

SUNSHINE COAST AIRPORT

AIRPORT NORTH PRECINCT LANDSCAPE MANAGEMENT PLAN

August 2026







We acknowledge the Kabi Kabi Peoples as the Traditional Owners of the Airports' land, sea and skies recognizing their role as custodians of the environment and their deep understanding of sustainable practices protecting the Wetlands and Wallum Heath of our region.

We honour Elders past and present and express gratitude for their sharing of wisdom that has ensured the continuation of Culture and Traditional practices.

We are committed to genuinely partner and build more meaningful relationships that enable us to collaborate with Traditional Owners and First Nations communities to support the protection of Country, maintain spiritual and cultural practices and together deliver their broader aspirations of the future.

CONTENTS

INTERPRETATION

Abbreviations:

AS: Australian Standard

ASS: Acid Sulphate Assessment

BCA: Building Code of Australia

DS: Development Scheme

EDQ: Economic Development Queensland

ESG: Environmental, Social & Governance

EMP: Environmental Management Plan

EPA: Environmental Protection Act

NASF: National Australian Safeguarding Framework

PDA: Priority Development Area

QBCC: Queensland Building Construction Code

RPEQ: Registered Professional Engineer of Queensland

SCA: Sunshine Coast Airport

SCC: Sunshine Coast Council

SCC LIM: Sunshine Coast Council – Landscape Infrastructure Manual

1

CONTEXT & PURPOSE

7

Context & Purpose

8

Planning & Land Ownership

10

Airport North Precinct Structure Plan

11

Reference Documents

12

2

LANDSCAPE MASTER PLAN

21

Landscape Conditions

22

Landscape Vision

25

Cultural Context & Character

26

Landscape Master Plan

28

Planting Palette

30

Furniture Palette

50

3

MANAGEMENT PLAN

53

Landscape Management Principles

54

Landscape Management Actions

56

Key Landscape Maintenance & Management
Actions

62

4

IMPLEMENTATION STRATEGY

65

Airport North Staging Plan

66

Contractor Establishment & Protocols

68

Monitoring & Reporting

70

Maintenance Implementation Plan

72

1

CONTEXT & PURPOSE

Context & Purpose

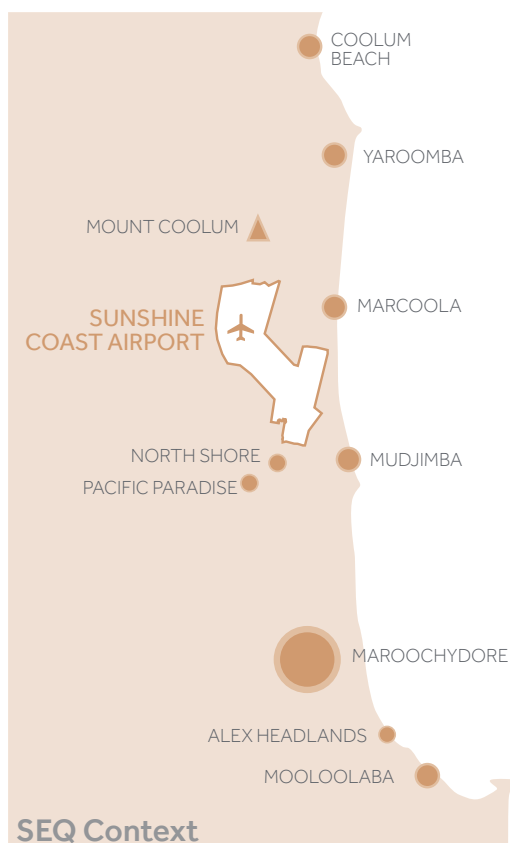
CONTEXT

Sunshine Coast Airport (SCA) is one of three South East Queensland airports and is the gateway to the Sunshine Coast and the Kabi Kabi people.

The Sunshine Coast boasts a range of landscapes, most notably hinterland mountain & forest ranges, wetlands & waterways and the iconic coastline. The Sunshine Coast was recognised in 2022 as a Biosphere Reserve.

SCA has sensitive ecological interfaces, including Mount Coolum National Park to the northeast and southwest, wallum heath to the north and coastal dunes to the east.

Airport North precinct is positioned on the northeastern boundary of SCA, previously used as the old, decommissioned runway.



PURPOSE

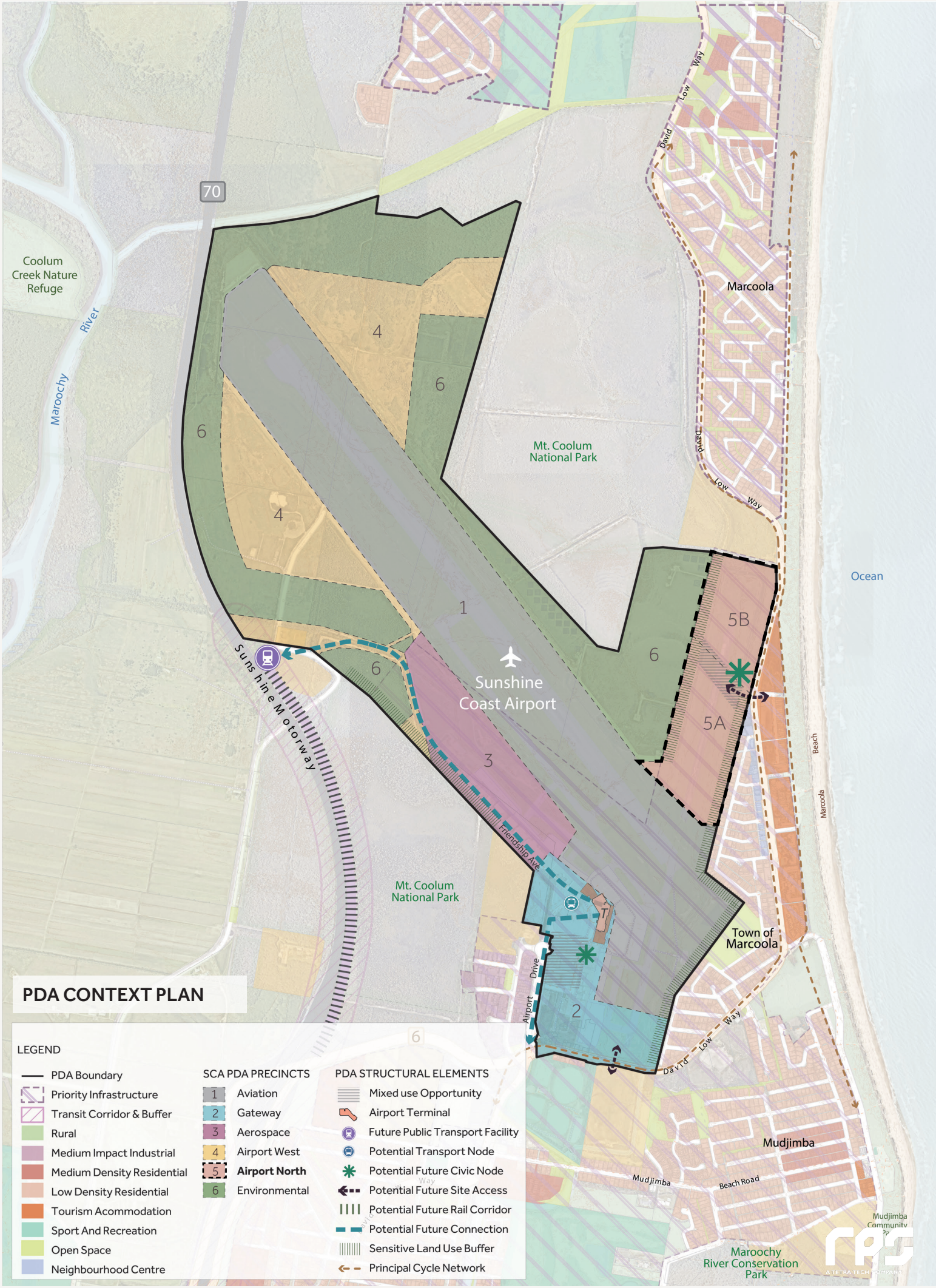
This Landscape Management Plan (LMP) aims to identify the proposed landscape treatments within the Airport North Precinct Master Plan (PMP), and provide a comprehensive management framework for the variety of existing and proposed landscapes.

This report builds on previous documents such as Gateway PMP, Gateway LMP, Public Realm and Landscape Design Guidelines, SCA Environmental Management Plan (EMP) and SCA Environmental Social and Governance (ESG) Framework, offering guidance for the landscape management of this precinct.

The LMP reviews and summarises relevant Airport North specific documents that influence the delivery of landscape works within the precinct. The report provides guidance on construction, identifies key landscape management outcomes and strategies for proposed open space, and presents a high level maintenance and implementation plan for Airport North.

This document serves as an overall management guide for the Airport North Precinct and excludes all airside areas.

Individual landscape management plans should be developed for high-profile, environmentally sensitive, or protected areas, tailored to their specific design and maintenance requirements. Detailed construction management plans are required for all works within Airport North.



PDA CONTEXT PLAN

LEGEND

	PDA Boundary		1 Aviation		Mixed use Opportunity
	Priority Infrastructure		2 Gateway		Airport Terminal
	Transit Corridor & Buffer		3 Aerospace		Future Public Transport Facility
	Rural		4 Airport West		Potential Transport Node
	Medium Impact Industrial		5 Airport North		Potential Future Civic Node
	Medium Density Residential		6 Environmental		Potential Future Site Access
	Low Density Residential				Potential Future Rail Corridor
	Tourism Accommodation				Potential Future Connection
	Sport And Recreation				Sensitive Land Use Buffer
	Open Space				Principal Cycle Network
	Neighbourhood Centre				

Context & Purpose

PLANNING & LAND OWNERSHIP

Sunshine Coast Airport was declared a Priority Development Area (PDA) by Economic Development Queensland (EDQ) in 2023, accompanied by a Development Scheme designed to guide the commercial and aviation growth of the airport.

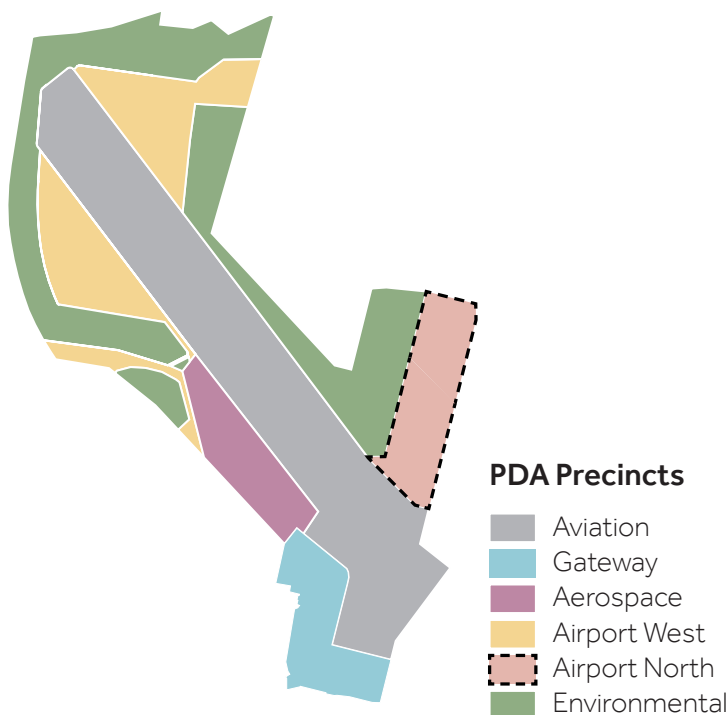
The Development Scheme requires a Precinct Master Plan (PMP) to be developed for each precinct. The Airport North Precinct (Precinct 5 – see plan below) is the second PMP to be prepared and will identify the most appropriate land uses that provide economic viability and ultimate flexibility as the precinct develops over the next 20 years. The structure plan to the right illustrates the proposed uses within the precinct, which is divided into four core sub-precincts (see plan below).

This report supports & reflects the outcomes outlined in the Airport North PMP and aims to guide best practice in landscape and public realm management.

LAND OWNERSHIP & MANAGEMENT

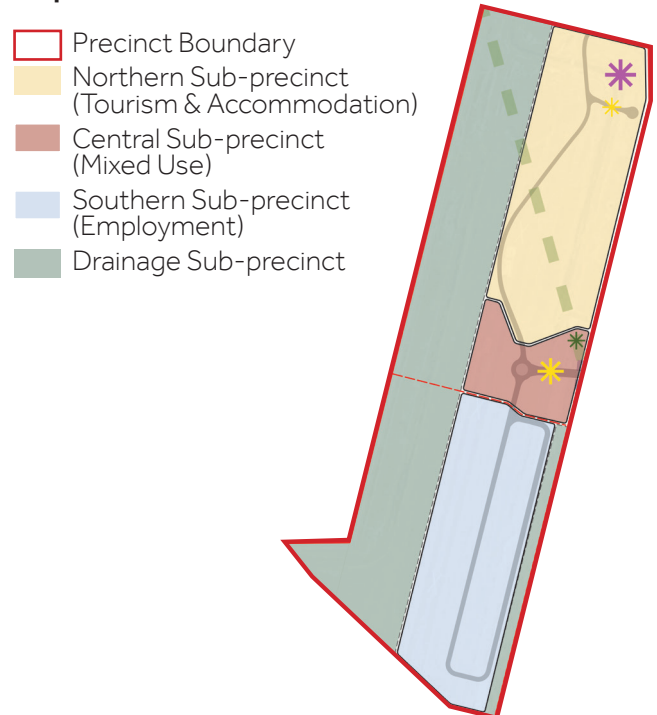
Sunshine Coast Airport is owned by Sunshine Coast Council (SCC) and leased and operated by Sunshine Coast Airport Pty Ltd.

