

SUNSHINE COAST AIRPORT NORTH

Scenic Amenity Analysis



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REPORT

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Terms and Acronyms

Table 1-1 Terms

Term	Description
Amenity	"The pleasantness of a place as conveyed by desirable attributes including views, noise, odour etc." (Australian Institute of Landscape Architects, 2018)
Character	"A distinct, recognisable and consistent pattern of elements in the landscape that makes one landscape different from another, and often conveys a distinctive 'sense of place'. This term does not imply a level of value or importance." (Australian Institute of Landscape Architects, 2018)
Digital Elevation Model (DEM)	A representation of the bare ground (bare earth) topographic surface of the Earth excluding trees, buildings, and any other surface objects.
Effect	The landscape or visual outcome of a proposed change. the combined result of sensitivity together with the magnitude of the change. (Australian Institute of Landscape Architects, 2018)
Impact	The categorisation of effects. Legislative context is considered in defining 'impacts' and their significance. (Australian Institute of Landscape Architects, 2018)
Landscape	"Landscape is an all-encompassing term that refers to areas of the earth's surface at various scales. It includes those landscapes that are: urban, peri-urban, rural, and natural; combining bio-physical elements with the cultural overlay of human use and values." (Australian Institute of Landscape Architects, 2018)
Landscape Character	"The combined quality of built, natural and cultural aspects which make up an area and provide its unique sense of place." (Transport for NSW, 2023)
Landscape Character Zone (LCZ)	"An area of landscape with similar properties or strongly defined spatial qualities, distinct from areas immediately adjacent." (Transport for NSW, 2023)
Landscape values	"Areas protected under a regional plan and/or local government planning scheme, such as biodiversity networks, natural economic resource areas (including rural production), scenic amenity areas and landscape heritage areas." (Department of State Development, Infrastructure and Planning, 2025a)
Magnitude of change (MoC)	The extent of change that will be experienced by receptors. This change may be adverse or beneficial. Factors that in this report that are considered in assessing magnitude are: the proportion of the view / landscape affected; extent of the area over which the change occurs; the size and scale of the change; the rate and duration of the change; the level of contrast and compatibility. (Australian Institute of Landscape Architects, 2018)
Proposal	Construction and operation of the Sunshine Coast Airport North precinct..
Road reserve	Public roads that are controlled by a local authority/ government or other State authority.
RPS	The author of this Landscape Character and Visual Impact Assessment.
Scenic amenity	"a measure of the relative contribution of each place in the landscape to the collective appreciation of open space as viewed from places that are important to the public." (Department of State Development, Infrastructure and Planning, 2025a)
Sensitivity	"Capacity of a landscape or view to accommodate change without losing valued attributes. Includes the value placed on a landscape or view by the community through planning scheme protection, and the type and number receivers." (Australian Institute of Landscape Architects, 2018)
Sunshine Coast Airport (SCA)	The airport facility on which the Proposal is being constructed.
Sunshine Coast Council (SCC)	Local Government Area (LGA) for the Proposal area.
Values	"Any aspect of landscape or views that people consider to be important. Landscape and visual values may be reflected in local, state or federal planning regulations, other published documents or be established through community consultation and engagement, or as professionally assessed." (Australian Institute of Landscape Architects, 2018)

Term	Description
View	"Any sight, prospect or field of vision as seen from a place, and may be wide or narrow, partial or full, pleasant or unattractive, distinctive or nondescript, and may include background, mid ground and/or foreground elements or features." (Australian Institute of Landscape Architects, 2018)
Viewpoint	"The specific location of a view, typically used for assessment purposes." (Australian Institute of Landscape Architects, 2018)
Visual amenity	The attractiveness of a scene or view." (Australian Institute of Landscape Architects, 2018)
Visual impact	The Australian Institute of Landscape Architects defines visual impact as the combination of effect (magnitude of change) and the sensitivity of the view (Australian Institute of Landscape Architects, 2018)
Visual receptor	Individuals and/or defined groups of people who have the potential to be affected by a Proposal. These are sensitive visual receptors such as houses, roads and other infrastructure that is used frequently.
Zone of theoretical visibility (ZTV)	Areas identified using GIS tools which have potential visibility of the project based on the use of the DEM and excluding potential obstacles in the landscape such as trees, buildings, and any other surface objects

1 INTRODUCTION

1.1 Purpose

RPS has been commissioned by the Sunshine Coast Airport to prepare this scenic amenity analysis for the Sunshine Coast Airport North Precinct (the *Proposal*).

This report addresses the requirement within the Sunshine Coast Airport – Priority Development Areas Development Scheme (2024) to have a scenic amenity analysis that:

- a. identifies opportunities to provide view corridors to Mt Coolum from David Low Way in accordance with section 2.2.11
- b. informs appropriate building design provisions to ensure development complements the surrounding residential amenity and character of the area.

This scenic amenity analysis report delivers an objective assessment of the probable impacts on the visual environment resulting from the construction and operation of the *Proposal*. This report outlines results from site assessment and describes the present landscape character. It documents the assessment of scenic and visual impact resulting from the *Proposal* and provides recommendations for suitable mitigation measures.

1.2 Study limitations

This assessment is intended to be an objective report, based on professional analysis of the provided design. This report seeks to establish the anticipated visual impacts of the *Proposal* on a range of *receivers*.

Landscape character, scenic amenity and visual amenity assessment requires qualitative (subjective) judgements to be made. The assessment process aims to be objective and describe any changes factually. Potential changes because of the *Proposal* have been defined, however the significance of these changes requires qualitative (subjective) judgements to be made. The conclusions of this assessment therefore combine objective measurement and subjective professional interpretation.

The study is specifically for the Structure and Precinct plan prepared for Airport North and additionally considers all development potential for the site, in accordance with the Development Scheme.

The opinions, conclusions and any recommendations in this report are based on assumptions made by RPS as described in this report.

1.3 Methodology

This scenic amenity analysis report has been prepared to satisfy the planning requirements within:

- Sunshine Coast Airport – Priority Development Areas Development Scheme (2024)
- Sunshine Coast Planning Scheme (2014)
 - Schedule 6.12 - Planning scheme policy for the scenic amenity overlay code
 - Part 7.2.18 – Maroochy North Shore local plan code
 - Part 8.2.12 - Scenic amenity overlay code

This assessment builds on the insights provided in previously prepared works for the Sunshine Coast Airport Expansion Project:

- EIS – Chapter B17 Airport and Surrounds – Landscape and Visual (Sunshine Coast Airport, 2014)

The methodologies draw on the following technical guidelines:

- Guidance Note for Landscape and Visual Assessment (Australian Institute of Landscape Architects, 2018).
- Guideline for landscape character and visual impact assessment (Transport for NSW, 2023)

The methodology adopted is process-driven, consistent, and based on professional, value judgement of commonly accepted and adopted criteria in the industry.

At a high level the methodology for this assessment involves the following activities:

- Assess the scenic amenity context and how it is represented in relevant state and/or local government planning instruments.
- An initial desktop study to identify potentially impacted viewpoints and classify viewpoints which require onsite and further investigation.
- Ground-truthing of assumptions reached through initial desktop studies by visiting the *Proposal* area and surrounding vantage points (from publicly accessible areas) on the 11th and 12th of February, 2026
- Undertake a detailed assessment of potential scenic amenity and visual impact that may result as an outcome of the proposal.
- Where potential high or moderate landscape character of scenic amenity or visual impacts are identified, propose mitigation measures to manage those potential impacts as well as identify any residual impacts.

2 SITE CONTEXT

The proposal takes up part of lot 699 on RP296245 located in Marcoola on the Sunshine Coast.

The proposal area is located between Maroochydhore and Mount Coolum behind the foreshore areas of the Marcoola Beach stretch.

The proposal area is currently part of the Sunshine Coast Airport and is designated as precincts 5a and 5b in the Sunshine Coast Airport – Priority Development Areas Development Scheme (2024).

North of the proposal area is the Marcoola Bushland Reserve and Marcoola Main Beach low density residential area.

The proposal area is bounded on the east by David Low Way as well as commercial, tourism and residential properties in Marcoola South Village.

South of the proposal area is the main airport runway and associated aviation facilities.

West of the proposal area is an environmental conservation area on airport land which is subject to Sunshine Coast Airport – Priority Development Areas Development Scheme (2024).

The project area has the following particulars:

Table 2-1: Proposal Area Particulars

Aspect	Details
Locality name:	Marcoola
Address:	David Low Way
LGA:	Sunshine Coast Council
Coordinates:	Lat: -26.59721, Long153.09353
Real property descriptions:	Lot 699 SP296245
Proposal area:	37 hectares



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3 THE PROPOSAL

The proposal is for a mixed-use precinct on current airport land adjacent to Marcoola Village. The proposal is designated as precinct 5 in the Sunshine Coast Airport – Priority Development Areas Development Scheme (2024).

At a high level the precinct is proposed to have the following sub-precincts:

- North sub-precinct - tourism and accommodation
- Central sub-precinct - mixed use
- South sub-precinct - employment area.

The Precinct Master Plan provides the following detailed land uses. Refer Table 3-1:

Table 3-1: Detailed land uses of Precinct 5 - Airport North

Sub-Precinct/ PMP Land Use / Site	Description
P5: Airport North	
North - Tourism & Accommodation	
A1	• Resort Complex • Function Facility (ie. Conference) • Hotel, Bar, Food & Drink Outlet, Shop
A2	• Short Term Accommodation • Bar, Food & Drink Outlet, Shop
A3	• Bar, Food & Drink Outlet, Function Facility, Hotel
A4	• Multiple Dwelling
Central -Mixed Use	
B1	• Bar, Food & Drink Outlet • Shop, Market • Office • Civic Plaza
B2	• Bar, Food & Drink Outlet 1 • Shop, Market, Showroom • Health Care Services, Office, Veterinary Services • Indoor Sport & Recreation
B3	• Children's Playcentre, Gym or Indoor Sport & Recreation • Bar, Food & Drink Outlet • Health Care Services, Office, Veterinary Services • Shop, Market, Showroom
South - Employment	
C1	• Research & Technology, Service Industry, Warehouse, Office, Indoor Sport & Recreation, Office • Low Impact Industry, Air Services, Aviation Facilities, Tourism Activities
C2	• Low Impact Industry, Research & Technology, Service Industry, Warehouse, Air Services, Aviation Facilities • Indoor Sport & Recreation, Office, Tourism Activities
C3	• Research & Technology, Service Industry, Warehouse, Air Services • Aviation Facility, Office, Indoor Sport & Recreation, Office, Tourism Activities

Figure 3-1 provides the spatial outcomes of the preferred structure plan.



