

DEVELOPMENT ASSESSMENT REPORT

PDA DEVELOPMENT PERMIT FOR RECONFIGURING A LOT CREATING DEVELOPMENT LEASE LOTS (11 LOTS)

SUNSHINE COAST AIRPORT, 4 -22 David Low Way; 772 - 784 & 788 David Low Way; and
50 Airport Drive, Electra Lane and Avro Court, Marcoola
Lots 2 & 3 SP202100, Lots 5, 6 & 7 SP261026, Lots 4, 8, 13, 14, 15, 16, 21, 22, 28 & 29
RP113269, Lots 37 & 38 RP863231, and Lot 699 SP296245

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COMPANY DETAILS

Project Urban Pty Ltd
Unit 301, 4 Maud Street,
MAROOCHYDORE QLD 4558
Tel: 07 5443 2844
Email: info@projecturban.com.au

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SUPPORTING DOCUMENTATION

Proposed Development Sites prepared by RPS

Technical Note – Gateway Precinct Masterplan Flood Mitigation prepared by BMT

Flood Investigation & Concept Stormwater Management Plan prepared by egis

Gateway Precinct Flood Mitigation Measures – Detailed Design Plans prepared by egis

Gateway Precinct – Schematic Design Plans prepared by egis

Gateway Precinct – Landscape – Schematic Design prepared by RPS

1.0 APPLICATION SUMMARY

SITE DETAILS	
Address	SUNSHINE COAST AIRPORT, 4 -22 David Low Way; 772 - 784 & 788 David Low Way; and 50 Airport Drive, Electra Lane and Avro Court, Marcoola
Real Property Description	Lots 2 and 3 on SP202100, Lots 5, 6 and 7 on SP261026, Lots 4, 8, 13, 14, 15, 16, 21, 22, 28 and 29 on RP113269, Lots 37 and 38 on RP863231, and Lot 699 on SP296245, and road reserve forming part of Electra Lane and Avro Court
Land Area	Subject Land Area – 16.387ha Total Parcel Area – 137.72ha
Local Authority	Sunshine Coast Regional Council
Registered Landowner	Sunshine Coast Regional Council & State of Queensland
Current Use	Airport land use comprising airfield, offices, car parks, rental car yards, general aviation hangars and air services.
DEVELOPMENT SCHEME DESIGNATIONS	
Development Scheme	Sunshine Coast Airport PDA Development Scheme
Precinct	Precinct 2: Gateway
APPLICATION DETAILS	
Applicant	Sunshine Coast Airport Pty Ltd
Application Type	PDA Development Permit for Reconfiguring a Lot
Proposal	The proposal reconfigures the parent parcel into eleven (11) development lease lots (Lots B1–B4, C1–C4, D, E1 and E2) and a network of private roads (Road 1 to Road 6)
PROJECT TEAM	
Town Planning	Project Urban
Surveying	RPS
Engineering	egis
Hydrology	BMT
Landscape	RPS

2.0 EXECUTIVE SUMMARY

2.1 Overview of the Application

This Development Assessment Report has been prepared by Project Urban on behalf of Sunshine Coast Airport Pty Ltd (the Applicant) in support of an application for a PDA Development Permit for Reconfiguring a Lot (RAL) over land within the Gateway Precinct of the Sunshine Coast Airport Priority Development Area (PDA). The application is made under the *Economic Development Act 2012* (ED Act) and is to be assessed by Economic Development Queensland (EDQ) against the *Sunshine Coast Airport PDA Development Scheme (September 2024)* (the Development Scheme).

The application seeks to reconfigure the Gateway Precinct into a series of development lease lots and private road. The proposed configuration establishes an orderly land development and tenure framework that will enable the staged delivery of the precinct and provide the platform for future material change of use (MCU) applications consistent with the approved Gateway Precinct Master Plan and the Development Scheme. Importantly, no specific land use or built form outcome is sought or approved through this application; the reconfiguration creates development-ready parcels only.

2.2 The Site and the Gateway Precinct

The subject land comprises Lots 2 and 3 on SP202100, Lots 5, 6 and 7 on SP261026, Lots 4, 8, 13, 14, 15, 16, 21, 22, 28 and 29 on RP113269, Lots 37 and 38 on RP863231, Lot 699 on SP296245, and road reserve forming part of Electra Lane and Avro Court. The land is situated at Marcoola within the Sunshine Coast local government area and forms the southern development area of the Gateway Precinct (Precinct 2) of the PDA. The application area is approximately 16.387 hectares, within the broader Gateway Precinct area shown on the approved Precinct Plan. The precinct is anchored by the Sunshine Coast Airport terminal and has direct frontage and access to the primary road network, including Airport Drive, Electra Lane and David Low Way, a State-controlled road. It forms the principal gateway and sense of arrival to both the airport and the wider Sunshine Coast region.

Under the Development Scheme, the Gateway Precinct is intended to accommodate the airport terminal and airport-related industrial and business development, a mixed-use node, and *"compatible employment generating, industrial and commercial activities capitalising on its proximity to the airport terminal, the interface with David Low Way and airport operations"* (Development Scheme, s 2.6.2).

2.3 The Proposed Reconfiguration

The proposal reconfigures the parent parcel into eleven (11) development lease lots (Lots B1–B4, C1–C4, D, E1 and E2) and a network of private roads (Road 1 to Road 6). The accompanying engineering plans demonstrate how associated earthworks, drainage, servicing and flood-mitigation works can support the proposed lot and road framework. To the extent those works are PDA accepted development or require separate approvals, they do not form part of the approval sought by this reconfiguring a lot application. The development is proposed to be delivered in logical stages (Stages 1A, 1B, 2 and 3), together with upgrade works to the Airport Drive/Electra Lane intersection and David Low Way frontage and access intersection.

2.4 Strategic Purpose

The reconfiguration is a necessary and deliberate precursor to the realisation of the Gateway Precinct. It translates the approved Gateway Precinct Master Plan (approved by EDQ on 17 November 2025 under DEV2025/1675) into a functional cadastral and tenure framework by:

- creating discrete, development-ready parcels capable of accommodating the range of preferred, employment-generating land uses anticipated by the Development Scheme;
- establishing a permeable, safe and efficient private road and access network that integrates with Airport Drive, Electra Lane and David Low Way;
- enabling the coordinated and staged delivery of trunk and non-trunk infrastructure; and
- providing the land-tenure platform (development leases) through which the airport can offer parcels to the market and respond to demand over time.