Sunshine Coast Airport are responsible for the landscape maintenance of their leased land holdings and must report annually to SCC on the maintenance and management of the Airport.



**PDA Precincts -
Precinct 5: Airport North Precinct**

Airport North Sub-Precincts



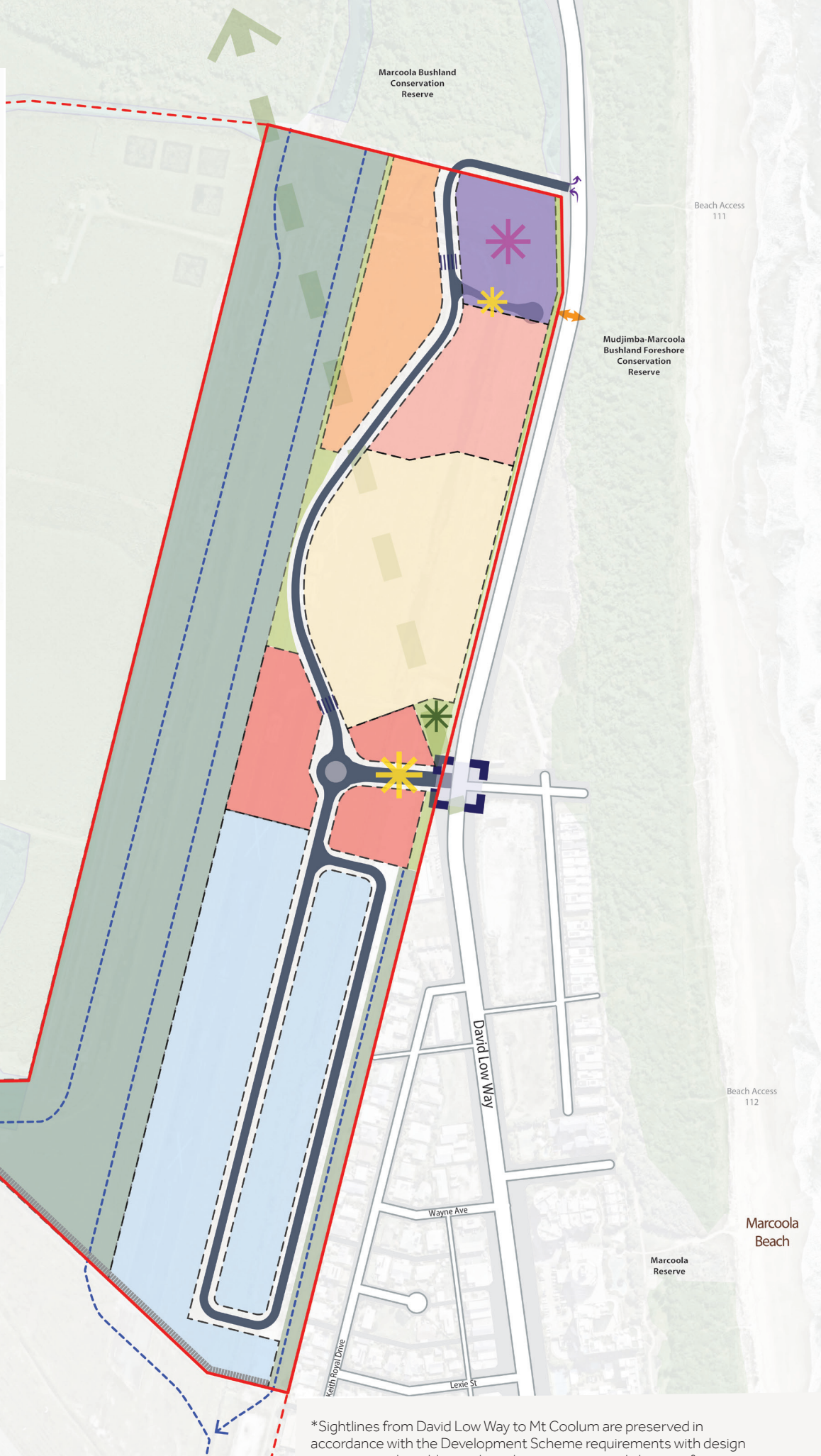
**Airport North -
Sub-Precincts**

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



STRUCTURE 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.

Context & Purpose

RELEVANT DOCUMENTS

The following reference documents provide guidance on the landscape approval pathways, management requirements and development constraints that impact on construction and management of proposed and existing landscapes and open space within Airport North.



PDA DEVELOPMENT SCHEME

The Development Scheme sets out landscape design criteria for works within the PDA and Airport North Precinct.

Delivering high-quality public realm and urban design outcomes is a key objective of SCA PDA. Public realm, plazas, landscape buffers and drainage corridors is to be provided in accordance with the vision of the SCA PDA.

VISION

The Airport North Master Plan should respond to the landscape & public realm elements of the vision set out in the Development Scheme, including:

- » provide for uses and activities that are compatible with the primary function of the SCA;
- » provide high level of amenity and effectively manage the potential for land use conflict;
- » not adversely impact on the continued safe operation, efficiency and viability of existing network and airport operation;
- » protect the significant natural and Aboriginal cultural heritage assets and biodiversity values in and adjoining the PDA and minimise adverse impacts on ecologically important

areas;

- » protect human health and the environment by appropriately managing contaminated land;
- » avoid, then minimise the risk from flood and storm tide inundation;
- » delivery high-quality built form and urban design outcomes and be an exemplar of sustainable and innovation development;

The following **PDA-wide criteria** has been identified for the proposed public realm and landscape outcomes.

Public Realm should:

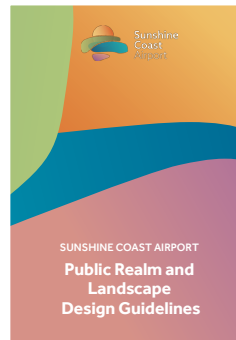
- » be connected, legible, permeable, comfortable and safe;
- » allow for universal access and inclusivity;
- » create highly landscaped, attractive sub-tropical environment;
- » include public art as an integral part of the landscape design at key gateways to the PDA;
- » promote identity and character, through landscape, historical and indigenous cultural features and connection to country;
- » include signage that is compatible with the landscape character of the precinct and broader Sunshine Coast; and
- » include signage to support wayfinding throughout the precinct.

Landscape should:

- » support the collection and treatment of stormwater;
- » incorporate endemic species to the local area that do not attract birds and bats;
- » provide positive visual amenity and considers CPTED principles;
- » provide comfortable and shaded streetscapes, car parking, footpaths, cycle and road infrastructure; and
- » provide physical and visual buffers to adjoining sensitive land uses.

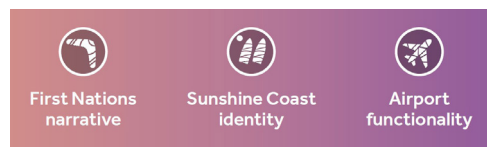
Airport North **Precinct Outcomes** include:

- » public realm that provides for pedestrian comfort with awnings and shade trees;
- » pedestrian scale and activated uses along main street;
- » be designed to ensure the built form and landscaping treatments create a cohesive streetscape;
- » be designed and operated to avoid or mitigate any potential adverse impacts on adjoining sensitive uses; and
- » be designed to minimise harm to sea turtle nesting and activity by avoiding adverse impact generated from artificial lighting.



PUBLIC REALM & LANDSCAPE GUIDELINES

As required by the Development Scheme, Public Realm and Landscape Design Guidelines were prepared in 2025.

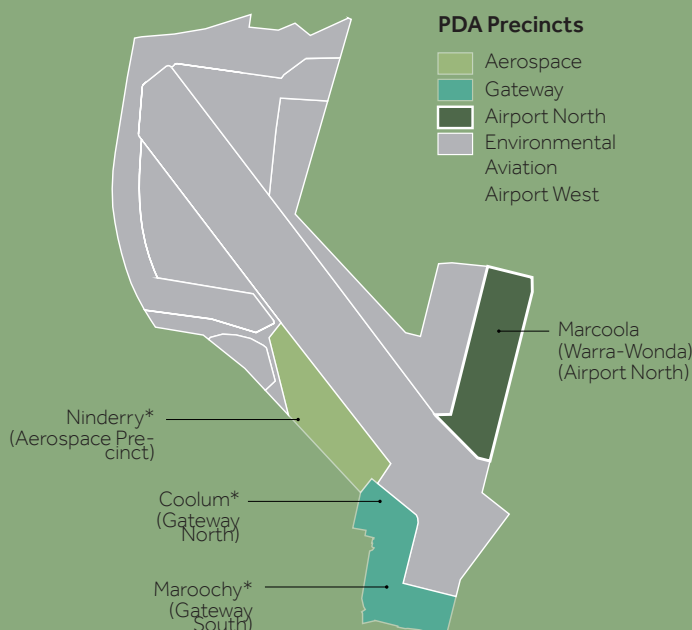


The three key design pillars embraced are: These design guidelines establish overall principles for environmental sustainability, public realm and placemaking, access and connectivity, and design character for the Airport. The Landscape Management Plan (LMP) does not seek to recreate these guidelines or establish new principles but aims to build on them through the management of key landscape areas within the Airport North Precinct.

The design guidelines provides landscape character areas within the Gateway & Aerospace Precincts (see plan to the left).

The Airport North PMP provides an additional character area ' Marcoola' or 'Warra-Wonda', for the precinct, and sets out the design pillars & core landscape elements for Airport North. This has been expanded further in Section 2 of this LMP.

Landscape Character Areas



Context & Purpose



ENVIRONMENTAL, SOCIAL AND GOVERNANCE (ESG) STRATEGY

Sunshine Coast Airport have updated their Environmental, Social and Governance (ESG) Strategy.

The ESG Strategy has been prepared to evaluate the airport works to achieve a high level of sustainability and deliver their goals and objectives by 2040. The relevant sustainable development goals (SDG) include delivering affordable and clean energy, facilitating economic growth, climate action, life on land and partnership for the goals. The factors selected for the Airport ESG Framework are shown below. Refer SCA ESG Strategy, 2022.

Environment 
Climate Change
Land, Water and Biodiversity
Resource Consumption
Environmental Management
Social 
Community Engagement and Support
Diversity, Equity and Inclusion
Education and Awareness
Noise
Governance 
Ethical Business
Workplace Health, Safety and Wellbeing
Sustainable Airport Operations and Development
Corporate Reporting and Communication

The following outlines the relevant strategic outcomes sought by SCA and response on how the LMP aligns:

Strategic Outcomes Sought	PMP & LMP Alignment
Effective climate change mitigation and adaption measures.	Reuse of materials on site including old runway tarmac, cut and fill strategies.
Minimising resource consumption and managing waste by embedding circular economy principles.	Consider public realm materials and increase shade to reduce heat island effect.
Protecting the local natural environment and managing impacts from Airport operations & development on surround lands and waters.	Ensure development is contained within precinct boundary and all flood inundation and contamination land is managed appropriately. The PMP, LMP and Scenic Amenity seeks to preserve views to Mt Coolum and protects surrounding environmental areas through mitigating hydrological, noise and lighting impacts.
Managing and mitigating noise impacts from operations	Development should be protected from noise impacts as per Acoustic Assessment and relevant treatments including landscape buffers, mounding and other treatments.
Managing health and safety risks and maintaining a strong safe culture.	Adhere to contaminated land mitigation strategies and prepare detailed Construction Management Plans prior to commencement of works to assess and mitigate risks.
Sustainably developing the Airport through collaborative decision making, sustainable infrastructure design and strategic planning.	Considered design outcomes and efficient construction to minimise rework and impact on surrounding community.
Providing transparent and timely information on performance, including through endorsed reporting standards and frameworks.	Reporting & accountability will be key for the implementation of the LMP.



AIRPORT NORTH PRECINCT MASTER PLAN

The Precinct Master Plan has been prepared to outline the development opportunities that will drive economic activity in the Airport North Precinct.

The Airport North PMP establishes the development opportunities and framework for subsequent development applications by defining the preferred land uses, public realm outcomes and landscape & built form character for development.