4 PLANNING CONTEXT

The following planning instruments are directly relevant to the scenic amenity assessment of the proposal:

- Sunshine Coast Airport – Priority Development Areas Development Scheme (2024)
- Sunshine Coast Planning Scheme (2014)
 - Schedule 6.12 - Planning scheme policy for the scenic amenity overlay code
 - Part 7.2.18 – Maroochy North Shore local plan code
 - Part 8.2.12 - Scenic amenity overlay code

4.1 Sunshine Coast Airport – Priority Development Areas Development Scheme (2024)

For precinct 5 - This document requires the preparation of a scenic amenity analysis to accompany a Precinct Master Plan (PMP) or Plan of Development (PoD). Specifically, that scenic amenity plan should:

- a. identify opportunities to provide view corridors to Mt Coolum from David Low Way
- b. inform appropriate building design provisions to ensure development complements the surrounding residential amenity and character of the area.

Table 7-1 provided detail of items specific to scenic amenity and how the current structure plan addresses those requirements.

4.2 Sunshine Coast Planning Scheme (2014)

Whilst the site is within the Sunshine Coast Airport – Priority Development Areas Development Scheme reference is made to the Sunshine Coast Planning Scheme to inform the scenic amenity outcomes for the local government areas (LGA).

RPS has identified the following section of the planning scheme relevant to the proposal with regards to scenic amenity:

- Schedule 6.12 - Planning scheme policy for the scenic amenity overlay code
- Part 7.2.18 – Maroochy North Shore local plan code
- Part 8.2.12 - Scenic amenity overlay code

4.2.1 Schedule 6.12 - Planning scheme policy for the scenic amenity overlay code

SC6.12 provides advice about achieving outcomes Part 8.2.12 - Scenic amenity overlay code as well identifies and “provides guidance about information that may be required to support a development application where affecting identified scenic amenity values.”

4.2.2 Part 7.2.18 – Maroochy North Shore local plan code

The Maroochy North Shore local plan code provides several specific outcomes relating to scenic amenity Those items are provided in detail and addressed in Table 7-2.

Planning scheme Figure 7.2.18A (Maroochy North Shore local plan elements) is provided in Figure 7-1 of this report.

4.2.3 Part 8.2.12 - Scenic amenity overlay code

Table 8.2.12.3.2 provides a list of significant views that under P06 have the following acceptable outcomes: “Development maintains or enhances the significant views”

Views which could be applicable to the proposal listed in table 8.2.12.3.2 are:

Table 4-1: Significant views applicable to the site from SCPS table 8.2.12.3.2

Significant views	Location
Views from Pt Cartwright	Coolum local plan area
Views from Mt Coolum	Coolum local plan area
Views from Pt Arkwright	Coolum local plan area
Views of Mt Coolum from David Low Way and Sunshine Motorway	Coolum local plan area, Maroochy North Shore local plan area, Rural area

5 SCENIC AMENITY CONTEXT

To provide a baseline to interpret and communicate existing landscape and scenic values the existing landscape is divided into Landscape Character Zones (LCZs). For the purposes of this assessment a Landscape Character Zone is defined as “An area of landscape with similar properties or strongly defined spatial qualities, distinct from areas immediately adjacent.” (Transport for NSW, 2023). An appreciation of the visual character of the present landscape assists in the development of a baseline and provides means for the evaluation in visual impact assessment, and subsequently how the *Proposal* would influence:

- The present visual environment.
- The aesthetic and perceptual aspects of the landscape.
- The unique character of the landscape.

An LCZ can be defined when there are apparent patterns of elements occurring consistently in a specific type of landscape. The LCZs, and prominent landscape features identified and described below collectively define the overall character for the part of the local area.

5.1 Methodology for landscape character assessment

The methodology for assessment of landscape character impacts is adapted from

- Guidance Note for Landscape and Visual Assessment (Australian Institute of Landscape Architects, 2018).
- Guideline for landscape character and visual impact assessment (Transport for NSW, 2023)

As guidance on landscape character elements EIS – Chapter B17 Airport and Surrounds – Landscape and Visual (Sunshine Coast Airport, 2014) was used as a basis to initially identify potential LCZs.

A desktop assessment and an onsite verification of the qualities and extents which make up the LCZs was undertaken. Table 5-1 outlines potential values that might define landscape character zones:

Table 5-1: Potential values that might define landscape character zones (LCZs)

Adapted from *Guideline for landscape character and visual impact assessment* (Transport for NSW, 2023).

Characteristic	Potential values that might define landscape character zones (LCZs)
Geology	The geological quality of an area whether it is rocky, alluvial, has deep or thin soils etc
Topographic	The topographical qualities of an area whether it is hilly, rolling, flat, mountainous etc
Natural drainage	The natural drainage of an area the rivers, creeks, lakes and how these affect character
Ecological characteristics and land cover	The ecological characteristics and land cover of an area whether it is forested, wetland, scrub, grass etc and the quality and type of cover and dominant flora species
Agricultural qualities	The agricultural qualities of an area and how these contribute to character for example dairy/cane farming, forestry, wheat, and the types of field boundaries and farm structures
Aboriginal and non-Aboriginal heritage and cultural	The Aboriginal and non-Aboriginal heritage and cultural qualities of the area whether they are formally designated in planning documents, including the presence of individual items and broader conservation areas or instead aren't listed but reflect local traditions around community, cultural practice, stories, prior occupancy and significant events
Planning designations	The planning designations of an area relating to landscape character including desired future character including listing on registers of significant places, whether international, federal, state or local
Settlement patterns	How the settlements (farms, villages towns cities) fit into their natural setting and topography
Built form	The built form of the towns and cities, the composition of buildings, open space, civic and business areas and transport networks
Open space	The character and quality of parks and other open space throughout the area
Green infrastructure	The contribution of green infrastructure and vegetation including the prevalence and nature of trees, shrubs and groundcover, and the significance of individual trees or groups of trees including their contribution to canopy cover

Characteristic	Potential values that might define landscape character zones (LCZs)
Cultural and recreational elements	The main cultural and recreational elements of an area—the parks, popular walks, meeting places, community features and cultural icons
Demographics	The demographics of an area and how that extends to influence aspects of character
Architectural styles	The style of architecture, the materials, forms, historical mixes and design qualities
cultural and recreational elements	The main cultural and recreational elements of an area—the parks, popular walks, meeting places, community features and cultural icons
The infrastructure environment	The scale and pattern of rail, footpaths, roads, active transport, bridges, electricity pylons, dams etc. and the style and form of boundaries, fences, walls, lighting and other associated infrastructure elements
Economic and industrial features	Major economic or industrial features such as factories, quarries, business parks etc. The spatial qualities of an area—how enclosed or open it is, as defined by ridge lines, vegetation and built form Characteristics which may be harder to objectively define but still would be important in understanding how a place is valued such as sensory aspects of a place (for example its scenic quality, the prevalence of particular sounds or smells); the spiritual aspects of a place
Spatial qualities	How enclosed or open the area is, as defined by ridge lines, vegetation and built form
Other special qualities	Other characteristics which may be harder to objectively define but still would be important in understanding how a place is valued such as sensory aspects of a place (for example its scenic quality, the prevalence of particular sounds or smells); the spiritual aspects of a place
Seasonality	If relevant, how the area changes daily and seasonally—whether there is substantial night time activity, whether there are peaks which coincide with holiday periods or the dominant climatic conditions

To understand potential landscape character impacts, The LCZs in the vicinity of the proposal are evaluated for:

- The inherent capability of each LCZs to absorb the landscape character impacts associated with the proposal.
- The potential magnitude of the changes to the landscape character considering the size, scale, geographical area, duration, and reversibility of the effects on the landscape.

Table 5-2 provides examples of factors informing landscape character sensitivity:

Table 5-2 Levels of landscape sensitivity

Level of landscape character sensitivity	Example of factors informing landscape character sensitivity
Low- landscape character sensitivity	• The landscape is highly modified from its natural state. • The landscape does not have any specific recognisable features. • No specific planning controls attribute special value to this landscape. • The landscape characteristics of the unit exhibited are substantially robust, degraded or the value of the unit is low enough to accommodate change without a notable alteration to its distinctive features or adverse effects to the unit's qualities. This landscape character zone/type has a high threshold for significant or detrimental change
Moderate landscape character sensitivity	• The landscape is somewhat modified from its natural state. • The landscape is recognisable at a local level. • Planning controls recognise the landscape character type/zone but does not attribute specific special values to the landscape. • The landscape characteristics of the unit exhibited are moderately susceptible to change. • This unit can potentially accommodate change <i>in select situations</i> given careful consideration without a notable change or alteration to its distinctive features or adverse effects to the unit's qualities. This landscape character zone/type has an Intermediate threshold for significant or detrimental change

Level of landscape character sensitivity	Example of factors informing landscape character sensitivity
High landscape character sensitivity	- The landscape is not impacted by human intervention. - The landscape is highly recognizable at a national level. - Planning controls attribute specific special value to the landscape - The landscape characteristics of the unit exhibited are highly susceptible to change and/or the value of the unit is high/moderate to high. - This unit is unable to accommodate this type of development without a notable change or alteration to its distinctive features or adverse effects to the unit's qualities. This landscape character zone/type has a very low threshold for significant or detrimental change

For each of the LCZs, the magnitude of change (inclusive of cumulative impact) is assessed a rating based on the physical scale of the project, how distant it is and the contrast it presents to the existing condition. Magnitude of the Changes to the Landscape Character are ranked with one of the following ratings:

- High magnitude of landscape character change
- Moderate magnitude of landscape character change
- Low magnitude of landscape character change
- No magnitude of landscape character change

Potential landscape character impacts are ranked using the rating for sensitivity and the assessed magnitude of change described in **Table 5-3**.