2.5 Summary Conclusion

The proposed reconfiguration is consistent with the Vision, desired development outcomes and Gateway Precinct provisions of the Development Scheme, and satisfies the relevant reconfiguring a lot benchmarks, including the lot-layout criterion at s 2.5.11 and the movement, connectivity and sustainable infrastructure criteria at ss 2.5.5 and 2.5.6. The first-of-precinct plan-of-development requirement under s 2.2.11 has already been satisfied through the approved Gateway Precinct Master Plan (DEV2025/1675), and this application implements that framework. The proposal establishes an efficient, logical and flexible development framework that does not prejudice – and indeed enables – the orderly, coordinated and economically productive development of the Gateway Precinct. It is respectfully submitted that the application should be approved, subject to reasonable and relevant conditions.

3.0 SITE AND LOCALITY

3.1 Site Description and Locality

The subject land is located within the Sunshine Coast Airport PDA at Marcoola. The Gateway Precinct occupies the southern portion of the PDA, at the interface between the airport and David Low Way, and functions as the principal vehicular entry to the airport terminal and the PDA more broadly. The precinct is bounded and served by Airport Drive and Electra Lane to the north and west, and David Low Way to the south.

Attribute	Description
Real property description	Lots 2 and 3 on SP202100, Lots 5, 6 and 7 on SP261026, Lots 4, 8, 13, 14, 15, 16, 21, 22, 28 and 29 on RP113269, Lots 37 and 38 on RP863231, and Lot 699 on SP296245, and road reserve forming part of Electra Lane and Avro Court
Locality / LGA	Marcoola Sunshine Coast Regional Council area
PDA / precinct	Sunshine Coast Airport PDA – Gateway Precinct (Precinct 2)
Area	Gateway Precinct ≈ 16 ha (being proposed Lot 101 of DEV2025/1675).
Road frontage / access	Airport Drive, Electra Lane, and David Low Way (State-controlled road); internal connections to the airport road network via Friendship Avenue

3.2 Land Tenure and Ownership Arrangements

The Sunshine Coast Airport operates on a long-term leasehold basis and its ongoing development is delivered through a tenure model in which discrete parcels are made available to end users under development leases rather than as freehold allotments. Consistent with that model, the lots created by this application are development lease lots rather than freehold allotments. Because the creation of parcels by long-term lease constitutes 'reconfiguring a lot' for the purposes of the Economic Development Act, the establishment of these development lease lots is properly the subject of a PDA development permit for reconfiguring a lot.

3.3 Existing Development Site Context

The Gateway Precinct presently accommodates the Sunshine Coast Airport terminal and associated operational areas, car parking and access infrastructure, together with substantially cleared and/or previously disturbed land forming the balance of the precinct. Surrounding land uses comprise the airport airside and aviation operations (Precinct 1) to the north, David Low Way and residential Marcoola/Mudjimba to the east and south, and the broader PDA land holdings to the north and west. The site is affected by airport operational constraints, including the Obstacle Limitation Surface (OLS) and the National Airports Safeguarding Framework, and by identified flooding and drainage considerations addressed through the approved precinct-scale flood strategy.



Figure 1 - Aerial Photo (MyMaps dated 21/8/2026)

3.4 Development History and Relevant Approvals

The most significant approval relevant to this application is **DEV2025/1675**, decided by EDQ on 17 November 2025, which granted:

- a **PDA Preliminary Approval for a Material Change of Use** for the Gateway Precinct Master Plan (10-year currency period); and
- a **PDA Development Permit for Reconfiguring a Lot** for the amalgamation of the underlying parcels into three management lots (Lots 101, 102 and 103) (4-year currency period).

The approved Precinct Plan (RPS, dated 23 October 2025) establishes the sub-precinct structure, indicative land uses and movement framework for the Gateway Precinct, and the approved Flood Impact Assessment (BMT, Version 04, dated 11 November 2025) sets the flood-mitigation basis for development. Several conditions of the Preliminary Approval expressly contemplate, and attach requirements to, subsequent 'MCU or RaL' applications – including updated traffic and multi-modal transport assessments, a site-based stormwater management plan, a water and sewerage precinct network plan and functional layout plans. This application is the first reconfiguring a lot application to give effect to that approved framework.

4.0 DEVELOPMENT PROPOSAL

The application proposes the reconfiguration of the southern part of the Gateway Precinct into development lease lots and private roads, together with the associated bulk earthworks, road, drainage, servicing and flood-mitigation works shown on the accompanying plans prepared by RPS and egis. The proposal is described below.

4.1 Proposed Development Lease Lots

Eleven (11) development lease lots are proposed, arranged in logical development blocks fronting the internal road network. The indicative lot schedule is set out in Table 4.1.

Table 4.1 – Indicative development lease lot schedule

Lot	Purpose	Indicative area
B1	Development lease lot	4,020 m ²
B2	Development lease lot	7,877 m ²
B3	Development lease lot	4,013 m ²
B4	Development lease lot	8,868 m ²
C1	Development lease lot	7,606 m ²
C2	Development lease lot	4,568 m ²
C3	Development lease lot	3,391 m ²
C4	Development lease lot	5,303 m ²
D	Development lease lot	2.53 ha
E1	Development lease lot	1.30 ha
E2	Development lease lot	3.11 ha
Total (development lease lots)		≈ 11.5 ha

Note: Lot numbers are development-site references and lot areas are approximate only and subject to EDQ, final survey and plan registration. Final lot numbering will be assigned on the registered plan of subdivision.



Figure 2 – RAL Proposal Plan (Extract), RPS Plan Ref 444488.03 dated 09.06.2026

4.2 Proposed Private Roads

A network of private roads (Road 1 to Road 6) is proposed to provide legal and practical access to each development lease lot and to connect the precinct to the external road network. The roads are designed as generous reserves capable of accommodating two-way carriageways, footpaths, verge planting, services and (on the primary streets) provision for active and public transport, consistent with the road-reserve cross-sections in the SCA Public Realm and Landscape Design Guidelines. Indicative reserve widths are set out in Table 4.2.

Table 4.2 – Indicative private road lot schedule

Road lot	Purpose	Indicative reserve
Road 1	Private road lot	21.0 – 22.0 m reserve
Road 2	Private road lot (primary, incl. roundabout)	24.0 m reserve
Road 3	Private road lot	22.0 m reserve
Road 4	Private road lot	20.5 – 21.5m & 23.5 m reserve
Road 5	Private road lot (edge road) / Rear laneway	10.0 m reserve
Road 6	Private road lot	17.0 m reserve

Note: Individual road-lot areas are not yet dimensioned and will be confirmed on the plan of subdivision. Road reserve widths are indicative and subject to detailed engineering design and EDQ requirements.

