



# SUNSHINE COAST AIRPORT

## Priority Development Area Development Scheme

SEPTEMBER 2024



**Economic Development Queensland**

Creating and investing in sustainable places for Queensland to prosper



**Queensland  
Government**





## ACKNOWLEDGEMENT OF COUNTRY

Economic Development Queensland (EDQ) acknowledges the Traditional Owners and custodians of the land of the Sunshine Coast Airport PDA, the Kabi Kabi First Nation People. We also Acknowledge the continuing culture of the Kabi Kabi people; and the influence and contribution their culture brings to the Sunshine Coast Airport PDA.





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# 1. Introduction

## 1.1 Economic Development Act 2012

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The *Economic Development Act 2012* (the ED Act)<sup>1</sup> establishes the Minister for Economic Development Queensland (MEDQ) as a corporation sole to exercise the powers and functions of the ED Act.

The main purpose of the ED Act<sup>2</sup> is to facilitate economic development, development for community purposes, the provision of diverse housing, and the provision of premises for commercial or industrial uses. The ED Act<sup>3</sup> seeks to achieve this by establishing the MEDQ and providing for a streamlined planning and development framework for particular parts of the State declared as priority development areas (PDAs).

## 1.2 Priority Development Area description

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The Sunshine Coast Airport PDA (the PDA) was declared by regulation<sup>4</sup> on 28 July 2023.

The PDA, identified in **Map 1**, covers almost 460 hectares of land in Marcoola on the Sunshine Coast. The PDA is immediately bounded by low density detached residential development, high density tourist accommodation, the Mount Coolum National Park, Marcoola foreshore, open space, sport and recreation and a light industrial area. More broadly, the Airport is located within 10 kilometres of the Maroochydhore City Centre and is conveniently located near other key Sunshine Coast destinations including the Mooloolaba Marina, the agricultural hinterland and renowned tourism destinations to the north and south including Noosa and Caloundra. The Airport is accessible via the David Low Way and North Shore Connection Road, which both connect to the Sunshine Motorway.

The Airport is a key domestic and international gateway to the region. Existing facilities include the terminal building on the south-western side of the runway, which predominately caters for domestic operations, with a 'swing gate' arrangement for international operations to and from New Zealand. In 2020, a new runway was also established to cater for larger aircraft.

The Airport is identified in the SEQ Regional Plan as major enabling infrastructure to support the northern gateway regional economic cluster and contributes to the continued economic growth of the Sunshine Coast.

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<sup>1</sup> See section 8 of the ED Act

<sup>2</sup> See section 3 of the ED Act

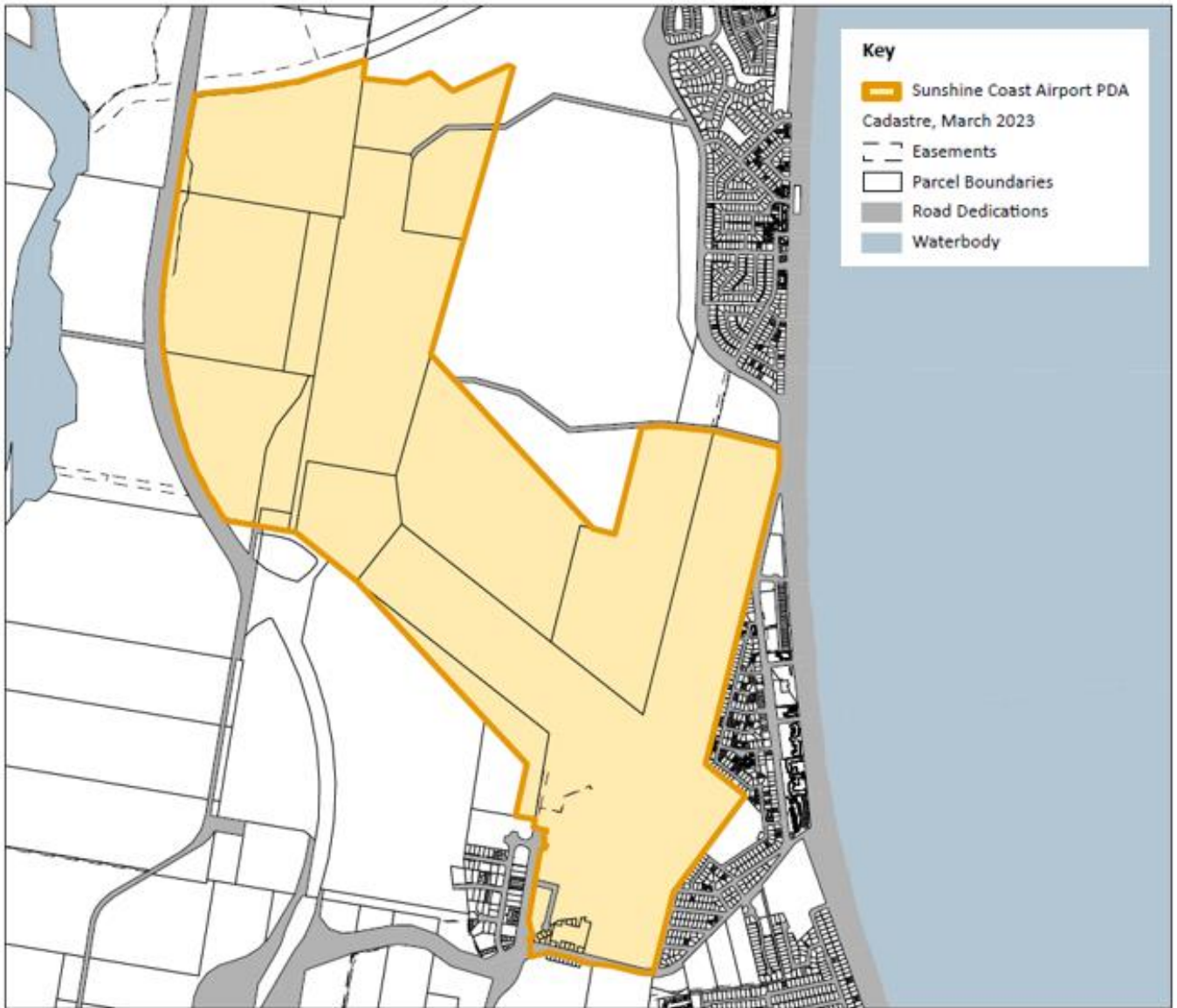
<sup>3</sup> See section 4 of the ED Act

<sup>4</sup> See section 37 of the ED Act





**Map 1. Sunshine Coast Airport PDA boundary**



## 1.3 Application of the Development Scheme

The Sunshine Coast Airport PDA Development Scheme applies to development on land within the declared Sunshine Coast Airport PDA boundary identified on **Map 1**.

From the date of approval, the development scheme replaces the Sunshine Coast Airport Interim Land Use Plan which commenced upon declaration.

## 1.4 Content of the Development Scheme

The development scheme consists of the following:

- a) a Land Use Plan that regulates development in the PDA (section 2)
- b) an Infrastructure Plan that describes required infrastructure to support the achievement of the Land Use Plan and states applicable infrastructure charges (section 3) and
- c) an Implementation Strategy that describes objectives and actions that complement the Land Use Plan and Infrastructure Plan to achieve the main purpose of the ED Act (section 4).







Source: Sunshine Coast Airport Pty Ltd



## 2. Land use plan

### 2.1 Components of the Land use plan

The Land use plan establishes a hierarchy of provisions through the:

- a) Vision for the PDA and
- b) the PDA development requirements, which are organised in a hierarchy where:
  - i) the structural elements and PDA-wide criteria establish outcomes and measures to achieve the vision and
  - ii) the precinct provisions establish outcomes, qualitative and quantitative measures, to achieve the structural elements and PDA-wide criteria (refer to **Figure 1**).

**Figure 1. Land Use Plan Components and Relationships**

VISION		
LAND USE PLAN	<b>STRUCTURAL ELEMENTS</b>	PDA DEVELOPMENT REQUIREMENTS
	<b>PDA – WIDE CRITERIA</b>	
	<ul style="list-style-type: none"> <li>&gt; Built form</li> <li>&gt; Mixed use Development</li> <li>&gt; Public Realm</li> <li>&gt; Landscaping</li> <li>&gt; Public transport, connectivity and traffic management</li> <li>&gt; Sustainability</li> <li>&gt; Environment, cultural heritage protection and conservation</li> <li>&gt; Community safety and development constraints</li> <li>&gt; Flood management</li> <li>&gt; Airports and environs</li> <li>&gt; Reconfiguring a lot – lot layout</li> </ul>	
	<b>PRECINCT PROVISIONS</b>	
	<ul style="list-style-type: none"> <li>&gt; Precinct plan</li> <li>&gt; Precinct intent</li> <li>&gt; Precinct outcomes</li> <li>&gt; Precinct land uses</li> </ul>	
	<b>CATEGORIES OF DEVELOPMENT</b>	
	<b>SCHEDULES</b>	
<b>INFRASTRUCTURE PLAN</b>		
<b>IMPLEMENTATION STRATEGY</b>		





## 2.1.1 Vision

The vision identifies the overall outcomes to be achieved in the PDA, that:

- a) seek to achieve the purpose of the ED Act for the PDA and
- b) provide the basis for the PDA development requirements.

## 2.1.2 PDA Development Requirements

The PDA development requirements apply to all PDA assessable development and include:

- a) Section 2.4: structural elements
- b) Section 2.5: PDA-wide criteria and
- c) Section 2.6: precinct provisions.

## 2.1.3 Schedules

Schedule 1: PDA Accepted development – identifies PDA accepted development.

Schedule 2: Definitions – provides the use and administrative definitions required to interpret and apply the development scheme.

Schedule 3: Accepted development provisions – sets out the specific requirements applying to acceptable development referenced in section 2.7, Table 2.

