to generate product and manage stock piling.

### Other Revenue

Other revenue has exceeded the year to date budget by \$1.6 million, this is made up of:

- \$466,000 for an additional revegetation offset which was received in June and is required to be transferred to restricted cash, to fund expenditure in 2017/18
- \$457,000 for higher sales of recoverable materials at the Waste facilities
- \$455,000 across the organisation for recoupment of expenditure
- \$164,000 associated with Road Maintenance Levies
- \$120,000 in higher Lease Revenue

### Recurrent Operating Expenses

Year to date expenditure as at 30 June 2017 of \$401.7 million shows a variance over budget of \$6.4 million.

**Table 3: Substantial Expenditure variances as at 30 June 2017**

Operating Expenditure Large Variances	YTD Current Budget \$000	YTD Actual \$000	YTD Variance \$000	Variance %
Employee Costs	130,066	131,869	1,803	1.4
Materials and Services	162,794	164,021	1,226	0.8
Finance Costs	11,084	12,320	1,236	11.2
Depreciation Expense	69,233	71,090	1,858	2.7

### Employee Costs

As at 30 June 2017 employee costs were above budget by \$1.8 million. Employee expenditure to deliver projects across capital, operating and region making is above budget by \$1.1 million whereby funding is balanced at project level.

Core employee costs were above budget by \$712,000 or 0.6%.

**Materials and Services**

As at 30 June 2017, materials and services costs were above budget by \$1.2 million or 0.8%. \$2.5 million of capital project costs have been recognised as recurrent expenditure at year end. This includes costs such as landscaping and street trees as well as marketing and promotions which are justified project expenses, however cannot be capitalised as part of an asset. Region Making projects account for \$1.5 million of the interim reported variance and reviews are continuing as part of the asset recognition for final year end accounts.

Higher costs have also been incurred for Region Making projects due to timing issues where the funding will be recognised in 2017/18.

These budget over runs are partially offset by savings in core expenditure and underspends in operating projects across all departments. Projects are currently under review to identify necessary carry overs to the 2017/18 financial year.

**Finance Costs**

Finance costs have overrun budget by \$1.2 million as a result of interest associated with Region Making Projects being expensed to operating.

**Depreciation**

Depreciation is higher than budget in the interim results for 30 June 2017 by \$1.9 million due to a rapidly increasing asset base. Most of the increase is associated with road infrastructure due to a high level of contributed assets in this class, as well as early recognition of much of the reseal and rehabilitation program in quarter 3.

**Non-Recurrent Revenue and Expenditure****Capital Revenue**

Contributed assets account for most of the variance in Capital Revenue of \$54.4 million at 30 June 2017. Cash contributions are also ahead of budget accounting for \$3.1 million of the variance. Some grant acquittals for completed projects will be finalised in 2017/18 and recognised through Budget Review 1.

**Non-Recurrent Expenditure**

In delivering the capital works program Council has incurred costs of \$8.7 million for the relocation of assets belonging to third parties. These are "one-off" expenses associated with bringing Council's asset to the location and condition necessary for its intended operation and are recognised as non-recurrent. These costs are funded as part of the capital program and do not have a further impact on cash or Council's operating result.

**Capital Expenditure**

As at 30 June 2017, \$193.8 million (85.2%) of Council's \$227.4 million 2016/17 Capital Works Program was financially expended. This includes \$11.8 million of recurrent and non-recurrent operating expenses that is funded within the capital works program and incurred in relation to the delivery of capital projects. Excluding divisional allocations, information technology, strategic land, Sunshine Coast Airport, corporate and region making projects - the percentage financially expended increases to 92.2%.

The core Council Capital Program has progressed 86.7% of budget, an actual spend of \$125.4 million, including \$7.0 million of recurrent and non-recurrent operating expenses. Excluding Divisional Allocations, Information Technology, Strategic Land and Sunshine Coast Airport - the core percentage financially expended increases to 92.2%.

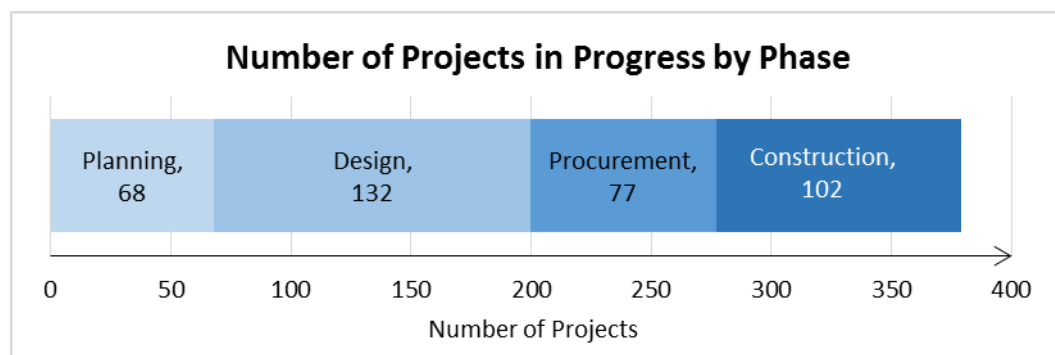
**Table 4: Capital expenditure variances by program as at 30 June 2017**