Table 5-3 Landscape character impact - ranking matrix

Landscape character sensitivity	Magnitude of the Changes to the Landscape Character			
	High magnitude of landscape character change	Moderate magnitude of landscape character change	Low magnitude of landscape character change	No magnitude of landscape character change
High landscape character sensitivity	High landscape character impact	High-moderate landscape character impact	Moderate landscape character impact	Negligible landscape character impact
Moderate landscape character sensitivity	High-moderate landscape character impact	Moderate landscape character impact	Moderate-low landscape character impact	Negligible landscape character impact
Low landscape character sensitivity	Moderate landscape character impact	Moderate-low landscape character impact	Low landscape character impact	Negligible landscape character impact

5.2 Landscape character types

Five LCZs have been identified within the context of the Proposal:

- Landscape character zone: LCZ1 – airport infrastructure which the site is within
- Landscape character zone: LCZ2 – Maroochy River plains – agricultural areas
- Landscape character zone: LCZ3 – mountains and elevated regions
- Landscape character zone: LCZ4 – residential and commercial
- Landscape character zone: LCZ5 – Maroochy River plains – vegetated areas

The LCZs are mapped in Figure 5-1.

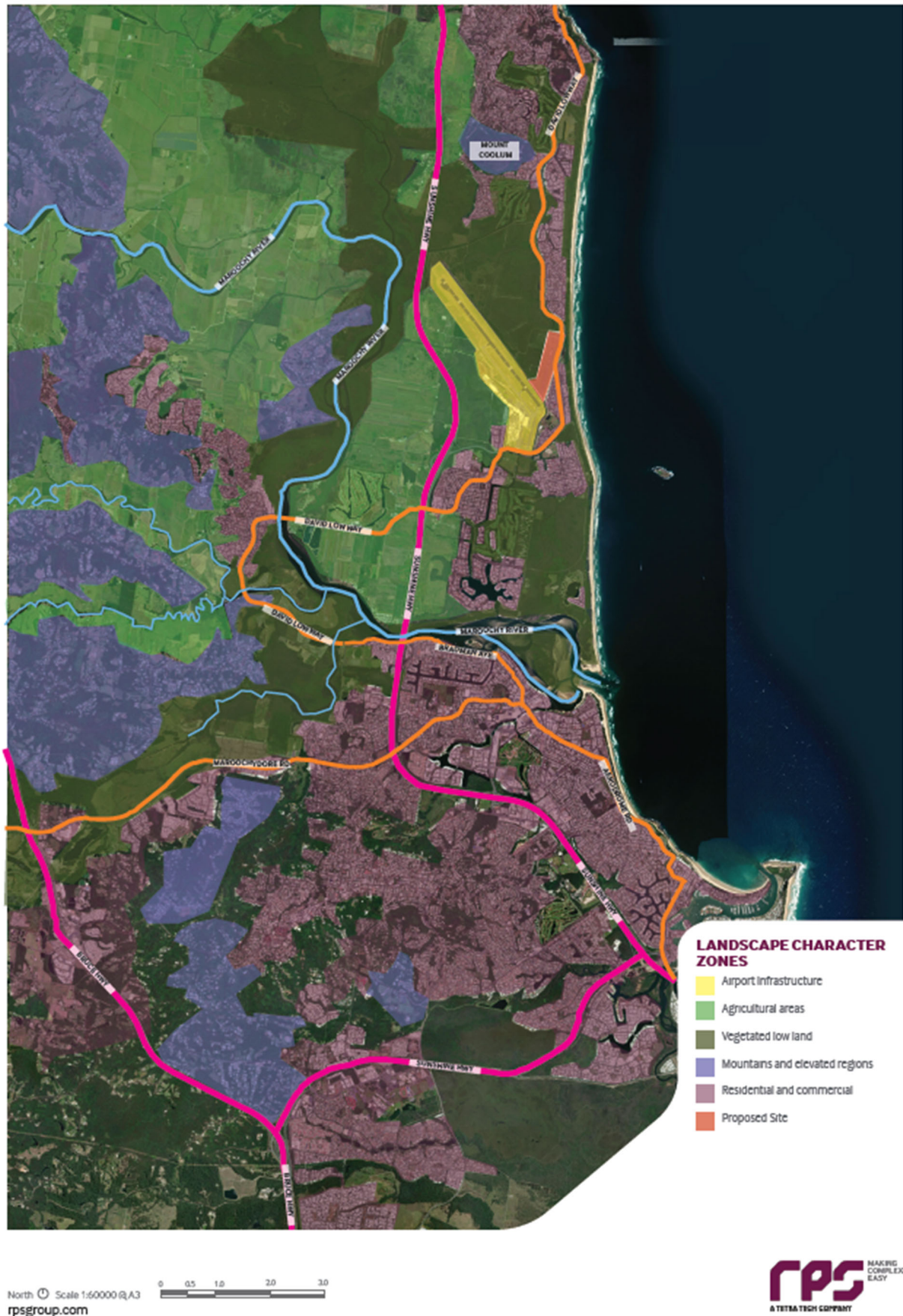


Figure 5-1 Landscape Character Mapping

5.3 Detailed assessment of landscape character impacts

5.3.1 Landscape character zone: LCZ1 airport infrastructure

LCZ1 is the airport infrastructure on the balance of the Sunshine Coast Airport site.

The zone's most notable feature is that it is highly modified and cleared of canopy vegetation. Other dominant features of the zone are the large-scale buildings and runways which dominate this landscape.

Landscape character sensitivity rating:

Low character sensitivity rating

- The landscape is highly modified from its natural state.
- The landscape does not have any specific recognisable features.
- No specific planning controls attribute special value to this landscape's scenic amenity.
- The airport is controlled under its own Priority Development Areas Development Scheme
- The value of the landscape characteristics of the unit is low enough to accommodate change without adverse effects to the unit's qualities.
- This landscape character zone has a high threshold for significant change

Magnitude of landscape character change:

Moderate magnitude of landscape character change

- The proposal is located within this LCZ.
- There would be noticeable changes in character from the current landscape setting to the proposed outcome in this area of the airport.
- The changes have been proposed that would scale with the adjacent land uses to the east of the LCZ.

Assessed landscape character impact:

Moderate-low landscape character impact



Plate 5-1 LCZ1 – representative image of current airport infrastructure (Photo: RPS)

5.3.2 Landscape character zone: LCZ2 Maroochy River plains – agricultural areas

LCZ2 is the agricultural areas of the Maroochy River plains and lowlands.

The zone's most notable feature is mono-crop farming in the flood plain. The area is largely devoid of canopy vegetation with fencing and structure associated with the use scattered loosely within the landscape.

Landscape character sensitivity rating:

Moderate character sensitivity rating

- The LCZ is highly modified from its natural state.
- The Sunshine Coast planning scheme has planning controls which attribute special value to this landscape's scenic amenity.
- The landscape characteristics of the unit exhibited are moderately susceptible to change.
- This landscape character zone has a moderate threshold for significant change

Magnitude of landscape character change:

low magnitude of landscape character change

- The proposal is not located within this LCZ.
- The scale and location of the proposal do not materially impact the landscape character of this LCZ

Assessed landscape character impact:

Moderate-low landscape character impact



Plate 5-2 **LCZ2 – representative image of the Maroochy River plains – agricultural areas surrounding the project (Photo: Google Maps)**

5.3.3 Landscape character zone: LCZ3 mountains and elevated regions

LCZ3 is the mountains and elevated region along the northern Sunshine Coast.

The zone's most notable feature is that it is highly modified and cleared of canopy vegetation. Other dominant features of the zone are the large-scale buildings and runways which dominate this landscape.

Landscape character sensitivity rating:

Moderate character sensitivity rating

- The LCZ is somewhat modified from its natural state.
- The mountains in the landscape are highly recognisable features.
- The Sunshine Coast planning scheme has planning controls which attribute special value to this landscape's scenic amenity.
- The landscape characteristics of the unit exhibited are moderately susceptible to change.
- This landscape character zone has a moderate threshold for significant change

Magnitude of landscape character change:

Low magnitude of landscape character change

- The proposal is not located within this LCZ.
- The scale and location of the proposal do not materially impact the landscape character of this LCZ

Assessed landscape character impact:

Moderate-low landscape character impact



Plate 5-3 **LCZ3 – representative image of the mountains and elevated regions surrounding the project**
(Photo: Google Maps)

5.3.4 Landscape character zone: LCZ4 residential and commercial

LCZ4 is the residential and commercial areas in the surrounds of the site.

The LCZ has an eclectic range of building and material types. Vegetation canopy is sporadic and more prevalent in more established areas. The residential areas generally exhibit rectilinear patterning associated with general sub-division of land.

Landscape character sensitivity rating:

Low character sensitivity rating

- The LCZ is highly modified from its natural state.
- The Sunshine Coast planning scheme does not have general planning controls which attribute special value to this landscape's scenic amenity. Some village areas have specific requirements as described in their local node planning schemes.
- The value of the landscape characteristics of the unit is low enough to accommodate change without adverse effects to the unit's qualities.

Magnitude of landscape character change:

No magnitude of landscape character change

- The proposal is not located within this LCZ.
- The scale and location of the proposal does not impact the landscape character of this LCZ

Assessed landscape character impact:

Negligible landscape character impact



Plate 5-4 **LCZ4 – representative image of the Residential and commercial areas which surround the project**
(Photo: RPS)

5.3.5 Landscape character zone: LCZ5 Maroochy River plains – vegetated areas

LCZ5 are the vegetated areas of the Maroochy River plains and lowlands. Protected areas within close proximity of the proposal include:

The area has largely dense canopy vegetation with limited built elements in the landscape.