Schedule 4: Strategic airports and aviation facilities mapping (Maps 5A, 5B, 5C and 5D)

## 2.1.4 Guidance Material

The PDA development scheme is supported by guidance material that assists in interpreting the PDA development requirements. Guidance material includes Economic Development Queensland (EDQ) guidelines<sup>5</sup> and any other documents or guidelines referenced in the development scheme.

Where relevant, an applicant may be requested to demonstrate how the guidance material has been considered in the preparation of a PDA development application.

## 2.2 Development assessment

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### 2.2.1 Interpretation

The interpretation of terms and definitions will rely on:

- a) the ED Act, including section 33 of the ED Act which defines ‘development’
- b) Schedule 1 of this development scheme which provides the definitions required to interpret and apply the development scheme with reference to the ED Act and the Sunshine Coast Planning Scheme and
- c) the Acts Interpretation Act 1954.

A reference in the development scheme to any act includes any regulation or statutory instrument made under that act, as amended or replaced.

A reference to a specific guideline, document or standard means the latest version of that guideline, document or standard, unless otherwise specified in the development scheme.

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<sup>5</sup> Refer to the PDA guidelines and practice notes available on the department’s website. Guidelines should be read in conjunction with the Land use plan, Infrastructure plan and Implementation strategy and any other document or guideline called up by the development scheme, as amended or replaced from time to time.



## 2.2.2 Categories of Development

All development in the PDA is included in a category of development:

- a) **Table 2** Column 1 and Schedule 1 **Table 4** identifies PDA accepted development
- b) **Table 2** Column 2 identifies PDA assessable development<sup>6</sup>:
  - i) Column 2A identifies PDA assessable development that is permissible development and
  - ii) Column 2B identifies PDA assessable development that is prohibited development.

PDA accepted development must comply with the applicable accepted development provisions contained in Schedule 3 **Table 5**. Where development does not comply with the applicable accepted development provisions, development becomes PDA assessable development.

A PDA development permit is required to carry out PDA assessable development.<sup>7</sup>

## 2.2.3 Development Consistent with the Land Use Plan

PDA assessable development is consistent with the Land use plan if it is consistent with all relevant PDA development requirements.<sup>8</sup>

However, development that is inconsistent with the relevant PDA development requirements, may be consistent with the Land use plan if the development is consistent with the Vision, and:

- a) the development is an interim use or
- b) there are sufficient grounds to justify the approval of the development despite any inconsistency with the relevant PDA development requirements.

In this section 'grounds' means matters of public interest, which include the matters specified as the main purposes of the ED Act as well as:

- a) superior design outcomes<sup>9</sup> and
- b) overriding community need.

'Grounds' does not include the personal circumstances of an applicant, owner or interested third party.

## 2.2.4 Development Inconsistent with the Land Use Plan

Development that is inconsistent with the development scheme cannot be granted a PDA development approval.<sup>10</sup> PDA assessable development identified in column 2B of **Table 2** as prohibited development is inconsistent with the development scheme.

## 2.2.5 Notice of Applications

A PDA development application will require public notification if, in the opinion of the MEDQ,<sup>11</sup> the development:

- a) may have adverse impacts on the amenity or development potential of adjoining land under separate ownership or
- b) is for a use, or is of a size or nature, which in the opinion of the MEDQ, warrants public notification.

A Precinct Master Plan or Plan of Development for the whole of the precinct<sup>12</sup> for Precinct 2 and Precinct 5 will require public notification.

<sup>6</sup> Under section 73 of the ED Act, PDA assessable development cannot be carried out without a PDA development permit.

<sup>7</sup> Section 94(2) of the ED Act.

<sup>8</sup> Refer to the hierarchy of provisions described under section 2.1 of the scheme for further guidance.

<sup>9</sup> Third party advice and technical expertise, such as but not limited to design review panels, may be consulted to provide guidance and assistance to EDQ on the assessment of proposed superior design outcomes. Refer to section 4 – Implementation strategy.

<sup>10</sup> See section 86 of the ED Act.

<sup>11</sup> MEDQ will have regard to public notification requirements under the SCC planning scheme.

<sup>12</sup> Refer to section 2.2.11.





## 2.2.6 State Interests

Relevant matters of state interest have been considered in the preparation of this development scheme. State interests will be considered further as part of the assessment of a PDA development application.<sup>13</sup>

## 2.2.7 Relationship with other Legislation<sup>14</sup>

In addition to assessment against the development scheme, development may require assessment against other State and Commonwealth legislation including, but not limited to, the *Transport Infrastructure Act 1994*, *Environmental Protection Act 1994*, *Nature Conservation Act 1992*, *Plumbing and Drainage Act 2002*, *Building Act 1975* and the *Planning Act 2016* (Planning Act) including subordinate legislation and any relevant Commonwealth legislation.

The inclusion of land in a PDA, or identification of development as PDA-associated development, does not alter the obligation for development to meet all relevant provisions and requirements that apply to a development approval issued under the *Planning Act 2016*.

In addition to a PDA development approval, a development approval under the *Planning Act 2016* may be required for certain development made assessable by the *Planning Regulation 2017*.

The *Planning Regulation 2017* also prohibits certain development. The carrying out of development prohibited by the *Planning Regulation 2017* is an offence under the *Planning Act 2016*, irrespective of the category of development identified in a PDA development scheme.

## 2.2.8 Local Laws and By-Laws

Local laws made under the *Local Government Act 2009* apply in the PDA to the extent they are not replaced by a by-law made under the ED Act.

## 2.2.9 Relationship with Local Government Planning Scheme

Schedule 6 of the *Planning Regulation 2017* prohibits Sunshine Coast Planning Scheme from making PDA-related development assessable under the *Planning Act 2016*.

Schedule 2 Definitions adopt the Use definitions (including Defined activity groups and Industry thresholds) as well as the Administrative terms and definitions from the Sunshine Coast Planning Scheme, unless otherwise specified in Schedule 2 of this development scheme.

This development scheme also references various parts of the Sunshine Coast Planning Scheme in the development requirements and as guidance material.

If there is a conflict between the development scheme and a planning instrument or assessment benchmarks prescribed by regulation under another Act, the development scheme prevails to the extent of any inconsistency.<sup>15</sup>

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<sup>13</sup> For further advice on what other Queensland legislation may apply refer to Appendices 1 and 2 of the EDQ Practice note 14: State interests in development assessment in priority development areas, available on the department's website.

<sup>14</sup> Note the existing approval for the airport expansion project under the *State Development and Public Works Organisation Act 1971* and *Environmental Protection and Biodiversity Conservation Act 1999* (Refer to 'Sunshine Coast Airport Master Plan Implementation Project' EPBC Act approval ref: 2011/5823, "Sunshine Coast Airport Expansion Project Coordinator-General's evaluation report on the environmental impact statement", May 2016 and the Environmental Authority BRID0035 approval).

<sup>15</sup> See section 71 of the ED Act.



## 2.2.10 Interim Use

An interim use is a land use that, because of its nature, scale, form or intensity, is not an appropriate long-term use of the land, but may be appropriate for a short or medium-term period<sup>16</sup> as the PDA develops. A PDA development application for an interim use must demonstrate that the use will not prejudice or delay:

- a) a long-term use, or uses, identified as permissible development in section 2.7: Categories of Development
- b) the envisaged nature or intensity of development and
- c) infrastructure delivery, including timing.

Relevant PDA development requirements also apply to all interim uses that are assessable development. The MEDQ may impose PDA development conditions limiting the operation, management or duration of an interim use, or the provision of infrastructure or applicable infrastructure charges for an interim use.

Information to support a PDA development application for an interim use may include:

- a) a suitability assessment
- b) an infrastructure demand assessment and
- c) plans showing how the development could transition from the proposed interim use to an appropriate longer-term use.

Development within the PDA allows for interim land uses to occur when they do not compromise the land being required for its ultimate land use.

## 2.2.11 Precinct Master Plan and Plan of Development Requirements

A Precinct Master Plan (PMP) or a Plan of Development (PoD)<sup>17</sup> for the whole of the precinct for Precincts 2 and 5 nominated on **Map 3 Precinct Plan** must be lodged and approved with the first PDA development application for a material change of use or reconfiguring a lot in that precinct.

The PMP or PoD must be approved prior to:

- permissible development can occur in that precinct and
- any subsequent PDA development application for permissible development can be approved for that precinct.

A PMP or PoD must be consistent with the Vision and achieve any relevant PDA-wide criteria. It should demonstrate how development achieves the requirements of the Development Scheme at an intermediate level of spatial planning between the broad spatial framework of **Map 2 Structural Elements Plan** and precinct provisions, and the individual development proposals. A PMP or PoD should resolve the boundaries of the Precincts as displayed in **Map 3 Precinct Plan**.

A PMP or PoD must demonstrate:

- a) how the precinct provisions are achieved, including maximum development yields (refer to **Table 1**), and the scale and distribution of land uses or
- b) if one or more aspects of the precinct provisions are not achieved, other than maximum development yields, how the non-achievement is consistent with relevant aspects of the PDA-wide criteria and precinct intents or
- c) if the maximum development yields are proposed to be exceeded, how an accompanying infrastructure network analysis and economic impact assessment achieve the outcomes stated in the precinct provisions (see footnotes in section 2.6) or

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<sup>16</sup> An interim use has a currency period of 4 years and can be extended through a change application.

<sup>17</sup> Schedule 1 identifies development consistent with an approved PoD as PDA accepted development.





- d) if none of the above applies:
  - i) how the Precinct Master Plan or PoD does not conflict with the Vision (section 2.3) and
  - ii) how there are sufficient grounds to justify the approval of the Precinct Master Plan or PoD despite not achieving one or more relevant aspects of the precinct provisions, PDA-wide criteria, precinct intents or stated outcomes from the infrastructure network analysis or economic impact assessment.

The term 'grounds' has the same meaning as in section 2.2.3.

