

# Sunshine Coast Airport

## SUNSHINE COAST AIRPORT

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### Priority Development Area

### Interim Land Use Plan

July 2023

## Acknowledgement of Country

***Economic Development Queensland (EDQ) acknowledges the Traditional Owners and custodians of the land of the Sunshine Coast Airport PDA, the Kabi Kabi First Nation People. We also Acknowledge the continuing culture of the Kabi Kabi people; and the influence and contribution their culture brings to the Sunshine Coast Airport PDA.***

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# 1. Preliminary

## 1.1 Economic Development Act

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The *Economic Development Act 2012* (the ED Act)<sup>1</sup> establishes the Minister for Economic Development Queensland (MEDQ) as a corporation sole to exercise the powers and functions of the ED Act.

The main purpose of the ED Act<sup>2</sup> is to facilitate economic development and development for community purposes. The ED Act<sup>3</sup> seeks to achieve this by establishing the MEDQ and providing for a streamlined planning and development framework for particular parts of the State declared as priority development areas (PDAs).

## 1.2 Priority Development Area description

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The Sunshine Coast Airport PDA (the PDA) was declared by regulation<sup>4</sup> on 28 July 2023.

The PDA, identified in Map 1, covers approximately 460 hectares of land in Marcoola on the Sunshine Coast. Approximately 50% of land is suitable for aviation purposes. The PDA is immediately bounded by low density detached residential development, high density tourist accommodation, the Mount Coolum National Park, Marcoola foreshore, open space, sport and recreation and a light industrial area. More broadly, the Airport is located within 10 kilometers of the Maroochy City Centre, and is conveniently located near other key Sunshine Coast destinations including the Mooloolaba Marina, the agricultural hinterland and renowned tourism destinations to the north and south including Noosa and Caloundra. The Airport is accessible via the David Low Way and North Shore Connection Road, which both connect to the Sunshine Motorway.

The Airport is a key domestic and international gateway to the region. Existing facilities include the terminal building on the south-western side of the runway, which predominately caters for domestic operations, with a 'swing gate' arrangement for international operations to and from New Zealand. In 2020, a new runway was also established to cater for larger aircraft.

The Airport is identified in the SEQ Regional Plan as major enabling infrastructure to support the northern gateway regional economic cluster and contributes to the continued economic growth of the Sunshine Coast.

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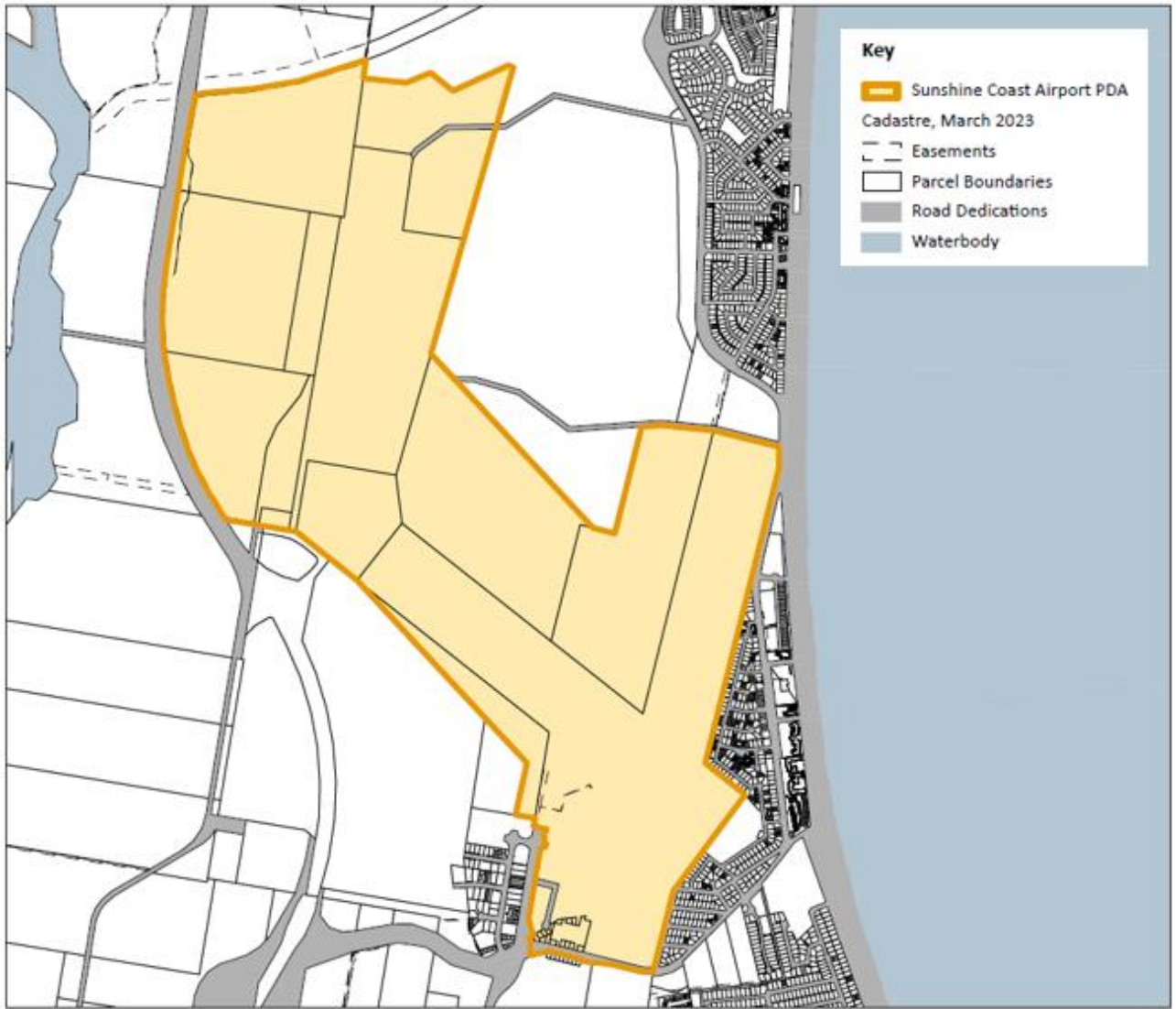
<sup>1</sup> See section 8 of the ED Act

<sup>2</sup> See section 3 of the ED Act

<sup>3</sup> See section 4 of the ED Act

<sup>4</sup> See section 37 of the ED Act

# MAP 1: SUNSHINE COAST AIRPORT PDA BOUNDARY



## 1.3 Application of the Interim Land Use Plan

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The PDA Interim Land Use Plan (ILUP)<sup>5</sup> has been prepared pursuant to Section 38 of the ED Act and applies only to land within the declared Sunshine Coast Airport PDA boundary identified on Map 1.

The ILUP was made by the MEDQ and took effect on commencement of the declaration regulation for the Sunshine Coast Airport PDA. The declaration regulation provided for the ILUP to be effective for 12 months unless the development scheme for the PDA takes effects earlier.

## 1.4 Components of the ILUP

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This ILUP consists of the following components:

- a. the strategic context for the PDA (section 2), including the vision (section 2.4),
- b. development assessment procedures (section 3),
- c. development requirements (section 4),
- d. levels of assessment (section 5),
- e. infrastructure requirements (section 6), and
- f. schedules (section 7).

### 1.4.1 STRATEGIC CONTEXT

The strategic context includes background information and the vision for the PDA. The vision establishes the overall outcomes to be achieved in the PDA that:

- a. seek to achieve the purpose of the ED Act for the PDA, and
- b. provides the basis for the PDA development requirements.

### 1.4.2 DEVELOPMENT ASSESSMENT PROCEDURES

The development assessment procedures outline matters relating to the interpretation and operation of the ILUP.

### 1.4.3 PDA DEVELOPMENT REQUIREMENTS

The PDA development requirements apply to all PDA assessable development and incorporate:

- a. PDA-wide criteria, and
- b. precinct provisions.

### 1.4.4 LEVELS OF ASSESSMENT

The following levels of assessment are established for all development within the PDA in section 5:

- a. PDA accepted development – column 1, and
- b. PDA assessable development – column 2.

### **1.4.5 INFRASTRUCTURE REQUIREMENTS**

This component identifies how infrastructure requirements will be determined for development. These must be considered in the preparation of PDA development applications.

### **1.4.6 SCHEDULES**

Schedule 1 identifies PDA accepted development. Schedule 2 defines terms used in the ILUP.



## 2. Strategic Context

### 2.1 Background

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In 1961 Maroochy Aerodrome was renamed Maroochydore Airport with the opening of the first sealed runway suitable for passenger aircraft.

Upgrades to the runway and the construction of a new terminal building in 1997 saw the name changed officially to Sunshine Coast Airport (the airport).

In 2007 Council adopted the Sunshine Coast Airport Master Plan 2007 that set a vision for growth of the airport to 2020. The master plan proposed to develop a new, fully compliant main runway of 2,450 m x 45 m, aligned in a south-east to north-west direction to service the growing needs of the airport.

On 24 October 2011 the Coordinator-General declared the Sunshine Coast Airport Expansion Project (SCAEP) a significant project under the *State Development and Public Works Organisation Act 1971* (SDPWO Act) and required the preparation of an environmental impact statement (EIS). Following an evaluation of the EIS by the Coordinator-General, the project was approved with conditions on 18 July 2016.

The SCAEP was completed in 2020 and has established the airport as a key piece of regional infrastructure, vital to the continued economic growth of the Sunshine Coast.

The airport is projected to facilitate over 1.5 million passengers in 2023, with a forecast of more than 3.2 million passengers expected to travel through by 2040.