Landscape character sensitivity rating:

High character sensitivity rating

- The LCZ is re-naturalised areas or areas which are slightly modified from its natural state because of edge effects/impacts.
- The Sunshine Coast planning scheme has planning controls which attribute special value to this landscape's scenic amenity.
- The landscape characteristics of the unit exhibited are highly susceptible to change.
- This landscape character zone has a moderate threshold for significant change

Magnitude of landscape character change:

No magnitude of landscape character change

- The proposal is not located within this LCZ.
- The scale and location of the proposal do not impact the landscape character of this LCZ

Assessed landscape character impact:

Negligible landscape character impact



Plate 5-5 LCZ5 – representative image of the vegetated which surround the project (Photo: RPS)

6 SCENIC IMPACT ASSESSMENT

6.1 Assessment of potential scenic amenity impact

In accordance with the Sunshine Coast Airport – Priority Development Areas Development Scheme (2024) this scenic amenity analysis should:

- identify opportunities to provide view corridors to Mt Coolum from David Low Way
- inform appropriate building design provisions to ensure development complements the surrounding residential amenity and character of the area.

To frame the above requirements, the methodology for this assessment is adapted from the following sources:

- Guidance Note for Landscape and Visual Assessment (Australian Institute of Landscape Architects, 2018).
- Guideline for landscape character and visual impact assessment (Transport for NSW, 2023)

6.2 Viewshed mapping

A viewshed map identifies all areas from which the project may be viewed. Viewshed mapping has been completed using geographical information systems (GIS) that account for topography and line of sight between all viewpoints and the proposal.

The purpose of the viewshed mapping is two-fold:

1. It identifies the zone of theoretical visibility (ZTV) – that is areas that have potential theoretical line of sight to the project
2. It eliminates points in the landscape which cannot have visibility of the project due to the topography between the proposal and those points.

Viewshed mapping uses a digital elevation model (DEM) which is a representation of the bare ground (bare earth) topographic surface of the earth which excludes trees, buildings, and any other surface objects.

The following parameters have been used to generate the ZTV for this project:

Item	Configuration
Software	Global Mapper V26
Base Topographical Data	NASA DEM elevation data 1 arc-second SRTM /ASTER GDEM
ZTV Base Point:	Centre of hotel node on preferred structure plan
Eye Height	1.5 metres from ground level as determined by the DEM
Receptor Height	Nominal 30 metres from ground level as determined by the DEM
Limit	10km from project development boundary

The outputs of the ZTV mapping are shown in Figure 6-1.

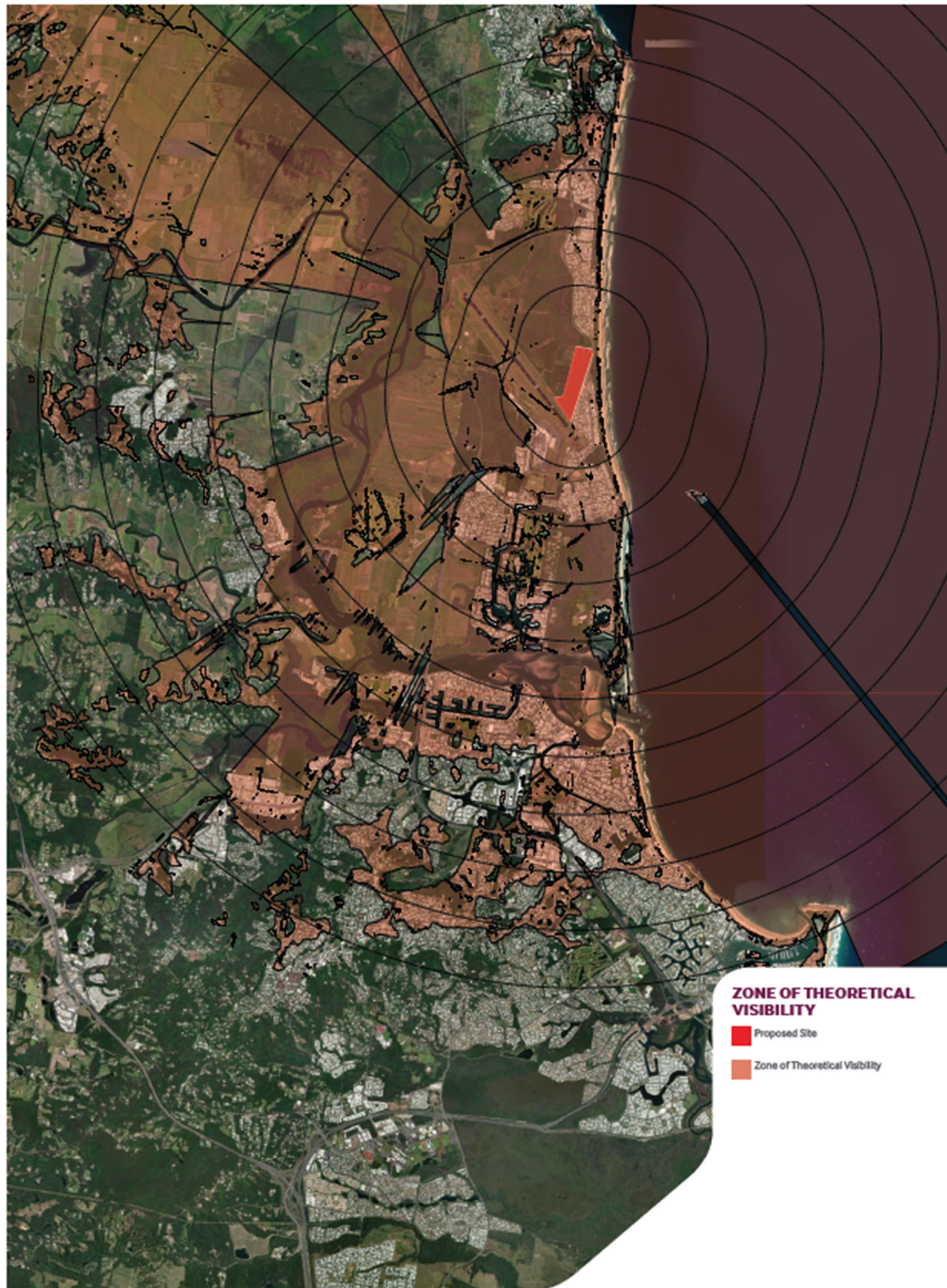


Figure 6-1: Zone of theoretical visibility

6.3 Viewpoint identification

The next step of the visual amenity assessment is to identify viewpoints within vicinity of the proposal for further study.

EIS – Chapter B17 Airport and Surrounds – Landscape and Visual (Sunshine Coast Airport, 2014) was used as an initial guidance on potentially affected viewpoints.

Additionally, those views identified in Table 4-1 have also been considered in the identification of viewpoints for this scenic amenity report.

A desktop analysis utilising the ZTV was undertaken to identify any further viewpoint for site assessment.

A total of 17 points were identified for site review:

Number	Location
VP01	Point Arkwright
VP02	Mount Coolum
VP03	Mount Ninderry
VP04	David Low Way at Lorraine Avenue, Marcoola
VP05	David Low Way at Petrie Street, Marcoola
VP06	Marcoola Beach at Ramona Street,
VP07	David Low Way at Green Turtle Place, Marcoola Village
VP08	Marcoola Beach Front
VP09	David Low Way at Sunset Strip, Marcoola Village
VP10	David Low Way at Desley Street, Marcoola Village
VP11	Keith Royal Park
VP12	Mudjimba Esplanade
VP13	David Low Way at SCA southeast boundary
VP14	Sunshine Coast Motorway
VP15	Orme Road, Buderim
VP16	HMAS Brisbane, Alexandra Headland
VP17	Point Cartwright

The viewpoint locations are show on Figure 6-2



Figure 6-2: Identified Viewpoints

6.4 Detailed assessment

6.4.1 Methodology

The Australian Institute of Landscape Architects defines visual and scenic amenity impacts as the combination of effect (magnitude of change) and the sensitivity of the view (Australian Institute of Landscape Architects, 2018).

This methodology provides the basis for the assessment of scenic impacts on public and private receivers within the vicinity of the project.

6.4.1.1 Determining visual magnitude – site-based analysis

To determine the magnitude of the visual change the proposal would have on viewpoints a site inspection was undertaken to capture photography from each of the identified viewpoints.

Site photography was undertaken with the following parameters:

Table 6-1: Site assessment camera parameters

Parameter	Setting
Camera:	Sony alpha 7 iii
Frame:	Full Frame 35.6 x 23.8mm
Lens:	Sony SEL50F18F – 50mm fixed focal length
Focus:	Infinity
Aperture:	7.0 – 9.0 (subject to lighting conditions)
File Format:	RAW and JPG

To represent the potential magnitude of visual change, photomontages are prepared utilising a 3d model of the proposal footprint. The photomontages are prepared with the parameters in Table 6-2:

Table 6-2: Photomontage Parameters

Parameter	Setting
Digital Elevation Model (DEM) Base Data:	NASA DEM elevation data 1 arc-second SRTM /ASTER GDEM
Model:	Modelled in Revit 2026 using the project footprint at 31m high from AHD.
Photomontage software:	Lumion 2026 with image layering finished in Adobe Photoshop 2026

Based on the inputs from the data collected in the field survey and the photomontage modelling the potential magnitude of change is ranked from very low through to very high visual magnitude rating. The potential vertical field of view (vFov) is considered more impactful the potential horizontal field of view (hFoV) for this assessment. Table 6-3 describes the parameters for visual magnitude of change.

Table 6-3: Visual magnitude of change

Visual Magnitude rating	Parameters
Nil visual magnitude	Project is not visible
Very low visual magnitude	≤1° potential vFoV and/or ≤ 20° potential hFoV
Low visual magnitude	1-2° vFoV and/or 20°- 40° potential hFoV
Moderate visual magnitude	2-3° vFoV and/or 40°- 60° potential hFoV
High visual magnitude	3-4° vFoV and/or 60°-90° potential hFoV
Very high	≥ 4° vFoV and/or ≥ 90° potential hFoV

6.4.1.2 Determining visual sensitivity

The *Landscape and Visual Assessment AILA Guidance Note for Queensland* describe sensitivity to be “Capacity of a landscape or view to accommodate change without losing valued attributes. Includes the value placed on a landscape or view by the community through planning scheme protection, and the type and number receivers.” (Australian Institute of Landscape Architects, 2018)

To assessing visual sensitivity, viewpoint sensitivity and scenic quality values are considered.