4.3 Staging Arrangements

The reconfiguration and associated works are proposed to be delivered in logical stages that allow development to respond to market demand. Access and servicing for each stage will be provided in accordance with the functional layout, precinct network and infrastructure documentation required under DEV2025/1675. The indicative staging is:

- **Stage 1A** – the 'C' block (Lots C1–C4) and enabling road/servicing;
- **Stage 1B** – the 'B' block (Lots B1–B3) and enabling road/servicing;
- **Stage 2** – the 'D' & 'E' blocks (Lots E1–E2);
- **Stage 3** – the eastern portion of 'B' block (Lots B4);

The reconfiguration and associated infrastructure are proposed to be delivered in Stages 1A, 1B, 2 and 3. Stage 1A comprises Lots C1–C4 and associated enabling road and servicing works. Stage 1B comprises Lots B1–B3 and associated enabling road and servicing works. Stage 2 comprises Lot D and Lots E1–E2. Stage 3 comprises Lot B4. The precise road lots, external upgrades and infrastructure required for each stage will be confirmed through the functional layout and infrastructure documentation required under DEV2025/1675.

4.4 Access Arrangements

Each development lease lot is provided with frontage and access to a private road lot. The internal road network forms a permeable grid that connects to the external road system via Airport Drive, Electra Lane, Friendship Avenue and Runway Drive to the north and west, and David Low Way to the south. A roundabout on Road 2 provides for internal circulation and turning, and intersection truncations are provided at road junctions. Direct access arrangements from Road 4 to David Low Way, a State-controlled road, will be

resolved through the functional layout plans and traffic assessment required by Conditions 2 and 7 of DEV2025/1675 and in consultation with the Department of Transport and Main Roads.

4.5 Services and Infrastructure Considerations

The accompanying engineering plans demonstrate that the proposed lot and road framework can be serviced by the full range of urban infrastructure. The plans identify bulk earthworks and lot pads (with finished surface levels), road construction for Roads 1–6, a stormwater drainage network incorporating bio-retention basins and drainage swales, and combined services corridors for reticulated water and sewer. Precinct-scale flood-mitigation works – including earthen and raised-wall bunds and the raising of the existing Marcoola bund – are provided consistent with the approved BMT Flood Impact Assessment. Electrical and telecommunications infrastructure will be reticulated within the road reserves. Infrastructure and servicing are addressed in detail in Section 9.

4.6 Relationship Between the Lot Structure and Future Development

The proposed lot structure has been derived directly from the approved Gateway Precinct Master Plan. The development blocks correspond to the sub-precincts and development parcels identified on the approved Precinct Plan, and the lot sizes and configuration have been designed to accommodate the scale and format of the preferred land uses anticipated for those sub-precincts – from finer-grained commercial and retail mixed-use parcels through to larger industry and airport-related lots. The road network reflects the movement framework shown on the approved Master Plan and the road hierarchy in the Public Realm and Landscape Design Guidelines.

4.7 No Specific Land Use is Approved

It is emphasised that this application does not seek approval for any material change of use, building work or specific land-use outcome. The approval sought is confined to reconfiguring a lot through the creation of development lease lots and private road lots. The accompanying operational works documentation demonstrates that the proposed framework can be delivered, but any works not authorised as PDA accepted development will remain subject to the applicable separate approval requirements. The particular uses, densities, built form, site cover and car parking arrangements for each development lease lot are not determined by this application.

4.8 Future MCU Applications

The detailed land use and built form outcomes for each development lease lot will be established through subsequent PDA development applications for a material change of use, each of which will be assessed by EDQ on its merits against the Development Scheme, the approved Gateway Precinct Master Plan, and the applicable PDA-wide criteria and precinct provisions. This staged, two-step approach – reconfiguration first, use-specific approvals second – is the orthodox and efficient means of implementing a master planned precinct and is expressly contemplated by the conditions of DEV2025/1675.

5.0 STATUTORY PLANNING FRAMEWORK

As the subject land is within a Priority Development Area, the application is assessed under the Economic Development Act and the Development Scheme rather than under the Planning Act 2016 and the Sunshine Coast Planning Scheme. The relevant statutory instruments are described below.

5.1 Economic Development Act 2012

The ED Act establishes the framework for the declaration of Priority Development Areas and the assessment of PDA development. Development that is 'PDA assessable development' requires a PDA development permit and cannot be carried out without one (ED Act, ss 73 and 94). The Minister for Economic Development Queensland (MEDQ), constituted as a corporation sole under s 8 of the ED Act, is the entity in whom the assessment and decision-making powers reside; those functions are administered by EDQ. A decision on a PDA development application is given effect by a decision notice under s 89 of the ED Act. The reconfiguration proposed by this application is PDA assessable development for which a PDA development permit is sought.

5.2 Sunshine Coast Airport PDA Development Scheme (September 2024)

The Development Scheme is the principal instrument against which the application is assessed. It sets out the Vision for the PDA (s 2.3), the structural elements (s 2.4), the PDA-wide criteria (s 2.5), the precinct provisions (s 2.6) and the categories of, and requirements for, development (ss 2.2 and 2.7). Under s 2.1.2, the 'PDA development requirements' comprise the structural elements, the PDA-wide criteria and the precinct provisions read together. The Scheme is supported by an Infrastructure Plan (s 3) and by guidance material, including the SCA Public Realm and Landscape Design Guidelines prepared under s 4.2.2.

5.3 Applicable Development Assessment Provisions

The application is assessed against the PDA-wide criteria (s 2.5), including the reconfiguring a lot lot-layout criterion (s 2.5.11), and the Gateway Precinct provisions (s 2.6.2). The accepted development provisions in Schedule 3 (Table 5) are relevant only to the extent they identify design or servicing outcomes that inform whether associated works can be delivered as accepted development.

5.4 PDA Vision, Intent and Development Outcomes

The Vision (s 2.3) provides that "*development in the PDA is to support the growth and expansion of the Sunshine Coast Airport to be a modern, sustainable and competitive world-class airport*" and "*will provide for uses that support the airport as an economic enabler for the Sunshine Coast, promote economic vitality and deliver community benefit.*" The desired development outcomes at s 2.3 seek development that occurs "*in an integrated and sequential manner*", that complements "*the role of the airport as an economic, freight and logistics hub*", that supports "*an expanded range of aviation, aerospace, and complementary business and employment opportunities*", and that provides "*safe and efficient access into and throughout the precinct*". The proposal is squarely directed at enabling these outcomes.

5.5 Other Relevant Statutory Instruments and Matters

- **Approved precinct planning framework:** Section 2.2.11 requires a Precinct Master Plan or Plan of Development for the whole Gateway Precinct to be approved with the first reconfiguring a lot or material change of use application. That requirement was satisfied by the Gateway Precinct Master Plan approved under DEV2025/1675. This application is therefore assessed as an implementation of the approved precinct framework, rather than as the first application establishing that framework.

