

SUNSHINE COAST AIRPORT

AIRPORT NORTH PRECINCT MASTER PLAN

August 2026







We acknowledge the Kabi Kabi people
as the Traditional Custodians of the land
that forms the Sunshine Coast Airport.

We acknowledge the First Nations
people as the Traditional Owners of
Country throughout Australia and
recognise their continuing connection
to land, waters and culture where we
live and work.

We pay our respects to Elders past,
present and emerging.

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1

CONTEXT

Context

INTRODUCTION

Sunshine Coast Airport (SCA) has been declared as a Priority Development Area (PDA) under the Economic Development Act 2012, as outlined in the Development Scheme.

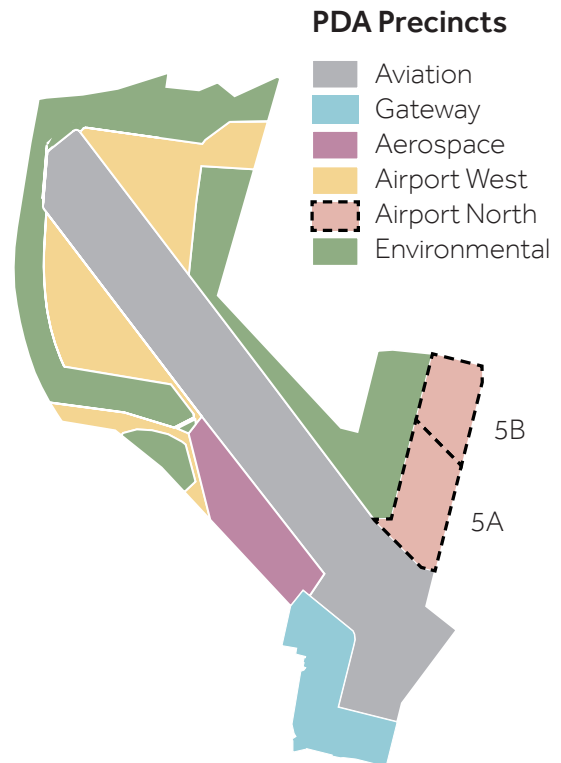
The Development Scheme has been prepared by Economic Development Queensland (EDQ) in collaboration with SCA and Sunshine Coast Council (SCC) to guide the growth and development of the airport. The airport has been identified in the SEQ Regional Plan as a major enabling infrastructure to support the northern gateway regional economic cluster and contribute to the economic growth of the Sunshine Coast.

PURPOSE

The purpose of this report is to outline the development opportunities that will drive economic outcomes for Airport North. This Precinct Master Plan (PMP) will guide the planning approval and planning permit (Reconfiguration of a Lot (ROL) application) submission by demonstrating a feasible economic and potential development outcome for the precinct.

The Airport North precinct represents a diverse opportunity for commercial, retail, industry, entertainment and accommodation related uses and will unlock land, which is part of a decommissioned runway.

Sub-precinct 5A (southern portion) will provide opportunities for uses such as low impact industry, research and technology, service industry, office, indoor sports and recreation, warehouse and tourism activities.



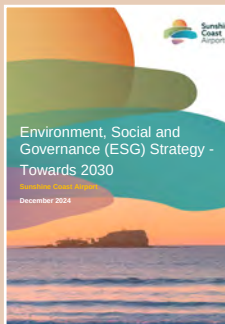
PDA Precincts - Precinct 5: Airport North Precinct

Sub-precinct 5B (northern portion) will provide opportunities for uses such as accommodation, bar, food and drink outlet, hotel, market, shop, showroom, functional facilities, indoor sport and recreation and office related uses.

SUNSHINE COAST AIRPORT FRAMEWORK

SCA STRATEGIC FRAMEWORK

Strategic Framework



PDA DEVELOPMENT SCHEME

Sunshine Coast Airport Supporting Technical Reports

- » Engineering Services Report
- » PFAS Management Plan
- » Acid Sulphate Soils Report
- » Hydraulics Report
- » Climate Change Assessment and Resilience Plan
- » Retail and Commercial Needs Assessment
- » Environmental Management Plan



PRECINCT MASTER PLAN

Airport North PMP Supporting Technical Reports

- | | |
|--|---|
| » Land Use and Market Conditions Assessment | » Acid Sulphate Soil Management Plan |
| » Multi-Modal Transport Assessment (PDA wide update) | » Acoustic Assessment |
| » Traffic Impact Assessment (PDA wide update) | » Landscape Management Plan |
| » Stormwater Management Plan | » Flood Impact Assessment (PDA wide update) |
| » Engineering Service Reports (civil and electrical) | » Scenic Amenity Assessment |
| » Environmental Assessment Report | » Lighting Management Plan |



Context

DEVELOPMENT SCHEME

The SCA's Priority Development Area (PDA) - Development Scheme sets out the anticipated land uses, infrastructure plan and implementation strategy to achieve the core purpose of the Economic Development (ED) Act 2012.

The Development Scheme requires that a Precinct Master Plan (PMP) for Airport North be submitted for approval with the first development application for either a material change of use or reconfiguration of a lot. The PMP is to be generally in accordance with the vision, PDA criteria outcome and precinct provisions set out in the Development Scheme.

The PMP and supporting documents must demonstrate how the precinct outcomes are achieved, including development yields and the scale and distribution of land uses, and should be read in conjunction with the Development Scheme's Structure Elements Plan (Map 2) and Precinct Plan (Map 3).

The Precinct Master Plan will establish the development intent for the Airport North Precinct through the following approval application:

- » Preliminary Approval for a Material Change of Use (Airport North Precinct Master Plan) for selected permissible uses (refer Sub-precinct and Land Use section); and
- » Development Permit for Reconfiguration of a Lot involving 1 lot into 2, being: 1 Management Lot (Airport North) and 1 Balance Lot (balance Airport land).

PDA WIDE CRITERIA

The PMP must address, where relevant, the following core PDA wide criteria with regards to:

- » Built form
- » Mixed Use Developments
- » Public Realm
- » Landscaping
- » Public Transport, Connectivity and Traffic Management
- » Sustainability
- » Environmental, Cultural Heritage Protection and Conservation
- » Community Safety and Development Constraints

VISION

The Airport North PMP responds to the vision set out in the Development Scheme;

- » provide for uses and activities that are compatible with the primary function of the airport and not adversely impact on continued safe operation, efficiency and viability of airport operations;
- » support an expanded range of aviation and complementary businesses;
- » be of a nature, scale and intensity that does not compromise the Sunshine Coast's Centre Hierarchy while providing a range of commercial and retail uses;
- » Provide high level of amenity and protect significant natural and Aboriginal cultural heritage assets and biodiversity values in and adjoining the PDA by avoiding, then minimising any adverse impacts on these ecologically important areas;
- » avoid, then minimise the risk from flood and storm tide inundation; and
- » deliver high quality built form and urban design outcomes with safe and efficient access, public and active transport connections.
- » provide connected safe access and through the precinct, including active and public transport connections.

PRECINCT 5 - AIRPORT NORTH PRECINCT INTENT AND OUTCOMES

The core intent and outcomes of the Airport North Precinct redevelopment, as set out in the Development Scheme include:



A diverse mix of land uses that provide for the needs of the community but are compatible with airport operations;



A small scale mixed-use activity node that supports pedestrian scale activation including retail, dining, convenience needs and tourism attractions to serve visitors and locals



Development that minimises impacts on the aviation functions of the Sunshine Coast Airport and surrounding community



Maintain key view corridors towards Mount Coolum



A new intersection to David Low Way and efficient internal street system that enables coordinates growth, promotes multimodal transportation and limits heavy vehicles



Acknowledged sea turtle nesting by avoiding adverse impacts generated from artificial lighting



For Precinct 5b, leverage the high amenity location opposite Marcoola Beach and proximity to Marcoola village to provide opportunities for short term/ tourist accommodation



Active, comfortable and cohesive streetscapes and public realm



Climate responsive and achieve sustainable outcomes

Precinct Intent and Outcomes

AIRPORT NORTH PRECINCT MASTER PLAN DEVELOPMENT AND APPROVAL

The process in developing the Airport North Precinct Master Plan project and approval is a collaborative and iterative design-driven approach. It integrates input from EDQ, key stakeholders (SCC and Transport Main Roads (TMR)), the community, and technical experts at the appropriate stages.



Development and Approval of PMP

Context

CONTEXT

NOOSA NORTH
SHORE AIRSTRIP



**SUNSHINE
COAST
AIRPORT**



MAROOCHYDORE

CALOUNDRA
AERODROME



CABOOLTURE
AIRFIELD



REDCLIFFE
AERODROME



**BRISBANE
AIRPORT**

ARCHERFIELD
AIRPORT



BRISBANE

SOUTHPORT
AIRFIELD



GOLD COAST



**GOLD COAST
AIRPORT**

SCA, together with Gold Coast Airport and Brisbane Airport, is one of the three main gateways to the South East Queensland (SEQ) region. As a regional airport, SCA currently provides domestic flights and international services.

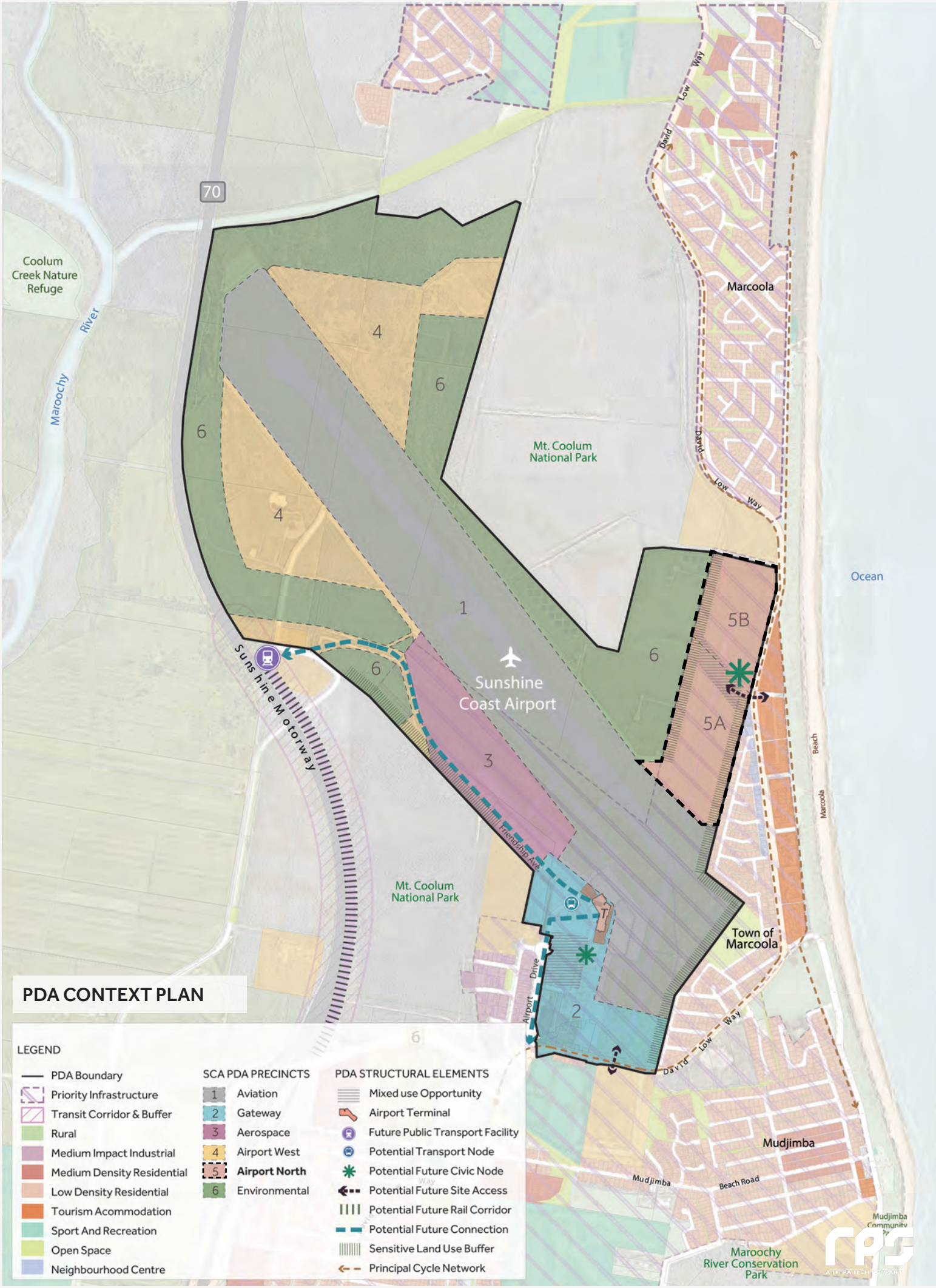
The PDA covers approximately 460 ha of land in Maroocha, about 10 km from the Sunshine Coast's primary hub, Maroochydoore City Centre.

The Airport North Precinct should capitalise on its prime location along Maroocha Beach and its proximity to the airport, as well as the surrounding tourism and ecotourism uses. To support this, the precinct will require vehicle and public transport connections, along with strong pedestrian and visual connectivity to surrounding amenity, including uninterrupted views to Mount Coolum.