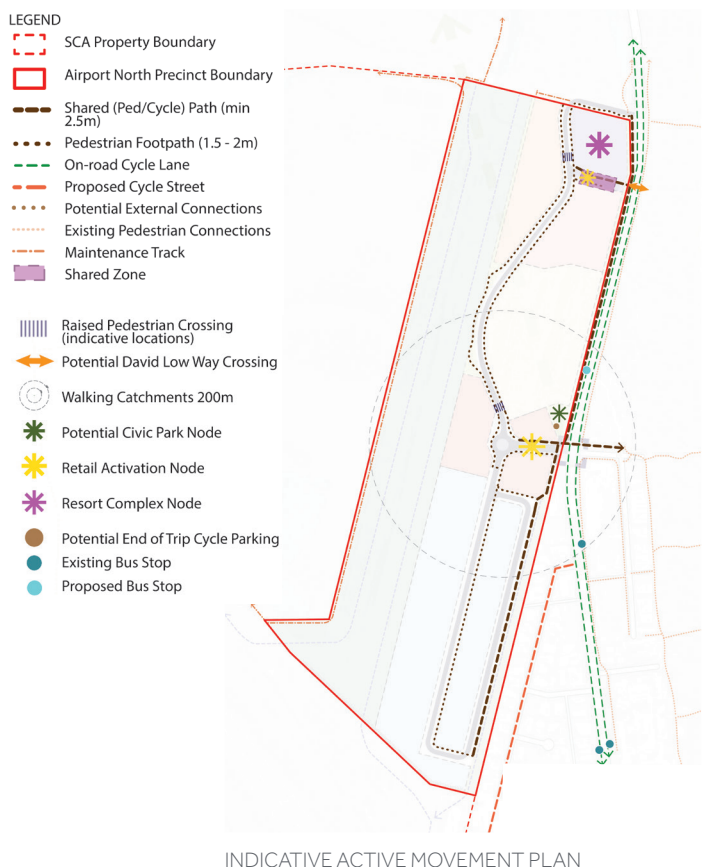
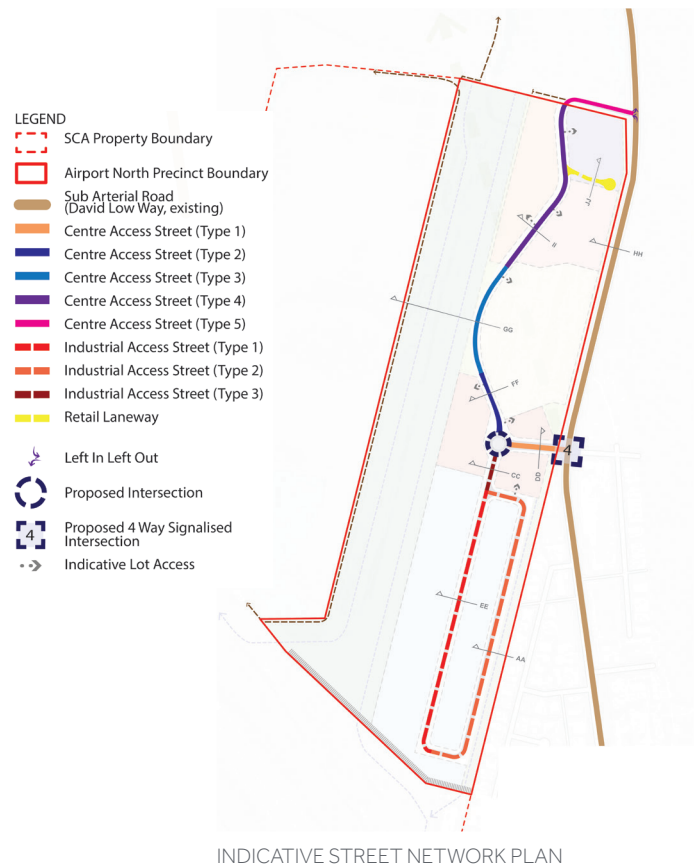
This PMP sets out an entry plaza as the heart of the precinct, directing views to Mt Coolum and considers landscape buffers to sensitive or unappealing interfaces, and maximises amenity through drainage corridors to elevate the precinct.

The Airport North PMP document provides guidance on:

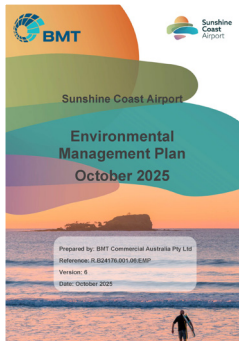
- » Sub-precincts
- » Land uses (refer Structure's Plan)
- » Built form & interface treatments
- » Street network (refer to the right) and typical street cross sections
- » Active movement strategy (refer to the right)
- » Public realm vision, design pillars and elements
- » Arrival, wayfinding & art opportunities
- » Open space embellishments
- » David Low Way interface

The PMP establishes the public realm vision for the Airport North Precinct, outlining the priority of development works and the level of embellishment to be incorporated into future privately owned green spaces.

Refer Airport North PMP by RPS, August 2026.



Context & Purpose



ENVIRONMENTAL MANAGEMENT PLAN

An Environmental Management Plan prepared by BMT in October 2025 provides a framework to mitigate, manage and minimise environmental impacts that are within or adjacent to SCA.

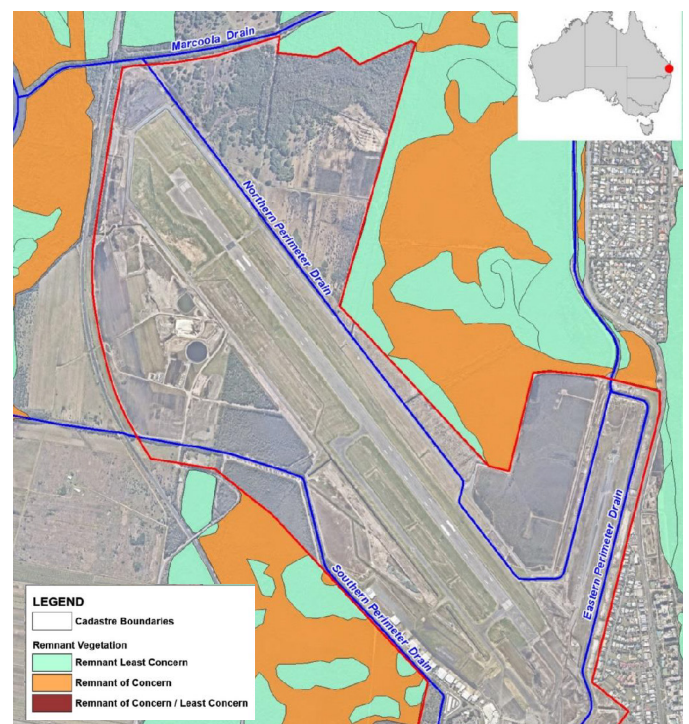
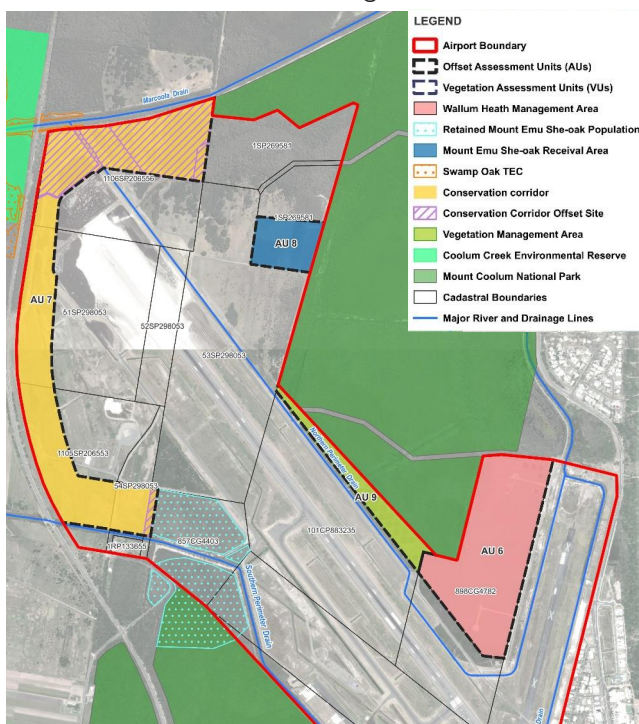
The SCA is mapped for having surficial aquifer - unconsolidated alluvial sediments and indurated sand (coffee rock) layers. Observed groundwater levels across the airport typically range for 0.2-3.4m below ground, with the average of 0.9m below ground. Natural water ponding on the surface is largely due to the water table rising to the surface.

The report sets out the approval agencies, requirements, existing approvals and example triggers for works with SCA. An Environmental Management Structure has been established including:

- » Standard Operation Procedure;
- » SCA Risk Register;
- » Environmental Risk Register and Action Plan;
- » General Emergency Response Plan; and
- » Wildlife Hazard Management Plan.

This framework should extend to the management of works inside and surrounding Airport North, where appropriate. Management measures for environmental aspects relevant to Airport North include:

- » Emissions to air - during construction
- » Releases to Water - stormwater and ground water management and drainage management.
- » Use of Raw Materials and Natural Resources - reuse of existing contaminated materials onsite
- » Use of Energy - carbon emissions through construction and materials
- » Generation of Waste - waste management through construction and ongoing operations of proposed uses (including open space) in the precinct.
- » Use of space - including access to sensitive areas, biodiversity areas, cultural heritage areas (views to Mt Coolool, Mudjimba Island), OLS management, weed and pest control



AIRPORT NORTH PRECINCT SPECIFIC DOCUMENTS

ENVIRONMENTAL ASSESSMENT

An Environmental Assessment Report (EAR) has been prepared as a separate technical supporting document to the Airport North Precinct Master Plan. The EAR provides an assessment of the precinct, identifying the following:

- » The site does not contain Matters of State Environmental Significant (MSES) wetlands, wildlife habitat or regulated vegetation.
- » The existing stormwater drains that have been assessed have high and moderate breeding habitat value.
- » Majority of SCA is mapped as non-remnant vegetation under *Biodiversity status of 2021*. Several remnant patches of vegetation comprising two REs remain mapped on site: RE 12.2.12 and 12.2.7.
- » SCA has established a Wallum Heath Management Area west of the site, to protect breeding habitats such as wallum acid frogs and eastern ground parrot. Development needs to minimise hydrological impacts or changes occur in this management area.
- » The adjacent Maroolia coastline is included in the turtle nesting bioregion.
- » Two areas of environmental concern for site contamination occur on site including: Frog Pond Stockpile and Historic Plan Crash (PFAS), mapped in the environmental report.
- » The site is identified as 'disturbed land likely to contain Acid Sulphate Soils (ASS)'.

Refer Environmental Management Plan, by RPS, August 2026.

LIGHTING MANAGEMENT PLAN

A Lighting Management Plan is required for the Airport North precinct to provide guidance to future developments to minimise lighting impacts to mapped turtle nesting bioregion. The report provides lighting performance criteria when designing adjacent sites along the Maroolia coastline.

Lighting control guidance is provided to the following relevant areas within this LMP:

- » Area lighting (roadway, pathway, car parking) ie. footpaths along DLW, intersection or access lighting.
- » External decorative lighting (including illuminated signage) ie. plaza, retail signage.

Controls include PE cells, time clock or dimmable lighting fixtures to minimise 'over lighting'. The 5 lighting principles for Responsible Outdoor Lighting are:

- 1. Useful** - use lighting only if it is needed
- 2. Targeted** - direct light so it falls only where it is needed
- 3. Low Level** - light should be no brighter than necessary or standards
- 4. Controlled** - use light only when it is needed
- 5. Warm-coloured** - use warmer colour lights where possible.

Refer to Lighting Management Plan, by Webb Australia, August 2026.

Context & Purpose

SCENIC AMENITY ASSESSMENT

The Scenic Amenity Assessment prepared for the Airport North precinct assesses the view impacts from the future development and site to all surrounding areas. The assessment identifies the view corridor to be preserved from DLW intersection at Green Turtle Place, through the site viewing north west to Mount Coolum. This viewline has been safeguarded through the Development Scheme with reference to the Maroochy North Shore Local Plan Elements in the SCC planning scheme.

The following view has been tested to allow up to 1 storey in the foreground (uses adjacent to DLW within view corridor) and up to 2 storeys in the tourism and entertainment uses to the western boundary of the precinct. Consideration should be given to the design and placement of the central plaza including trees and structures to ensure this sightline is maintained.

Refer Scenic Amenity Assessment, by RPS, August 2026.

PFAS MANAGEMENT PLAN

Sunshine Coast Airport undertook a PFAS Management Plan with RPS in 2024.

PFAS (per- and poly-fluoroalkyl substances) are manufactured chemicals that have been used for over 50 years in a variety of consumer products. These substances can contaminate water sources and soils, necessitating treatment under the Environmental Protection Act (EPA) 1994.

In 2022, Air Services contracted GHD to conduct a Targeted Site Investigation (TSI) at Sunshine Coast Airport (SCA) to evaluate PFAS contamination from AFFF usage from 2004 to 2020. The 2025 draft report indicates that PFAS levels at SCA are generally low and confined to areas around former firefighting operations. There is no evidence of widespread or severe contamination.

The PFAS Management Plan outlines the management requirements that must be followed during any operational, maintenance, and construction activities on the airport site—particularly where there is interaction with soil or water affected by PFAS.

The objectives of the PFAS Management Plan are:

- » document known extent of PFAS contamination at SCA (including Airport North Precinct);
- » protect human health and environment by



- managing PFAS in accordance with EPA 1994;
- » ensure airport operation, development and maintenance activities;
- » avoids, to the greatest extent practicable, then minimises and mitigates adverse impacts on people, property and the environment from contaminated land;
- » manages contaminated land to ensure all land is suitable for its proposed future use;
- » ensures that best practice management measures are implemented to prevent contamination spreading beyond its existing extent due to development activities;
- » no impact on water quality;
- » where contamination land occurs, a site management plan is prepared in accordance with the EPA 1994;
- » removal of contaminated soil from contaminated land; and
- » emissions (including air, water and soil pollutants) are in accordance with the EPA 1994.
- » reviewed and endorsed by the DESI, certified Contaminated Land Auditor.

PFAS Management Plan outlines the following:

- » CSM Risk Screening;
- » Soil Management, including tracking, disposal, movement and treatment of soil on site;
- » Management Requirements: SCA takes a risk based approach to assessing and managing soils for reuse, depending on the identified 'management level', graded from 1-4 (1 being least concern);
- » Green Waste Management: to be mulched and reused on site (and treated if required);
- » Stockpile Management & Reporting;
- » Construction & Demolition Waste Management;
- » Offsite Disposal of PFAS contaminated material;
- » Drain Management: all drain management must be undertaken appropriately to manage PFAS found in drains.
- » PFAS treatment and remediation: site specific treatment should be applied;
- » Ongoing PFAS monitoring program: this involves periodic sampling of groundwater,

surface water and sediments across the airport to assess changes and extent of PFAS contamination; and

- » PFAS Management Annual Review.

