

REPORTS TO OSCAR General Meeting 23 November 2023

6. Financial Report

6.1 Treasurer's Report:

BANK A/C

This report is for the period 22nd October to November 19th 2023:

Cash Balance 22nd October 2023

\$ 2077.50

Receipts: \$240.00

Payments: \$230.89 \$ 9.11

Cash Balance 19th November 2023

\$ 2217.50

Receipt Details:

\$140 Total comprised of

\$120 – 2 x Organisation memberships: SSCA & MCAG

\$20 – 2 x individual memberships

Payment Details:

NIL

6.2 Accounts for payment:

BANK A/C

GM Approval Required – NIL

Balance post payment **\$2217.50**

6.3 Annual Organisation Subs \$60 (\$10 individuals) now due. Payment notice has been forwarded to members.

9.1 Standing Agenda items

a) **SC Airport & Community Aviation Forum**—in a recent media introduction to the new Turbine Project CEO it was reported that the project is looking for a “high impact” industry site at the Caloundra Industrial Area.

b) **SEQCA**

The conference on Saturday 21 October was very interesting with many questions asked. The speakers and their presentations from the conference are on the SEQCA website at: <https://seqalliance.org/2023-conference/>

c) **Transport: TMR/SIG.** (Lindsay Holt)

Update on SC Public Transport SIG and SC Public Transport Projects

SIG held on 8 November and ran for 2 hours.

Reps included OSCAR, MTAG, Beach Matters, Caloundra Community Association, SCAAN, youth, school, and others.

TMR updated on the various transport projects TMR is currently consulting on, with focus on Direct Rail and coastal corridor Public Transport. Updated info, including the new brochures produced on projects, took account of public feedback on the TMR consultation earlier this year.

No update on Kawana Motorway despite implications for Caloundra Rd, Nicklin Way and coastal corridor road and public transport.

A common theme from community reps was how poor and unreliable the current bus system is, and support for improvements, including for services to schools.

Apart from major projects there is TMR commitment to improved bus services East-West and, for the first time, bus services north of the Maroochy River to Noosa. OSCAR should support these commitments.

I raised implications of Federal Treasurer's comments about need to cut back infrastructure expenditure in light of the recent Productivity Commission infrastructure program review report, and the need to focus on what funding is likely to realistically be available for the numerous projects in SEQ and the SC, and focus on lower cost options like bus system upgrades.

The SIG meeting took place a week before the Federal Transport Minister released details of the projects for which Federal funding is being axed, including the Mooloolah River Interchange Stages 1 and 2 and the Caloundra Third Avenue/ Nicklin Way connection.

The Commonwealth will in future focus on funding nationally significant projects and cost sharing with the States will shift from a 80/20% ratio to 50/50%. The Commonwealth expects State and regionally significant projects to be funded by the State in association with Local Government in some cases.

Despite axing the MRI, Direct Rail can go ahead because northward from the Birtinya station the Direct Rail is the western most transport corridor crossing the Mooloolah River and it has its own bridge crossing points.

Where the Motorways and other roads in the vicinity of the MRI intersect with Direct Rail the roads cross via new overpass bridges - so those MRI dependent projects can proceed at a later date.

TMR advised that the Direct Rail business case is expected to be completed and submitted by the end of 2023. The Commonwealth has committed \$160M towards planning and \$1.44B for construction (a small fraction of what the full project will cost).

Lesley Dimmock attended the 18 November TMR pop-up and was advised that Direct Rail would be staged, constructed station by station, starting with Beerwah. Greenfield development at Aura and Beerwah East (structure planning completed) will benefit from that. How many other sections of the project occur before the Olympics depends on additional Commonwealth and State funding.

Stage 1 of the MRI included the new bridge over the Mooloolah River carrying northbound traffic from Nicklin Way to Brisbane Road and then onward via Mooloolaba etc to Maroochydore. The bridge was also intended to carry the Public Transport /Mass Transit vehicles. A Public Transport station was included at Minyama and another station at Bundilla north of the River. Without this new river crossing bridge the Public Transport project cannot proceed as planned.