The precinct will be anchored by a tourist resort complex, a mixed-use retail and entertainment hub, and a civic plaza, complementing the airport and existing and future tourism offerings in Maroocha. Supporting employment opportunities are proposed to the southern portion of the site.

The development will address the David Low Way frontage while capitalising on the surrounding natural amenity. The proposed land uses will also consider sensitive residential interfaces and aviation exposure, with appropriate buffering treatment applied.

SEQ Context



PDA CONTEXT PLAN

LEGEND

- PDA Boundary
- Priority Infrastructure
- Transit Corridor & Buffer
- Rural
- Medium Impact Industrial
- Medium Density Residential
- Low Density Residential
- Tourism Accommodation
- Sport And Recreation
- Open Space
- Neighbourhood Centre

SCA PDA PRECINCTS

- 1 Aviation
- 2 Gateway
- 3 Aerospace
- 4 Airport West
- 5 Airport North
- 6 Environmental

PDA STRUCTURAL ELEMENTS

- Mixed use Opportunity
- Airport Terminal
- Future Public Transport Facility
- Potential Transport Node
- Potential Future Civic Node
- Potential Future Site Access
- Potential Future Rail Corridor
- Potential Future Connection
- Sensitive Land Use Buffer
- Principal Cycle Network

2

**AIRPORT
NORTH
PRECINCT
MASTER PLAN**



Airport North Precinct Master Plan



MASTER PLAN VISION

A vibrant tourism and economic precinct with airport proximity and spectacular views.

The Airport North Precinct will establish a premium tourism, accommodation and employment destination at the gateway to the Sunshine Coast, celebrating the region's exceptional natural amenity and distinctive character. Framed around the views to Mt Coolum and Marcoola Beach, and supported by proximity to the airport terminal, and the future Wave public transport corridor, the precinct will create a vibrant and activated retail and tourism hub for visitors, workers and the local community.

The vision is to nestle tourism accommodation and tourism entertainment opportunities within a high-amenity landscape setting that reflects the natural beauty and connection to Country that define the Sunshine Coast. The precinct will be designed to enhance its spectacular outlooks, respond to local landform and ecology and buffer sensitive land use receptors.

A flexible and adaptable master plan will enable the precinct to evolve over time, respond to changing market conditions, and capitalise on future major events, infrastructure and tourism investment, industry growth and the expansion of Sunshine Coast Airport . Through thoughtful design, strong connectivity and economic ambition, the precinct will attract investment, provide employment, support tourism growth and deliver a distinctive, enduring and highly desirable destination for the Sunshine Coast.

Airport North Precinct Master Plan

DESIGN PILLARS

01

A flexible precinct for long-term economic growth

Create a precinct that drives economic, tourism and employment development by maximising commercial opportunities through a flexible and adaptable land use planning framework. The precinct will be designed to respond to changing market demands, support a diverse range of uses and investment outcomes, and enable long-term growth, activation and success.

02

Diverse tourism accommodation opportunities

Create a diverse tourism accommodation mix that strengthens the precinct's destination appeal, provides a range of tourism accommodation and lifestyle opportunities, is connected and integrated, supporting a premium experience and contributing to long-term vibrant destination.

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03

A precinct shaped by natural amenity

Create an amenity-led precinct that embodies the character of the Sunshine Coast and responds sensitively to its surrounding environmental context, including the Marocola beach, views to Mount Coolum, and adjoining national park. The precinct will position development within a visually attractive and high-amenity landscape setting, and maximise opportunities that capitalise on the area's outstanding natural assets, delivering a distinctive and environmentally responsive outcome.

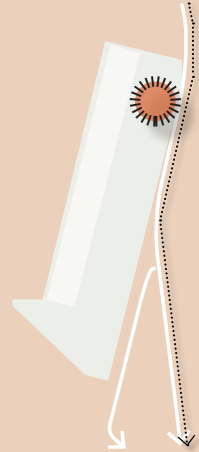
Airport North Precinct Master Plan

PROJECT OBJECTIVES



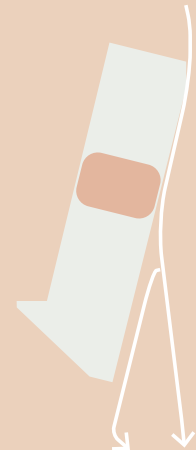
CATALYST USES

Tourism anchors will be considered as catalysts for staged or sequential development of an integrated precinct. A precinct that supports tourism, accommodation, retail and industry.



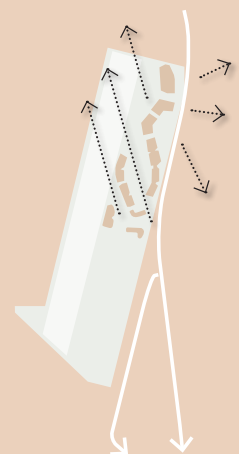
MIXED USE NODE

Create a vibrant mixed-use node that provides a point of difference to the surrounding tourism and Marcoola centre offer. The precinct should deliver a distinctive mix of uses including dining, shop, showroom and public realm outcomes that strengthen its identity, enhance visitor appeal and contribute to a more diverse and engaging destination precinct.



SENSITIVE AND SITE RESPONSIVE DEVELOPMENT

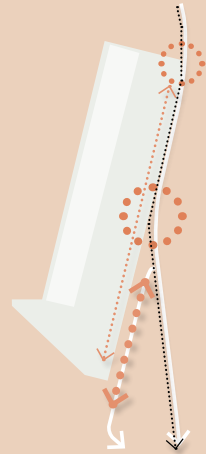
Sensitive development that is carefully positioned within its context and surrounds, capitalises on views to key landmarks (Mt Coolum, Marcoola Beach, Point Cartwright and Mudjimba Island) and building height and form considers aviation Obstacle Limitation Surfaces.





CONNECTED PRECINCT

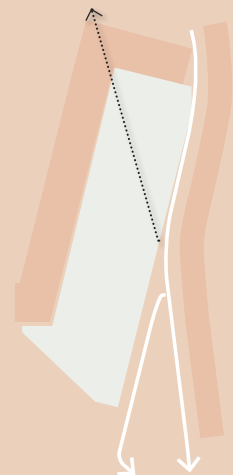
Facilitate efficient vehicle access from David Low Way through multiple access points and align development with active and public transport networks that connect Airport North to Gateway, SCA, the Wave and surrounding tourism opportunities.



ENVIRONMENTAL CONSIDERATION

All development should integrate sustainable and environment initiatives that protects and enhances the natural assets of the region including the adjacent wallum heath, Marcoola Beach and coastal dunes, National Park and reserve areas.

The development should preserve views to Mt Coolum from DLW and within the development and minimise lighting impacts to the coastline, dark sky and sea turtles nesting areas.



OPTIMISATION OF DRAINAGE

Optimisation of the regional and local drainage channels through the precinct, maximise development opportunity and mitigate the potential adverse impacts of flood and storm tide inundation on the airport and surrounding communities.



Airport North Precinct Master Plan

SUB-PRECINCT AND LAND USES

Sub-Precincts	PMP Land Use	Site	Approx. Site Area
P5: Airport North			
North - Tourism & Accommodation		A	9.273ha
	Resort Complex		
	Short Term Accommodation (STA)		
	Multiple Dwelling		
	Retirement Facility		
	Shop		
	Bar		
	Food & Drink Outlet		
	Hotel		
	Function Facility		
Central - Mixed Use		B	2.561ha
	Bar		
	Food & Drink Outlet		
	Shop		
	Showroom		
	Market		
	Office		
	Veterinary Services		
	Health Care Services		
	Indoor Sports & Recreation		
South - Employment		C	8.273ha
	Low Impact Industry		
	Research & Technology		
	Service Industry		
	Warehouse		
	Office		
	Air Services		
	Aviation Facilities		
	Tourist Activity		
	Indoor Sports & Recreation		
Drainage Corridors		D	13.717ha
	Drainage Corridors		
Total			33.824ha

Land uses listed for each sub-precinct express a development intent only and do not exclude other alternative uses permitted in the Development Scheme.

LEGEND

-  SCA Property Boundary
-  Precinct Boundary
-  Potential Sub-Precinct Boundary (5A/5B)
-  Northern Sub-precinct (Tourism & Accom)
-  Central Sub-precinct (Mixed Use)
-  Southern Sub-precinct (Employment)
-  Drainage & Buffer Sub-precinct
-  Resort Complex Node
-  Retail Activation Node
-  Potential Civic Park Node
-  Indicative Roads
-  Sightline to Mt Coolum*
-  4 Way Intersection

Note:

The PMP is supported by the following plans;

- Street Network Plan
- Active Movement Plan
- Interface Plan
- Privately Owned Green Space Plan

rps
COX

PRECINCT MASTER PLAN

SC: 1 : 5000

*Sightlines from David Low Way to Mt Coolum are preserved in accordance with the Development Scheme requirements with design responses to be addressed in subsequent material change of use applications.

3

DETAILED MASTER PLAN

Detailed Master Plan

LAND USES

The Structure Plan seeks to breakdown the sub-precincts further to indicate potential land uses for each management lot. These uses have been determined based on commercial feasibility, market demand and technical parameters to provide sufficient

flexibility for SCA to adapt the development opportunities across the life of the PMP. The structure plan considers the sites constraints, sensitive receptors, air side interface and drainage requirements through the precinct.

Sub-Precinct	Land Use	Site
P5: Airport North		
North - Tourism & Accommodation	Resort Complex Function Facility (ie. Conference) Hotel, Bar, Food & Drink Outlet, Shop	A1
North - Tourism & Accommodation	Short Term Accommodation Bar, Food & Drink Outlet, Shop	A2
North - Tourism & Accommodation	Bar, Food & Drink Outlet, Function Facility, Hotel	A3
North - Tourism & Accommodation	Multiple Dwelling or Retirement Facility	A4
Central -Mixed Use	Bar, Food & Drink Outlet Shop, Market Office Civic Plaza	B1
Central -Mixed Use	Bar, Food & Drink Outlet Shop, Market, Showroom Health Care Services, Office, Veterinary Services Indoor Sport & Recreation	B2
Central -Mixed Use	Children's Playcentre, Gym or Indoor Sport & Recreation Bar, Food & Drink Outlet Health Care Services, Office, Veterinary Services Shop, Market, Showroom	B3
South - Employment	Low Impact Industry, Research & Technology, Service Industry, Warehouse, Air Services, Aviation Facilities, Indoor Sport & Recreation, Office, Tourist Activities	C1
South - Employment	Low Impact Industry, Research & Technology, Service Industry, Warehouse, Air Services, Aviation Facilities, Indoor Sport & Recreation, Office, Tourist Activities	C2
Drainage Corridors	Drainage Corridors	D1

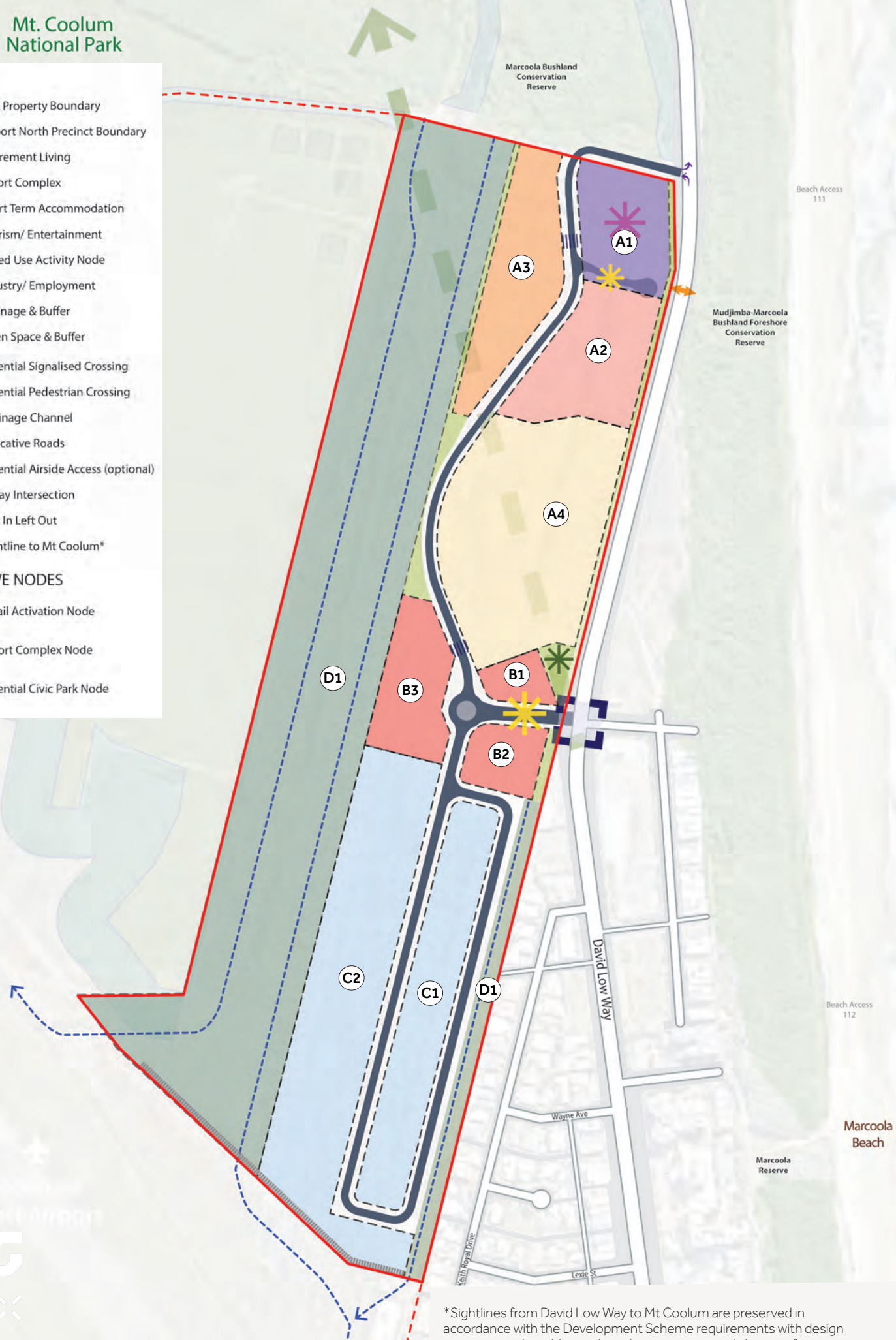
Potential land use set out in this table are proposed within the limitations set by the Development Scheme, where applicable.

