

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.

Related Report / Additional Information Request

Meeting:	Ordinary Meeting	Date:	23 February 2023
Requesting Councillor:	Councillor Suarez		
Item:	8.1 Corporate Plan		
Circulation	Wednesday 22 February 2023		
Officer (title):	Coordinator Corporate Planning and Performance	Approving GE (title):	Chief Strategy Officer

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

Question 1: Active Transport

Coolum Residents Association (CRA) in conjunction with Coolum Business and Tourism (CB&T) sent correspondence to Council on the 26th August 2022 with their desires for an enhanced active transport network project for Coolum Beach and surrounding areas. The correspondence was emailed to the CEO, myself, Cr O'Pray, a member of the Sunshine Coast Council Active Transport Advisory Committee and Unity Water. Coolum Residents Association and Coolum Business and Tourism were "looking for better ways, cleaner ways to provide alternative active transport for essential mobility for our residents and attractive alternatives for our increasing number of tourist visitors. In this correspondence, the groups provided:

- Their current activities with other stakeholders such as DTMR and Unity Water,
- A map of a proposed active transport network for Coolum Beach and adjoining areas,
- Their priority projects, and
- Requests for next steps which included
 1. Initiating a formal transport master planning study for Coolum Beach and adjoining areas,
 2. A joint meeting with Unity Water and Coolum Residents Association to progress priority projects, and
 3. Ensuring outcomes 1 and 2 were reflected in relevant SCRC policy and planning instruments and delivered through capital works and budget processes.

How have these suggestions from Coolum Residents Association and Coolum Business and Tourism being implemented in this year's Corporate Plan? If these suggestions haven't been directly implemented in the Corporate Plan, what is the best mechanism to progress the suggestions?

Response 1:

The Corporate Plan 2023-2027 provides a strong focus on active transport, including identifying this as a key attribute in the articulation of the vision and living on the Sunshine Coast in 2041 (Page 16) and the strategic priority within the Our Strong Community Goal (Page 24): *Prioritise active transport that delivers healthy, safe and sustainable travel options for our community (walking and cycling).*

The Corporate Plan once adopted established the strategic priorities for the next five years and directs the prioritisation of resources to services, programs and projects through the annual operational plan and budget development processes. The Operational Plan 2023-24 (currently under development) will include a review and development for the next Active Transport Plan.

The review of the Active Transport Plan will reflect best practice Active Transport planning methodologies which targets broader user inclusivity and is intended to provide greater confidence to users of the network. This will consider missing network links across the region and targeting engagement with existing and potential users (this includes Coolum Residents Association).



Since the request was received Council has met a Coolum Residents Association representative to discuss their proposed Active Transport links and followed up with UnityWater for their input. Further discussions with UnityWater are required and then a follow up response will be provided to Coolum Residents Association.

This request is in progress and incorporated within existing priorities of the Corporate Plan 2023-2027.

Related Report / Additional Information Request

Meeting:	Ordinary Meeting	Date:	23 February 2023
Requesting Councillor:	Councillor Natoli		
Item:	8.2 Quarterly Reporting		
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: 8.2 Quarterly Progress Report- Quarter 2 2022/23: Page 158 of 331

- (a) Will council be provided a workshop and update on the progress of the Detailed Business Case (DBC) for the planning of Beerwah East?
- (b) When will this happen, and
- (c) will council be regularly updated so that councillors can have direct input into the development of the Detailed Business Case?

Response 1:

- (a) The timing of the Detailed Business Case (DBC) has yet to be confirmed by the State. At the current time there is not enough information known to provide the basis for a Councillor workshop.
- (b) A workshop can be arranged when the way forward with the State's preparation of the Beerwah East Major Development Area (BEMDA) DBC is known.
- (c) The potential for Council involvement in the State's preparation of the BEMDA DBC is not yet known. Once further information is known an update can be provided to Council.



Question 2: Quarterly Progress Report - Page 167 of 331 Action Code 3.3.1

- (a) Can councillors be given the total additional costs to upgrade Walan Street and Brisbane Road widening to enable the ability to accommodate Light Rail?
- (b) At the agenda review meeting council was “Future Proofing” these roads, what does this mean?

Response 2:

The Mooloolaba Transport Corridor Upgrade (MTCU) project exists on roadways identified for future mass transit. Throughout the design, development, and into construction of MTCU stages, consideration has been given to ensure the infrastructure created allows for the future inclusion of a mass transit solution as much as practical and reasonably possible. This has been considered prudent as the asset life of the infrastructure to be created as part of MTCU is significantly longer than the desirable timeframe for a mass transit solution to be provided on the Sunshine Coast.

Areas that have been considered include outer location of kerbs, stormwater network, depth of utilities and bridge structure. These additional considerations have not been tracked separately for costing purposes through construction contracts, as the principal assumption has been the cost to modify infrastructure significantly for a mass transit solution would substantially exceed minor adjustments as part of the upfront delivery as part of MTCU. A conservative estimate places additional costs of \$0.5m across an overall project estimate of \$50m (or 1%). This is an investment in “future proofing” by minimising rework and disruption to surrounding uses at a point in time that a mass transit solution is implemented.



