

Additional Information

Item 8.1, 8.2, 8.3 & 8.4

Ordinary Meeting

Thursday, 30 January 2025

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Related Report / Additional Information

Meeting:	Ordinary Meeting	Date:	30/01/2025
Requesting Councillor:	Councillor W Johnston & Councillor J Natoli		
Item:	8.1		
Circulation	24 January 2025		
Officer :	Lead Senior Development Planner	Approving GE:	Group Executive Customer & Planning Services

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

Question:

Tranquil Park is a substantially larger structure than this one and blocks the views of the glasshouse mountains - is that correct?

Response:

Tranquil Park located at 483 Mountain View Road, Maleny (Rural Zone)

- Currently used as short-term accommodation, function facility and restaurant. Originally approved in the 1980's prior to any planning scheme provisions relating to scenic amenity being introduced.
- The central building is approximately 64m long.
- Streetview imagery shows the built form being screened by landscape and stepping down the escarpment. The topography of the site is flatter, and parts of the site are elevated above the road level, where existing views are likely restricted.
- Due to the topography and road alignment, there does not appear to be any substantial viewlines available from Mountain View Drive along the frontage, however some of the existing buildings may obstruct views of the Glasshouse Mountains from certain perspectives.





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

Questions:

- Are there any other buildings on the range that blocks the views of this scale?
- Would there be historic examples of where similar buildings could have been relocated elsewhere to improve the scenic output?

Response:

Officers are not aware of any approvals issued under the current Sunshine Coast Planning Scheme on Rural zoned land within the Blackhall range area which obstruct significant viewlines from Scenic Routes.

While there may be some commercial buildings located within commercial zones (e.g. within the Montville Village) which are of similar scale and obstruct viewlines from the street, these are not considered comparable to the current proposal being located within a Rural Zone.

The following are some examples of larger historical developments located within the Rural Zone and along a Scenic Route which were approved before the current planning scheme and before any scenic amenity requirements were introduced.

Tranquil Park located at 483 Mountain View Road, Maleny (Rural Zone)

- Currently used as short-term accommodation, function facility and restaurant. Originally approved in the 1980's prior to any planning scheme provisions relating to scenic amenity being introduced.
- The central building is approximately 64m long.
- Streetview imagery shows the built form being screened by landscape and stepping down the escarpment. The topography of the site is flatter and parts of the site are elevated above the road level, where existing views are likely restricted.





Flaxton Gardens 313-327 Flaxton Dr, Flaxton (Rural Zone)

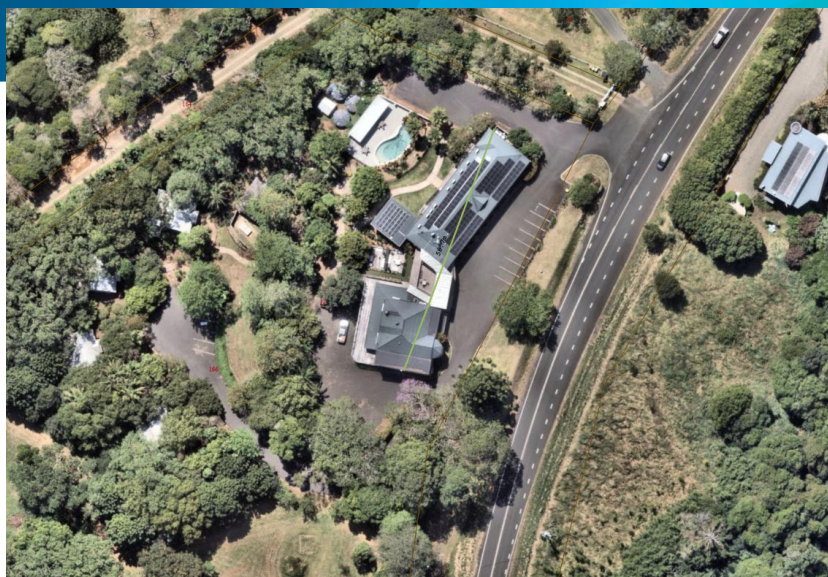
- Currently used as a Function Facility and Restaurant. Various uses have occurred on the site since the 1980's which were established prior to any planning scheme provisions relating to scenic amenity being introduced.
- The main central building is approximately 40m long.
- Streetview images from Flaxton Drive show the built form being well screened by landscaping, setback from Flaxton Drive and being relatively unobtrusive. The topography of the site where the main buildings and parking is located is flatter, with sections at level or slightly elevated above the road level, where existing views are likely restricted.





Clouds 166 Balmoral Rd, Montville (Rural Zone)

- Currently used as Short-term Accommodation. Various uses have occurred on the site since the 1990's which were established prior to any planning scheme provisions relating to scenic amenity being introduced.
- The main building is approximately 58m long.
- The building is not located on the escarpment side of the road and as such does not obstruct views. Streetview images from Balmoral Rd show the built form being partially screened by landscaping and being relatively unobtrusive.



Related Report / Additional Information

Meeting:	Ordinary Meeting	Date:	30 January 2025
Requesting Councillor:	Councillor M Suarez		
Item:	Item 8.2 - Development Application - Material Change of Use for Outdoor Sport and Recreation (Aeromodelling Club) - 76-88 Dynes Road and 801-845 Yandina Coolum Road, Valdora		
Circulation	Friday 17 January 2025		
Officer :	Principal Development Planner	Approving GE (title):	Group Executive Customer & Planning Services