LEGEND

- SCA Property Boundary
- Airport North Precinct Boundary
- Retirement Living
- Resort Complex
- Short Term Accommodation
- Tourism/ Entertainment
- Mixed Use Activity Node
- Industry/ Employment
- Drainage & Buffer
- Open Space & Buffer
- ⇄ Potential Signalised Crossing
- ||| Potential Pedestrian Crossing
- Drainage Channel
- Indicative Roads
- Potential Airside Access (optional)
- 4 4 Way Intersection
- ↙ ↘ Left In Left Out
- Sightline to Mt Coolum*

INDICATIVE NODES

- ✱ Retail Activation Node
- ✱ Resort Complex Node
- ✱ Potential Civic Park Node



*Sightlines from David Low Way to Mt Coolum are preserved in accordance with the Development Scheme requirements with design responses to be addressed in subsequent material change of use applications.

Detailed Master Plan

PRIVATELY OWNED GREEN SPACE

Airport North is welcomed by a generous civic plaza that anchors the mixed use, retail and fine dining sub-precinct, capitalising on the significant viewline to Mount Coolum.

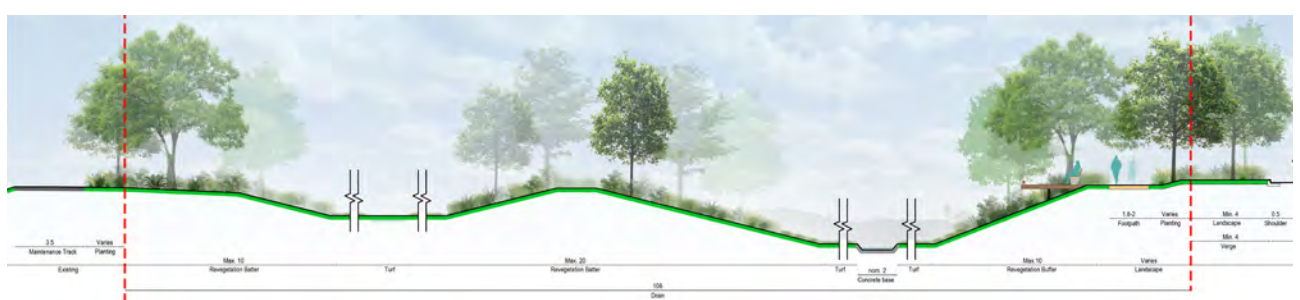
The plaza links the beach access and adjacent tourism uses to the precinct and provides comfortable seating, tourism attractions and flexible plaza for events and gathering spaces that compliment adjacent uses.

The plaza and proposed development uses will be sufficiently buffered from David Low Way (DLW) and adjacent residential uses, as much as feasible within the site constraints, drainage requirements and existing services along this interface.

Development should consider significant sightlines to Mount Coolum, Marcoola Beach and adjacent cultural landmarks such as Point Cartwright and Mudjimba Island.

The western drainage corridor facilitates regional and local stormwater conveyance through the precinct that services the Airport and surrounding area conveyance. Additional local drainage is proposed through the landscape buffer to the eastern boundary (refer Flood Impact Assessment in Appendix A). The drainage corridor assists to provide improve drainage outcomes for the surrounding communities.

Indicative images of desired outcomes. Some images are developed using AI.



Western Drainage Corridor & Linear Park

LEGEND

-  SCA Property Boundary
-  Airport North Precinct Boundary
-  Indicative Civic Park
-  Indicative Linear Park
-  Proposed Drainage Corridor & Buffer
-  Proposed Landscape & Service Buffer
-  Wallum Heath (existing)
-  Sightline to Mt Coolum



*Sightlines from David Low Way to Mt Coolum are preserved in accordance with the Development Scheme requirements with design responses to be addressed in subsequent material change of use applications.

INDICATIVE PRIVATELY OWNED GREEN SPACE PLAN

SC: 1 : 5000

Detailed Master Plan

ACTIVE MOVEMENT STRATEGY

The tourism accommodation, mixed use and employment sub-precincts are connected through generous footpaths and pedestrian friendly boulevard streetscapes.

A shared cycle and pedestrian path connection from the Gateway Precinct through the proposed Cycle Street along Boundary Crescent, Taylor Street and Keith Royal Drive to Airport North Precinct (refer Multi Modal Transport Assessment in Appendix A).

The shared path continues along the eastern boundary of the precinct, through the landscape buffer and DLW frontage to connect northbound. These shared paths are complimented by cycle lanes on DLW.

There are multiple access points proposed into the precinct, with a signalised intersection centrally located along DLW and additional access utilising an existing road reserve along the northern boundary of the precinct. A pedestrian crossings is proposed along DLW from the dining precinct and existing easement along the Cycle Street.

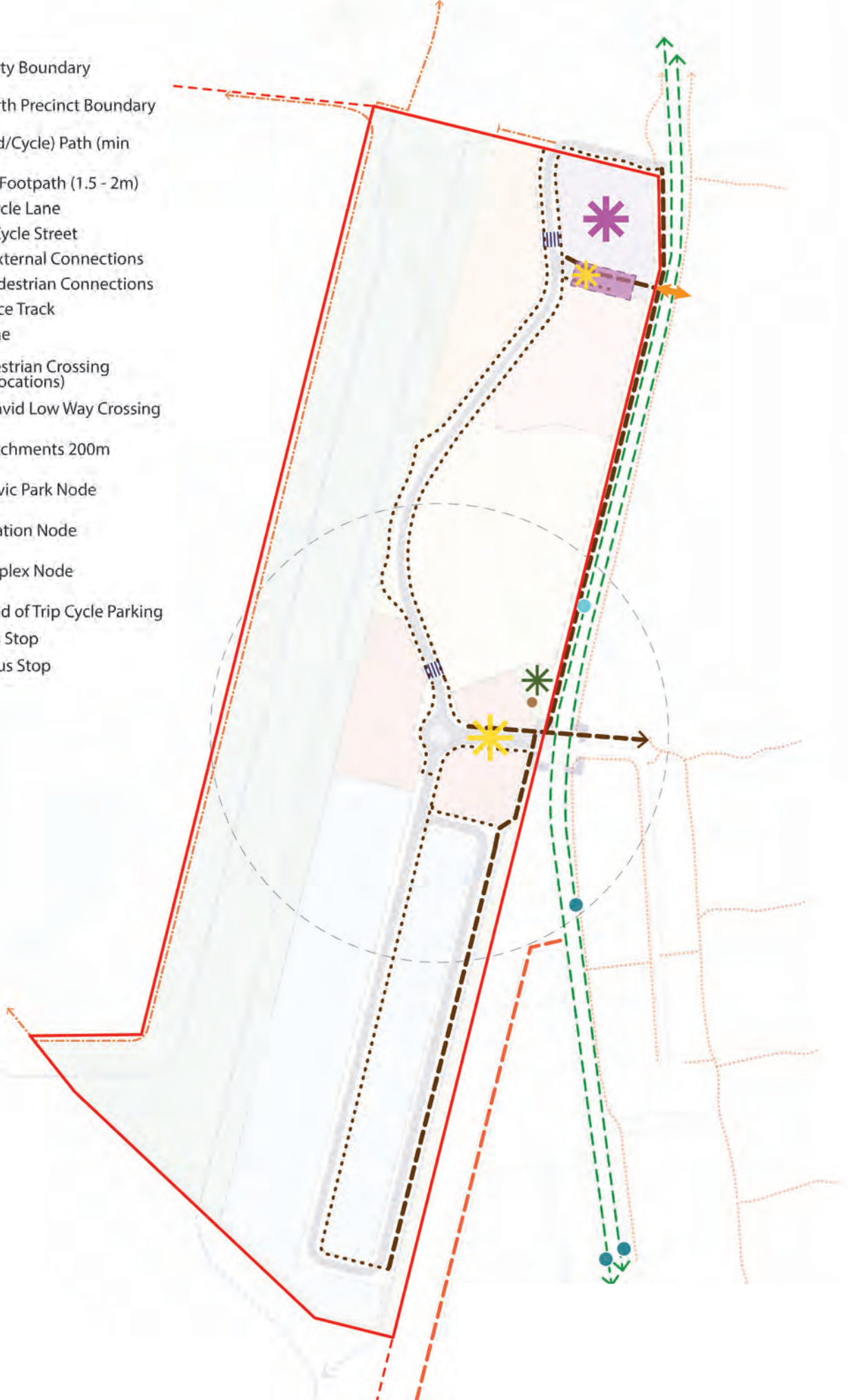
Two of these access points provide connection to the existing beach access trails. Development must provide connection through to the proposed north bound bus stop and existing southbound bus stop.

Indicative images of desired outcomes. Some images are developed using AI.



LEGEND

-  SCA Property Boundary
-  Airport North Precinct Boundary
-  Shared (Ped/Cycle) Path (min 2.5m)
-  Pedestrian Footpath (1.5 - 2m)
-  On-road Cycle Lane
-  Proposed Cycle Street
-  Potential External Connections
-  Existing Pedestrian Connections
-  Maintenance Track
-  Shared Zone
-  Raised Pedestrian Crossing (indicative locations)
-  Potential David Low Way Crossing
-  Walking Catchments 200m
-  Potential Civic Park Node
-  Retail Activation Node
-  Resort Complex Node
-  Potential End of Trip Cycle Parking
-  Existing Bus Stop
-  Proposed Bus Stop



INDICATIVE ACTIVE MOVEMENT PLAN

SC: 1 : 5000

Detailed Master Plan

STREET NETWORK STRATEGY

The street network is configured to provide a meandering landscape boulevard to the northern tourism and accommodation sub-precinct, with intermittent views to Mt Coolum and the landscape buffer/ drainage corridor. A robust and generous loop road through the industry and employment sub-precinct allows for efficient light vehicle access through the precinct and safe site access. No heavy vehicle movement is expected through the Airport North precinct.

A signalised intersections is proposed into the precinct from DLW. This is an extension of the existing intersection (to be upgraded by others) and will form the primary access and entry into the precinct. SCA will be responsible for the fourth western leg into the mixed use sub-precinct.

An additional left-in, left-out access is proposed on the northern end of the precinct, utilising the existing road reserve and providing an additional emergency egress point (refer to engineering services report in Appendix A for intersection configurations). Both intersections are subject to the further design development.

The internal street typologies reflect the intended land uses with inclusion of on-street parking, where appropriate. These have been illustrated with categorisation of street typologies based on intended place and movement values. Nominal lot access points have been provided through the precinct.

Indicative informal access tracks have been illustrated to ensure maintenance access to the western drainage channel.



PLACE VALUE

High, Medium and Low



MOVEMENT VALUE

High, Medium and Low

Indicative images of desired outcomes. Some images are developed using AI.