Capital Works Program	Forecast Budget \$000	Actual \$000	Actual inc Expense \$000	Variance	% Variance on budget
Aerodromes	212	174	175	(37)	(17.4)
Buildings and Facilities	11,522	10,095	10,128	(1,394)	(12.1)
Coast and Canals	1,620	1,530	1,572	(49)	(3.0)
Divisional Allocations	3,548	1,597	1,107	(2,441)	(68.8)
Environmental Assets	4,971	5,048	5,065	94	1.9
Fleet	3,066	3,111	3,111	45	1.5
Holiday Parks	3,121	2,970	2,977	(144)	(4.6)
Information Technology	2,524	2,469	2,258	(266)	(10.5)
Parks and Gardens	16,647	15,689	16,089	(558)	(3.4)
Quarries	459	312	312	(147)	(31.9)
Stormwater	4,737	3,259	3,429	(1,308)	(27.6)
Strategic Land and Commercial Properties	19,157	12,786	12,793	(6,363)	(33.2)
Sunshine Coast Airport	4,726	3,259	3,585	(1,141)	(24.2)
Transportation	57,632	45,860	52,503	(5,129)	(8.9)
Waste	10,653	10,266	10,294	(359)	(3.4)
<b>Total SCC Core Capital Program</b>	<b>144,595</b>	<b>118,426</b>	<b>125,399</b>	<b>(19,195)</b>	<b>(13.3)</b>
Corporate Major Projects	9,542	6,416	6,416	(3,125)	(32.8)
Maroochydore City Centre	24,485	15,475	20,130	(4,355)	(17.8)
Solar Farm	34,495	32,991	33,061	(1,434)	(4.2)
Sunshine Coast Airport Runway	14,331	8,734	8,813	(5,518)	(38.5)
<b>Total Other Capital Program</b>	<b>82,852</b>	<b>63,616</b>	<b>68,420</b>	<b>(14,432)</b>	<b>(17.4)</b>
<b>TOTAL</b>	<b>227,447</b>	<b>182,041</b>	<b>193,819</b>	<b>(33,628)</b>	<b>(14.8)</b>

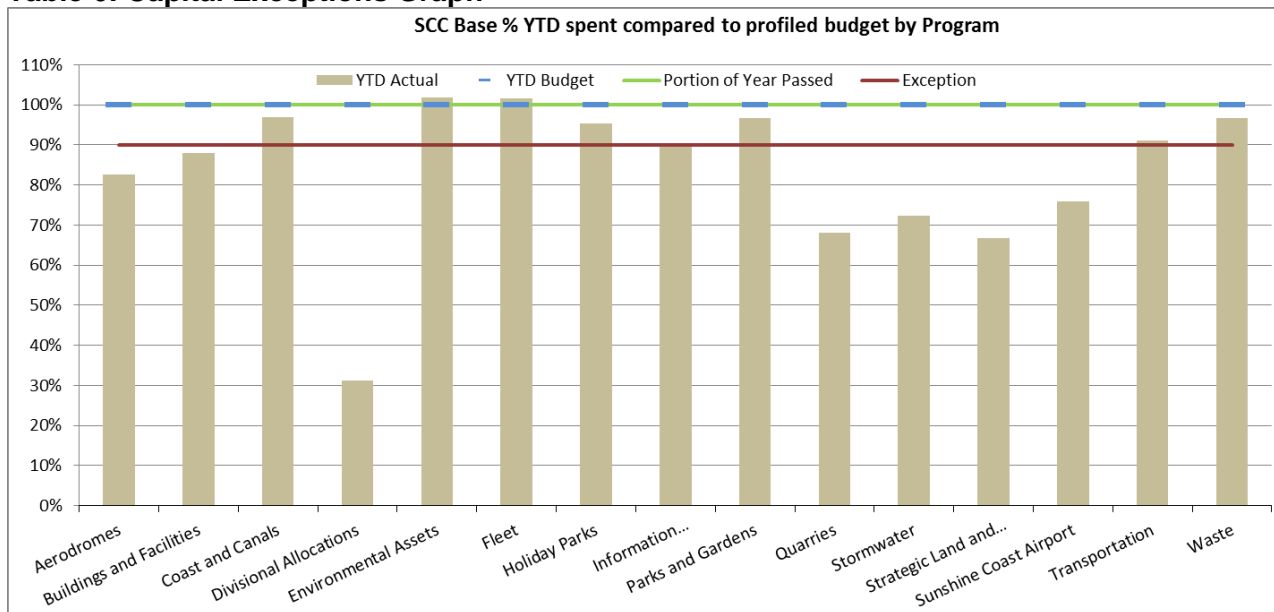
**Table 5: Projects by status (SCC Base Only)**

Project summary by Job status (SCC Base only)	Number of Capital Jobs	%	Current Budget \$000	%
Not Started	28	2.5	683	0.5
Works in Progress	379	33.2	64,455	44.6
Complete	684	59.9	78,440	54.2
On Hold/Cancelled	50	4.4	1,017	0.7
<b>Total</b>	<b>1,141</b>		<b>144,595</b>	

In the final quarter, 202 jobs progressed to completed status with 379 jobs remaining in progress. The financial completion target for 2016/2017 remains within the 90% to 95% range.