ACID SULPHATE MANAGEMENT PLAN

An Acid Sulphate Soils Management Plan has been prepared for the Airport North Precinct. Data from within Airport North and the vicinity of the site support a conclusion of ASS is likely to be present across the precinct. ASS has been identified typically in the silty topsoils and dark grey coffee sands that extend from the seasonal groundwater interface.

This ASS, where identified on site, will require management and lime-neutralisation during construction. This report provides an overarching framework for the management of ASS on site.

The development of project specific ASSMP's will be required for the following:

- » assessment of available groundwater quality data and water table management to mitigate on and off site environmental impacts;
- » management of soils/ sediment excavation, handling and stockpiling; and
- » groundwater and surface water monitoring and soil sediment validation

This will be particularly important for the removal of or excavation of existing and proposed drainage channels for stormwater management. Excavated material for fill within the site will need to be treated in accordance with the ASSMP.

Soil conditions at SCA generally consist of:

- » thin layer of topsoil
- » loose to dense sand with varying silt and/or clay below 0.15m
- » dense to very dense indurated sand from depths 0.5-6.1mbgl.
- » medium dense to very dense sand to depths 2.6-14 mbgl
- » stiff to hard silty and/or sandy clay to 26.5 mbgl

Refer ASSMP, by RPS, August 2026.



2

LANDSCAPE MASTER PLAN

Context & Purpose

LANDSCAPE CONDITIONS

SITE FEATURES

Airport North comprises the former decommissioned runway, occupying a prime position along the Marcoola coastline and transitioning into the National Park and reserve to the north, as well as significant wallum heath to the west. The precinct frontage addresses David Low Way (DLW) and is adjacent to the Marcoola Neighbourhood Centre and tourism precinct. The site contains low-lying wetland native species that have established within the drainage corridors.

BIOREGION

The Airport North Precinct is located in Bioregion 12 - noted as '*metamorphic and acid to basic volcanic hills and ranges*'. The precinct sits specifically within 12.2.12 regional ecology with scatterings of 12.2.7 around the periphery and smaller areas of 12.2.15 within Airport North. These Broad Vegetation Groups, of 'least concern', consist of:

- » **RE 12.2.12** describes closed heath on seasonally waterlogged sand plains;
- » **RE 12.2.7** describes Melaleuca quinquenervia open forest on sand plains.
- » **RE 12.2.15** describes closed sedgeland in coastal swamps including Gahnia sieberiana, Empodisma minus and Gleichenia species.

SENSITIVE RECEPTORS & ENVIRONMENTALLY SIGNIFICANT AREAS

The precinct is bound by multiple sensitive receptors and Environmentally Significant Areas including:

- » Residential interface on the south eastern boundary;
 - » Wallum Heath Management Area to the west;
 - » Mt Coolum National Park to the north; and
 - » Marcoola coastline turtle nesting bioregion.
- Adequate buffers or mitigation impact measures

to there sensitive receptors are to be established, in accordance with the Airport North PMP and associated supported technical reports ie. Acoustic Report and Lighting Management Plan..

DRAINAGE & BUFFERS

The precinct contains two main drainage corridors:

- » Northern Perimeter Drain on the western boundary of the site.
- » Eastern Perimeter Drain to the eastern boundary, traversing water south and connecting through the Gateway Precinct.

As noted in the PFAS and ASS Management Plans, any contaminants are managed and monitored at discharge points.

While there are no landscape buffers within the site, the site is bound to the north, west and northeast by sensitive or significant vegetation.

SOIL

The predominantly dense sandy soils present a challenge for the airport in terms of water retention and appropriate species selection. This results in generally native coastal species palette.

MICROCLIMATES

The Airport North PMP proposes a range of landscape microclimates including landscape buffers, open plaza, public realm, drainage corridors, WSUD device and areas of flood inundation or tidal saline soil conditions. Site specific soil amelioration and species selection will be critical in managing success of these landscapes. Airport North precinct ranges in height from 3m RL to the west and falls east down to 1.5m RL, with a natural crowning in the centre.

SITE CONDITIONS

①	David Low Way frontage
②	Existing intersection & primary access to site
③	Maroola Beach
④	Marocola Neighbourhood Centre - existing and future single sided retail strip
⑤	Existing and future tourism nodes
⑥	Views to Mt Coolum
⑦	Wallum Heath Management Area
⑧	Old runway
⑨	Existing runway and airside
⑩	Sensitive residential interface
⑪	Mt Coolum National Park
⑫	Existing bund to be raised
⑬	Existing Northern Perimeter Drain & Eastern Perimeter Drain
⑭	Existing dunal bushland reserve
⑮	Beach access points
⑯	Easements
⑰	Low lying flood land
⑱	Existing maintenance track
⑲	Existing fenceline
⑳	Existing services to be retained

LEGEND

	SCA Boundary		Ecological Value - Wetland		Essential Habitat
	Precinct Boundary		Flood Inundation		Bushfire Buffer
	Transit Corridor Buffer		Local Centre (Single Sided)		Koala Habitat
	Road Network		Tourism Accommodation		
	Easement		Low Density Residential		
	Bus Stop		Environmental Management		
	Pedestrian/Cycle Link		Native Vegetation		

Sunshine Coast Airport

PRECINCT B

PRECINCT A

David Low Way

Wayne Ave

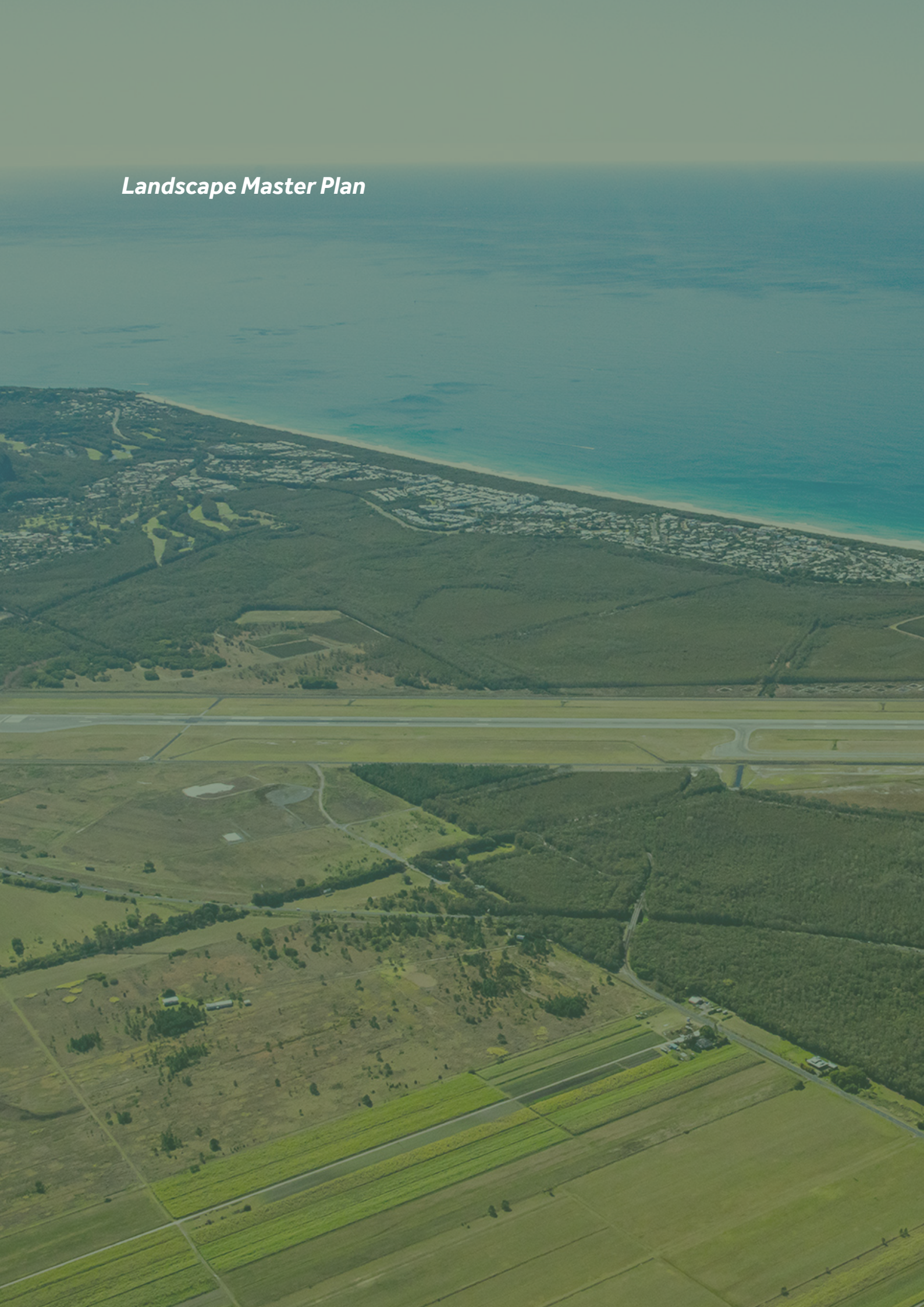
Lexie St

Sunset Strip

nps
AIRPORT NORTH - LANDSCAPE MANAGEMENT PLAN

SITE CONDITIONS

Landscape Master Plan



An aerial photograph of a coastal region, showing a mix of green fields, roads, and buildings. A large, semi-transparent green rectangle is overlaid on the image, containing white text. The text is arranged in a hierarchy: a section header, a large bold paragraph, and a smaller paragraph below it. The background image shows a coastline with a beach and the ocean in the upper half, and more developed land with roads and buildings in the lower half.

LANDSCAPE VISION

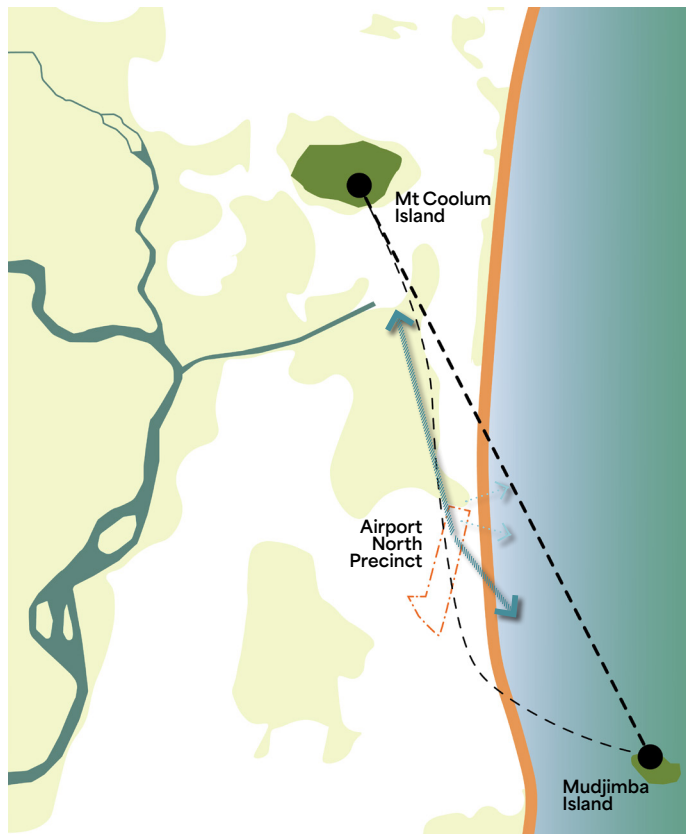
The landscape vision for the Airport North precinct reflects the distinctive coastal character of the Marcoola area of the Sunshine Coast, celebrating its natural, dynamic beauty, openness, and relaxed sense of place.

The Master Plan should celebrate key scenic viewlines to important landmarks and seek to embed Kabi Kabi culture by drawing on local narratives, environmental values, and language to ground the precinct. Development will be sensitively located within high-quality landscape amenity, with built form that sits comfortably within its landscape context.

A decorative graphic consisting of two parallel white lines forming an L-shape, located in the bottom right corner of the green overlay.

Landscape Master Plan

CULTURAL CONTEXT & CHARACTER



Broader Landscape Connection Map



Source:

AIATIS map

'Know Your Country'

Cox & RPS Acknowledgment of Country

The Airport North precinct is situation in:

Warra-wonda (Marcoola)

means 'hill in the distance'

Surrounding context includes:

Mujimba

means place where lily roots are found, old/
senior woman

Kulum (mountain)

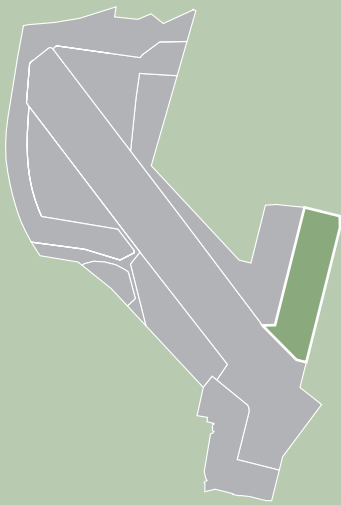
means without, wanting, point or peak,
blunt, solid.

Mt Coolum being bereft of a head or cap
(which became Mudjimba Island) or bereft of
caves - hence solid.

Kulum (inland area around mountain)

Place of howling winds . The wailing
translation is explained as a sound that
emanates from parts of the mountain in
heavy weather, viewed as the defeated
Coolum or his war cry. The wailing relates to
the nearby trees that grown in the area that
can seem to 'weep'.

**Celebrating Kabi Kabi & Jinibara
peoples rich cultural history of
the site & surrounds, authentic
language and key sightlines to
important landmarks.**



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.

Landscape Master Plan

LANDSCAPE MASTER PLAN

Airport North is envisioned as a high quality amenity offering reflected through a range of privately owned green space including:

- » Entry Plaza
- » Streetscapes & Public Realm
- » Linear Park
- » Landscape Buffers

The Airport North Precinct Landscape Master Plan provides an illustrative indication of the proposed green spaces, complementing the proposed tourism, retail, accommodation, and employment land uses.