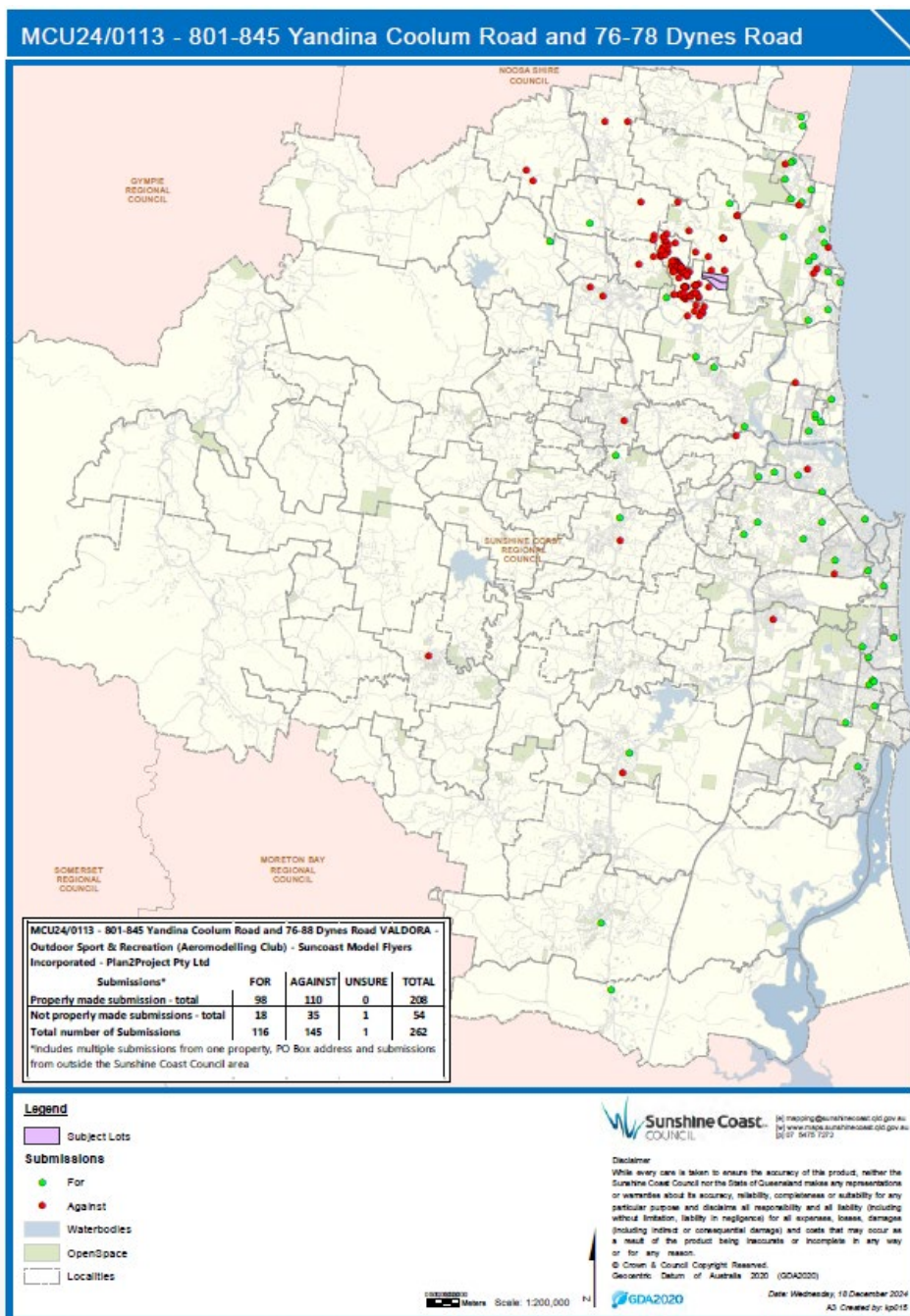
In response to a question raised by Councillor M Suarez please note the following additional information for your consideration.

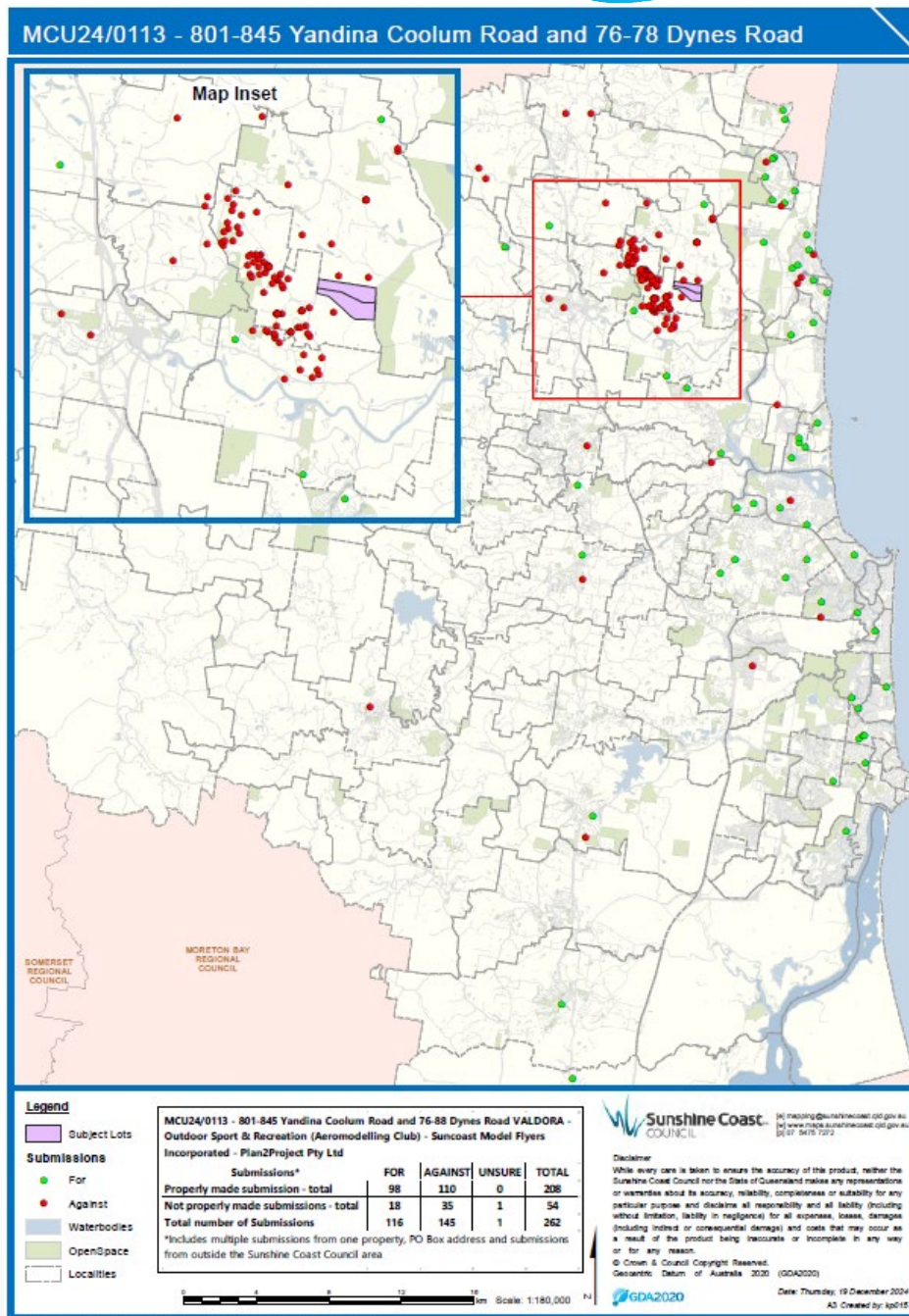
Question:

