

AIRPORT NORTH

Town Planning Report



420130

2

31 August 2026

REPORT

Document status					
Version	Purpose of document	Authored by	Reviewed by	Approved by	Review date
1	For Review	EL	JS/ST	JS	20.08.2026
2	Final	EL	JS	JS	31.08.2026

Approval for issue		
Jeanine Stone		31 August 2026

This report was prepared by RPS within the terms of RPS' engagement with its client and in direct response to a scope of services. This report is supplied for the sole and specific purpose for use by RPS' client. The report does not account for any changes relating the subject matter of the report, or any legislative or regulatory changes that have occurred since the report was produced and that may affect the report. RPS does not accept any responsibility or liability for loss whatsoever to any third party caused by, related to or arising out of any use or reliance on the report.

Prepared by:	Prepared for:
RPS	Sunshine Coast Airport Pty Ltd
Emma Laing Senior Planner	David Else Head of Master Planning
Level 8, 31 Duncan Street Fortitude Valley QLD 4006	PO Box 9535 Marcoola QLD 4564
T +61 7 3539 9500 E emma.laing@rpsconsulting.com	T 0412 290 024 E david.else@sunshinecoastairport.com.au

Contents

SUMMARY	1
1 INTRODUCTION	2
2 SITE DETAILS	5
2.1 Site Particulars	5
2.1.1 Existing Leases	6
2.1.2 Existing Easements	6
2.2 Site Characteristics	6
2.3 Surrounding Land Uses	7
2.4 Previous Approvals	7
2.5 Planning Context	8
3 PROPOSAL	10
3.1 Overview	10
3.2 Preliminary Approval for Material Change of Use	10
3.2.1 Northern Precinct (Tourism and Accommodation)	11
3.2.2 Central Precinct (Mixed Use)	12
3.2.3 Southern Precinct (Employment)	12
3.2.4 Land uses	12
3.3 Development Permit for Reconfiguring a Lot	15
3.4 Technical Assessments	17
3.4.1 Market and Land Use assessment	17
3.4.2 Flood Impact Assessment	17
3.4.3 Stormwater Management Plan	17
3.4.4 Traffic Impact Assessment	17
3.4.5 Multi-Modal Transport Assessment	17
3.4.6 Scenic Amenity Analysis	18
3.4.7 Landscape Management Plan	18
3.4.8 Environmental Report	18
3.4.9 Civil Engineering Services	18
3.4.10 Acoustic Report	19
3.4.11 Lighting Management Plan	19
3.4.12 Electrical Servicing	19
3.4.13 Acid Sulphate Soils	19
4 COMPLIANCE WITH DEVELOPMENT SCHEME	20
4.1 Development Scheme Vision	20
4.2 PDA Wide Criteria	22
4.2.1 Built form	22
4.2.2 Mixed Use Development	22
4.2.3 Public Realm	22
4.2.4 Landscaping	22
4.2.5 Public Transport, Connectivity and Traffic Management	23
4.2.6 Sustainability	23
4.2.7 Environment, Cultural Heritage Protection and Conservation	23
4.2.8 Community Safety and Development Constraints	23
4.2.9 Flood management	23
4.2.10 Airport and environs	24
4.2.11 Reconfiguring a lot – lot layout	24
4.3 Precinct Provisions	25
5 LEGISLATIVE REQUIREMENTS	28
5.1 Assessment Manager	28

REPORT

5.2	Categories of Development.....	28
5.3	Currency Period	28
5.4	Public Notification.....	28
5.5	Economic Development Act Considerations.....	28
6	CONCLUSION	29

Tables

Table 1: Summary	1
Table 2: Proposed Land Uses	2
Table 3: Site Particulars.....	5
Table 4: Site Characteristics.....	6
Table 5: Surrounding Land Uses	7
Table 6: Airport North Land Uses	13
Table 7: Development Scheme Vision Assessment.....	20
Table 8: Precinct Provisions	25
Table 9: Categories of Assessment.....	28

Figures

Figure 1: SmartMap	5
Figure 2: Approved Gateway PMP	8
Figure 3: Structural Elements Plan	9
Figure 4: Airport North Precinct Master Plan.....	11
Figure 5: Proposal Plan of Subdivision.....	16

Appendices

Appendix A Property Searches	
Appendix B Airport North Precinct Master Plan	
Appendix C Airport North Precinct Master Plan Report	
Appendix D Reconfiguration of a Lot Plan	
Appendix E Market and Land Use Assessment	
Appendix F Flood Impact Assessment	
Appendix G Stormwater Management Plan	
Appendix H Traffic Impact Assessment	
Appendix I Multi-modal Transport Assessment	
Appendix J Scenic Amenity Analysis	
Appendix K Landscape Management Plan	
Appendix L Environmental Assessment Report	
Appendix M Civil Engineering Services Report	
Appendix N Acoustic Assessment	
Appendix O Lighting Management Plan	
Appendix P Electrical Engineering Services	
Appendix Q Acid Sulfate Soils Management Plan	

SUMMARY

Table 1: Summary

Details		
Site Address:	Marcoola QLD 4564	
Real Property Description:	Lot 699 SP296245	
Site Area:	Total site area: 135.5ha Airport North Precinct: 33.845ha	
Regional Plan Land Use Designation:	Urban Footprint	
Priority Development Area Development Scheme:	Sunshine Coast Airport Priority Development Area Development Scheme (September 2024)	
PDA Precinct	Precinct 5: Airport North	
Owner(s):	Sunshine Coast Council	
Proposal		
Brief Description/ Purpose of Proposal	Preliminary Approval for Material Change of Use with a Precinct Master Plan for Airport North - Precinct 5. Development Permit for Reconfiguration of a Lot for a management lot subdivision to establish the parent boundary of the Airport North Precinct.	
Application Details		
Aspect of Development	Preliminary approval	Development permit
Material change of use	☒	☐
Building Work	☐	☐
Operational Work	☐	☐
Reconfiguration of a Lot	☐	☒
Assessment Category	☒ Permissible	☐ Prohibited
Public Notification	☐ No	☒ Yes: 20 BD
Applicant Contact		
Applicant contact person	Emma Laing Senior Planner D: +61 7 3539 9514 E: emma.laing@rpsgroup.com.au	Jeanine Stone Technical Director D: +61 436 958 139 E: jeanine.stone@rpsgroup.com.au

1 INTRODUCTION

RPS has been engaged by Sunshine Coast Airport Pty Ltd to seek development approval for the Airport North Precinct Master Plan (PMP) pursuant to the *Sunshine Coast Airport (SCA) Priority Development Area (PDA) Development Scheme*. The Airport North Precinct Master Plan (PMP) applies to land adjacent to David Low Way, Marcoola at the intersection of Green Turtle Place, with a total area of 33.845ha. The Airport North PMP will establish the development parameters for the subsequent PDA development applications by defining the land use pattern and scale of development. More specifically, this application seeks:

- **Preliminary Approval** for a **Material Change of Use** for the Airport North Precinct Master Plan, and
- **Development Permit** for a **Reconfiguration of a Lot** involving 1 Lot into 2 being 1 Management Lot and 1 Balance Lot.

The land uses associated with the PMP that we seek approval for include the following:

Table 2: Proposed Land Uses

Precinct	Proposed Uses	
Northern Precinct: Tourism and Accommodation	• Resort complex • Short term accommodation • Multiple dwelling • Retirement facility • Shop	• Food and drink outlet • Bar • Hotel • Function facility
Central Precinct: Mixed Use	• Shop • Showroom • Bar • Market • Food and drink outlet	• Office • Veterinary services • Health care services • Indoor sport and recreation
Southern Precinct: Employment	• Low impact industry • Research and technology • Service industry • Tourist activity • Warehouse	• Office • Air service • Aviation facilities • Indoor sport and recreation

In accordance with Table 2 in Section 2.7 of the Development Scheme, the proposed development is PDA assessable development, categorised as permissible development.

The land that makes up the Airport North PMP is one of five Precincts within the bounds of the Sunshine Coast Airport PDA. The Development Scheme identifies the land as **Precinct 5: Airport North Precinct** which has the following precinct intent:

This precinct includes land intended to provide for a diverse mix of land uses compatible with wider airport operations which capitalises on its location to surrounding residential and tourist areas. It will provide a level of economic activity and diversification to serve passengers and visitors, in addition to employment opportunities which are compatible with the wider community.

The precinct may include short-term residential activities that support the airport or provide community benefit to the region.

REPORT

The Airport North PMP delivers a balance between maintaining flexibility for future development within the precinct and ensuring general compliance with the vision, PDA-wide criteria and precinct provisions in the SCA Development Scheme.

The Airport North PMP includes three sub-precincts that reflect the land use planning carried out for the precinct. The three sub-precincts within the Airport North PMP include:

- Northern Precinct: Tourism and Accommodation
- Central Precinct: Mixed Use
- Southern Precinct: Employment

The proposal also involves a Reconfiguring a Lot component which will provide:

- One new management lot (Lot 104) to establish the Airport North Precinct boundary.
- An amendment to the balance lot established by the Gateway Precinct Approval (Lot 103), which is outside of the Airport North Precinct and comprises airside land, partially including the runway.

The management lot for the Airport North PMP relocates the western boundary to align with the existing lot boundary. This allows the existing maintenance track to be included in the precinct, for future management of the drainage channel.

The management lot also seeks to maintain the existing boundary of Lot 898 in the south-eastern corner, removing the triangle area currently shown for the Airport North precinct boundary in the Development Scheme. This portion of land only covers the drainage channel, which continues outside of the precinct.

This report demonstrates that the proposal is compliant with the intent and vision of the SCA Development Scheme, particularly for the following reasons:

- The PMP establishes sub-precincts that group compatible land uses consistent within the SCA Development Scheme.
- The PMP reflects outcomes for the site supported by market and land use demand assessment that contributes towards economic growth in the Sunshine Coast.
- The PMP provides uses that are compatible with the primary function of the airport and its role as a key regional and international airport.
- The PMP generally complies with the Precinct outcomes in the Development Scheme.
- The permissible land uses sought by the PMP seek to achieve the precinct intent of *'providing opportunities for short term / tourist accommodation uses that leverage the precincts high amenity location'* and *'provide community benefit to the region'*.

The proposal is an exciting opportunity for the Sunshine Coast Airport as it unlocks the precinct for economic development in accordance with the main purpose of the *Economic Development Act 2012*.

This report provides greater detail on the nature of the proposal and provides an assessment of the PMP against the SCA Development Scheme. This report should be read in conjunction with the Airport North PMP Report, prepared by RPS, which visually details the development opportunities that have informed the PMP. The PMP is supported by demonstrated engineering solutions (traffic, civil, electrical and hydraulic), future infrastructure upgrades, a scenic amenity assessment, public realm outcomes and preferred interface typology outcomes.

Based on these assessments the proposal is recommended for approval subject to reasonable and relevant conditions.

2 SITE DETAILS

2.1 Site Particulars

The description of the land that makes up the Airport North Precinct is set out in **Table 3** as follows.

Table 3: Site Particulars

Real Property Description	Site Area	Site Address	Landowner
Lot 699 SP296245	135.5ha (<i>P5: 33.845ha</i>)	11 Friendship Avenue, Marcoola	Sunshine Coast Council
Lot 98 SP176239	10.4ha		

This land holding, which is part of the Sunshine Coast Airport is shown below in **Figure 1**.