A food and beverage activation plaza is proposed at the entrance to the precinct, providing a buffer to David Low Way (DLW) and celebrates views to Mt

Coolum through the site. Streetscapes in the central and northern sub-precincts incorporates generous pathways and landscape boulevards. Streetscapes to the south allow sufficient flexibility for light industry opportunities, with reduced trees and planting to minimise risk to airport operations, in proximity to the runway.

Landscape buffers are continued along DLW and the eastern boundary to protect existing service corridors and provide an appropriate buffer to adjacent sensitive residential uses.

Substantial drainage corridors are enhanced with native landscape treatments that allow for the effective conveyance of stormwater through the precinct.

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

Landscape Master Plan

GREEN SPACE EMBELLISHMENTS

KEY AREAS OF LANDSCAPE FOCUS:

Building on the public realm framework and open space strategy set out in the Precinct Master Plan, the following key areas of privately owned green spaces are considered as part of the this LMP.

STREETSCAPE & ENTRIES (CENTRAL & NORTH)

As per the proposed indicative street network in the PMP, a new landscape boulevard is proposed from David Low Way (DLW), through the arrival roundabout, and north to the tourism and accommodation sub-precinct. This includes access to the Civic Plaza and Linear Park. The boulevard will include mature trees, increased landscaping, and natural shade, with pause points integrated into the open space.

STREETSCAPE (SOUTH)

Access to the employment precinct is provided through generous streetscapes that allow for larger vehicle movements, informal on-street parking, and safe pedestrian connectivity. Lower levels of embellishment are proposed within this precinct; however, access is also provided via a shared path and landscape drainage buffer to the east.

CIVIC PLAZA

The precinct is welcomed by a civic plaza located north of the entry intersection. The plaza provides green relief, retail activation, gathering spaces, passive recreation, wayfinding, and placemaking elements such as art and furniture. The plaza will feature a high level of landscaping and embellishment and reflect the coastal native landscape character of the Sunshine Coast.

Proposed Level of Landscaping (planting) (high, medium, low)



Proposed Level of Embellishment (high, medium, low)



LINEAR PARK

The proposed Linear Park is the first opening from the landscape boulevard to the drainage corridor, wallum heath, national park, and Mt Coolum beyond. The park provides a linear pedestrian connection and offers additional amenity, pause points, furniture, WSUD, and shade.

LANDSCAPE BUFFERS

The precinct includes landscape & service buffers to the eastern boundary to provide for existing services and a landscaped buffer to DLW and sensitive residential uses. The buffers will accommodate predominately shrubs and groundcovers with minimal shade trees.



DRAINAGE CORRIDORS

The precinct proposes the following drainage corridors:

- » maintaining and widening the Northern Perimeter Drain on the western boundary of the site, traversing south along the site and north west.
- » relocating the Eastern Perimeter Drain to the western boundary to consolidate the drainage area and unlock land adjacent to DLW for ease of access and consolidate development area, traversing water south.
- » channeling local run off from DLW and Airport North southern sub-precinct, to outlet into the Eastern Perimeter Drain.



The drains within the precinct are proposed for shrubs and grasses to the batters with sporadic trees to minimise attracting wildlife or creating habitats. The floor of the drains are turf with concrete lined invert.



WSUD

A stormwater strategy includes streetscape bio-basin treatments and individual lot/s will be required to manage stormwater treatment.

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



INDICATIVE PRIVATELY OWNED GREEN SPACE PLAN

SC: 1 : 5000

Landscape Master Plan

INDICATIVE PLANTING PALETTE

The following indicative coastal planting palette has been prepared for varying microclimates and landscape treatments proposed within the landscape master plan.

These planting strategy considers the following:

- » predominantly dense sandy soils and typically coastal species that will tolerate well drained, low water conditions.
- » surrounding contextual landscape and species
- » proximity to runway and risk of attracting wildlife ie. bird and bats.
- » value of amenity and irrigation
- » level and ease of maintenance

These following indicative planting palettes are proposed for:

- » Streetscape - employment sub-precinct
- » Streetscape - boulevard and mixed use sub-precinct
- » David Low Way (north) - Buffers, civic plaza, private communal space
- » Bio-basin (WSUD)
- » Drainage corridor

All species palettes are to be confirmed through subsequent applications and approved by Avisure to ensure SCAs safety requirements are met and any proposed designs don't adversely impact the airport operations or adjacent sensitive environmental areas.

Some of the species proposed are to be used as features only in individual areas or specifically only located in the northern portion of the precinct, furthest from the runway.

LEGEND

-  SCA Property Boundary
-  Airport North Precinct Boundary
-  Streetscape - Employment Sub-precinct
-  Streetscape - Boulevard and Mixed Use Sub-precinct
-  David Low Way (north) - Buffer, Civic Plaza
-  Bio-basin (WSUD) - indicative locations
-  Drainage Corridor



INDICATIVE PLANT SPECIES PALETTE PLAN

SC: 1 : 5000

Landscape Master Plan

STREETSCAPE PLANTING PALETTE - EMPLOYMENT SUB-PRECINCT

SHRUBS



AUSTROMYRTUS dulcis (Midyim)



MELASTOMA affine (Native lasiandra)

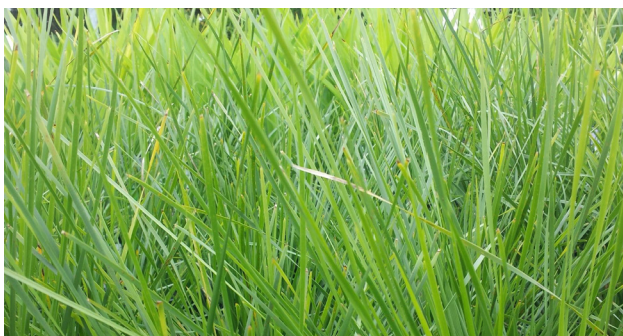
GROUNDCOVERS



LOMANDRA confertifolia



CASUARINA glauca (Cousin It)



LOMANDRA verday



MYOPORUM elipticum

STREET TREES



PANDANUS tectorius



CUPANIOPSIS anacardioides
(Tuckeroo)



CASUARINA equisetifolia



WESTRINGIA ssp.



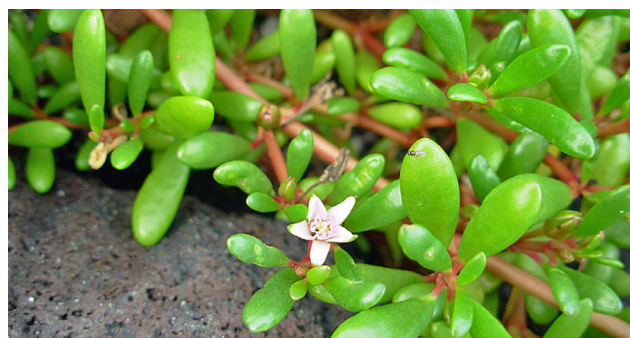
WESTRINGIA longifolia



FICINIA nodosa



LOMANDRA hystrix



SESUVIUM portulacastrum



RHAGODIA spiniscens

Landscape Master Plan

STREETSCAPE PLANTING PALETTE - BOULEVARD AND MIXED USE SUB- PRECINCT

STREET TREES



PANDANUS tectorius (feature)



CUPANIOPSIS anacardium
(Tuckeroo)



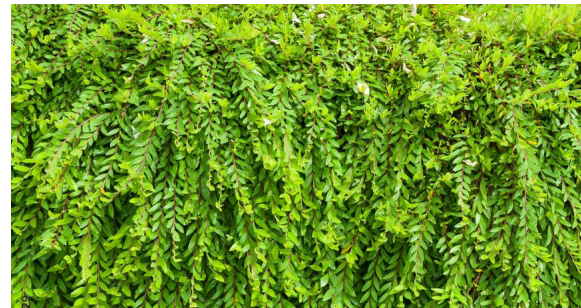
AUSTROMYRTUS dulcis (Midyim)



MELASTOMA affine (Native lasiandra)



MACROZAMIA communis

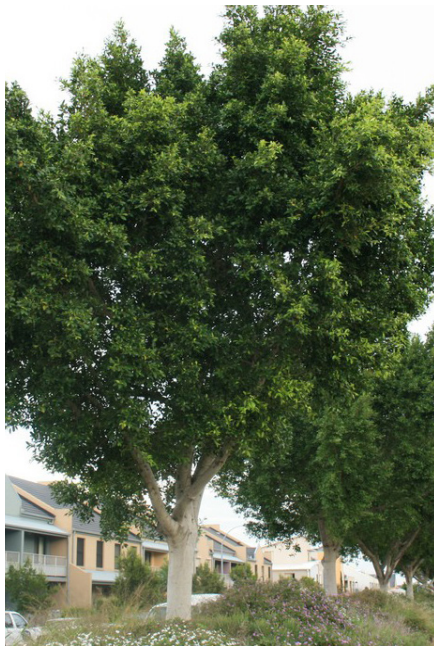


PHYLLANTHUS multiflorus

SHRUBS



ardiodes



FICUS hillii (feature)



HYMENOSPORUM flavum



LIVISTONIA decora (narrow)



WESTRINGIA fruticosa



ALPINIA caerulea (Native Ginger)



XANTHORHOEA fulva

Landscape Master Plan

STREETSCAPE PLANTING PALETTE - BOULEVARD AND AND MIXED USE SUB-PRECINCT



CARPOBROTUS glaucescens



CASUARINA glauca (Cousin It)



LOMANDRA verday



DIANELLA caerulea

GROUNDCOVERS



RHAGODIA spiniscens



WESTRINGIA mundi



CHRYSOCEPHALUM apiculatum



SENECIO serpens



DICHONDRA repens



LOMANDRA confertifolia



LIRIOPE evergreen giant



VIOLA hederacea

Landscape Master Plan

DLW FRONTAGE PLANTING PALETTE - BUFFERS, CIVIC PLAZA, PRIVATE COMMUNAL SPACE

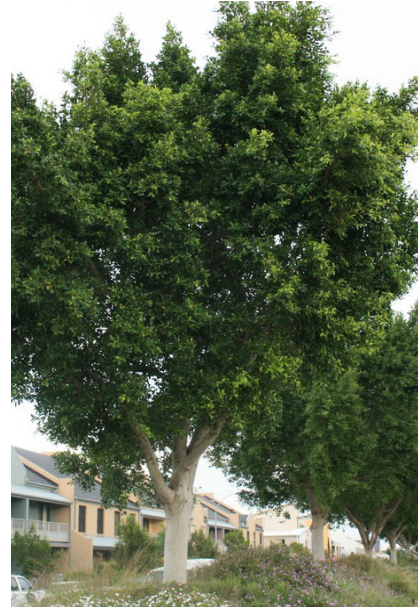
TREES



PANDANUS tectorius



CUPANIOPSIS anacardioides
(Tuckeroo)



FICUS hilli (feature)



CASUARINA dalecarlica



AUSTROMYRTUS dulcis (Midyim)



MELASTOMA affine (Native lasiandra)



XANTHORHOEA fulva



WESTRINGIA longifolia

SHRUBS



Cunninghamiana



CASUARINA equisetifolia



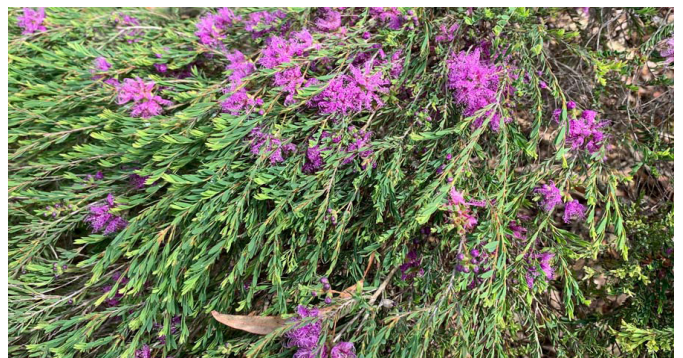
LIVISTONIA decora



BANKSIA integrifolia



ADENANTHOS sericeus



MELALEUCA thymifolia



Landscape Master Plan

DLW FRONTAGE PLANTING PALETTE - BUFFERS, CIVIC PLAZA, PRIVATE COMMUNAL SPACE



SENECIO serpens



WESTRINGIA Xena



CARPOBROTUS glaucescens



CASUARINA glauca (Cousin It)



LOMANDRA confertifolia



DIANELLA caerulea

GROUNDCOVERS



HIBBERTIA scandens



LOMANDRA hystrix



Vigna marina (Dune Beach Bean)



VIOLA hederacea



CHRYSOCEPHALUM apiculatum



JUNIPERUS conferta



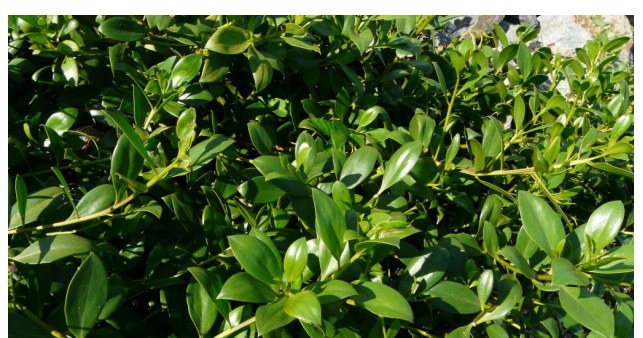
Gahnia sieberiana



CONVOLVULUS sabatius



MYOPORUM parvifolium



MYOPORUM boninense

Landscape Master Plan

BIO BASIN PLANTING PALETTE

SHRUBS



AUSTROMYRTUS dulcis (Midyim)