To classify sensitivity of viewpoints the *Large-Scale Solar energy guidelines – Technical Supplement - Landscape and Visual Impact Assessment* (Department of Planning, Housing and Infrastructure - NSW, 2024) provides levels and examples of viewpoint sensitivity. Where planning instruments protect landscape character types and viewsheds, these are recognised by the levels of visual sensitivity.

Table 6-4: Viewpoint Sensitivity Levels and Examples – adapted from Department of Planning, Housing and Infrastructure - NSW, 2024

Viewpoint type	Very low viewpoint sensitivity	Low viewpoint sensitivity	Moderate viewpoint sensitivity	High viewpoint sensitivity
Private receiver	Private recreation areas and sporting fields	Secondary view from dwellings in rural areas or large lot residential areas.	- Primary view from dwellings in rural areas or large lot residential areas. - Tourist and visitor accommodation (such as bed and breakfasts, motels, hotels). - Places of worship	- Dwellings in residential areas and rural villages - Historic rural homesteads/ residences on the national, state or local heritage list.
Public viewpoints	- State highways, freeways and classified main roads. - Local sealed and unsealed roads.	- Cemeteries. - Memorial parks. - Tourist roads and scenic drives. - Significant entry ways to regional towns and cities - Walking tracks and navigable waterways.	- Tourist uses in tourist areas. - Publicly accessible green and open spaces including picnic areas, parks, public recreation areas. - Town centres and central business districts.	N/A

To assess scenic quality values a frame of reference is adapted from *Large-Scale Solar energy guidelines – Technical Supplement -Landscape and Visual Impact Assessment* (Department of Planning, Housing and Infrastructure - NSW, 2024).

Table 6-5: Frame of Reference for Scenic Quality Values – adapted from Department of Planning, Housing and Infrastructure - NSW, 2024

Viewpoint type	Very low scenic quality	Low scenic quality	Moderate scenic quality	High scenic quality
Landform	- Large expanses of flat or gently undulating terrain. - Indistinct, dissected or unbroken landforms that provide little illusion of spatial definition or landmarks with which to orient.	Mostly flat or gently undulating terrain with isolated areas of undulating topography	- Steep, hilly and undulating ranges that are not visually dominant. - Broad shallow valleys. - Moderately deep gorges or moderately steep valley walls. - Minor rock outcrops.	- Isolated peaks, steep rocky ridges, cones or escarpments with distinctive form and colour contrast that become focal points - Large areas of distinctive rock outcrops or boulders. - Well-defined, steep valley gorges
Vegetation	- Extensively cleared and cropped areas with very limited variation in colour and texture. - Pastoral areas, human created paddocks, pastures or grasslands and associated buildings typical of grazing lands.	- Predominantly cleared and cropped areas with small areas of variation in colour and texture - Most pastures or grasslands with small blocks of distinct native vegetation	- Predominantly open forest or woodland combined with some natural openings in patterns that offer some visual relief. - Vegetative stands that exhibit a range of size, form, colour, texture and spacing including human influenced vegetation such as vineyards, and orchards.	- Strongly defined natural patterns with combinations of native forest, naturally appearing openings, streamside vegetation and scattered exotics. - Distinctive stands of vegetation that may create unusual forms, colours or textures in comparison to surrounding vegetation.
Waterbodies	- Absence of natural waterbody. - Farm dams, irrigation canals or stormwater infrastructure.	Minor water forms, such as creeks and streams	Intermittent streams, lakes, rivers, swamps and reservoirs.	- Visually prominent lakes, reservoirs, rivers, streams, wetlands and swamps. - Presence of harbour, inlet, bay or open ocean.
Social / Cultural	Places of worship, cemeteries/memorial parks, private open spaces.	- Places of worship, cemeteries, memorial parks, private open spaces - Local heritage sites	- Local or state heritage sites. - Distinguishable entry ways to a regional city.	- Culturally important sites, wilderness, world heritage areas and protected areas. - World, national and state heritage sites

Viewpoint type	Very low scenic quality	Low scenic quality	Moderate scenic quality	High scenic quality
Human Presence	Dominating presence of infrastructure, human settlements, highly modified landscapes and higher density populations such as regional cities, industrial areas, agricultural transport or electricity infrastructure.	Highly modified landscapes with visible infrastructure, such as transmission lines and railway corridors	Dispersed yet evident presence of human settlement such as villages, small towns, isolated pockets of production and industry, lower scale and trafficked transport infrastructure.	- Natural/undisturbed landscape. - Minimal evidence of human presence and production.

The visual sensitivity of a viewpoint is determined by the combined viewpoint sensitivity and visual scenic quality in Table 6-6:

Table 6-6: Visual Sensitivity Matrix adapted from Department of Planning, Housing and Infrastructure - NSW, 2024

	High Scenic Quality	Moderate Scenic Quality	Low Scenic Quality	Very low Scenic Quality
High viewpoint sensitivity	High visual sensitivity	High visual sensitivity	Moderate visual sensitivity	Low visual sensitivity
Moderate viewpoint sensitivity	High visual sensitivity	Moderate visual sensitivity	Moderate visual sensitivity	Low visual sensitivity
Low viewpoint sensitivity	Moderate visual sensitivity	Low visual sensitivity	Low visual sensitivity	Very low visual sensitivity
Very low viewpoint sensitivity	Low visual sensitivity	Very low visual sensitivity	Very low visual sensitivity	Very low visual sensitivity

6.4.1.3 Determining final scenic impact

The assessment of overall scenic impact is determined by combining the visual sensitivity and the visual magnitude. describes the visual impact matrix:

Table 6-7: Scenic amenity impact matrix adapted from Department of Planning, Housing and Infrastructure - NSW, 2024

	High Visual Sensitivity	Moderate Visual Sensitivity	Low Visual Sensitivity	Very low Visual Sensitivity
Very high visual magnitude	High scenic amenity impact	High scenic amenity impact	Moderate scenic amenity impact	Moderate scenic amenity impact
High visual magnitude	High scenic amenity impact	Moderate scenic amenity impact	Moderate scenic amenity impact	Low scenic amenity impact
Moderate visual magnitude	Moderate scenic amenity impact	Moderate scenic amenity impact	Low scenic amenity impact	Low scenic amenity impact
Low visual magnitude	Moderate scenic amenity impact	Low scenic amenity impact	Low scenic amenity impact	Very low scenic amenity impact
Very low visual magnitude	Low scenic amenity impact	Low scenic amenity impact	Very low scenic amenity impact	Very low scenic amenity impact
Nil visual magnitude	Nil scenic amenity impact	Nil scenic amenity impact	Nil scenic amenity impact	Nil scenic amenity impact

6.4.2 Viewpoint assessment

6.4.2.1 Viewpoint 01 – Point Arkwright

Item	Description
Co-ordinates of viewpoint	-26.546735, 153.102416
Distance to development (nearest point):	5.0km
Elevation (AHD)	14m
Visual magnitude rating	Nil – the project is not visible from this viewpoint
Viewpoint sensitivity	Moderate viewpoint sensitivity Publicly accessible open space
Scenic Quality	High scenic quality - Long coastal and ocean views which are protected by local planning instruments. - Mudjimba island is visible in the view - Dunal vegetation - Some visibility of modification in the landscape
Overall sensitivity	High visual sensitivity
Overall scenic amenity impact rating	Nil scenic amenity impact



Figure 6-3: captured view from viewpoint 01 – Point Arkwright (photo: RPS)

6.4.2.2 Viewpoint 02 – Mount Coolum

Item	Description
Co-ordinates of viewpoint	-26.561638, 153.084303
Distance to development (nearest point):	3.4km
Elevation (AHD)	205m
Visual magnitude rating	Very Low – 0.53°vFoV and 10.1° hFoV
Viewpoint sensitivity	Moderate viewpoint sensitivity
	Publicly accessible green space
Scenic Quality	High scenic quality
	- Expansive coastal beach views which are protected by local planning instruments - Mudjimba island and Port Cartwright are visible in the view - Views to agricultural and airport infrastructure - Evidently modified landscape.
Overall sensitivity	High visual sensitivity
Overall scenic amenity impact rating	Low scenic amenity impact



Figure 6-4: captured view from viewpoint 02 –Mount Coolum (photo: RPS)



Figure 6-5: photomontage from viewpoint 02 –Mount Coolum (photo: RPS)

6.4.2.3 Viewpoint 03 – Mount Ninderry

Item	Description
Co-ordinates of viewpoint	-26.568138, 153.009315
Distance to development (nearest point):	8.75km
Elevation (AHD)	103m
Visual magnitude rating	Very Low – 0.20°vFoV and 4.3° hFoV
Viewpoint sensitivity	High viewpoint sensitivity
Scenic Quality	• Dwellings in residential or village area.
	High scenic quality • Views to ocean • Vegetation on elevated areas evident in part of the view. • Views to agricultural lands • Airport infrastructure is evident but not dominating the view • Modified landscapes throughout the view
Overall sensitivity	High visual sensitivity
Overall scenic amenity impact rating	Low scenic amenity impact



Figure 6-6: captured view from viewpoint 03 –Mount Ninderry (photo: RPS)



Figure 6-7: photomontage from viewpoint 03 –Mount Ninderry (photo: RPS)

6.4.2.4 Viewpoint 04 – David Low Way at Lorraine Avenue

Item	Description
Co-ordinates of viewpoint	-26.584261, 153.093080
Distance to development (nearest point):	770m
Elevation (AHD)	4m
Visual magnitude rating	Nil – the project is not visible from this viewpoint due to vegetation in the landscape
Viewpoint sensitivity	High viewpoint sensitivity Dwellings in residential or village area (Marcoola Beach)
Scenic Quality	Low scenic quality - Highly modified landscapes in foreground of view - Vegetation prominent in view. - No predominant landforms within view - No water bodies within view.
Overall sensitivity	Moderate visual sensitivity
Overall scenic amenity impact rating	Nil scenic amenity impact