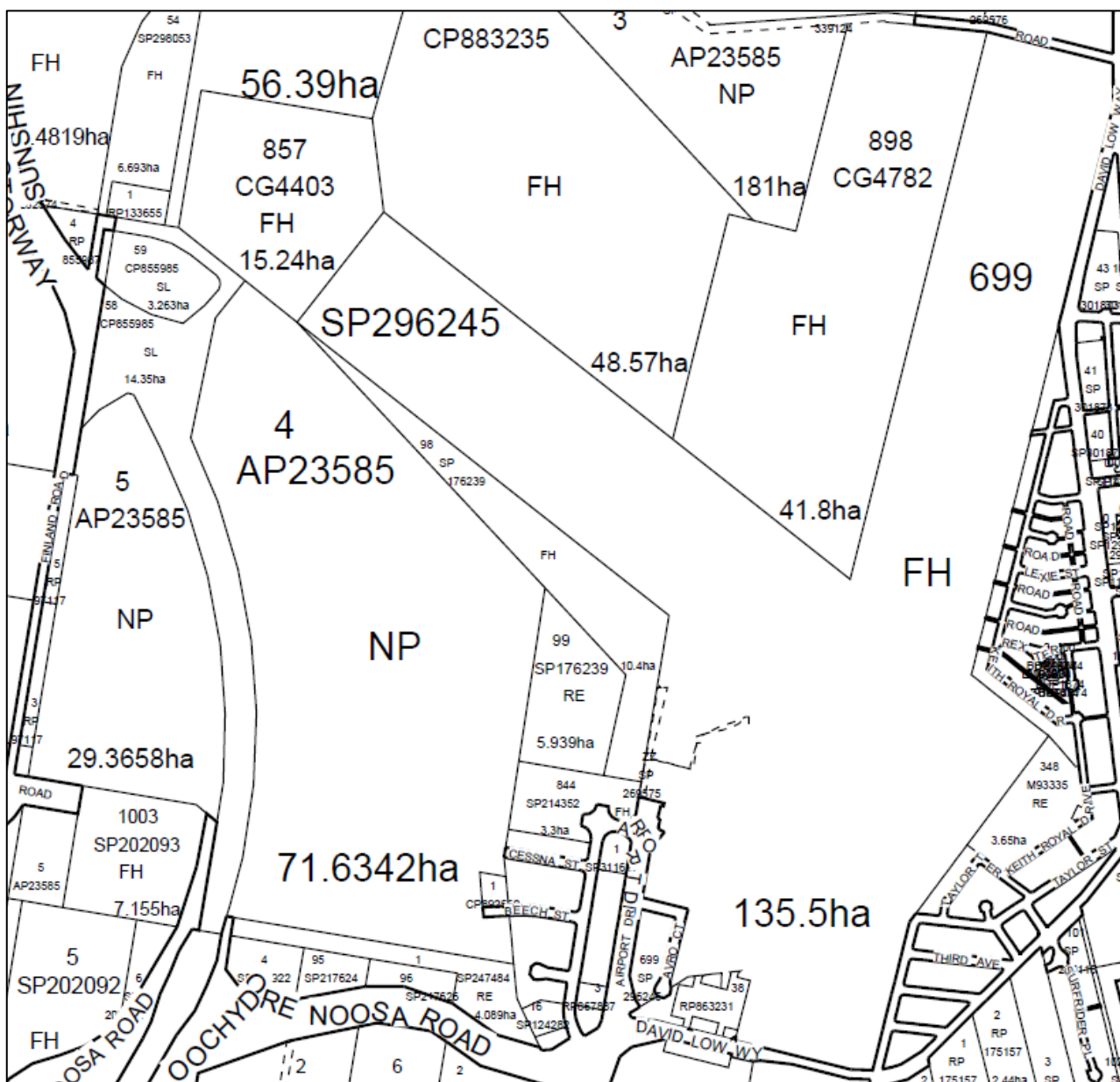


Figure 1: SmartMap

Source: Queensland Government, 2026

2.1.1 Existing Leases

There are several existing leases and sub-leases registered on the many titles that make up the Sunshine Coast Airport land. The lease held by the Sunshine Coast Airport is detailed as:

- Sub lease No 718518541 and Lease: 718518528
- Sunshine Coast Airport Pty Ltd A.C.N. 617 255 964 Trustee under instrument 718518541 of the whole of the land concurrent with all prior registered leases term: 01/12/2017 to 29/11/2116 option nil

This lease applies to all land identified in **Table 3** above and enables the Sunshine Coast Airport to grow and expand to meet the needs of the community.

2.1.2 Existing Easements

An Easement in Gross is registered on title for burdening Lot 699 on SP296245 in favour of Energex (Easement No. 716473536). The Easement is described as ZZ SP269575. The Easement traverses the existing short-term parking located to the west of the Terminal and will **not** be impacted by the proposed Precinct Master Plan.

A copy of the relevant Easement Documents is provided at **Appendix A**.

2.2 Site Characteristics

Site inspection and searches of local and state government records indicate key site characteristics in **Table 4** below:

Table 4: Site Characteristics

Site Features	Details
Existing use of site	The area of the Sunshine Coast Airport that makes up Precinct 5 for Airport North is the former runway. The runway was decommissioned in 2020 as part of the Sunshine Coast Airport Expansion Project.
Services	The site has current connections to the following services: • Water: existing connection via DN250 on David Low Way, fed off a DN300 trunk water main. • Sewer: existing connection via David Low Way • Stormwater: existing DN225 connection. • Electrical and telecommunications: existing connections to electricity and NBN. High voltage electrical will be provided, as a connection from the Gateway Precinct. For further detail, refer to Appendix M – Engineering Services Report and Appendix P Electrical Engineering Services.
Road Frontages	The precinct has a frontage to the following primary roads: • David Low Way: approximately 580m
Topography	The site is generally flat with a topography range of -0.2m to 3.7m AHD
Vegetation	The site has been cleared of remnant vegetation and was part of the former runway RWY 18/36. For further details, refer Appendix L – Environmental Assessment Report
Waterways and wetlands	The Site does not contain MSES wetlands. MSES high ecological significance wetlands occur on the western and northern boundary of the Site. The Site does contain stormwater drains that have been assessed and mapped as high and moderate breeding habitat value. For further details, refer Appendix L – Environmental Assessment Report
Acid sulfate soils	Acid sulfate soils are present across the precinct through the various soil depth profiles. For further detail, refer to Appendix Q – Acid Sulfate Soil Management Plan
Views to Mount Coolum	The site offers clear views to Mount Coolum.

2.3 Surrounding Land Uses

Immediately surrounding land uses comprise the following:

Table 5: Surrounding Land Uses

North	North of the site is Mount Coolum National Park. Further north is Marcoola Beach, surrounded by existing low density residential developments.
East	East of the site is existing low density residential precinct, separated from Mudjimba Beach by David Low Way, (State-controlled road) a collection of beach resort hotels and vegetated foredunes.
South	To the south the site is bound by David Low Way which is a major thoroughfare that connects north and south bound traffic from the Sunshine Motorway to the eastern suburbs of the Sunshine Coast. Further south is the North Shore Community Centre and Multi-sports precinct and residential precincts.
West	West of the Airport North Precinct is the balance of the Sunshine Coast Airport land, including the recently approved Gateway Precinct Master Plan. Further west is the Mount Coolum National Park which is split by the Sunshine Motorway. Beyond is large rural land holdings and the Maroochy River.

2.4 Previous Approvals

On 17 November 2025, EDQ granted approval for the Gateway Precinct Master Plan (DEV2025/1675). The Gateway Precinct Master Plan was the first PDA Application to be lodged within the Sunshine Coast Airport PDA and establishes the framework for future development that supports the airports role as a gateway to the Sunshine Coast region.

The Precinct Master Plan included five sub-precincts that facilitate land uses consistent with the SCA Development Scheme to support growth:

- Airport Operations and Services
- Airport Operations and Tourism
- Commercial
- Retail Mixed Use
- Industry

A copy of the approved Gateway Precinct Master Plan is shown in **Figure 2**.

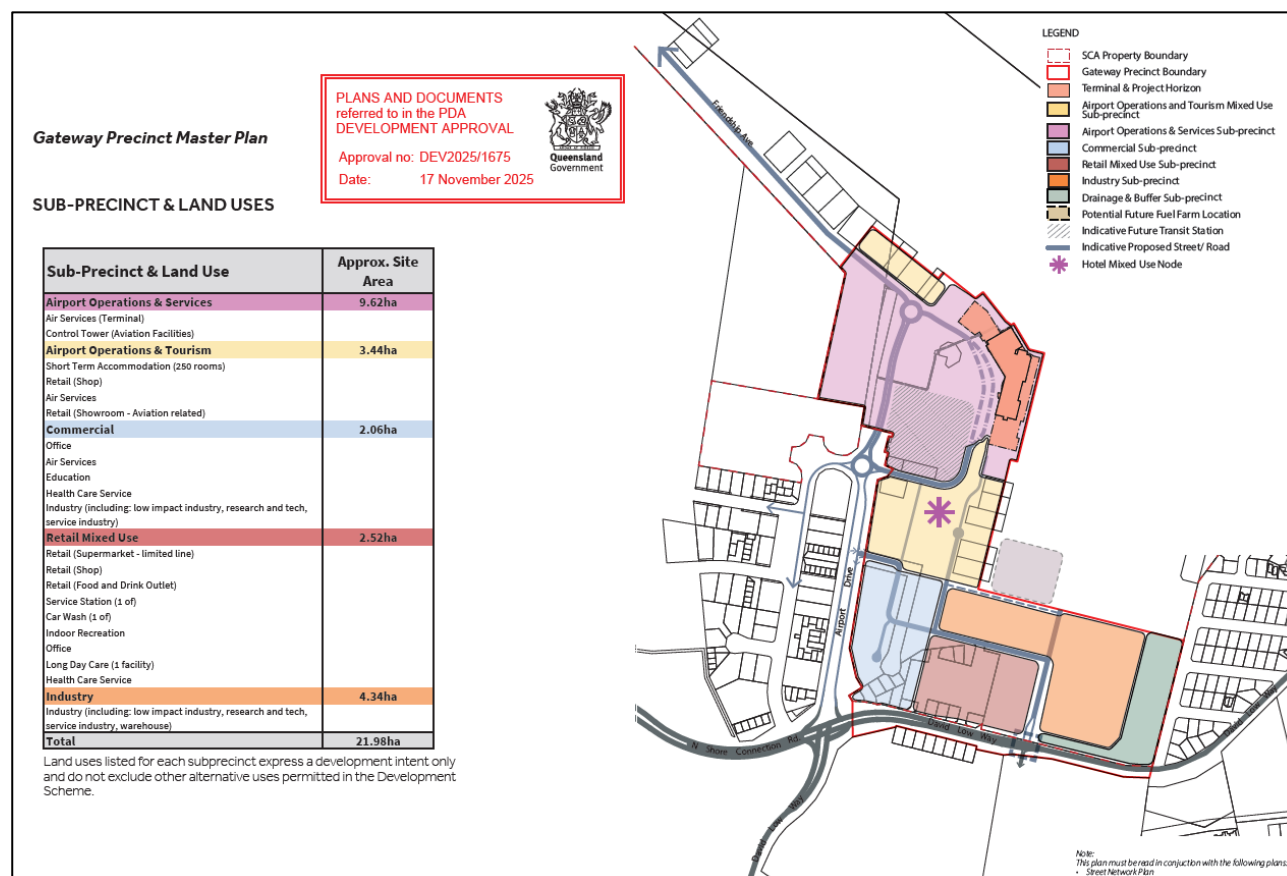


Figure 2: Approved Gateway PMP

2.5 Planning Context

Economic Development Queensland (EDQ) plays a strategic land use planning function to plan and develop land within PDAs in accordance with the *Economic Development Act 2012*.

EDQ as the assessing authority work in consultation with local governments (in this instance Sunshine Coast Council) to facilitate development on large complex sites. As a result, the SCA Development Scheme is the relevant planning framework for the site, not the *Sunshine Coast Planning Scheme 2014* (Planning Scheme). However, the SCA Development Scheme references various parts of the Planning Scheme regarding development requirements as guidance material.

State referrals and State policies have already been considered in the preparation of the Development Scheme and therefore do not trigger the need for additional assessment. It is understood that EDQ may refer the application to relevant stakeholders such as Council and DTMR via their internal referral process.

In addition to identifying the land within **Precinct 5: Airport North**, the SCA Development Scheme includes a Structural Elements Map which illustrates nodal elements as drawn from the Sunshine Coast Airport PDA Vision that is subject to resolution through the precinct master planning process. The structural elements are a combination of existing and future development outcomes, and for Airport North precinct include:

- Mixed use opportunity
- Potential future civic / open space node
- Potential future site access (intersection of David Low Way and Green Turtle Place)
- Sensitive land use buffer
- Existing storm water drain
- Proposed realigned storm water drain

REPORT

The structural elements plan is included at **Figure 3**.