The Sunshine Coast is one of Australia's largest and fastest growing local government areas, with a population forecast to reach more than 500,000 by 2041, with an annual average growth rate of 2.6% since 2011\* (\*Sunshine Coast Council) within a region attracting 8.5 million people each year (2017). The development of the airport will be critical in supporting the region's population growth and the forecast growth in visitation and passenger numbers.

The investment and expansion of the Sunshine Coast Airport will be appropriate to support its role as a key driver of growth for the Sunshine Coast region.

### 2.2 Vision

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Development within the PDA is to support the growth and expansion of the Sunshine Coast Airport. Development within the PDA will provide for uses that can capitalise on the proximity to direct export markets to support the creation of a modern competitive airport precinct servicing staff, passengers, visitors and residents.

Development in the Sunshine Coast Airport PDA will:

1. occur in an integrated and sequential manner,
2. provide for uses and activities which are compatible with the primary function of the Sunshine Coast Airport as a key regional and international airport and aviation precinct,
3. complement the role of the airport as an economic, freight and logistics hub, and enhance the economic opportunities that are available in proximity to the airport, such as end-to-end food and beverage manufacturing and education facility<sup>5</sup>,

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<sup>5</sup> At the time of drafting the Turbine Project was under consideration. The Turbine Project is a purpose built, end-to-end food and beverage manufacturing and education facility. Refer to Schedule 2 for more information.

4. protect the significant natural and Aboriginal cultural heritage assets and biodiversity values in and adjoining the PDA by avoiding and managing any adverse impacts on ecologically important areas<sup>6</sup>,
5. protect human health and the environment by appropriately managing contaminated land, groundwater and surface water in the PDA,
6. protect people from, and avoid or manage the potential adverse impacts of flood, and storm tide inundation on property, economic activity and the environment, taking into account the predicted effects of climate change,
7. not directly, indirectly or cumulatively change flood characteristics which may cause adverse impacts internal and external to the PDA under current conditions or future changes to conditions due to climate change,
8. deliver high-quality built form and urban design outcomes and an exemplar of sustainable and innovative development,
9. provide a high level of amenity and effectively manage the potential for land use conflict with existing and likely future surrounding development,
10. not adversely impact on the continued safe operation, efficiency, viability and maintenance of existing network infrastructure and airport operations, and
11. provide safe and efficient access into and throughout the precinct, as well as active transport infrastructure that connects into the broader transport network and provide appropriate access, parking and transport for visitors and employees.

Subject to further investigations and satisfactory resolution of development constraints, development within the PDA will also:

1. support an expanded range of aviation, aerospace, business and employment opportunities which promote the region, attract investment and support tourism on the Sunshine Coast,
2. be of a nature, scale and intensity that does not compromise the Sunshine Coast Centres Hierarchy whilst providing for a range of commercial and retail uses that support and complement a modern competitive airport precinct,
3. provide for airport related business uses and other uses to be co-located to maximise urban efficiency and contribute to an integrated land use outcome, and
4. over time, seek to identify opportunities to relocate general aviation activities further away from residential areas.

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<sup>6</sup> Refer to “Sunshine Coast Airport Expansion project – Coordinator-General’s evaluation report on the environmental impact statement”, May 2016 and ‘Sunshine Coast Airport Master Plan Implementation Project (EPBC 2011/5823)’ approval, State Planning Policy and State Development Assessment Provisions for further advice on ecologically important areas.

## 3. Development Assessment Procedures

### 3.1 Types of development

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All development within the PDA is included in a category of development:

- a. Table 1 Column 1 identifies PDA accepted development, which is development that does not require a PDA development approval under the ED Act, and
- b. Table 1 Column 2 identifies PDA assessable development, which requires a PDA development approval.
  - i. Column 2A identifies PDA assessable development that is permissible development, and
  - ii. Column 2B identifies PDA assessable development that is prohibited development.

A PDA development permit is required to carry out PDA assessable development<sup>7</sup>.

### 3.2 Development consistent with the ILUP

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PDA assessable development is consistent with the ILUP if it complies with all relevant PDA development requirements set out in section 4.

However, development that does not comply with one or more of the relevant PDA development requirements is consistent with the ILUP if:

- a. the development is an interim use that due to its nature, scale, form or intensity does not conflict with the vision, or
- b. both of the following apply:
  - i. the development does not conflict with the vision for the PDA (section 2.2), and
  - ii. there are sufficient grounds to justify the approval of the development despite the non-compliance with the relevant PDA-wide criteria.

In this section 'grounds' means matters of public interest which include the matters specified as the main purpose of the ED Act as well as:

- a. superior design outcomes, and
- b. overwhelming community need.

'Grounds' does not include the personal circumstances of an applicant, owner or interested third party.

Development that is inconsistent with the ILUP cannot be granted a PDA development approval<sup>8</sup>.

### 3.3 Development inconsistent with the ILUP

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Development that is inconsistent with the ILUP cannot be granted a PDA development approval<sup>9</sup>.

PDA assessable development identified in Column 2B of Table 1 as prohibited development is inconsistent with the ILUP.

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<sup>7</sup> Section 94(2) of the ED Act

<sup>8</sup> See section 86 of the ED Act

<sup>9</sup> See section 86 of the ED Act

## 3.4 Plans of development

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Plans of Development (PoD) typically comprise maps, graphics and text that collectively demonstrate how proposed uses, works and lots will contribute towards the achievement of relevant PDA development requirements and the Vision for the PDA.

PoD may be used as both a master planning tool for a broader precinct and for the development of individual sites. PoD may include concept designs, deal with the sequencing of development and set criteria for PDA accepted development to be undertaken subsequently.

PoD should indicate the location and function of temporary and permanent uses and structures, and how these uses and structures will relate to each other. PoD cannot deal with land beyond the boundary of land subject to a particular PDA development application.

PoD are prepared by an applicant and may accompany a PDA development application for a material change of use or reconfiguring a lot. They may deal with any proposed use and any associated building work or operational work.

Schedule 1 identifies development consistent with an approved PoD as PDA accepted development

## 3.5 Notice of applications

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For Precincts 1 and 2, a PDA development application will require public notice if:

- a. the application for development is greater than the specified building height nominated on Map 2: Sunshine Coast Airport PDA Maximum Building Height; or
- b. the development may, in the opinion of the MEDQ<sup>10</sup>:
  - (i) have adverse impacts on the amenity or development potential of adjoining land under separate ownership, or
  - (ii) is for a use of a size or nature which warrants public notice.

## 3.6 State interests

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Relevant matters of state interest have been considered in the preparation of the ILUP and will be considered further as part of the preparation of the development scheme and may require further consideration and resolution during the assessment of a PDA development application<sup>11</sup>.

The following matters of state interest are yet to be resolved:

1. additional access onto the site from David-Low Way, and
2. an acceptable whole-of-site flood strategy
3. impacts on surrounding national parks and other environmentally sensitive areas.

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<sup>10</sup> MEDQ will have regard to public notification requirements under the SCC planning scheme.

<sup>11</sup> Section 87 of the ED Act states that any relevant state interest must be considered in deciding a PDA development application. For the purposes of addressing state interests in development assessment, the State Development Assessment Provisions (SDAP) provide guidance in identifying if a state interest is relevant to the assessment of a PDA development application

## 3.7 Relationship with other legislation<sup>12</sup>

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In addition to assessment against the ILUP, development may require assessment against other legislation including, but not limited to, the *Transport Infrastructure Act 1994*, *Environmental Protection Act 1994*, *Nature Conservation Act 1992*, *Plumbing and Drainage Act 2002*, *Building Act 1975* and the *Planning Act 2016* (Planning Act) including subordinate legislation and any relevant Commonwealth legislation.

Relevant local laws made under the *Local Government Act 2010* apply in the PDA to the extent they are not replaced by a by-law made under the ED Act.

## 3.8 Relevant development requirements and relationship with Sunshine Coast Planning Scheme 2014

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For development in Precincts 1 and 2, the development requirements are the vision (section 2.2) and PDA development requirements (section 4 where relevant) as well as the applicable provisions of the *Sunshine Coast Planning Scheme 2014* (SC Planning Scheme) that would apply to the development had the PDA not been declared.

Where the ILUP adopts the provisions of the SC Planning Scheme, they are interpreted as follows:

References to:

- accepted development are taken to be PDA accepted development,
- code assessable (or code assessment) are taken to be references to PDA assessable development,
- impact assessable (or impact assessment) are taken to be PDA assessable development, and
- assessment benchmarks for assessable development and requirements for accepted development are taken to be PDA development requirements.

Note: Applicable overlay codes within the SC Planning Scheme may trigger a different level of assessment. Overlay codes may also trigger additional assessment benchmarks. Overlays may be subject to review. Applicants should refer to the Sunshine Coast Council for the most up to date information.

Schedule 6 of the *Planning Regulation 2017* (Planning Regulation) prohibits the SC Planning Scheme from making PDA-related development assessable under the Planning Act.

Schedule 2 of this ILUP adopts the Use definitions as well as the Administrative terms and definitions from the SC planning scheme unless otherwise specified in Schedule 2.

Under section 71 of the ED Act, if there is a conflict between the ILUP and a planning instrument or assessment benchmarks prescribed by regulation under the Planning Act or another Act, the ILUP prevails to the extent of any inconsistency.

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<sup>12</sup> Note the Coordinator-General issued an approval with conditions on 18 July 2016 under the *State Development and Public Works Organisation Act 1971* for the Sunshine Coast Airport Expansion Project.

## 3.9 Interpretation

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The interpretation of terms and definitions will rely on:

1. the ED Act, including section 33 of the ED Act which defines 'development',
2. Schedule 2 of this ILUP which provides the definitions required to interpret and apply the ILUP, and
3. the *Acts Interpretation Act 1954*.

## 3.10 Interim uses

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An interim use is a land use that, because of its nature, scale, form or intensity, is not an appropriate long-term use of the land but may be appropriate for a short or medium-term period as the PDA develops.