Where the proposed Precinct Master Plan or PoD is an amendment to an earlier Precinct Master Plan or PoD, the amendment is not to compromise the delivery of development in the precinct outside of the area the subject of the amendment.

A PMP or PoD will typically comprise maps, graphics and text that collectively demonstrate how proposed uses, works and lots will contribute to the achievement of relevant PDA development requirements and the Vision for the PDA, and may include concept designs, deal with the sequencing of development and set criteria for PDA accepted development to be undertaken subsequently.

A PMP or PoD is to include the following details:

- a) the identification of the location of connections and upgrades to trunk and non-trunk network infrastructure, including transport, within the precinct
- b) the identification of land uses and development density
- c) the resolution, if required, of any development constraints that may determine the extent of the developable area or appropriate uses
- d) the management of contamination affecting the land<sup>18</sup>
- e) the management of ASS affecting the precinct in the context of the whole PDA
- f) an Erosion and Sediment Control Plan describing the management of disturbances or mobilisation of soils
- g) the resolution of the boundaries of centres, public open space and any identified sites for community infrastructure
- h) consideration of high-quality subtropical design outcomes and integration which is seamless and accessible
- i) integration of landscaping that contributes to the distinct character of the Sunshine Coast including soft and hardscape elements and plant selection
- j) implementation of signage and wayfinding that aid navigation and orientation of employees, visitors and passengers and
- k) demonstration that the development proposal:
  - i) does not prejudice the ability for surrounding land to be developed in an orderly and efficient manner consistent with the vision, PDA-wide criteria, precinct intents and precinct provisions
  - ii) addresses any additional requirements for development in the precinct, including consideration of built form provisions
  - iii) addresses other matters specified in a guideline issued by Economic Development Queensland
  - iv) achieves the PDA wide criteria, and
  - v) is generally consistent with the Structural Elements shown on **Map 2 Structural Elements Plan**.

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<sup>18</sup> In accordance with the *Environmental Protection Act 1994* and the *PFAS Management Plan Sunshine Coast Airport (RPS 2024)* or as amended or replaced by a subsequent development approval.



- l) be accompanied by:
  - i) a comprehensive multi modal transport assessment for the whole of the PDA to ensure development achieves a high level of integration with planned public and active transport<sup>1920</sup> infrastructure networks
  - ii) a traffic impact assessment (including a GTIA) for the whole of PDA to ensure impacts on the wider transport network are considered
  - iii) a precinct hydraulic study that establishes design standards for development, including the Defined Flood Event (DFE) and Defined Storm Tide Event (DSTE) and relevant surface levels, floor levels and infrastructure immunity. Additionally, the study should assess hydraulic impacts on the environmental values of sensitive environments to ensure their protection and resilience, and
  - iv) for Precinct 5, a scenic amenity analysis 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.

### 2.2.11.1 Plan of development

A Plan of Development (PoD) may accompany an application for a material change of use and may deal with any proposed use, and any associated building work or operational work.

A PoD is prepared by an applicant and may include maps, graphics and text that collectively demonstrate how proposed uses, works and lots will contribute towards the achievement of the Vision, similar to the Precinct Master Plan detailed above. It should also be consistent with the relevant PDA-wide criteria.

A PoD should indicate the location and function of temporary and permanent uses and structures and how these uses and structures will relate to each other.

The PoD cannot include land beyond the boundary of the land the subject of the application but may cover only part of the land the subject of the application. An applicant may also be required to demonstrate impacts and connections to areas adjoining the subject land in a separate plan to the PoD.

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<sup>19</sup> Refer to South East Queensland Principal Cycle Network Plan, Department of Transport and Main Roads, 2016

<sup>20</sup> Consideration should be given to the outcomes of the Northern Sunshine Coast Public Transport Strategy undertaken by the Department of Transport and Main Roads.



## 2.3 Vision

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Development in the PDA is to support the growth and expansion of the Sunshine Coast Airport to be a modern, sustainable and competitive world-class airport. Development in the PDA will provide for uses that support the airport as an economic enabler for the Sunshine Coast, promote economic vitality and deliver community benefit.

Development in the Sunshine Coast Airport PDA will:

1. occur in an integrated and sequential manner
2. 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
3. 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
4. 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
5. 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
6. 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
7. provide a high level of amenity and effectively manage the potential for land use conflict with existing and likely future surrounding development
8. not adversely impact on the continued safe operation, efficiency, viability and maintenance of existing network infrastructure and airport operations
9. 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<sup>21</sup>
10. protect human health and the environment by appropriately managing contaminated land, groundwater and surface water in the PDA
11. 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
12. 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
13. deliver high-quality built form and urban design outcomes and be an exemplar of sustainable and innovative development
14. 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
15. preserve a corridor for a direct linkage between the Airport terminal and future public passenger transport facilities and maximise access to public transport and
16. over time, seek to identify opportunities to consolidate general aviation activities further away from residential areas.

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<sup>21</sup> Refer to “Sunshine Coast Airport Expansion project – Coordinator-General’s evaluation report on the environmental impact statement”, May 2016, ‘Sunshine Coast Airport Master Plan Implementation Project (EPBC 2011/5823)’ and the Environmental Authority BRID0035 approval, State Planning Policy and State Development Assessment Provisions for further advice on ecologically important areas.





## 2.4 Structural elements

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**Map 2 Structural elements plan** (overleaf) indicatively illustrates the highest order physical elements described in the Vision, and will be further resolved through precinct master planning.

The structural elements support the delivery of the Vision and PDA-wide criteria and should be read in conjunction with these sections.

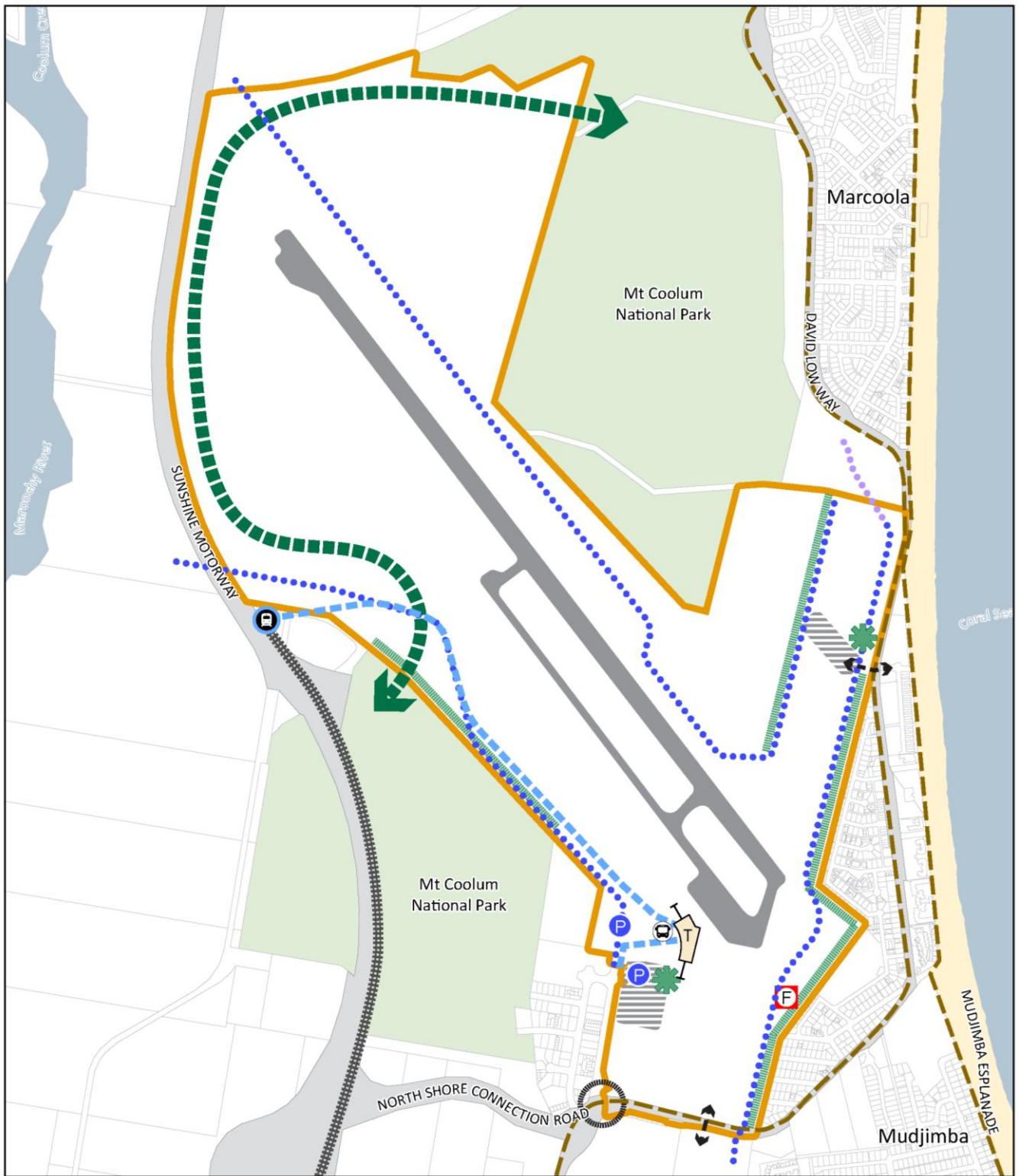
To the extent the structural elements are relevant, they are to be considered in the preparation of PDA PMPs, PoDs, development applications and the assessment of those applications.