Figure 6-8: captured view from viewpoint 04 – David Low Way at Lorrane Avenue (photo: RPS)

6.4.2.5 Viewpoint 05 – David Low Way at Petrie Street, Marcoola

Item	Description
Co-ordinates of viewpoint	-26.588757, 153.094367
Distance to development (nearest point):	275m
Elevation (AHD)	4m
Visual magnitude rating	Nil – the project is not visible from this viewpoint due to vegetation in the landscape
Viewpoint sensitivity	High viewpoint sensitivity Dwellings in residential or village area (Marcoola Beach)
Scenic Quality	Low scenic quality - Highly modified landscapes in foreground of view - Vegetation prominent in view. - No predominant landforms within view - No water bodies within view.
Overall sensitivity	Moderate visual sensitivity
Overall scenic amenity impact rating	Nil scenic amenity impact



Figure 6-9: captured view from viewpoint 05 - David Low Way at Petrie Street (photo: RPS)

6.4.2.6 Viewpoint 06 – Marcoola Beach at Ramona Street

Item	Description
Co-ordinates of viewpoint	-26.589254, 153.097753
Distance to development (nearest point):	200m
Elevation (AHD)	2m
Visual magnitude rating	Nil – the project is not visible from this viewpoint due to vegetation in the landscape
Viewpoint sensitivity	Moderate viewpoint sensitivity Publicly accessible open space
Scenic Quality	High scenic quality - Long coastal and ocean views which are protected by local planning instruments. - Mudjimba island is visible in the view - Dunal vegetation - Some visibility of modification in the landscape
Overall sensitivity	High viewpoint sensitivity
Overall scenic amenity impact rating	Nil scenic amenity impact



Figure 6-10: captured view from viewpoint 06 – Marcoola Beach (photo: RPS)

6.4.2.7 Viewpoint 07 – David Low Way at Green Turtle Place

Item	Description
Co-ordinates of viewpoint	-26.588757, 153.094367
Distance to development (nearest point):	20m
Elevation (AHD)	4m
Visual magnitude rating	Very High - $\geq 4^\circ$ vFoV and $\geq 90^\circ$ hFoV
Viewpoint sensitivity	High viewpoint sensitivity Publicly accessible roadway with view recognised as high value in local planning instruments
Scenic Quality	High scenic quality - Direct view to Mount Coolum - This is the first point along David Low Way in which Mount Coolum is fully present in the view. - Heavy modification in the landscape
Overall sensitivity	High viewpoint sensitivity
Overall scenic amenity impact rating	Very high scenic amenity impact



Figure 6-11: captured view from viewpoint 07 – David Low Way at Green Turtle Place (photo: RPS)



Figure 6-12: captured view from viewpoint 07 digitally altered to remove fence – David Low Way at Green Turtle Place (photo: RPS)



Figure 6-13: photomontage from viewpoint 07 – David Low Way at Green Turtle Place (photo: RPS)

6.4.2.8 Viewpoint 08 – Marcoola Beach Front

Item	Description
Co-ordinates of viewpoint	-26.588757, 153.094367
Distance to development (nearest point):	275m
Elevation (AHD)	2m
Visual magnitude rating	Nil – the project is not visible from this viewpoint due to vegetation in the landscape
Viewpoint sensitivity	Moderate viewpoint sensitivity Publicly accessible open space
Scenic Quality	High scenic quality - Long coastal and ocean views which are protected by local planning instruments. - Mudjimba island is visible in the view - Dunal vegetation - Some visibility of modification in the landscape
Overall sensitivity	High viewpoint sensitivity
Overall scenic amenity impact rating	Nil scenic amenity impact



Figure 6-14: captured view from viewpoint 08 – Marcoola Beach Front (photo: RPS)

6.4.2.9 Viewpoint 09 – David Low Way at Sunset Strip

Item	Description
Co-ordinates of viewpoint	-26.601482, 153.096068
Distance to development (nearest point):	180m
Elevation (AHD)	4m
Visual magnitude rating	Nil – the project is not visible from this viewpoint due to vegetation, building and other obstacles in the landscape
Viewpoint sensitivity	High viewpoint sensitivity Dwellings in residential or village area (Marcoola Village)
Scenic Quality	Low scenic quality - Highly modified landscapes in foreground of view - Vegetation in view. - Building in view. - No predominant landforms within view - No water bodies within view.
Overall sensitivity	Moderate viewpoint sensitivity
Overall scenic amenity impact rating	Nil scenic amenity impact



Figure 6-15: captured view from viewpoint 09 – David Low Way at Sunset Strip (photo: RPS)

6.4.2.10 Viewpoint 10 – David Low Way at Desley Street

Item	Description
Co-ordinates of viewpoint	-26.605936, 153.096549
Distance to development (nearest point):	520m
Elevation (AHD)	5m
Visual magnitude rating	Nil – the project is not visible from this viewpoint due to vegetation, building and other obstacles in the landscape
Viewpoint sensitivity	High viewpoint sensitivity • Dwellings in residential or village area (Marcoola Village)
Scenic Quality	Low scenic quality • Highly modified landscapes in foreground of view • Vegetation in view. • Building in view. • No predominant landforms within view • No water bodies within view.
Overall sensitivity	Moderate viewpoint sensitivity
Overall scenic amenity impact rating	Nil scenic amenity impact



Figure 6-16: captured view from viewpoint 10 – David Low Way at Desley Street (photo: RPS)

6.4.2.11 Viewpoint 11 – Keith Royal Park

Item	Description
Co-ordinates of viewpoint	-26.606283, 153.094857
Distance to development (nearest point):	500m
Elevation (AHD)	5m
Visual magnitude rating	Very Low – obstructions in the landscape block most of the view to the proposal.
Viewpoint sensitivity	Moderate viewpoint sensitivity Public Open space
Scenic Quality	Low scenic quality - Highly modified landscapes in foreground of view - Vegetation prominent in view. - No predominant landforms within view - No water bodies within view.
Overall sensitivity	Moderate viewpoint sensitivity
Overall scenic amenity impact rating	Low scenic amenity impact



Figure 6-17: captured view from viewpoint 11 – Keith Royal Park (photo: RPS)



Figure 6-18: photomontage from viewpoint 11 – Keith Royal Park (photo: RPS)

6.4.2.12 Viewpoint 12 – Mudjimba Esplanade

Item	Description
Co-ordinates of viewpoint	-26.608872, 153.099070
Distance to development (nearest point):	900m
Elevation (AHD)	5m
Visual magnitude rating	Nil – the project is not visible from this viewpoint due to vegetation in the landscape
Viewpoint sensitivity	High viewpoint sensitivity Dwellings in residential or village area (Mudjimba Beach)
Scenic Quality	Moderate scenic quality - Somewhat modified landscapes in foreground of view - Vegetation prominent in view. - Mount Coolum heavily obscured in view - No water bodies within view.
Overall sensitivity	High viewpoint sensitivity
Overall scenic amenity impact rating	Nil scenic amenity impact



Figure 6-19: captured view from viewpoint 12 – Mudjimba Esplanade (photo: RPS)

6.4.2.13 Viewpoint 13 – David Low Way at SCA southeast boundary

Item	Description
Co-ordinates of viewpoint	-26.611627, 153.090658
Distance to development (nearest point):	1200m
Elevation (AHD)	5m
Visual magnitude rating	Low – 1.48°vFoV and 17.1° hFoV
Viewpoint sensitivity	Low viewpoint sensitivity
	• Tourist or scenic drive
Scenic Quality	Low scenic quality
	• Highly modified landscapes in foreground of view • Vegetation prominent in view. • No predominant landforms within view • No water bodies within view.
Overall sensitivity	Low viewpoint sensitivity
Overall scenic amenity impact rating	Low scenic amenity impact



Figure 6-20: captured view from viewpoint 13 – David Low Way at SCA south east boundary (photo: RPS)



Figure 6-21: photomontage from viewpoint 13 – David Low Way at SCA south east boundary (photo: RPS)

6.4.2.14 Viewpoint 14 – Sunshine Coast Motorway

Item	Description
Co-ordinates of viewpoint	-26.597783, 153.075027
Distance to development (nearest point):	1.6km
Elevation (AHD)	10m
Visual magnitude rating	Nil – the project is not visible from this viewpoint due to vegetation in the landscape
Viewpoint sensitivity	High viewpoint sensitivity Travel route with views recognised as high value in local planning instrument
Scenic Quality	Moderate scenic quality - Views to dense vegetation - Evidently modified landscape.
Overall sensitivity	High viewpoint sensitivity
Overall scenic amenity impact rating	nil scenic amenity impact



Figure 6-22: captured view from viewpoint 14 – Sunshine Coast Motorway (photo: RPS)

6.4.2.15 Viewpoint 15 – Orme Road, Buderim

Item	Description
Co-ordinates of viewpoint	-26.673440, 153.059738
Distance to development (nearest point):	8.55km
Elevation (AHD)	192m
Visual magnitude rating	Very Low – 0.21°vFoV and 2.9° hFoV
Viewpoint sensitivity	High viewpoint sensitivity
Scenic Quality	• Dwellings in residential or village area.
	High scenic quality • Views to ocean • Vegetation on elevated areas evident in part of the view. • Views to agricultural lands • Airport infrastructure is evident but not dominating the view • Modified landscapes throughout the view
Overall sensitivity	High viewpoint sensitivity
Overall scenic amenity impact rating	Low scenic amenity impact



Figure 6-23: captured view from viewpoint 15 – Orme Road, Buderim (photo: RPS)



Figure 6-24: photomontage from viewpoint 15 – Orme Road, Buderim (photo: RPS)

