

Economic Development Queensland

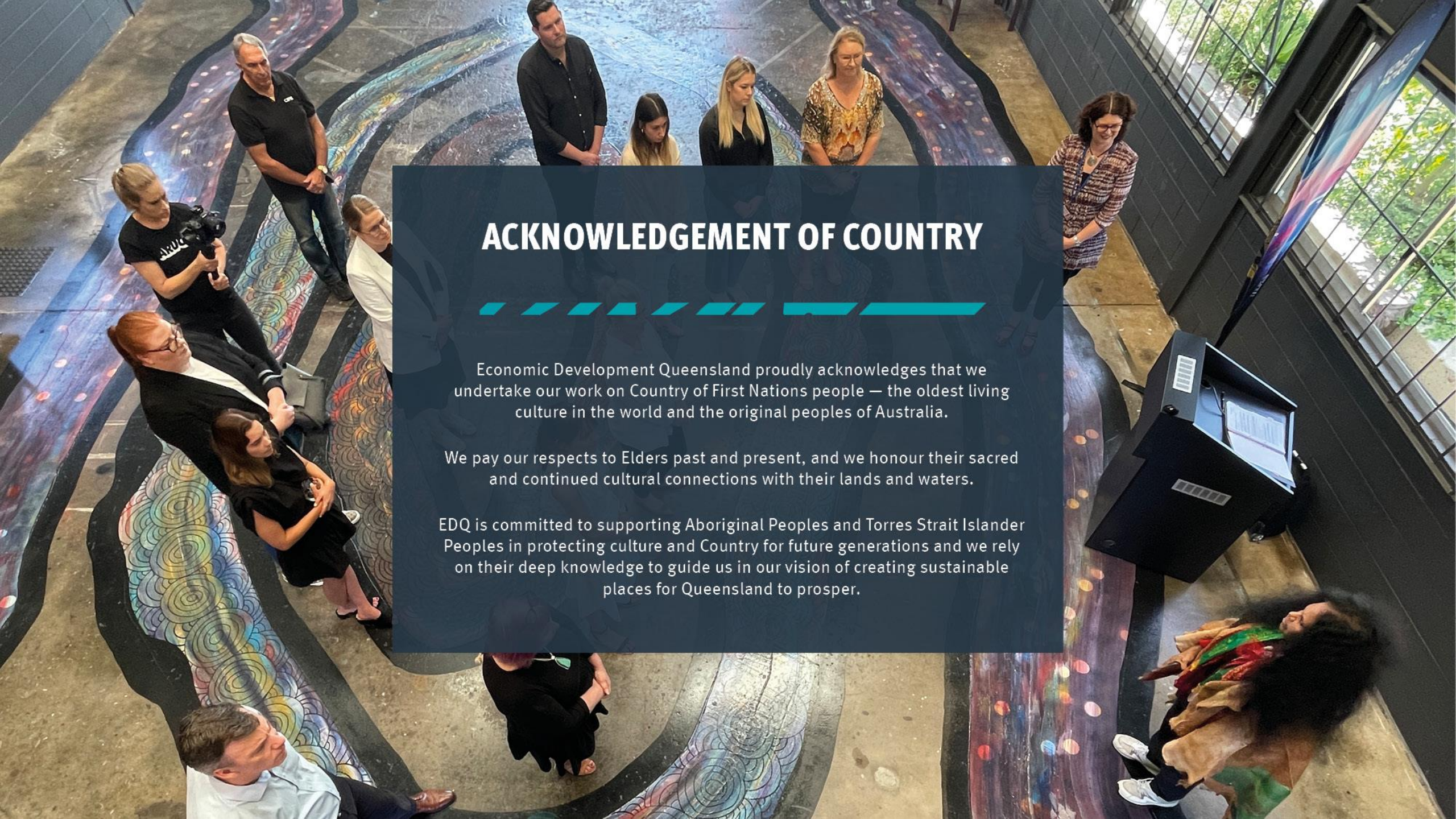
Creating and investing in sustainable places for Queensland to prosper

Queensland Government

Sunshine Coast Airport – Priority Development Area

Online Webinar – 15 July 2024





ACKNOWLEDGEMENT OF COUNTRY

Economic Development Queensland proudly acknowledges that we undertake our work on Country of First Nations people — the oldest living culture in the world and the original peoples of Australia.

We pay our respects to Elders past and present, and we honour their sacred and continued cultural connections with their lands and waters.

EDQ is committed to supporting Aboriginal Peoples and Torres Strait Islander Peoples in protecting culture and Country for future generations and we rely on their deep knowledge to guide us in our vision of creating sustainable places for Queensland to prosper.