A PDA development application for an interim use must demonstrate that the use will not prejudice or delay:

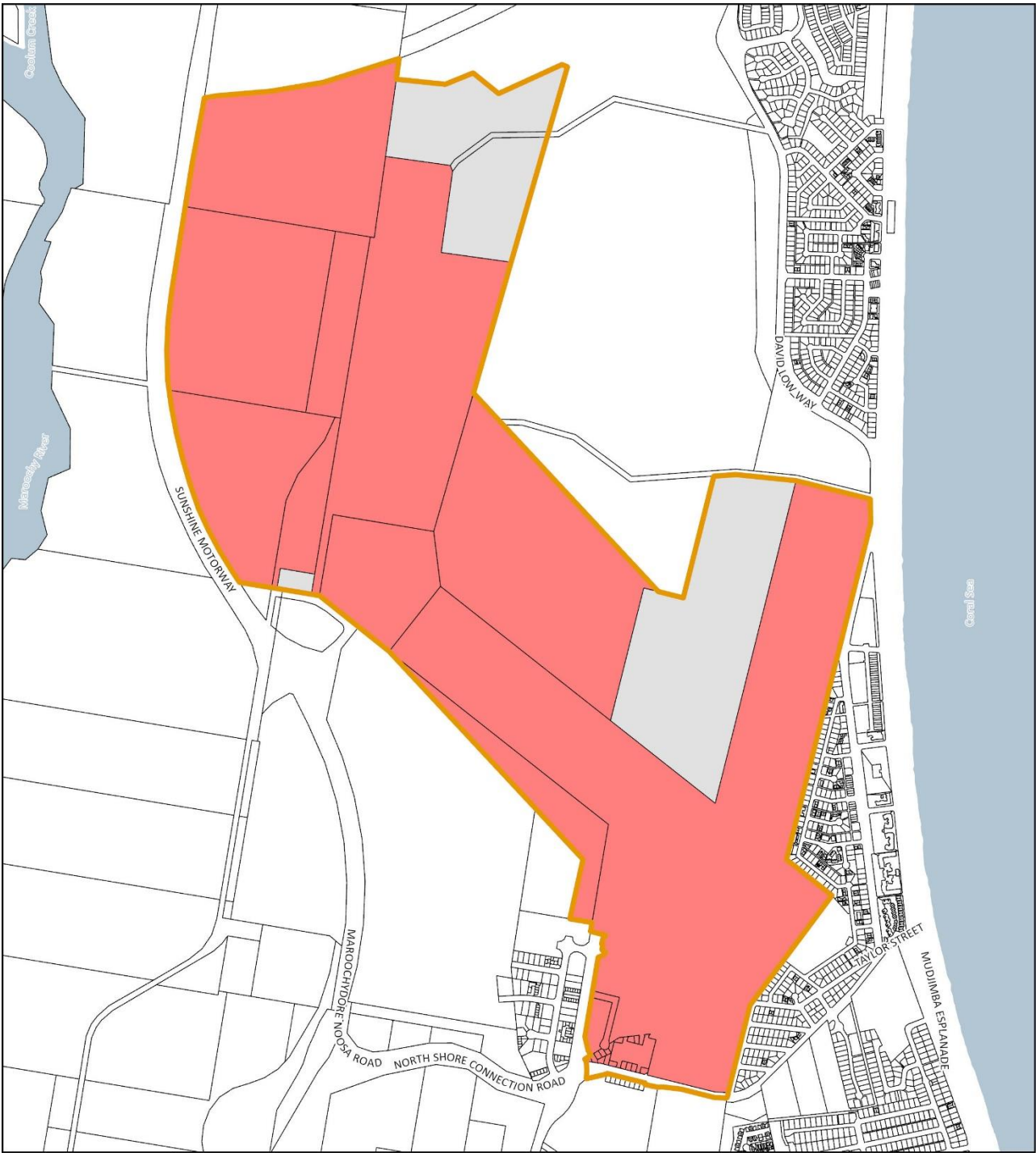
- a. an appropriate long-term use,
- b. an appropriate intensity of development, and
- c. infrastructure delivery envisaged by the vision for the PDA.

The PDA development requirements also apply to PDA assessable development that is an interim use.




The MEDQ may impose a condition of approval related to the interim use including, for example, limiting the duration of an interim use.

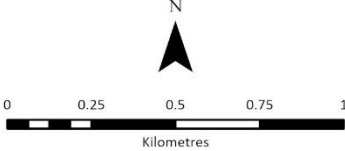
Information to support a PDA development application for an interim use may include:

- a. a suitability assessment, and
- b. plans showing how the development could transition from the proposed interim use to an appropriate longer-term use.



Map 2: Sunshine Coast Airport PDA Maximum Building Height

- Legend**
-  Sunshine Coast Airport PDA boundary
  -  Parcel Boundaries
  -  Waterbody
- Maximum Height of Buildings and Structures
-  8.5 metres
  -  21 metres



# 4. PDA development requirements

## 4.1 PDA-wide criteria

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### 4.1.1 URBAN DESIGN, BUILT FORM AND PUBLIC REALM<sup>13</sup>

The form, type and arrangement of buildings, streets and the public realm are designed to deliver high-quality built form outcomes by ensuring:

1. Development is designed to enhance the character, safety and attractiveness of the Sunshine Coast Airport PDA by:
  - a. incorporating a high standard of urban design and landscaping,
  - b. exhibiting high-quality sub-tropical architecture,
  - c. creating attractive terminal facilities, buildings, streets and entrance roads that promote a sense of arrival and departure and provide a favourable impression for tourists travelling to and from the airport,
  - d. incorporating the principles of best practice urban design<sup>14</sup> to ensure building form reflects the qualities of the Sunshine Coast and creates a distinct sense of arrival,
  - e. providing entrances to buildings that are clearly defined and welcoming for all users,
  - f. maximizing public transport patronage by creating appropriate interfaces with and orientation to public transport, and
  - g. not adversely affecting the scenic amenity of the scenic route along the Sunshine Motorway.
2. Development is located, designed, constructed and operated in accordance with best practice subtropical and sustainable design principles<sup>15</sup> in order to:
  - a. take advantage of local climatic and environmental conditions,
  - b. optimise energy efficiency, and
  - c. minimise reliance on non-renewable energy sources.
3. Building height:
  - a. maintains the safety of the airport operations by compliance with the Obstacle Limitation Surface (OLS)<sup>16</sup> and building induced wind shear, and
  - b. is consistent with **Map 2: Sunshine Coast Airport PDA Maximum Building Height**.
4. Building design:
  - a. provides appropriate building orientation and adequate building separation to allow light penetration and air circulation, and reduces overshadowing, and
  - b. delivers a building form that is fit for purpose, having regard to opportunities to reduce the appearance of building bulk, for example by including recesses and projections and a range of textures, materials and colours.

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<sup>13</sup> Refer to the mapping and requirements set out in the following components of the *Sunshine Coast Planning Scheme 2014*:

- a. Landscape code
- b. Safety and security code
- c. Sustainable design code
- d. Scenic amenity overlay map and Scenic amenity overlay code

and the following:

- a. Crime prevention through environmental design, Guidelines for Queensland (Queensland Government 2021)
- b. Sunshine Coast Design
- c. the development assessment manager may seek guidance on the assessment and acceptance of design outcomes from a design review panel.

<sup>14</sup> Refer to Sunshine Coast Design Strategy for guidance.

<sup>15</sup> Refer to Sunshine Coast Planning Scheme 2014 Sustainable design code

<sup>16</sup> Refer to Map 3b Obstacle Limitation Surface



5. Development creates a public realm that:
  - a. is connected, legible, permeable, comfortable and safe,
  - b. allows for universal access for all members of the community and their mobility needs, and best practice inclusive and equitable outcomes are considered in the design,
  - c. creates a highly landscaped, attractive sub-tropical environment,
  - d. includes public art as an integral part of the landscape design, particularly at key gateways to the PDA,
  - e. promotes identity and character, by incorporating landscape, historical and Indigenous cultural features (if appropriate) of the area to create places with a connection to country, and
  - f. ensures signage<sup>17</sup>:
    - (i) is compatible with the building design, amenity and landscaped character of the precinct and the broader Sunshine Coast,
    - (ii) does not detract from the visual appeal of development or the precinct,
    - (iii) adds character to the streetscape of the precinct,
    - (iv) encourages well designed and suitably located signs that contribute to the commercial vitality of the precinct, and
    - (v) supports way-finding throughout the precinct.
  
6. Development incorporates landscaping that:
  - a. supports the collection, infiltration, storage and distribution of stormwater and offsets urban heat island impacts and thermal impacts due to climate change,
  - b. includes species endemic to the local area,
  - c. provides a positive visual and amenity contribution to the public realm,
  - d. is designed and located having regard to Crime Prevention Through Environmental Design (CPTED) principles,
  - e. makes a positive contribution to the streetscape,
  - f. provides shade to open car parking areas, footpaths, cycle infrastructure and road pavement, and
  - g. provides a physical and visual buffer for adjoining sensitive land uses.<sup>18</sup>
  
7. Where not in Precinct 2, the development provides universally accessible and inclusive communal open space and on-site amenities for employees and visitors to the site that contribute to the establishment of a socially amenable work environment.

