

As a key advocacy groups on the Sunshine Coast, we are seeking your views on public transport and housing densification in the region. Please be advised your responses will be collated and made public as we believe all voters should be aware of your position on these two key issues prior to voting. No response will be taken to mean you agree with the following:

- 1. The current Department of Transport and Main Roads (TMR) Southern Sunshine Coast Public transport strategy and their decision to proceed with Rapid Bus Transit in a dedicated lane along our coastal strip.**

- 2. The current Sunshine Coast Regional Council plan to house the large majority of the future population growth out to 2041, in the Coastal Corridor between Maroochydore and Caloundra.**

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| Name of candidate: | _____ Michael Burgess | Date: | _____ 4/2/2024 |
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Section 1: Transport

1 Do you think two public transport spinal networks (Heavy Rail from Beerwah to Maroochydore and a Mass Transit system from Maroochydore to Birtinya) with feeder networks running to them, is the best public transport system for the region?

YES/NO NO

2 If NO, and you are elected, will you advocate to TMR for a different Sunshine Coast Public Transport strategy?

| YES/NO | If YES what? |
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| Yes | <p>_____It should be said that the theoretical outline of any commentary on government policies must be nuanced to allow for all the interactions of the many actors who get involved in actualising them whether they are local, State or Federal government</p> <p>All my responses are premised on the assumption that the Coast will get \$10 billion for infrastructure over the next 10 years</p> <p>I will advocate to TMR that the most pressing need is to finish the rail duplication to Nambour & develop a series of feeder buses to the stations on that line from various locations such as Aura, Caloundra all the way north to Maroochydore & from the Hinterland towns</p> <p>This project seems to have been derailed & fallen into pause mode while attention is directed to less likely to be financed options that are being dangled</p> <p>Completing the duplication to Nambour seems likely to cost another 2 billion with the current \$550 million said to be only enough to get to Beerwah</p> <p>This could be completed in 3 or 5 years, any line to Maroochydore is now probably 10 or more years away from being user ready & in that time costs ,may well escalate further</p> <p>I will also engaged with the other levels of government about what is the projected availability of infrastructure funding for the Coast over the next 10 years. If say the national budget is \$600 billion then proportionally the Coast would get \$8 billion, the challenge will be get as much more as possible above that basic amount</p> <p>If we understand what is available then the Coast can have a real debate about</p> |

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| | <p>what it can do with its share</p> <p>But we are in a period of fast acceleration construction costs as the governments try to stimulate housing & at the same time engage in many large infrastructure projects. In doing so they are putting unprecedented pressure on the samr resources of labour, materials & equipment.</p> <p>We are in danger of losing out unless we decide what we can get, what we can do with it & get it done quickly</p> <p>A couple of projects done & dusted are better than 6 being lobbied about & competing for the same funding whether jockeying for funds is obvious or not</p> |
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3 Do you support a rapid bus transit system in a dedicated right of way along our coastal corridor?

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| YES/NO YES |
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4 What will you do to improve public transport now?

Response:

_____ I believe with all the data at our disposal we can design a better transport system using a variety of different bus sizes & more frequent services to more places. The major impediment to this is the number of drivers such a system will require but perhaps this is a solvable issue

I did a very basic analysis of the bus usage date & correlating this from 23,000 or so the trips the average number of passengers per journey was 5.4 & those travellers did not necessarily do a full journey so it is possible to conclude that the number of people on the 50?-carrying-capacity buses at any one time is on average less than 5.4

This is a waste of resources & has the following causes & outcomes

- (1) Buses are less frequent
- (2) The false economic of carry capacity vs driver cost simply does not deliver the service needed
- ‘(3) People use the service less because of lack of frequently & it connects too few places
- (4) Are we getting the buses available & not the ones we need?

If it is, as appears likely, that buses may be the dominant PT paradigm should we spend a lot of time working on what an ideal bus system designed specifically for this region looks like

5 What do you think should be the priority for better public transport in the future?

Response:

_____ It is my view that the coming era will see on-demand door-to-door public transport utilising autonomous vehicles. Such a system will break the nexus between the driver vs size of vehicle & allow vehicles as small as single person pods to pick up passengers & then entrain them into convoys for long journeys

This also will take pressure off the roads by effectively making these pods into bus-like configurations whenever possible. In this way, many more people will be packing into the same amount of road space current consumed by massive SUV carry single passengers

Various formatted vehicles can be available for different numbers of passengers & different destinations. A single person pod to go to work, a towing pod to take a tradie's trailer to a work site or a family size one for a trip to the beach with provision for surfboard, dogs & beachballs

What we should do about this now is ensure all road being built have smart capacity built in & existing ones be upgrade. This could be as simple as ensuring that easy accessible trenches are installed in roads to allow for future cabling

Section 2: SCRC 2024 Draft Planning Scheme

6 Do you support the current plan to put the large majority of new arrivals out to 2041 within the Coastal Corridor? (Maroochydore to Caloundra)?