Content

- Background of Sunshine Coast Airport PDA
- PDA process
- Vision for the PDA
- PDA Precincts
- Key planning considerations
- Q & A

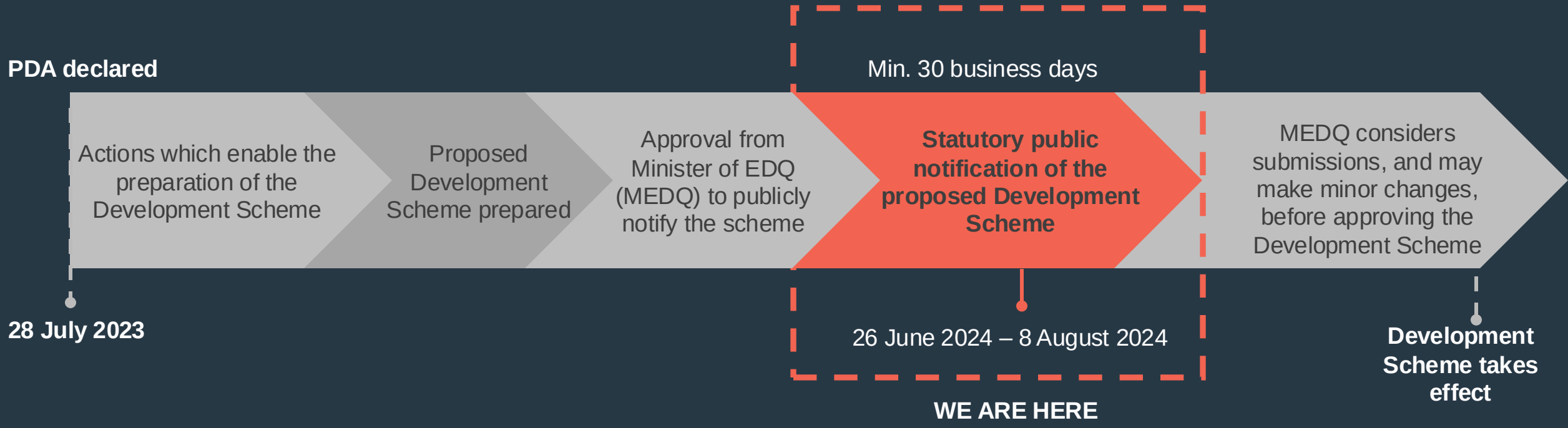
Sunshine Coast Airport Priority Development Area (PDA)

- Following completion of the new runway by Council in 2021, the Airport is now positioned as a key transportation hub for the region
- At the request of Council, Sunshine Coast Airport PDA declared 28 July 2023
- The PDA covers all Airport land, ~ 460 hectares
- Since declaration, EDQ has been working collaboratively with the Airport, council, State agencies and technical consultants on the proposed Development Scheme and technical studies.

NOTE: The PDA does not regulate airport operations, aircraft movements or aircraft noise. Air Services Australia (ASA) is responsible for flight paths and aircraft noise complaints.



PDA Development Scheme Process



What is a Development Scheme

The development scheme:

- establishes the development intent for the PDA
- sets the planning policy against which future development applications are assessed
- regulates land use and infrastructure delivery in the PDA
- provides a framework to coordinate development activities that enable desired outcomes.