**Table 6: Capital Exceptions Graph**



The core capital program is underspent in the interim 30 June 2017 results by \$19.2 million. Additional expenses are anticipated through end of year accruals as accounts are finalised for works delivered in June. A review is underway to identify necessary carry over projects for 2017/18.

The largest variance for the core program is strategic land and commercial properties at \$6.4m. This is due to the difficulty in forecasting when land settlements will occur. The major expenditure for the Northern Depot site will settle in July 2017.

The Transportation program has expended 90% of the program to date, however due to the significant value of the program is currently reporting an end of year variance of \$5.1 million. The larger variances are also attributable to land acquisitions associated with road widening projects.

Other programs below the exception line with significant variances are detailed below.

Buildings and Facilities

Of the \$11.6 million program \$10.2 million has been expended to date. Forward design projects account for most of the budget underspend and can be completed early in 2017/18 to inform delivery on future budgets.

Stormwater

The majority of the \$4.7 million program has progressed through tender and is under construction or ready to commence. Projects will be identified for carry over and completed in 2017/18.

Sunshine Coast Airport

All projects have commenced with the exception of the Terminal Retail Refurbishment. Projects currently in progress will be completed by mid-August to meet contractual obligations.

**Investment Performance**

- All investment parameters remain within the guidelines established by the Investment Policy.
- For the month ending 30 June 2017 Council had \$282 million cash (excluding Trust Fund) with an average interest rate of 2.68%, being 0.93% above benchmark. This is compared to the same period last year with \$318 million cash (excluding Trust Fund) where the average interest rate was 3.09%, being 1.06% above benchmark.
- The benchmark used to measure performance of cash funds is Bloomberg AusBond Bank Bill Index (BAUBIL) and the Bank Bill Swap Rate (BBSW) for term deposits.

**Legal**

This report ensures that Council complies with its legislative obligations with respect to financial reporting in accordance with Section 204 of the *Local Government Regulation 2012*.

Investment of funds is in accordance with the provisions of the *Statutory Bodies Financial Arrangements Act 1982* and the associated Regulations and the *Local Government Act 2009*.

**Policy**

Council's 2016/17 Investment Policy.

**Risk**

Failure to achieve the budgeted operating result will negatively impact Council's capacity to complete its capital expenditure program.

**Previous Council Resolution****Ordinary Meeting 18 May 2017 (OM17/74)**

*That Council:*

- receive and note the report titled "March 2017 Financial Performance Report"*
- amend the 2016/17 budget to include the additional sum of \$2.85 million for the Solar Farm Project*
- amend the 2016/17 budget to include the additional sum of \$970,000 for the acquisition of land and*
- amend the 2016/17 budget to reflect gross proceeds from the sale of land of \$1.2 million.*

**Ordinary Meeting 20 April 2017 (OM17/59)**

*That Council:*

- receive and note the report titled "Budget Review 3 2016/17" and*
- adopt the amended 2016/17 Budget Financial Statements to include the identified operating and capital budget adjustments (Appendix A).*

**Ordinary Meeting 8 December 2016 (OM16/221)**

*That Council:*

- receive and note the report titled "Budget Review 2 2016/17"*
- adopt the amended 2016/17 Budget Financial Statements to include the identified operating and capital budget adjustments (Appendix A) and*
- in addition to (b), amend the 2016/17 budget to include the additional sum of \$50,000 for the Maroochy Basketball Extension.*

**Ordinary Meeting Budget 15 September 2016 (OM16/163)**

*That Council:*

- (a) *receive and note the report titled "Budget Review 1 2016/17 " and*
- (b) *adopt the amended 2016/17 Budget Financial Statements to include the identified operating and capital budget adjustments (Appendix A).*

**Special Meeting Budget 16 June 2016 (SM16/16)**

*That Council:*

- (a) *receive and note the report titled "Adoption of the 2016/2017 Budget and Forward Estimates for the 2017/2018 to 2025/2026 Financial Years"*
- (b) *adopt the 2016/2017 Budget Schedules (Appendix A) including Forward Estimates and*
- (c) *adopt the 2016/2017 Capital Works Program, endorse the indicative four-year program for the period 2017/2018 to 2020/2021, and note the five-year program for the period 2021/2022 to 2025/2026 (Appendix B).*

**Related Documentation**

2016/17 Adopted Budget

**Critical Dates**

There are no critical dates for this report.

**Implementation**

There are no implementation details to include in this report.



**8.6 ECONOMIC DEVELOPMENT AND MAJOR PROJECTS**

Nil



**8.7 OFFICE OF THE MAYOR AND THE CEO****8.7.1 REPEAL RESOLUTION OM17/108 (MAKING OF INTERIM LOCAL LAW NO. 1 (COMMUNITY HEALTH AND ENVIRONMENTAL MANAGEMENT) 2017)**

**File No:** Council meetings  
**Author:** Manager Corporate Governance  
Office of the Mayor and Chief Executive Officer

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**PURPOSE**

The purpose of this report is to seek a council resolution to repeal Resolution OM17/108 (Making of Interim Local Law No. 1 (Community Health and Environmental Management) 2017).