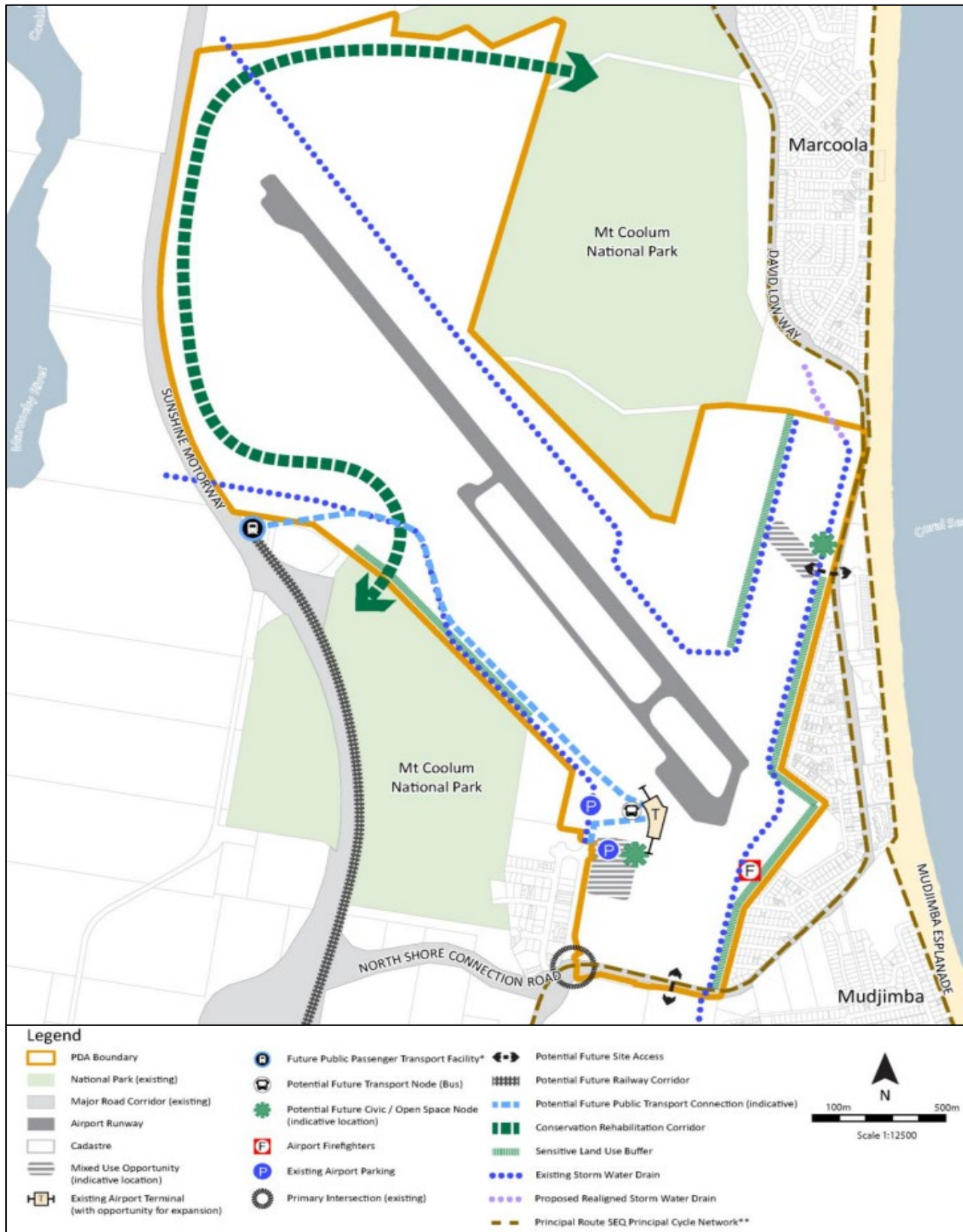


Figure 3: Structural Elements Plan

Source: Sunshine Coast Airport Priority Development Area Development Scheme, September 2024

3 PROPOSAL

3.1 Overview

On behalf of the Sunshine Coast Airport Pty Ltd, RPS is seeking development approval for the Airport North Precinct Master Plan (PMP) pursuant to the *Sunshine Coast Airport Priority Development Area (PDA) Development Scheme* (SCA Development Scheme).

The Airport North PMP seeks to deliver a balance between maintaining flexibility for future development within the Airport North precinct and ensuring general compliance with the overarching PDA vision, PDA-wide criteria and precinct provisions in the *Sunshine Coast Airport Priority Development Area Development Scheme*.

Flexibility is reflected in the visual layout of the Airport North PMP, which broadly delineates three sub-precincts, an indicative road alignment and land for stormwater purposes. It is acknowledged that the three sub-precincts for Airport North seek the incorporation of the two-sub precincts, 5A and 5B, as required by the SCA Development Scheme. The three sub-precincts include the preferred uses for consistency with the overall intent for Airport North. The PMP also lists a combination of permissible uses per sub-precinct supported by appropriate justification.

Section 2.7, Table 2 within the SCA Development Scheme identifies uses as 'accepted', 'permissible' and 'prohibited'. 'Preferred' uses are listed in the precinct intent and are categorised as 'permissible'. Other uses not listed as preferred but also permissible are to be considered on their merits.

The Airport North PMP aims to provide EDQ, Council and the community with assurances on the land use intent and future development outcomes for the precinct, while generally addressing both the vision and intent of the SCA Development Scheme. The PMP considers the priority uses required by SCA to foster commercial feasibility enabling the future development to be delivered, within the leasing framework.

The application also includes a development permit for Reconfiguring a Lot (RAL). This satisfies Section 2.2.11 of the SCA Development Scheme. One management lot is proposed to establish the boundary of the Airport North precinct. A balance lot is proposed for the remainder of the site, which contains the airport terminal and runway. The RAL seeks to resolve the boundaries of the Precinct, and as a result shifts the western boundary for Precinct 5 to align with the existing lot boundary between Lot 699 and Lot 898. This removes the triangle as currently shown for Precinct 5 in the SCA Development Scheme.

3.2 Preliminary Approval for Material Change of Use

RPS has been led by the precinct intent, outcomes and preferred land uses for the Airport North Precinct as stated in the SCA Development Scheme. When combined with the preferred uses for SCA, supported by the Market and Land Use Assessment (**Appendix E**), the Airport North PMP facilitates **a level of economic activity and diversification to serve passengers and visitors, in addition to employment opportunities which are compatible with the wider community.**

The Airport North PMP is accompanied by the Airport North Precinct Master Plan Report (PMP Report) which seeks to outline the development opportunities that drive economic outcomes for the SCA. The PMP Report is comprised of:

- the vision, design pillars, and objectives of the Airport North PMP.
- design parameters for the PMP including for privately owned green space, active movement, road network, streetscape interface, and staging strategy.
- public realm outcomes including, key elements, cultural context, character areas, wayfinding and open spaces.

The Airport North Precinct Master Plan Report, prepared by RPS is provided at **Appendix C**

The proposed Airport North Precinct Master Plan is shown in **Figure 4** below and provided at **Appendix B**.

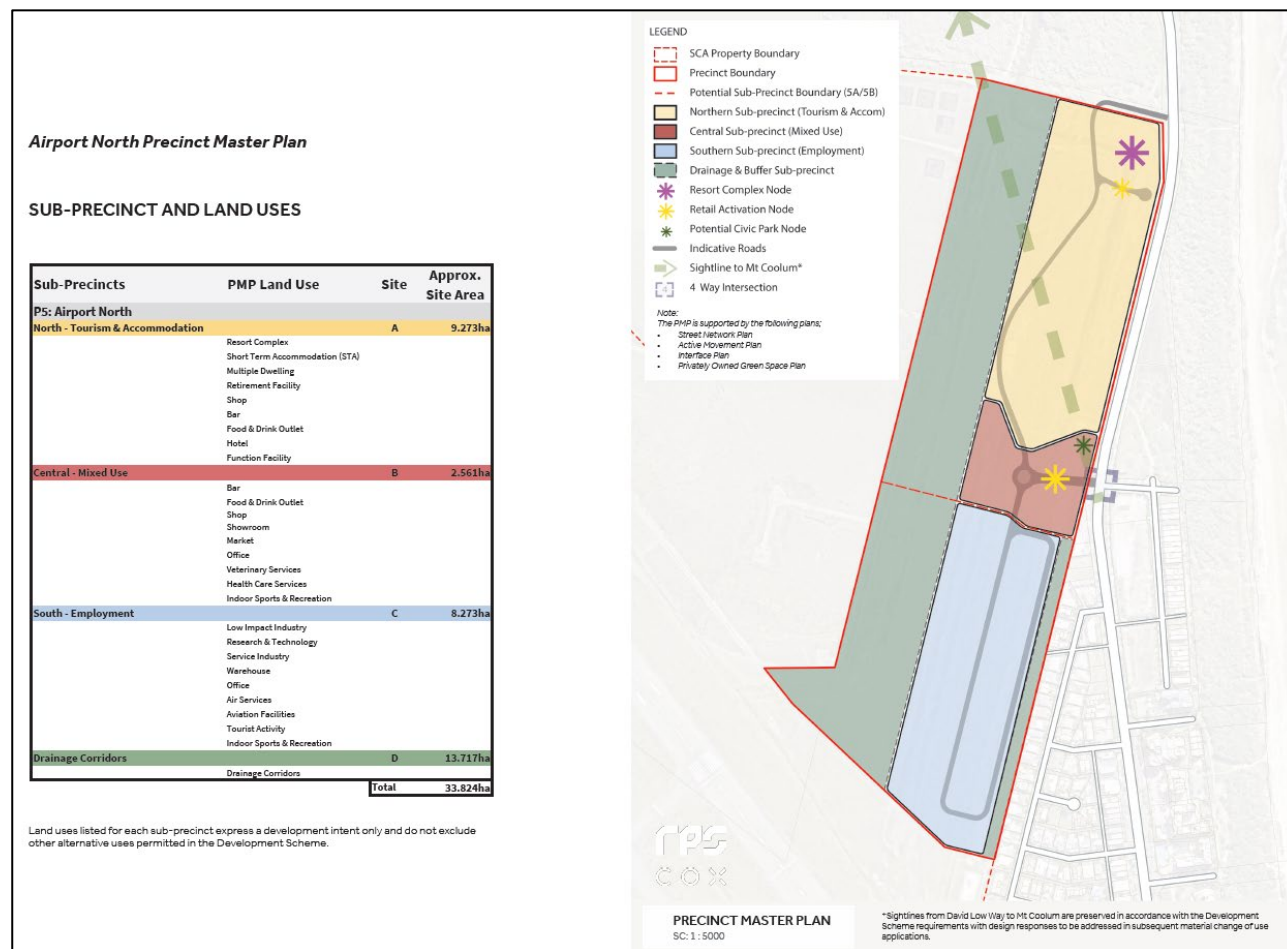


Figure 4: Airport North Precinct Master Plan

Each of the three sub-precincts within Airport North are summarised as follows.

3.2.1 Northern Precinct (Tourism and Accommodation)

The purpose of the Northern Precinct (Tourism and Accommodation) within the bounds of sub-precinct 5B established by the Development Scheme is to provide opportunities for short term accommodation that leverage the precinct's high amenity and proximity to Marcoola beach. The precinct has a total area of 9.292ha and has the opportunity to deliver a range of accommodation and tourism / entertainment uses.

This precinct will comprise a combination of **preferred** and permissible uses including:

- Resort complex
- **Short term accommodation**
- Multiple dwelling
- Retirement facility
- **Shop**
- **Food and drink outlet**
- Bar
- Hotel and
- Function facility

3.2.2 Central Precinct (Mixed Use)

The Central Precinct (Mixed Use) is also within the bounds of sub-precinct 5B established by the SCA Development Scheme. This precinct has an area of approximately 2.572ha and will primarily comprise retail and entertainment uses, including the small-scale mixed use activity use node as anticipated in the SCA Development Scheme.

The Central Precinct (Mixed Use) will include the following **preferred** and permissible uses:

- **Shop**
- **Showroom**
- Bar
- Market
- **Food and drink outlet**
- **Office**
- Veterinary services
- Health care services
- **Indoor sport and recreation**

3.2.3 Southern Precinct (Employment)

The Southern Precinct (Employment) represents sub-precinct 5A as set out in the SCA Development Scheme and is made up of approximately 8.298ha. This precinct seeks to provide for opportunities that are compatible employment generating activities which leverage on the association with the airport. The precinct will also include development that is compatible with and minimises adverse impacts on surrounding residential and tourism uses.

The Southern Precinct (Employment) will include the following **preferred** and permissible uses:

- **Low impact industry**
- **Research and technology**
- **Service industry**
- **Tourist activity**
- **Warehouse**
- **Office**
- Air service
- Aviation facilities
- **Indoor sport and recreation**

3.2.4 Land uses

As listed above, the Airport North PMP proposes both preferred land uses as identified in the Development Scheme and other permissible uses. The preferred uses are consistent with Section 2.6.5 of the SCA Development Scheme. Pursuant to Section 2.7, Table 2 Categories of Development, all development not specified in Column 1 – PDA Accepted development, or Column 2B – Prohibited development, is permissible development. The uses proposed which are permissible development include:

- Air service
- Aviation facilities
- Resort complex

REPORT

- Multiple dwelling
- Retirement facility
- Bar
- Hotel
- Function facility
- Market
- Health care services
- Veterinary services

An assessment of the permissible uses, based on sub-precinct, is provided in **Table 6** as follows.