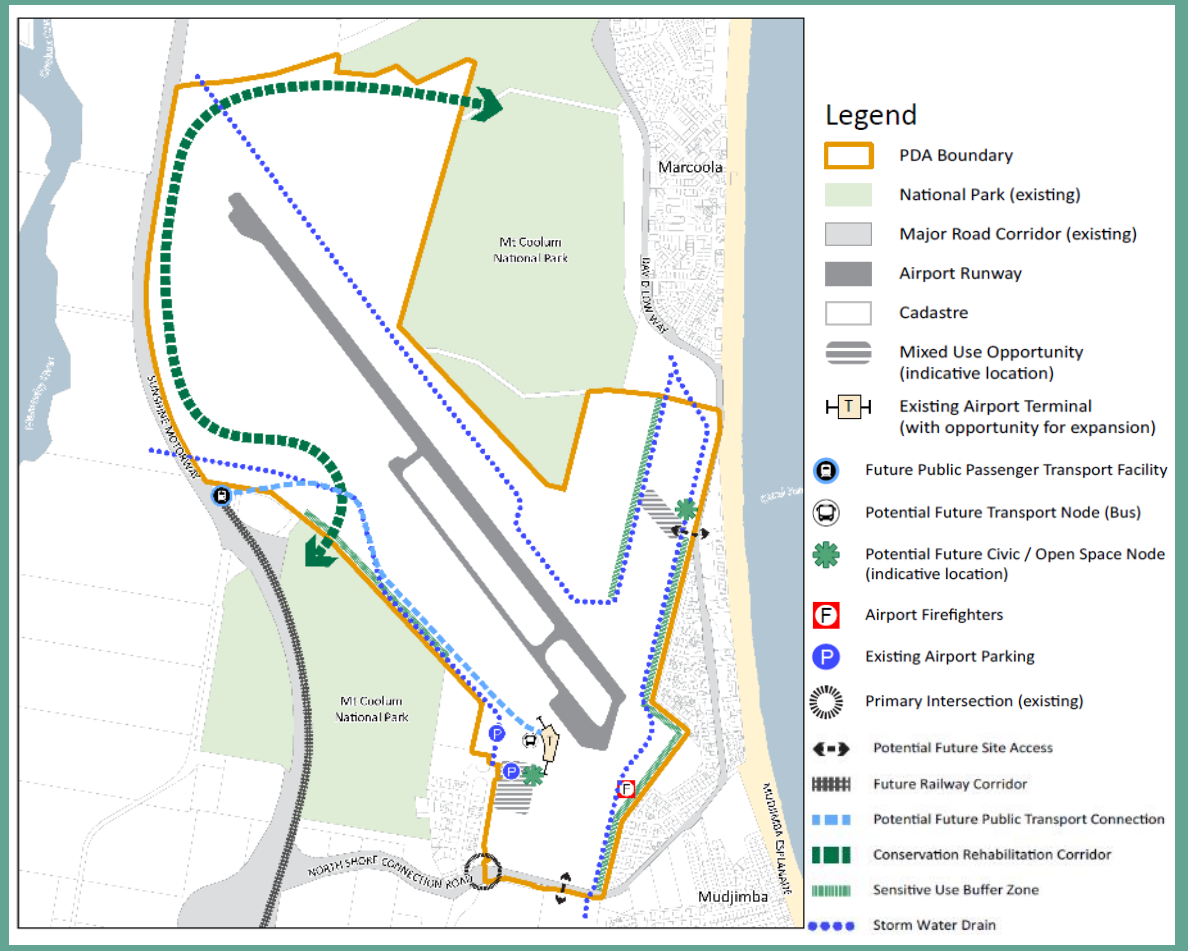


Before finalising a Development Scheme, the Minister for Economic Development Queensland (MEDQ) invites community feedback on the draft plan for the PDA known as the proposed Development Scheme.

PDA Vision *(summary)*

- Provides 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
- Allows development that will 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
- Supports an expanded range of aviation, aerospace, and complementary business and employment opportunities that promote the region, attract investment, support tourism on the Sunshine Coast
- Provides 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
- Requires development to 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
- Protects 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

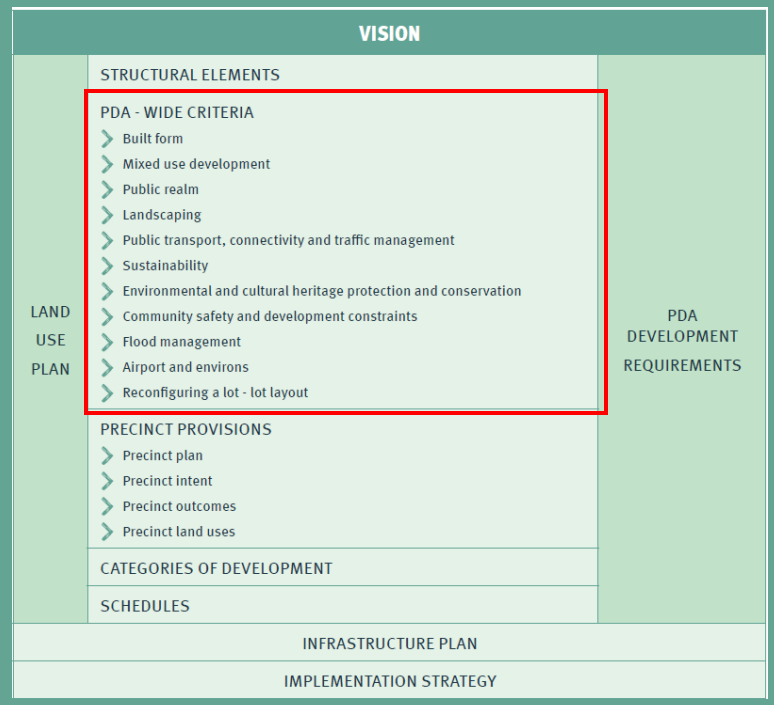
Structural Elements Plan





PDA-Wide Criteria

- The proposed Development Scheme includes outcomes to guide development within the PDA.
- The PDA-wide criteria support the delivery of the vision and structural elements plan.
- The criteria include outcomes relating to:
  - Built form
  - Mixed use development
  - Public realm
  - Public transport, connectivity and traffic management
  - Landscaping
  - Sustainability
  - Environmental, cultural heritage protection and conservation
  - Community safety and development constraints
  - Flood management
  - Airport and environs
  - Reconfiguring a lot





Precincts

- Land in the PDA is allocated into 6 precincts.
- Specific development outcomes have been identified for each precinct in the proposed Development Scheme.

VISION

LAND USE PLAN

STRUCTURAL ELEMENTS

PDA - WIDE CRITERIA
- Built form
- Mixed use development
- Public realm
- Landscaping
- Public transport, connectivity and traffic management
- Sustainability
- Environmental and cultural heritage protection and conservation
- Community safety and development constraints
- Flood management
- Airport and environs
- Reconfiguring a lot - lot layout

PRECINCT PROVISIONS
- Precinct plan
- Precinct intent
- Precinct outcomes
- Precinct land uses