A truncated project from Minyama or Kawana Shopping Centre to Birtinya could still proceed (e.g. in pursuit of the Council densification intentions for the Coastal Corridor).

Other aspects of MRI Stage 1 and 2 in the Bundilla area are necessary foundational infrastructure to permit the related Kawana Way, Kawana Motorway, Sunshine Coast Motorway and Mountain Creek road change

projects in the vicinity of the MRI to proceed. Axing Stages 1 and 2 stymies all these other projects – until the State finds the funding for them to proceed

The implications of the changed Commonwealth funding arrangements for the Public Transport/Mass Transit coastal project business case are significant.

MTAG advised the SIG that their RTI indicated that it had been decided by as early as March that the business case would only assess the Light Rail and Bus Rapid Transit options, which raised the issue of why was there continuing consultation about options. TMR indicated they will continue to consider other emerging modes and technologies

I raised the issue about transparent and accountable decision-making and requested releasing that assessment document so it could be seen how the original 5 options compared against the criteria, but that was rejected. I questioned why the lower cost Quality Bus Service option was rejected given it could satisfy the criteria, albeit not as effectively as the other options.

TMR advised that it did not favour a MT system where MT vehicles competed for road space and interacted with other vehicles. It favoured a dedicated MT corridor with priority over other vehicles. In the case of Light Rail and BRT that would be in the centre of existing roads such as Nicklin Way.

Beach Matters indicated problems with such an approach in the coastal beach areas such as Mooloolaba and Alex Headland where it would interfere with beach recreational activities and beach access.

It appears that TMR is determined to proceed with a two option Public Transport/MT business case analysis and is seeking declaration of a dedicated MT coastal corridor through the current public consultation process notwithstanding the recent Commonwealth funding setbacks.

Lindsay Holt

TMR Public Transport Projects (Quentin Brown)

Consultation on TMR projects is open at the moment. I have been representing WPSQ on the TMR Environment SIG for these major projects in relation to potential environmental impacts of the proposed direct rail project (old CAMCOS corridor) and the coastal public transport project (formerly Mass Transit Project). Some discussion has also occurred in relation to cultural heritage matters. In relation to direct rail, aspects of impact mitigation strategies through track design and location have been a focus of discussion, as well as location and number of stations. In relation to the mass transit route, discussions have focussed on the number of stops and connectivity with key infrastructure and community nodes as well as with heavy rail stations. Briefings by engineers and environmental staff would suggest TMR have adopted a best practice strategy to deliver innovative outcomes for environmental management.

Quentin Brown PCCG

d) Update re Buddina – nothing to report this meeting

e) Sekisui Appeal – DW has been in contact with Dennis Corp and are looking forward to a meeting with the developer in the New Year.

f) 2024 PS SCRC has indicated that the Planning Scheme will not be available for public consultation this year. It is anticipated that it will probably be mid 2024 before going to public consultation.

g) Pacific Paradise Service Station appeal – Important dates until the end of the year are: December 20- Court hear “minor amendments” application, Dec 21 Correspondents respond to further flooding and visual amenity issues.

h) Biosphere Update – Our Biosphere in Action • celebrations for International Day for Biosphere Reserves titled BiospHERO Day was a successful day. There were about 1000 people who participated in the day at the MET. There were innovative and engaging activities for kids and adults, eg making seed bombs and some great art activities. Discussion at the CAG meeting re Biosphere Branding and partnering.

i) Point Cartwright Care Group Inc. (PCCG) Update, Point Cartwright Reserve Master Plan Local Law

After Council's endorsement of the Point Cartwright Master Plan, the new Local Law amendments were put out for consultation. These amendments were designed to align regulatory controls with the functional implementation of the approved Master Plan. I can report that Council received a very high number of submissions on the proposed Local Law amendments. This may have been a result of intense misinformation tactics pursued in social media and traditional media outlets by dog groups. The changes may go before Council in December or January, it is unclear at this stage. Threats and intimidation from dog related groups continues on members of PCCG - all in the name of reinstating unfenced free roaming off-leash dogs across the shared spaces and/or sensitive environs of Point Cartwright.