- **Infrastructure Plan:** Section 3 and Table 3 identify the trunk and non-trunk infrastructure networks required to service the PDA. These provisions are relevant to the sequencing, coordination and conditioning of the road, water, sewerage, stormwater, public realm, electricity and telecommunications infrastructure supporting the proposed lot framework.
- **PDA guidance material:** The SCA Public Realm and Landscape Design Guidelines are relevant guidance material under s 1.3, 2.1.2 and 2.1.4 of the Development Scheme. They inform the detailed design of the road hierarchy, public realm, landscaping, buffers and development interfaces, but do not displace the statutory PDA development requirements.
- **Aviation safeguarding:** The Obstacle Limitation Surface, the National Airports Safeguarding Framework and the safeguarding outcomes in s 2.5.10 remain relevant to the future use and built form of the lots. The present application does not approve a specific use or building height. Detailed compliance is therefore principally a matter for subsequent material change of use and building approvals, while the proposed lot layout must preserve the ability to achieve those requirements.
- **State-controlled road interface:** The interface with David Low Way engages State transport interests. The access and network implications are to be resolved through the updated traffic assessment and functional layout documentation required under DEV2025/1675, including consultation with the Department of Transport and Main Roads where required.

For the assessment of PDA development, the Development Scheme applies in place of the Sunshine Coast Planning Scheme. Approval of this application would not, however, remove the need to obtain any separate approvals, licences or consents required under other legislation to carry out the development, including approvals for operational works, plumbing and drainage, building work, works within or affecting a State-controlled road, and any airport safeguarding requirements. Those matters are to be addressed at the relevant design and delivery stage and do not alter the assessment pathway for the proposed reconfiguration.

6.0 STRATEGIC PLANNING ASSESSMENT

The approved Gateway Precinct Master Plan establishes the precinct structure, indicative land-use pattern and movement framework. The present application implements that framework by defining the development lease lots, private-road corridors, drainage corridors and staging required to bring the precinct to market. Its strategic merit therefore lies in enabling coordinated development without pre-determining the uses or built form to be assessed through future MCU applications.

6.1 PDA Vision and Desired Outcomes

The Vision seeks development that supports the airport as *"an economic enabler for the Sunshine Coast"* and that promotes *"economic vitality"* and *"community benefit"*. A reconfiguration that converts a single large parcel into a suite of serviced, development-ready lease lots is the practical mechanism by which that economic potential is unlocked: without a subdivision framework, the precinct cannot be brought to market, infrastructure cannot be efficiently sequenced, and the employment-generating uses envisaged by the Scheme cannot be delivered. The proposal also gives effect to the desired outcome that development occur *"in an integrated and sequential manner"* (s 2.3), by establishing clearly defined parcels and stages.

6.2 Purpose and Intent of the Gateway Precinct

The Gateway Precinct is intended to *"serve as a gateway to the airport and to the Sunshine Coast region"* and to *"create a framework of road, access, and utility corridors to facilitate passenger growth in a flexible manner"* (s 2.6.2). The proposed private roads and lease lot structure are the physical expression of that *"framework of road, access, and utility corridors"*. The reconfiguration establishes the corridors within which the precinct's roads, services and public realm will be delivered, and defines the development parcels that will accommodate the terminal-supporting, mixed-use and employment-generating uses the precinct is intended to attract.

6.3 Economic Development and Employment Objectives

The Scheme repeatedly frames the airport as an economic and employment driver – seeking development that *"complement[s] the role of the airport as an economic, freight and logistics hub"* and that supports *"compatible employment generating, industrial and commercial activities"* (ss 2.3 and 2.6.2). By creating a range of lot sizes – from smaller commercial/retail parcels to larger industry and airport-related lots – the reconfiguration provides the physical inventory of employment land needed to realise these objectives, and allows the airport to match parcels to the requirements of individual employers and investors.

6.4 Airport-Related and Aviation-Supportive Opportunities

The Gateway Precinct preferred land uses (s 2.6.2) include air service and aviation facilities, together with a range of uses that *"support the function of the airport and needs of airport users"*, including short-term accommodation, food and drink, shop, office, health care, low-impact and service industry, warehouse, showroom and service station. The lot framework has been designed to accommodate these formats: larger parcels (Lots D, E1 and E2) are suited to industrial, warehousing and airport-related business uses, while the finer-grained 'B' and 'C' lots are suited to commercial, retail mixed-use and terminal-supporting formats, consistent with the approved Master Plan sub-precincts.

6.5 Integration with the Broader Airport and Surrounding Areas

The reconfiguration integrates the Gateway Precinct with the surrounding development areas and the airport itself. The internal road network connects to Airport Drive, Electra Lane, Friendship Avenue and Runway Drive (linking to the airport and the balance of the PDA) and to David Low Way (linking to the regional road network

and the surrounding communities of Marcoola and Mudjimba). The retention and reservation of drainage corridors and buffers along the David Low Way and Airport Drive interfaces – consistent with the Landscape Design Guidelines and the approved flood strategy – ensures the precinct is appropriately integrated with, and buffered from, adjoining sensitive uses.

6.6 Infrastructure Efficiency and Coordinated Land Use

A coordinated subdivision framework is the pre-condition for infrastructure efficiency. By defining road corridors and lot boundaries up-front, and by sequencing delivery through logical stages, the proposal allows trunk and non-trunk infrastructure to be planned, sized and delivered once, in the right place, to serve multiple lots – avoiding the piecemeal and inefficient servicing that would result from ad hoc development. This directly advances the Scheme’s sustainable-infrastructure objective of *“providing infrastructure and services in a timely, orderly, integrated and coordinated manner”* (s 2.5.6).

6.7 How the Framework Facilitates the Scheme’s Implementation

In summary, the proposed subdivision framework facilitates:

- **Orderly land development** – by translating the approved Master Plan into a defined cadastral and tenure structure with logical development blocks and stages;
- **Efficient delivery of infrastructure** – by fixing road corridors and lease lot boundaries so that services can be coordinated, sized and delivered efficiently across the precinct;
- **Flexible future development** – by creating development-ready parcels capable of accommodating the full range of preferred uses, without committing any lot to a particular outcome;
- **Market responsiveness** – by enabling the airport to release parcels and stages in response to demand and to tailor lot amalgamation or configuration to end-user requirements; and
- **Long-term implementation** – by providing the durable land-development platform through which the Vision and Gateway Precinct intent will be realised over the life of the Scheme.

7.0 GATEWAY PRECINCT ASSESSMENT

This section assesses the proposal against the Gateway Precinct provisions at s 2.6.2 of the Development Scheme and demonstrates how the reconfiguration responds to the precinct's intent and preferred development outcomes.

7.1 Establishing a Logical Development Framework

Precinct outcome 1(a) provides that development *"can only occur once detailed precinct planning has been undertaken and approved via a PMP/PoD or is in accordance with an approved PMP/PoD"*. That detailed precinct planning has been completed and approved through the Gateway Precinct Master Plan (DEV2025/1675). The proposed reconfiguration is the logical next step – it implements the approved Master Plan by creating the development parcels and road corridors it depicts. The lot layout follows the sub-precinct pattern and movement framework of the approved plan, establishing a coherent and legible development framework for the precinct.