CAREX appressa

GROUNDCOVERS



GAHNIA sieberiana

TREES



WATERHOUSIA floribunda



BLECHNUM indicum



WESTRINGIA low horizon



MYOPORUM elipticum



CUPANIOPSIS anacardioides
(Tuckeroo)



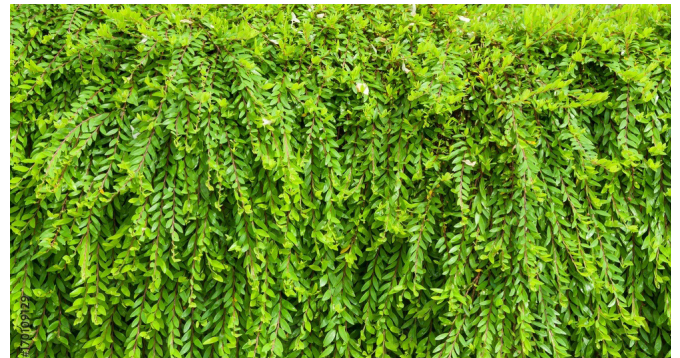
CASUARINA equisetifolia



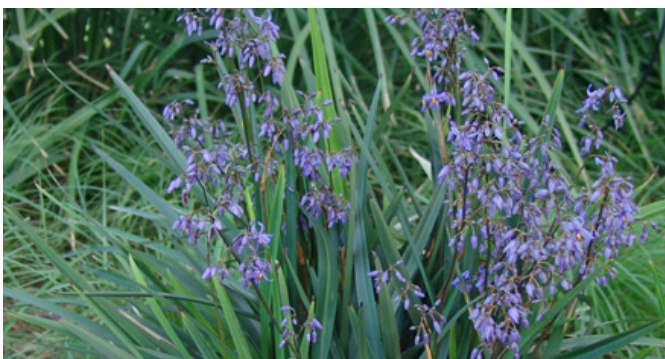
LIVISTONIA decora



WESTRINGIA fruticosa



PHYLLANTHUS multiflorus



DIANELLA caerulea



FICINIA nodosa



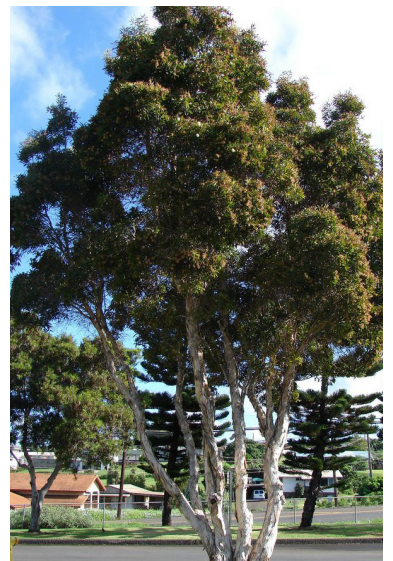
LOMANDRA hystrix



SCAEVOLA taccada

Landscape Master Plan

DRAINAGE CORRIDOR PLANTING PALETTE - BATTERS



MELALEUCA quinquenervia
(north)



HAKEA actites

TREES



ALPHITONIA excelsa



HYMENOSPORUM flavum



CASUARINA equisetifolia



PTAPLEURUM actino-
tyllum



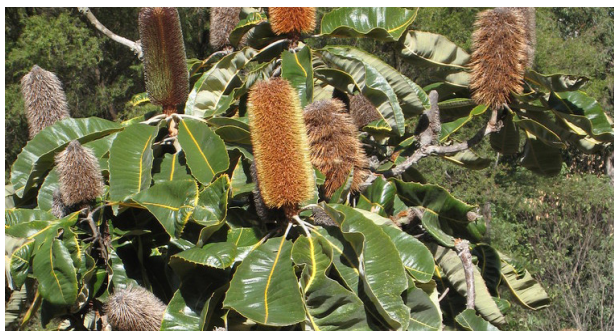
CASURINA glauca (north)



ATALAYA hemiglauca



CUPANIOPSIS anacardiodes
(Tuckeroo)



BANKSIA robur (north)



WESTRINGIA longifolia

SHRUBS



AUSTROMYRTUS dulcis (Midyim)



MELASTOMA affine (Native *lasiandra*)

Landscape Master Plan

DRAINAGE CORRIDOR PLANTING PALETTE - BATTERS



CAREX appressa



CARPOBROTUS glaucescens



GAHNIA sieberiana



CHRYSOCEPHALUM apiculatum



ELEOCHARIS pallens



ISOLEPSIS inundata

GROUNDCOVERS



LOMANDRA longifolia



WESTRINGIA Xena



CASUARINA glauca 'Cousin it'



FICINIA nodosa



LOMANDRA hystrix



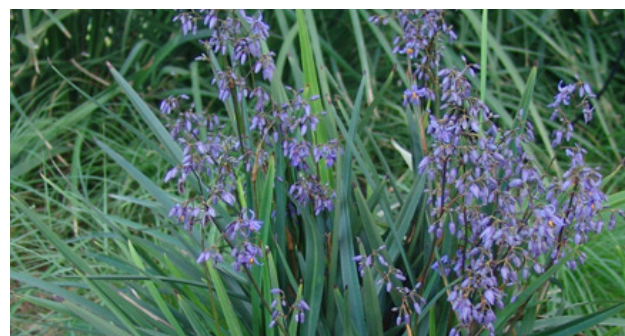
JUNIPERUS conferta



LOMANDRA longifolia



SCAEVOLA taccada



DIANELLA caerulea



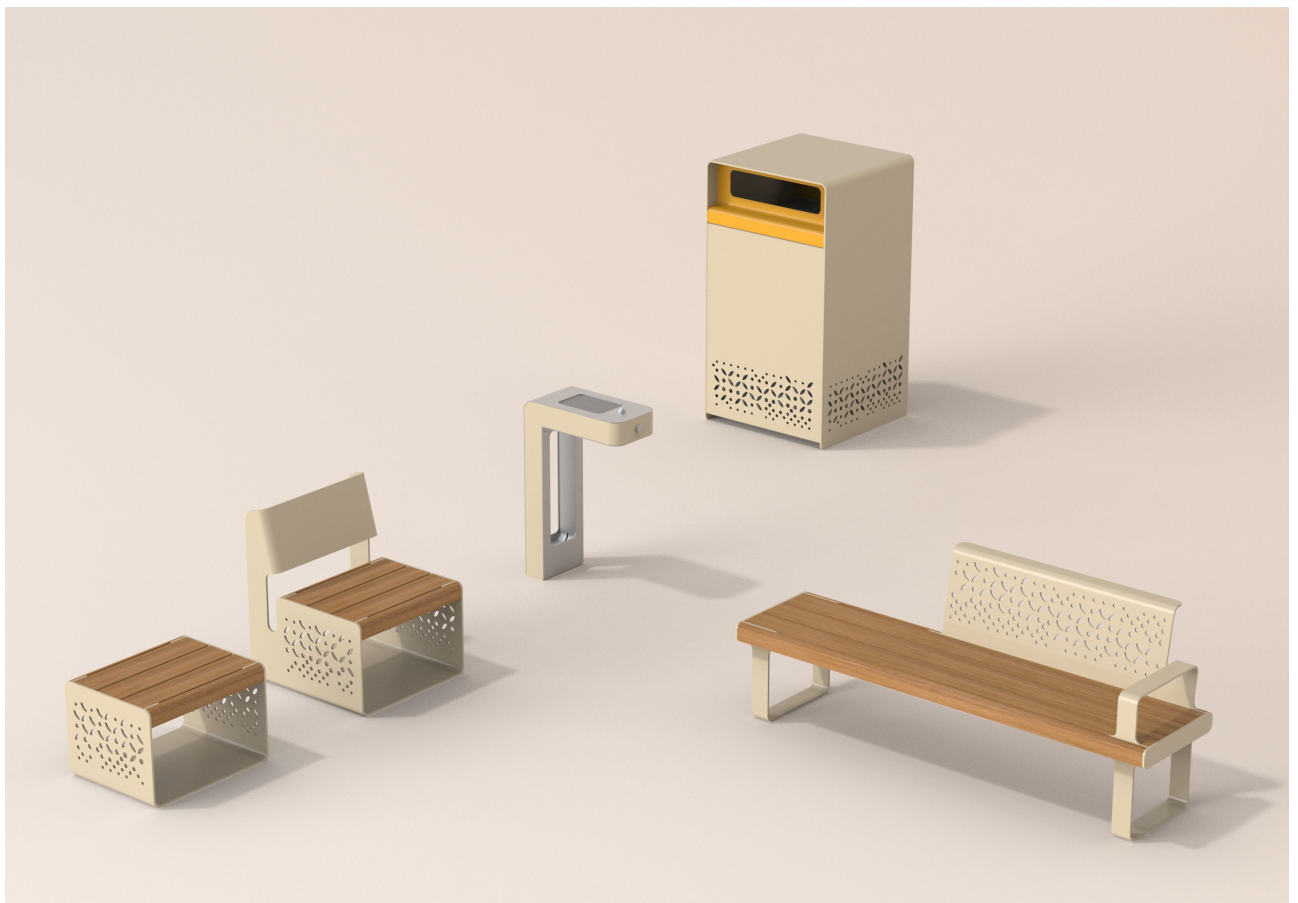
LOMANDRA filiformis

Landscape Master Plan

AIRPORT NORTH FURNITURE PALETTE

A custom furniture suite has been prepared for Sunshine Coast Airport, with a distinct coastal character for the Airport North

Precinct. Sample imagery is provided below, refer to Outside Assembly for the concept package and further information.



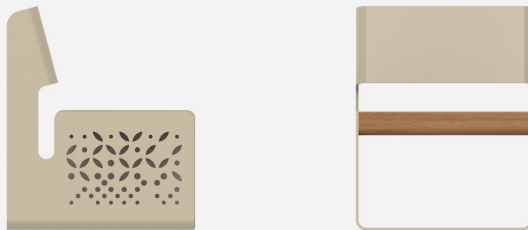
BENCH SEAT WITH BACKREST



BENCH SEAT WITHOUT BACKREST



LOUNGER SEATS



WATER BUBBLER



BIN ENCLOSURES





3

MANAGEMENT PLAN

Management Plan

LANDSCAPE MANAGEMENT PRINCIPLES



ESTABLISHMENT

- » Strong establishment framework and QA checklist to be completed prior to commencement.



SUSTAINABILITY

- » Monitoring to ensure all sustainability goals and objectives are achieved. All works and materials should consider sustainability targets.



MAINTENANCE & MONITORING

- » Routine inspections, monitoring and on-going maintenance to keep on top of landscape presentation and environmental & sustainability goals.



ACCOUNTABILITY

- » Clear and regular reporting to ensure accountability for landscape management. Ensure adequate budget for maintenance of landscape works.



CARE

- » Management, monitoring and care with regards to the plant health is required to upkeep high profile and complex microclimates.



ADAPTABILITY

- » Landscapes are ever changing environments, and often unpredictable, so building in flexibility and adaptability in management plans and procurement is key.

Management Plan

LANDSCAPE MANAGEMENT ACTIONS

INDIGENOUS & LANDSCAPE HERITAGE

- » Establish areas of cultural sensitivity, local cultural heritage and indigenous storytelling that may be integrated and reflected through the landscape, potentially through materials, species, language, sandblasting patterns, art, signage & educational opportunities.
- » Retain & protect existing and surrounding environmentally sensitive vegetated areas from damage during clearing, excavation, weeding and construction works in accordance with AS4970.
- » Protect and enhance views to Mt Coolum from DLW intersection with Green Turtle Place and within the precinct.
- » Tree protection zones, fencing or vegetation management zones to be established around the site or precinct boundary prior to any activity or construction of any adjacent works. All trees must be marked with tree number & tags and corresponding Vegetation Management Plan prior to construction, and determined correct by Arborist or Ecologist. Tree protection zones (TPZs) shall be a minimum 12 times diameter at breast height (DBA) of trees or as advised by the Project Arborist. Activities restricted within a TPZ include: excavation, cultivation, storage, preparation of chemicals (inc. cement products), parking, refuelling, waste dumping, wash down, fires, soil level changes, signage or physical damage to tree.
- » Preserve and celebrate sightlines to Mt Coolum, in accordance with Scenic Amenity Assessment.
- » Development should capitalise on sightlines to Mudjimba Island, Marcoola coastline & Point Cartwright.
- » Provide a cohesive landscape treatment & species that responds to the relevant microclimates through the precinct.
- » Consider landscape screening to DLW, infrastructure including transformers and switchboard, car parking and loading areas and sensitive receptors. Maintain screening plants to ensure density in planting for adequate screening.

SECURITY, SIGNAGE & LIGHTING

- » Avoid using fencing controls (where possible) and utilize dense vegetation to provide security barriers and reduce visual clutter.
- » Consider co-location of infrastructure ie. multi-purpose poles, minimal lighting poles, signage to existing poles to reduce visual clutter.
- » Ensure proper maintenance of landscape and pruning to maintain clear viewlines to road and placemaking signage, building signage and security parameters.
- » Minimise the impact of lighting spill to Marcoola coastline turtle nesting bioregion, as per Lighting Management Plan. All public realm lighting to be on timers and are dimmable.
- » Ensure maintenance and pruning of landscape to maintain important sightlines for casual passive surveillance and safety to pedestrian movements, shared paths, building entries, dwelling areas to ensure no 'dead spots' or concealed areas occur.
- » Environmental & landscape education signage is installed – drainage and WSUD, species.
- » Ensure trees and planting are maintained around pedestrian and vehicle lighting to ensure lights are not obstructed.