#### 4.1.2 CONNECTIVITY <sup>19</sup>

1. The design and layout of development:
  - a. facilitates a highly permeable movement network within the PDA that is compatible with safe airport operations, and improves connectivity to key regional destinations,
  - b. ensures safety and efficiency and mitigates impacts to the broader transport and traffic network in the surrounding area<sup>20</sup>,
  - c. provides for improved permeability and connectivity of the precinct into the surrounding road network,
  - d. provides sufficient carparking, access and servicing facilities to meet the necessary

<sup>17</sup> Refer to the *Sunshine Coast Planning Scheme 2014* Advertising devices code and Department of Transport and Main Roads 2019, Roadside Advertising Manual, 3rd Edition for advertising devices visible from a state-controlled road for guidance

<sup>18</sup> Refer to the Sunshine Coast planning scheme 2014 Landscape Code

<sup>19</sup> Refer to the mapping and requirements set out in the following components of the *Sunshine Coast Planning Scheme 2014*:

- a. Transport and parking code;
- b. Works, services and infrastructure code;
- c. Planning scheme policy for the transport and parking code
- d. Planning Scheme policy for development works
- e. State code 1: Development in a state-controlled road environment

<sup>20</sup> Any development impacting on the State-controlled road network is to be in accordance with the Department of Transport and Main Roads 2018, Guide to traffic impact assessment (GTIA)

- functional requirements of development<sup>21</sup>,
- e. includes safe and visible pedestrian access connections to external pedestrian and cycle networks, including principal cycle networks, and
- f. provides for:
  - (i) safe and efficient access, minimising impact on the State-controlled road network and external traffic systems,
  - (ii) changing travel behaviours over time,
  - (iii) facilities to support the charging of electric vehicles, and
  - (iv) a variety of low carbon travel choices (car sharing, electric vehicles, motorcycles, bicycles).

### 4.1.3 SUSTAINABILITY

1. Development delivers sustainable outcomes through:
  - a. the design, construction and operation of sustainable buildings<sup>22</sup>,
  - b. providing integrated stormwater management designed to deliver the principles of Water Sensitive Urban Design (WSUD), Biodiversity Sensitive Urban Design (BSUD) and Integrated Water Cycle Management (IWCM) for buildings, streets and public spaces,
  - c. demonstrating climate mitigation, adaptation and resilience within built form and infrastructure,
  - d. promoting sustainable forms of transport,
  - e. construction that incorporates lower carbon and lower lifecycle environment impact materials and construction techniques,
  - f. incorporating the principles of circular economy for waste management, recycling and reuse,
  - g. promoting energy efficiency and pathway to net zero carbon in built form and the public realm through:
    - (i) site layout, building orientation and thermal design that reduces the need for mechanical cooling and heating,
    - (ii) use of natural light,
    - (iii) use of energy efficient lighting, plant and equipment,
    - (iv) integration of renewable energy generation technology, and
    - (v) minimising the use of fossil fuel sources for electricity generation for example, through maximising the incorporation of clean energy technologies within the PDA and purchasing of green electricity.

### 4.1.4 ENVIRONMENT AND CULTURAL HERITAGE PROTECTION AND CONSERVATION

1. Development does not negatively impact on the habitat requirements of threatened native species including the Ground parrot and Wallum froglet.
2. Areas of environmental significance, including but not limited to those areas identified in Precinct 2 and areas of MSES and MNES, that have associated conservation, biodiversity, habitat, offset and scenic or cultural amenity values are protected from inappropriate development<sup>23</sup> and from impacts of development within the PDA.
3. Stormwater discharges achieve water quality objectives prescribed in the *Environmental Protection (Water and Wetland Biodiversity) Policy 2019* and management of prescribed water contaminants under section 440ZG of the *Environmental Protection Act*.

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<sup>22</sup> Development is designed to achieve a minimum 5-star Green Star: Buildings certification, or equivalent (EDQ may seek third party advice to determine if the design achieves a suitable level of equivalency).

<sup>23</sup> Development is consistent with the agreed offset requirements and environmental conditions established by the existing approval for the airport expansion project under the *State Development and Public Works Organisation Act and Environmental Protection and Biodiversity Conservation Act* (Refer to EPBC Act approval ref: 2011/5823 and Sunshine Coast Airport Expansion Project Coordinator-General's evaluation report on the environmental impact statement, May 2016)

4. Development incorporates appropriate buffers to ensure no adverse impacts on areas containing matters of state or national environmental significance and any Aboriginal cultural heritage sites, features or values <sup>24</sup> or adjoining conservation areas.
5. Stormwater discharges will not adversely affect the hydrology of wetland and heathland ecosystems in a manner harmful to flora and fauna of those ecosystems.
6. Development is located, designed, constructed and operated to enhance environmental outcomes and to avoid, or where avoidance is not reasonably possible, minimise and mitigate adverse impacts on:
  - a. the environmental values of receiving waters<sup>25</sup>,
  - b. the habitat values of **significant vegetation** (including in waterways)<sup>26</sup>,
  - c. the ability for fish and other marine animals to move unimpeded along waterways<sup>27</sup>,
  - d. groundwater, surface water and soils, including from salinity or saline intrusion, and
  - e. the Aboriginal cultural heritage sites, values and significance of the lands and waters.

#### 4.1.5 COMMUNITY SAFETY AND DEVELOPMENT CONSTRAINTS

1. Development preserves environmental quality and community safety by ensuring:
  - a. emissions (including air, water and soil pollutants, noise, vibration, heat, light, radioactivity and electromagnetic radiation) and hazards are in accordance with:
    - the *Environmental Protection Act 1994* for management of prescribed water contaminants
    - the *Environmental Protection (Air) Policy 2019*
    - the *Environmental Protection (Noise) Policy 2019*
    - vibrations resulting from the development do not exceed the maximum acceptable levels identified in Australian Standard AS2670 Evaluation of human exposure to whole of body vibration, Part 2: continuous and shock induced vibration in buildings (1- 80Hz) and the *Work Health and Safety Act 2011* and *Work Health and Safety Regulation 2011*
    - the Department of Transport and Main Roads 2013, Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise) and Department of Transport and Main Roads 2016, Transport Noise Management Code of Practice: Volume 2 (Construction Noise and Vibration).
2. The siting, design, construction and operation of development supports community safety and gives appropriate consideration to development constraints by avoiding, to the greatest extent practicable, then minimising and mitigating:
  - a. the risk of dust or odour impacts on the airport generally and on adjoining properties,
  - b. emissions from all plant, equipment and machinery,
  - c. emissions so that there is no negative impact on natural environment or public health,
  - d. the impact of noise and vibration and ensuring appropriate noise mitigation measures are incorporated into the overall building design,
  - e. adverse impacts from light nuisance by ensuring lighting devices are located, designed and installed to:-
    - (i) ensure lighting does not adversely impact on the airport operations,
    - (ii) minimise light spillage on surrounding premises, and
    - (iii) ensure lighting does not create a safety hazard by distracting users of the state-controlled road,

<sup>24</sup> Note that a Cultural Heritage Management Plan CLH014008 has been prepared for part of the PDA. Refer to Chapter B11 - Indigenous cultural heritage and native title 18Sep14.pdf (dsdip.qld.gov.au) for guidance.

<sup>25</sup> Consideration should be given to State Planning Policy (SPP) in particular the State interest of water quality and Agriculture and biodiversity, and the SPP code: Water quality and State Development Assessment Provisions State Code 8: Coastal development and tidal works.

<sup>26</sup> Consideration should be given to State Development Assessment Provisions State Code 11: Removal, destruction or damage of marine plants and State code 16: Native vegetation clearing.

<sup>27</sup> Consideration should be given to SPP state interest Agriculture and biodiversity and State Development Assessment Provisions State Code 18: Constructing or raising waterway barrier works in fish habitats

- (iv) preserve an acceptable degree of lighting amenity at surrounding premises,
  - (v) provide covers or shading around lights,
  - (vi) direct lights downwards,
  - (vii) position lights away from possible affected areas,
  - (viii) enable the brightness of lights to be adjusted to low levels, and
  - (ix) lighting design characteristics to minimise environmental impacts.
3. Development involving hazardous chemicals and other hazardous materials<sup>28</sup> is located and designed to minimise health and safety risks to surrounding land uses.
  4. Development ensures air quality is maintained at acceptable levels and does not result in odour or airborne particles or emissions that causes environmental harm or nuisance with respect to surrounding land uses.
  5. Established high impact industry within and outside the PDA is protected from encroachment by incompatible land use that would compromise its ability to function safely and effectively.
  6. Development is managed to avoid or minimise the release of acid and metal contaminants, where disturbance of ASS is unavoidable
  7. Development that may disturb potential or actual acid sulfate soils (ASS):
    - a. is supported by ASS investigation reports in accordance with current best practice in Queensland,
    - b. ensures ASS is treated in accordance with current best practice in Queensland, to avoid impacts to surface water and groundwater,
    - c. ensures the disturbance of ASS is avoided to the greatest extent practical, and where avoidance is not reasonably possible, managed to reduce risks posed to the natural environment, and
    - d. manages any neutralisation of ASS and potential acid sulfate soils to ensure no adverse impacts on wetlands either on site or adjoining the PDA, so that the natural acidity of wetlands are maintained.
  8. Development involving filling or excavation<sup>29</sup>:
    - a. does not adversely impact on the natural environment, including waterways, or adjoining land,
    - b. avoids or minimises and manages environmental harm and the environmental values of water and retained significant vegetation are protected.
  9. Development:
    - a. avoids, to the greatest extent practicable, then minimises and mitigates adverse impacts on people, property and the environment from contaminated land,
    - b. manages contaminated land to ensure all land is suitable for its proposed future use,
    - c. ensures that best practice management measures are implemented to prevent contamination spreading beyond its existing extent due to development activities, and
    - d. Where on contaminated land under the *Environmental Protection Act 1994* must be in accordance with a site management plan under chapter 7 part 8 of the Environmental Protection Act 1994 and removal of contaminated soil from contaminated land under the *Environmental Protection Act 1994* must be in accordance with a site disposal permit under the *Environmental Protection Act 1994*.