7.2 Creating Parcels Capable of Accommodating Preferred Uses

Precinct outcome 1(b) seeks development that *"makes efficient use of the strategic location through the type and design of land uses that support the regional economic contribution of the airport"*. While the specific uses will be determined at MCU stage, the reconfiguration is designed to make efficient use of the strategic location by producing a spectrum of lot sizes that align with the preferred uses of each sub-precinct. The relationship between the proposed development blocks and the approved sub-precincts is summarised in Table 7.1.

Table 7.1 – Relationship of development blocks to approved sub-precincts

Block	Indicative sub-precinct alignment	Preferred use formats accommodated
B / C lots	Commercial & Airport Operations & Tourism	Office; air services; education; health care service; low impact industry; research and technology industry; service industry; short-term accommodation; aviation-related showroom; and other airport operations and tourism uses.
D lot	Retail Mixed Use	Limited-line supermarket; shop; food and drink outlet; service station; car wash; indoor recreation; office; long day care; and health care service.
E1 / E2 lots	Industry	Low impact industry; research and technology industry; service industry; and warehouse.

Note: Sub-precinct alignment is indicative only. Final uses will be determined through future MCU applications assessed against the Development Scheme; the Precinct Plan expressly provides that the listed uses "express a development intent only and do not exclude other alternative uses permitted in the Development Scheme".

7.3 Supporting Airport-Related and Employment-Generating Activity

The precinct intent expressly anticipates *"airport-related industrial and business development"* and *"compatible employment generating, industrial and commercial activities"* (s 2.6.2). The reconfiguration provides the developable land inventory that makes these activities possible. The larger lots are well suited to warehousing, logistics and airport-related business that benefit from proximity to the terminal and airside,

while the smaller lots support the commercial, retail and visitor-servicing uses that activate the gateway. In each case, the reconfiguration creates the parcel; the employment use is delivered at MCU stage.

7.4 Road Network and Access Framework

Precinct outcome 1(g) seeks the provision of *“road, access, utility corridors and public transport facilities that enable flexible and considered growth”*, including a new intersection with David Low Way and connections to service the precinct. The proposed private roads deliver exactly this framework. The road reserves are dimensioned to accommodate carriageways, footpaths, verges, services and, on the primary streets, provision for buses and cycling consistent with the road-reserve cross-sections in the Public Realm and Landscape Design Guidelines. The connection to David Low Way, and the internal circulation, provide a safe and efficient access framework that can be delivered and augmented as the precinct grows.

7.5 Facilitating Coordinated Future Development

Precinct outcome 1(f) seeks development that *“reinforces a sense of arrival into the PDA”* with *“a high-quality and inviting public realm”*, and the mixed-use node outcomes (outcome 2) seek an activated, vibrant node connecting the terminal and the balance of the precinct. By fixing the road corridors, drainage corridors and development parcels now, the reconfiguration ensures that these qualitative outcomes can be delivered in a coordinated way as individual lots develop – the public realm, street-tree planting, entry statements and buffers can be secured within the road and drainage reserves created by this application, and each subsequent MCU can be assessed against a settled, coherent framework.

7.6 Response to Preferred Development Outcomes

Read as a whole, the proposed lease-lot arrangement is a direct and faithful response to the preferred development outcomes of the Gateway Precinct. It creates the *“framework of road, access, and utility corridors”* the precinct intent calls for; it produces development parcels capable of accommodating the precinct’s preferred, employment-generating uses; and it does so in a manner that preserves flexibility, supports a high-quality gateway public realm, and respects the airport operational and sensitive-land-use constraints identified in the Scheme. Building heights, uses and built form – including the ‘up to 10 storeys’ outcome for the mixed-use node (outcome 1(j)), subject to OLS – remain to be determined at MCU stage and are not fixed or prejudiced by the reconfiguration.

8.0 RECONFIGURING A LOT ASSESSMENT

This section assesses the proposal against the reconfiguring a lot benchmarks in the Development Scheme. The primary benchmark is the reconfiguring a lot – lot layout criterion at s 2.5.11. Because a reconfiguration is PDA assessable development, the proposal is also assessed against the PDA-wide criteria that bear on lot design, access, connectivity, servicing and the movement network (ss 2.5.5, 2.5.6 and 2.5.9), and has regard to the accepted development provisions in Schedule 3 (Table 5) as the servicing and design benchmark. Each relevant benchmark is quoted or summarised, assessed, and a finding recorded.

8.1 Lot Layout – Area and Dimensions

Development Scheme s 2.5.11(1)

Benchmark: *"Lots must have an appropriate area and dimensions for the siting and construction of potential buildings, the provision of outdoor space, on-site landscaping, convenient vehicle access and parking."*

The proposed development lease lots range from approximately 3,391 m² to 3.11 hectares and are regular in shape with substantial frontage to the internal road network. Lots of this scale and configuration comfortably accommodate the siting and construction of the building formats anticipated for the precinct (commercial, retail mixed-use, industrial, warehousing and airport-related business), together with on-site car parking, servicing, manoeuvring, landscaping and outdoor space.

Each lot fronts a private road, ensuring convenient and safe vehicle access without reliance on battle-axe or handle configurations. The lot dimensions provide the flexibility to be developed individually or amalgamated to suit larger end-user requirements, consistent with the airport's development-lease model.

Finding: Complies. The proposed lots have an appropriate area and dimensions for their intended development.

8.2 Lot Layout – Siting, Constraints and Buffers

Development Scheme s 2.5.11(2)

Benchmark: *Lot size and dimensions must enable buildings to be sited to (a) protect natural or cultural features; (b) address site constraints including slope, soil erosion, flooding and drainage; (c) retain special features such as trees and views; (d) ensure reasonable buffers between existing or potential incompatible land uses; and (e) maximise solar orientation benefits.*

The lot layout has been prepared having regard to the precinct's constraints. Flooding and drainage – the most significant constraint – are addressed through the bulk earthworks, filling levels, drainage swales, bio-retention basins and flood-mitigation bunds shown on the plans, all consistent with the approved BMT Flood Impact Assessment and the precinct-scale flood strategy (refer BMT Technical Note – Gateway Precinct Masterplan Flood Mitigation). Drainage corridors and buffers are reserved along the eastern (David Low Way) and other boundaries. The layout maintains reasonable separation and buffering between the precinct and adjoining sensitive uses (residential Marcoola/Mudjimba across David Low Way) through the retained drainage/landscape corridor along that interface, and is designed to respect the 40 m Sensitive Land Use Buffer and airport operational constraints (OLS/NASF) referenced in ss 2.5.10

and 2.6.2. The lots are of sufficient size to allow buildings to be sited to respond to solar orientation and to any retained features at MCU stage.