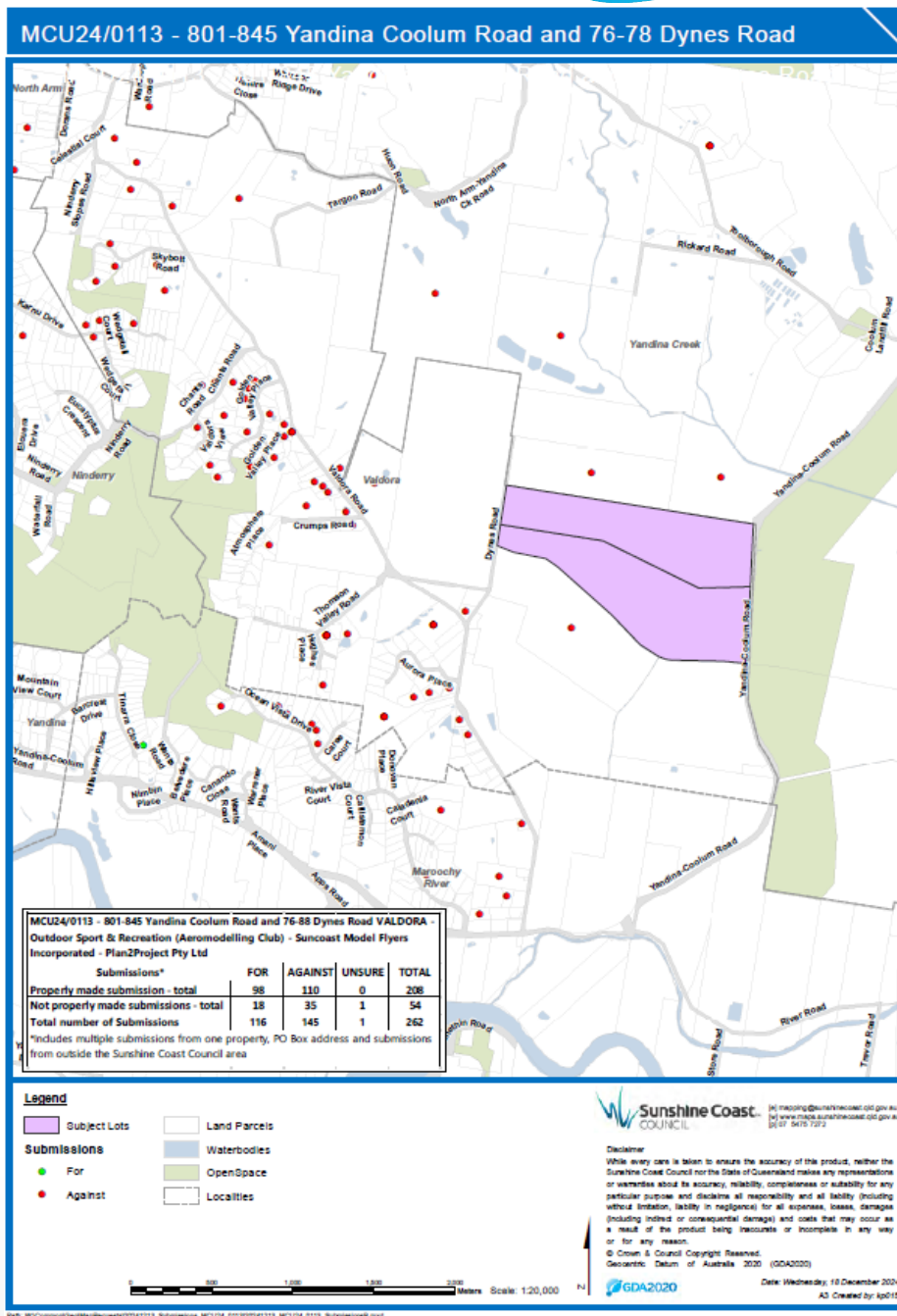
Please provide a heat map of the submitter's locations to better understand where the opposition and support is located.

Response:

Please see below the heat maps provided in relation to the submissions made prior to 19 December 2025.







Related Report / Additional Information

Meeting:	Ordinary Meeting	Date:	30 January 2025
Requesting Councillor:	Councillor M Suarez, Councillor T Hungerford, Councillor T Burns, Councillor D Law		
Item:	8.2 - Material Change of Use for Outdoor Sport & Recreation (Aeromodelling Club)		
Circulation	24 January 2025		
Officer:	Principal Development Planner	Approving GE:	Group Executive Customer & Planning Services

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

Question: Has Council sought or received any third-party advice from the Civil Aviation Services Authority or Airservices Australia?

Response:

Council has not sought third-party advice from the Civil Aviation Services Authority or Airservices Australia because the proposal seeks to operate below the obstacle limitation surface and outside the operational airspace of the Sunshine Coast Airport.

Question: Have any flying activities occurred on the site?

Response:

Council's Senior Development Compliance Officer has reviewed the complaints made about unlawful activities occurring on the site and also checked with the original complainant. Council has no record of complaints being made about model aircraft being operated on the site.

Question: Who would be responsible to undertake compliance testing of noise levels and supplying the results to Council?

Response:

Recommended condition 38 states that: *Compliance monitoring must be undertaken as recommended by the Noise Impact Assessment listed within this development approval. The compliance monitoring must occur within 1 month of commencement of the use, and at 6-month intervals, until otherwise agreed in writing by Council. Certification for the compliance monitoring must be submitted to Council from a qualified person* to confirm and validate the resultant noise levels are in accordance with the predictions of the Noise Impact Assessment listed within this development approval.*

Attachment 5 Additional Information

Recommended advisory note 5 relates to this condition and states the following:

For the purpose of preparing a noise impact assessment or certifying acoustic matters or treatments for the development, a qualified person is considered to be either:

- (a) a Registered Professional Engineer of Queensland (RPEQ); and,*
- (b) an environmental consultant with a minimum of three (3) years current experience in the field of acoustics.*

The operator of the Aeromodelling Club would be responsible for engaging a qualified person to conduct the compliance testing and arrange for the certification to be submitted to Council in accordance with the requirements of recommended condition 38.

Question: How will the attendance be monitored on site?

Response:

Recommended condition 4 states that: *A maximum of 40 people, including a maximum of 20 pilots, are permitted to attend the site on any particular day, except as otherwise approved in writing by Council. A record of attendance must be maintained by the operating entity and made available for inspection at any time upon request by Council.*

The operator of the Aeromodelling Club would be responsible for keeping a record of attendance and making the record available to Council upon request.

Question: How will people access the site?

Response:

Recommended condition 5 requires that: *The site access is required to be secured with rural type timber post and plain wire strand fencing, and a lockable gate to restrict access by unauthorised persons. Any security measures must be designed and located to permit continued use of the site for rural activities.*

The Aeromodelling Club operator and landowner would be required to determine how they manage access to the site for the proposed use and for existing farming activities in accordance with the requirement of the condition, and in a way that meets their insurance obligations and minimises risk. There are various options available to manage access, such as by sharing a master key for a manual lock or sharing a code for electronic locking system.

Question: What sort of spills are expected to occur in association with the use?

Response:

Recommended condition 47 requires that: *Materials and equipment must be available on site to adequately contain and clean up spills of potentially polluting materials. An inventory of all clean up and containment materials and equipment, and documented emergency response and clean up procedures, must be kept on site.*

Attachment 5 Additional Information

The sort of spills that could be expected to be associated with the use are in relation to refuelling, maintenance and repair activities undertaken by pilots in the pit area, and from refuelling and other activities associated with the operation of the firefighting equipment as required to meet recommended conditions 15 & 17, which state the following:

- *A trailer mounted fire-fighting appliance with a minimum capacity of 1,000L hitched to a registered and operable four-wheel drive vehicle must be available on site at all times when the use operates.*
- *The pumps that pressurise water output from the tank must be able to be operated without reticulated power.*

Question: Where would the materials and equipment for spills be stored on the site?

Response:

Recommended condition 47 requires that: *Materials and equipment must be available on site to adequately contain and clean up spills of potentially polluting materials. An inventory of all clean up and containment materials and equipment, and documented emergency response and clean up procedures, must be kept on site.*

It is expected that a spill containment kit would be stored in the amenities building as this is the only enclosed building on the site.

Question: Will the amenities building be locked?

Response:

It would be up to the Aeromodelling Club operator and landowner to decide how they manage access to the amenities building in a way that meets their insurance obligations and minimises risk of unauthorised access to the amenities building.

Recommended condition 19 requires that: *Working toilet facilities must be provided, available for use, and maintained at all times when the use is operating.*

Question: What are the safety concerns?

Response:

Unauthorised access and use of the site by people who are not members of the Aeromodelling Club could pose a risk to the on-site farming operations and surrounding premises.