LEGEND

-  SCA Property Boundary
-  Airport North Precinct Boundary
-  Sub Arterial Road (David Low Way, existing)
-  Centre Access Street (Type 1)
-  Centre Access Street (Type 2)
-  Centre Access Street (Type 3)
-  Centre Access Street (Type 4)
-  Centre Access Street (Type 5)
-  Industrial Access Street (Type 1)
-  Industrial Access Street (Type 2)
-  Industrial Access Street (Type 3)
-  Retail Laneway
-  Informal Access Track
-  Potential Airside Access (optional)
-  Left In Left Out
-  Proposed Intersection
-  Proposed 4 Way Signalised Intersection
-  Indicative Lot Access

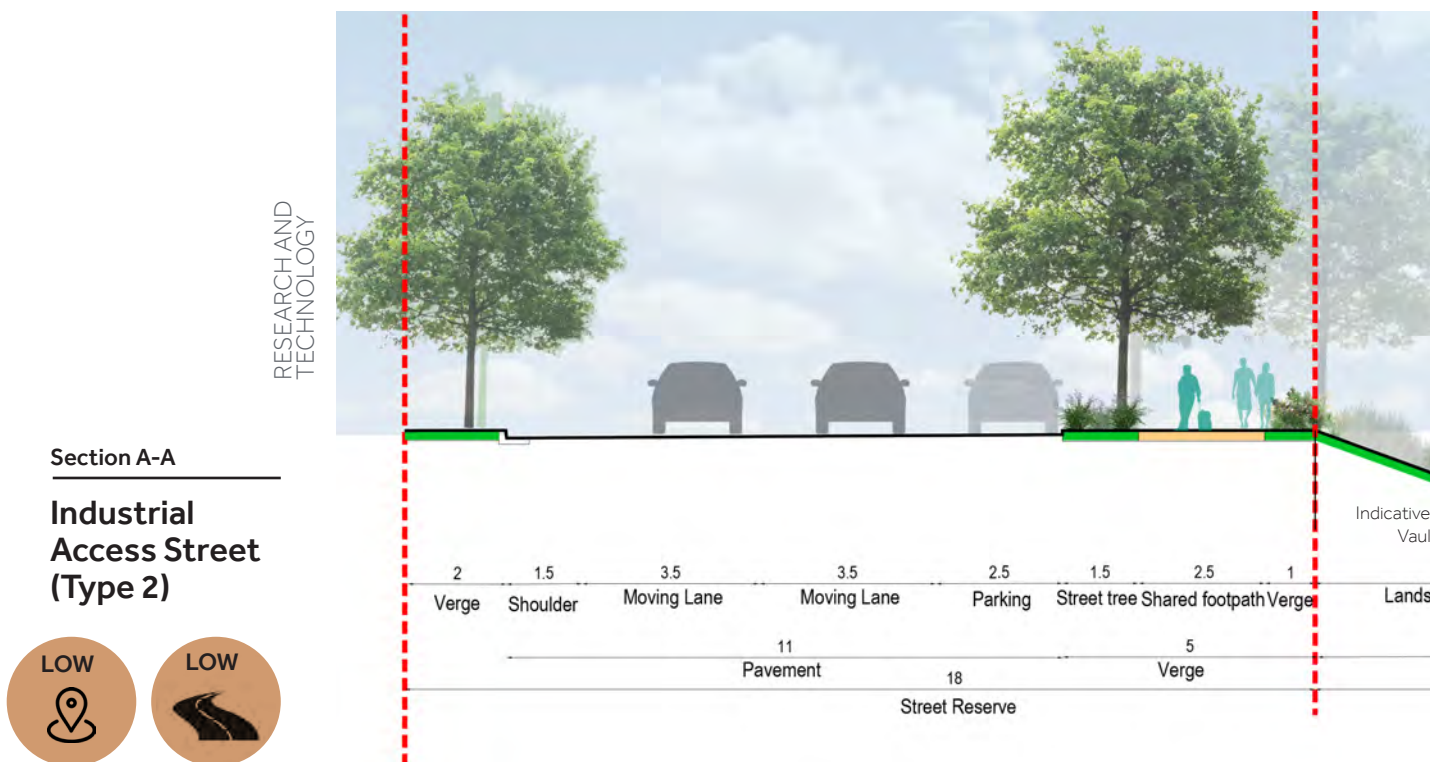


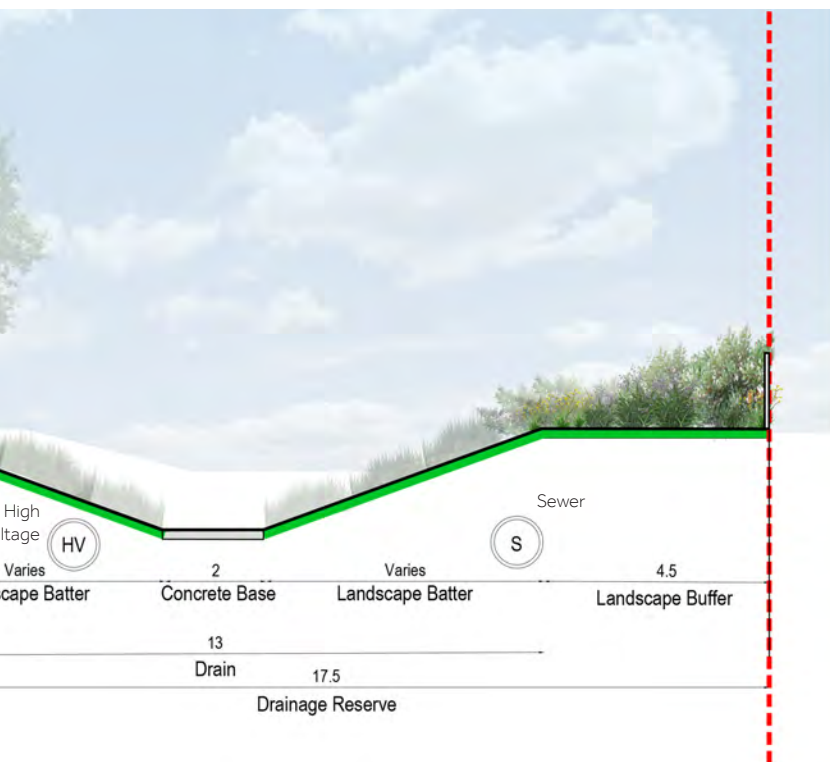
INDICATIVE STREET NETWORK PLAN

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Detailed Master Plan

TYPICAL STREETSCAPE SECTIONS





EXISTING RESIDENTIAL



Detailed Master Plan

TYPICAL STREETSCAPE SECTIONS

Section C-C

Industrial Access Street (Type 3)

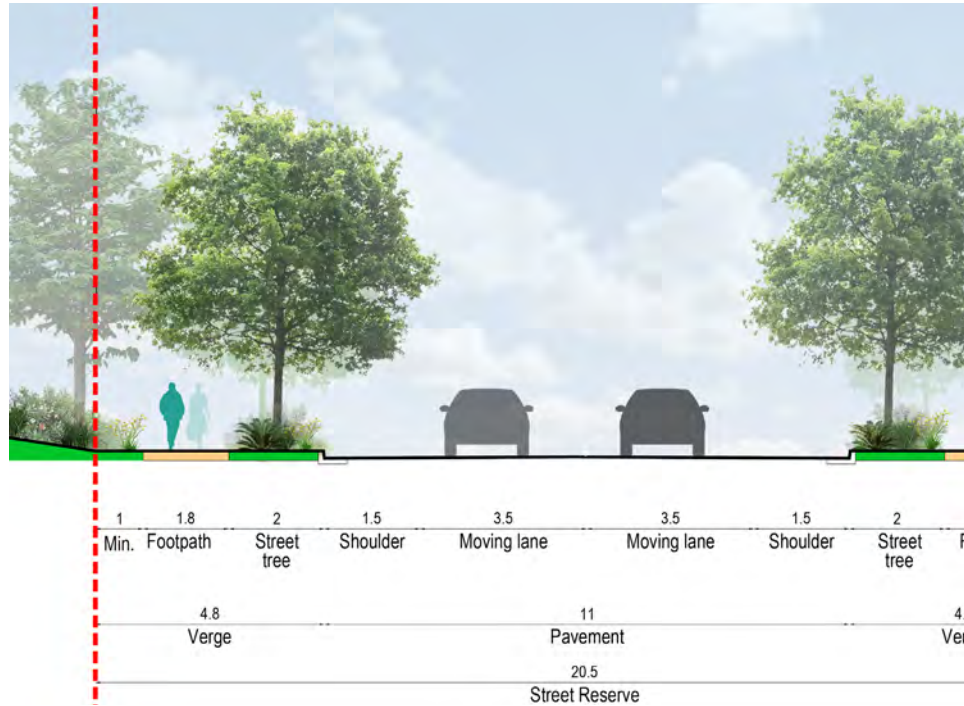
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MIXED USE



Section D-D

Centre Access Street (Type 1)

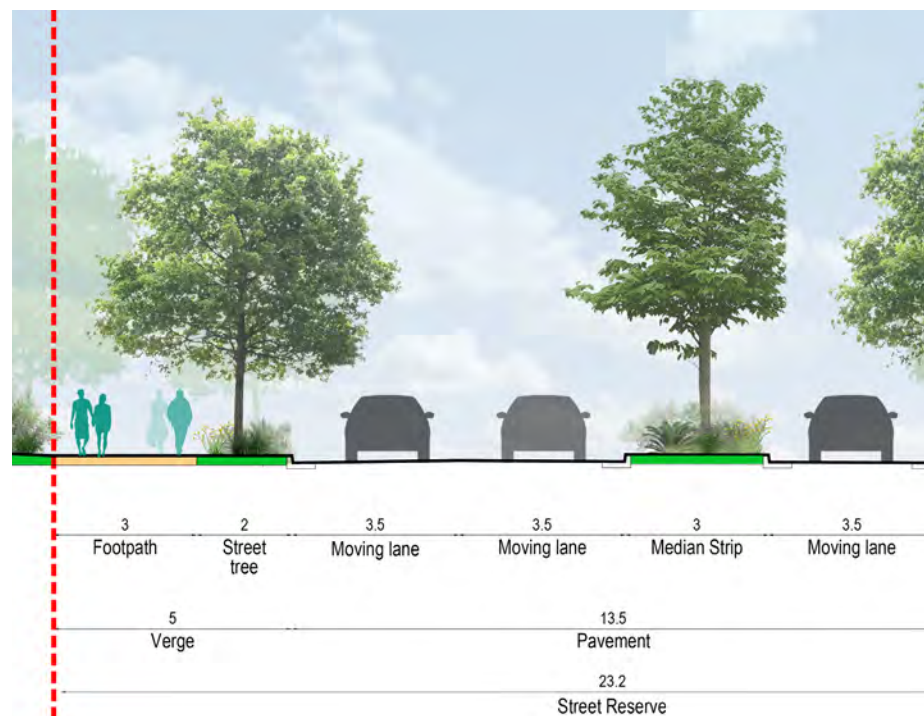
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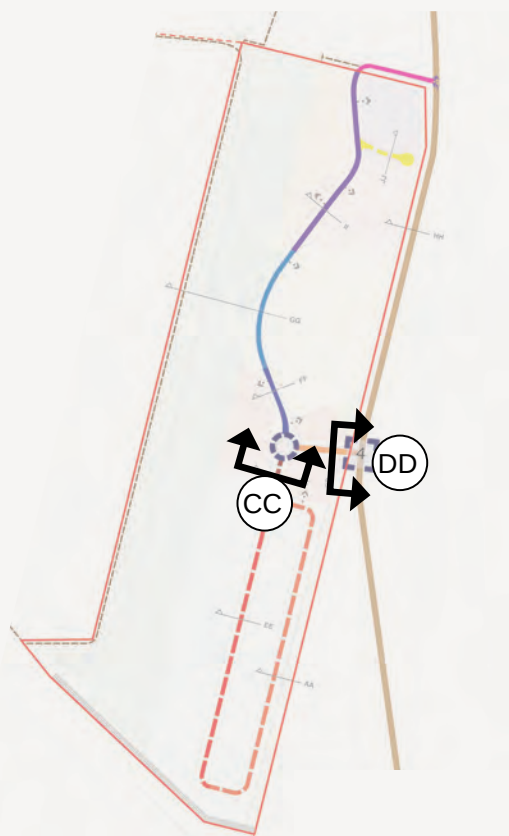
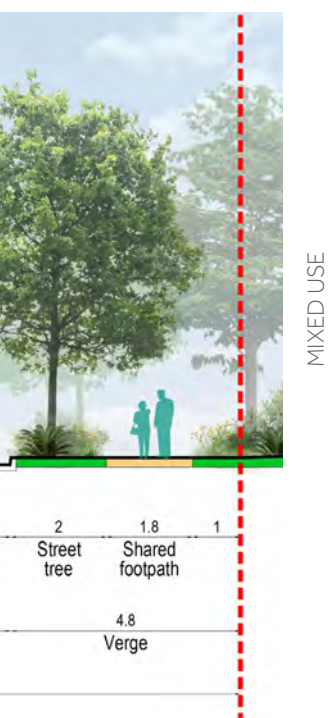


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MIXED USE





Detailed Master Plan

TYPICAL STREETSCAPE SECTIONS

Section E-E

Industrial Access Street (Type 1)

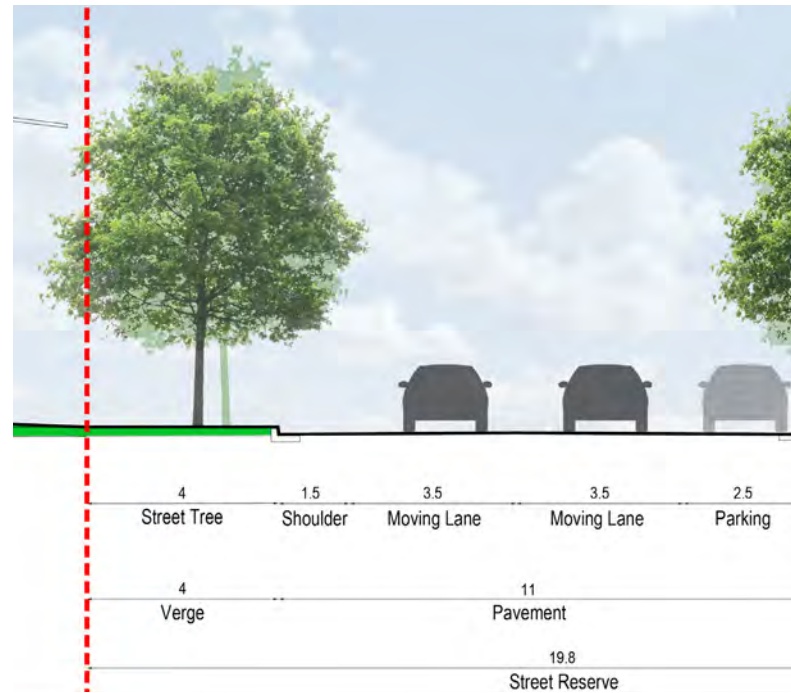
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LIGHT INDUSTRY