**EXECUTIVE SUMMARY**

The provisions under Chapter 5A of the *Environmental Protection Regulation 2008* (the **Regulation**) and Part 2A of the *Waste Reduction and Recycling Regulation 2011* (WRRR) were due to expire on 1 July 2017. These provisions allow local governments to regulate the appropriate storage and removal of general waste from premises and designate a waste service area with the local government area.

In response to the expiry of these provisions, council at its Ordinary Meeting on 15 June 2017, resolved to make Interim Local Law No. 1 (Community Health and Environmental Management) 2017 and to undertake a number of statutory steps in accordance with the local law making process with the intent of making the Interim Local Law permanent.

On 23 June 2017 it was notified on the Queensland legislation website that the expiring waste provisions under the Regulation and the WRRR were extended for another 12 months until 1 July 2018.

As there is no longer an immediate requirement to replicate these provisions in council's local laws given the extension of time, the interim local law is no longer required. Council will continue to rely on the waste provisions under the Regulation and WRRR for a further 12 months. This extension of time also provides council with the opportunity over the next six (6) months to explore options with regards to waste regulation and operation across the region.

**OFFICER RECOMMENDATION**

**That Council:**

(a) receive and note the report titled "Repeal Resolution OM17/108 (Making of Interim Local Law No. 1 (Community Health and Environmental Management) 2017)" and

(b) repeal Council Resolution (OM17/108) namely:

*That Council:*

(a) *receive and note the report titled "Making of Interim Local Law No. 1 (Community Health and Environmental Management) 2017"*

(b) *resolve to make Interim Local Law No.1 (Community Health and Environmental Management) 2017 (Appendix A) and*

(c) *resolve to undertake community consultation and a Public Interest Review in relation to Interim Local Law No.1 (Community Health and*

*Environmental Management) 2017, with a view to making the law permanently.*

- (c) commence the local law making process with a view to making a permanent local law for waste management from 1 July 2018.

## FINANCE AND RESOURCING

The cost of drafting Interim Local Law No.1 (Community Health and Environmental Management) 2017 was \$4,290.00 which has been funded through existing budget allocations within the Corporate Governance Branch.

## CORPORATE PLAN

<b>Corporate Plan Goal:</b>	<b>Service excellence</b>
<b>Outcome:</b>	We serve our community by providing this great service
<b>Operational Activity:</b>	S27 - Waste and resource management - collection and disposal of solid and liquid wastes, operation of waste transfer facilities and landfills, recycling and materials recovery, community education programs

## CONSULTATION

### Portfolio Councillor Consultation

Councillors attended a workshop on 14 March 2017 where the matter of the expiring provisions was raised and discussed.

Further consultation has occurred with Deputy Mayor Councillor T Dwyer and Portfolio Councillor E Hungerford.

### Internal Consultation

Corporate Governance has consulted with:

- Director Infrastructure Services
- Manager Waste and Resource Management
- Chief Strategy Officer

During these discussions, it was determined that given the extension of the State Government's waste management provisions to 1 July 2018, repealing the resolution to make the Interim Local Law was the best course of action. The extension of the waste provisions for a further 12 months provides council with the opportunity to explore options with regards to waste regulations and operation across the region.

### External Consultation

No external consultation was required for the preparation of this report as it relates to an internal administrative decision. However, on 20 June 2017 council received a formal notification from the Department of Environment and Heritage Protection that the Honourable Dr Steven Miles MP, Minister for Environment and Heritage Protection and Minister for National Parks and the Great Barrier Reef was taking the necessary measures to extend the expiry of the local government waste management provisions in part 2A of the Waste Regulation and chapter 5A of the EP Regulation to mid-2018.

### Community Engagement

No community engagement was required for the preparation of this report as it relates to an internal administrative decision. However, community consultation will be undertaken in the

future if a decision is made to commence the local law making process with regards to the expiring waste provisions on 1 July 2018.

## PROPOSAL

The Waste Regulation was repealed on 9 September 2014, and the local government waste collection and management provisions were transferred to Chapter 5A of the *Environmental Protection Regulation 2008* (the **Regulation**) temporarily to allow local governments to put alternative measures in place to deal with local waste management issues.

Chapter 5A of the Regulation was due to expire on 1 July 2017. The State in repealing Chapter 5A of the Regulation moved the head of power for a local government to designate a waste service area to s.7 of the *Waste Reduction and Recycling Regulation 2011* (WRRR). This provision under the WRRR allows a local government to designate an area as a waste service area. Section 7 of the WRRR was also due to expire on 1 July 2017.

In response to the expiry of these waste provisions, at the Ordinary Meeting on 15 June 2017 council resolved to make Interim Local Law No. 1 (Community Health and Environmental Management) 2017 and to undertake community consultation and a State interest check in order to make the local law permanent.

However, on 23 June 2017 the State government notified that the expiring waste provisions under the Regulation and the WRRR were extended for a further 12 month until 1 July 2018. As a result of this extension, council can continue to rely on the provisions under the Regulation and WRRR for a further 12 months until a more permanent arrangement is put in place.