Related Report / Additional Information Request

Meeting:	Ordinary Meeting	Date:	23 February 2023
Requesting Councillor:	Councillor J O'Pray		
Item:	8.7 – Caloundra Music Festival 2023-2025		
Circulation	Tuesday 21 February 2023		
Officer (title):	Group Executive Economic & Community Development	Approving GE (title):	Group Executive Economic & Community Development

In response to a question raised by Councillor O'Pray, please note the following additional information for your consideration.

Question: How much did we spend on advertising for Caloundra Music Festival last year?

Response: \$100,259, of which \$65,000 was funded by Tourism & Events Queensland (TEQ)

Question: Spend/where/attendance numbers of the last 4/5 seasons – what is our advertising budget actually delivering?

Response:

	2018	2019	2021	2022
Total Marketing Spend	\$100,206 (\$25,000 funded by TEQ)	\$79,218 (\$60,000 funded by TEQ)	\$69,860 (\$60,000 funded by TEQ)	\$100,259 (\$65,000 funded by TEQ)
# Individuals	15,031	13,486	8,224	7,309
Total Attendance	33,386	32,695	15,790	15,520
Visitor Origins	Sunshine Coast – 7,854 Intrastate – 6,020 Interstate – 1,106 International - 50	Sunshine Coast – 6,476 Intrastate – 5,725 Interstate – 1,235 International - 50	Sunshine Coast - 3,849 Intrastate – 4,281 Interstate - 92 International - 2	Sunshine Coast - 3,375 Intrastate - 3,364 Interstate - 568 International - 2
Direct Visitor Nights in Sunshine Coast	Intrastate – 19,481 Interstate – 4,592 Overseas - 269	Intrastate – \$20,464 Interstate – 5,426 Overseas - 150	Intrastate – 14,312 Interstate – 231 Overseas - 0	Intrastate – 11,310 Interstate – 2,370 Overseas - 16
Total Overnight Visitor Expenditure	\$3,067,614	\$3,812,339	\$2,437,737	\$2,675,628



Total Day Tripper Expenditure	\$60,139	\$26,528	\$85,442	\$46,247
Total Direct and Incremental Expenditure For the Sunshine Coast	\$4,010,742	\$4,397,667	\$3,027,577	\$2,919,826
Total Direct and Incremental Expenditure for Queensland	\$1,020,929	\$1,121,475	\$143,204	\$757,144

Question:

Queensland Tourism Awards – Has Caloundra Music Festival ever been nominated?

Response:

The Caloundra Music Festival has not self-nominated for the Queensland Tourism Awards.

However, there are current nominations pending for the Queensland Music Awards and the National Live Music Awards.

Caloundra Music Festival won Best Live Event Queensland at the 2019 National Live Music Awards.

Related Report / Additional Information Request

Meeting:	Ordinary Meeting	Date:	23 February 2023
Requesting Councillor:	Councillor M Suarez		
Item:	8.7 Caloundra Music Festival		
Circulation	Wednesday 22 February 2023		
Officer (title):	Group Executive Economic and Community Development	Approving GE (title):	Group Executive Economic and Community Development

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

Question:

Please supply the Caloundra Music Festival – Financial Performance Report

Response:

Caloundra Music Festival - Financial Performance Report

CMF Operational - Direct Costs	2017/18	2018/19	2019/20	No Festival		
				2020/21	2021/22	2022/23
Revenues						
Fees and Charges	71,707	11,060	184	0	17,023	
Ticketing	1,489,587	1,730,519	1,475,273		917,261	809,668
Bar	459,068	495,782	430,775		315,915	263,428
Other Revenue	58,000	54,974	19,486		11,534	11,784
Sponsorship	82,545	59,305	99,600	36,000	24,000	90,000
Internal Sales						960
Total Direct Revenues	2,160,908	2,351,641	2,025,318	36,000	1,285,732	1,175,840
Expenses						
Employee Costs	1,484	2,603	15,953		2,152	
Site Expenses	136,126	357,005	555,994	23	328,726	438,041
Production	446,501	211,070	217,840	1,205	123,681	186,916
Entertainment	1,078,991	1,126,739	1,000,924	18,274	433,852	678,442
Operations	120,904	216,252	194,840	6,909	169,170	188,206
Marketing	62,671	98,727	78,478	12,416	66,267	102,616
Ticketing	95,617	85,460	9,975		4,204	4,715
Merchandise	44,826		-			1,667
Bar Operations	197,312	183,030	175,294		106,423	91,383
External HR	317,720	265,704	78,619	427	41,476	67,502
Finance Costs	13,357	32,110	20,428	174	18,939	19,267
Internal Materials and Services	4,552	12,327	6,467			3,580
Other expenses		499		862		
Total Direct Expenses	2,520,062	2,591,527	2,354,813	40,290	1,294,891	1,782,337
Net Direct Result	-359,154	-239,886	-329,495	-4,290	-9,159	-606,497
CMF team - Indirect Costs						
Major Events team	412,191	414,746	493,403	401,393	443,738	223,809



Question:

Please provide the likely assessment outcome if Caloundra Music Festival in its existing format, was to apply for Major Event Sponsorship through Sunshine Coast Regional Council.

Response:

There are a number of steps in the process for a recommendation to be made on the allocation of funding for major events. In the time available to respond to the request there has been an initial assessment undertaken that would see the sponsorship request proceed to the New Major Event Working Group for consideration.

It is not appropriate to pre-empt a decision of the New Major Event Working Group or the Sunshine Coast Events Board.