Source: Sunshine Coast Airport Pty Ltd

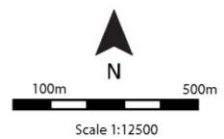


**Map 2. Structural Elements Plan**



**Legend**

- |  |  |   |
|--|--|---|
| PDA Boundary   | Future Public Passenger Transport Facility*                    | Potential Future Site Access                              |
| National Park (existing)                                   | Potential Future Transport Node (Bus)                          | Potential Future Railway Corridor                         |
| Major Road Corridor (existing)                             | Potential Future Civic / Open Space Node (indicative location) | Potential Future Public Transport Connection (indicative) |
| Airport Runway   | Airport Firefighters   | Conservation Rehabilitation Corridor                      |
| Cadastre   | Existing Airport Parking                                       | Sensitive Land Use Buffer                                 |
| Mixed Use Opportunity (indicative location)                | Primary Intersection (existing)                                | Existing Storm Water Drain                                |
| Existing Airport Terminal (with opportunity for expansion) |  | Proposed Realigned Storm Water Drain                      |
|  |  | Principal Route SEQ Principal Cycle Network**             |



\*Refer to Development Assessment Mapping System (DAMS) Public Passenger Transport Facilities  
 \*\*Refer to South East Queensland Principal Cycle Network Plan



## 2.5 PDA-wide criteria

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The following criteria apply to all PDA assessable development in the Sunshine Coast Airport PDA. To the extent that the criteria are relevant, they are to be taken into account in the preparation of PDA development applications and the assessment of those applications.

The PDA-wide criteria support the delivery of the vision (section 2.3) and structural elements (section 2.4) and should be read in conjunction with these sections.

The Infrastructure Plan and Implementation Strategy may include further information, which should be taken into account in the design and feasibility of development proposals.

### 2.5.1 Built form<sup>22</sup>

1. The form, type and arrangement of buildings, streets and the public realm are designed to deliver high-quality built form outcomes by ensuring:
  - a) Development is designed to enhance the character, safety and attractiveness of the Sunshine Coast Airport PDA by:
    - i) incorporating a high standard of urban design and landscaping
    - ii) exhibiting high-quality sub-tropical architecture
    - iii) creating attractive terminal facilities, buildings, streets and entrance roads that promote a sense of arrival and departure for tourists travelling to and from the airport
    - iv) incorporating the principles of best practice urban design<sup>23</sup> to ensure building form reflects the qualities of the Sunshine Coast
    - v) providing entrances to buildings that are clearly defined and legible for all users
    - vi) maximising public transport patronage by creating appropriate interfaces with and orientation to public transport
    - vii) not adversely affecting the scenic amenity of the scenic route along the Sunshine Motorway<sup>24</sup>
2. Development is located, designed, constructed and operated in accordance with best practice subtropical and sustainable design principles<sup>25</sup> to:
  - a) take advantage of local climatic and environmental conditions
  - b) optimise energy efficiency and
  - c) minimise reliance on non-renewable energy sources.
3. Building height:
  - a) maintains the safety of the airport operations by compliance with the Obstacle Limitation Surface (OLS)<sup>26</sup> and building induced wind effects trigger envelope for Sunshine Coast Airport, consistent with the provisions of the Queensland State Planning Policy and
  - b) does not adversely impact surrounding residential properties from overshadowing and overlooking.
4. Building design:
  - a) provides appropriate building orientation and adequate building separation to allow light penetration and air circulation, and reduces overshadowing and
  - b) delivers a building form that is fit for purpose, having regard to opportunities to reduce the appearance of building bulk, for example by including recesses, projections and a range of textures, materials and colours.

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<sup>22</sup> Refer to relevant parts of the Sunshine Coast Planning Scheme.

<sup>23</sup> Refer to Sunshine Coast Design Strategy for guidance.

<sup>24</sup> Refer to relevant parts of the Sunshine Coast Planning Scheme

<sup>25</sup> Refer to the relevant provisions of the Sunshine Coast Planning Scheme

<sup>26</sup> Refer to Map 5B Obstacle Limitation Surface





## 2.5.2 Mixed Use development

1. Development in the PDA provides for two mixed-use activity nodes located in Precinct 2 and Precinct 5 identified on **Map 2 Structural Elements Plan**, which include small-scale food and drink outlets, short-term accommodation (e.g. airport hotel) and convenience retail uses, in a pedestrian-friendly and well-connected activity node.<sup>27</sup>
2. The gross floor area of specified uses does not exceed the maximum GFA for any individual use category or the total GFA identified in **Table 1** below.

**Table 1. Maximum Standard and Planned GFA**

Use	Maximum GFA / Scale
Retail (including shop, food & drink outlet, supermarket, showroom)	<p>Maximum tenancy size: 1,000m<sup>2</sup> GFA</p> <p>Showroom: limited to aviation or airport related use</p> <p><b>Maximum total:</b> 6,000m<sup>2</sup> GFA (excluding retail within the Airport terminal)</p>
Service station	<p>One service station including max. 240m<sup>2</sup> GFA convenience retail floorspace (convenience retail floorspace not included in GFA cap if integrated with fuel retailing)</p> <p>Dedicated fast food outlets may be included within an integrated service station (would be included in the max retail GFA)</p>
Car wash	One stand-alone multi-bay car wash facility
Long day care centre	One child care centre
Commercial office	Maximum total 5,000m <sup>2</sup> GFA
Short term accommodation	<p>One overnight / transfer airport hotel: max 250 rooms</p> <p>One tourist hotel: max 300 rooms</p>
Other uses	<p>One medical centre: max 250m<sup>2</sup> GFA</p> <p>One indoor recreation (worker amenity related, e.g. gym): max 500m<sup>2</sup> GFA</p> <p>One educational facility (aviation and aerospace related)</p>

<sup>27</sup> Refer to the precinct intent and outcomes for the relevant precinct.

## 2.5.3 Public Realm

1. Development creates a public realm that:
  - a) is connected, legible, permeable, comfortable and safe
  - b) allows for universal access for all members of the community and their mobility needs, and best practice inclusive and equitable outcomes are considered in the design
  - c) creates a highly landscaped, attractive sub-tropical environment
  - d) includes public art as an integral part of the landscape design, particularly at key gateways to the PDA and
  - e) promotes identity and character, by incorporating landscape, historical and Indigenous cultural features (if appropriate) of the area to create places with a connection to country.
2. Ensures signage:<sup>28</sup>
  - a) is compatible with the building design, amenity and landscaped character of the precinct and the broader Sunshine Coast
  - b) does not detract from the visual appeal of development, the precinct or scenic amenity
  - c) adds character to the streetscape of the precinct
  - d) incorporates well designed and suitably located advertising devices that contribute to the commercial vitality of the precinct and
  - e) supports wayfinding throughout the precinct.
3. Where not in Precincts 1 and 6, the development provides universally accessible and inclusive communal open space and on-site amenities for employees, residents and visitors to the site that contribute to the establishment of a socially amenable work environment.

## 2.5.4 Landscaping

1. Development incorporates landscaping that:
  - a) supports the collection, infiltration, storage and distribution of stormwater, offsets urban heat island impacts and thermal impacts due to climate change
  - b) includes species endemic to the local area that do not attract birds and bats
  - c) provides a positive visual and amenity contribution to the public realm
  - d) is designed and located having regard to Crime Prevention Through Environmental Design (CPTED) principles
  - e) makes a positive contribution to the streetscape
  - f) provides shade trees to open car parking areas, footpaths, cycle infrastructure and road pavement and
  - g) provides a physical and visual buffer for adjoining sensitive land uses.<sup>29</sup>

## 2.5.5 Public Transport, Connectivity and Traffic management

1. The design and layout of development:
  - a) facilitates a highly permeable movement network within the PDA that is compatible with safe airport operations, and improves connectivity to key regional destinations
  - b) ensures safety and efficiency and mitigates impacts to the broader transport and traffic network in the surrounding area<sup>30</sup>
  - c) provides for improved permeability and connectivity of the precinct into the surrounding road and active transport networks

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<sup>28</sup> Refer to the Advertising devices code of the Sunshine Coast Planning Scheme and Department of Transport and Main Roads 2019, Roadside Advertising Manual, 3rd Edition for advertising devices visible from a State-controlled road for guidance

<sup>29</sup> Refer to the relevant sections of the Sunshine Coast planning scheme for further guidance.

<sup>30</sup> Any development impacting on the State-controlled road network is to be in accordance with the Department of Transport and Main Roads 2018, Guide to traffic impact assessment (GTIA)



- d) provides for a direct linkage between the Airport terminal and:
  - i) the potential future railway public passenger transport facility whilst avoiding, to the greatest extent practicable, the existing wildlife corridor connections<sup>31</sup> and
  - ii) the proposed high frequency public transport connection from David Low Way<sup>32</sup>
- e) provides sufficient carparking, access and servicing facilities to meet the necessary functional requirements of development<sup>33</sup>
- f) includes safe and visible pedestrian access connections to external pedestrian and cycle networks, including principal cycle networks<sup>34</sup>
- g) delivers infrastructure that facilitates public and active transport accessibility and use, and
- h) provides for:
  - i) safe and efficient access, minimising impact on the State-controlled road network and external traffic systems
  - ii) changing travel behaviours over time
  - iii) facilities to support the charging of electric vehicles and
  - iv) a variety of low carbon travel choices (car sharing, electric vehicles, motorcycles, bicycles).



Source: Sunshine Coast Airport Pty Ltd

<sup>31</sup> Refer to “Sunshine Coast Airport Expansion project – Coordinator-General’s evaluation report on the environmental impact statement”, Schedule 2 of Appendix 2 - May 2016, ‘Sunshine Coast Airport Master Plan Implementation Project (EPBC 2011/5823)’ and the Environmental Authority BRID0035 approval.

<sup>32</sup> Refer to the ShapingSEQ 2023, Department of State Development, Infrastructure, Local Government and Planning, 2023

<sup>33</sup> Refer to relevant sections of Sunshine Coast Planning Scheme or in accordance with the TIA prepared for PMP or PoD.