Table 6: Airport North Land Uses

Sub-Precinct preferred uses	Justification for other permissible uses
Sub-precinct 5A: • low-impact industry • research and technology industry • service industry • office • indoor sport and recreation • tourist activity • warehouse • showroom.	Sub-precinct 5A is contained within the proposed Southern Precinct for Employment. The uses proposed within this precinct include all the preferred uses listed in the SCA Development Scheme. The Airport North PMP also proposes the following additional uses, which are permissible pursuant to Section 2.7, Table 2 of the SCA Development Scheme: • Air service • Aviation facilities Airport North Precinct is well suited to potentially accommodate airport relates uses because of its proximity to the Sunshine Coast Airport terminal and airside operations. It could support a range of airport support and light aviation uses, including catering, cleaning, ground support equipment, maintenance, parts storage, and turnaround services. The precinct could also accommodate aviation-adjacent activities like, aerospace tech, drones, jet centre and training facilities, though these opportunities depend more on business interest and potential apron expansions to the precinct, rather than current market demand. Based on the above, these additional permissible uses are considered appropriate to approve.
Sub-precinct 5B: • short-term accommodation • food and drink outlet • shop and • office.	The Northern Precinct (Tourism and Accommodation) and the Central Precinct (Mixed Use) are proposed within the bounds of Sub-precinct 5B. Across these two precincts, the preferred uses for 5B are accommodated. In addition to these, approval is sought to facilitate permissible uses within Airport North. These uses include: • Resort complex • Multiple dwelling • Retirement facility • Bar • Hotel • Function facility • Health care services • Market • Veterinary services As part of the PMP inception, a spatial investigation was carried out to understand the land take up of the preferred uses, based on the maximum gross floor area and scale requirements in the SCA Development Scheme. The total area of sub precinct 5B (being north and central) is 11.864ha. The 4 preferred land uses for this sub precinct at a compliant GFA/ scale would occupy: • no more than 1.2ha for 6000sqm GFA limit for food and drink outlet and shop • no more than 1ha for 5000sqm GFA limit for office • between 1.5-5ha for 300 short term accommodation units based on:

- obtaining ocean views would occupy 1.5-2ha, **OR**
- at low set 2 storey development would occupy 3-5ha.

This equates to approximately 3.5-4ha or 5-7ha. Both substantially less than the total site area, hence why other permissible uses where demand exists are proposed. It is also worthy to note that the GFA limit for food and drink outlet, shop and office apply to Precinct 2 and Precinct 5, and some of this uptake will occur in Precinct 2 so the land area available for development within Airport North would be greater.

Justification for the additional permissible uses for approval is provided below:

- **Resort complex:** The site's strategic location near Mt Coolum and the beach are highly sought after for a resort complex. An integrated resort that includes restaurant, bar, function facilities would provide a strong anchor for the northern part of the precinct, ideally located for travellers coming and going from the airport. The Market and Land Use assessment (MLUA) confirms the strong opportunity supported by relatively limited supply of international branded hotels on the Sunshine Coast particularly in the lead up to the 2032 Olympics. This preferred use would be consistent with the sub precincts intent of *'Providing opportunities for short term / tourist accommodation uses that leverage the precincts high amenity location'*.
- **Multiple dwelling:** As leasehold land, opportunities for Build to Rent provide a response to the current housing shortfall in SEQ. Residential demand conditions are projected to remain strong. The location's proximity the beach, airport and employment opportunities at the airport provide a strong, defensible response for the provision of additional housing. This use also is consistent with the sub precinct's intent of *"Providing opportunities for short term / tourist accommodation uses that leverage the precincts high amenity location"* and *'provide community benefit to the region'*.
- **Retirement facility:** Opportunity for retirement facility has been confirmed through preliminary market assessment that demonstrates strong demand exists for between 250-300 senior living dwellings (refer **Appendix E**). It is not uncommon for retirement facilities to be located on long-term leasehold land arrangements which make this land use attractive. This use also is consistent with the sub precincts intent of *"Providing opportunities for short term / tourist accommodation uses that leverage the precincts high amenity location"* and *'provide community benefit to the region'*.
- **Hotel:** either stand alone or integrated with the resort complex, a hotel provides opportunities for a premise to sell liquor for consumption but at a larger scale than a bar. The opportunity for a hotel to be part of a mixed use development will provide activity and an attraction to the sub precinct as a destination.
- **Bar:** either stand alone, ancillary to the sale of food or with the resort complex, a bar provides opportunities for a premise to sell liquor for consumption. A compatible use with both preferred uses and proposed permissible land uses to provide activity and vibrancy to the sub precinct as a destination.
- **Function facility:** associated with a resort complex or hotel, a function facility provides the opportunity to conduct receptions or functions that aligns and supports the other permissible uses proposed for the precinct. A function facility leverages on the area's unique setting near both the beach and Mt Coolum and compatible to land uses intended for the precinct.
- **Market:** as a precinct with a tourism / entertainment / living focus, a market provides a use that assists to provide activation in the two retail activation nodes. This use is complimentary to the preferred uses.
- **Health care services:** as a complimentary use to the preferred uses, health care services provide visitors to the precinct and the existing surrounding community the ability to provide general health related care such as medical, paramedical and alternative therapies. Health care services deliver a community benefit which is part of the overall PDA vision.

It should be highlighted that all uses that are seeking approval are still subject to a subsequent Development Permit for a Material Change of Use where design and any impacts would be conditioned.

3.3 Development Permit for Reconfiguring a Lot

The proposal also involves a Reconfiguring of a Lot (RAL) component to resolve the boundaries of the precinct. The proposed RAL will provide the following:

- One new management lot (Lot 104) to establish the Airport North Precinct boundary.
- An amendment to the balance lot established by the Gateway Precinct Approval (Lot 103), which is outside of the Airport North Precinct and comprises airside land, partially including the runway.

The management lot for the Airport North PMP relocates the western boundary to align with the existing lot boundary. This allows the existing maintenance track to be included in the precinct, for future management of the drainage channel.

The management lot also seeks to maintain the existing boundary of Lot 898 in the south-eastern corner, removing the triangle area currently shown for the Airport North precinct boundary in the Development Scheme. This portion of land only covers the drainage channel, which continues outside of the precinct.

The proposed subdivision layout is shown below in **Figure 5** and included at **Appendix D**. Any further subdivision of the Airport North Precinct will be subject to future development applications that will generally reflect the sub-precincts and indicative internal road layouts.



3.4 Technical Assessments

The technical assessments that have been carried out have contributed to the development of the Airport North PMP. The key findings of the technical assessments are as follows.

3.4.1 Market and Land Use assessment

A Market and Land Use Assessment for the Sunshine Coast Airport, Airport North Precinct has been prepared to inform the PMP. The assessment considers the scale of land uses based on demand attributable to residents, visitors and workers. The assessment also reviews local market conditions, and strategic drivers of demand/opportunity for specific land uses.

The Market and Land Use Assessment Report, prepared by Think Economics is provide at **Appendix E**.

3.4.2 Flood Impact Assessment

A Flood Impact Assessment has been carried out for the Airport North Precinct

The Flood Impact Assessment, prepared by BMT, is provided at **Appendix F**.

3.4.3 Stormwater Management Plan

A Stormwater Management Plan (SMP) has been prepared to undertake conceptual sizing of the proposed stormwater network. The SMP also establishes the stormwater quantity parameters that future site-specific developments are to design in accordance with as part of the detailed design stage.

The Stormwater Management Plan, prepared by Premise, is included at **Appendix G**.

3.4.4 Traffic Impact Assessment

A Traffic Impact Assessment (TIA), prepared by ARUP has been provided to assess development proposed within the entire PDA. The TIA addresses work proposed outside of the PDA boundary, however these will be subject to separate applications to the relevant assessment agency.

The Traffic Impact Assessment is provided at **Appendix H**.

Note: The PDA Development Approval for Precinct 2: Gateway (DEV2025/1675) Condition 2 requires the submission of an updated TIA for compliance assessment. The TIA submitted for Precinct 5: Airport North also fulfills the Condition 2 obligations. Confirmation is sought from EDQ that Condition 2 has been satisfied.

3.4.5 Multi-Modal Transport Assessment

The preparation of a Multi-modal Transport Assessment (MMTA) is a requirement set by the Development Scheme (Section 2.2.11) to provide a whole of PDA assessment of existing and future transport networks. An MMTA has been prepared that accompanies this application to provide a complete integrated transport assessment for the Airport North Precinct and the broader transport network, as relevant. The MMTA has resulted in a series of strategic initiatives based on the short-, medium- and long-term timing priorities to support the whole of PDA. The strategic initiatives cover all modal typologies including the road network, active, and public transport.

The Multi-modal Transport Assessment, prepared by SLR Consulting Australia, is included at **Appendix I**.

Note: The PDA Development Approval for Precinct 2: Gateway (DEV2025/1675) Condition 3 requires the submission of an updated MMTA for compliance assessment. The MMTA submitted for Precinct 5: Airport North also fulfills the Condition 3 obligations. Confirmation is sought from EDQ that Condition 3 has been satisfied.

3.4.6 Scenic Amenity Analysis

A Scenic Amenity Analysis has been prepared in response to Section 2.2.11 of the SCA Development Scheme, which requires the preparation of such report for Precinct 5 that:

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

The Scenic Amenity Analysis determines that sightlines from David Low Way to Mt Coolum will be preserved in accordance with the SCA Development Scheme requirements. Specific design responses are to be addressed in subsequent material change of use applications. This has been notated on the Airport North PMP accordingly.

The Scenic Amenity Analysis Report, prepared by RPS, is included at **Appendix J**.

3.4.7 Landscape Management Plan

A Landscape Management Plan (LMP) has been prepared to identify the future landscape treatments within the Airport North PMP and provide a comprehensive management framework for the variety of existing and proposed landscapes.

The LMP builds on previous documents such as Gateway PMP, Gateway LMP, Public Realm and Landscape Design Guidelines, Sunshine Coast Airport Environmental Management Plan and Sunshine Coast Airport, Environmental Social and Governance Framework, offering guidance for the landscape management of this precinct.

The Landscape Management Plan, prepared by RPS, is included at **Appendix K**.

3.4.8 Environmental Report

An Environmental Assessment Report (**Appendix L**) has been prepared to describe the potential environmental constraints from development of land within and adjacent to the SCA's Airport North Precinct (the Site) and identify mitigation strategies in relation to:

- *Commonwealth Environmental Protection Biodiversity Conservation Act 1999* Matters of National Environmental Significance (MNES); and
- Queensland environmental requirements and values as prescribed in the SCA Development Scheme.

Key findings of the report include the following:

- The loss of breeding habitat value for Sandy Yabby and Wallum Sedge Frog associated with the on-site drainage areas will be compensated in accordance with the Sunshine Coast Airport's Offset Management Plan.
- Implement Water Sensitive Urban Design (WSUD) features to improve the quality of surface water runoff for the construction and operation phases of future development.

3.4.9 Civil Engineering Services

The conceptual engineering servicing strategy to facilitate the development of the Airport North Precinct has been prepared to accompany this application. The engineering considerations include road access, earthworks, stormwater management, and capacity of water, sewerage and electrical and telecommunication connections. These are set out in the Civil Engineering Services Report (**Appendix M**), which confirms capacity for all essential services to support the development of the Airport North Precinct and no impacts resulting from the engineering works.

3.4.10 Acoustic Report

An acoustic assessment has been carried out to determine the treatments required to mitigate potential future noise impact from within and external to the site. The noise sources have been identified and assessed against the relevant legislative criteria applicable to the site. Recommendations have been proposed to ensure that the development can meet all relevant acoustic criteria.

The Acoustic Report, prepared by NDY, is included at **Appendix N**.

3.4.11 Lighting Management Plan

The SCA Development Scheme requires that development *be designed to minimise harm to sea turtle nesting and sea turtle activity by avoiding adverse impacts generated from artificial lighting* (Section 2.6.5). To address this requirement, a Lighting Management Plan (LMP) has been prepared. The LMP includes an assessment against the performance outcomes of the Sea Turtle Sensitive Area Code and proposes recommendations for the provision of future lighting to mitigate impacts from artificial lighting.

The Lighting Management Plan, prepared by Webb, is provided at **Appendix O**.

3.4.12 Electrical Servicing

An Electrical Servicing Report has been prepared to address the provision of electrical and telecommunications infrastructure for the Airport North PMP. The provision of electrical services has been based on a demand assessment, which includes the proposed uses for the Airport North PMP. The general works required to support the future development for Airport North have been recommended based on the anticipated design, acknowledging that some aspects will be further determined during detailed design phases.

The Electrical Servicing Report, prepared by Webb, is provided at **Appendix P**.

3.4.13 Acid Sulphate Soils

An Acid Sulfate Soil Management Plan (**Appendix Q**) has been prepared for Airport North, which forms an overarching framework for the management of acid sulfate soils (ASS) present onsite. Data of the region confirms that ASS is likely present across the precinct. Subsequent applications will address ASS with development specific Acid Sulfate Soil Management Plan, that is required for endorsement prior to soil /groundwater disturbance activities commencing. This will ensure appropriate management of cumulative impact of disturbing soils across the precinct.

4 COMPLIANCE WITH DEVELOPMENT SCHEME

The following section provides a complete assessment of the proposed Airport North Precinct Master Plan against the Sunshine Coast Airport Priority Development Area Development Scheme.