As mentioned in last month's report, instead of these tactics, the collective power of dog groups could have been used to push Council to find or create more appropriate dog off-leash sites that don't have intrinsically significant ecological or cultural heritage values. Without substantial intervention, the continuance of dog off leash uses on the site will continue to be degrade areas of critically endangered forest and migratory shorebirds on rocky shores - undermining this natural heritage for future generations and posing risks to the safe use and enjoyment of the reserve by visitors, tourists, children and vulnerable people.

Mooloolaba Foreshore Revitalisation

The PCCG has been participating in actions and advocacy of the Mooloolaba Business and Community Alliance in relation to Mooloolaba Foreshore Revitalisation Project. Specifically, there has been much public concerns about the seawall design, specifications, proposed construction and relevant supporting studies. Economic disruption during the construction phase has been a primary concern for the Chamber of Commerce and key recreational user groups and events organisers in relation to the beach. Primary concerns of the PCCG and Beach Matters and other groups has been in relation to the seawall design and concerns about the longevity and stability of the beach, foreshore and relevant environmental habitats.

Quentin Brown, President, Point Cartwright Care Group Inc

j) SEQRP – SCRC has submitted their response to the SEQRP to the State Government. The link is at: <https://www.sunshinecoast.qld.gov.au/Development/Planning-Documents/submissions-to-state-government>

SCRC has also completed a Housing Supply Statement for the State Government. It is our understanding that this document is confidential. We are seeking more advice re this.

k) SCRC - Classification and Management of Information

Following the successful Motion at the July OM, we await the Implementation Plan and Report being developed by the CEO, due by November 2023. The OM of 26 October item 8.10 deals with the SCRC policy framework – which was an issue raised in the GWI report to Council re Classification and Management of Information project. The Framework paper can be found at: https://sunshinecoast.infocouncil.biz/Open/2023/10/OM_26102023_AGN_1380_AT_WEB.htm
There was no reference to this Policy in the November OM. We will follow this topic up with the meeting with the CEO on Nov 29.

l) SCRC ELS Refresh - all SCRC Strategy Annual Reports were presented to the October 26 OM. Check them out, items 8.1 – 8.5 at:

https://sunshinecoast.infocouncil.biz/Open/2023/10/OM_26102023_AGN_1380_AT_WEB.htm

m) Community Strategy Refresh – the second stage community consultation will be in 2024. The Community Strategy Annual Report was presented at the October OM – 26 October. See the link to the Report at:

https://sunshinecoast.infocouncil.biz/Open/2023/10/OM_26102023_AGN_1380_AT_files/OM_26102023_AGN_1380_AT_Attachment_9750_1.PDF

n) Twin Waters West Update

We have been advised that this DA will go to Council at the December 14 OM
Follow the Twin Waters West DA on the TWWS Facebook page.

<https://www.facebook.com/SaveTwinWatersWest/>

To see the updated application documents go to:

<https://publicdocs.scc.qld.gov.au/HPECMWebDrawer/Record?q=ApplicationNumberList%3aMCU23%2f0113+And+NOT+recType%3a%22Folder%22+NOT+recTypedTitle%3a%22%2asubmission%2a%22+&sortBy=recRegisteredOn-&pageSize=15&start=1>

Any questions or information please reach out. Twin Waters West & Surrounds Inc.

Kathryn Hyman

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o) Dulong and Image Flat quarries

No further action at this point in time

p) Housing crisis on Sunshine Coast - see SCRC OM 27 July 2023 Item 8.1 – Housing and Homeless Action Plan

at: https://sunshinecoast.infocouncil.biz/Open/2023/07/OM_27072023_AGN_1383_AT_WEB.htm

q) Current SCRC and Noosa Engagement activities. Follow the links to see the open opportunities
SCRC - <https://haveyoursay.sunshinecoast.qld.gov.au/>

Noosa – <https://yoursay.noosa.qld.gov.au/>