Condition 5 is recommended to provide for the security of the site, and to restrict unauthorised access and use of the airfield by persons who are not members of the Aeromodelling Club.

Recommended condition 5 requires that: *The site access is required to be secured with rural type timber post and plain wire strand fencing, and a lockable gate to restrict access by unauthorised persons. Any security measures must be designed and located to permit continued use of the site for rural activities.*

Attachment 5 Additional Information

Question: Does the maximum flying height limit for the site apply to all types of model aircraft, including drones?

Response:

The Civil Aviation Safety Authority (CASA) regulates the operation of model aircraft and drones. CASA publishes an Advisory Circular that reflects the latest rules and includes guidance applying to model aircraft and recreational drone clubs, which can be accessed via this link - [New advice for anyone flying a model aircraft or drone for fun or education | Civil Aviation Safety Authority](#)

An application is required to operate model aircraft or a drone in particular situations, as specified on CASA's website - [Model aircraft flight authorisation | Civil Aviation Safety Authority](#).

The maximum flying height permitted by CASA for flying model aircraft or drones without requiring a further approval is 120m (400ft) above ground level.

Should the Aeromodelling Club operator intend to allow pilots to fly aircraft or drones at a height greater than 120m above ground level, an application will need to be made to CASA.

Question: What is the acceptable noise level for the closest receiver?

Response:

The acceptable noise level for the closest sensitive receptor is 40.4 dB and is described as the 'acceptable noise limit'.

This noise level is based on an intrusive noise limit of +3db above the background level.

Question: What is the background noise level?

Response:

The background noise level is considered to be the quietest period of the measured ambient noise levels. The daytime background noise level was established to be 37.4 dBA.

The rating background noise level is determined by analysing measured background levels and calculating the average level of background noise levels experienced 90% of the time over a certain period (i.e. average L_{90} during the daytime).

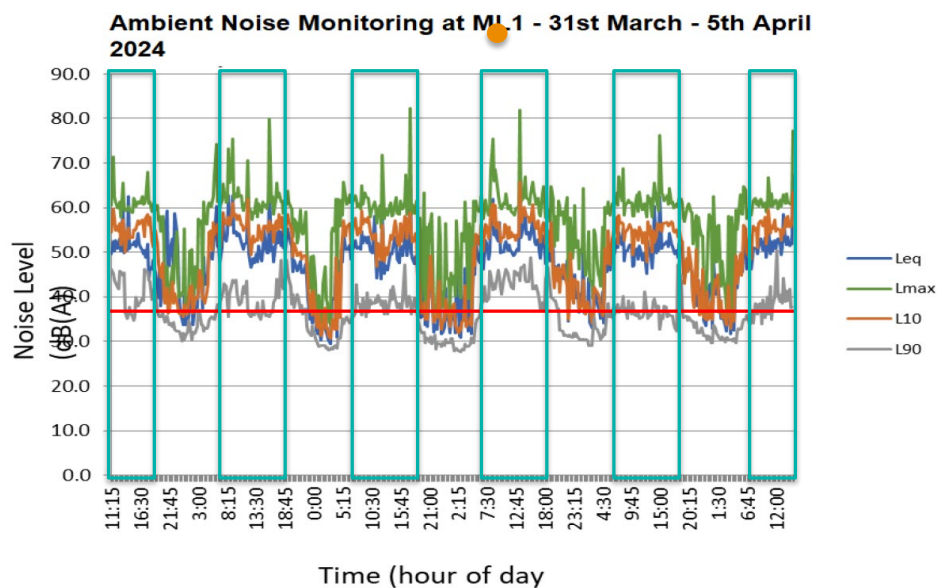
In the Noise Impact Assessment undertaken, measurements were taken by a device located at ML1, highlighted by the orange spot in the image below:



Source: Noise Impact Assessment, 17 June 2024, prepared by JT Environmental Pty Ltd

The measured ambient noise levels at ML1, are shown in the below graph:

Figure 4: Noise monitoring graph.



Source: Noise Impact Assessment, 17 June 2024, prepared by JT Environmental Pty Ltd

The daytime noise levels are generally identified by the blue rectangles. The red line shown in the above image indicates the background level of 37.4 dBA. As can be seen, ambient noise at ML1 is predominantly above the background level during the daytime.

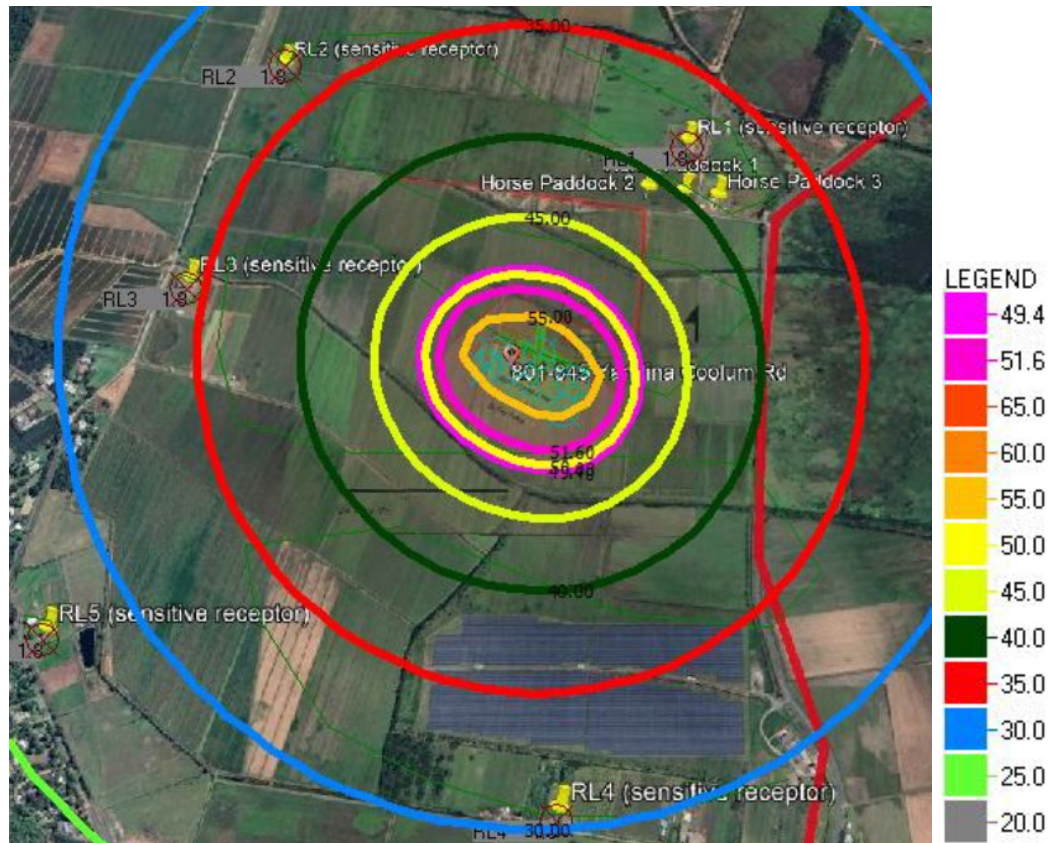
Council's Senior Environmental Officer has investigated other noise assessments undertaken for development on sites in the area and determined that the background level of 37.4 dBA falls within the range of background levels typically found on a site in a rural area.