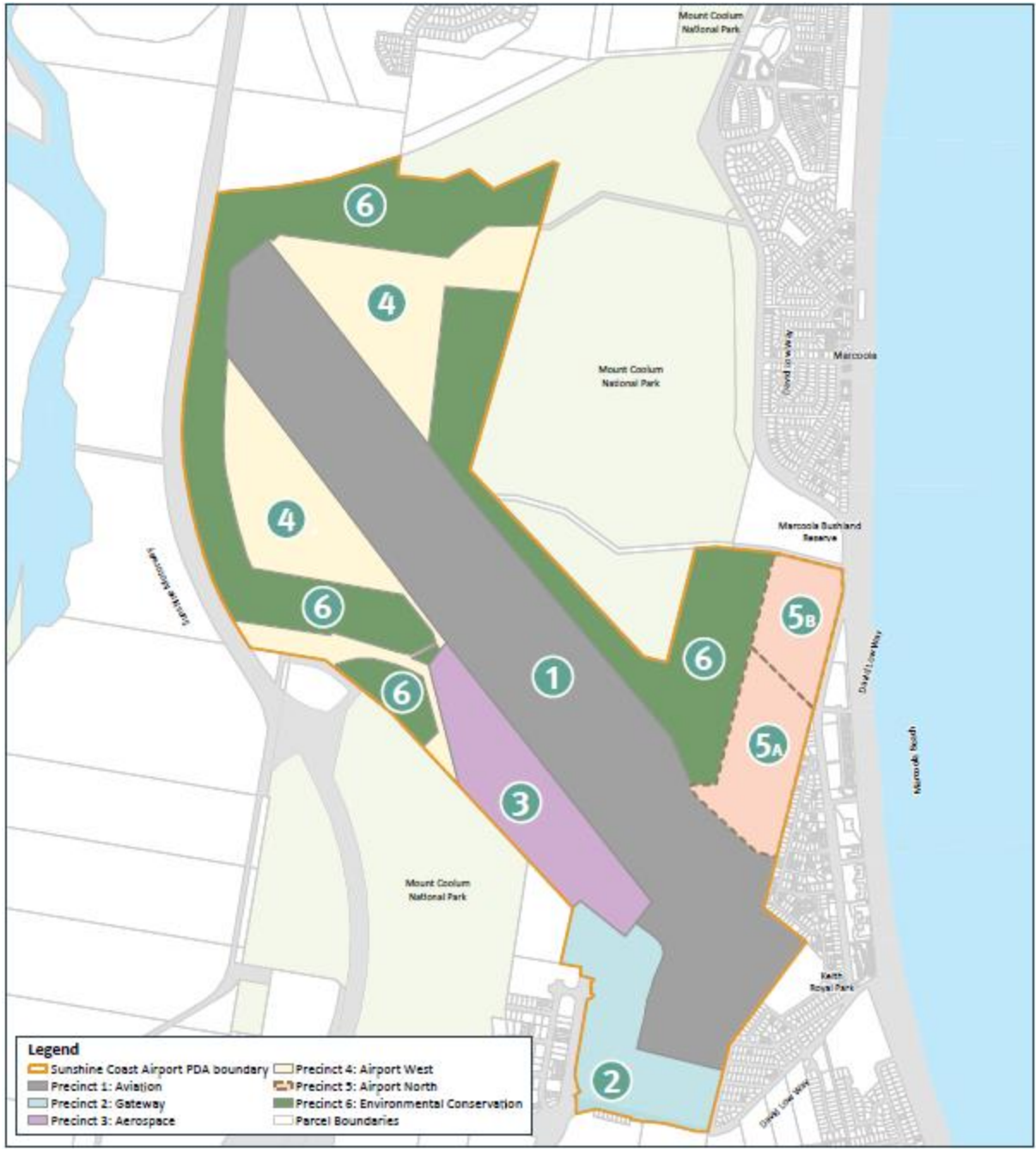
CATEGORIES OF DEVELOPMENT

SCHEDULES

PDA DEVELOPMENT REQUIREMENTS

INFRASTRUCTURE PLAN

IMPLEMENTATION STRATEGY



Precinct 1: Aviation

- Is a modal interchange point between air and ground-based travel and includes all aviation operational areas of the Sunshine Coast Airport,
- Allows airside activities, runways and infrastructure.
- Covers land necessary for the long-term safeguarding and efficient operations of all airport aviation related activities.
- Does not support new uses within 40m of the eastern boundary of the precinct.

PREFERRED USES PRECINCT 1

- Air operations
- Air traffic control
- Aviation emergency services
- Air service
- Aviation facilities





Precinct 2: Gateway

- Serves as a gateway to the airport and to the Sunshine Coast region, including critical supporting aviation infrastructure.
- Creates a framework which includes road, access, and utility corridors to facilitate passenger growth in a flexible manner to allow for the airport to respond and adapt to this growth over time.
- Is subject to further precinct master planning.

PREFERRED USES PRECINCT 2

- Air service
- Aviation facilities

As well as the following uses where they support the function of the airport and needs of airport users:

- short-term accommodation
- a range of retail and commercial uses, including: food and drink outlet, limited-line supermarket, bar, shop, office, health care services, hotel, indoor sport and recreation, day care facility
- industrial uses: including low-impact industry, research and technology industry, service industry, warehouse
- showroom and
- service station.





Precinct 3: Aerospace

- Accommodates general aviation business activities to support the Sunshine Coast's private and non-commercial air transport which includes hangars and buildings for aviation-based businesses.
- Also provides for opportunities to grow aerospace industry and innovation in training, maintenance and new aviation technologies.

PREFERRED USES PRECINCT 3

- Air service
- Aviation facilities

As well as the following uses where associated with or ancillary to Air Service (general aviation):

- Office
- Transport depot and
- Warehouse





Precinct 4: Airport West

- Includes areas of land which are generally low lying and adjacent to areas of environmental conservation.
- Is an important buffer to critical airport infrastructure.
- Offers an opportunity for compatible development such as a renewable energy facility.

