

Additional Information

Additional Information Attachments Ordinary Meeting

Thursday, 23 February 2023

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Related Report / Additional Information Request

Meeting:	Ordinary Meeting	Date:	23 February 2023
Requesting Councillor:	Councillor Natoli		
Item:	8.1 Corporate Plan		
Circulation	Tuesday 21 February 2023		
Officer (title):	Coordinator Corporate Planning and Performance	Approving GE (title):	Chief Strategy Officer

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

Question 1: Corporate Plan - P8 and p60

- a) What does this commit council to do? Embedding the United Nations Sustainability Goals in Council's strategies and plans, including the Corporate Plan 2023-2027?
- b) Can I get a list of the United Nations Sustainable Goals?
- c) Has this ever been raised with councillors and agreed that council would commit to this, if so when?

Response 1:

- a) Following a review of available national and international performance measurement frameworks, the United Nations Sustainable Development Goals (UNSDGs) were selected as the foundation of the performance measurement framework for the Sunshine Coast Biosphere to support the reporting requirements back to the UNESCO Man and the Biosphere Program. The framework aligns well with Council's existing strategies and plans and recognises the importance of a balanced approach to planning for the future as reflected in our vision as Australia's most sustainable region. Healthy. Smart. Creative.

Council is demonstrating regional leadership by committing to embed the UNSDGs in our strategies, plans and associated progress reporting. Each goal within the Corporate Plan 2023-2027 identifies how it contributes to the UNSDGs and, in doing so, assists to progress our Sunshine Coast Biosphere aim and objectives.

The introduction of the UNSDGs into the Corporate Plan 2023-2027 and the alignment of all future strategies and plans does not in itself commit Council to do anything, it provides an internationally recognised framework that supports a balanced approach to planning.



b) The list of United Sustainable Development Goals is as provided on page 20 of the Corporate Plan 2023-2027:



Corporate Plan 2023-2027 | Sunshine Coast Council

Further information can be found at <https://sdgs.un.org/goals>.

c) The proposed incorporation of the UNSDGs in the Corporate Plan was introduced to support the development of the Corporate Plan 2023-2027. The UNSDGs were also embedded in the Zero Net Emissions Plan that was adopted by Council in July 2022.

The UNSDGs are internationally recognised and are increasingly being used as part of international standards (ISO) and different tiers of government, including locally:

- As part of the Queensland State Government's strategic directions (<https://www.stateoftheenvironment.des.qld.gov.au/sustainable-development-goals>), and
- As a component of planning documents at both Brisbane City Council and Moreton Bay Regional Council.

Question 2: Corporate Plan - Page 37 of 331

Advocate to government and the private sector for well planned and timely delivery of priority transport infrastructure as the region continues to grow:

a) Who in the private sector would be advocated to?

Response 2:

The Integrated Transport Strategy and the supporting Active Transport Plan establish priorities for our region in working with stakeholders towards a one-network approach to



advocate for timely investment across all levels of government as well as industry to drive the delivery of a viable and sustainable transport network that can meet the demands of growth.

This incorporates considering modal change opportunities that are inclusive, accessible and utilise active and public transport networks where emerging technologies may have a role over the five-year life of the Corporate Plan 2023-2027. Private sector investment in a sustainable transport network has not been excluded from advocacy planning.

Question 3: Corporate Plan - page 37 of 331 (3rd dot point)

Work with the State Government to progress the detailed business case for a local mass transit system, integrating transport, land use planning and placemaking to maintain the liveability of our region.

- a) Am I correct in assuming that the detailed business case for the mass transit system cannot progress unless it is linked to the future increase in density proposed in the new town plan?
- b) Please provide the estimated number of people (the infill component) proposed for the Urban Corridor, Maroochydore to Caloundra to be accommodated in the new planning scheme as well as to the planning horizon 2041?
- c) If the detail business case is predicated on delivering the density along the Urban Corridor is it not premature to committing to this before the statutory community consultation for the new planning scheme?
- d) the 3rd and 4th paragraph on page 45 seems to appear council has locked into intensifying the urban corridor irrespective of not hearing what the community think about what is being proposed.