Question: What does the diagram for the noise impacts show?

Response:

The image included in the Key Assessment slide for noise in the Council Officer's presentation of the application shows the L_{max} Noise Contours modelled for 6 x turbine planes with wind 5m/s from the south.

The legend showing the predicted dB levels for the proposed development is included alongside the image below.



Source: Noise Impact Assessment, 17 June 2024, prepared by JT Environmental Pty Ltd

The dark green line identifies where the L_{max} noise level of 6 x turbine planes in operation with wind 5m/s from the south would reach 40 dB.

As mentioned above, the noise limit is 40.4 dB, which is the background level of 37.4 dBA + 3 dB.

As the acceptable noise limit is 40.4 dB, the dark green line indicates the approximate area where noise levels from the worst-case scenario would be almost equivalent to the acceptable noise limit.

A summary of the predicted noise levels at each of the closest sensitive receptors when 6 x turbine planes are in operation with wind 5m/s from the south (as identified in the submitted Noise Impact Assessment) is provided in the table below, along with a comparison against the adopted background noise limit and acceptable noise limits under the Planning Scheme and *Environmental Protection (Noise) Policy 2019* (EPP):

Attachment 5 Additional Information

Receiver	Approx. distance from the edge of the fly zone	Noise Predictions at Receiver (L _{MAX, ADJ})	Noise Limit (Background + 3)	Noise Limit (Planning Scheme/EPP Noise) L _{A1}	Complies?
RL1 (721-761 Yandina Coolum Rd)	700m	37.9 dBA (38)	40.4 (40)	65	Yes
RL2 (120 Dines Rd)	1020m	33.2 dBA (33)	40.4 (40)	65	Yes
RL3 (54-64 Dines Rd)	800m	34.3 dBA (34)	40.4 (40)	65	Yes
RL4 (919 Yandina Coolum Road)	750m	30.2 dBA (32)	40.4 (40)	65	Yes
RL5 (141 Valdora Road)	1100m	27.2 dBA (27)	40.4 (40)	65	Yes
Closest Horse Paddock* (721-761 Yandina Coolum Road) *NOTE: Not a defined Sensitive Land Use under the Planning Scheme.	380m	43 dBA	-	-	

The table identifies that at each of the sensitive receptors, the predicted L_{max} level for 6 x turbine models would be less than the adopted background level.

Council's Principal Environmental Management Officer confirmed that the noise impacts comply with the assessment benchmarks in the Planning Scheme, and the noise criteria set out in the State *Environmental Protection (Noise) Policy 2019* and by the Model Aeronautical Association of Australia Noise Policy Guideline 2009.

The following information is provided to further explain the likely impacts:

Noise from the Aeromodelling Club was predicted to be generally consistent with the quietest background levels at the nearest sensitive receiver (700m away), and based on existing noise in the vicinity, may be inaudible at times at sensitive receivers.

Whilst there may be times when background levels can drop very low, and the noise may be audible at the nearest receiver, this audibility would not be considered intrusive noise above background levels at the receiver.

Furthermore, as the development is recommended to be limited to a maximum of 5 remote-controlled models being operated at any time, it is expected that the use would result in maximum noise levels at the nearest sensitive receptor being even less than that predicted and would readily achieve the applicable noise limit.

Attachment 5 Additional Information

Question:

Had any Council advice been provided to the Suncoast Model Flyers Club prior to them seeking funding from the Model Aircraft Association of Queensland in November 2023 to relocate their buildings and equipment to the site?

Response:

There is no record of any formal planning or development advice being provided by Council Officers in relation to the proposed development prior November 2023.

Council's Lead Senior Development Planner, Senior Environmental Management Officer, Principal Development Engineer (Hydraulics) and Principal Development Engineer attended an on-site pre-lodgement meeting relating to the proposed development on Wednesday 21 February 2024.

Following this meeting, notes were provided to the applicant advising that an impact assessable application would be required.

Question:

What amount of fill will be needed for the development, including for the airfield, access and car parking areas?

Response:

Whilst some minor filling is anticipated to be imported to elevate the runways to provide for drainage, fill is not anticipated to be required to improve internal access and establish the car parking area.

Minor improvement and maintenance works may be required to some of the existing internal farm tracks to ensure the tracks are trafficable and remain in good condition.

The application of materials such as road base, or compacted gravel is common in rural areas to provide for the maintenance of suitable access.

Maintenance work is generally not considered to comprise operational work and there are no recommended conditions requiring the improvement of the existing surface of any internal farm tracks or driveway access.

Where the existing farm tracks are proposed to be extended to the new car parking areas, new drainage infrastructure may be required to meet recommended condition 26, which states: *All works associated with the use must be designed to provide drainage to existing flow paths.*

This is expected to involve the provision of a box culvert or similar where internal driveways cross an existing drain, in the same manner that drain crossings are provided throughout the site for the purpose of facilitating access to various parts of the cane fields.

The construction of the required car parking area is expected to involve the removal of topsoil and provision of road base or compacted gravel, in a manner that does not significantly alter ground levels, except as necessary to provide for drainage of the car parking area.

The application material includes concept plans showing that a maximum of 150m³ of fill will be imported for the purpose of elevating the airfield and achieving adequate drainage for the runways.

Attachment 5 Additional Information

Council's Principal Engineer (Hydraulics) has reviewed the information and advised that the amount of fill estimated by the applicant is a feasible solution, and that the final design of earthworks would be subject to further assessment via a related operational works approval.

Conditions 25 and 28 are recommended to ensure that the importation of fill and any works undertaken within the site are limited to maintain the storage capacity of the site.

Recommended condition 25 requires that: *Filling and excavation works must be limited to the locations shown on the Approved Plans and undertaken in accordance with an operational works approval.*

Recommended condition 28 requires that: *All works must be undertaken without resulting in any loss of active floodplain storage capacity. In conjunction with any development application for operational works associated with this development a detailed earthworks plans must be provided demonstrating:*

- (a) *No loss of active floodplain storage capacity;*
- (b) *No fill above 1.5m AHD; and,*
- (c) *Maximum volume of imported material for all works limited to 150m³.*

Question:

Is the access road already elevated to achieve flood free access, and if not, what works will be required?

Response:

Flood free access is not required to be provided for the use as attendance to the site is not proposed during a flood, and access would not be available when Dynes Road is flooded.

Further, the development does not include any permanent occupation that would warrant the provision of flood free access.