Section F-F

Centre Access Street (Type 2)

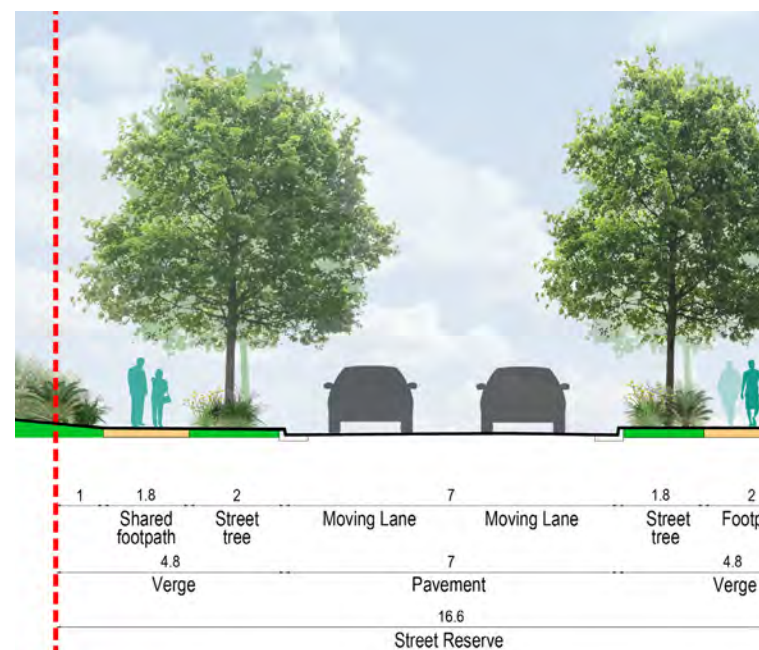
HIGH

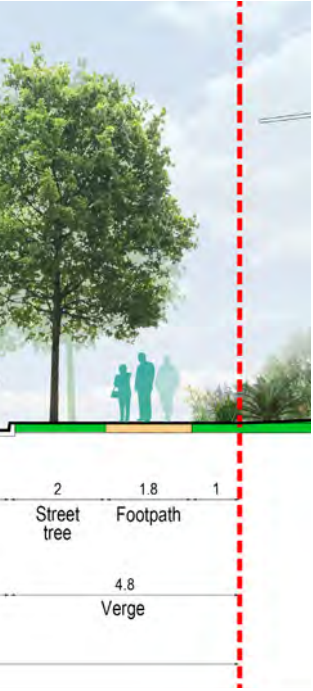


LOW



MIXED USE

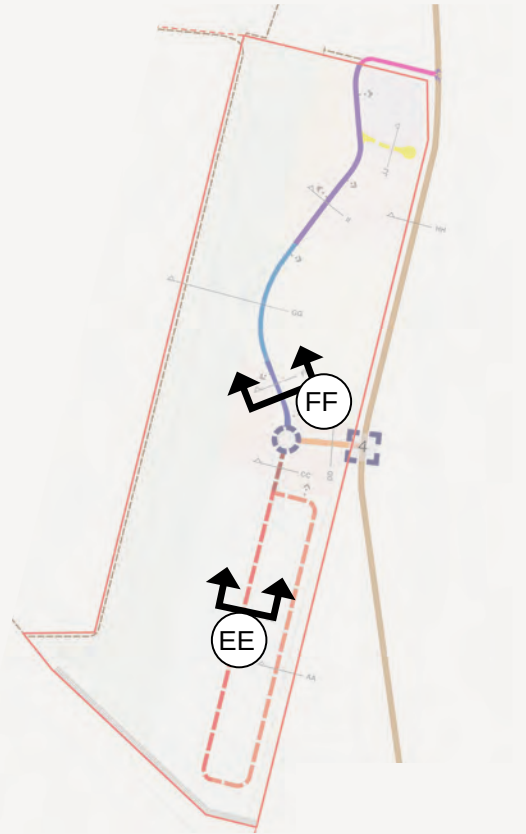




RESEARCH AND
TECHNOLOGY



RETIREMENT FACILITY/
BUILD TO RENT

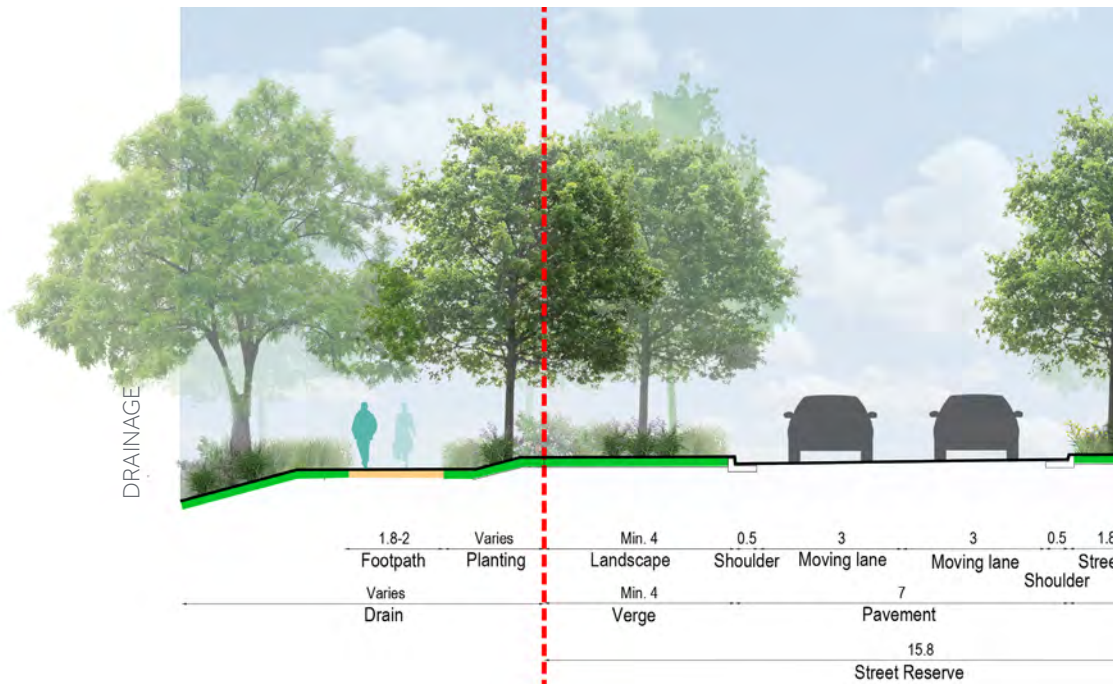


Detailed Master Plan

TYPICAL STREETSCAPE SECTIONS

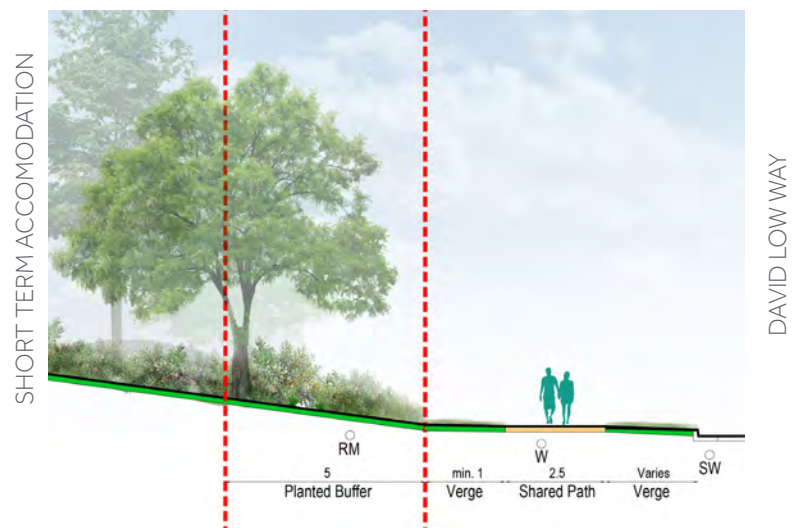
Section G-G

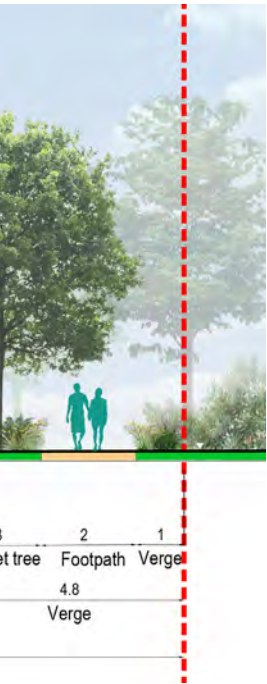
Centre Access Street (Type 3)



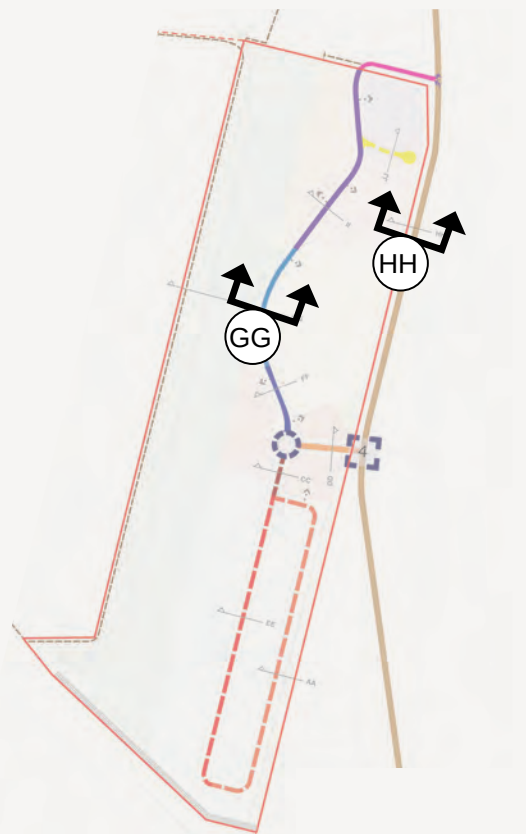
Section H-H

David Low Way Frontage





RETIREMENT FACILITY/
BUILD TO RENT



Detailed Master Plan

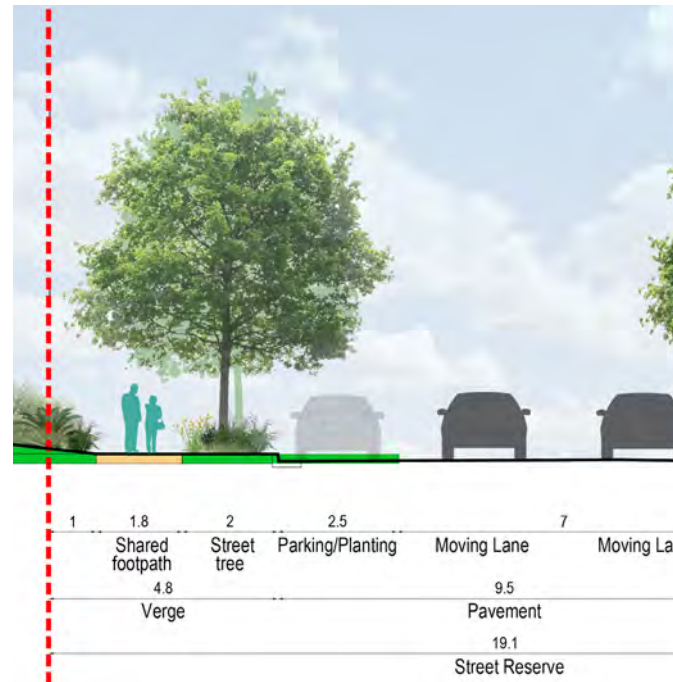
TYPICAL STREETSCAPE SECTIONS

Section I-I

Centre Access Street (Type 4)