4.1 Development Scheme Vision

The following sections respond to the relevant components of the Vision for the PDA as outlined in Section 2.3 of the scheme:

Table 7: Development Scheme Vision Assessment

Vision	Response
1. <i>Occur in an integrated and sequential manner.</i>	Section 2.2.11 of the Development Scheme requires that a Precinct Master Plan or a Plan of Development for the whole of Precinct 5 is submitted and approved prior to or accompanied with the first material change of use or reconfiguring a lot. As such, this application is the first for Precinct 5 that includes the Precinct Master Plan and a management lot subdivision. This application seeks to unlock Precinct 5 with the development intent for subsequent applications for use specific development to occur in due course and in accordance with the parameters of the proposed Airport North PMP. This application provides for an integrated and sequential development pathway and will establish the Airport North Precinct with land uses and yields in accordance with the Development Scheme.
2. <i>Provide for uses and activities that are compatible with the primary function of the Sunshine Coast Airport as a key regional and international airport and aviation precinct.</i>	The PMP proposes land uses and activities by sub-precinct that respond to the precinct's intent. The sub-precincts provide opportunities through the land uses for employment generating activities to the south and short-term accommodation / tourist accommodation to the north. The land uses whilst providing some flexibilities do not compromise the sub precinct's intent and do not seek to depart from provisions in the Development Scheme.
3. <i>Complement the role of the airport as an economic, freight and logistics hub, and enhance the economic opportunities that are available in proximity to the airport.</i>	The Airport North PMP will complement the role of the airport as an economic, freight and logistics hub by the uses proposed for the Southern Precinct (Employment). The combination of uses proposed will achieve the precinct intent which seek to leverage on the association and proximity to the airport.
4. <i>Support an expanded range of aviation, aerospace and complementary business and employment opportunities that promote the region, attract investment, support tourism on the Sunshine Coast.</i>	The Sunshine Coast Airport continues to attract and welcome the expansion of aviation, aerospace, hotel and retail and uses. This has been reflected in the PMP where employment related opportunities attracting investment to the Sunshine Coast can be realised.
5. <i>Provide for airport related business uses and other related uses to be co-located to maximise urban efficiency and contribute to an integrated land use outcome.</i>	The Airport North PMP proposes a mix of preferred and permissible uses that complement the role of the Sunshine Coast Airport. A mix of accommodation, business and industrial uses are proposed through the sub-precincts which are located to leverage on proximity to the beach, the airport and minimise impact to nearby sensitive uses.
6. <i>Be of a nature, scale and intensity that does not compromise the Sunshine Coast Centres Hierarchy while providing for a range of commercial and retail uses that enhance and support and complement a modern competitive airport precinct.</i>	The scale of activities proposed, as defined by number of facilities or gross floor area, is generally consistent with the Development Scheme. The uses proposed are supported by the Market and Land Use Assessment (Appendix E). This assessment demonstrates that the nature and scale

REPORT

Vision	Response
	of these uses does not compromise the Sunshine Coast Centres Hierarchy.
7. <i>Provide a high level of amenity and effectively manage the potential for land use conflict with existing and likely future surrounding development.</i>	The Airport North PMP Report (Appendix C) demonstrates the methodologies adopted to provide a high level of amenity to nearby sensitive uses and likely future surrounding development. These include an array of interface typologies and a strategy for privately owned green space to improve amenity.
8. <i>Not adversely impact on the continued safe operation, efficiency, viability and maintenance of existing network infrastructure and airport operations.</i>	The Airport North PPMP Report (Appendix C) establishes the development objectives that will enhance the existing network infrastructure and the operation of the airport. These include, but are not limited to: • Provision of a high-quality arrival experience into precinct 5 from David Low Way. • Enhance and facilitate active and public transport throughout the precinct. • Prioritise sensitive development through building heights and interface typologies.
9. <i>Protect the significant natural and Aboriginal cultural heritage assets and biodiversity values in and adjoining the PDA by avoiding, to the greatest extent practicable, then minimising and mitigating any adverse impacts on these ecologically important areas.</i>	The PMP seeks development of the former runway only and does not impact on adjoining ecologically important areas. This is demonstrated by the Environmental Assessment Report in Appendix L which confirms no offsite impacts. The PMP does not approve any works and will be addressed in subsequent Development Permits.
10. <i>Protect human health and the environment by appropriately managing contaminated land, groundwater and surface water in the PDA.</i>	The PMP seeks development of the former runway only. The PMP does not approve any works, and these matters will be addressed in detail in subsequent Development Permits. Future development that approves development to proceed will be in accordance with the whole of PDA PFAS management plan that details any remediations of the site in accordance with relevant standards
11. <i>Avoid, then minimise or mitigate the risks from flood and storm tide inundation to people, property and the environment to an acceptable or tolerable level, taking into account the predicted effects of climate change.</i>	The PMP seeks development of the former runway only and the supporting technical reports including the Flood report demonstrate that no worsening of flooding and storm tide inundation will occur. The PMP does not approve any works and these matters will be addressed in detail in subsequent Development Permits.
12. <i>Not directly, indirectly or cumulatively change flood characteristics that may cause an increase in the exposure or severity of flood or the potential for damage internal to the PDA or to other properties external to the PDA.</i>	The PMP seeks development of the former runway only and the supporting technical reports including the Flood report demonstrate that future development will not cause an increase in the severity of flooding, within and external to the PDA. The PMP does not approve any works, and these matters will be addressed in detail in subsequent Development Permits.
13. <i>Deliver high-quality built form and urban design outcomes and be an exemplar of sustainable and innovative development.</i>	The PMP is a high-level planning tool that demonstrates how development is consistent with the PDA vision and does not have built form outcomes. Subsequent development permits that authorise uses to commence will provide the necessary detail of exemplar sustainable and innovative development. The PMP however is supported by technical reports that demonstrate sustainable and innovative response to the site's setting is achieved through matters such as overall design, landscaping, lighting and flood management.
14. <i>Provide safe and efficient access into and throughout the precinct, as well as active transport infrastructure that connects into the broader transport network and provide appropriate access, parking and transport for visitors and employees.</i>	The PMP Report (Appendix C) includes a multimodal strategy that incorporates all transport methods and the opportunities for legible connections within and external to the PDA. Wayfinding signage, entry statements, art opportunities and place making will also be integrated

REPORT

Vision	Response
	through the Precinct to ensure a seamless experience is achieved for visitors and employees.
15. Preserve a corridor for a direct linkage between the Airport terminal and future public passenger transport facilities and maximise access to public transport.	This is provided for in Precinct 2 – Gateway.
16. Over time, seek to identify opportunities to consolidate general aviation activities further away from residential areas.	The spatial planning for the three sub-precincts of the Airport North Precinct does not prejudice on the opportunity to consolidate general aviation activities further from residential areas. Sub precinct A that interfaces with existing residential areas provides for a landscaped buffer, then low impact industrial uses to provide a suitable transition.

4.2 PDA Wide Criteria

The Development Scheme requires PDA assessable development to consider the criteria, to the extent relevant for the application. The PDA wide criteria are assessed as follows.

4.2.1 Built form

The built form provisions at Section 2.5.1 of the SCA Development Scheme will be addressed by the subsequent development applications lodged pursuant to the Airport North Precinct Master Plan.

4.2.2 Mixed Use Development

The Airport North Precinct Master Plan provides for a mix of uses across the precinct including a mixed-use activity node in the Central Precinct (Mixed Use) that aligns with Table 1 in Section 2.5.2.

4.2.3 Public Realm

The Airport North Precinct Master Plan ensures the public realm requirements will be achieved by facilitating the following design pillars:

- **Coastal character:** Embrace the wild and dynamic coastal character of the Sunshine Coast's coastline.
- **Nestled in nature:** All development sites, building placement and streetscape boulevards encourage a premium landscape outcome, reflecting a more sensitive Sunshine Coast character
- **Connection and activated:** Prioritise comfortable, shaded pedestrian and cycling path networks throughout the precinct and establish connections to Gateway precinct, Airport terminal, the Wave & surrounding tourism destinations.

The details of the public realm will otherwise be addressed by future material change of use applications within the Airport North precinct.

4.2.4 Landscaping

A Landscape Management Plan (**Appendix K**) has been prepared to ensure the future maintenance of landscape treatments and the public realm is achieved. The LMP envisions a high-quality amenity offering, achieved through a variety of privately owned green spaces including the entry plaza, streetscapes and public realm, a linear park and landscape buffers.

The refined details of the landscape design will be resolved by subsequent development applications.

4.2.5 Public Transport, Connectivity and Traffic Management

The Precinct Master Plan will facilitate a highly permeable network for active, public and private vehicle movements. This is demonstrated by a Multi-modal Transport Assessment provided at **Appendix I**, which builds on the transport strategy presented for the now approved Gateway Precinct Master Plan.

Subsequent applications in the Airport North Precinct will demonstrate how design and layout of development achieve public transport, connectivity and traffic management outcomes.

4.2.6 Sustainability

The sustainability criteria for design and infrastructure will be addressed by subsequent applications in the Airport North precinct.

4.2.7 Environment, Cultural Heritage Protection and Conservation

An Environmental Assessment Report (**Appendix L**) has been prepared to describe the potential environmental constraints from development of land within and adjacent to the SCA's Airport North Precinct (the Site) and identify mitigation strategies in relation to:

- *Commonwealth Environmental Protection Biodiversity Conservation Act 1999* Matters of National Environmental Significance (MNES); and
- Queensland environmental requirements and values as prescribed in the SCA Development Scheme.

Relevant to the criteria stated in Section 2.5.7, the Environmental Constraints Assessment Report recommends the following outcomes:

- The loss of breeding habitat value for Sandy Yabby and Wallum Sedge Frog associated with the on-site drainage areas will be compensated in accordance with the Sunshine Coast Airport's Offset Management Plan.
- Implement Water Sensitive Urban Design (WSUD) features to improve the quality of surface water runoff for the construction and operation phases of future development.

Where relevant, future development applications will address environment, cultural heritage protection and conservation criteria.

4.2.8 Community Safety and Development Constraints

The PMP does not authorise development to proceed. All future development will ensure that any emissions, hazards and erosion and sediment controls are in accordance with relevant legislation and conditions of approval. Permissible land uses that do not generate adverse impacts to nearby sensitive areas were considered in the context of nearby sensitive land uses i.e. residential areas and Mt Coolool National Park.

An Acid Sulfate Soil Management Plan (**Appendix Q**) has been prepared for Airport North, which forms an overarching framework for the management of acid sulfate soils (ASS) present onsite. Data of the region confirms that ASS is likely present across the precinct. Subsequent applications will address ASS with development specific Acid Sulfate Soil Management Plan, that is required for endorsement prior to soil /groundwater disturbance activities commencing. This will ensure appropriate management of cumulative impact of disturbing soils across the precinct.

The SCA has been

Bushfire and coastal hazard criteria will be addressed by subsequent applications, as relevant to the proposal and location within the Airport North Precinct.

4.2.9 Flood management

Flood mitigation for the Airport North Precinct was originally identified in the Sunshine Coast Airport (SCA) Priority Development Area (PDA) Hydraulics Report, prepared by BMT, 2025.

4.2.10 Airport and environs

An acoustic assessment (**Appendix N**) has been carried out to accompany the Airport North PMP and demonstrate how future development will be designed, constructed and operated to protect the ongoing operations of the airport and nearby sensitive uses. Detailed land use/stage specific acoustic assessments will be carried out as part of future development applications to identify specific noise mitigation strategies.

The airport environs and specific acoustic requirements will be addressed as part of subsequent development applications.

4.2.11 Reconfiguring a lot – lot layout

The proposed reconfiguration of a lot seeks to establish the boundary of the Airport North precinct with the creation of a management lot. The remaining area of Lot 699 RP296245 will form a balance lot consistent with the approved Reconfiguration of a Lot for the Gateway Precinct (DEV2025/1675).

The management lot will be subject to future applications for reconfiguring a lot that will further refine the built form, servicing, internal road network and address natural site features and constraints.

4.3 Precinct Provisions

The specific Precinct Outcomes for the Precinct 5: Airport North are set out in Section 2.6.5 of the Development Scheme and as assessment is provided as follows in **Table 8**.