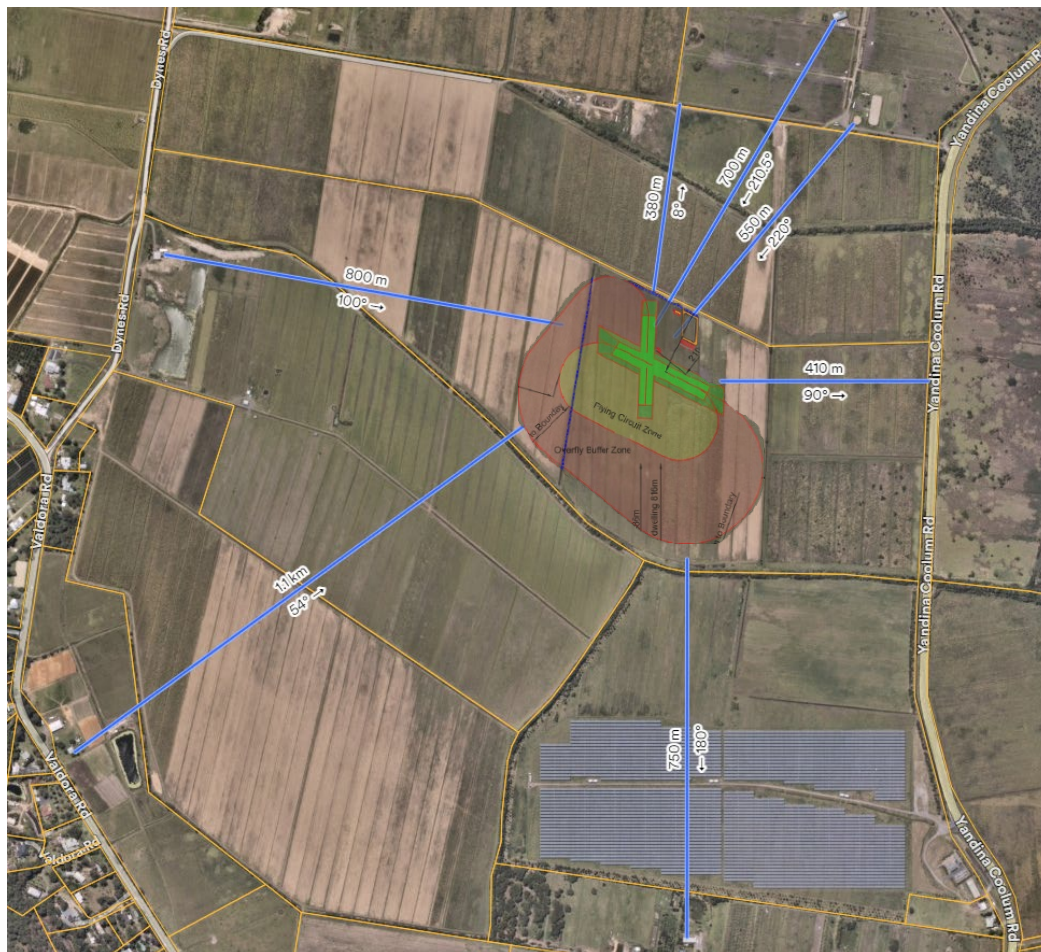
Works are therefore not required to achieve flood free access to the site.

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

Question: Can the development footprint be added to the diagram showing separation distances?

Response:

The development footprint has been overlaid on the diagram showing the approximate separation distances as shown below:



Attachment 5 Additional Information

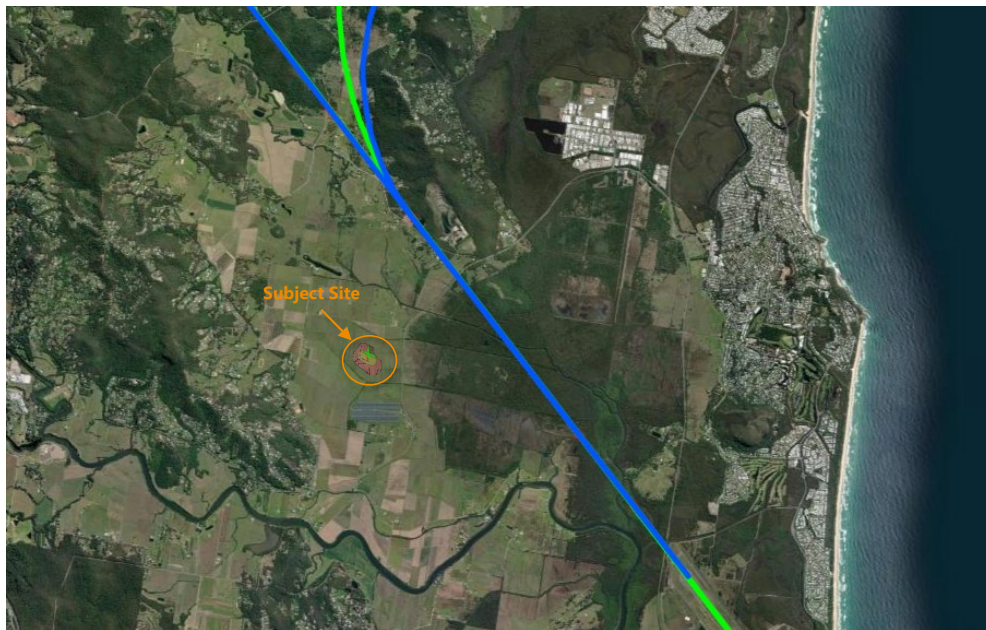
In response to questions raised by Councillor T Burns, please note the following additional information for your consideration.

Question:

How many aircraft use the flight path near the site, and how high would they be flying in that area?

Response:

The flight path is located to the north of the site, as indicated by the following image:



Source: [Flight paths - current | Engage Airservices](#)

This month, there are 507 commercial passenger flights arriving at Sunshine Coast Airport, which are 119 flights per week or 17 flights per day ([Flights to Sunshine Coast \(MCY\)](#)).

The following advice has been provided by the Manager - Airport Operations of the Sunshine Coast Airport: The total number of aircraft depend on the designation of the runway nominated by Air Traffic Control, which is based on the wind direction. Depending on the wind direction, the western end could be used for both arriving and departing aircraft.

The heights of the aircraft are dictated by the controlled airspace and the standard arrival and departure flight paths as published by Airservices Australia who control the airspace for Sunshine Coast Airport. As an example, for arriving aircraft on a 3-degree approach slope, height of aircraft at that location is approximately 1200-1300ft.

Question:

What are the noise levels of commercial aircraft, and how does that compare with the proposed aeromodelling activities?

Response:

Sunshine Coast Airport noise data indicates that noise from a Boeing 787 plane is at a maximum noise level of 65-69 decibels (dBA) at the nearest sensitive receiver to the proposed development. This is significantly higher than the predicted maximum noise level of 37.9 dBA from the proposed Aeromodelling Club at the nearest sensitive receiver.

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

Question:

What enforcement action triggered the application to be lodged?

Response:

A Show Cause Notice was issued to the landowner (Yandina Coolum Road Pty Ltd) and the lessee (Suncoast Model Flyers) on 28 November 2023 following complaints received by Council about unapproved building work occurring on the site.

Question:

Would the property have a new rateable category if the application were to be approved?

Response:

Council's Senior Rates Officer has advised the following:

- That the property has been approved for a farming concession by the Department of Natural Resources and Mines, Manufacturing, and Regional and Rural Development (DNRMMRRD) and therefore falls within rating category 1 – Agricultural.
- While the farming concession remains current, the rating category will not change.
- If DNRMMRRD remove the concession, the use of the property would meet our criteria for commercial category 4U.

Related Report / Additional Information

Meeting:	Ordinary Meeting	Date:	30 January 2025
Requesting Councillor:	Councillor M Suarez		
Item:	8.2 - Material Change of Use for Outdoor Sport & Recreation (Aeromodelling Club)		
Circulation	28 January 2025		
Officer:	Principal Development Planner	Approving GE:	Group Executive Customer & Planning Services

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

Question:

When the report mentions limiting number of aircraft flying at one time due to safety concerns, is that for the safety of people or the safety of the model aircraft (i.e. having mid-air collisions)?

