



06 November 2021

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Ms. Emma Thomas  
CEO  
Sunshine Coast Regional Council

cc. Councillors Div1-10  
By Email

Dear Emma and Councillors

**RE: SPECIAL MEETING 8 NOVEMBER SEEKING SUPPORT OF COUNCIL FOR AN APPLICATION TO ECONOMIC DEVELOPMENT QUEENSLAND (EDQ) FOR THE SUNSHINE COAST AIRPORT SITE TO BE DECLARED A PRIORITY DEVELOPMENT AREA (PDA).**

This letter is written on behalf of the following community groups: Maroola Community Group, (MCG), Seaside Shores Community Association (SSCA), Sunshine Coast Environment Council (SCEC) and the Organisation of Sunshine Coast Association of Residents (OSCAR).

Representatives of the above groups are very concerned with the proposal to seek support of councillors on Monday 8 November at a Special Meeting, for an application to EDQ for the Sunshine Coast Airport (SCA) to be declared a Priority Development Area (PDA). We are disappointed with the very short time-frames within which this has been brought to Council.

We also note that Development Watch has written to Councillors and we support their letter in full.

On behalf of the community, we seek answers to the following questions:

1. Why is there such a rush to put this proposal to Council and only allowing a few days for the community to make any response to the proposal? In effect members of the community have had 2 working days to review the proposal, seek responses from members, let alone discuss the issue with Councillors. Similarly, Councillors have had no time to consult with their communities.
2. Given the information in Figure 1. *Possible Landuse Planning Options* (Agenda document page 26 of 39), and if speedy action is required on economic grounds, then why hasn't Council considered using a Temporary Local Planning Instrument (TLPI) for the Gateway and Aerospace areas? Is it the fact that there are NO Third party appeal rights under a PDA that is attractive to Palisade investment Partners and Council?
3. The Sunshine Coast Airport is a community asset and we ask why Sunshine Coast Regional Council (SCRC) wants to lose control of this asset and particularly without ANY community consultation on the proposal to do so (Meeting Agenda p11 of 39). We remind the Council

that the land and current infrastructure is owned by the community and entrusted to the non-elected bureaucracy and elected councillors to manage on their behalf.

4. Council is in the process of developing a new Planning Scheme by 2024. Given the process and timeframes of a development scheme under the Economic Development Act 2012, wouldn't developing a Master Plan or refining the current 2040 Airport Master Plan (AMP) developed in 2019 within the Planning Scheme process in effect see a faster "turn round" than working through the Economic Development Act? What are the benefits of a PDA process versus managing the AMP 2040 under the existing Planning Scheme or the PS 2024?
5. By developing/refining the existing Master Plan as part of the PS 2024 wouldn't such still allow SCRC to achieve its objectives for the Airport as listed on page 11 of 39 of the Agenda document, while retaining the community asset, allowing the community to have input into the plan? We remind Councillors that the report to Council (page 7 of 39) confirms that SCRC has NOT endorsed the Master Plan and only indicated that it met the contractual requirements of the airport lease agreement: *In the case of the SCA, and Airport Master Plan was prepared and in October 2019, it was acknowledged by Council that it met the contractual requirements under the terms of the 99 year commercial lease agreement that came into effect on 1 December 2017.*

It should be noted that the SCA Master Plan (AMP) was contentious with significant opposition/concern regarding some elements of the Master Plan and the lack of detail/paucity of relevant information.

Further, it was referenced multiple times in the AMP and in commentary during the tender process (and when 'awarded' to Palisade) there would be additional assessments and applications that would need to be undertaken which would involve consultation opportunities for the community - and through the SCPS. It was also consistently reinforced the SCA is a significant community asset.

We suggest that there are many within the community, particularly north of the Maroochy River, where OSCAR and 5 other community groups have been in correspondence/meetings for over 2 years with Economic Development Queensland (EDQ) regarding a proposal for an intense residential development and wave pool at Coolum West. Still there has been no meaningful response by EDQ.

6. The Report to Council makes reference to the 406 submissions made in response to the Draft Airport Master Plan consultation process in 2019. What will Council do with the information gathered from the first round of consultation on the Master Plan? Will this information now be deemed redundant? Why can't SCRC use those submissions in the development of a final Master Plan as opposed to leaving such development to EDQ, where there is no guarantee, despite 30 days community consultation that EDQ will take notice of the community views?

The report states that in terms of assessment and SCRC conflicts that, *"Legal advice obtained on this matter suggests Council could implement alternative governance and probity arrangements which could address any potential conflict between its position as owner of the SCA and its role as the assessment manager for the development of the SCA land under the Planning Act 2016."* Why doesn't SCRC use this process and why is it not outlined in detail in the report? It is our understanding that such a process with an external consultant was used in the assessment of the

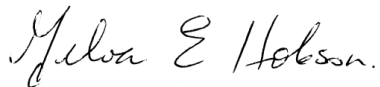
Brisbane Road carpark. This is an example of a large project where the planning consultant worked with council planners for a good outcome on council-owned land.

7. SCRC suggests that its conflict as a profit sharer in the airport is only removed by the declaration of a PDA for the airport. However, recommendation "D" (p 10 of 39 Agenda report) states that: ***note, that Council as landowner must provide consent to any development application made over the site, which provides a key lever for Council in the context of any development proposal that may be considered to be incompatible with the Airport objectives and/or the approved development scheme for the area.***

The question then is, is SCRC being hypocritical in maintaining that a PDA will remove the profit sharing conflict? Has Council considered using a probity "auditor" type of arrangement, oversighting the assessment process and reporting publicly on the impartiality of the assessment process? Such processes have been used in other Local Government Areas and not related to financial transactions. It could be said that by moving planning and assessment to EDQ for whatever reason, Council, if they accept this motion, is effectively showing bias exactly as they are professing to avoid?

We ask you all to give serious consideration to these questions and at least move a motion to defer this item in order to seek feedback from the community and at best refuse the officer recommendations in this report.

Yours sincerely,



Melva Hobson PSM

President OSCAR on behalf of:

- Maroolia Community Group (MCG) – Ms Susie Chapman
- Seaside Shores Community Association – Mr Richard Dennis
- Sunshine Coast Environment Council (SCEC) – Ms Narelle McCarthy
- Organisation of Sunshine Coast Association of Residents (OSCAR) – Ms Melva Hobson