Response 3:

- a) The Detailed Business Case (DBC) will progress on the basis of testing a range of different scenarios for the form of the Urban Corridor, with the achievement of transport efficiency being a primary consideration.

This is likely to be similar to the way in which the Options Analysis for Sunshine Coast Mass Transit (the OA) approached the analysis of potential land use outcomes. Chapter 9 of the OA describes how the demographic scenarios that underpinned the transport and economic modelling were produced and the approaches applied to enable the comparison of all options, namely:

- Utilising 2018* population growth projections produced by the Queensland Government Statistician's Office relating to urban settlement patterns and the location of employment
- Testing the effects of strategic transport investment in relation to urban change.

(*Note that the DBC will be prepared on the basis of the population information contained in the 2021 census).



The new planning scheme will consider a range of factors in establishing a preferred land use pattern. In this context, the DBC and new Planning Scheme projects are related, but are not co-dependent.

- b) At this stage of the preparation of the new Planning Scheme it is not possible to project the infill component of population for the coastal corridor at 2041 with a reliable degree of accuracy. There are already significant infill opportunities incorporated in the current Planning Scheme. Ultimate and threshold population estimates will only be able to be determined once draft zoning allocations have been confirmed and Council's population model has been updated to take account of the changes in development entitlements. Queensland Government Statistician's Office provides some population estimates based on current planning intent, which indicate a total estimated population for the corridor of approximately 133,200 people by 2041 compared with a 2021 projected population of approximately 89,600 people. It is anticipated that the new planning scheme will provide for a further moderate increase in the 2041 population compared to these projections.
- c) See response to Question d).
- d) Intensifying the urban corridor is a key element of Council's growth management strategy reflected in the Corporate Plan, Environment and Liveability Strategy and the current Planning Scheme. This strategy recognises the importance of integrating land use policy with investment in high quality public transport infrastructure to achieve a more sustainable pattern of settlement and promote housing supply and diversity. The new Planning Scheme is intended to realise that strategy through enhanced zoning allocations and other supportive Planning Scheme measures. Once a draft new planning scheme is prepared and approved by the Planning Minister, the draft will be placed on public display for community input. The drafting of the new Planning Scheme is taking account of the feedback provided to Council as part of the preliminary consultation phase conducted in early 2022.

Question 4: Corporate Plan Page 39 of 331

1st paragraph, second sentence where it says: We will continue to work in partnership with the state and Federal Government as part of a tri-partite agreement to progress the detailed business case for the local mass transit system that seeks to provide a more sustainable travel option for our growing community.

- a) Will council be provided the tri-partite agreement to consider before agreeing to sign off on it?
- b) Will council be provided the total cost which council will need to fund as a part of the tri-partite agreement to advance the detailed business case?
- c) Can council be given an estimate of what the amount will be and how it is proposed to be able to fund our financial commitment as a part of the tri-partite agreement?
- d) Does council have an opportunity to walk away from any financial commitment towards mass transit, or is council now locked into whatever solution the detailed



business case determines the best mode of transport and the financial commitment to fund our share of the total project costs?

Response 4:

- a) The Detailed Business Case (DBC) process is based on an initial funding agreement established in 2019 that the \$15 million cost of the DBC's preparation will be funded on a 50/50 basis by the State Government and Council. In 2022, the Commonwealth Government agreed to contribute \$5 million to the cost of the preparation of the DBC, meaning there now is a tripartite funding agreement, with the \$15 million total cost for the DBC's preparation being shared equally between the Commonwealth Government, the State Government and Council.
- b) Under the tripartite agreement, Council's contribution to the preparation of the DBC is set at a maximum of \$5 million.
- c) Council's contribution to the preparation of the DBC, in accordance with the tripartite funding agreement, is set at a maximum of \$5 million. This amount will be allocated from accumulated Transport Levy funds as part of the Transport Futures Fund.
- d) Council is committed to contributing a maximum of \$5 million to the cost of preparing the DBC. There is currently no financial commitment for Council towards the project costs of a solution. Until such time as the DBC is completed and an investment decision has been made by the State and Commonwealth Governments, the need for, and extent and timing of any further funding contribution from Council to the delivery of a local mass transit system remains unknown.