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<sup>28</sup> Development involving the storage of a quantity of Work Health and Regulation schedule 15 chemicals equal to or exceeding 10% of their aggregate threshold is referred to the Major Hazard Facilities Unit for advice.

<sup>29</sup> Refer to the Sunshine Coast Planning Scheme codes.

10. Development manages potential impacts from bushfire.<sup>30</sup>

#### 4.1.6 FLOOD RISK MANAGEMENT

1. Development protects people and avoids or mitigates the potential adverse impacts of flood and storm tide inundation on property, economic activity and the environment, taking into account the predicted effects of climate change and appropriately mitigates development risk<sup>31 32</sup>.
2. All development avoids to the greatest extent practicable, then manages or mitigates adverse impacts from flooding, including:
  - a. avoiding flood hazard areas or mitigating the risk to people from flood and storm tide events up to and including the probable maximum flood level,
  - b. supporting and not hindering or unduly burdening disaster management response and recovery capacity and capability,
  - c. protecting floodplain storage, waterway flood conveyance capacity and maintaining or enhancing the protective function of landforms and vegetation that can mitigate risks associated with the hazards of flood and storm tide and improve resilience to climate change,
  - d. directly, indirectly and cumulatively avoiding an increase in the exposure or severity of the natural hazard and the potential for damage on the site or to other properties and infrastructure and ecological values,
  - e. ensuring essential network and community infrastructure maintains effective function during and immediately after flood and storm tide events, taking into account the predicted effects of climate change, including sea level rise and rainfall intensification<sup>33</sup>,
  - f. avoiding risks to public health and safety and the environment from the location of hazardous materials and the release of these materials as a result of a flood hazard, taking into account the predicted effects of climate change,
  - g. providing public realm surfaces which are durable and flood resilient, and
  - h. habitable rooms and non-habitable areas have acceptable levels of flood immunity.
3. Flood risk is to be assessed across a broad range of event likelihoods up to and including the probable maximum flood<sup>34</sup>.
4. Development ensures the protection of State transport infrastructure<sup>35</sup>.
5. Development ensures stormwater is:
  - discharged to a legal point of discharge,
    - a. is treated to achieve the required water quality standards prior to discharge, and
    - b. ensures adjoining properties are not impacted by increased flooding and nuisance flows.

#### 4.1.7 RECONFIGURING A LOT – LOT LAYOUT

1. Lots must have an appropriate area and dimensions for the siting and construction of potential buildings, the provision of outdoor space, convenient vehicle access and parking.
2. Lot size and dimensions must enable buildings to be sited to:
  - a. protect natural or cultural features,

<sup>30</sup> Refer to SPP and Sunshine Coast Planning Scheme 2014 Bushfire Hazard Overlay Code.

<sup>31</sup> Refer to the Sunshine Coast Planning Scheme 2014 Flood hazard overlay code.

<sup>32</sup> A Climate Change and Natural Hazards Risk Assessment was undertaken as part of the Environmental Impact Statement was undertaken for the Sunshine Coast Airport Expansion Project and, depending on the extent of development, may be required to be updated at development assessment stage.

<sup>33</sup> Refer to the Sunshine Coast SC6.9 Planning scheme policy for the Flood hazard overlay code.

<sup>34</sup> Flood risk assessment should be presented using the methodology of the *Sunshine Coast Council Flooding and Stormwater Management Guidelines* and the *Australian Rainfall & Runoff Guideline 2019*.

<sup>35</sup> Refer to State Development Assessment Provisions State Code 1 for further guidance.

- b. address site constraints including slope, soil erosion, flooding and drainage,
- c. retain special features such as trees and views,
- d. ensure reasonable buffers between existing or potential incompatible land uses, and
- e. maximises solar orientation benefits to assist energy rating targets.

#### 4.1.8 SUSTAINABLE INFRASTRUCTURE

1. Development:
  - a. delivers sustainable outcomes through the design and construction of sustainable infrastructure <sup>36</sup>
  - b. supports the efficient and effective delivery and operation of infrastructure by:
    - (i) ensuring the delivery of planned infrastructure is not adversely impacted,
    - (ii) providing infrastructure and services in a timely, orderly, integrated and coordinated manner to support uses and works
    - (iii) encouraging public and active transport accessibility and use
    - (iv) ensures infrastructure and services are available or capable of being made available including key infrastructure such as roads, public and active transport, water supply, sewerage, drainage, energy and telecommunications
    - (v) ensures all connections to infrastructure and services are in accordance with the requirements of the relevant infrastructure entity.
    - (vi) installation of smart technology to enhance infrastructure operations, functionality, efficiency and user experience. Physical servicing provisions to futureproof for emerging and innovative information and communication technologies and avoid future disturbance of services corridors and barriers to implementation; and
    - (vii) ensuring infrastructure and services are located and designed to maximize efficiency and ease of maintenance.
  - c. provides utilities and services to the standards that ensure an acceptable level of environmental performance, safety and efficiency
  - d. incorporates opportunities for sustainable, integrated on-site water, waste-water, waste, energy or other systems provided they:
    - (i) do not result in any undue impact on the amenity or visual quality of the surrounding area
    - (ii) will not result in any environmental harm or nuisance.
    - (iii) achieve a level of service, environmental performance and life-cycle cost that is equivalent to or better than normal servicing arrangements, and
    - (iv) do not detract from the ability to develop and use the PDA as intended.
  - e. provides the site frontage works, access and manoeuvring arrangements, and on-site infrastructure and services required to accommodate the use, and is constructed according to accepted engineering standards.
  - f. provides car parking, bicycle parking and end of trip facilities to meet the functional requirements of the PDA and encourages active transport and facilitates innovations in alternative mobility and on-demand services.

#### 4.1.9 AIRPORT AND ENVIRONS

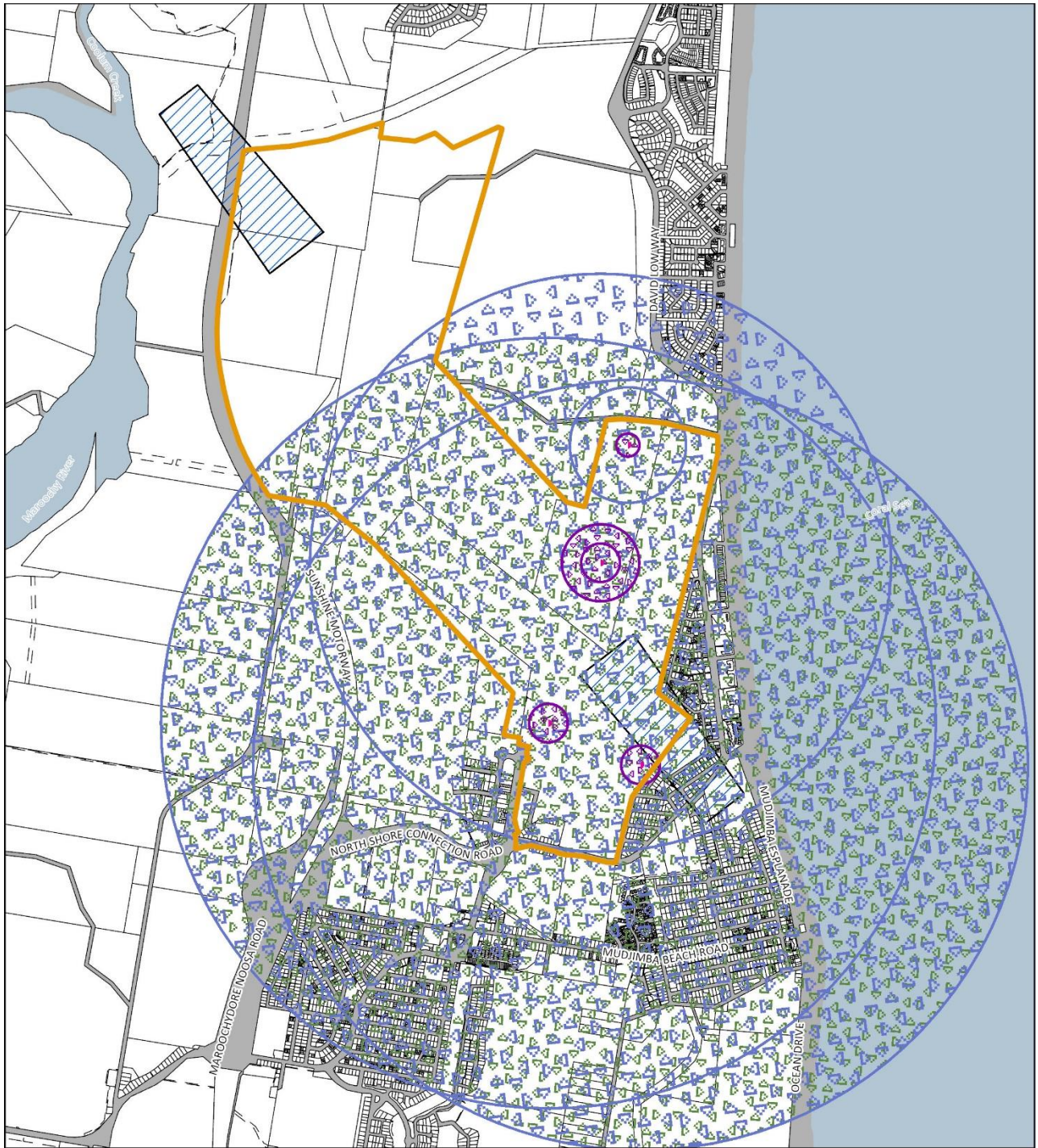
1. Development within the PDA:
  - a. is designed, constructed, and operated to protect the safety and function of operational airspace, aviation facilities, airport operations and airport operators of Sunshine Coast Airport<sup>37</sup>. This includes consideration for Australian Noise Exposure Forecast (ANEF) contours, prescribed operational airspace shown, emissions, lighting and wildlife hazard (refer to Maps 3a, 3b, 3c and 3d).