<sup>34</sup> Refer to South East Queensland Principal Cycle Network Plan, Department of Transport and Main Roads, 2016





## 2.5.6 Sustainability

### Sustainable design

1. Development delivers sustainable outcomes through:
  - a) the design, construction and operation of sustainable buildings<sup>35</sup>
  - b) providing integrated stormwater management designed to deliver the principles of Water Sensitive Urban Design (WSUD), Biodiversity Sensitive Urban Design (BSUD) and Integrated Water Cycle Management (IWCM) for buildings, streets and public spaces
  - c) providing solutions and minimum design standards that contribute to climate change<sup>36</sup> mitigation goals as well as building resilience within built form and infrastructure to future climate change and that allow for appropriate future adaptation pathways
  - d) promoting sustainable forms of transport<sup>37</sup>
  - e) construction that incorporates lower carbon and lower lifecycle environment impact materials and construction techniques to reduce overall carbon emissions, focusing on lowest marginal cost of abatement and available materials<sup>38</sup>
  - f) incorporating the principles of circular economy for waste management, recycling and reuse and
  - g) promoting energy efficiency and pathway to net zero carbon in built form and the public realm through:
    - i) site layout, building orientation and thermal design that reduces the need for mechanical cooling and heating
    - ii) use of natural light
    - iii) use of energy efficient lighting, plant and equipment
    - iv) integration of renewable energy generation technology and
    - v) minimising the use of fossil fuel sources for electricity generation for example, through maximising the incorporation of clean energy technologies within the PDA and purchasing of green electricity.

### Sustainable infrastructure

2. Development:
  - a) delivers sustainable outcomes through the design and construction of sustainable infrastructure<sup>39</sup>
  - b) supports the efficient and effective delivery and operation of infrastructure by:
    - i) ensuring the delivery of planned infrastructure is not adversely impacted
    - ii) providing infrastructure and services in a timely, orderly, integrated and coordinated manner to support uses and works
    - iii) encouraging public and active transport accessibility and patronage
    - iv) ensuring infrastructure and services are available or capable of being made available including key infrastructure such as roads, public and active transport, water supply, sewerage, drainage, energy and telecommunication

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<sup>35</sup> Development seeks to achieve 5-star Green Star: Buildings certification, or equivalent sustainability performance independently accredited in design and verified post-construction by a suitable rating or assurance (EDQ may seek third party advice to determine if the design achieves a suitable level of equivalency).

<sup>36</sup> Climate change mitigation includes addressing flood, storm tide, sea level rise, bushfire and heat.

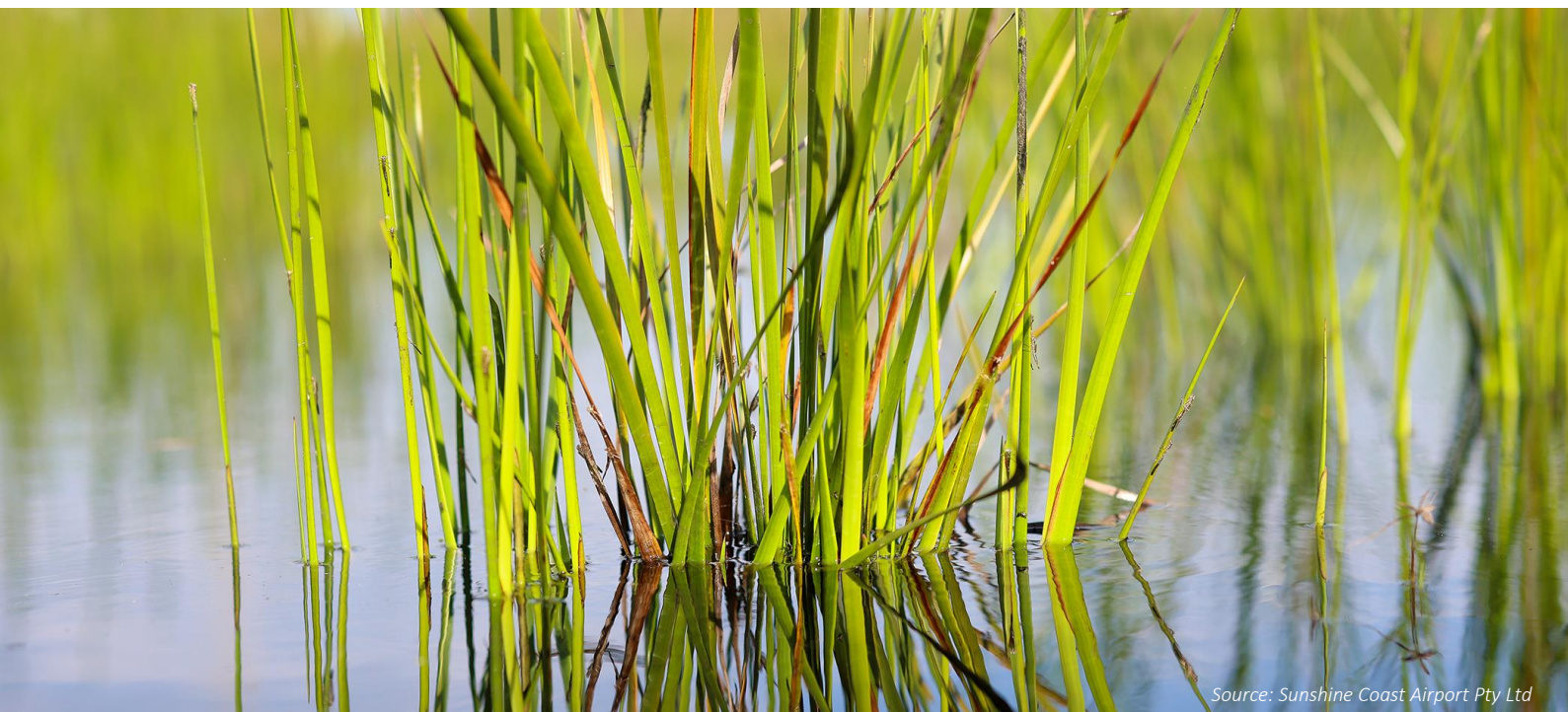
<sup>37</sup> This includes active transport, EV charging, e-mobility, rideshare, etc.

<sup>38</sup> Development should demonstrate achievement of renewable energy, emission reduction and waste targets aligned with the Queensland government commitments.

<sup>39</sup> Applicants should demonstrate that a proposed infrastructure within the PDA is designed to achieve a minimum ISC Infrastructure Sustainability Design & As-Built or IS Essentials Rating of Bronze, or an equivalent infrastructure sustainability rating system with independent assessment and as-built assurance. Note that IS Ratings are applicable for infrastructure >\$5m capital value, infrastructure <\$5m value is required to demonstrate suitable sustainability performance.



- v) ensuring all connections to infrastructure and services are in accordance with the requirements of the relevant infrastructure entity
  - vi) installing of smart technology to enhance infrastructure operations, functionality, efficiency and user experience. Physical servicing provisions to futureproof for emerging and innovative information and communication technologies and avoid future disturbance of services corridors and barriers to implementation<sup>40</sup> and
  - vii) ensuring infrastructure and services are located and designed to maximize efficiency and ease of maintenance.
- c) provides utilities and services to the standards that ensure an acceptable level of environmental performance, safety and efficiency
  - d) incorporates opportunities for sustainable, integrated on-site water, wastewater, waste, energy or other systems to maximise self-sufficiency, minimise external infrastructure demand and emissions, and enhance resilience and sustainability outcomes provided they:
    - i) do not result in any undue impact on the amenity or visual quality of the surrounding area
    - ii) will not result in any environmental harm or nuisance
    - iii) achieve a level of service, environmental performance and life-cycle cost that is equivalent to or better than normal servicing arrangements and
    - iv) do not detract from the ability to develop and use the PDA as intended.
  - e) provides the site frontage works, access and manoeuvring arrangements, and on-site infrastructure and services required to accommodate the use, and is constructed according to current best practice engineering standards and
  - f) provides car parking, bicycle parking and end of trip facilities to meet the functional requirements of the PDA and encourages active transport and facilitates innovations in alternative mobility and on-demand services.



Source: Sunshine Coast Airport Pty Ltd

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<sup>40</sup> For further guidance refer to the Sunshine Coast Council Smart City Framework and Implementation Plan.

## 2.5.7 Environment, Cultural Heritage Protection and Conservation

1. Development does not negatively impact on the habitat requirements of threatened native species including the Emu Mountain she-oak, Swamp stringybark Ground parrot, Wallum sedgefrog, Wallum froglet and Wallum rocketfrog in Precinct 6 and the adjoining Mt Coolum National Park.<sup>41</sup>
2. Areas of environmental significance, including but not limited to those areas identified in Precinct 6 and areas that have associated conservation, biodiversity, habitat, offset and scenic amenity or cultural heritage values are protected from inappropriate development<sup>42</sup> and from impacts of development within the PDA.
3. Stormwater discharges, wastewater discharges and groundwater management achieve water quality objectives, management hierarchy and management intent and prescribed in the *Environmental Protection (Water and Wetland Biodiversity) Policy 2019*<sup>43</sup> and management of prescribed water contaminants consistent with section 440ZG of the *Environmental Protection Act*.<sup>44</sup>
4. Development incorporates appropriate buffers to ensure no adverse impacts on areas containing matters of state or national environmental significance and any Aboriginal cultural heritage sites, features or values<sup>45</sup> or adjoining conservation areas.
5. Development maintains existing vegetation management and offset areas.
6. Stormwater discharges and hydraulic solutions do not adversely affect the hydrology of wetland and heathland ecosystems in a manner harmful to flora and fauna of those ecosystems.<sup>46</sup>
7. Development is located, designed, constructed and operated to provide net-benefit for environmental outcomes compared to pre-development state and to avoid, or where avoidance is not reasonably possible, minimise and mitigate<sup>47</sup> adverse impacts on:
  - a) the environmental values of receiving waters<sup>48</sup>
  - b) the habitat values of significant vegetation (including in waterways)<sup>49</sup>
  - c) the ability for fish and other marine animals to move unimpeded along waterways<sup>50</sup>
  - d) groundwater, surface water and soils, including from salinity or saline intrusion<sup>51</sup> and
  - e) the Aboriginal cultural heritage sites, values and significance of the lands and waters.