Response:

The applicant's planning report states: *Due to safety requirements, the maximum number of model craft permitted to be airborne at one time is five (5).*

The by-laws and rules published by the Club state: *No more than 5 aircraft are to be in the air at any one time on main flight line.*

The proposed limit on the number of airborne aircraft within the designated flying area would assist to ensure adequate separation can be achieved between aircraft and minimise the risk of a mid-air collision.

Question:

Was this application made in retrospect and if so, was it because of a compliance notice?

Response:

The application was made in response to a Show Cause Notice issued by Council on 28 November 2023.

Related Report / Additional Information

Meeting:	Ordinary Meeting	Date:	30 January 2025
Requesting Councillor:	Councillor J Natoli, Mayor R Natoli		
Item:	8.3 Birtinya Town Centre		
Circulation	24 January 2025		
Officer:	Major Project Lead	Approving GE (title):	Group Executive Customer & Planning Services

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

Question:

Please provide the size of each area in the precinct and the population within each?

Response:

The following table summarises the size and population of Precincts 1, 2 and 5 as shown on Map 4 of Development Control Plan 1 - Kawana Waters (DCP-1) and on slide 7 in the PowerPoint presentation for this Ordinary Meeting agenda item. These are the areas from which the unutilised population quotas are proposed to be reallocated, to enable the increase in the permitted dwelling yield in Birtinya Town Centre.

Precinct	Size (Approx)	Estimated population (based on 2021 Census data)	Existing DCP population allocation	Proposed DCP population allocation
One (Creekside)	40ha	1,263	2,070	1,390 (-680)
Two (Kawana Forest)	60ha	1,533	2,400	1,620 (-780)
Five (Parrearra)	150ha	3,747	5,265	4,058 (-1,207)

Related Report / Additional Information

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

Question:

Regarding the affordable housing component in the confidential documents, can you please advise what messaging can be provided to the public?

Response:

Any discussion of the detail of the mechanisms that could be utilised to ensure the delivery of affordable housing in Birtinya Town Centre, being Section 13AA of the Development Agreement (as proposed to be amended by the 12th Deed of variation, which is a confidential document) would require the Ordinary Meeting to convene in a confidential session.

However, the following can be discussed in the public meeting (or any other public forum):

- The statement that is proposed to be included in the Development Control Plan 1 - Kawana Waters (the DCP) under the TLPI being; *'Provision for residential forms of Development which contribute to the supply of housing diversity and affordability'*.
- That Council officers are proposing 20% of the additional dwellings in the town centre would be delivered as affordable housing via a number of possible pathways, for example, delivering diversity through design (smaller dwellings with fewer bedrooms) or requiring the provision of an *'affordable housing component'* as defined under the *Planning Act 2016*.
- That the requirement for the provision of affordable housing would be imposed through the proposed Deed of Variation to the Development Agreement and the proposed amended Structure Plan.
- That Stockland has advised its in-principle agreement to the 20% rate of affordable housing provision and the potential pathways for achieving that rate of provision.

Related Report / Additional Information

Meeting:	Ordinary Meeting	Date:	30 January 2025
Requesting Councillor:	Councillor J Broderick		
Item:	8.4 December Financial Performance Report		
Circulation	Tuesday 28 January 2025		
Officer :	Chief Financial Officer	Approving GE (title):	Group Executive Business Performance

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

Question:

Levy projects under budget - how much of transport levy has been spent and where are we up to? All levies and projects to be identified.

Response:

Project Title	2024-25 Adopted Budget	2024-25 Current Budget	2024-25 YTD Actuals December 2024	2024-25 YTD Variance December 2024	2024-25 Commitments
	\$	\$	\$	\$	\$
<u>Operating</u>					
46068 Flexilink Service - Conondale to Maleny	150,000	150,000	43,807	(106,193)	101,647
40932 Flexilink Service - Peachester to Beerwah	15,000	20,000	7,914	(419)	12,086
37327 Council Link	270,000	270,000	30,401	(104,599)	152,874
45305 Kenilworth Community Transport Service	3,500	3,500	70	(1,530)	0
11031 Bus Service Trial - Extend Service Ginger Factory	33,075	33,075	33,075	0	0
11025 Potential Bus Service Improvements / Trials	300,000	300,000	39,338	3,138	6,563
45402 Entertainment Precinct Service Investigation	200,000	200,000	46,678	1,154	16,650
41786 ThinkChange - Commercial Premises Workplaces Program (Stage 2)	130,000	130,000	732	(72,268)	760
41787 ThinkChange Sunshine Coast Events Plan	130,000	130,000	74,122	34,122	1,664
41788 ThinkChange - Stockland Aura Communities Plan	280,000	280,000	124,737	1,877	6,168
41789 ThinkChange - Partnered Initiative - School Travel Program	80,000	80,000	1,495	(23,505)	0
45255 Levy Communication Associated Activities and Awareness	155,000	150,000	12,002	(61,684)	0
11023 Joint Awareness Campaign-TransLink	25,000	25,000	0	0	0
46730 RideScore Active Schools	75,000	75,000	21,834	(30,166)	32,564
46773 Network Safety Plan Prioritisation and Programming	75,000	75,000	2,430	2,430	39,370
46774 Leveraging the Delivery - Priority Projects	370,000	370,000	118	(8,369)	0
46370 SC Public Transport and Direct Sunshine Coast Rail Projects	1,000,000	1,000,000	241,610	(56,579)	430,450
45256 Performance Analysis Network Planning, Investigation and Reporting	105,000	105,000	53,971	8,471	3,964
11028 Electronic Household Travel Survey Contribution	60,000	60,000	58,690	(1,310)	

Project Title	2024-25 Adopted Budget	2024-25 Current Budget	2024-25 YTD Actuals December 2024	2024-25 YTD Variance December 2024	2024-25 Commitments
	\$	\$	\$	\$	\$
41784 Inclusive Network Mapping Project	80,000	80,000	23,823	14,683	44,252
40927 Transport Futures Fund Contribution	470,433	470,433	470,433	0	0
Total Operating	4,007,008	4,007,008	1,287,280	(344,168)	830,382
<u>Capital</u>					
A0964 WOR Infrastructure Assets Transport Levy <i>(reallocated to specific bus stop projects below)</i>	250,000				
K6211 Bus Stop - Railway Street YANDINA 317608		197,500	18,576		0
K6212 Bus Stop - Moreton Pde KINGS BEACH 31545		146,000	37,678		0
K6213 Bus Stop - First Avenue CALOUNDRA 301571		199,000	110,039		16,618
K6214 Bus Stop - Jarnahill Dr MOUNT COOLUM 302		10,000	17,520		0
K6215 Bus Stop - Rinaldi St MOFFAT EACH 301697		10,000	24,006		0
K6216 Bus Stop - Mudjimba Esp MARCOOLA 302030		115,000	2,696		7,694
K6217 Bus Stop - Mudjimba Beach Rd MUDJIMBA 30		7,000	12,759		0
K6333 Bus Stop Amarina Ave MOOLOOLABA - Bus Stop		15,000	0		0
K7723 WOR Safe Transport for the most vulnerable <i>(\$2,547,493 deferred at BR2 to 2025-26)</i>	2,945,155	397,662	0		0
Total Capital	3,195,155	1,097,162	223,274		24,312
Palmview Bus Stop Infrastructure Contribution	150,000				
TOTAL Levy	7,352,163	5,104,170	1,510,554	(344,168)	854,694