TOURISM/
ENTERTAINMENT

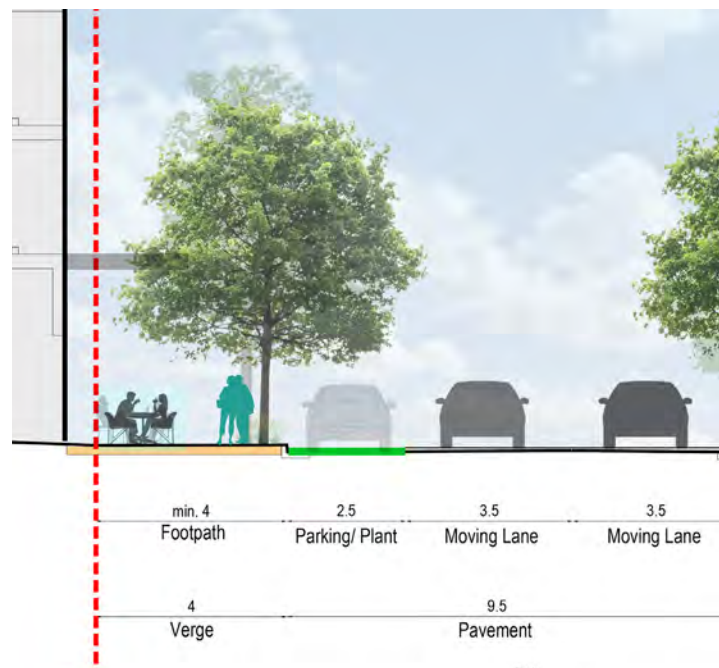


Section J-J

Retail Lane



SHORT TERM
ACCOMMODATION

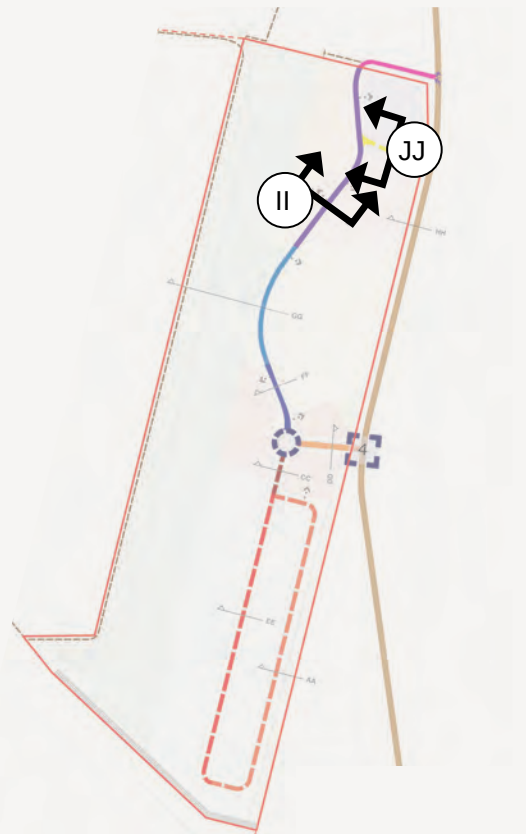




SHORT TERM
ACCOMMODATION



HOTEL COMPLEX



Detailed Master Plan

SITE INTERFACES STRATEGY

The intent for how the proposed uses and built form will interact with adjoining streets, existing and proposed roads, airside and adjacent residential areas is defined by a series of interface types. Their extent is shown on the building interface plan.

Building heights, setbacks, and treatments will need to be sensitively designed to ensure the key sightline to Mt Coolum is maintained from the David Low Way Intersection and generous building separation and landscape buffers are incorporated, as described below.

Consideration should be given to all interfaces, including the employment lots that adjoin airside land, to ensure development adheres to the relevant National Airports Safeguarding Framework (NASF) principles and guidelines.

Interfaces with drainage corridors should consider viewlines, maintenance access requirements, and pedestrian movement. Future designs should allow for appropriate site access for service vehicles, as required to support the proposed use.



Indicative images of desired outcomes. Some images are developed using AI.

INDICATIVE BUILDING INTERFACE PLAN

LEGEND

- SCA Property Boundary
- Airport North Precinct Boundary Min. Setback

- | | |
|-------------------------------------|------|
| Mixed Use/ Dining Interface | 0m |
| Mixed Use & Entertainment Interface | 0-2m |
| Drainage Corridor Interface | 0-2m |
| Open Space Interface | 0m |
| Accommodation Interface | 2m |
| Industry Interface (type 1) | 2m |
| Industry Interface (type 2) | 0m |
| David Low Way Interface | 2m |
| Access/ Service Lane Interface | 0m* |

Note: * or as required for site access for service vehicles or as required for aviation safeguarding requirements.

BUILDING INTERFACES PLAN

SC: 1 : 5000

Detailed Master Plan

INTERFACE TYPOLOGIES

Accommodation Interface

Intent:

The internal accommodation interface allows for naturalised landscaping along the internal road corridor to create a relaxed coastal streetscape condition to buffer accommodation from the road itself and soften the appearance of built form. In combination with a generous footpath the interface encourages an enjoyable, shaded walkable pathway to connect the accommodation areas to the retail and dining core.

Accommodation uses should include balconies and a glazing overlooking this frontage to provide passive surveillance of the streetscape. Articulation of built form should also be used to manage the scale of development as perceived from the street.

Building entries, lobbies and porte-cochere drop off areas should be visible from this interface to provide clear wayfinding and ease of access.

Minimum building setback to interface: 2m.



Mixed Use/ Dining Interface

Intent:

The creation of an active and engaging mixed use streetscape is the purpose of the zero-lot setback to focus activity on the street and encourage a vibrant and dynamic retail and dining environment. Where retail is adjacent to Centre Access Street - type 1, additional setback may be considered to allow landscape buffering to the intersection to create a comfortable, pedestrian scale and fine grain retail precinct.

The interface should promote interaction through:

- » Clearly visible and legible shopfront entries and lobbies
- » Operable glazing features to promote indoor/ outdoor connectivity and dining terraces
- » Visual transparency of shopfronts to promote retail engagement and visibility of offer to entice interest and promote commercial viability and success
- » No vehicular access driveways, storage or services on the frontage

Minimum building setback to interface: 0m



Indicative images of desired outcomes

Detailed Master Plan

INTERFACE TYPOLOGIES

Industry Interface (type 1)

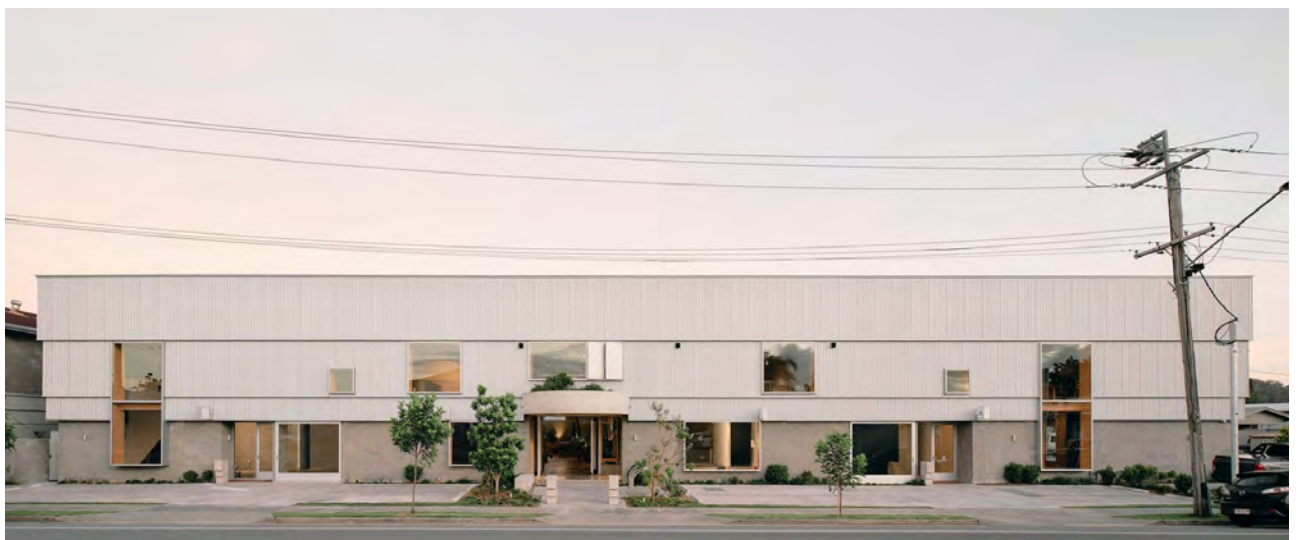
Intent:

This interface defines the primary vehicular access and entry frontage within the employment sub-precinct of the PMP in combination with a north-south pedestrian footpath movement corridor provided within the adjoining verge.

Street interaction is required through:

- » Pedestrian entrances to building lobbies where appropriate to the use.
- » Ground floor tenancies that present glazing or articulation to the street where appropriate to the use.
- » Structured car parking that is architecturally screened.
- » At grade parking to street frontage must have a landscape buffer min. 3m deep to the boundary.
- » Locate service and loading areas off this interface and to be screened with landscaping.

Minimum building setback to interface: 2m



Indicative images of desired outcomes

Industry Interface (type 2)

Intent:

The most public/customer facing elements of the proposed uses (reception, offices, display areas) will address this interface to support legibility and overlooking of the street, provide pedestrian access and activation of the frontage in a manner appropriate to the land use.

It is a mixed interface requiring the street to be framed and addressed by built form. Interaction with this street is required through:

- » Office space, reception and display space provided on-site to face the street frontage. Buildings to provide a clearly visible customer/office entrance to ground floor space facing this interface.
- » Ground floor tenancies that present galvanizing and articulation to the street, where appropriate to the use.
- » Limiting vehicle access to this frontage and encourage vehicle access from rear of lot through type 1.
- » Service and loading areas may not address or be visible from the frontage.
- » Where buildings are setback, landscaping should be provided to the street.

Minimum building setback to interface: 0m



Indicative images of desired outcomes

Detailed Master Plan

INTERFACE TYPOLOGIES

Mixed Use and Entertainment Interface

Intent:

Accommodating a variety of land uses this interface control will provide activation of the frontage in a manner commensurate with the specific land use with clear points of entry and access for visitors and pedestrians. Vehicular access and onsite parking will be handled discretely with minimal impact to the street frontage.

This mixed interface framed by built form for some, but not all the extent will address the following:

- » Buildings must adjoin (typically behind a min. 2m land-scape setback) the boundary for at least 25% of the frontage with customer entrances to ground floor space near to the frontage with the possibility of a 0m setback, where appropriate.
- » Car parking (including circulation aisles and driveways) may adjoin the frontage where a landscape buffer min. 3m deep is provided allowing direct line of sight between the street interface and the car park.
- » Service and loading areas may not address nor be visible from the frontage but driveway access to them may be provided from the frontage.

Indicative minimum building setback to interface: 0-2m



Indicative images of desired outcomes:

David Low Way Interface

Intent:

High quality architectural built form and landscape will be arranged along the David Low Way frontage and interface to present a cohesive Sunshine Coast coastal character to the development along its full length. Landscape berms, trees and planting will be used to buffer development from the road corridor where accommodation buildings interact more closely with the interface.

Accommodation uses should include balconies and a glazing overlooking this frontage (to acoustic standards) to provide passive surveillance of the landscaped areas and streetscape. Articulation of built form and tower setbacks should also be used to manage the scale of development as perceived from the street. Buildings to David Low Way must mitigate impacts of light spill to turtle nesting areas along coastline (refer Lighting Management Plan in Appendix A).

Minimise or avoid private open space or habitable space at ground floor, or provide appropriate acoustic treatment, as required (refer Acoustic report in Appendix A). Ensure communal open space to this frontage is adequately screened with layered landscaping (min. 5m).

While basement or partial basement parking is preferred, car parking at grade or contained within podiums should be architecturally screened and planted. Service areas or loading docks should be discretely handled and not visible from this frontage. Greater landscape setbacks should be considered to STA to allow seamless entry and visibility to the retail dining lane from David Low Way.

Indicative minimum building setback to interface: min. 2m, 3-4m preferred to STA with substantial trees.



Indicative images of desired outcomes:

Detailed Master Plan

Open Space Interface

Intent:

The open space interface is intended to provide a landscape plaza to this important corner/entry location as a gateway element into the Airport North precinct. High quality landscape, shade, seating and permeable public space should be organised to help support the adjoining retail and dining land uses whilst allowing for safe gathering areas, buffered from David Low Way.

Pedestrian access and landscaping to the northern land uses should be considered and integrated within the landscape buffer along David Low Way.

Indicative minimum building setback to interface: 0m



Indicative images of desired outcomes:

Drainage Corridor Interface

Intent:

This interface sits adjacent to the primary drainage corridor on the western boundary of the site, as well as the local drainage channel on the southern eastern edge. The drainage corridor is screened from adjacent land uses by native planted buffer.

Drains should be designed to minimise attracting wildlife ie. birds and bats.

Shared pathways to meander along the top of drainage batters (outside of Q20 flood events) where exposed to streetscapes, as shown in Active Movement Plans. Barriers or partial barriers to be provided to shared paths in accordance with Ausroad standards.

Indicative minimum building setback to interface: 0-2m. Setbacks to consider site access, proximity to drainage batters and aviation safeguarding requirements.



Indicative images of desired outcomes:

Detailed Master Plan

INTERFACE TYPOLOGIES

Access/ Service Lane Interface

Intent:

Access/Service interfaces facilitate entry points and arrangements of discrete car parking areas to support adjoining development. Buildings are set back from the property boundary to allow for service vehicles to access and manoeuvre on-site. Built form must screen views of this interface from nearby streets as much as practicable. Where car parking or service lane is located on this frontage, a minimum landscaping of 3m should be provided. Loading and service lanes should be from this frontage. Minimum building setback to interface: 0m or as required for service vehicle access onto site.



Indicative images of desired outcomes:

A hand with a ring rests on a rough stone wall in the foreground. In the background, a mountain peak is visible under a hazy sky, with some trees and a building partially visible on the right.

Interface controls provide guidance to protect the public realm, significant viewlines and street presentation, while ensuring the activation of roads designed to create high place value and prioritise human-scale outcomes.

The prescribed built form controls are intended to ensure that the scale and bulk of proposed buildings are considerate of their context.