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<sup>41</sup> Development application for Operational Works involving flood mitigation works is to be accompanied by an environmental impact assessment to identify the cumulative hydrological impacts to water sensitive environments including the national park and existing offset areas established in accordance with the agreed offset requirements.

<sup>42</sup> Development is to be consistent with the agreed delivery arrangement for the “Sunshine Coast Airport Expansion project – Coordinator-General’s evaluation report on the environmental impact statement”, May 2016, ‘Sunshine Coast Airport Master Plan Implementation Project (EPBC 2011/5823)’ and the Environmental Authority BRID0035 approval.

<sup>43</sup> Including any site specific water quality objectives approved under the site’s Environmental Authority BRID0035.

<sup>44</sup> Consideration should be given to State Planning Policy (SPP) in particular the State interest of water quality and Agriculture and biodiversity, and the SPP code: Water quality and State Development Assessment Provisions State Code 8: Coastal development and tidal works.

<sup>45</sup> Note that a Cultural Heritage Management Plan CLH014008 has been prepared for part of the PDA. Refer to Chapter B11 - Indigenous cultural heritage and native title 18Sep14.pdf (dsdip.qld.gov.au) for guidance.

<sup>46</sup> Development application for Operational Works involving flood mitigation works is to be accompanied by an environmental impact assessment to identify the cumulative hydrological impacts to water sensitive environments including the national park and existing offset areas established in accordance with the agreed offset requirements.

<sup>47</sup> An environmental offset may be provided for any significant residual environmental impact. Refer to the Significant Residual Impact Guideline for guidance.

<sup>48</sup> Consideration should be given to State Planning Policy (SPP) in particular the State interest of water quality and Agriculture and biodiversity, and the SPP code: Water quality and State Development Assessment Provisions State Code 8: Coastal development and tidal works.

<sup>49</sup> Consideration should be given to State Development Assessment Provisions State Code 11: Removal, destruction or damage of marine plants and State code 16: Native vegetation clearing.

<sup>50</sup> Consideration should be given to SPP State interest Agriculture and biodiversity and State Development Assessment Provisions State Code 18: Constructing or raising waterway barrier works in fish habitats.

<sup>51</sup> Including, but not limited to, development should not interfere with the groundwater cut off wall installed as required under the Coordinator General’s conditions and environmental authority BRID0035.





## 2.5.8 Community Safety and Development Constraints

### Emissions and hazards

1. Development preserves environmental quality and community safety by ensuring emissions (including air, water and soil pollutants, noise, vibration, heat, light, radioactivity and electromagnetic radiation) and hazards are in accordance with:
  - a) the *Environmental Protection Act 1994* for management of prescribed water contaminants,
  - b) the Environmental Protection (Air) Policy 2019
  - c) the Environmental Protection (Noise) Policy 2019
  - d) the maximum acceptable levels of vibrations resulting from development set down in Australian Standard AS2670 Evaluation of human exposure to whole of body vibration, Part 2: continuous and shock induced vibration in buildings (1- 80Hz) and the *Work Health and Safety Act 2011* and *Work Health and Safety Regulation 2011* and
  - e) the Department of Transport and Main Roads 2013, Transport Noise Management Code of Practice: Volume 1 (Road Traffic Noise) and Department of Transport and Main Roads 2016, Transport Noise Management Code of Practice: Volume 2 (Construction Noise and Vibration).
2. The siting, design, construction and operation of development supports community safety and gives appropriate consideration to development constraints by avoiding, to the greatest extent practicable, then minimising and mitigating:
  - a) the risk of dust or odour impacts on the airport generally and on adjoining properties
  - b) emissions from all plant, equipment and machinery
  - c) emissions so that there is no negative impact on natural environment or public health
  - d) the impact of noise and vibration and ensuring appropriate noise mitigation measures are incorporated into the overall building design and
  - e) adverse impacts from light nuisance by ensuring lighting devices are located, designed and installed to:
    - i) ensure lighting does not adversely impact on the airport operations
    - ii) minimise light spillage on surrounding premises and environmental areas
    - iii) ensure lighting does not create a safety hazard by distracting users of the state-controlled road
    - iv) preserve an acceptable degree of lighting amenity at surrounding premises
    - v) provide covers or shading around lights
    - vi) direct lights downwards
    - vii) position lights away from possible affected areas
    - viii) enable the brightness of lights to be adjusted to low levels and
    - ix) minimise environmental impacts.
3. Any works which is likely to disturb or mobilise soil, must be accompanied by Erosion and Sediment Control Plan (ESCP).<sup>52</sup>
4. Development involving hazardous chemicals and other hazardous materials<sup>53</sup> is located and designed to ensure it does not impact the health and safety of sensitive land uses.
5. Development ensures air quality is maintained at acceptable levels and does not result in odour or airborne particles or emissions that causes environmental harm or nuisance with respect to surrounding land uses.
6. Established high impact industry within and outside the PDA is protected from encroachment by incompatible land use that would compromise its ability to function safely and effectively.

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<sup>52</sup> Erosion and Sediment Control Plan (ESCP) is to be prepared and guided by the documents IECA 2008, Best Practice Erosion and Sediment Control. International Erosion Control Association (Australasia), Picton NSW & Carey BW, Stone B, Norman PL, Shilton P (2015). Soil conservation guidelines for Queensland, Department of Science Information Technology and Innovation, Brisbane. Available at the following link: <https://www.publications.qld.gov.au/dataset/soil-conservation-guidelines>

<sup>53</sup> Development involving a **Hazardous Chemical Facility** is referred to the Major Hazard Facilities Unit ([hcfplanning@oir.qlf.gov.au](mailto:hcfplanning@oir.qlf.gov.au)) for advice. Development involving flammable liquids e.g., aviation fuel depot, is designed in accordance with AS1940:2017.



## Acid sulfate soils

7. Development is managed to avoid or minimise the release of acid and metal contaminants, where disturbance of acid sulfate soils (ASS) is unavoidable.
8. Development that may disturb potential or actual ASS:
  - a) is supported by ASS investigation report in accordance with current best practice in Queensland and include an assessment of the source of acidity
  - b) is in accordance with an ASS management plan<sup>54</sup>
  - c) ensures ASS is treated in accordance with current best practice in Queensland, to avoid impacts to surface water and groundwater
  - d) ensures the disturbance of ASS is avoided to the greatest extent practical, and where avoidance is not reasonably possible, managed to reduce risks posed to the natural environment and
  - e) manages any neutralisation of ASS and potential ASS to ensure no adverse, cumulative impacts on wetlands either on site or adjoining the PDA, so that the natural acidity of wetlands is maintained.
9. Development involving filling or excavation:<sup>55</sup>
  - a) does not adversely impact on the natural environment, including waterways, or adjoining land
  - b) avoids or minimises and manages environmental harm and the environmental values of water and retained significant vegetation are protected and
  - c) is in accordance with an ASS management plan.

## Contaminated land<sup>56</sup>

10. Development:
  - a) avoids, to the greatest extent practicable, then minimises and mitigates adverse impacts on people, property and the environment from contaminated land
  - b) manages contaminated land to ensure all land is suitable for its proposed future use and
  - c) ensures that best practice management measures are implemented to prevent contamination spreading beyond its existing extent due to development activities.
11. Development occurring within the PDA is in accordance with a whole-of-PDA PFAS management plan<sup>57</sup> which details the management and/or remediation of the site to a standard suitable for the development in accordance with the relevant standards and guidelines for the assessment and management of PFAS in Queensland.

*Note: Prior to development disturbing hazardous contaminants, in accordance with the Environmental Protection Act 1994, a contaminated land investigation document and a site management plan approved by the Administering Authority to manage the land is in place.*

## Bushfire

12. Development manages potential impacts from bushfire.<sup>58</sup>

## Coastal hazard

13. Development manages potential impacts from coastal hazards.<sup>59</sup>

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<sup>54</sup> Prior to development, an ASS management plan is to be prepared for the whole of the PDA and each precinct as developed. These ASS management plans are to be submitted to and endorsed by EDQ to ensure appropriate management of cumulative impact of disturbing soils across the PDA.

<sup>55</sup> Refer to the relevant sections of the Sunshine Coast Planning Scheme.

<sup>56</sup> Remediation and management of contaminated land is undertaken in accordance with State government legislation for contaminated land management. Where on contaminated land under the *Environmental Protection Act 1994*, development must be in accordance with a site management plan under chapter 7 part 8 of the *Environmental Protection Act 1994* and removal of contaminated soil from contaminated land under the *Environmental Protection Act 1994* must be in accordance with a site disposal permit under the *Environmental Protection Act 1994*. This includes meeting General Environmental Duty and the Duty to Notify requirements under the *Environmental Protection Act 1994*.

<sup>57</sup> Refer the PFAS Management Plan (RPS 2024) or as amended or replaced by a subsequent development approval.

<sup>58</sup> Refer to SPP and Sunshine Coast Planning Scheme Bushfire Hazard Overlay Code and relevant Planning Scheme Policy.

<sup>59</sup> Refer to SPP for further guidance.