LANDSCAPE CHARACTER

- » Landscape & public realm character, elements and embellishment are implemented generally in accordance with the Airport North PMP and LMP.
- » Ensure landscape coastal character of Marcoola is enhanced in green space.
- » Deliver high quality landscape amenity to all green space.

- » Areas of high volume of people and movement are to be monitored with security cameras ie. Civic Plaza.
- » Use raised kerbs and barrier treatments around open space areas, particularly those with high movement, in compliance with SCC LIM and EDQ Guidelines
- » Airside gate access must adhere to the National Airport Safeguarding Framework guidelines and recommendations.
- » Airside fencing must be maintained to souther boundary.

WATER HARVESTING & SUSTAINABILITY

- » Where possible, mandate water capture from roof runoff to utilise for irrigation.
- » Ensure water conservation fixtures are applied to public infrastructure including water bubbler and associated amenities.
- » Consider water harvesting and smart city infrastructure for external uses such as amenities and buildings.
- » Consider kerb treatments that allow for passive irrigation to garden beds.
- » Source landscape materials and plant species locally to ensure adaption to SC climate.
- » Refer to Public Realm and Landscape Design Guidelines for further sustainability principles and SCA ESG framework report.

WEED & DISEASE CONTROL

- » Sufficient mulch depths (min 100mm) and re-mulching is required to manage and suppress weed growth.
- » Weeds to be removed within the extent of works prior to construction (refer to regional weed list and SCC LIM and Planning Scheme). Apply non-residual glyphosate herbicide approved by SCC, where necessary to prevent regrowth. Spraying herbicides is not permissible in areas of existing native vegetation.
- » 95% weed eradication must be achieved after 12 month maintenance period.
- » Slashing to occur monthly for underutilised lots and turf swales and ensure spade edge treatments (min) are maintained to manage spread of ongoing weeds to other areas.
- » Refer to Drain Management section for all stormwater drain weed control.
- » On-going monitoring of weeds and disease within garden beds and treatment required, as needed. Refer declared environmental weed list in SCC planning scheme and LIM and Classified Weeds of National Significance 2012 - Department of Agriculture and Fisheries.
- » Biannual Weed Reporting to be undertake across the Airport North Precinct.

TOPSOIL

- » An overall strategic topsoil strategy should be considered with the bulk earthwork strategy for Airport North precinct. Throughout the staged bulk earthworks approach, topsoil should be scraped and stockpiled at an agreed location with SCA and tested for contaminants.
- » Due to the PFAS and ASS contamination on site, topsoil is ideally, excavated and beneficially reused as far as practicable across Airport development sites, provided reuse does not increase risk or pose an unacceptable risk to the environment and can be appropriately treatment. All works must be undertaken in accordance with a PFAS and ASS management plan and EPA 1994. Refer PFAS Decision Tree for Reuse of Soil.
- » Stockpile management – ensure all measures are taken to isolate and protect higher quality topsoil stockpiles for landscape works. Protect stockpiles from winds, water erosion and contamination for other excavated materials including weeds and debris. Stockpiles must be managed to prevent spontaneous combustion and fire at heights that do not exceed 1.5m. Stockpile locations must be approved by SCA and project RPEQ Engineer.
- » Quality Assurance – due to predominately sandy soils, if existing topsoil is used, appropriate nutrients must be applied for longer term plant growth. Alternatively imported soil should be used, appropriate for the landscape character and proposed species. Topsoil and subgrade testing, reporting and recommendations should be provided by a soil scientist or agronomist with experience in urban soil management for quality validation, with consideration to the proposed species list.
- » All topsoil should be specified, at a minimum, if not exceed, Australian Standard Soils for landscaping and garden use (AS 4419-2003)
- » Mounding of topsoil and garden beds to ensure adequate run off and increase soil depths for trees outside of water table. Recommend imported topsoil for mounded landscapes.
- » Slow release fertiliser is to be incorporated in topsoil layer as per manufacturers recommendations.
- » Minimum depth of topsoil for each landscape conditions are noted to the right.

SPECIES

- » Proposed species are to be generally in accordance with proposed plan species palette and strategy in the previous section of this LMP.
- » Tree, plant and turf species that are appropriate for sandy soils, drainage or streetscape – specific for each microclimate.
- » Undertake Arborist report on significant trees for retention in and around proposed buildings, and determine development impacts to existing trees.
- » Recommended spacing and placement considerations should generally be in accordance with SCC LIM and as noted below. Adequate plant density, spacing and offset to pavement will minimize ongoing maintenance and replacement. Spacing for higher order roads to be site specific.
- » Tree spaces to be in accordance with Public Realm and Landscape Design Guidelines – nominatively between 15-20m spacings.
- » Use native turf species to turf swales or where adjacent to revegetation areas, where feasible.
- » Vegetation species within the landscape must minimise the attraction for wildlife (ie. birds and bats.), and reflects the proposed native coastal character.
- » Vegetation in close proximity to the airport must be regularly monitored and wildlife are found to be highly attract to feature plants or trees, additional pruning, replacement and/ or removal of seeds or fruit is required for the safety and operation of the airport.
- » All new species, not shown in the Public Realm and Landscape Design Guidelines, must be reviewed by Avisure.

TOPSOIL RECOMMENDATIONS

Type	Min. Depth (mm)	Recommended Depth (mm)	Amelioration Recommendation
General Planting	300 (tube stock only)	400	Yes or imported.
Revegetation	100	200-300	To be tested - ensure suitable native mix.
Infill Revegetation	Pocket Planting – 100	Pocket Planting – double pot size	To be tested - ensure suitable native mix.
WSUD bio-basin - base	0	0	Filter media, by civil
WSUD bio-basin - batters	200	200	Yes or imported.
Turf – Swales & Drainage	50-100	150	To be tested - ensure suitable native mix.
Turf - Streets	100	150	Yes – but not required.
Turf – High Movement	150	300	Yes - with sand blend

PLANT DENSITY & SPACINGS

Type	Min. Density	Spacings	Placement Considerations	Offset
Trees	As requirement	Min. 5m spacing (ssp. dependent) for clusters and typically 15-20m spacings.	Centre trees between BOK and pavement (subject to services) (min 650mm from BOK).	Refer SCC LIM
Screening Shrubs	1-2/sqm	1-2m spacing	Located to back of garden bed, against fence, hardstand or barrier.	Min. 1m setback from pavement
Shrubs	1/sqm	1-2m spacing	Centre of garden bed	Min. 1m setback from pavement
Plants & Ground-covers	3/sqm	Min. 0.3m spacing (ssp. dependent)	To design	Min. 300mm setback from pavement
WSUD or drainage	6/sqm	Min. 0.2m spacing (ssp. dependent)	To design	Min. 300mm setback from pavement
Revegetation	2/sqm	Min. 0.3m spacing (ssp. dependent)	To design. Typically random native mix.	Min. 500mm setback from pavement.

MATERIALS

- » Sustainable materials that reflect the character of the Sunshine Coast.
- » Ensure replacement of materials and furniture in a timely manner.
- » Recommend recessed, vandal- resistant infrastructure and landscape materials ie. lighting and fixings to reduce damage, vandalism & harm.
- » Ensure deep penetration sealants to finished pavements and concrete surfaces to minimize on-going maintenance.
- » All landscape materials are to consider coastal resilience including fixings (316 marine grade), finishes & thicknesses, in accordance with SCC LIM requirements.
- » Mulch – is to be free of weeds, pathogens and other contaminants.
- » Natural coastal & hardy materials ie. – refer Public Realm and Landscape Design Guidelines in Appendix A.
- » Pavement thickness – 100mm thick for pedestrian and minimum 150mm thick concrete for maintenance vehicle. Min. 40mm thick for stone on 100mm thick concrete base for pedestrian.
- » Refer Public Realm and Landscape Design Guidelines for preferred SCA materials & finishes.
- » All furniture to be consistent with SCA furniture suite - refer Airport North PMP.

LANDSCAPE WALLS

- » Ensure no fall heights of greater than 900mm in the landscape.
- » Walls with a fall height greater than 1m, must incorporate a balustrade.
- » Landscape boulder walls to not exceed a grade greater than 1:2.

IRRIGATION & FERTILISER

- » Ensure appropriate irrigation is established through maintenance period and on-going requirements. For areas of higher impact or movement, permanent drip irrigation should be considered to ensure landscapes are maintained at higher standard and landscape grow to full maturity. Irrigation will need to be monitored and timed to minimise ponding in close proximity to the terminal and mitigate attraction of wildlife.
- » For areas not permanently irrigated ie. streetscapes and linear parks, ensure adequate maintenance taps are provided for manual irrigation during heat events to prevent loss of plants. Maintenance taps to be monitored for leaks.
- » Irrigation at night is recommended to reduce wildlife attraction.
- » Slow release organic fertiliser to be applied to high profile garden beds and turf areas regularly.
- » Do not apply the fertiliser to wet grass.

WASTE MANAGEMENT

- » All hard waste management through construction must be managed in accordance with the PFAS Management Plan.
- » All green waste management during construction and on-going maintenance to be stockpiled within the PDA precinct to an agreed location with SCA. Green waste should be mulched, and reused on site, subject to levels of PFAS and appropriate treatment. Refer PFAS Management Plan. Green or organic waste must be covered to prevent wildlife attraction.
- » Ensure Erosion and Sediment controls are put in place prior and during construction, and removed once site is fully stabilized (refer Construction Management Plans section).
- » A new consolidated waste management and storage facility is proposed to manage terminal and gateway waste.

NEW LANDSCAPE MAINTENANCE

- » All new works are subject to Self-Certification under EDQ Act.
- » Landscape Maintenance & Defects period – total minimum 12 months.
 - » Establishment monitoring – minimum 3 months.
 - » Maintenance – 9 months
 - » On & Off Maintenance tolerance – typically up to an additional 3 month allowance to undertake defects, maintenance inspections and paperwork to achieve on and off maintenance certificates.
 - » Minimum 12 month defect period for all materials and finishes.
- » Adequate pruning prior to completion.
- » Fertiliser & re-mulching prior to completion
- » Ongoing weeding
- » Weekly mowing
- » Plant replacement:
 - » Replace and removed failed, dead and damaged plants, min. 3 months prior to end of maintenance period, to ensure minimum establishment.
 - » Treat insect and disease problems, as required.

WATER MANAGEMENT

- » The water table is high at SCA and all deep excavations will need to consider exposing the water table and appropriate PFAS and ASS management and treatment required in accordance with EPA.
- » Stormwater management in the streets should be collected by at source WSUD bio-basin treatments (or as prescribed by stormwater management strategy (SMS) and treated accordingly. All lot stormwater runoff must be treated within the lot (refer SMS).
- » All landscape or open space run off must be captured by subsoil drainage and outlet to the nearest stormwater drains and devices. Finished grades should ensure no water pooling occurs or pavement and in softscape areas.
- » WSUD devices (including batters) and landscaped batters 1:2 or greater must provide adequate stabilisation with planting density (refer table) and other treatments ie. tech mat and rock mulch.

DRAIN MANAGEMENT

- » Regular drain management including weeding, pruning, rubbish removal and silt clean out is required for SCA's stormwater drainage channels.
- » Weed management in drainage corridors and buffers should be staged to prevent erosion and impact on existing habitat.
- » PFAS and ASS have been detected in the Airport's drains. The nature of drains mean they act as secondary sources of PFAS and ASS, due to collection and build up of sediments, particularly at the points of discharge.
- » Drainage Management must be in accordance with SCA's EMP Element 2.0 Drainage Management to ensure waste is appropriately managed, stored and treated, including weeds.
- » PFAS & ASS is to be tested prior to maintenance works on drains commencing, to understand contamination level, potential impacts and determine appropriate management plans in relation to sediment management - ideally reuse on site (within the same lot or an area where similar levels of PFAS are present). Refer to PFAS & ASS Management Plans for appropriate actions.
- » Drains to be regularly weeded to ensure free flowing stormwater runoff.

Management Plan

KEY LANDSCAPE MAINTENANCE & MANAGEMENT ACTIONS

The following table outlines the proposed landscape typologies, maintenance and management requirements for each key landscape focus areas.