Given the State's decision to extend these provisions past 1 July 2017, there is no longer the need to proceed with the gazettal of Interim Local Law No. 1 (Community Health and Environmental Management) 2017 as the Interim Local Law is a replica of the State provisions.

The extension of time now affords Council a further six (6) months to explore alternative options with regard to waste management across the region and to commence the local law making process and proceed to propose to make the local law at the 7 December 2017 Ordinary Meeting.

It is also expected the Department of Environment and Heritage Protection will continue to update Queensland Local Governments on the status of these expiring provisions and Council will continue to liaise with the State and the Local Government Association of Queensland (LGAQ) regarding these matters.

## Legal

The proposal has been considered in accordance with s.262 (Repeal or amendment of resolutions) of the *Local Government Regulation 2012*.

## Policy

There are no new policy implications with regard to this report.

## Risk

If the State continue to move forward with the expiry of the waste provisions on 1 July 2018; there is a risk that if local law provisions are not adopted by Sunshine Coast Council by 1 July 2018 there will be:

- no head of power or provision for Sunshine Coast Council to enforce the appropriate storage, or removal of general waste from premises within the region; and
- reduced provisions to ensure environmental health, amenity and safety of the community.

**Previous Council Resolution****Ordinary Meeting 15 June 2017 (OM17/108)**

*That Council:*

- (a) *receive and note the report titled "Making of Interim Local Law No. 1 Community Health and Environmental Management) 2017"*
- (b) *resolve to make Interim Local Law No.1 (Community Health and Environmental Management) 2017 (Appendix A) and*
- (c) *resolve to undertake community consultation and a Public Interest Review in relation to Interim Local Law No.1 (Community Health and Environmental Management) 2017, with a view to making the law permanently.*

**Related Documentation**

- *Local Government Act 2009 and Regulation*
- *Sunshine Coast Regional Council Local Laws and Subordinate Local Laws*
- *State Government Guidelines for Making Local Laws and Subordinate Local Laws*
- *Corporate Plan 2017-2021 and*
- *Operational Plan 2016-2017.*

**Critical Dates**

It is prudent to consider the repeal of resolution (OM17/108) in a timely manner and prior to any elements of the resolution being implemented or commenced.

Consideration should also be given to the development of a local law to take effect prior to the expiry of Chapter 5A of the Regulation and s.7 of the WRRR on 1 July 2018.

**Implementation**

Following consideration of this report, actions relevant to the recommendation will be implemented and include:

- *Investigate options with regards to waste management for the local government area*
- *Commence the local law making process for the development of a permanent local law for waste management regulation (effective from 1 July 2018)*
- *Prepare a report to propose to make the local law at the 7 December 2017 Ordinary Meeting.*

## 8.7.2 MAKING OF LOCAL LAW NO. 7 (SUNSHINE COAST AIRPORT) 2017, SUBORDINATE LOCAL LAW NO. 7 (SUNSHINE COAST AIRPORT) 2017 AND AMENDMENT SUBORDINATE LOCAL LAW NO. 2 (PARKING) 2017

<b>File No:</b>	<b>Council meetings</b>
<b>Author:</b>	<b>Manager Corporate Governance Office of the Mayor and Chief Executive Officer</b>
<b>Appendices:</b>	<b>App A - Sunshine Coast Regional Council Local Law No. 7 (Sunshine Coast Airport) 2017 .....289</b>
	<b>App B - Sunshine Coast Regional Council Subordinate Local Law No. 7 (Sunshine Coast Airport) 2017 .....299</b>
	<b>App C - Amendment Subordinate Local Law No. 2 (Parking) 2017 .....307</b>

### PURPOSE

The purpose of this report is to seek a council resolution to make Local Law No. 7 (Sunshine Coast Airport) 2017, Subordinate Local Law No. 7 (Sunshine Coast Airport) 2017 and Amendment Subordinate Local Law No. 2 (Parking) 2017.

### EXECUTIVE SUMMARY

The majority of airports in Australia are regulated under either federal legislation, state legislation or local government local laws. These statutory arrangements provide the mechanism for airports to regulate matters such as airport notices, moving people on powers, parking, enforcement and the appointment of authorised persons. These statutory arrangements ensure the regulation and operation of all airports across Australia are consistent and aligned.

The Sunshine Coast Airport currently relies on the law of contract along with its authority as owner of the land to control use of the land and facilities under council's existing local laws. However, the new airport corporation will not be able to use council's current local law framework as the majority of powers do not extend to a private corporation.

Local Law No. 7 (Sunshine Coast Airport) 2017 and Subordinate Local Law No. 7 (Sunshine Coast Airport) 2017 and the declaration of off-street parking in *Subordinate Local Law No. 5 (Parking) 2011* will allow the new airport corporation to regulate parking and a range of other matters by airport notice, including parking of aircraft, permits for airside vehicles, use of buildings and facilities, safety procedures and restriction of access to various places. The statutory framework of the new local law and subordinate local laws align with both Federal and State aviation law.