Detailed Master Plan

DEVELOPMENT STAGING STRATEGY

Development of the Airport North precinct is divided into 6 sub-stages, subject to future demand and opportunities.

1. Western Drain

The western drain (regional and local) corridor must be delivered as part of the cut and fill strategy and ensure conveyance of stormwater through the precinct. These works include:

- » Flood mitigation works to facilitate Gateway Precinct (if not delivered prior), including northern bund upgrade.
- » Delivery of two drainage channels in accordance with the Flood Impact Assessment (see Appendix A).
- » Maintain existing maintenance track on western boundary.
- » Tie in drainage works to the south to existing and future upgrades to ensure free drainage.
- » Fill to be located on the developable area, refer concept engineering drawings (see Appendix A).

2. Intersection, Retirement Living and Retail includes the following significant works (in no particular order):

- » Additional 4th western leg of the intersection upgrade works (by others) to access the precinct.
- » Facilitate the entrance road, internal intersection (potentially temporary), and access to the northern retirement and retail lots.
- » Civic plaza and open space adjacent to these lots as early attractor.

3. Northern left-in, left-out including:

- » Deceleration lane along DLW
- » Intersection facilitating left-in, left-out only to TMR standards

- » Road access along existing road reserve (subject to OPW approvals with SCC) to provide access to northern boundary of the precinct.
- » Maintenance access to the drainage corridor

4. Resort Complex, Short Term Accommodation and Entertainment Lots includes the following significant works (in no particular order):

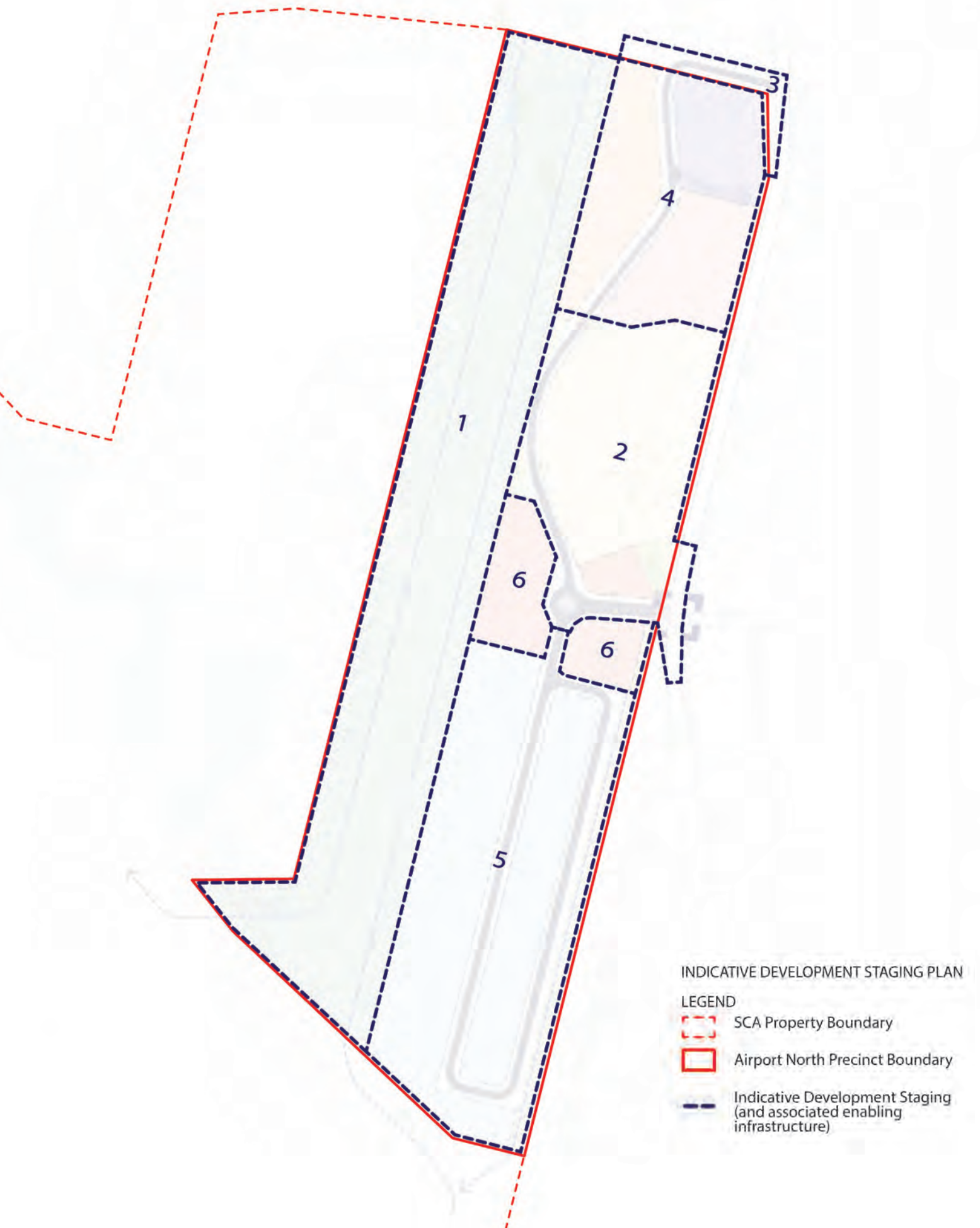
- » Connect southern internal access road to northern road reserve to provide access to 3 management lots accommodating resort complex, short term accommodation and tourism/ entertainment.
- » Deliver a dining or retail lane between resort complex and STA.
- » Ensure drainage and DLW interfaces are achieved in accordance with Interface Controls.

5. Southern Employment lots includes the following significant works (in no particular order):

- » Extension from roundabout to southern employment lots, extending around the loop road to provide access to 3 employment management lots.
- » Local drainage corridor and shared path connection (north/south) along eastern boundary and connection to Cycle Street.
- » Drainage connection to DLW intersection.
- » Acoustic barrier and landscape treatments to eastern boundary.

6. Mixed Use lots includes the following significant works (in no particular order):

- » Works to facilitate development lots B2 and B3.
- » Appropriate access of existing internal roads.



INDICATIVE DEVELOPMENT STAGING PLAN

SC: 1 : 5000

4

**AIRPORT
NORTH
PRECINCT
PUBLIC REALM**

Airport North Precinct Master Plan



An aerial photograph of a coastal area, likely the Sunshine Coast, showing a road, a beach, and the ocean. The image is partially obscured by a dark green overlay containing text.

PUBLIC REALM VISION

The public realm vision is to create a high-quality, connected and pedestrian-friendly environment that reflects the distinctive coastal character of the Sunshine Coast.

The precinct will be defined by pedestrian-scale boulevards, generous landscape treatments, and activated street frontages that support an engaging and walkable urban experience. Views to Mount Coolum, the surrounding national park, and key landscape features will be protected and celebrated, with landscape buffers used to strengthen the setting and soften built form. The result will be a refined and high-end landscape environment that responds to the native coastal context while supporting development that is active, legible and scaled to pedestrians.

A decorative white L-shaped line graphic located in the bottom right corner of the green overlay.

Airport North Precinct Public Realm

PUBLIC REALM DESIGN PILLARS

Building upon the design pillars set out for the precinct, the following public realm pillars should guide development for Airport North.



COASTAL CHARACTER

Embrace the wild and dynamic coastal character of the Sunshine Coast's coastline.



NESTLED IN NATURE

All development sites, building placement and streetscape boulevards encourage a premium landscape outcome, reflecting a more sensitive Sunshine Coast character.



CONNECTION and ACTIVATED

Prioritise comfortable, shaded pedestrian and cycling path networks throughout the precinct and establish connections to Gateway precinct, Airport terminal, the Wave and surrounding tourism destinations.



Indicative images of desired outcomes. Some images are developed using AI.

LANDSCAPE ELEMENTS



FRAMES

Preserve and frame significant viewlines to Mt Coolum, Marcoola Beach, Point Cartwright, Mudjimba Island through build form, road alignments, open spaces and landscape treatments.



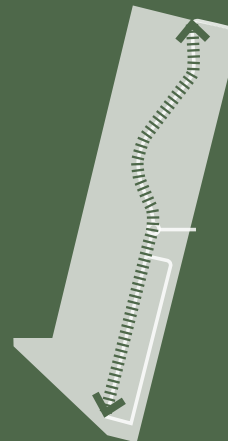
HEART

A welcoming civic plaza at the entrance to precinct provides a gathering space, activated by the adjacent retail dining hub and provides a tourism destination.



LANDSCAPED BOULEVARDS

Streetscapes and boulevards serve as the key public realm thoroughfares throughout the precinct and must equally uphold the design pillars as people enter and exit the area.



DRAINAGE

The precinct consists of three main drainage conveyance through the site. Two drainage channels (regional and local) to the western boundary and a local drain to the eastern boundary.

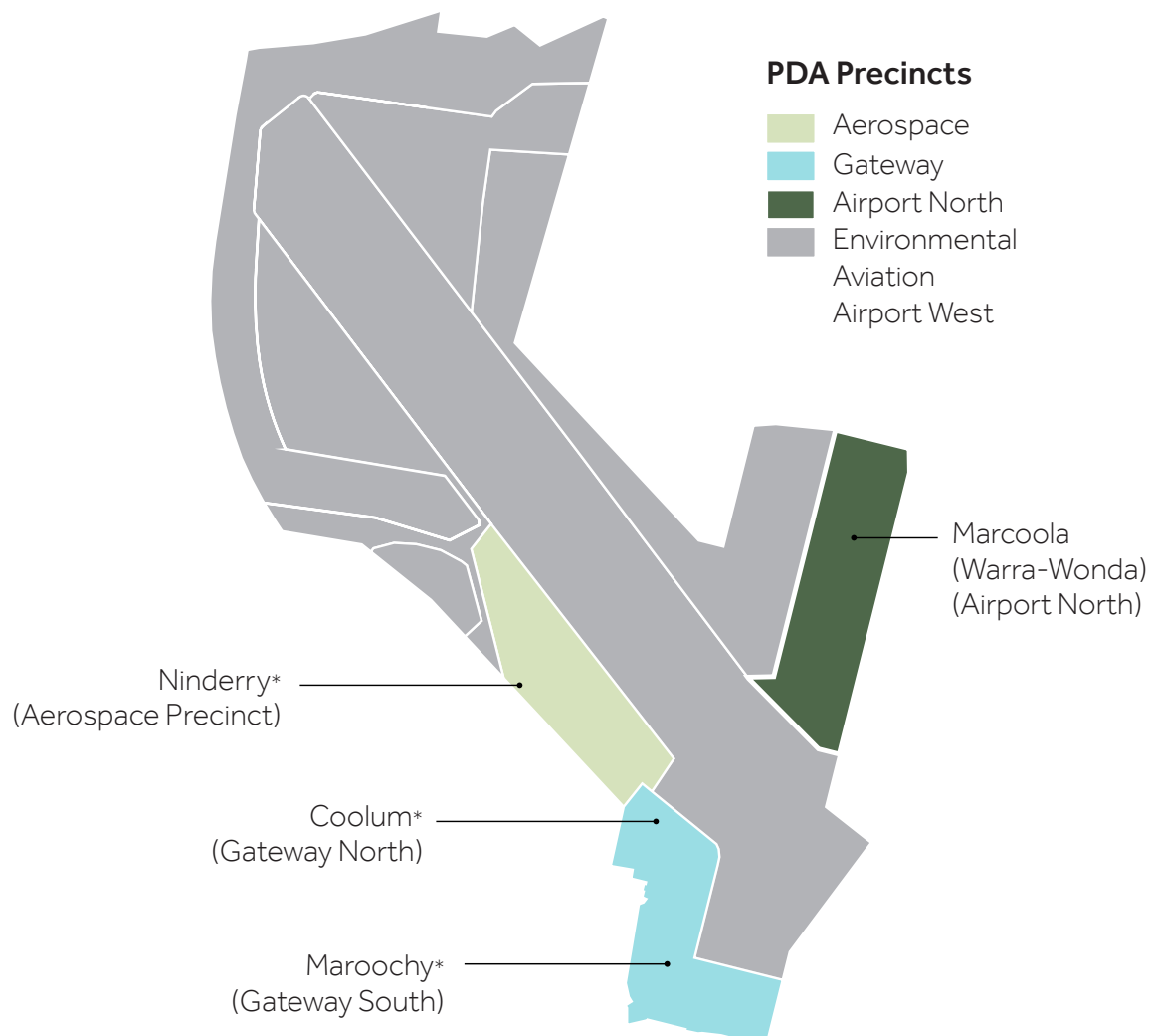


Airport North Precinct Public Realm

PUBLIC REALM CHARACTER AREAS

The Public Realm and Landscape Design Guidelines have established the respective character areas for the Gateway and Aerospace precincts.

Building on the framework set out in this report, the following extends to create a character area for the Airport North precinct, inspired by its local context: 'Marcoola'. Known as Warra-Wonda in the Kabi Kabi language and means 'hill in distance'.



* Refer Sunshine Coast Airport - Public Realm and Landscape Design Guidelines for character areas



MARCOOLA (WARRA-WONDA)

Landscape Character

Warra-Wonda (Marcoola area) means “hill in the distance” and is reflected in the “frames” established in the Master Plan, which orient views toward significant cultural destinations such as Mt Coolum and Mudjimba Island.