MAINTENANCE OR MANAGEMENT ACTION	STREETSCAPES	WAYFINDING SIGNAGE & ENTRIES	ENTRY ROAD	CIVIC PLAZA	DRAINAGE CHANNEL - TURF	DRAINAGE CHANNEL - PLANTED
SUB-TROPICAL COASTAL PLANTING CHARACTER		●				
NATIVE & ENDEMIC PLANTING CHARACTER					●	●
NATIVE COASTAL PLANTING CHARACTER	●	●	●	●		
WATERING - IRRIGATION SYSTEM		●	●	●		
WATERING - TRUCK	●				●	●
PRUNING INC. SIGHTLINES	●	●	●	●		●
PEST, WEED & INVASIVE SSP. MANAGEMENT - quarterly	●	●	●	●	●	●
TURF TOP DRESSING	●			●		
TURF SLASHING					●	
TURF MOWING	●			●		
PROTECTION OF EX. ADJACENT HABITAT CORRIDORS						●
REMULCHING	● less frequent	●	●	●		
FERTILISING - TURF & GARDEN	●	●	●	●		
INSPECTION & REPORTING	●	●	●	●	●	●

GE L - D	LINEAR PARK	LANDSCAPE BUFFER & AC- TIVE MOVEMENT CORRIDOR
		
		
		
		
		
		
		
		 less frequent
		
		





4

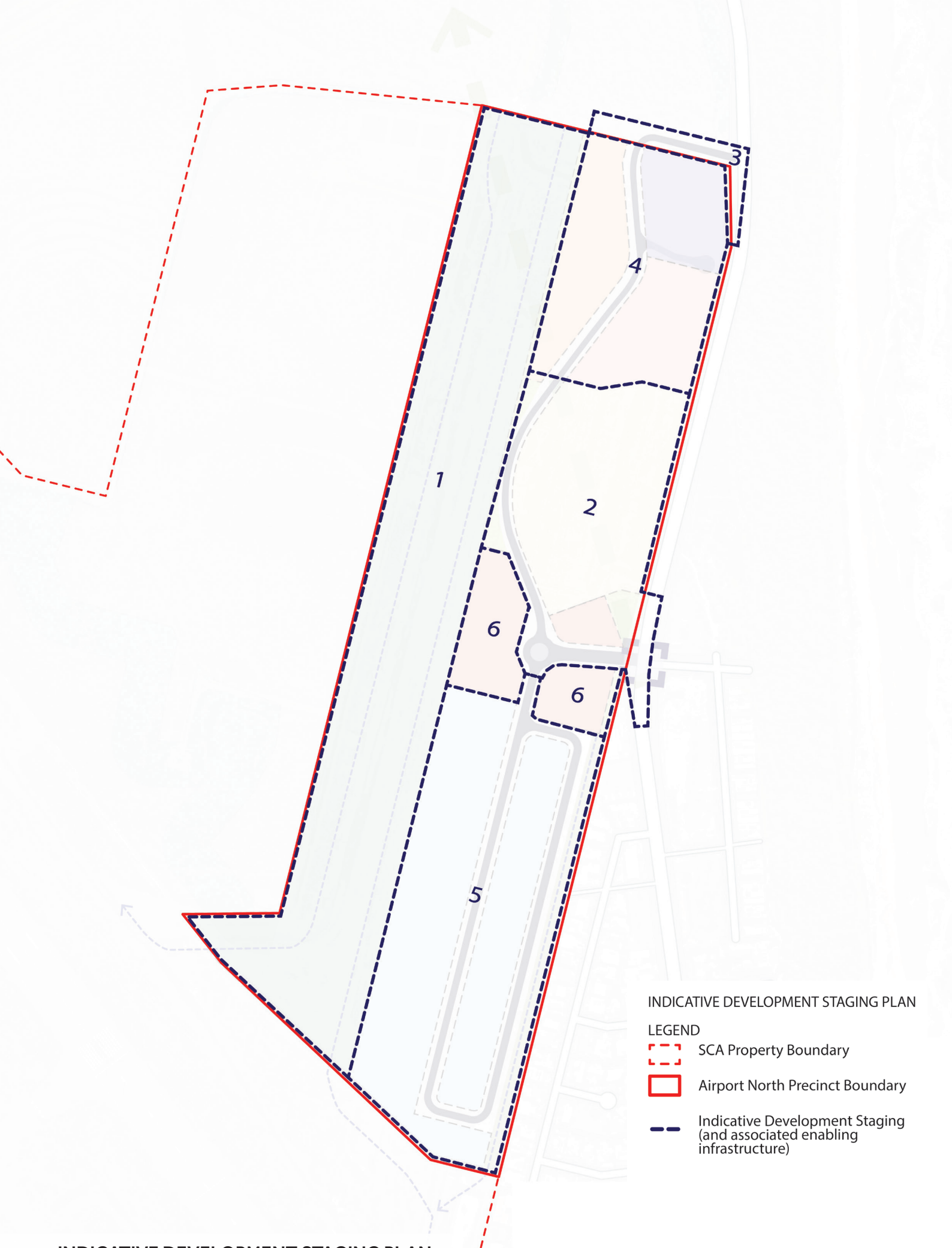
IMPLEMENTATION STRATEGY

Implementation Strategy

AIRPORT NORTH INDICATIVE STAGING PLAN

The delivery of the proposed privately owned green space and new streetscapes within the Airport North Precinct Master Plan has not yet been established and is subject to the timing of adjacent works being undertaken, for example:

- » Civic Plaza to be delivered with entry road and/or adjacent Mixed use lot.
- » Linear Park will be delivered with adjacent road infrastructure or at a time when adjacent lots are utilised.
- » Entry threshold and entry statements to be delivered with the 4th leg of the existing intersection at DLW and Green Turtle Place.
- » Road infrastructure & associated wayfinding signage will be delivered with the development of adjacent lots, refer PMP staging.
- » Western Drainage corridors will be delivered in accordance with Hydraulic Assessment Report, likely upfront. Temporary turf treatment to drainage batters may be considered with final planting embellishment to be delayed until adjacent lots are utilised.
- » Eastern drain to be constructed with the Southern Sub-precinct employment area.
- » Landscape & services buffers to be protected from excavation and installed prior to use of adjacent lots.



INDICATIVE DEVELOPMENT STAGING PLAN

LEGEND

- SCA Property Boundary
- Airport North Precinct Boundary
- Indicative Development Staging (and associated enabling infrastructure)

INDICATIVE DEVELOPMENT STAGING PLAN

SC: 1 : 5000

Implementation Strategy

ESTABLISHMENT & QUALITY ASSURANCE

QUALIFIED ADMINISTRATION REQUIREMENTS

The following landscape services that may be administered in the Airport North Precinct:

- » **Landscape Architect** - Superintendent of landscape works must be an accredited Landscape Architect, with QBCC Certification.
- » **Landscape Certification** (Certifier with EDQ) - Certifier of landscape works must be a registered Landscape Architect to self-certify works within a PDA.
- » All EDQ self-certification works will require a **Project Coordinator** (RPEQ Certifier).
- » **Ecologist** – for revegetation areas
- » **Agronomist** (soil scientist) – soil and subgrade testing and amelioration recommendation (where relevant) by a Certified Professional Soil Scientist is a CPSS accredited member of Soil Science Australia.
- » **Surveyor** – undertake survey setout of landscape design and As Construction and ADAC survey pick up.
- » **Landscape Contractor** – delivery of new landscape or public realm works. Contractor must have a valid QBCC Certification Number.
- » **Revegetation Contractor** – new or repair of existing revegetation or drainage corridor works
- » **Maintenance Contract** – maintenance, upkeep and monitoring of landscape
- » **Horticulturalist & Arborist** – tree inspection, assessment and management services for specific high-risk trees. Arborist assessment must be undertaken by min. AQF Level 5 Diploma in Horticulture, to ensure the long term health and safety of the trees retained. Pruning and tree surgery works are to be performed by an arborist to AS4373 to maintain health of trees.

STANDARDS

The following industry standards & design parameters must be considered with all landscape works:

- » Contractor is aware of all aspects of the Public Realm and Landscape Design Guidelines and Landscape Management Plan for the airport.
- » Contractor is aware of Economic Development Queensland (EDQ) Guidelines & Practice Notes and Sunshine Coast Council's Landscape Infrastructure Manual (LIM), where relevant.
- » Trees to meet NATSPEC Guidelines: Specifying Trees and AS 4373
- » Contractor adheres to all relevant Australian Standards and Codes including:
 - » Ausroad and IPWEA standards for footpath and shared paths
 - » Soil Erosion and Sediment Control – Engineering Guidelines for Queensland 1996
 - » Workplace Health and Safety Act 2011
 - » AS 4970-2009 – Tree Protection on Development Sites
 - » AS 4373-2007 Pruning of Amenity Trees
 - » AS 4420-1996 Arboricultural Operations
 - » AS 1289.0 (2000) Methods of Testing Soils for Engineering Purposes
 - » AS 3798 (1996) Guidelines on Earthworks for Commercial and Residential Developments
 - » AS 4419 (2003) Soils for Landscaping and Garden Use.
 - » AS 4454: Composts, soil conditioners and mulches
 - » AS 2439-Part 1 Perforated Drainage Pipe and Associated Fittings
 - » AS 3600 Concrete Structures
 - » AS 3600 & AS 1379 (1997) Specification and Supply of Concrete
 - » AS 2082- Timber

CONSTRUCTION MANAGEMENT PLANS

The following construction management plans must be included in each new project:

- » Establish principal contractor extent, roles and responsibilities.
- » Dilapidation Report – An existing conditions site report with photos must be undertaken by the landscape contractor prior to commencement of works or at the handover inspection from civil contract to document the conditions at the time of Principal Contractor handover. This report must be provided to and endorsed by the SCA & nominated Superintendent.
- » Workplace Health & Safety Plan – must be prepared for the site as designated by the Workplace Health and Safety Act 2011 (or subsequent amendments). All obligations under the WHS Plan for the site must be communicated with any nominated sub-contractors or individuals entering the site.
- » Erosion and Sed Control Protection – must be adhered to at all times.
 - » Avoid erosion, contamination and sedimentation of the site, surrounding areas and drainage systems
 - » Ensure all practicable control measures are taken to limit the amount of site disturbance, to contain run-off and to prevent movement of sediments into any waterways, in accordance with PFAS, ASS and CLID's reports.
 - » Install temporary drainages and catchment drains.
 - » Direct and disperse concentrated flows to prevent erosion.
 - » Construct and maintain silt traps and silt fencing to prevent discharge of scoured material oversight.
 - » Remove temporary erosion control measures at the completion of works.
- » PFAS Management Plan
- » ASS Management Plan,
- » Site specific SWMS
- » Waste Management Plan
- » VMP/ Tree Protection Plan
- » Fire Ants: Ensure compliance with Queensland Government's DPI&F (Department of Primary Industries & Fisheries) Fire ant eradication and movement control measures.

Implementation Strategy

MONITORING & REPORTING

MONITORING & REPORTING

Ongoing monitoring during and post construction is critical to log landscape monitoring, management & maintenance within the Airport North Precinct.

General:

- » All construction works including pre-start, principal contractor, SWMs, WH&S and defect inspections must be documented and reported.
- » All construction sites to be monitored for safety and impact on airport operations.
- » Risk assessment and reporting (where appropriate) – should be undertaken by SCA regularly
- » Ensure retention and filing of contract paperwork, condition reporting , maintenance logs & warranties.
- » Ensure documented handover between landscape construction contractor and SCA landscape contractor, at the completion of projects.
- » Monitor and report landscape hazards including; asbestos, flammable or explosive liquids or gases, toxic or contaminated materials, safety risk ie. tree pruning.
- » Identify and monitor existing trees and report deterring change of conditions. Consult with Arborist for individual inspections to determine the best course of action.
- » Weed monitoring and management.
- » Drainage corridor landscape and contaminant monitoring and reporting, in accordance with relevant management plans.
- » Incident reports are documented and actioned in a timely manner
- » Monitoring of key vehicle and pedestrian sightlines to signage, wayfinding and entry statements.

Specific:

- » Sensitive vegetation must be retained and managed in accordance with Environmental Management Plan.
- » PFAS & ASS ongoing monitoring and reporting in accordance with relevant management plans, generally every 2 years.
- » Arborist monitoring and reporting
- » Green waste monitor stockpiles and document volume of green waste. Test contaminants as specified in the relevant CLIDs, PFAS, ASS and environmental reports.
- » Construction waste and associated contaminants (onsite and offsite).
- » Biannual Weed Monitoring and Reporting
- » SCC Annual Reporting

LANDSCAPE COMPLETION CHECKLIST

All contractors must complete the following checklist of completion paperwork (where relevant).

Item	Responsibility	QA	Authority Approval
Avisure species review and approval.	Landscape Architect	SCA/ Avisure	EDQ
Tree Arborist Certification	Contractor	Superintendent	EDQ
Warranty paperwork is provided for all landscape furniture, materials, finishes	Contractor	Superintendent	SCA
Ensure slip resistant testing is undertaken on all surfaces in high movement areas	Contractor	Superintendent	EDQ
Ensure luminance testing and documentation is provided for materials and finishes in high movement areas, in accordance with Australian Standards.	Contractor	Superintendent	EDQ
Maintenance logbook including soil & ground water testing where required.	Specalist	SCA	SCA
EDQ Self-Certifying Forms	Superintendent	Project Coordinantor	EDQ
ADAC and As Construction submission	Contractor	Project Coordinantor	EDQ
10% additional furniture infrastructure stockpiled by SCA replacement	Contractor	Superintendent	SCA

Implementation Strategy

MAINTENANCE IMPLEMENTATION STRATEGY

IMPLEMENTATION

TIMEFRAME	MAINTENANCE REQUIREMENTS	RESPONSIBILITY
WEEKLY	» Watering (irrigation system) » Mowing (twice a week in summer, once a week/ every two weeks in winter) » Waste inc. green waste management	SCA Maintenance Contractor
MONTHLY	» Pruning » Watering to streetscape during dry events » Slashing drains » Weeding	SCA Maintenance Contractor
3-6 MONTHS	» Fertilising turf and gardens at beginning of growing season. » Pruning of pathways, signage and sightlines » Inspection of furniture and landscape finishes for damage or replacement » Review of irrigation systems to ensure no leakage » Landscape drainage maintenance » Top dress turf areas adjacent to paths. Topdress high plaza turf for even surface.	SCA Maintenance Contractor
1YR	» Remulching garden beds or exposed areas » Species failure monitoring, replacing and reporting. Update accepted species list. » Reseal timber furniture & structures » Review revegetation in drainage corridors » PFAS & ASS annual review and reporting - generally every two years or with any new works. » Biannual Weed Monitoring & Reporting	SCA Maintenance Contractor SCA

TIMEFRAME	MAINTENANCE REQUIREMENTS	RESPONSIBILITY
5YRS	» Arborist monitoring, inspection and reporting of select high risk trees. Arborist and tree hazard assessments » Review, repair and replanting of WSUD and drainage devices and channels. » Review structural integrity of structures	SCA
10YRS	» Revise & Update Public Realm and Landscape Design Guidelines » Review & Update Landscape Management Plan » Review & Update Precinct Master Plan	SCA