<sup>36</sup> Applicants should demonstrate that a proposed development is designed to achieve a minimum ISC Infrastructure Sustainability Design & As-Built Rating of Bronze, or an equivalent infrastructure sustainability rating system with independent assessment and as-built assurance.

<sup>37</sup> In accordance with the State Planning Policy Provisions for strategic airports and aviation facilities and associated guidance material.

- b. Protects aviation facilities, including navigation, communication and surveillance facilities, from incompatible land uses, buildings, structures and works;
- c. Mitigates sensitive land uses from adverse impacts from aircraft noise or groundside operations; and
- d. Does not compromise public safety in the takeoff and landing phases of aircraft operations

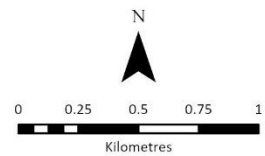
For development assessment refer to the State Planning Policy guidance document *Strategic airports and aviation facilities state interest – Example planning scheme assessment benchmarks*.



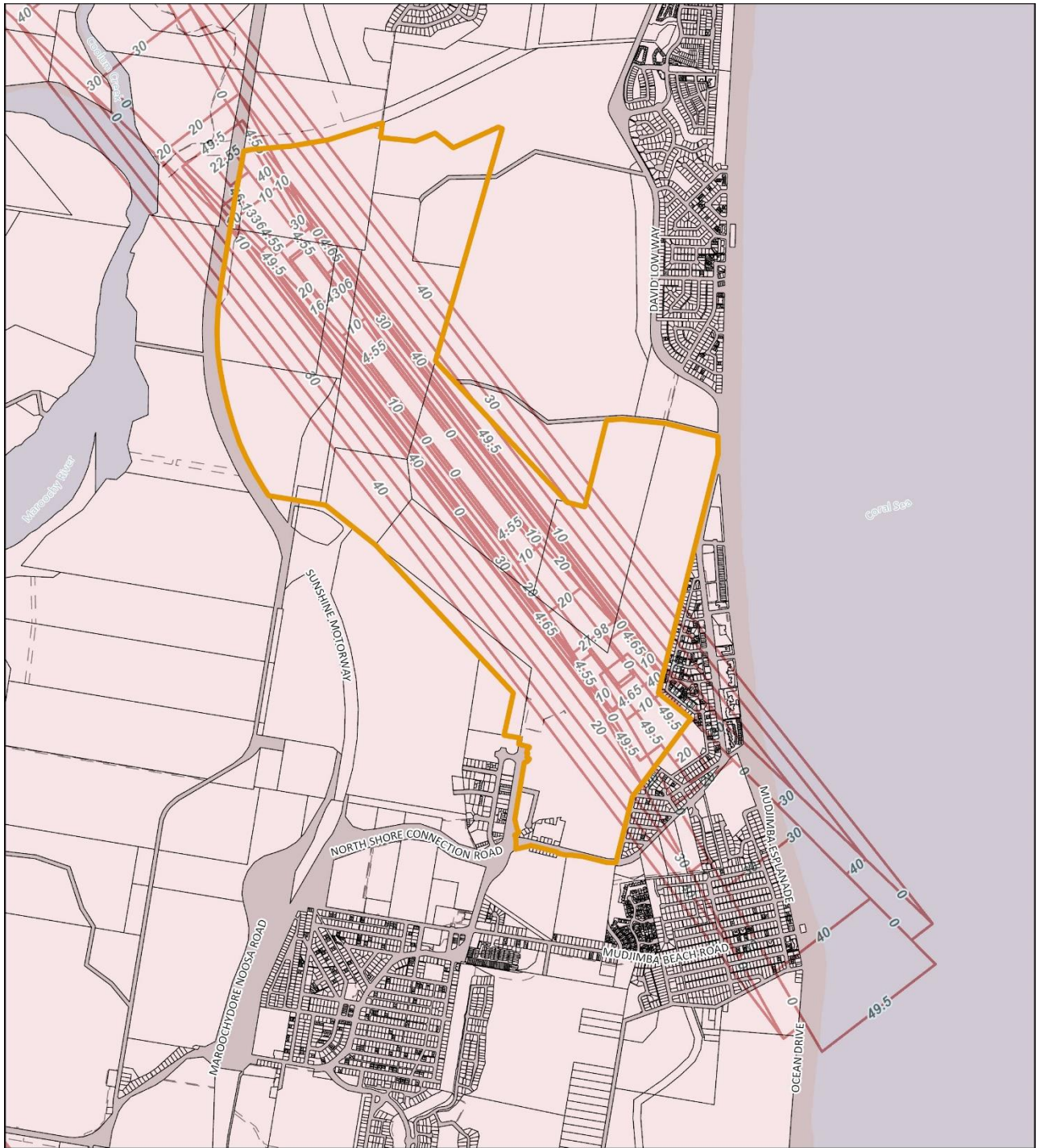
Map 3A: Aviation Facilities and Public Safety Plan

**Legend**

- |                                     |   |
|-------------------------------------|---|
| Sunshine Coast Airport PDA boundary | Public safety area                          |
| Easements                           | <b>Aviation facility</b>                    |
| Parcel Boundaries, March 2023       | Location                                    |
| Road Dedications                    | Building restricted area - Zone A           |
| Waterbody                           | Building restricted area - Zone A/B         |
|                                     | Building restricted area - Area of interest |



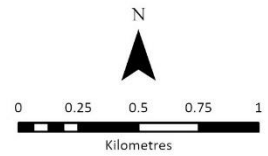


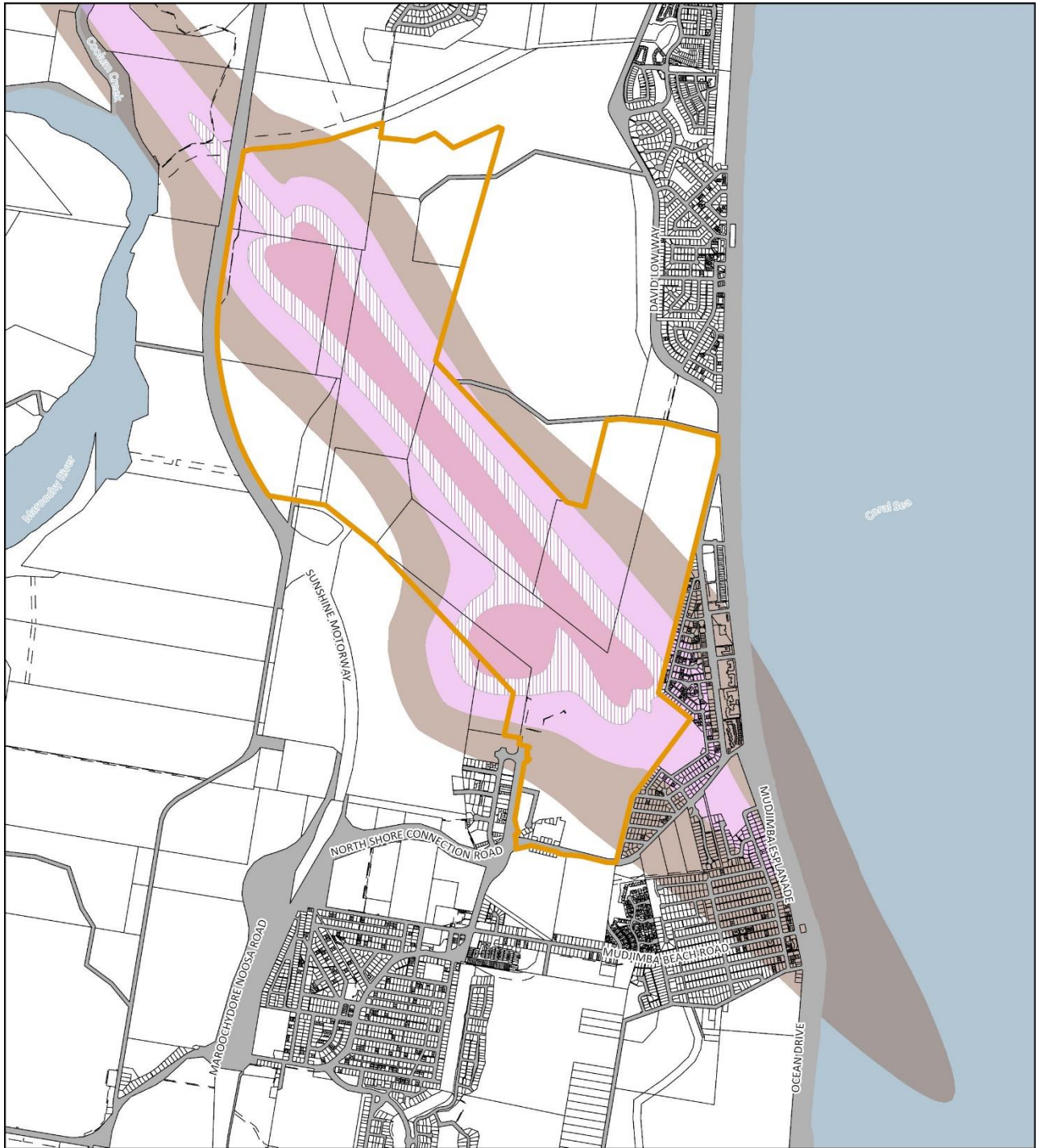


Map 3B: Obstacle Surface Limitation Contours Plan

**Legend**

- Sunshine Coast Airport PDA boundary
- Easements
- Parcel Boundaries, March 2023
- Road Dedications
- Waterbody
- Obstacle limitation surface contours
- Obstacle limitation surface area