## 2.5.9 Flood management

1. Development protects people and avoids or mitigates the potential adverse impacts of flood and storm tide inundation on property, economic activity and the environment, taking into account the predicted effects of climate change and appropriately mitigates development risk.<sup>60</sup>
2. All development avoids to the greatest extent practicable, then manages or mitigates adverse impacts from flooding, including:
  - a) ensuring a non-worsening on upstream or downstream private properties and infrastructure
  - b) mitigating the risk to people and damage to property, from flood and storm tide events up to and including the probable maximum flood level
  - c) supporting, and not hindering, or unduly burdening disaster management response and recovery capacity and capability
  - d) protecting floodplain storage, waterway flood conveyance capacity and maintaining or enhancing the protective function of landforms and vegetation that can mitigate risks associated with the hazards of flood and storm tide and improve resilience to climate change
  - e) directly, indirectly and cumulatively avoiding an increase in the exposure or severity of the natural hazard and the potential for damage on the site or to other properties and infrastructure and ecological values<sup>61</sup>
  - f) ensuring essential network and community infrastructure maintains effective function during and immediately after flood and storm tide events, taking into account the predicted effects of climate change, including sea level rise and rainfall intensification
  - g) avoiding risks to public health and safety and the environment from the location of hazardous materials and the release of these materials as a result of a flood hazard, taking into account the predicted effects of climate change
  - h) providing public realm surfaces which are durable and flood resilient and
  - i) ensuring habitable rooms and non-habitable areas have acceptable levels of flood immunity.<sup>62</sup>
3. Development is to occur in accordance with an endorsed hydraulic assessment study.<sup>63</sup> A detailed flood risk assessment study is to be prepared and submitted to EDQ for endorsement at the time of precinct master-planning or PoD for the whole of the PDA.<sup>64</sup>
4. Development ensures the protection of State transport infrastructure.<sup>65</sup>
5. Development ensures stormwater is:
  - a) discharged to a legal point of discharge
  - b) treated to achieve the required water quality standards prior to discharge and
  - c) ensures adjoining properties are not impacted by increased flooding and nuisance flows.

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<sup>60</sup> Refer to the Climate Change Risk Assessment and Resilience Plan: Sunshine Coast and Coffs Harbour Airports report ((BMT, February 2024) and as updated by the approved Sunshine Coast Airport PDA Hydraulics Report (BMT 2024). Depending on the extent of development, a climate risk adaptation plan may be required at development assessment stage.

<sup>61</sup> Refer also to the environment outcome included in section 2.5.7.

<sup>62</sup> Refer the Sunshine Coast Airport PDA Hydraulics Report (BMT 2024) or as amended or replaced by a subsequent development approval, the Sunshine Coast Council flood hazard area mapping and relevant provisions of the Building Code of Australia.

<sup>63</sup> Refer the Sunshine Coast Airport PDA Hydraulics Report (BMT 2024) or as amended or replaced by a subsequent development approval.

<sup>64</sup> Refer to section 2.2.11.

<sup>65</sup> Refer to State Development Assessment Provisions State Code 1 for further guidance.



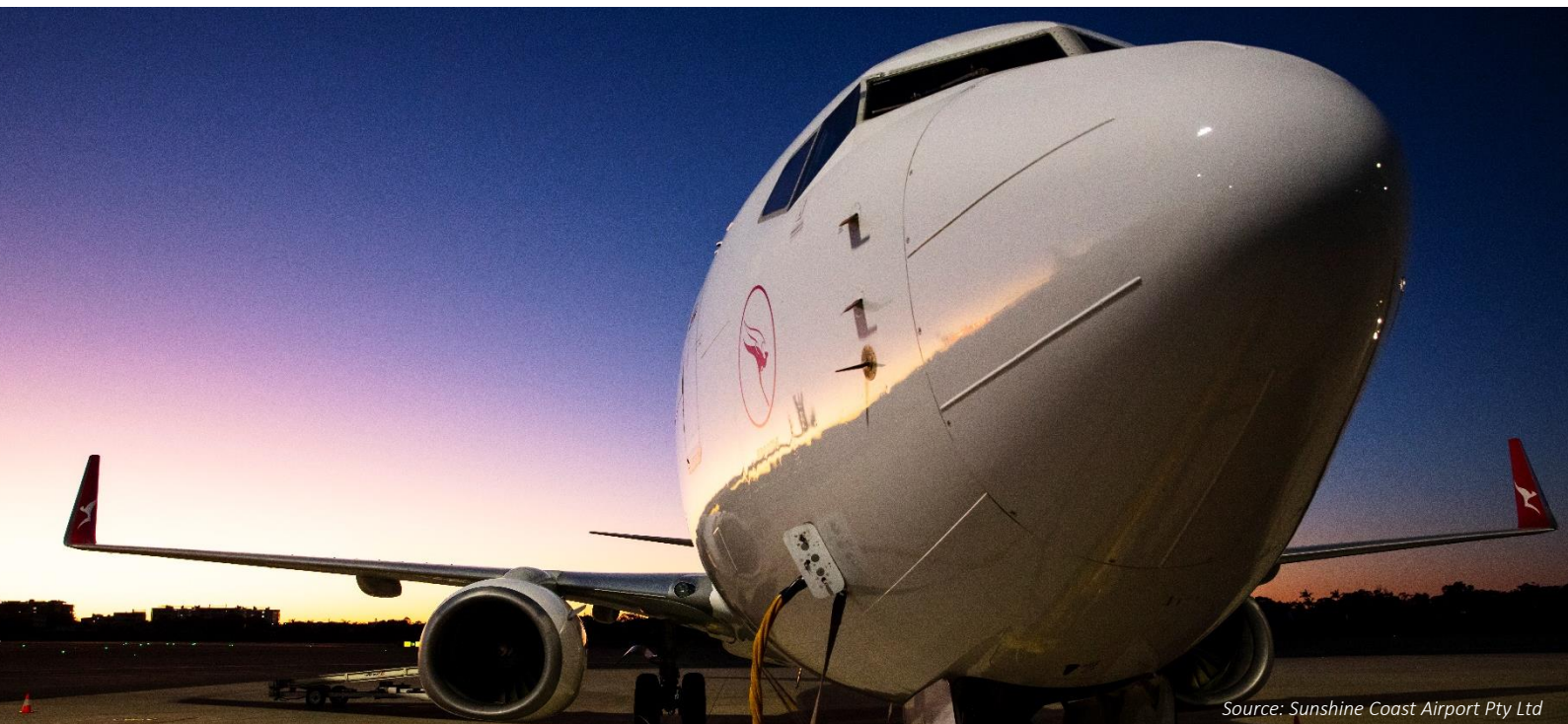
## 2.5.10 Airport and environs

1. Development within the PDA:
  - a) is designed, constructed, and operated to protect the safety and function of operational airspace, aviation facilities, airport operations and airport operators of Sunshine Coast Airport.<sup>66</sup> This includes consideration for Australian Noise Exposure Forecast (ANEF) contours, prescribed operational airspace shown, emissions, lighting and wildlife hazard (refer to Schedule 4 - Strategic airports and aviation facilities mapping, Maps 5A, 5B, 5C and 5D (as amended and replaced from time to time)).<sup>67</sup>
  - b) protects aviation facilities, including navigation, communication and surveillance facilities, from incompatible land uses, buildings, structures and works
  - c) supports the integration of telecommunication facilities within the airport environs where not impacting sensitive receptors
  - d) mitigates sensitive land uses from adverse impacts from aircraft noise or groundside operations
  - e) does not compromise public safety in the takeoff and landing phases of aircraft operations and
  - f) is compliant with aviation standards and relevant regulations and guidelines.

For development assessment refer to the *Sunshine Coast Planning Scheme – Airport Environs Overlay Code*.

## 2.5.11 Reconfiguring a lot – lot layout

1. Lots must have an appropriate area and dimensions for the siting and construction of potential buildings, the provision of outdoor space, on-site landscaping, convenient vehicle access and parking.
2. Lot size and dimensions must enable buildings to be sited to:
  - a) protect natural or cultural features
  - b) address site constraints including slope, soil erosion, flooding and drainage
  - c) retain special features such as trees and views<sup>68</sup>
  - d) ensure reasonable buffers between existing or potential incompatible land uses and
  - e) maximise solar orientation benefits to assist energy rating targets.



Source: Sunshine Coast Airport Pty Ltd

<sup>66</sup> In accordance with the State Planning Policy Provisions for strategic airports and aviation facilities and associated guidance material.

<sup>67</sup> For guidance refer to The State Planning Policy – State Guidance Material: Strategic Airports and Aviation Facilities.

<sup>68</sup> For further guidance, refer to the Sunshine Coast planning scheme scenic amenity overlay.







Source: Sunshine Coast Airport Pty Ltd





## 2.6 Precinct Provisions

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Precinct provisions seek to provide guidance on where land uses and development in the PDA are preferred. Precinct provisions seek to support the achievement of the long term development aspirations of the PDA.

However, temporary development, should have regard to impacts on the longer term development of the site and ensure the delivery of infrastructure including the street and movement network, is consistent with the PDA-wide criteria and precinct provisions.

Precinct provisions should be read in conjunction with Section 2.4 Structural elements and **Map 2 Structural Elements Plan** and the PDA-wide criteria. **Map 3 Precinct Plan** shows the location and indicative boundaries of six (6) precincts in the PDA. The final alignment of precinct boundaries will be resolved through the Precinct Master Plan or Plan of Development.

Inclusion of land in a precinct in which urban purposes may be developed does not imply that all of the land in the precinct can be developed for urban purposes. Some land may not be available or appropriate to be developed due to local site conditions such as stormwater management, vegetation or other constraints including the need to provide roads or open space, etc. This will need to be addressed through a development application or through the preparation of a Precinct Master Plan or PoD.

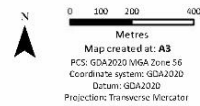
Development should have regard to the Infrastructure Plan and land use assumptions of the infrastructure background reports.