Finding: Complies / achieves the intent. Lot sizes and dimensions enable appropriate siting having regard to constraints and buffers; detailed siting is resolved at MCU stage.

8.3 Access and the Movement Network

Development Scheme s 2.5.5 (Public Transport, Connectivity and Traffic management)

***Benchmark:** Development is to facilitate a highly permeable movement network compatible with safe airport operations; provide improved permeability and connectivity into the surrounding road and active transport networks; provide sufficient carparking, access and servicing facilities; and provide safe and efficient access minimising impact on the State-controlled road network.*

The proposed private-road framework provides frontage and a potential access route for each development lease lot and creates an interconnected grid between Airport Drive, Electra Lane, Friendship Avenue, Runway Drive and David Low Way.

Access to the State-controlled David Low Way, and the internal intersection and circulation design will be confirmed through the functional layout plans and updated traffic impact assessment required by Conditions 2 and 7 of DEV2025/1675, in consultation with the Department of Transport and Main Roads, ensuring safe and efficient access that minimises impact on the external network.

Finding: Complies / achieves the intent. The road framework delivers a permeable, safe and well-connected movement network, subject to the State-interface details being confirmed through the required functional layout and traffic documentation.

8.4 Connectivity and Integration

Development Scheme s 2.5.5 (Connectivity and Active Transport)

***Benchmark:** Development is to provide safe and visible pedestrian and cycle access, connect into the principal cycle and pedestrian networks, and improve connectivity of the precinct into surrounding networks.*

The road reserves are dimensioned to carry footpaths and, on the primary streets, cycle provision, enabling a continuous active-transport network within the precinct that connects to the external footpath and cycle networks along Airport Drive and David Low Way and toward the terminal. The framework also preserves the ability to deliver the bus and future public-transport connections contemplated by the precinct provisions and the Public Realm and Landscape Design Guidelines.

Finding: Complies / achieves the intent. The reserves created enable a connected, safe active-transport network integrated with surrounding networks.

8.5 Infrastructure Provision and Servicing

Development Scheme s 2.5.6 (Sustainable infrastructure) and Schedule 3, Table 5 (AO4)

Benchmark: *Development is to ensure infrastructure and services (roads, public and active transport, water supply, sewerage, drainage, energy and telecommunication) are available or capable of being made available and are provided in a timely, orderly, integrated and coordinated manner; and is to connect to the reticulated water and sewerage systems and manage stormwater to the required standards.*

The supporting engineering plans demonstrate that the lease lot and road framework is capable of being fully serviced. Combined services corridors provide for reticulated water and sewer connection; the stormwater network (swales and bio-retention basins) manages quantity and quality to a lawful point of discharge; and electrical and telecommunications infrastructure is reticulated within the road reserves. The staged delivery aligns servicing with development, consistent with the “timely, orderly, integrated and coordinated” objective.

The functional layout plans (Condition 7) accompany the application, and a site-based stormwater management plan (Condition 4) has been submitted, each certified by an RPEQ, confirming the servicing solution in accordance with the relevant provider standards and the Scheme’s Infrastructure Plan (s 3).

Finding: Complies / achieves the intent. The proposed development works are appropriately co-ordinated; delivery is confirmed through the required certified infrastructure documentation.

8.6 Stormwater, Flooding and Drainage

Development Scheme s 2.5.9 (Flood management) and Schedule 3, Table 5 (AO5)

Benchmark: *Development is to occur in accordance with an endorsed hydraulic assessment; ensure stormwater is discharged to a lawful point of discharge and treated to the required water quality standards; and ensure adjoining properties are not impacted by increased flooding or nuisance flows.*

The proposal is supported by, and consistent with, the approved BMT Flood Impact Assessment (Version 04, 11 November 2025) and the precinct-scale flood strategy. The bulk earthworks, filling levels, drainage swales, bio-retention basins and flood-mitigation bunds (including the raising of the Marcoola bund) are designed to manage flood behaviour so that adjoining properties are not adversely affected, consistent with the assessment accepted through DEV2025/1675.

Consistent with Condition 5 of DEV2025/1675, the flood-mitigation works identified in the Flood Impact Assessment are to be completed at the appropriate trigger, and each future application will be accompanied by a certified site-based stormwater management plan demonstrating no worsening of flood or stormwater impacts.

Finding: Complies / achieves the intent. The proposal is capable of achieving the Scheme’s flood-management outcomes, subject to conditions that secure the mitigation measures and triggers identified in section 9.4, including completion of Items 1, 2, 6 and 7 for the relevant development stage, confirmation of the final Item 6 bund extent, maintenance of the continuous 3.8 m AHD barrier for Item 7, and delivery of Items 8 and 9 with the David Low Way upgrade.

8.7 Safety and Functional Layout

Development Scheme ss 2.5.5 and 2.5.8 (Safety and Functional Layout)

Benchmark: *Development is to provide a safe and functional layout, with safe and efficient access and manoeuvring, having regard to community safety and development constraints.*

The lease lot and road layout is designed for safety and functionality: lots front constructed roads; the road network provides for safe two-way movement, turning and service-vehicle access; and the layout applies CPTED-consistent principles of clear sight lines and passive surveillance that will be reinforced by the public realm and landscape treatment at construction stage. Airport operational safety (OLS/NASF) is respected, and building-height and use controls that safeguard the airport are reserved to the MCU stage.

Finding: Complies / achieves the intent. The layout is safe and functional and respects airport operational safety.

8.8 Landscaping and Public Realm

Development Scheme ss 2.5.3 and 2.5.4, and Schedule 3, Table 5 (AO3)

Benchmark: *Development is to provide a connected, legible and permeable public realm and appropriate landscaping, including landscaping to road frontages and buffers to adjoining sensitive uses.*

The road and drainage reserves created by the reconfiguration provide the land within which the precinct's street-tree planting, verge landscaping, entry statements and buffers – as specified in the SCA Public Realm and Landscape Design Guidelines for the Coolum and Maroochy character areas – will be delivered. Bird- and bat-strike-sensitive species selection and the drainage/landscape buffer to the David Low Way interface are able to be accommodated within the reserved corridors. Lot-level landscaping (including the minimum frontage landscape strip contemplated by AO3) is delivered at MCU stage.

Finding: Achieves the intent. The reconfiguration reserves the corridors necessary to deliver the precinct's public realm and landscape outcomes.

8.9 Overall Reconfiguring a Lot Conclusion

The proposal satisfies the relevant PDA development requirements or is capable of doing so subject to the stated conditions and technical confirmations. The lot layout addresses s 2.5.11, while the proposed access, connectivity, servicing, stormwater, safety and land-utilisation framework responds to ss 2.5.5, 2.5.6, 2.5.8 and 2.5.9. Matters dependent on final functional layouts, State-controlled-road assessment, certified servicing documentation and flood-mitigation triggers should be reflected in the decision conditions.