PREFERRED USES PRECINCT 4

There are limited development opportunities in this precinct





Precinct 5: Airport North

- Provides for a mix of land uses compatible with wider airport operations capitalising on its proximity to surrounding residential and tourist areas.
- Sub- Precinct 5a provides opportunities for employment generating activities which capitalise on its association with the airport.
- Sub-Precinct 5b provides 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.
- Is subject to further precinct master planning.

PREFERRED USES PRECINCT 5A

- low-impact industry
- research and technology industry
- service industry
- office
- indoor sport and recreation
- tourist activity
- warehouse and
- showroom

PREFERRED USES IN PRECINCT 5B

- short-term accommodation
- food and drink outlet
- shop and
- office.





Precinct 6: Environmental Conservation

- Over 120 hectares of land with conservation, biodiversity and habitat values.
- Provides for the protection of Aboriginal cultural heritage areas.
- Includes areas identified for environmental offsets.
- Provides opportunities for habitat improvement and connections to external corridors that allow wildlife to move between the airport site and other local bushland areas.
- Continues to provide the existing commitment linking two segmented areas of the Mount Coolum National Park.
- Revegetation works are underway to enhance the biodiversity and conservation value of the area.

PREFERRED USES PRECINCT 6

There are limited development opportunities in this precinct





Development timing

Next 5 years

- Precinct planning and public notification for Precinct 2: Gateway and Precinct 5: Airport North
- Terminal expansion
- Car parking expansion and upgrades
- Precinct 3: Aerospace expansion including new hangars
- Enabling infrastructure

5 - 10 years

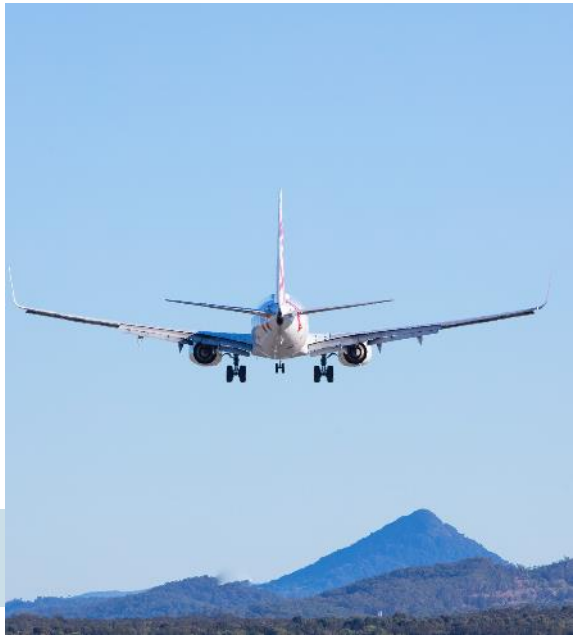
- Ongoing infrastructure enabling works
- Staged development opportunities in accordance with approved precinct plans

10-20 years onwards

- Next phase of terminal expansion to accommodate passenger growth
- Airside aviation related infrastructure upgrades
- Staged development opportunities in accordance with approved precinct plans

The timing and sequencing of development is the PDA depends on the Airport's investment in infrastructure and market demand.