In proposing to make the amendment local laws and subordinate local laws, council agreed to undertake arrangements to fulfill a number of statutory and other requirements as part of the next stage in the local law making process including:

- community consultation
- completing State interest reviews with state government agencies and
- publishing the documents and information on Council's website for viewing and access by the community.

The draft amendments were referred to the community for consultation from 16 June 2017 to 7 July 2017. A State interest review by all State Government Agencies was also undertaken from 16 June 2017 to 7 July 2017.

The above requirements have now been met and accordingly this report presents the next stage in the local law making process for:

- Local Law No. 7 (Sunshine Coast Airport) 2017
- Subordinate Local Law No. 7 (Sunshine Coast Airport) 2017 and
- Amendment Subordinate Local Law No. 2 (Parking) 2017

wherein a resolution resolving to make the local law and subordinate local laws is required to move to final notification stage.

## OFFICER RECOMMENDATION

**That Council:**

- (a) receive and note the report titled “Making of Local Law No. 7 (Sunshine Coast Airport) 2017, Subordinate Local Law No. 7 (Sunshine Coast Airport) 2017 and Amendment Subordinate Local Law No. 2 (Parking) 2017”
- (b) hereby resolves that Local Law No. 7 (Sunshine Coast Airport) 2017, Subordinate Local Law No. 7 (Sunshine Coast Airport) 2017 and Amendment Subordinate Local Law No. 2 (Parking) 2017, have been reviewed in accordance with section 38 of the *Local Government Act 2009* and do not contain any possible anti-competitive provisions because they neither create barriers to entering the market nor restrict competition in the market
- (c) in accordance with council’s ‘Process for Making Local Laws’ adopted on 1 June 2010, pursuant to section 29 of the *Local Government Act 2009*, hereby resolve to make:
  - (i) Sunshine Coast Regional Council Local Law No. 7 (Sunshine Coast Airport) 2017 (Appendix A)
  - (ii) Sunshine Coast Regional Council Subordinate Local Law No. 7 (Sunshine Coast Airport) 2017 (Appendix B)
  - (iii) Amendment Subordinate Local Law No. 2 (Parking) 2017 (Appendix C) and
- (d) authorise the Chief Executive Officer to make any necessary administrative and formatting amendments to the document as part of the final proof reading and cross referencing.

## FINANCE AND RESOURCING

The cost of preparation of the Local Laws and Subordinate Local Laws was \$14,586.00 Inc. GST. This has been met within the existing budget allocations of the Sunshine Coast Airport Transition.

## CORPORATE PLAN

**Corporate Plan Goal:** *Service excellence*  
**Outcome:** We serve our community by providing this great service  
**Operational Activity:** S23 - Local amenity and local laws - maintaining and regulating local amenity through local laws, regulated parking, community land permits and management of animals, overgrown land and abandoned vehicles

## CONSULTATION

### Portfolio Councillor Consultation

Consultation has occurred with the Deputy Mayor Councillor T Dwyer and Portfolio Councillor E Hungerford.

### Councillor Consultation

Council were informed of the proposal for a Sunshine Coast Airport Local Law at the 18 May 2017 Special Council Meeting, item 4.1.3 – Sunshine Coast Transition process.

### Internal Consultation

Internal consultation occurred with the following officers:

- Director Economic Development and Major Projects
- General Manager Sunshine Coast Airport
- Coordinator Operations and Assets – Sunshine Coast Airport
- Project Director (Major Projects)
- Manager Corporate Governance
- Manager Community Response
- Coordinator Departmental Projects
- Coordinator Governance Process and Policy
- Chief Legal Officer
- Solicitor

### External Consultation

Dr Michael Limerick was contracted to draft Local Law No. 7 (Sunshine Coast Airport) 2017, Subordinate Local Law No. 7 (Sunshine Coast Airport) 2017 and Amendment Subordinate Local Law No. 2 (Parking) 2017.

Bob Bidwell, consultant advisor for the Airport Expansion Project provided input on the mapping for the local law and details on the registered property lot numbers that would be included in the leased area for the Airport Corporation.

### State Interest Review

The State interest review was conducted from 16 June 2017 to 7 July 2017. An email requesting feedback on the proposed local law amendments was sent to the Director Generals of the following Queensland State Government Agencies:

- Department of Agriculture and Fisheries
- Department of Environment and Heritage Protection
- Department of Infrastructure, Local Government and Planning
- Department of Natural Resources and Mines
- Department of Police, Fire and Emergency Services
- Department of State Development
- Department of Transport and Main Roads
- Department of Treasury
- Department of Tourism, Major Events, Small Business, and the Commonwealth Games

Council received responses from the following State Agencies who offered no objections to the proposed local law and subordinate local laws:

- Department of Natural Resources and Mines
- Queensland Fire and Emergency Services
- Department of Agriculture and Fisheries
- Department of Tourism, Major Events, Small Business and the Commonwealth Games

### Community Engagement

Community Consultation was undertaken from 16 June 2017 to 7 July 2017. During the consultation period no submissions were received from the community.

### PROPOSAL

The aviation industry is extensively regulated from the international level right down to the domestic level. Australian federal leased airports are subject to the legislative requirements outlined in the *Airports Act 1996* (Cth) which regulates matters such as airport notices, parking, gambling, control of vehicle movements, smoking, enforcement etc.