Table 8: Precinct Provisions

Precinct outcomes	Proposed Development Response
1. Development	
a. 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	This application is the first application for the Airport North Precinct and proposes a Precinct Master Plan (PMP) to facilitate the delivery of development within the Precinct in accordance with the Development Scheme.
b. ensures it is appropriately located and has a function, scale, height, and bulk that minimises impacts on the aviation functions of the Sunshine Coast Airport, key view corridors and the surrounding community	The Airport North PMP establishes three sub-precincts to spatially inform the appropriate location of future development. This outcome will ensure land uses in the future will be designed with function, scale, height and bulk that addresses any impacts on the aviation functions of the Sunshine Coast Airport. Key view corridors, including to Mount Coolum as identified in the Sunshine Coast Planning Scheme 2014, will be protected. An indicative sightline to Mount Coolum is illustrated on the PMP, and the maintenance of this view will be refined by subsequent material change of use applications.
c. may include small-scale mixed-use activity node that: i) supports small-scale retail uses serving the needs of workers, residents and tourists that are consistent with; and do not detract, from the Sunshine Coast centres hierarchy ii) is designed to be pedestrian scale and include activated uses along the central street that serves and connects the two sub-precincts iii) may comprise of: - small scale tenancies for convenience retail and dining - activities that service the convenience needs of local residents and the airport workforce - pedestrian scale and activated uses along main street that connects the two sub-precincts - public realm that provides for pedestrian comfort with awnings and shade trees other uses that would contribute to the achievement of the Vision and Precinct intent - tourist attraction (aviation related)	The Airport North PMP proposes a mixed-use activity node in the Central Precinct (Mixed Use). The land uses proposed for the mixed-use activity node include: • Bar • Food and drink outlet • hotel • health care service • office • veterinary services • market • shop • showroom • Indoor sport and recreation A smaller activity node is also proposed in the northern sub-precinct (Tourism and Accommodation), to primarily support the residential and accommodation offerings. A retail activity node will achieve ground plane activation and convenience offerings to create a vibrant and attractive precinct. The built form, wayfinding, and public realm outcomes for the mixed-use activity node will ultimately be refined by the subsequent applications.
d. includes uses that do not exceed the maximum gross floor area of any specified use or the total GFA identified in section 2.5.2 – Table 1	The Airport North PMP includes land uses that will be provided at a scale in accordance with Section 2.5.2, Table 1.
e. obtains access via a new intersection on David Low Way and an internal street system that is effective and efficient	Primary access to the Airport North Precinct will be facilitated by a new signalised intersection to David Low Way and Green Turtle Place. The location and design of the intersection have been discussed with the Department of Transport and Main Roads to ensure a safe and efficient design, integrated with the existing road network. The intersection will ultimately be delivered by others, however

	SCA is responsible for the fourth leg, on the western side of David Low Way within the PDA. A northern non-signalised intersection with David Low Way is shown on the PMP. This new road connection is outside of the SCA PDA boundary. The ultimate approval for this road will be facilitated by a separate application to the relevant authority at the time. The internal road system will comprise both collector and access streets to facilitate vehicle movements. The conceptual location of the internal roads is shown on the Airport North PMP and cross sections demonstrating the complete corridor design are shown in the PMP Report (Appendix C) and the Multi-modal Transport Assessment (Appendix I).
f. be designed to ensure the built form and landscaping treatments create a cohesive streetscape	The ultimate built form and landscaping treatments will be determined by the subsequent development applications in Airport North.
g. be designed and operated to avoid or mitigate any potential adverse impacts on adjoining sensitive uses	The Airport North PMP seeks to ensure future development will be designed and operated to avoid adverse impacts to adjoining sensitive uses by the three precincts that define the areas for: • Tourism and accommodation • Mixed use • Employment Land uses adjacent to the existing residential area are the preferred uses listed in the Development Scheme that are considered suitable and will not impact nearby residents. In addition, the PMP nominates a drainage buffer and internal road on the eastern boundary adjoining the low-density residential premises. This design outcome will contribute to further mitigation of potential adverse impacts to these sensitive adjoining uses.
h. be designed to minimise harm to sea turtle nesting and sea turtle activity by avoiding adverse impacts generated from artificial lighting	A Lighting Management Plan (LMP) has been prepared to establish the framework that future applications in the Airport North Precinct would need to address to minimise harm to sea turtle nesting and activity. This includes the requirement to assess the Sea Turtle Sensitive Area Code which applies to all assessable development (other than for reconfiguring a lot), occurring within the Sea Turtle Sensitive Area on the Overlay maps contained in the planning scheme. It is acknowledged the current Sunshine Coast Planning Scheme 2014 does not include a Sea Turtle Sensitive Area overlay. The proposed Sunshine Coast Planning Scheme 2025 introduces updates to the Biodiversity Waterways and Wetlands overlay map, including additional sea turtle layers. The associated Biodiversity Waterways and Wetlands overlay code has been updated accordingly. Notwithstanding, the Development Scheme defers to the Sea Turtle Sensitive Area Code for guidance. The requirements of this code which the LMP confirms will need to be addressed by future applications include: • Use adaptive controls • Light only the intended area/appropriate lighting • Use of non-reflective surfaces • Limit blue and UV lighting Please refer to the Lighting Management Plan provided at Appendix O.
i. where within sub-precinct 5A:	Sub-precinct 5A has been defined by the boundaries of the Southern Precinct (Employment) by the Airport North

REPORT

i) provide opportunities for compatible employment generating activities which leverage on its association with the airport ii) ensure development is compatible with and minimises adverse impacts on surrounding residential and tourist areas and iii) limit uses which are required to be serviced by heavy vehicles	PMP. The land uses proposed focus on employment generation provided the nexus with the Sunshine Coast Airport. The land uses predominately reflect preferred land uses as depicted by the Development Scheme. The management of potential adverse impacts to nearby residential and tourist areas will be refined through the subsequent development applications.
j. where within sub-precinct 5B: i) provide opportunities for short-term/tourist accommodation uses that leverage the precinct's high amenity location opposite Marcoola Beach and its proximity to the airport, providing an opportunity to integrate with and enhance the Marcoola village	The Airport North PMP proposes to deliver sub-precinct 5B in the Northern Precinct (Tourism and Accommodation) and Central Precinct (Mixed Use). The uses proposed across these two precincts will facilitate the intent of sub-precinct 5B by providing accommodation and mixed use outcomes that will complement Marcoola village.

5 LEGISLATIVE REQUIREMENTS

5.1 Assessment Manager

Development applications for PDAs are assessed by Economic Development Queensland.

In accordance with Division 3 of the *Economic Development Act 2012*, this PDA development application is made to the Minister for Economic Development Queensland.

5.2 Categories of Development

The table below summarises the categorising instruments and categories of assessment applicable to this application.

Table 9: Categories of Assessment

Aspect of development	Categorising instrument	Category of assessment
Preliminary Approval for Material Change of Use	Sunshine Coast Airport Priority Development Area Development Scheme – Section 2.7, Table 2, Collum 2A	Permissible development
Development Permit for Reconfiguring a Lot		Permissible development

5.3 Currency Period

In accordance with Section 100(4)(i) of the *Economic Development Act 2012*, the currency period requested for the Preliminary Approval, Material Change of Use, is **20 years**.

5.4 Public Notification

The proposed Precinct Master Plan applies to the entirety of the Airport North Precinct (Precinct 5). In accordance with Section 2.2.5 of the Development Scheme, public notification is required. Public notification will be carried out in accordance with Section 84 of the *Economic Development Act 2012*.

5.5 Economic Development Act Considerations

Section 87 of the *Economic Development Act 2012* identifies considerations for MEDQ in making a decision on any development application. Compliance with these matters is considered below:

- Main purpose of the Act: the proposed Airport North Precinct Master Plan is consistent with the purpose of the Act to '*facilitate economic development, and development for community purposes, in the state*'. This proposal is an integral step in unlocking the Airport North Precinct, delivering a variety of uses to support the ongoing operation of the Sunshine Coast Airport, providing significant economic development within the region and the State.
- Any relevant state interest: the state interests MEDQ can consider have been addressed in the Sunshine Coast Airport Development Scheme and therefore detailed further assessment is not warranted. However, it is recognised that as the PMP abuts a state controlled road, DTMR input may be sought.
- Any submissions made about the application during the submission period – We understand from pre-application discussions with EDQ that this proposal will require public notification in accordance with Section 84 of the *Economic Development Act 2012*.

The development scheme: compliance with the development scheme has been achieved and demonstrated in **Section 4** above.

6 CONCLUSION

This town planning report supports a development application made on behalf of the Sunshine Coast Airport to Economic Development Queensland for the Airport North Precinct Master Plan and a management lot subdivision. The Airport North Precinct Master Plan applies to land at Friendship Avenue, Marcoola, also described as Lot 699 on RP296245.

The application seeks:

- **Preliminary Approval** for a **Material Change of Use** for the Airport North Precinct Master Plan, and
- **Development Permit** for a **Reconfiguration of a Lot** involving 1 Lot into 2 being 1 Management Lot and 1 Balance Lot.

The land uses associated with the PMP that we seek approval for include the following:

Precinct	Proposed Uses	
Northern Precinct: Tourism and Accommodation	• Resort complex • Short term accommodation • Multiple dwelling • Retirement facility • Shop	• Food and drink outlet • Bar • Hotel and • Function facility
Central Precinct: Mixed Use	• Shop • Showroom • Bar • Market • Food and drink outlet	• Office • Veterinary services • Health care services • Indoor sport and recreation
Southern Precinct: Employment	• Low impact industry • Research and technology • Service industry • Tourist activity • Warehouse	• Office • Air service • Aviation facilities • Indoor sport and recreation

This report has demonstrated that the proposal is compliant with the Development Scheme, including the precinct intent for Airport North, particularly for the following reasons:

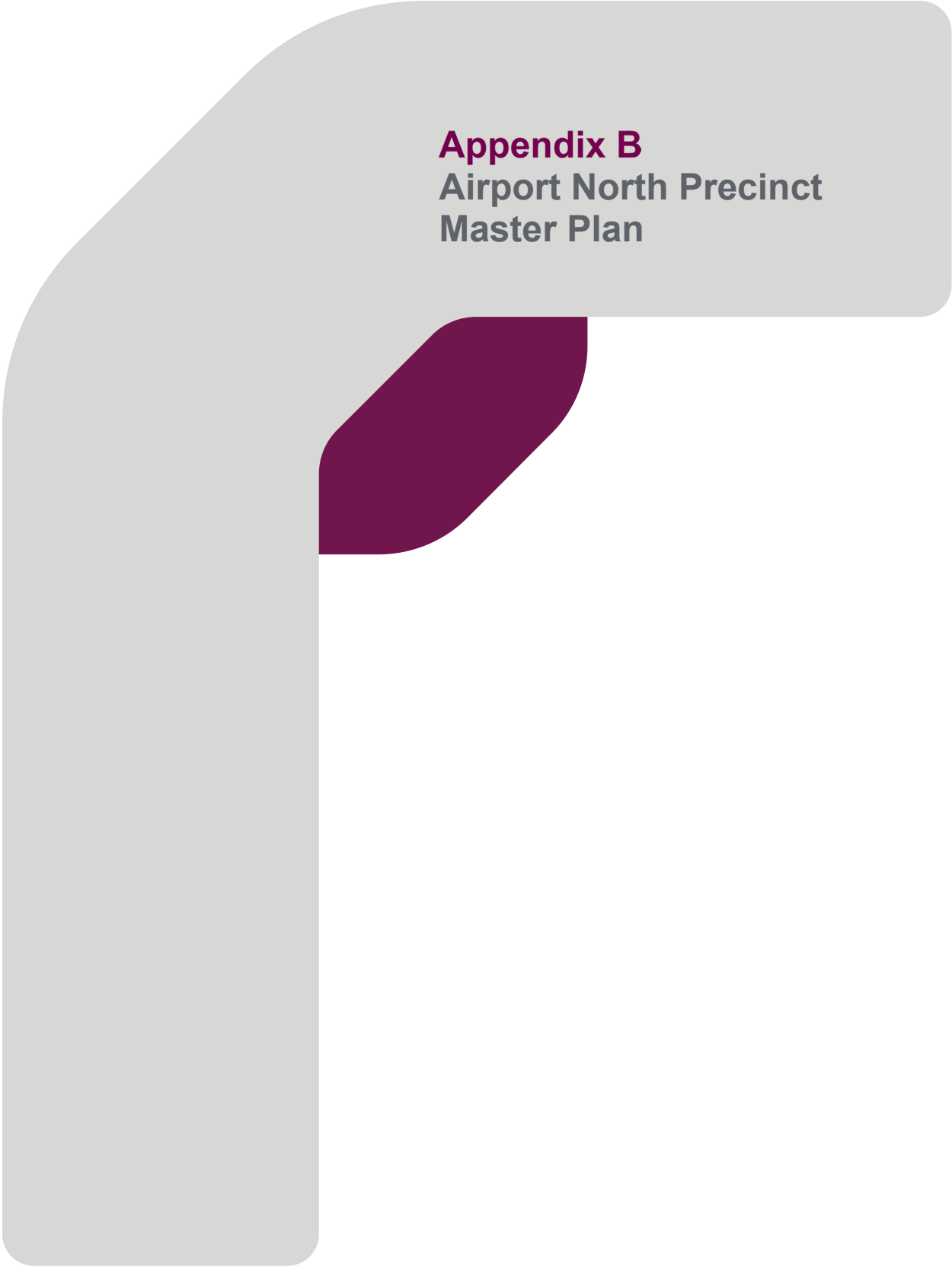
- The proposed Precinct Master Plan establishes sub-precincts that group compatible land uses which are consistent with the Sunshine Coast Airport Priority Development Area Development Scheme.
- The proposed Precinct Master Plan reflects the highest and best use outcomes for the site that support economic growth in the Sunshine Coast.
- The Precinct Master Plan reinforces the Sunshine Coast Airport as a key regional and international airport and aviation precinct.