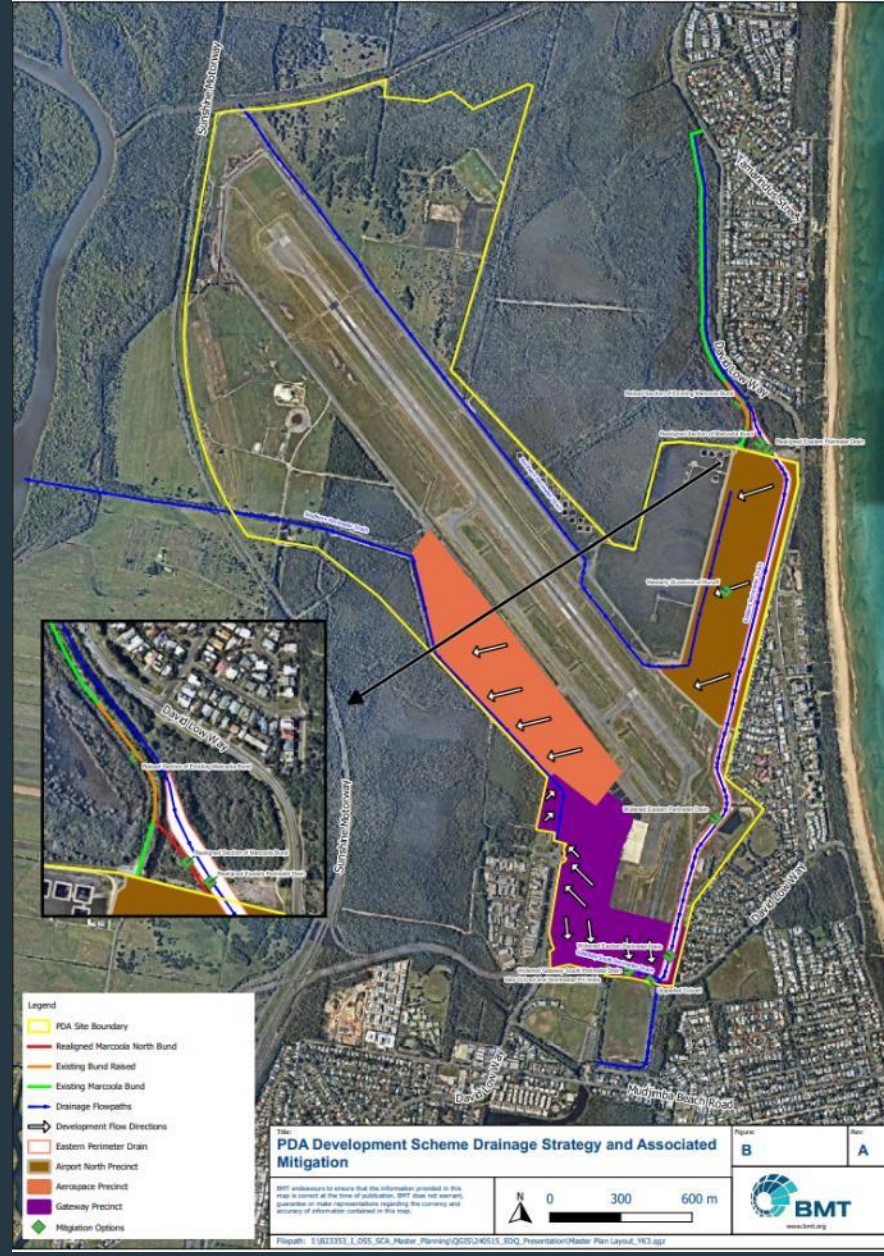
Traffic modelling

- EDQ, Council and the Airport oversaw the preparation of a traffic analysis.
- Using Council's baseline traffic model, traffic consultants modelled projected traffic generation from the new uses provided for by the proposed development scheme.
- Intersection modelling showed that the addition of the PDA development generated traffic would not result in significant adverse impacts on David Low Way, Airport Drive or Northshore Connection Roads signalised intersections.
- Visum traffic modelling showed that the anticipated increase in traffic volumes due to the 2043 fully developed PDA is not expected the result in adverse impacts on key roads and intersections on the surrounding road network, including the Sunshine Coast Motorway and David Low Way.
- The timing for construction of the new / upgraded intersections will be determined based on the timing and sequencing of development in the PDA.
- Further detailed traffic and transport assessments will be undertaken and submitted with PDA development applications for any significant development within the PDA.