YES/NO NO

7 What does high-rise mean to you (how many storeys)?

Response:

_____5?

8 Do you think housing densification should occur along the Heavy Passenger Rail Corridor rather than the Mass Transit Coastal Corridor?

YES/NO

YES, sort of

Explain why?

_____ I am referring to the existing heavy rail corridor to Nambour

We must turn development away from the waterways because of the heavy future cost of remediation of these buildings in these zones whether they are impacted by cyclic weather events or climate change

Careful densification is possible along the existing rail line to Nambour & creating campus-type workshop/live/retail medium rise apartment buildings in green spaces seems to be a solution for achieving some densification without burying local people & character in it

As to the densification along the theoretical rail to Maroochydore thinking about that should be delayed till we first discover whether there is likely to be funding for it. But essentially the same principle would apply medium rise apartment buildings near the line, stepping down in height further from the central zone

In this way a variety of family needs are provided but still be close to convenient transport

9 If you are an existing Councillor, did you vote in favour of the current draft 2024 Planning Scheme (no answer required if not an incumbent Councillor)?

YES/NO

10 If you are elected Mayor, will you review the draft Planning Scheme, in particular the densification of the coastal corridor?

YES/NO Yes

11 As Mayor, what will you do to ensure we do not become another Gold Coast?

Response:

_____ The GC became the GC because it relied too much on a perpetual construction-based economy. The solution is to ensure we have a more diverse economy which focus on exporting goods & services from our region to create the good jobs & careers our growing population as well as resilient prosperity

All prosperity is based on exports, at the moment we import almost twice what we export & as long as that continues we will not be able to control our own destiny & we will inevitable sell off the Coast piece by piece to keep some illusion of economic stability alive with short-term construction jobs & gig ones serving coffee to tourists

It should be remember that the Coast can never become the GC but if it goes down the path of imitation our Coast will be a poor man's version of that other Coast. The GC has the geographic advantage of being 200 km closer to Sydney & all those investors who have been the backbone of its seemingly never-ending selling-off-the-plan of over-priced apartments with mind boggling management fees

In other words an entirely exploitative place

12 Do you think the current planning decision making process is too lenient toward developers, especially in regard to site coverage, set backs and density?

| YES/NO | Why? |
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| YES | <p>_____ I believe that developers are treated too lenient because there is a general mindset that we need them more than we do. This is perhaps due to the council's need for fees, the council's reluctance to reject projects, particular large ones, because of the resultant negative publicity about loss of "investment" & jobs</p> <p>This mindset over time becomes self-perpetuating because it encourages the council to be populated with people who are agreeable to this paradigm</p> <p>The seemingly routine & regular creeping forward of so many development applications once approved to remove conditions or in same case the developers</p> |

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| | simply ignoring these conditions is indicative of a deberal belief among developers that they rule the roost |
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13 Do you think all Development Applications should require Council to notify all adjoining neighbours?

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| YES/NO | If YES, what will you do to try and make this happen? |
| YES | _____ I think that should not be too hard & perhaps requiring the developers to return to council signed documentation expressing that this has been done & council could confirm by letter, email & even phone |

14 As Mayor, what will you do to achieve better development outcomes for the region that better protect existing residents' privacy and amenity?

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| Response: | <p>_____ A complex question because it would involve an understanding of many individuals' judgement of what they consider impairs these things. But generally, I would advocate to allow people to have as much input into decision making about developments in their area, & the Coast in general, as possible</p> <p>My advocacy for Citizen Committees that would create a formal forums in which this could occur would be a much more user friendly paradigm than the current one where individual objectors seek out the ears of individual councillors</p> <p>My philosophy is that building is necessary to provide the shelter we need to our people but building is an economic negative since it exports a great deal of money to buy materials & services as well as shipping vast profits to out-of-region owned developers</p> <p>Developers need our space, we don't need them as much as they need us. We must turn away from allowing our natural endowments to be monetised for the profit of a few but for little benefit to the community</p> <p>I am not anti-building but a big rethink has to happen about where we build, what we build & who does the building</p> |
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