9.0 INFRASTRUCTURE AND SERVICING

This section demonstrates that the proposed subdivision framework can be appropriately serviced and developed. Infrastructure within the Gateway Precinct will comprise privately owned and operated internal networks, which will connect to and rely upon the external servicing networks owned and operated by the relevant service authorities, including Unitywater, Energex, Sunshine Coast Regional Council, Telstra and NBN Co. The assessment is supported by the engineering plans accompanying the application and by the precinct-scale technical work approved through, and required by, DEV2025/1675. The Scheme's Infrastructure Plan (s 3 and Table 3) identifies the relevant networks: wastewater and water supply; stormwater and flood management; transport; public realm; electricity; and telecommunications.

9.1 Road Access and Internal Circulation

The private roads (Roads 1–6) provide the internal circulation network and connect the precinct to Airport Drive, Electra Lane, Friendship Avenue, Runway Drive and David Low Way. Reserve widths of generally 20.5–24.0 m accommodate carriageways, footpaths, verges and services, with appropriate intersection treatments. The internal road network, and the access to the State-controlled David Low Way, will be confirmed through the functional layout plans and updated traffic impact and multi-modal transport assessments required by Conditions 2, 3 and 7 of DEV2025/1675.

9.2 Water Supply and Sewerage

The egis Gateway Precinct schematic design plans submitted with the application include a schematic reticulated water and sewerage network within the proposed road and services corridors, demonstrating how each development lease lot can be connected to the broader water supply and sewerage system. The proposed networks have been developed having regard to, and relies upon, the STANTEC water and sewerage servicing analysis provided with the Gateway Precinct Master Plan development application. That analysis established the precinct-scale servicing basis, including the anticipated network connections, augmentation and internal network realignment required to support development of the precinct. The egis drawings translate that approved servicing strategy into the current lot, road and staging framework. Detailed design, hydraulic and capacity confirmation and any required augmentation will be resolved with the Unitywater at the relevant delivery stage in accordance with its standards and the Scheme's Infrastructure Plan.

9.3 Stormwater Management

Stormwater is managed through a network of drainage swales and bio-retention basins that provide both quantity and quality treatment prior to discharge to a legal point of discharge, consistent with s 2.5.9 of the Scheme and the accepted development provisions (AO4.3). The stormwater strategy is integrated with the precinct-scale flood-mitigation works and the approved Flood Impact Assessment, and the certified site-based stormwater management plan supporting the application is consistent with Condition 4 of DEV2025/1675.

9.4 Flood Mitigation

The proposal incorporates the precinct flood-mitigation works identified in the approved BMT Flood Impact Assessment. BMT's subsequent Technical Note, dated 6 August 2026, reviewed the mitigation features incorporated into the egis design against those modelled for the Gateway Precinct Master Plan. BMT confirmed that the Gateway South level spreader (Item 1), widened Eastern Perimeter Drain (Item 2), raised section of the existing Marcoola bund (Item 6) and temporary north–south bund (Item 7) adequately replicate the form, location and flood-mitigation intent of the measures tested in the approved assessment.

In particular, BMT found that the level spreader is consistent with the design modelled for the Flood Impact Assessment. The widened Eastern Perimeter Drain maintains or exceeds the modelled channel width and retains broadly equivalent conveyance capacity, notwithstanding the invert being shifted approximately 6 m east. Its extension approximately 200 m further north is expected to increase, rather than reduce, the flood-mitigation benefit. The Marcoola bund is to achieve a crest level of 3.8 m AHD and extend 200 m north of the Airport's northern boundary, subject to coordination with the continuing Airport North investigations. The temporary bund similarly provides a continuous barrier at 3.8 m AHD, in combination with existing high ground, to limit ingress of regional Maroochy River floodwaters to the Eastern Perimeter Drain.

The culvert works beneath David Low Way identified as Mitigation Items 8 and 9 are not included in the present Gateway design. BMT supports their delivery as part of the future David Low Way upgrade so that the culvert capacity, levels and interfaces can be integrated with the final road and drainage design. Sensitivity modelling for the 1% AEP local event, with the Gateway development and other mitigation measures in place but without Items 8 and 9, identified increased impacts adjacent to David Low Way only. Those impacts were localised within the road corridor, with less than a 5 mm difference in peak flood level in the Eastern Perimeter Drain compared with the modelled case including the culvert upgrades.

On this basis, deferral of Items 8 and 9 does not undermine the flood-mitigation strategy for the Gateway Precinct, provided the culvert upgrades are secured and delivered with the David Low Way works. The approval and delivery framework should therefore retain clear triggers requiring: completion of Items 1, 2, 6 and 7 in accordance with the reviewed design before the relevant development stage; confirmation of the final Item 6 bund length following the Airport North investigations; maintenance of the continuous 3.8 m AHD barrier required by Item 7; and delivery of Items 8 and 9 as part of the David Low Way upgrade. Subject to those safeguards, the proposed works appropriately manage flood risk and are consistent with the flood assessment accepted through DEV2025/1675 and Condition 5.

9.5 Electrical and Telecommunications Infrastructure

Electrical and telecommunications infrastructure is able to be reticulated within the private road reserves created by the reconfiguration, connecting to the high-voltage and telecommunications networks identified in the Scheme's Infrastructure Plan (including internal high-voltage reticulation and additional fibre conduits). Detailed design and provider agreements will be finalised at operational works stage.

9.6 Infrastructure Delivery and Coordination

Delivery of the trunk and non-trunk infrastructure serving the precinct will be coordinated through the functional layout and precinct network documentation required by DEV2025/1675 and, where appropriate, through an infrastructure agreement with EDQ under the ED Act. The staged structure of the reconfiguration allows infrastructure to be delivered efficiently and in step with development, consistent with the Scheme's objective of "*timely, orderly, integrated and coordinated*" infrastructure provision (s 2.5.6). On this basis, the subdivision framework can be appropriately serviced and developed.

10.0 FUTURE DEVELOPMENT FRAMEWORK

A defining feature of this application is that it establishes a land-development and tenure framework only. This section explains how the proposed lot configuration enables and supports future development while preserving flexibility and the merits-based assessment of future uses.

10.1 Enabling Future MCU Applications

The reconfiguration creates the discrete, addressable and serviceable parcels against which future PDA development applications for a material change of use will be made. Each development lease lot becomes a clear unit of assessment, allowing EDQ to assess a proposed use and built form on a defined parcel with settled access and servicing. This is the conventional and efficient sequence for a master planned precinct and is expressly contemplated by the conditions of DEV2025/1675, which attach requirements to “the first / any future MCU or RaL application”.