The new airport local law duplicates the majority of provisions under Chapter 4 of the *Airport Assets (Restructuring and Disposal) Act 2008* (the Airport Assets Act) which applies to formerly State owned airports of Cairns and Mackay.

The new local law and subordinate local laws have been drafted to ensure the regulation and operation of Sunshine Coast Airport is consistently aligned with Australian aviation laws.

The duplication of the powers in Chapter 4 of the Airport Assets Act into the new Airport Local Law and Subordinate Local Law will enable the airport corporation to issue airport notices which are enforceable by fine.

The local law also replicates the State legislative provisions enabling authorised persons for airport land to give a verbal direction to a person on airport land to ensure safety and security and prevent disruption of the airport operations. The Council's Chief Executive Officer will delegate the authority to appoint an authorised person using the powers under s.259 of the *Local Government Act 2009* to the airport corporation Chief Executive Officer. Under these arrangements the local law ensures the airport corporation and not the council is liable for the actions of those authorised persons.

Amendment Subordinate Local Law No. 2 (Parking) 2017 allows airport personnel appointed as authorised persons to regulate parking on the airport land and issue penalty infringement notices for parking offences. It will also ensure all official traffic signs within the airport land area are compliant with the requirements of TORUM and consistent with all official traffic signs across the Sunshine Coast region. The same fines will apply for parking offences at the airport as for the rest of the region.

#### Local Law Making Process

The following table outlines the statutory requirements in accordance with council's local law making process. Table 1 outlines these and other requirements below:

**Table 1 – Local Law Making Process**

Statutory Requirement	Action taken	Date	Status
<b>Propose to make local law amendments</b>	Prepare report to council to propose to make <i>Local Law No. 7 (Sunshine Coast Airport) 2017 and Subordinate Local Law No. 7 (Sunshine Coast Airport) 2017 and Amendment Subordinate Local Law No. 2 (Parking) 2017</i>	15 June 2017	Completed
<b>Community consultation</b>	<ul style="list-style-type: none"> <li>• media releases</li> <li>• notification in Sunshine Coast Daily public notices</li> <li>• notification through councils news centre</li> </ul>	16 June – 7 July 2017	Completed



	<ul style="list-style-type: none"> <li>information included on Councils website on 'Have your say' page</li> </ul>		
<b>State interest check</b>	<ul style="list-style-type: none"> <li>email proposed changes to relevant state government agencies</li> </ul>	16 June – 7 July 2017	Completed
<b>Council website</b>	All relevant information and documentation placed on and available through council's website on "Have your say" page.	16 June – 7 July 2017	Completed
<b>Report to council to make the amendment local laws</b>	Prepare report to council to make the local laws	17 August 2017	Underway
<b>Gazette Notice</b>	Preparation of Government Gazette notice for publication in the Government Gazette once amendments are made by Council at the August OM 2017.	25 August 2017	To be prepared
<b>Commencement</b>	<i>Local Law No. 7 (Sunshine Coast Airport) 2017</i> (and subordinate local law) will commence on 1 October 2017 (see section 2 of Appendix 1)	1 October 2017	Underway
<b>Consolidation of Local Laws</b>	<i>Consolidate Amendment Subordinate Local Law No. 2 (Parking) 2017 into Subordinate Local Law No. 5 (Parking) 2017</i>	9 November 2017	To be prepared

### Legal

The proposal has been considered in accordance with the following legislation:

- Chapter 4 of the *Airport Assets (Restructuring and Disposal) Act 2008* (Qld)
- Section 29-32 of the *Local Government Act 2009*;
- Section 15 of the *Local Government Regulation 2012* and
- Sunshine Coast Council's suite of Local Laws and Subordinate Local Laws
- Sunshine Coast Council Local Law No. 7 (Sunshine Coast Airport) 2017
- Sunshine Coast Council Subordinate Local Law No. 7 (Sunshine Coast Airport) 2017
- Amendment Subordinate Local Law No. 2 (Parking) 2017

### Policy

There are no new policy implications in the following proposed local law, subordinate local law and amendment subordinate local law:

- Sunshine Coast Council Local Law No. 7 (Sunshine Coast Airport) 2017
- Sunshine Coast Council Subordinate Local Law No. 7 (Sunshine Coast Airport) 2017
- Amendment Subordinate Local Law No. 2 (Parking) 2017

### Risk

Risks associated with the making of amendment local laws will be managed by:

- ensuring effective implementation of the local law and subordinate local laws
- utilising robust systems and processes to monitor the performance of the local laws
- imposing the requirement that all authorised persons of the airport must undergo authorised person training annually.

Without the new local law in place, the airport corporation may not have sufficient powers to ensure the safe, secure and orderly operation of the airport. Common law authority as the lessee of land provide some basis for regulating activity on the land through conditions of use

and other landholder controls, but these are a less reliable enforcement mechanism than enforceable notices and clear powers of authorised persons to direct airport users.

The council should be aware that the local law has the effect of delegating the power to issue enforceable airport notices (thereby creating offences) to a third party – the airport corporation.