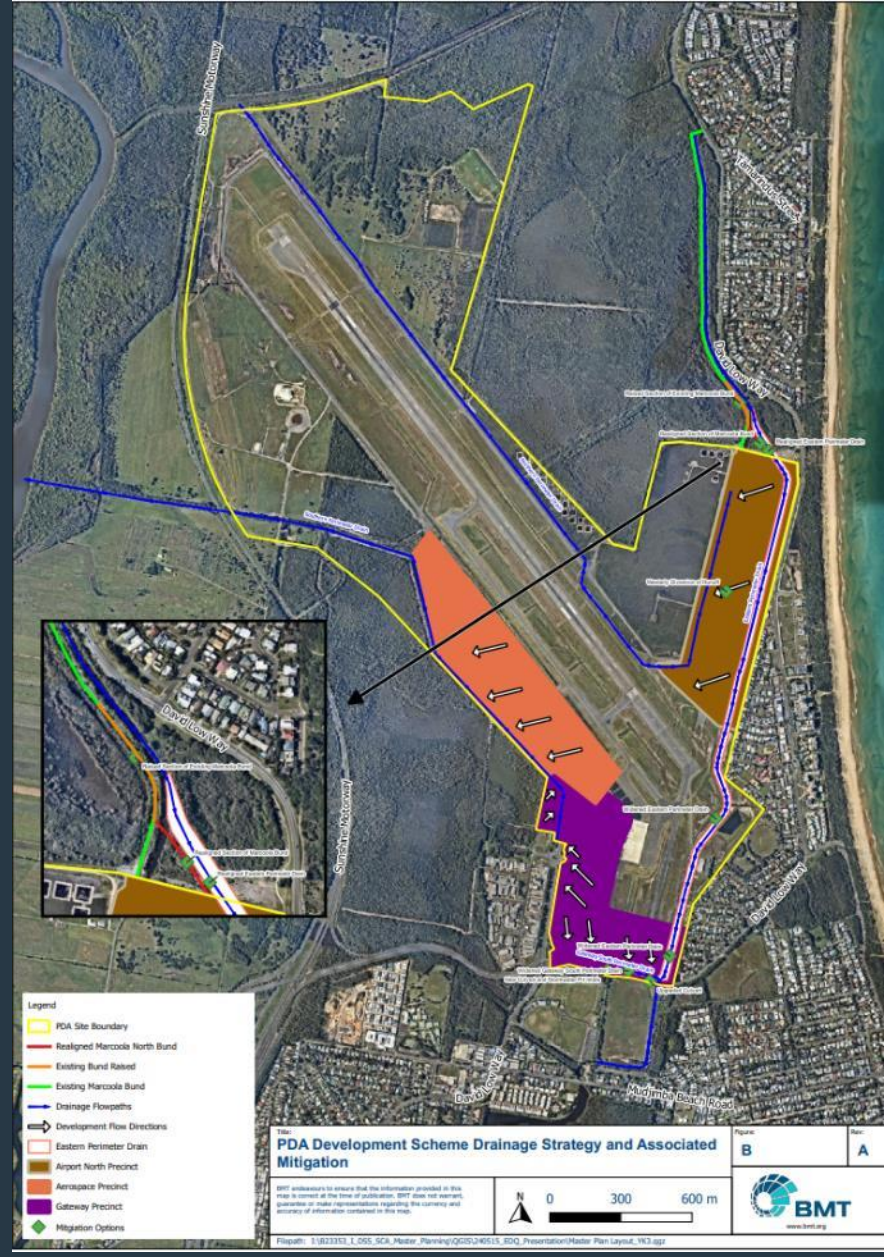
Hydraulic modelling

- EDQ, Council and the Airport oversaw the hydraulic modelling by BMT
- Models the ultimate development of the Airport, in line with proposed Development Scheme
- Considers both local and regional flooding scenarios
- Recognises earth works required to raise airport developable land above both local and regional catchment flooding
- Recognises the Eastern Perimeter Drain controls and conveys stormwater for the Marcoola community
- Accounts for future ultimate development zoning and conceptual filling of land parcels outside of the PDA
- Required to demonstrate no adverse flooding or drainage impacts
- Takes into account mitigation works to be considered by Council outside the PDA to improve drainage in the Marcoola North residential area



Hydraulic modelling

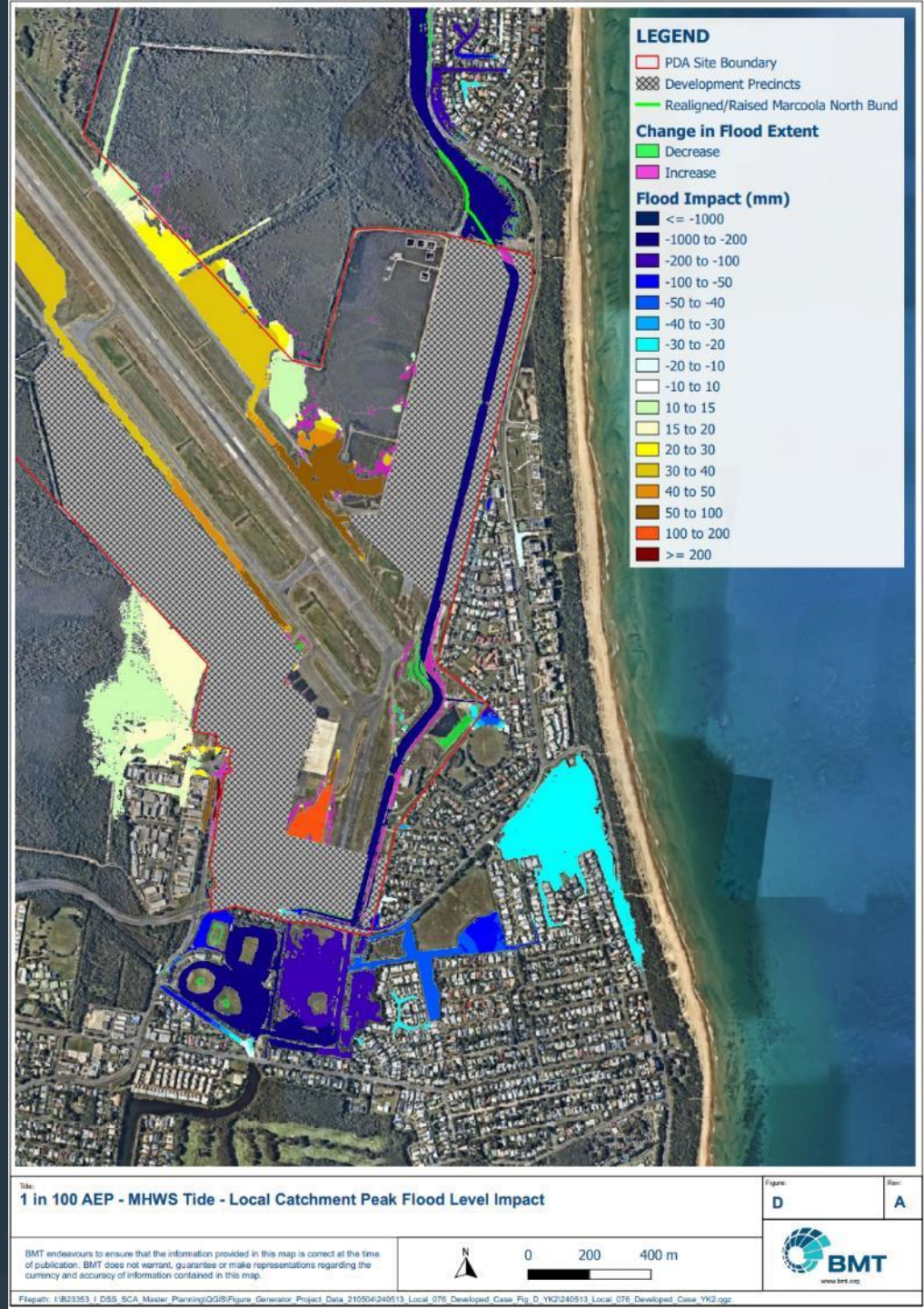
- Recommends the following mitigations works (Table 2) -
  - diverting runoff from Airport North precinct to the west, away from the Eastern Perimeter drain
  - alterations to the Eastern Perimeter Drain
  - widening the existing Gateway South Perimeter Drain raising and realigning sections of the Marcoola bund, north of the Airport
  - culvert replacement and upgrades beneath David Low Way at Gateway precinct
- With these mitigation measures, the Report demonstrates:
  - development in areas nominated for development in the proposed development scheme will not worsen the existing flooding on private land
  - effective drainage conditions external to the site will be maintained
  - an overall improvement to the drainage system servicing the Marcoola community from the proposed mitigation works
  - changes to both frequency and duration of inundation across the northern and southern area of Mount Coolum National Park were negligible and will not result in any appreciable difference in the flood characteristics within the area