10.2 Supporting Staged Development

The staged structure (Stages 1A, 1B, 2 and 3) allows the precinct to be developed incrementally, with each stage self-sufficient in access and servicing. Staging aligns the delivery of infrastructure with the take-up of lots, spreading cost and risk and allowing the precinct to grow in a controlled, coordinated way over the life of the Scheme.

10.3 Facilitating Multiple Development Opportunities

By creating eleven development lease lots of varying size, the proposal creates multiple, simultaneous development opportunities. Lots can be released independently, developed in parallel, or amalgamated to suit larger requirements, giving the airport the ability to pursue several end users and investment opportunities at once rather than being constrained to a single, monolithic development outcome.

10.4 Maintaining Flexibility for Future Market Demand

The lease lot framework is deliberately flexible. Because no use is fixed by the reconfiguration, each lot remains capable of accommodating the full range of preferred uses, and the airport can respond to changing market demand – whether for aviation-support, commercial, retail mixed-use, industrial or logistics floorspace – without the need to re-plan the precinct. The Precinct Plan itself confirms that the indicative sub-precinct uses “*express a development intent only and do not exclude other alternative uses permitted in the Development Scheme*”.

10.5 Avoiding Prejudice to Future Outcomes

The reconfiguration is carefully framed so as not to prejudice future development. It fixes only what needs to be fixed now – road corridors, drainage corridors and lot boundaries – and leaves all use, density and built-form questions to the MCU stage. Building heights (including the ‘up to 10 storeys’ outcome for the mixed-use node, subject to OLS), site cover, setbacks, car parking and design are not determined by this application and remain fully open for assessment on their merits.

10.6 Nature and Effect of this Application

For the avoidance of doubt, and to be emphasised in the assessment:

- the proposal establishes a land-development and tenure framework only – it creates development lease lots and roads and authorises the associated operational works;
- future PDA development permits will be required for specific uses and built form on each lot; and

- the proposed layout provides suitable development parcels capable of accommodating the range of preferred land uses anticipated by the Development Scheme, without committing any lot to a particular outcome.

11.0 PLANNING MERITS

This section draws the assessment together into a comprehensive statement of the planning merits of the proposal.

11.1 Consistency With PDA Objectives

The proposal is consistent with the Vision, desired development outcomes and Gateway Precinct intent of the Development Scheme. It is the enabling step that translates the approved Gateway Precinct Master Plan into a functional development framework, and it advances the Scheme's core objective of supporting the airport as an economic enabler for the Sunshine Coast. It complies with the reconfiguring a lot benchmarks and is not in conflict with any relevant PDA development requirement.

11.2 Economic Benefits

By creating development-ready land, the proposal removes a key tenure and delivery constraint affecting the Gateway Precinct. It enables the airport to market parcels for airport-related business, commercial, retail, industrial and logistics development, subject to future MCU approvals and infrastructure delivery. The reconfiguration therefore supports, rather than itself delivers, the investment and economic activity anticipated by the Development Scheme.

11.3 Employment Opportunities

The precinct is intended to accommodate *"compatible employment generating, industrial and commercial activities"*. The range of lot sizes created by the proposal provides the physical inventory of employment land needed to realise that intent, supporting both construction-phase and ongoing operational employment across a diversity of sectors as lots are developed.

11.4 Efficient Land Use Outcomes

The proposed layout makes efficient use of the application area by creating regularly configured development parcels, limiting residual land and providing an interconnected movement network. The range of lot sizes is aligned with the indicative sub-precinct structure and preserves the ability to respond to different end-user requirements, subject to future MCU assessment.

11.5 Infrastructure Coordination

By fixing road and drainage corridors and lot boundaries up-front and sequencing delivery through logical stages, the proposal enables the coordinated, efficient delivery of infrastructure across the precinct, avoiding the inefficiency of piecemeal servicing and giving effect to the Scheme's sustainable-infrastructure objectives.

11.6 Development Feasibility

The development-lease-lot and staging structure directly supports development feasibility. It allows the airport to release parcels in response to demand, to spread infrastructure cost across stages, and to tailor lot configuration to end-user requirements – all of which improve the deliverability of the precinct and the likelihood that the Scheme's outcomes will actually be realised.

11.7 Delivery of Strategic Airport-Related Opportunities

The proposal delivers the strategic, airport-related development opportunities the PDA was declared to enable. It provides the platform for aviation-support, business, commercial, industrial and logistics uses that capitalise on proximity to the terminal and airside, and it reinforces the gateway function and sense of arrival that the precinct is intended to provide.

11.8 An Appropriate Precursor to Future Applications

The proposal represents an appropriate and, indeed, fundamental precursor to future development applications. It is the step that makes the approved Master Plan buildable. Approving the reconfiguration does not pre-empt any use or built-form outcome – those remain to be assessed on their merits at MCU stage – but it is essential to achieving the intended development outcomes for the Gateway Precinct. On balance, the planning merits weigh strongly in favour of approval.

12.0 CONCLUSION

This Development Assessment Report has assessed a PDA development application for reconfiguring a lot over the southern part of the Gateway Precinct of the Sunshine Coast Airport PDA, seeking the creation of development lease lots and private roads to facilitate the staged development of the precinct. Having regard to the Economic Development Act and the Development Scheme, the following conclusions are drawn:

- the proposal is consistent with the Sunshine Coast Airport PDA Development Scheme, including its Vision, desired development outcomes and Gateway Precinct provisions, and satisfies the relevant reconfiguring a lot benchmarks (including s 2.5.11) and the applicable PDA-wide criteria (ss 2.5.5, 2.5.6 and 2.5.9);
- the first-of-precinct plan-of-development requirement under s 2.2.11 has been satisfied through the approved Gateway Precinct Master Plan (DEV2025/1675), and this application implements that approved framework;
- the proposed development lease lots and private roads establish an efficient and logical development framework, delivering the 'framework of road, access, and utility corridors' the Gateway Precinct intent calls for;
- the proposed development parcels are capable of accommodating the range of preferred, employment-generating land uses anticipated by the Scheme, without committing any lot to a particular outcome;
- the proposal supports the economic and strategic objectives of the PDA, unlocking airport-related business, commercial, industrial and logistics opportunities and the employment they generate;
- the framework can be appropriately serviced and developed, and enables the orderly, coordinated and infrastructure-efficient development of the precinct in logical stages; and
- the reconfiguration establishes a land-development and tenure framework only – future PDA development permits will be required for specific uses and built form, which EDQ will assess on their merits.

For these reasons, the application is well-founded and warrants approval, subject to reasonable and relevant conditions that secure the outstanding access, servicing and flood-mitigation requirements identified in this report. It is recommended that EDQ approve the PDA development application for reconfiguring a lot on that basis.



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