6.4.2.16 Viewpoint 16 – HMAS Brisbane, Alexandra Headland

Item	Description
Co-ordinates of viewpoint	-26.674676, 153.114300
Distance to development (nearest point):	8.4km
Elevation (AHD)	21m
Visual magnitude rating	Very Low – 0.21°vFoV and 4.9° hFoV
Viewpoint sensitivity	High viewpoint sensitivity Publicly accessible open space with view recognised as high value in local planning instrument
Scenic Quality	High scenic quality - Long coastal and ocean views which are protected by local planning instruments. - Mudjimba island is visible in the view - Mount Coolum is visible in the view. - Some visibility of modification in the landscape
Overall sensitivity	High viewpoint sensitivity
Overall scenic amenity impact rating	Low scenic amenity impact



Figure 6-25: captured view from viewpoint 16 – HMAS Brisbane, Alexandra Headland (photo: RPS)



Figure 6-26: photomontage from viewpoint 16 – HMAS Brisbane, Alexandra Headland (photo: RPS)

6.4.2.17 Viewpoint 17 – Point Cartwright

Item	Description
Co-ordinates of viewpoint	-26.679628, 153.138306
Distance to development (nearest point):	9.8kmm
Elevation (AHD)	30m
Visual magnitude rating	Very Low – 0.18°vFoV and 4.7° hFoV
Viewpoint sensitivity	High viewpoint sensitivity
	Publicly accessible open space with view recognised as high value in local planning instrument
Scenic Quality	High scenic quality
	- Long coastal and ocean views which are protected by local planning instruments. - Mudjimba island is visible in the view - Mount Coolum is visible in the view. - Some visibility of modification in the landscape
Overall sensitivity	High viewpoint sensitivity
Overall scenic amenity impact rating	Low scenic amenity impact



Figure 6-27: captured view from viewpoint 17 – Point Cartwright (photo: RPS)



Figure 6-28: photomontage from viewpoint 17 – Point Cartwright (photo: RPS)

6.5 Viewpoint assessment summary

Table 6-8 provide a summary of the visual impacts of the Proposal.

Table 6-8: Viewpoint Analysis Summary

Number	Location	Visual magnitude rating	Overall Sensitivity	Scenic amenity Impact Rating
VP01	Point Arkwright	Nil	High visual sensitivity	Nil scenic amenity impact
VP02	Mount Coolum	Very low MoC	High visual sensitivity	Low scenic amenity impact
VP03	Mount Ninderry	Very low MoC	High visual sensitivity	Low scenic amenity impact
VP04	David Low Way at Lorraine Avenue, Marcoola	Nil	Moderate visual sensitivity	Nil scenic amenity impact
VP05	David Low Way at Petrie Street, Marcoola	Nil	Moderate visual sensitivity	Nil scenic amenity impact
VP06	Marcoola Beach at Ramona Street,	Nil	High visual sensitivity	Nil scenic amenity impact
VP07	David Low Way at Green Turtle Pl, Marcoola Village	Very high MoC	High visual sensitivity	Very high scenic amenity impact
VP08	Marcoola Beach Front	Nil	High visual sensitivity	Nil scenic amenity impact
VP09	David Low Way at Sunset Strip, Marcoola Village	Nil	Moderate visual sensitivity	Nil scenic amenity impact
VP10	David Low Way at Desley Street, Marcoola Village	Nil	Moderate visual sensitivity	Nil scenic amenity impact
VP11	Keith Royal Park	Very low MoC	Moderate visual sensitivity	Low scenic amenity impact
VP12	Mudjimba Esplanade	Nil	High visual sensitivity	Nil scenic amenity impact
VP13	David Low Way at SCA southeast boundary	Low MoC	Low visual sensitivity	Low scenic amenity impact
VP14	Sunshine Coast Motorway	Nil	High visual sensitivity	Nil scenic amenity impact
VP15	Orme Road, Buderim	Very low MoC	High visual sensitivity	Low scenic amenity impact

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Number	Location	Visual magnitude rating	Overall Sensitivity	Scenic amenity Impact Rating
VP16	HMAS Brisbane, Alexandra Headland	Very low MoC	High visual sensitivity	Low scenic amenity impact
VP17	Point Cartwright	Very low MoC	High visual sensitivity	Low scenic amenity impact

7 OUTCOMES AND SAFEGUARDS

This report identified 5 landscape character zones in the areas surrounding the airport. Based on the proposed structure planning all of those landscape character zones have moderate-low landscape character impacts or less.

17 viewpoints of interest were identified through the desktop and site investigation in the vicinity of the project. 16 of those 17 viewpoints identified, when modelled against the assessment criteria of this report, would have low or nil scenic amenity impacts.

Views from the intersection of David Low Way and Green Turtle Place at Marcoola Village would likely have very high visual impacts because of the Proposal. This assessment is driven by:

- a. The identification by the Sunshine Coast Planning Scheme of the importance of this viewpoint and the vista to Mount Coolum. This means the viewing high sensitivity rating
- b. The proximity of the viewpoints to the Proposal
- c. The scale of the proposal in contrast to the surrounding landscape – blocking the current expansive views to Mount Coolum.

Section 7.1 of this report provides detailed responses to relevant section of both:

- Sunshine Coast Airport – Priority Development Areas Development Scheme (2024)
- Sunshine Coast Planning Scheme (2014)

7.1 Development scheme and planning scheme responses

7.1.1 Sunshine Coast Airport – Priority Development Areas Development Scheme (2024)

Table 7-1: Response to Sunshine Coast Airport – Priority Development Areas Development Scheme (2024)

Planning Element	Response
For precinct 5 the Sunshine Coast Airport – Priority Development Areas Development Scheme (2024) requires the preparation of a scenic amenity analysis to accompany a Precinct Master Plan (PMP) or Plan of Development (PoD). Specifically, that scenic amenity plan should:	
a. identify opportunities to provide view corridors to Mt Cooloom from David Low Way	Refer to the following detailed responses for opportunities to provide view corridors to Mount Cooloom from David Low Way
b. inform appropriate building design provisions to ensure development complements the surrounding residential amenity and character of the area.	Refer to the following detailed responses for appropriate building design provisions to ensure development complements the surrounding residential amenity and character of the area.
PDA wide criteria relevant to scenic amenity of the proposal are as follows:	
2.5.1 Built Form	
1. The form, type and arrangement of buildings, streets and the public realm are designed to deliver high-quality built form outcomes by ensuring:	The precinct framework, interface typology treatments & public realm objectives provide opportunities for a range of suitable built form outcomes which would deliver high-quality outcomes relating to the form, type and arrangement of the built form.
a. Development is designed to enhance the character, safety and attractiveness of the Sunshine Coast Airport PDA by:	The subsequent MCU will need to assess the built form and quality of the detailed design against this PDA development scheme. The built form will need to consider the adjacent interfaces, size and scale of the site and interface typologies recommended, as well as maintaining views to Mt Cooloom and other key landmarks visible from the site.
– incorporating a high standard of urban design and landscaping	This precinct of works has limited visibility from the Sunshine Motorway and would not adversely impact the scenic amenity of the scenic route along the Motorway.
– exhibiting high-quality sub-tropical architecture	
– creating attractive terminal facilities, buildings, streets and entrance roads that promote a sense of arrival and departure for tourists travelling to and from the airport	
–	
– not adversely affecting the scenic amenity of the scenic route along the Sunshine Motorway.	
3. Building height:	The tourism and accommodation sub-precinct 5b does not have existing nor proposed residential buildings to the east or west of the proposal.
....	
b. does not adversely impact surrounding residential properties from overshadowing and overlooking.	The building types of the proposed land use type for the central and southern sub-precincts would be unlikely to cause overshadowing effects on adjacent surrounding residential properties.
	The general framework would be that taller buildings would be more suitable in the Northern sub-precinct outside of the Obstacle Limitation Surfaces (OLD), whereas building in the southern sub-precinct would need to consider the residential interface.
	The final building heights throughout would need to be assessed as part of subsequent MCU application for individual proposals within the site against the PDA development scheme and Airport North PMP framework.

Planning Element	Response
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, projections and a range of textures, materials and colours.	The sub precincts have been proposed to provide a framework for opportunities to; • Adequately separate buildings to allow light penetration • To have air circulation, • Minimise overshadowing The subsequent MCUs for the precinct would need to assess the detailed building design against the PDA development scheme.
2.5.3 Public Realm 1. Development creates a public realm that: a) is connected, legible, permeable, comfortable and safe ... c) creates a highly landscaped, attractive sub-tropical environment ... 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. 2. Ensures signage: a) is compatible with the building design, amenity and landscaped character of the precinct and the broader Sunshine Coast b) does not detract from the visual appeal of development, the precinct or scenic amenity c) adds character to the streetscape of the precinct d) incorporates well designed and suitably located advertising devices that contribute to the commercial vitality of the precinct and e) supports wayfinding throughout the precinct.	As set out in the public realm section of the PMP, the public and semi public domains for the project would be designed to provide legible, safe connection throughout the site. The detailed design would need to be sensitive to the character intended by the PDA development scheme as well as complimenting the character of the surrounding landscape identified within this scenic amenity report, PMP and Landscape Management Plan (LMP) Signage would be part of future detailed design. The signage would be designed in accordance with the Development Scheme and to be compatible with the building design, amenity and landscape character of the precinct and the broader Sunshine Coast and not to detract from the visual appeal of development, views to Mt Coolum, the precinct or scenic amenity. Signage should be integrated into the building (where possible) and reduce visual clutter to the streetscape.
2.5.4 Landscaping 1. Development incorporates landscaping that: ... c) provides a positive visual and amenity contribution to the public realm ... e) makes a positive contribution to the streetscape ... g) provides a physical and visual buffer for adjoining sensitive land uses.	The precinct plan provides for buffers to the environmental area to the west of the site as well as to the residential areas adjacent to the Southern sub-precinct. Subsequent proposal(s) will be submitted will need to demonstrate positive contribution of the landscaping to the streetscape, as well as the visual and amenity of the public realm. Landscaping will need to provide a balance between shade to footpaths and not impacting views to Mt Coolum from DLW intersection.