Approval is sought for the Airport North Precinct Master Plan, subject to reasonable and relevant conditions.



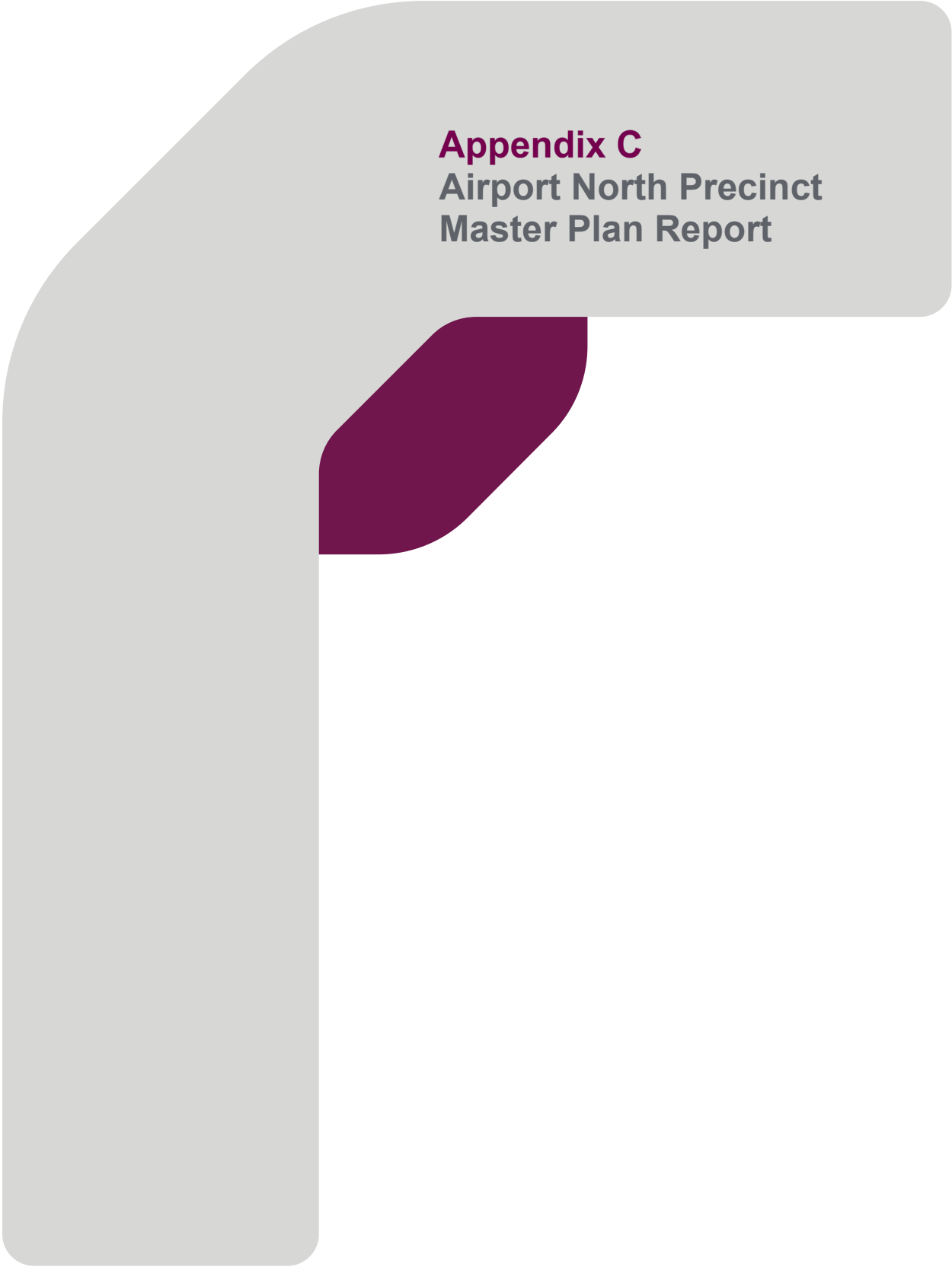
Appendix A

Property Searches

A large, light grey abstract shape with rounded corners and a diagonal cutout. The cutout is filled with a maroon color. The text is positioned within the upper right portion of the grey shape.

Appendix B

Airport North Precinct Master Plan

A large, light grey abstract shape with rounded corners and a diagonal cutout. The cutout reveals a maroon-colored area underneath. The text is positioned within the upper right portion of the grey shape.

Appendix C

Airport North Precinct Master Plan Report

A large, light grey abstract shape with rounded corners and a diagonal cutout. The cutout is filled with a solid maroon color. The text is positioned within the upper right portion of the grey shape.

Appendix D

Reconfiguration of a Lot Plan

A large, light grey abstract shape with rounded corners and a maroon-colored cutout on its right side. The cutout is a curved, wedge-like shape pointing towards the bottom right.

Appendix E

Market and Land Use Assessment



Appendix F

Flood Impact Assessment

A large, light grey abstract shape with rounded corners and a maroon-colored cutout on its right side. The shape is positioned on the left side of the page, with the text 'Appendix G Stormwater Management Plan' located within the grey area.

Appendix G

Stormwater Management Plan



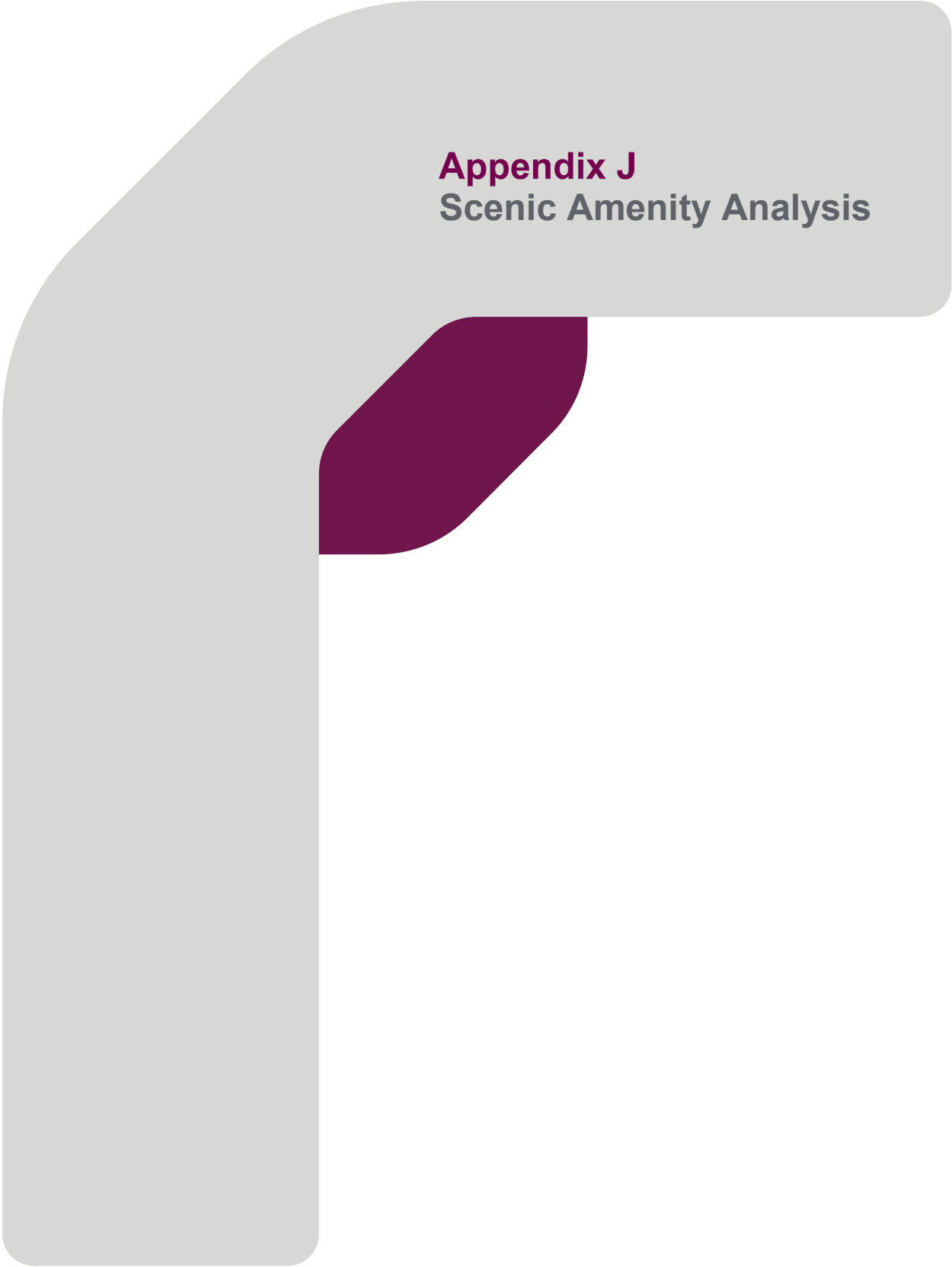
Appendix H

Traffic Impact Assessment

A large, light grey abstract shape with rounded corners and a diagonal cutout. The cutout is filled with a maroon color. The text 'Appendix I Multi-modal Transport Assessment' is positioned within the grey area.