Transport Levy Program - Adopted Budget

Initiative	Comments	Budget
		2025
		\$'000
Service Improvements		
Flexilink Service - Conondale - Maleny	Continuation of the existing trial pre-booked service linking residents to existing public transport services at Maleny.	150
Flexilink Service - Peachester - Beerwah	Continuation of the existing trial pre-booked service linking residents to existing rail services at Beerwah.	15
Trial Council Link	Continue the existing targeted trial 'door to door' service for eligible persons to their nearest centre once per week.	270
Kenilworth Community Transport Service	Contribution to the trial of a community run, pre-booked, transport service for Kenilworth and surrounds.	4
Trial Bus service realignment at Yandina	Route 631 Trial extension – Council's contribution as per Funding Agreement with Translink.	33
Potential Bus Service Improvements / Trials	Allowance for partnered arrangements with TransLink/TMR including the investigation and promotion of a high frequency hop-on-hop-off or hail and ride service linking key coastal destinations, the continuation of the trial bus service diversion serving the Ginger Factory and eastern Yandina industrial area, and other travel choice initiatives and activities	300
Trials of Entertainment Precinct service support	Contributions to the cost of trialling the provision of suitable services and the associated administrative arrangements to support enhanced access to and from entertainment precincts.	200
Service Improvements Total		972
Infrastructure Assets		
Bus stops - supporting access infrastructure works	Contribution to leveraging the provision by Translink of connections between bus stops or stations and their immediate surrounding environment, prioritised on existing or emerging high user demand basis or known accessibility need.	250
Infrastructure Assets Total		400
User Benefits		
ThinkChange - Commercial Premises Workplaces Program	Co-ordination and implementation of the Workplaces Travel Management Plan focused on employment centres such as Maroochydore City Centre, Kawana Town Centre, and workplaces in similar locations.	130

Initiative	Comments	Budget
		2025 \$'000
ThinkChange - Sunshine Coast Events Plan	Collaboration with SCC community events team and private event organisers to implement travel behaviour change initiatives for large and medium community and sporting events.	130
ThinkChange - Partnered initiative - Stockland Aura Communities Plan	Coordination and implementation of SCC Community Travel Management Plan primarily focused initially on the Stockland Aura development. Includes internal resources to assist with co-ordination and delivery.	280
ThinkChange – Partnered initiative - School Travel Program	Co-ordination and implementation of SCC School Travel Program to implement travel behaviour change initiatives across regional primary schools.	80
Levy Communication, Associated Activities & Awareness	Continuation of marketing and communications of Transport Levy initiatives, implementation of travel behaviour change initiatives and production of active travel maps.	155
Joint travel awareness campaign with TransLink	Partnered targeted information campaign raising awareness of services, frequency, proximity, benefits then monitoring utilisation	25
Trial RideScore Active Schools Program	Report on the trial outcomes and impacts is under review. Continuation of RideScore Active Schools Program beyond end of the 2024 school year and the inclusion of additional schools will be based on Council consideration of the outcomes of the trial.	75
User Benefits Total		875
Safety for the most vulnerable		
Network Safety Plan Prioritisation and Programming	Based on the findings of Council's Network Safety Plan, commission a study to prioritise the projects that would enhance the safe use of the transport network for the young, the elderly and those with a disability and produce a prioritised program of projects.	75
Leveraging the delivery of priority projects	Undertake design development for the highest priority projects, providing the basis for the projects to proceed to construction leveraging State Government funding for suitable safety-related projects.	768
Safety for the most vulnerable Total		843
Research, Planning & Investigations		
Sunshine Coast Public Transport and Direct Sunshine Coast Rail Projects (This initiative is part of the Transport Futures Fund)	Council's contributions to advancing the State Government's preparation of the business case for the Sunshine Coast Public Transport project and supporting the State Government's preparations for the delivery of the Direct Sunshine Coast Rail project.	1,000
Performance analysis, network planning, investigation and reporting	Investigation and development of network improvement proposals, data gathering and analysis, performance monitoring and analysis, and advocacy.	105

Initiative	Comments	Budget
		2025 \$'000
Electronic Household Travel Survey contribution	Contribution to TMR to expand surveyed household sample size and improve data reliability on region wide travel characteristics over time.	60
Inclusive Network Mapping Project	Stage 2 of the Project will map the walking and riding networks to identify gaps in the networks and prioritise future initiatives to enhance the inclusiveness of the networks.	80
Research, Planning & Investigations Total		1,245
Transport Futures Fund Contribution Transport Futures Fund Contribution	Note: This amount, in combination with the provision for the Sunshine Coast Mass Transit and Direct Sunshine Coast Rail Projects, meets the requirement for contribution to the Transport Futures Fund under the Transport Levy Policy, i.e., \$470,588 + \$1,000,000 = \$1,470,588 , which is about 20% of the Transport Levy revenue, in line with the Guiding principles of the Transport Levy Policy.	471
Transport Futures Fund Contribution Total		471
Sub-Total Transport Levy Program		4,654
Budget deferred to 2025-26 in Budget Review 2		
Leveraging the delivery of priority projects	Undertake design development for the highest priority projects, providing the basis for the projects to proceed to construction leveraging State Government funding for suitable safety-related projects.	2,548
Held in Restricted Cash		
Palmview bus stop infrastructure contribution	A temporary allocation of bring-forward funding for the provision of infrastructure at existing bus stops in Palmview until such time as the Palmview Infrastructure Agreement No.3 is executed, which will establish a separate funding source for this infrastructure and enable the reimbursement of any contribution provided from the Transport Levy Program.	150
Total Transport Levy Program		7,352
2023-24 Budget carried over at Budget Review 1		
Bus stops - supporting access infrastructure works	Contribution to leveraging the provision by Translink of connections between bus stops or stations and their immediate surrounding environment, prioritised on existing or emerging high user demand basis or known accessibility need.	450
Total Transport Levy Current Budget	Sub-Total Transport Levy Program + Budget Review 1	5,104



Related Report / Additional Information

Meeting:	Ordinary Meeting	Date:	30 January 2025
Requesting Councillor:	Councillor M Suarez		
Item:	8.4 December Financial Performance Report		
Circulation	28 January 2025		
Officer:	Chief Financial Officer	Approving GE (title):	Group Executive Business Performance

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

Question:

An idea of what the long-term business plan for the solar farm is - some long-term forecasts for the additional land.

Response:

Sunshine Coast Solar Farm opened in 2017 and has a 30-year design life. The key objective of the solar farm project was to provide a renewable source of electricity to Council sites at equivalent or lower whole of life cost than traditional supply arrangements. The 15 megawatts facility is being operated and maintained to a high standard to achieve this objective.

During the design phase of the project Energex indicated the 33-kilovolt powerline at the site had capacity for a maximum generator size of 15 megawatts. With the maximum generator capacity capped at 15 megawatts, the facility only required 25 Hectares of the available 49 Hectare site. There is no plan to expand the solar array as any expansion would require Energex to upgrade the capacity of the distribution network. The facility is currently large enough to meet Council's needs.

The Coastal Hazard Adaptation Strategy 2021 Erosion Prone Areas - 2041 (page 39) indicates the North Eastern part of the site will be inundated on the highest astronomical tide. Inundation extends by 2070 and by 2100 the entire site is expected to be inundated.