Planning Element	Response
For Precinct 5 the following precinct outcomes are relevant to scenic amenity:	
Development... ensures it is appropriately located and has a function, scale, height, and bulk that minimises impacts on the aviation functions of the Sunshine Coast Airport, key view corridors and the surrounding community	Building heights of the building use type in the Central and Southern sub-precincts should consider the adjacent land uses to the east of that part of the site. The landscape buffer provides further opportunities to minimise impacts relating to building height and scale. The Northern sub-precinct include provision to maintain the key view corridor from David Low Way, at the intersection with Green Turtle Place, to Mount Coolum. The increased height in the Northern sub-precinct would not impact adjacent land uses. Subsequent MCU applications will need to appropriately manage scale, height and bulk of development to compliment surrounding land use and facilitate view through and from the site. The arrangement of the sub-precincts would minimise the impacts on the aviation functions of the Sunshine Coast Airport, as set out in the Development Scheme.
Development... may include small-scale mixed-use activity node that: i. supports small-scale retail uses serving the needs of workers, residents and tourists that are consistent with; and do not detract, from the Sunshine Coast centres hierarchy ii. is designed to be pedestrian scale and include activated uses along the central street that serves and connects the two sub-precincts iii. may comprise of: ○ small scale tenancies for convenience retail and dining ○ ... ○ pedestrian scale and activated uses along main street that connects the two sub-precincts ○ public realm that provides for pedestrian comfort with awnings and shade trees ○ other uses that would contribute to the achievement of the Vision and Precinct intent ○ ...	The subsequent MCUs for the precinct would need to assess the detailed public realm and building design against PDA development scheme.
Development... be designed to ensure the built form and landscaping treatments create a cohesive streetscape	The PMP, 'public realm' section seeks to provide guidance on a cohesive character and design pillars that will ensure a cohesive streetscape outcome. Public realm outcomes to respond to the adjacent land uses have been defined in the 'interface typology' section of the PMP, supported by indicative cross sections. The subsequent MCUs for the precinct would need to assess the detailed public realm against PDA development scheme with regards to the cohesiveness of the streetscape.
Development... be designed and operated to avoid or mitigate any potential adverse impacts on adjoining sensitive uses	The structure plans have sufficient buffers to sensitive adjoining uses, appropriate for the proposed uses.

Planning Element	Response
Development... where within sub-precinct 5A: ... i. be designed and operated to avoid or mitigate any potential adverse impacts on adjoining sensitive uses	The structure plans have appropriate buffers to sensitive adjoining uses. The subsequent MCUs for the precinct would need to assess the detailed building arrangement against PDA development scheme with regards to the cohesiveness of the avoiding potential adverse impacts on adjoining sensitive uses.
Development... where within sub-precinct 5B: provide opportunities for short-term/tourist accommodation uses that leverage the precinct's high-amenity location opposite Marcoola Beach and its proximity to the airport, providing an opportunity to integrate with and enhance the Marcoola village.	The structure plans provide opportunities for short-term/tourist accommodation uses that leverage the precinct's high-amenity location opposite Marcoola Beach and the airport.

7.1.2 Sunshine Coast Planning Scheme (2014)

Table 7-2: Response to Sunshine Coast Planning Scheme Part 7.2.18 (2024)

Overall / Performance outcome	Acceptable outcome	Response
Overall outcome: "Development retains key landscape character and natural environment elements and protects significant views contributing to the character and landscape setting of the local plan area, including those to and from Mount Coolum, particularly from the David Low Way and Sunshine Motorway."		
P03: Development provides for the retention and enhancement of key landscape elements including significant views and vistas to and from Mount Coolum from the David Low Way and Sunshine Motorway, existing character trees, wetlands and other areas of significant vegetation including melaleuca and wallum heath contributing to the setting, character and sense of place of the Maroochy North Shore local plan area.	A03: Development protects and emphasises, and does not intrude upon, the important sightlines and views to and from Mount Coolum, particularly from David Low Way and the Sunshine Motorway identified on Figure 7.2.18A (Maroochy North Shore local plan elements) .	The site does not intrude upon any views from Sunshine Motorway to Mount Coolum because of the location of the proposal. For the view from David Low Way, at Green Turtle Place to Mount Coolum (Viewpoint 07) it is advised to use the built form design to frame the critical view. The critical elements which make the view of Mount Coolum distinctive are: • The full view of the vegetated top of Mount Coolum • The distinctive laccolith angle of the slope of the Mount Coolum as it leaves the surrounding lowlands. Design parameters to safeguard this view are provided in section 7.2 of this report.
P04: The major open space links and scenic qualities offered by Mount Coolum National Park, the foreshore park and reserve system along the coastline, the Maroochy River Conservation Park and wetland areas and remnant vegetation along the Maroochy River are protected and enhanced.	A04: Development protects and enhances the greenspace link along the coastal foreshore where identified on the Figure 7.2.18A (Maroochy North Shore local plan elements) . Development provides for the retention and enhancement of wallum heath, wetland areas and other native vegetation including adjacent to the foreshore, and the Maroochy River.	The Structure Plan does not impact the green space link along the coastal foreshore, where identified on the Figure 7.2.18A (Maroochy North Shore local plan elements). The proposal provides for the retention of wallum heath, wetland areas and other native vegetation including adjacent to the foreshore.

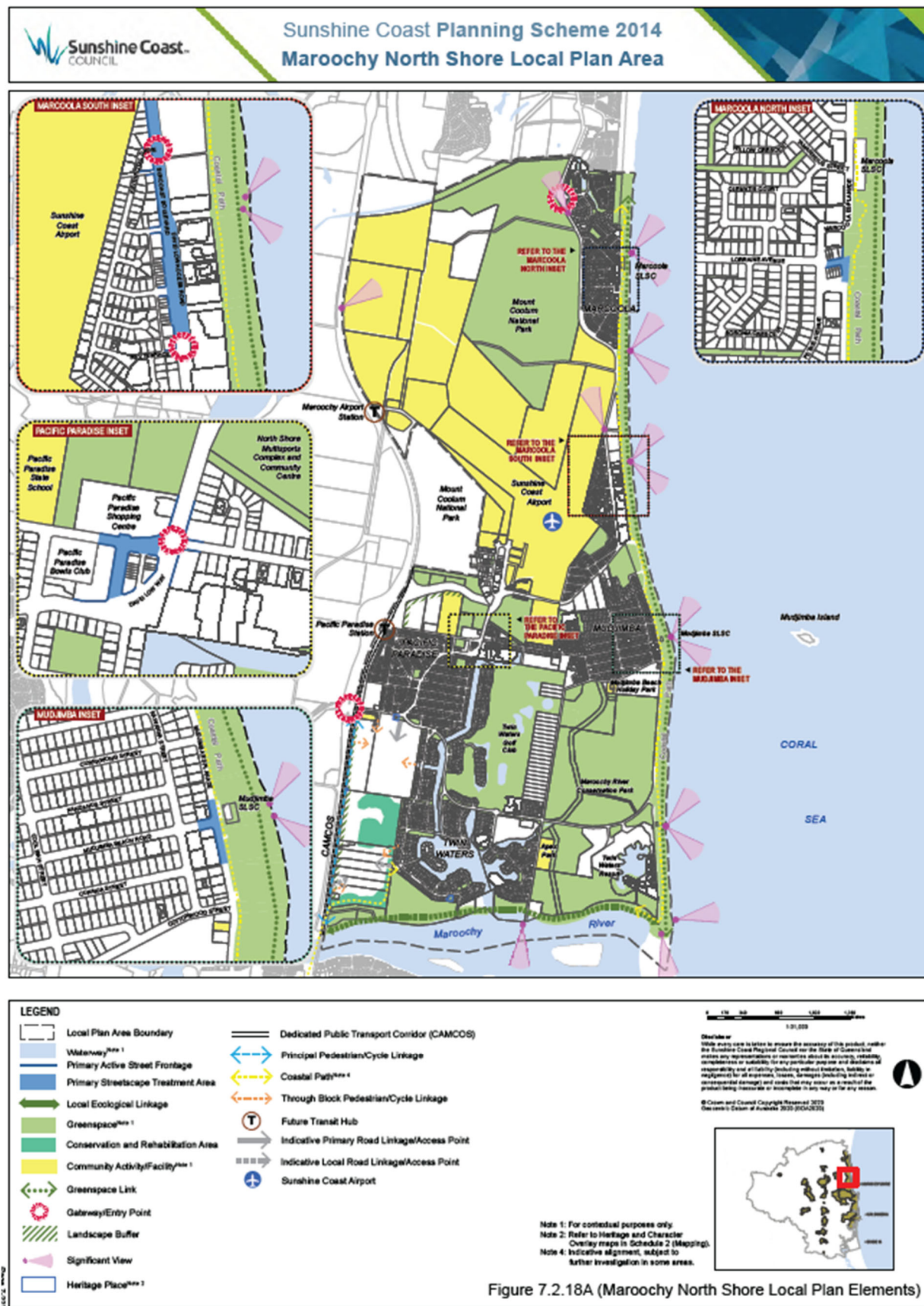


Figure 7-1: Maroochy North Shore Local Plan Elements

7.2 Safeguards

To protect views to Mount Coolum, as identified in the Maroochy North Shore Local Plan Elements (see Figure 7-1) the full view of the vegetated top of Mount Coolum and the distinctive laccolith angle of the slope of the Mount Coolum as it leaves the surrounding lowlands is possible at the from David Low Way, at Green Turtle Place to Mount Coolum. This scope of view can be achieved in subsequent MCU applications by:

- a) Preserving the appropriate view width to encompass the full view of the vegetated top of Mount Coolum and the distinctive laccolith angle of the slope of the Mount Coolum as it leaves the surrounding lowlands. Example illustrated below:



Figure 7-2: illustrated example of preservation envelope to Mount Coolum

- b) Low rise built form can be considered in the view line, on the basis that it does not obstruct views to Mt Coolum, as set out above.

'Future MCU and detailed design submissions for the precinct should demonstrate proposed building arrangement would maintain the critical components of the significant view point from David Low Way as identified in the Maroochy North Shore Local Plan Elements.

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