Appendix I

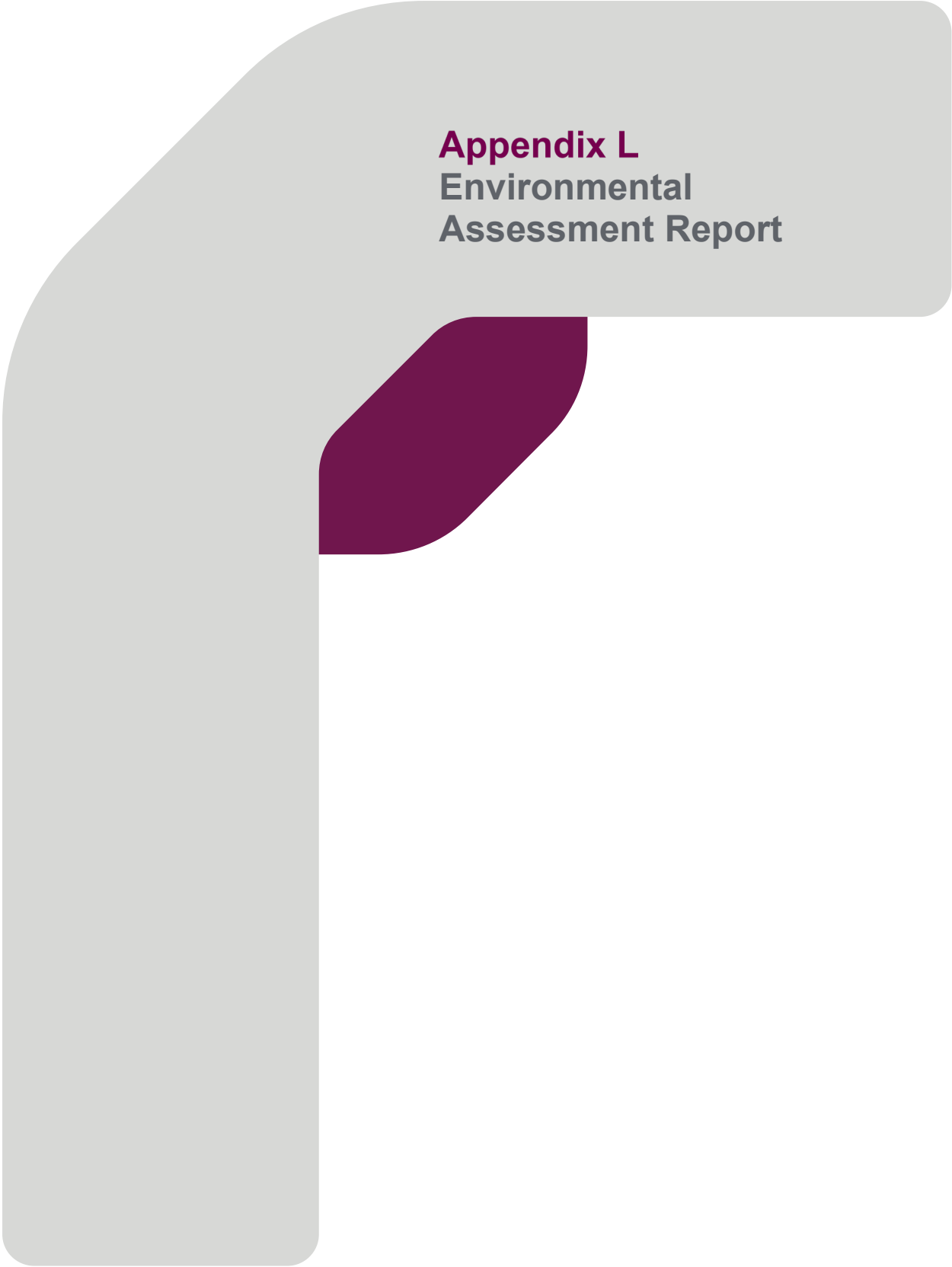
Multi-modal Transport Assessment



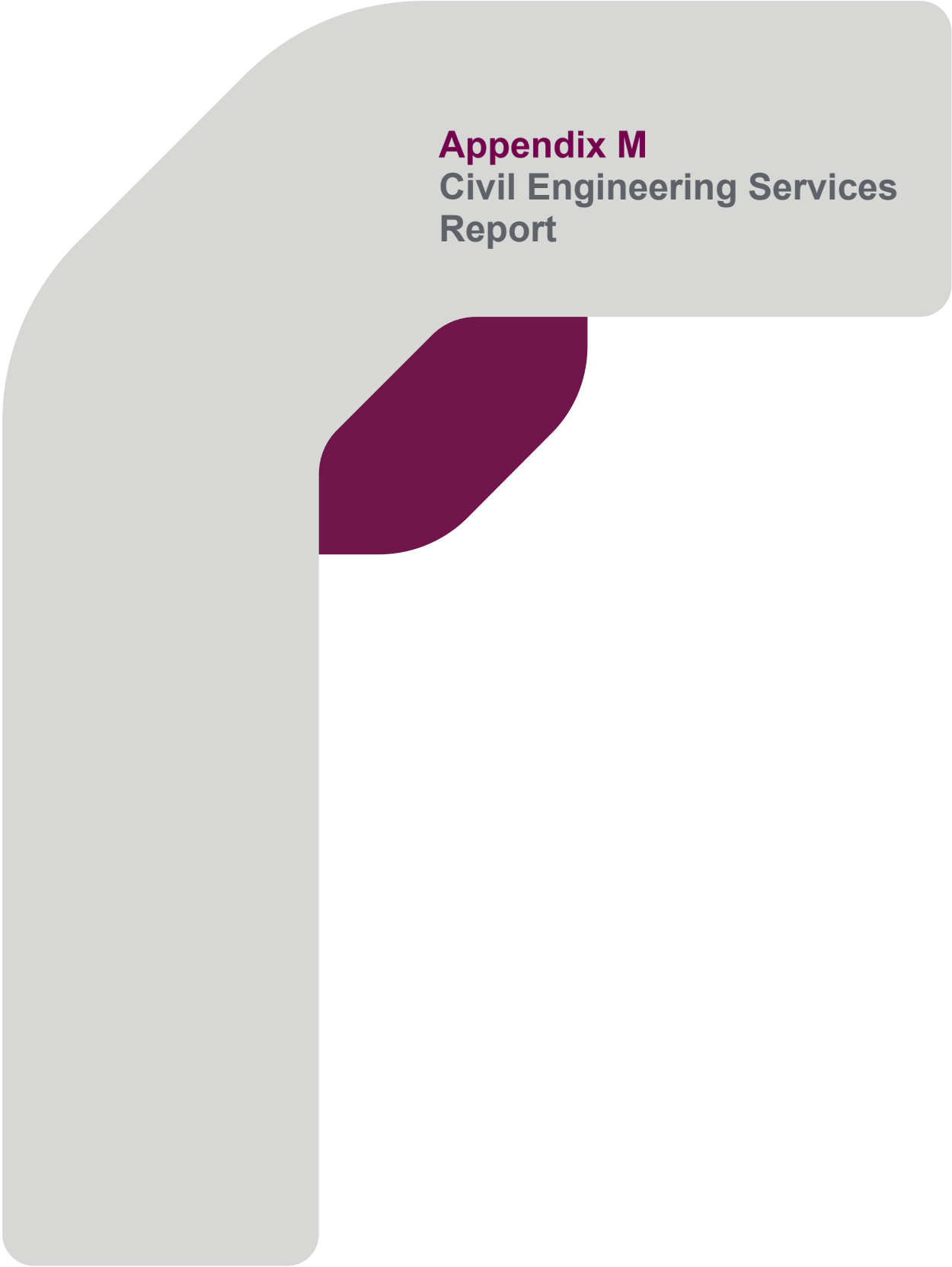
Appendix J **Scenic Amenity Analysis**



Appendix K **Landscape Management Plan**



Appendix L Environmental Assessment Report



Appendix M Civil Engineering Services Report

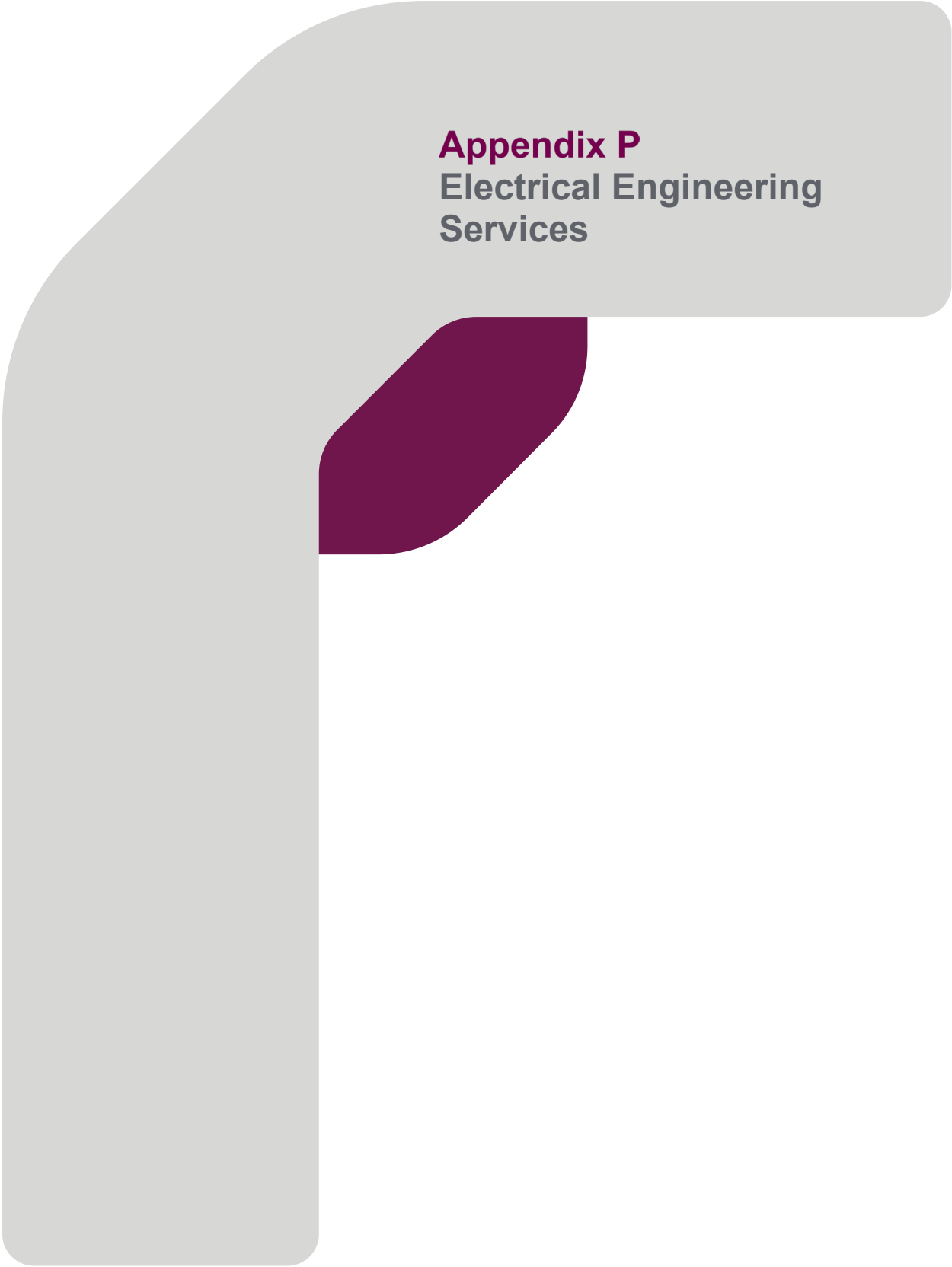


Appendix N

Acoustic Assessment

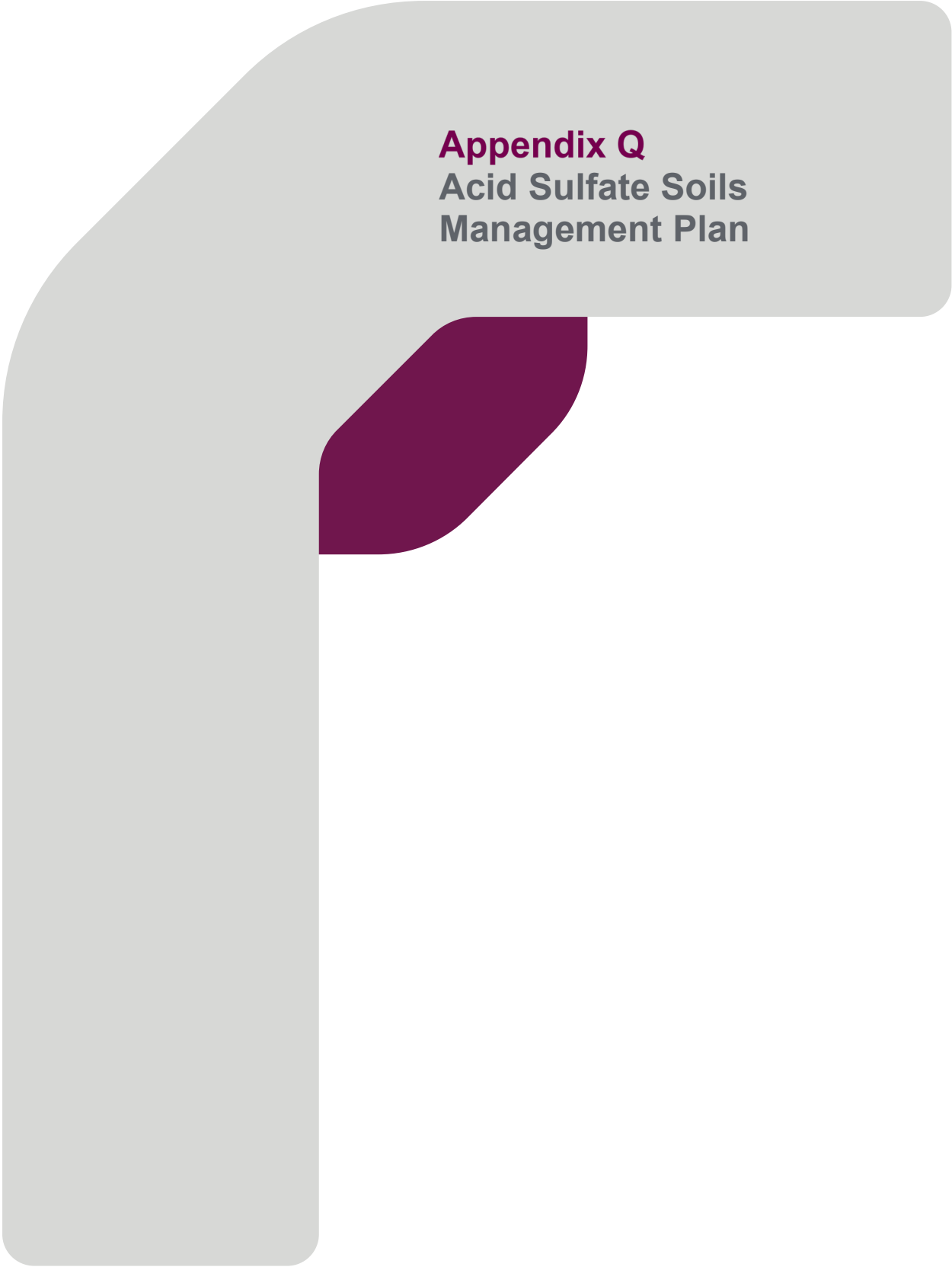


Appendix O **Lighting Management Plan**

A large, light grey abstract shape with rounded corners and a diagonal cutout. The cutout is filled with a solid maroon color. The text 'Appendix P Electrical Engineering Services' is positioned within the grey area.

Appendix P

Electrical Engineering Services

A large, light grey abstract shape with rounded corners and a diagonal cutout. The cutout is filled with a solid maroon color. The text is positioned within the upper right portion of the grey shape.

Appendix Q

Acid Sulfate Soils Management Plan