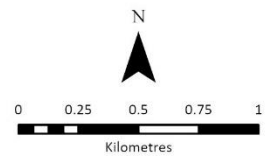


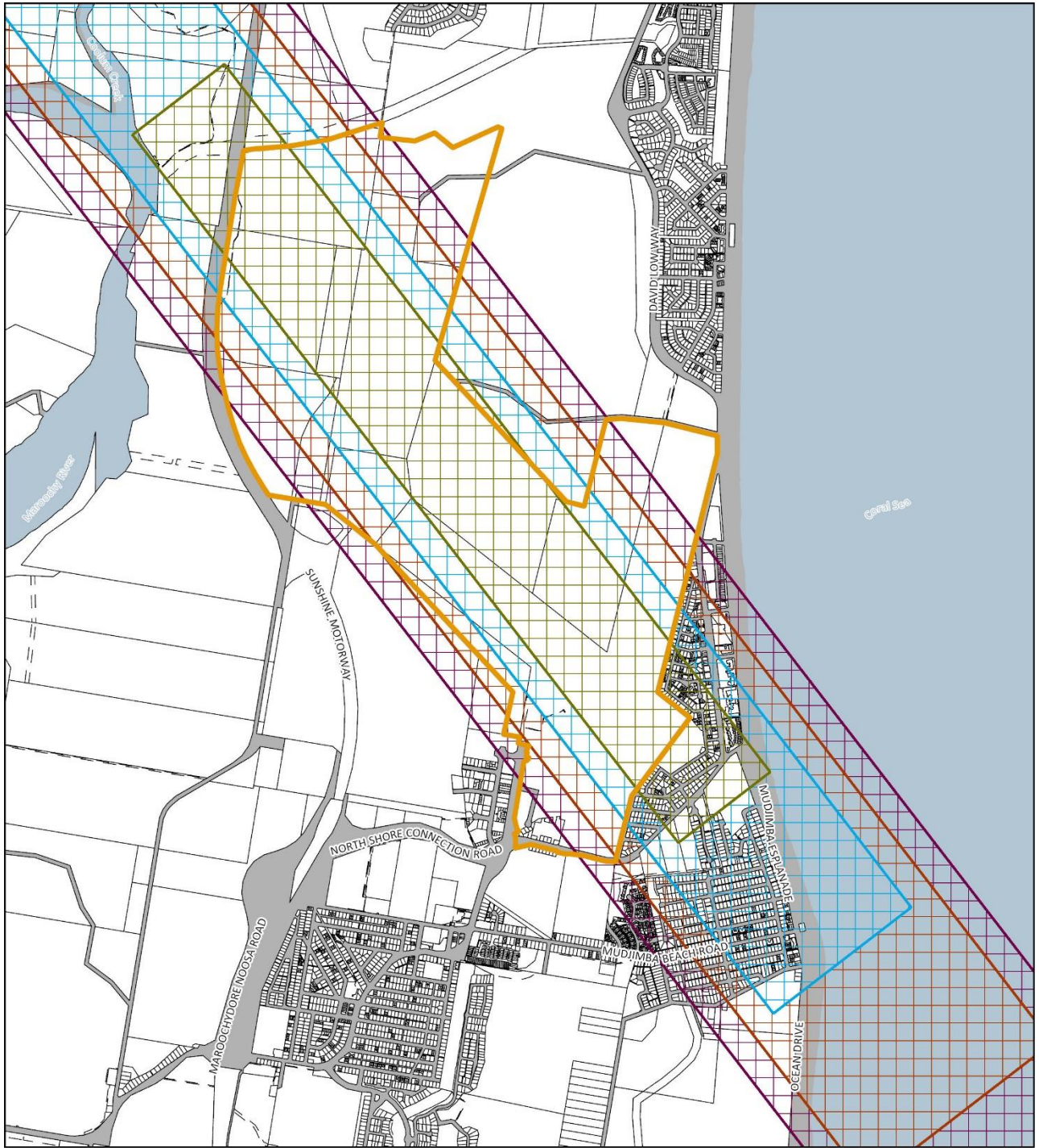


Map 3C: ANEF Contours Plan

**Legend**










- |                                     |                            |
|-------------------------------------|----------------------------|
| Sunshine Coast Airport PDA boundary | ANEF 40 contour or greater |
| Easements                           | ANEF 35 - 40 contour       |
| Parcel Boundaries, March 2023       | ANEF 30 - 35 contour       |
| Road Dedications                    | ANEF 25 - 30 contour       |
| Waterbody                           | ANEF 20 - 25 contour       |

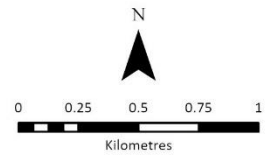




Map 3D: Lighting Restriction Zone Plan

**Legend**

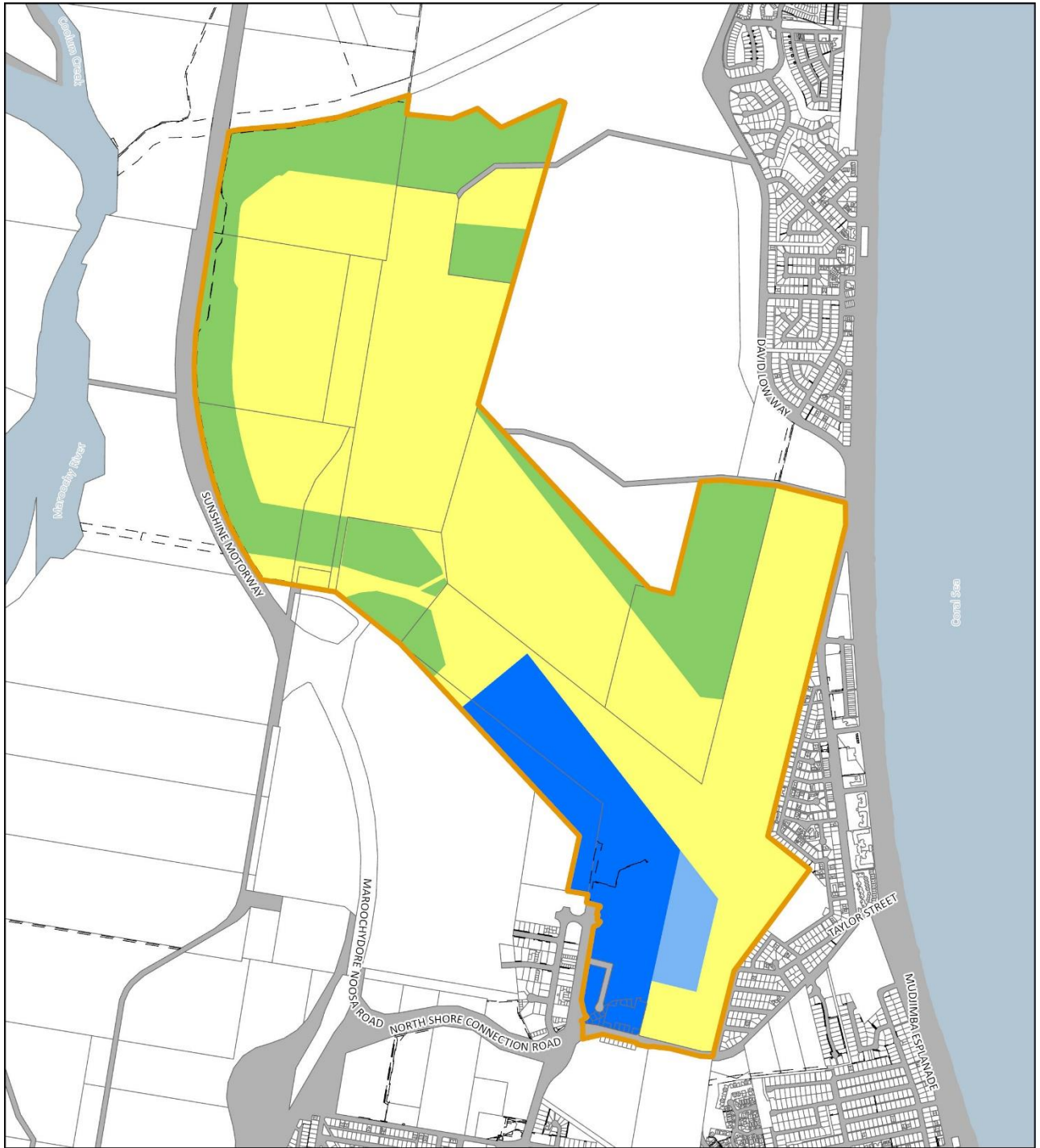
- |   |   |
|---|---|
|  Sunshine Coast Airport PDA boundary |  Light restriction zone Zone A |
|  Easements                           |  Light restriction zone Zone B |
|  Parcel Boundaries, March 2023       |  Light restriction zone Zone C |
|  Road Dedications                    |  Light restriction zone Zone D |
|  Waterbody                           |   |



## 4.2 Precinct Provisions

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The location and boundaries of the two precincts in the PDA as shown in Map 3: Sunshine Coast Airport PDA precinct plan.



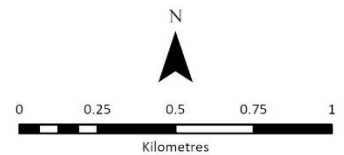
Map 4: Sunshine Coast Airport PDA Precinct Plan

**Key**

-  Sunshine Coast Airport PDA boundary
-  Easements
-  Parcel Boundaries
-  Road Dedications
-  Waterbody

**Precincts**

-  Precinct 1a - Airport Core
-  Precinct 1b - Airport Frame
-  Precinct 1c - Balance
-  Precinct 2 - Environmental Conservation



## 4.2.1 PRECINCT 1: AIRPORT

### 4.2.1.1 PRECINCT INTENT

Precinct 1 includes the existing Sunshine Coast Airport terminal, airport facilities and infrastructure and general aviation operations.