This risk is managed by:

- limiting the matters that airport notices can regulate
- limiting the size of the penalties for breach of airport notices
- requiring that authorised persons to enforce airport notices and exercise other powers are either appointed by the council or under a tightly circumscribed delegation from the council
- protecting the council from liability for exercise of powers by authorised persons appointed by the airport corporation.

### **Previous Council Resolution**

#### **Ordinary Meeting 15 June 2017 (OM17/109)**

*That Council:*

- (a) receive and note the report titled “Making of Local Law No. 7 (Sunshine Coast Airport) 2017, Subordinate Local Law No. 7 (Sunshine Coast Airport) 2017 and Amendment Subordinate Local Law No. 2 (Parking) 2017”*
- (b) resolve to propose to make:*
  - (i) Local Law No. 7 (Sunshine Coast Airport) 2017 (Appendix A)*
  - (ii) Subordinate Local Law No. 7 (Sunshine Coast Airport) 2017 (Appendix B) and*
  - (iii) Amendment Subordinate Local Law No. 2 (Parking) 2017 (Appendix C)*
- (c) resolve to undertake Community Consultation about the proposed local law and subordinate local laws*
- (d) resolve to undertake a State Interest Check in relation to the proposed local law pursuant to section 29A of the Local Government Act 2009 and*
- (e) note that the proposed laws have been reviewed in accordance with section 38 of the Local Government Act 2009 and do not contain any possible anti-competitive provisions because they neither create barriers to entering the market nor restrict competition in the market.*

### **Related Documentation**

There is no related documentation in relation to this report.

### **Critical Dates**

It is beneficial for council to resolve to make the local law and subordinate local laws in order for the Local Law amendments to take effect by the 1 October 2017.

### **Implementation**

Following consideration of this report, actions relevant to the recommendation will be implemented and include:

- government gazette notice
- website notice on the new local law and subordinate local law on Council's website
- consolidation of Amendment Subordinate Local Law No. 2 (Parking) 2017 into Subordinate Local Law No. 5 (Parking) 2017.

**9 NOTIFIED MOTIONS****10 TABLING OF PETITIONS**

Petitions only eligible for submission if:

- \* Legible
- \* Have purpose of the petition on top of each page
- \* Contain at least 10 signatures
- \* Motion limited to:
  - Petition received and referred to a future meeting
  - Petition received and referred to the Chief Executive Officer for report and consideration of recommendation
  - Petition not be received

**11 CONFIDENTIAL SESSION****11.1 PLANNING AND ENVIRONMENT****11.1.1 CONFIDENTIAL - NOT FOR PUBLIC RELEASE - CALOUNDRA  
TRANSPORT CORRIDOR PLANNING**

**File No:** Council meetings  
**Author:** Coordinator Transport Network  
Planning and Environment Department

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This report is confidential in accordance with section 275 (h) of the *Local Government Regulation 2012* as it contains information relating to other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

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**11.1.2 CONFIDENTIAL - NOT FOR PUBLIC RELEASE - PELICAN WATERS  
GOLF COURSE INFRASTRUCTURE AGREEMENT 2014 SECOND DEED  
OF VARIATION**

**File No:** Council meetings  
**Author:** Principal Strategic Planner  
Planning and Environment Department

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This report is confidential in accordance with section 275 (g) (h) of the *Local Government Regulation 2012* as it contains information relating to any action to be taken by the local government under the Planning Act, including deciding applications made to it under that Act; AND other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

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**11.2 COMMUNITY SERVICES**

Nil

**11.3 INFRASTRUCTURE SERVICES****11.3.1 CONFIDENTIAL - NOT FOR PUBLIC RELEASE - PUBLIC LIGHTING**

**File No:** Council meetings  
**Author:** Project Officer  
Infrastructure Services Department

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This report is confidential in accordance with section 275 (h) of the *Local Government Regulation 2012* as it contains information relating to other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

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**11.4 CORPORATE SERVICES**

Nil

**11.5 ECONOMIC DEVELOPMENT AND MAJOR PROJECTS****11.5.1 CONFIDENTIAL - NOT FOR PUBLIC RELEASE - NAMBOUR PROPERTY DISPOSAL**

**File No:** Council meetings  
**Author:** Project and Development Officer  
Economic Development and Major Projects Department

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This report is confidential in accordance with section 275 (h) of the *Local Government Regulation 2012* as it contains information relating to other business for which a public discussion would be likely to prejudice the interests of the local government or someone else, or enable a person to gain a financial advantage.

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**11.6 OFFICE OF THE MAYOR AND THE CEO**

**11.6.1 CONFIDENTIAL - NOT FOR PUBLIC RELEASE - QUARTERLY  
PROGRESS REPORT - QUARTER 4, 2016/2017**

**File No:** Council meetings

**Author:** Manager Corporate Governance  
Office of the Mayor and Chief Executive Officer

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This report is confidential in accordance with section 275 (f) of the *Local Government Regulation 2012* as it contains information relating to starting or defending legal proceedings involving the local government.

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**12 NEXT MEETING**

The next Ordinary Meeting will be held on 14 September 2017 in the Council Chambers, 1 Omrah Avenue, Caloundra.

**13 MEETING CLOSURE**