Hydraulic modelling

The Report identifies the following overall improvements to the drainage system are:

- **Local flooding -**
  - A reduction in flood depth of approx. 150mm south of the Airport
  - A reduction in flood depth of up to 400mm between the Marcoola Bund and DLW
- **Regional flooding**
  - A reduction in peak flood level of approx. 11mm south of the Airport and DLW
  - An increase in flood depth of approx. 10-15mm (on a current flood depth of 700 -1500mm) in Coolum National Park
    - But a reduction in duration of inundation



Precinct master planning

Before any significant development can be undertaken in **Precinct 2: Gateway** and **Precinct 5: Airport North, t**he development scheme requires more detailed master-planning, in the form of either a Precinct Master Plan (PMP) or Plan of Development (PoD).

This will involve:

- land use master planning and resolution of street layout
- the establishment of building and design parameters (e.g. building height, setback requirements, etc) and
- further detailed traffic and transport and hydraulic assessments.

The PMP or PoD will be subject to public notification for 20 business days

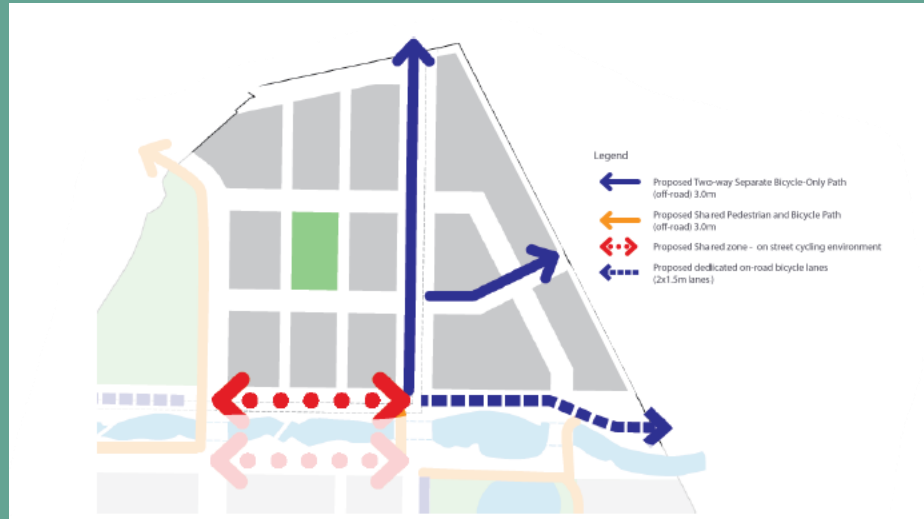
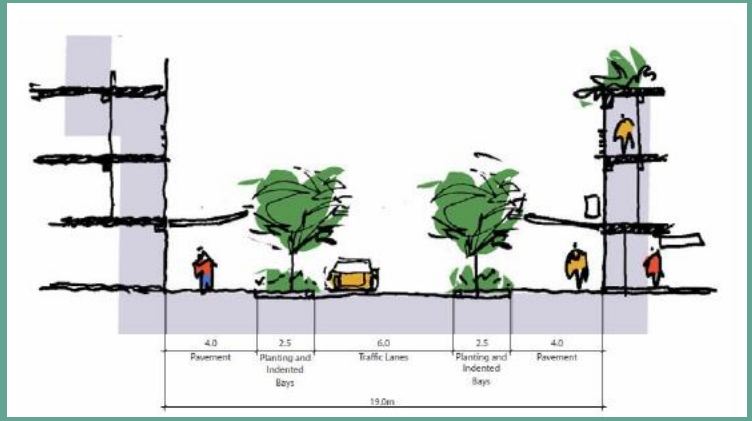


Figure 13 –Pedestrian & Cycle Network Plan



PDA development process

Development Scheme adopted

Development applications (DAs)

- Precinct master planning (PMP) and/or Plan of Development (PoD) for Precincts 2 & 5
- Public notification of PMP/PoD
- DAs for Precinct 3: Aerospace
- DAs for Precincts 2 & 5
- DAs for other Precincts as required
- Implementation strategy actions

Construction can occur



Next Steps

Make a submission by 8 August 2024



SCAN THE QR CODE TO HAVE YOUR SAY


QUESTIONS?

THANK YOU

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