Development will:

- deliver best-practice, sustainable and innovative mixed-use opportunities to support the growing economy of the Sunshine Coast,
- be developed in consideration of its future role and function as a major airport servicing the Sunshine Coast,
- provide for uses that support the ongoing operations of the airport,
- provide for improved access to services and facilities for passengers, workers, visitors and residents,
- protect the environmental and Aboriginal cultural heritage values of the adjacent national parks and protected conservation areas of Precinct 2<sup>38</sup>, and
- be managed to ensure no adverse impacts on adjoining residential areas.

### 4.2.1.2 SUB PRECINCT 1A – AIRPORT CORE

In this sub-precinct, development activities are focused on those activities including the airport terminal expansion, airport-related industrial development, *air services* or uses associated with *air services*. Aviation and support infrastructure and activities will be accommodated to facilitate the ongoing safe operation of the airport.

The sub-precinct will include uses such as air services, aviation facilities, low and medium impact industry, warehousing, and distribution facilities. The sub-precinct may also accommodate an advanced food and beverage manufacturing facility and education facility in the southern part of the PDA which interfaces with David Low Way.

### PREFERRED LAND USES

- Air services
- Aviation facilities
- Turbine Project
- The following uses where associated with Air Services:
  - short-term accommodation,
  - food and drink outlet,
  - shop,
  - office,
  - low-impact industry,
  - medium-impact industry,
  - research and technology industry,
  - service industry,
  - warehouse,
  - educational establishment, and
  - parking station.

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<sup>38</sup> Buffers may be required to be established in Precinct 1 to manage impacts on environmental and residential areas.

#### 4.2.1.2 SUB PRECINCT 1B – AIRPORT FRAME

This sub-precinct contains the land adjoining the terminal and includes part of the airfield, facilities and infrastructure and general aviation operations, and is intended to continue to include key airfield services such as airport aprons and taxiways to service the terminal expansion. New buildings are not proposed in this sub-precinct.

##### PREFERRED LAND USES

- Aviation Facilities
- Air Services, where:
  - (a) located within an existing building or
  - (b) does not involve building works and associated works do not involve excavating or otherwise removing 100m<sup>3</sup> or more of soil and sediment or filling of land with 500m<sup>3</sup> or more of material with an average depth of 0.5m or greater.

#### 4.2.1.3 SUB PRECINCT 1C – AIRPORT BALANCE

This sub-precinct contains the balance area of the airport land, the airfield, facilities and infrastructure and general aviation operations.

Further detailed planning, including community engagement with Traditional Owners and the wider community, will inform the overall future outcomes for development in this sub-precinct which are intended to create a modern competitive aviation precinct.

##### PREFERRED LAND USES

- Aviation Facilities
- Air Services, where located within an existing building.

## **.2.3 PRECINCT 2: ENVIRONMENTAL CONSERVATION**

### **4.2.3.1 PRECINCT INTENT**

Precinct 2 includes environmental conservation areas that are of environmental significance and have associated conservation, biodiversity, habitat and scenic amenity values. The precinct also includes areas which are unsuitable for development due to flooding constraints or for offset purposes<sup>39</sup>.

Precinct 2 provides for the protection of areas of environmental and Aboriginal cultural heritage significance and areas identified for offsets. The precinct provides opportunities for habitat improvement and connections to external corridors that allow wildlife to move between other local bushland areas.

Revegetation works may be required to be undertaken in this precinct to enhance the biodiversity and conservation value of the area.

Existing aviation facilities and associated access arrangements are protected and maintained. However, other land use and development is not appropriate in Precinct 2.

### **PREFERRED LAND USES**

- Aviation Facilities

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<sup>39</sup> Includes existing offset areas established in accordance with the agreed offset requirements and environmental conditions established by the existing approval for the airport expansion project under the State Development and Public Works Organisation Act and Environmental Protection and Biodiversity Conservation Act (Refer to EPBC Act approval ref: 2011/5823 and Sunshine Coast Airport Expansion Project Coordinator-General's evaluation report on the environmental impact statement, May 2016).



## 5. Categories of development

**Table 1: Categories of development**

Column 1 – PDA accepted development	Column 2 – PDA assessable development	
	Column 2A – Permissible development	Column 2B – Prohibited development
<b>Precinct 1 A – Airport Core</b>		
All development specified in Schedule 1  Any development which is accepted development in the tables of assessment in the <i>Sunshine Coast Planning Scheme 2014</i> <sup>40</sup>  Aviation facilities	All development not specified in column 1 or column 2B	Nil
<b>Precinct 1 B – Airport Frame</b>		
All development specified in Schedule 1  Air Services, where located within an existing building.  Air Services, where not involving building works.  Aviation facilities  Operational works for Air Services and not involving excavating or otherwise removing 100m <sup>3</sup> or more of soil and sediment or filling of land with 500m <sup>3</sup> or more of material with an average depth of 0.5m or greater.	All development not specified in column 1 or column 2B	Nil
<b>Precinct 1 C – Airport Balance</b>		
All development specified in Schedule 1  Air Services, where located within an existing building.  Aviation facilities	All development not specified in column 1 or column 2B	Nil
<b>Precinct 2 – Environmental Conservation</b>		
All development specified in Schedule 1	Aviation Facilities	All development not specified in column 1 or column 2A.

<sup>40</sup> Refer to s3.8 of this ILUP

## 6. Infrastructure requirements

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Infrastructure requirements to achieve the vision of the Sunshine Coast Airport PDA will be determined through the development assessment process, conditioned as part of a PDA development approval and delivered as part of the development of the site.

Conditions for delivering infrastructure will only be for infrastructure that is defined as development infrastructure in Schedule 2 of the *Planning Act 2016*.

Infrastructure charges will be based on the applicable local government infrastructure charges instrument in force at the time the PDA development application is approved unless:

- a. a development charges and offset plan (DCOP) is approved for the PDA, or
- b. an infrastructure agreement is entered into between the applicant and the MEDQ or other parties and service providers.

Infrastructure delivered as part of the development may be eligible for an offset against the infrastructure charges.

# Schedules

## Schedule 1 – PDA accepted development

**Table 4: PDA accepted development**

<b>Building work</b>
Carrying out minor building work associated with a use that results in an increase in the gross floor area of the building(s) of less than 5% of the existing area, or 50m <sup>2</sup> , whichever is the lesser, and does not involve an increase in height.
Carrying out building work, where for demolition of a building or other structure.
Carrying out building work associated with a PDA-approved material change of use.
<b>Reconfiguring a Lot</b>
Reconfiguring a lot for road widening and truncations required as a condition of development approval.
Subdivision of an existing or approved building or structure that subdivides land and/or airspace.
<b>Operational Work</b>
Operational work in accordance with the conditions of a PDA development approval.
Operational work involving the removal of vegetation that is not Significant vegetation.
Operational work involving the removal of Significant vegetation, where undertaken: <ul style="list-style-type: none"> <li>i. by a Public sector entity in accordance with a state law, or</li> <li>ii. in accordance with the conditions of a PDA development approval.</li> </ul>
<b>Plumbing and drainage work</b>
All plumbing and drainage work
<b>All Aspects of Development</b>
Development consistent with a PDA-approved plan of development

## Schedule 2 – Definitions

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Unless defined below or in the *Economic Development Act 2012*, the definitions in Schedule 1 of the *Sunshine Coast Planning Scheme 2014* apply to all development.

**Air Services** means premises used for any of the following:

- a. the arrival and departure of aircraft,
- b. the housing, servicing, refuelling, maintenance and repair of aircraft,
- c. the assembly and dispersal of passengers or goods on or from an aircraft,
- d. any ancillary activities directly serving the needs of passengers and visitors to the use, and
- e. associated training and education facilities.

**Aviation Facilities** means navigation, communication or surveillance installations provided to assist the safe and efficient movement of aircraft. Such facilities may be located either on or off airport premises.

**Significant vegetation** means all vegetation, except those listed as pest vegetation by state or local government, whether living or dead, including its root zone that:

- a. is significant in its ecological value at local, state or national levels,
- b. maintains biodiversity,
- c. preserves natural landforms,
- d. contributes to the character of a landscape,
- e. has cultural or historical value, or
- f. has amenity value.

Known significant vegetation within the PDA includes all of the following:

- a. all vegetation including marine plants located in waterways and drainage corridors,
- b. all trees in parks,
- c. street trees,
- d. all significant landscape trees as defined by Sunshine Coast Planning Scheme, and
- e. vegetation identified as a category A, B, C or R area on the Regulated Vegetation Management Map.

**Sunshine Coast Planning Scheme** means the *Sunshine Coast Planning Scheme 2014*, as amended and replaced from time to time.

**Sunshine Coast Airport Expansion Project** means the project known as the Sunshine Coast Airport Expansion project described in the Coordinator-Generals report for the environmental impact statement for the project, dated May 2016, under the *State Development and Public Works Organisation Act 1971* and any Coordinator-General's change report for the project under that Act.

**Turbine Project** means a purpose built, end-to-end food and beverage manufacturing and education facility and includes:

- Co-located food and beverage manufacturing;
- research and development centre,
- expertise and training hub, and
- hospitality showcase.

The use may include, but is not limited to, the following defined uses within the SCC planning scheme where ancillary to and/or associated with the food and beverage manufacturing and education hub:

- Food & drink outlet,
- Shop (if not exceeding 300m<sup>2</sup> gross leasable floor area),
- Office,
- Low impact industry,
- Medium impact industry (food and beverage manufacturing only),

- High impact industry (food and beverage manufacturing only),
- Research and technology industry,
- Service Industry,
- Warehouse, and
- Educational establishment (where a tertiary training facility only).