The Airport North character area draws inspiration from its location along the Marcoola coastline — a wild, coastal dune system that is organic, dynamic, and open.

The precinct should reflect the coastal colours, materials, and planting palette of Marcoola, allowing the site to blend into the surrounding dune landscape.

Airport North Precinct Public Realm

PUBLIC REALM AND LANDSCAPE MASTER PLAN

A Landscape Master Plan has been prepared for Airport North Precinct Master Plan and associated works. The plan communicates the landscape and public realm intent and established landscape character for the privately owned green spaces, along with the intended level of embellishment. There are two main opens spaces proposed in the precinct:

- » **Civic Plaza:** the civic heart at the gateway to the precinct, creating a gathering location integrated into the mixed use dining precinct.
- » **Linear Park:** opens up views to Mt Coolum, the landscaped drainage corridors and Wallum Heath. A potential viewing platform and pause point is considered to provide outlook, education and awareness to the environmental precinct to the west and cultural significant of Mt Coolum.

All works will be subject to further design development. Refer to Landscape Management Plan in Appendix A.

*Indicative images of desired outcomes.
Some images are developed using AI.*



Legend

- | | |
|---|---|
| 01 DLW Intersection & Precinct Access | 11 Landscape Buffer & Service Corridor |
| 02 DLW - left in, left out access | 12 Potential WSUD Bio Basin |
| 03 Entrance Road | 13 Existing Beach Access |
| 04 Internal Roundabout | 14 Retail & Dining Laneway |
| 05 Civic Plaza | 15 Anticipated Internal Communal Open Space |
| 06 Operational Runway | 16 Signalised Pedestrian Crossings |
| 07 Landscape Boulevard | 17 Potential Viewing Platform |
| 08 Linear Park | 18 Maintenance Access Track |
| 09 Western & Eastern Perimeter Drain Channel | 19 Proposed Green Pedestrian & Shared Path Links |
| 10 Local Drainage Channel (east) | |



AIRPORT NORTH - LANDSCAPE MASTER PLAN

Airport North Precinct Public Realm

PRECINCT ARRIVAL AND WAYFINDING

Airport North as a narrow linear site, naturally has a logical wayfinding framework with cohesive vehicle movement through two access points into the site and up to four pedestrian entries at key locations.

A central civic plaza heart is proposed at the gateway to the precinct which will be integrated into the retail hub adjacent.

The wayfinding strategy for Airport North is based on the principles set out with the following documents:

- » Public Realm and Landscape Design Guidelines 2025 (guide)
- » Airport Wide Wayfinding Strategy and Design Guidelines 2024 (guide)
- » Gateway Precinct Master Plan (guide)
- » Multi-Modal Transport Assessment (Airport wide), refer Appendix A.

The primary vehicle and pedestrian routes that define the Airport North experience must provide clear and direct access:

- » to and from the mixed use hubs
- » to and from David Low Way
- » to and from the mixed use hub and accommodation / entertainment facility and retail lane
- » to and from the intersection and employment precinct
- » to and from the cycle st and active transport connection to the Gateway Precinct
- » to and from the active transport network
- » to and from the key open spaces

Clear vehicle and pedestrian wayfinding signage, entry statements, art opportunities, and placemaking elements should be integrated into the precinct arrival to ensure cohesion throughout the entire SCA. The linear park provides another opportunity for art, viewing platforms and furniture to create a pause point along the boulevard.

WAYFINDING	
	Vehicle and Pedestrian Entry
	Pedestrian Entry
	Shared Zone
	Civic Plaza
	Resort Complex
	Mixed Use Hub
	Road Threshold
	Raised Pedestrian Crossing
	Signalised Pedestrian Crossing
	Primary Shared Path Movement
	Primary Pedestrian Movement
	Primary Landscape Boulevard
	Cycle Street
	On Road Cycle Lane
	Primary Industrial Route
	Potential Viewing Platform
	Bike Parking Facilities
	Cafe/ Dining
	Art Opportunities
	Entry Statement
	Vehicle Wayfinding Signage
	Pedestrian Wayfinding/ Educational Signage



WALLUM HEATH
(ENVIRONMENTAL
PRECINCT)

DRAINAGE
CHANNEL

TOURISM/
ENTERTAINMENT

RESORT
COMPLEX

STA

RETIREMENT
LIVING

TOURISM/
CARAVAN
PARK

MIXED
USE

MIXED
USE

NEIGHBOURHOOD
CENTRE

EMPLOYMENT

BEACH
ACCESS

MARCOOLA
BEACH

BEACH
ACCESS

BEACH
ACCESS

OPERATIONAL
RUNWAY

AIRPORT NORTH WAYFINDING

Airport North Precinct Public Realm

CIVIC PLAZA

The Civic Plaza is the welcome mat to the Airport North Precinct, facilitating views to Mount Coolum and providing a central focal gathering location. The plaza will include:

- 01 Shared path thoroughfare
- 02 Connection to DLW intersection and mixed use precinct
- 03 Retail activation with outdoor dining
- 04 Aviation plaza (gathering space) with integrated aviation and tourism components.
- 05 Green relief and terraced turf
 - Clear Wayfinding Signage and Placemaking Nodes
- ART Art Opportunity
- ENTRY Entry Statement Opportunity
- 07 Range of furniture, terraces, picnic areas and seating nodes
- 08 Natural and Physical Shade
- 09 End of trip cycle bike parking
- 10 Access to Retirement Facility
- 11 Water Connection
- 12 Landscape Buffer
- 13 Pedestrian Crossing



Indicative images of desired outcomes. Some images are developed using AI.





CIVIC PLAZA

Airport North Precinct Public Realm

LINEAR PARK

The northern meandering landscape boulevard presents an opportunity to create an open space along its arc, revealing views towards the drainage corridor, wallum heath and Mt Coolum. This open space should provide:

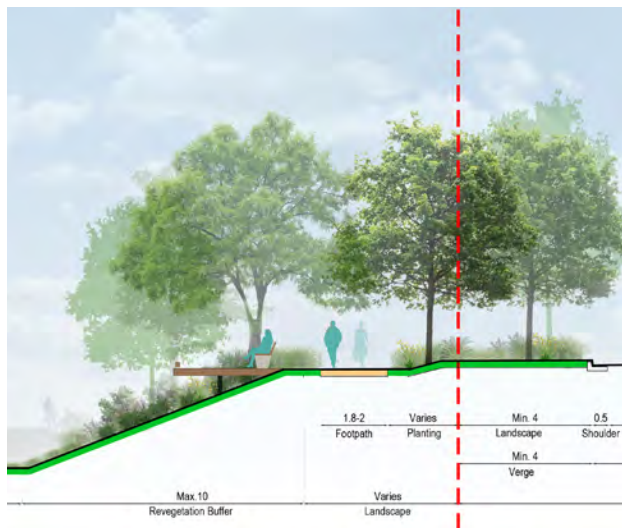
- 01 A range of furniture and seating nodes
 - 02 Pedestrian connection
 - 03 Potential viewing platform
 - 04 Landscape buffer
 - 05 Open views to Mt Coolum
 - 06 Intermittent views to drainage channel
 - 07 Indicative On-street parking
 - 08 Natural shade
 - 09 Water bubbler and bins
 - 10 WSUD bio-basins
-  Art opportunity (integrated into landscape)

This space should be seamlessly integrated with the adjacent drainage corridor, incorporating pathways that meander down the batters and provide opportunities for meaningful engagement with nature.

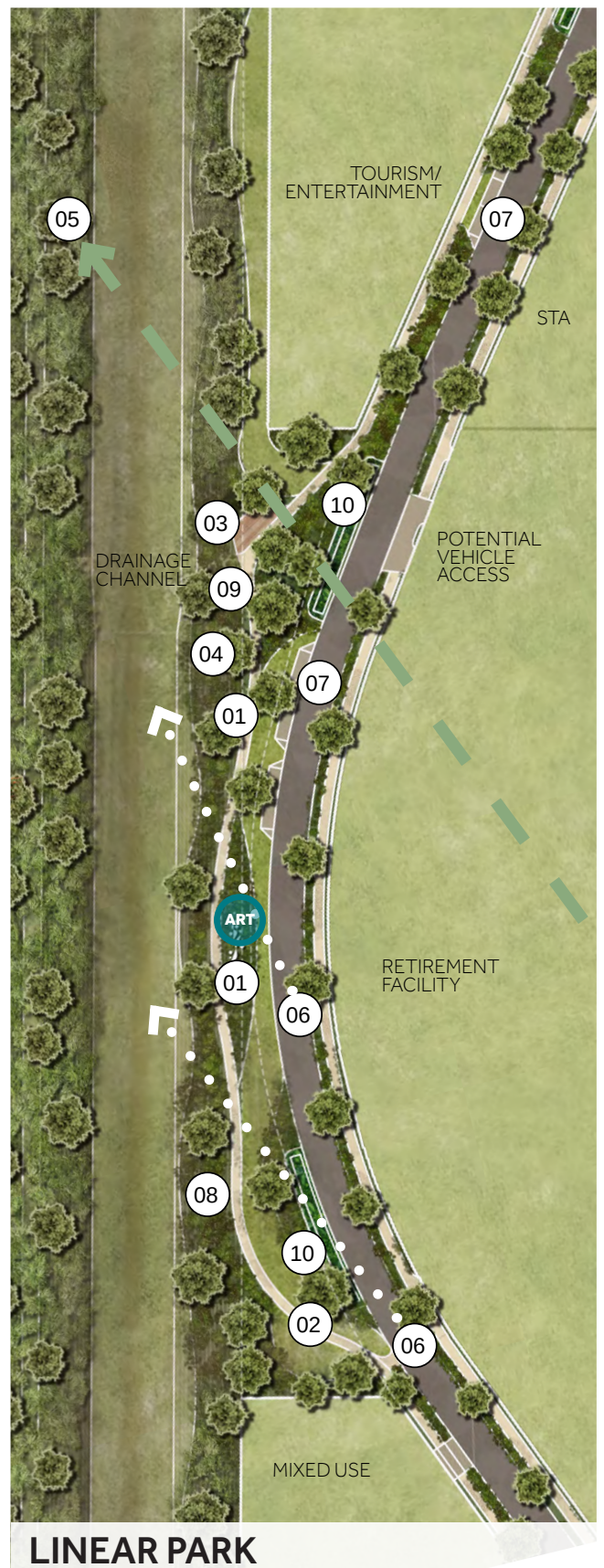
Viewing lookouts could also offer views towards SCA's environmental precincts, while cultural art opportunities could celebrate the significance and presence of Mt Coolum.

The integration of natural materials, including timber, stone paving and native coastal planting, will create a dynamic and inviting space for people to pause, while helping to break up the surrounding built form.





Indicative images of desired outcomes. Some images are developed using AI.



Gateway Precinct Public Realm

DAVID LOW WAY

The Airport North Precinct has frontage to David Low Way along almost half of the site and provides vehicle and pedestrian access to the precinct.

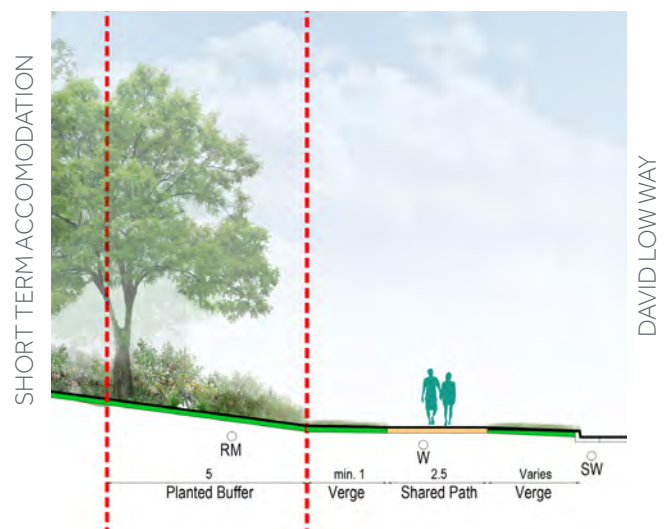
To facilitate future development within Airport North, a fourth leg is required to connect the development to the existing intersection at Green Turtle Place. This connection will form part of a planned signalised intersection upgrade being undertaken by others.

An additional left-in/left-out access is proposed via a new road within the existing road reserve, providing access to the northern end of the precinct. The alignment and access arrangements is subject to further design development.

The David Low Way frontage is intended to be upgraded to include kerb and channel along the western side, a shared path with a minimum width of 2.5 metres, and an on-road cycle lane.

Connections to Marcoola Beach will be facilitated via the upgraded intersection and a proposed new signalised crossing on David Low Way to the north. The crossing is proposed to be located south of the left-turn lane and connected to the proposed retail lane and accommodation uses.

All works along DLW will remain subject to detailed design and compliance with TMR's applicable state road standards.



Indicative Section



DAVID LOW WAY

5

APPENDIX A

TECHNICAL REPORTS

- » Reconfiguration of a Lot
- » Market & Land Use Assessment
- » Multi-Modal Transport Assessment
- » Traffic Impact Assessment
- » Flood Impact Assessment
- » Stormwater Management Plan
- » Engineering Service Reports
- » Environmental Assessment Report
- » Acid Sulphate Soil Management Plan
- » Acoustic Assessment
- » Landscape Management Plan
- » Scenic Amenity Analysis
- » Lighting Management Plan