**Map 3. Precinct Plan**



- Legend**
- Sunshine Coast Airport PDA boundary
  - Precinct 1: Aviation
  - Precinct 2: Gateway
  - Precinct 3: Aerospace
  - Precinct 4: Airport West
  - Precinct 5: Airport North
  - Precinct 6: Environmental Conservation
  - Parcel Boundaries



**Sunshine Coast Airport PDA  
Precinct Plan**

Map produced by the Department of  
State Development and Infrastructure  
Spatial Services Unit, 15/08/2024



## 2.6.1 Precinct 1: Aviation

### Precinct intent

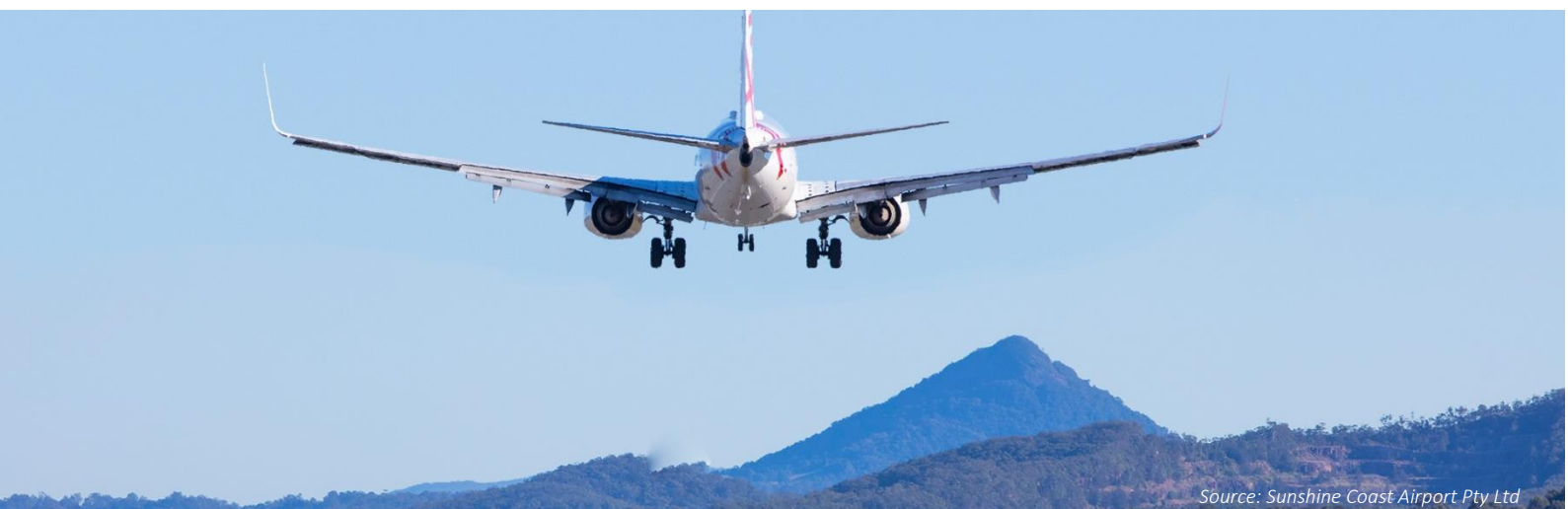
Precinct 1 provides the modal interchange point between air and ground-based travel and includes all aviation operational areas of the Sunshine Coast Airport, including airside activities, runways and infrastructure. This precinct includes land necessary for the long term safeguarding and efficient operations of all airport aviation related activities.

### Precinct outcomes

1. Development:
  - a) contributes to the function of the Sunshine Coast Airport aviation facilities to maximise the operational efficiency of airport infrastructure
  - b) is excluded from the 40m wide sensitive land use buffer shown on **Map 4 Precinct 1 Sensitive Land Use Buffer**, where involving building work or a new use
  - c) ensures any adverse impacts on surrounding residential areas are minimized and mitigated<sup>69</sup>
  - d) may include:
    - i) aviation facilities such as navigation, communication, and surveillance installations necessary to support the operation of the airport
    - ii) storage, servicing, refuelling, maintenance, and repair of aircraft
    - iii) landing and departure of aircraft
    - iv) assembly and dispersal of passengers and goods on or from aircraft and
    - v) temporary storage of aircraft.
  - e) supports aviation safety, viability, and growth.<sup>70</sup>

### Preferred land uses

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



Source: Sunshine Coast Airport Pty Ltd

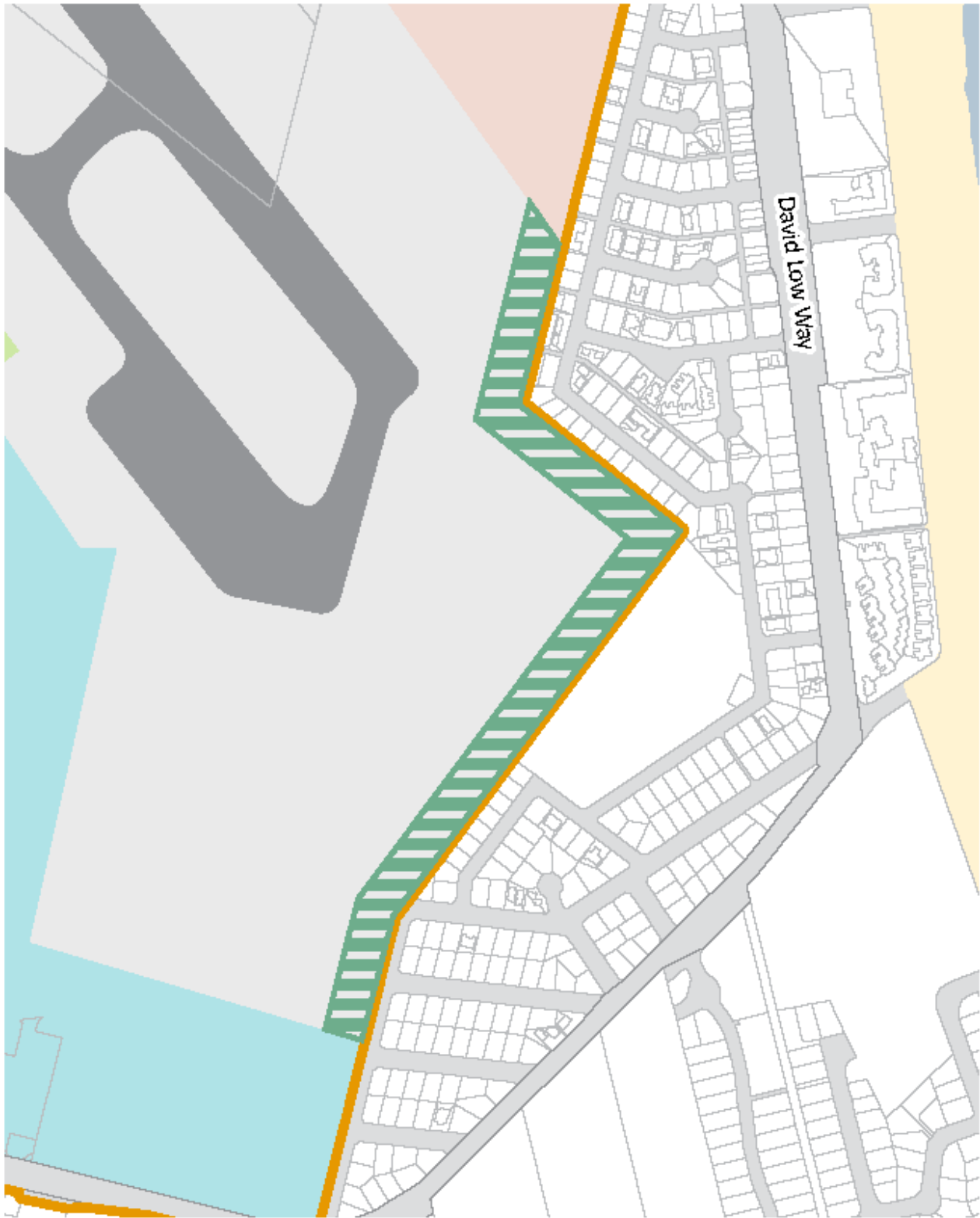
<sup>69</sup> Any development that includes the storage and handling of a significant quantity of flammable liquids (e.g., aviation fuel facility) should be located greater than 50m from a sensitive land use and designed to AS1940:2017.

<sup>70</sup> All development must comply with National Airports Safeguarding Framework (NASF) guidelines and the Manual of Standards (MOS), forming part of the Civil Aviation Safety Regulations (CASR).





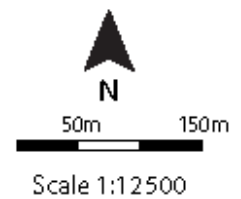


Map 4. Precinct 1 – Sensitive Land Use Buffer



Key

- |   |   |
|---|---|
|  PDA Boundary        |  Precinct 1                    |
|  Major Road Corridor |  Precinct 2                    |
|  Airport Runway      |  Precinct 3                    |
|  Cadastre            |  Precinct 5                    |
|   |  40m Sensitive Land Use Buffer |



## 2.6.2 Precinct 2: Gateway

### Precinct intent

Precinct 2 includes the airport terminal building and airport-related industrial and business development, *air service* or uses associated with *air service*. Aviation and support infrastructure and activities, including an aviation fuel storage facility, will be accommodated to facilitate the ongoing safe operation of the airport.

The precinct is intended to serve as a gateway to the airport and to the Sunshine Coast region, including critical supporting aviation infrastructure. This precinct will create a framework of 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.

This precinct is anchored by the terminal building which plays a crucial role in creating a sense of arrival to the Sunshine Coast region. The terminal includes a range of supporting retail, commercial and food and drink outlets<sup>71</sup> to cater for the needs of workers, passengers, and visitors, which collectively contribute to the viability of the ongoing airport operations. The terminal expansion supports the immediate and growing needs of passengers accessing the airport.

The precinct also supports the opportunity for a mixed-use hub comprising a limited amount of commercial and retail uses, and short-term accommodation that support the function of the airport and providing amenities for workers, passengers and visitors. The hub will connect the terminal building and the remaining area.

The remainder of the precinct area will offer compatible employment generating, industrial and commercial activities capitalising on its proximity to the airport terminal, the interface with David Low Way and airport operations.

### Precinct outcomes

1. Development:
  - a) can only occur once detailed precinct planning has been undertaken and approved via a PMP/PoD<sup>72</sup> or is in accordance with an approved PMP/PoD
  - b) makes efficient use of the strategic location through the type and design of land uses that support the regional economic contribution of the airport
  - c) is sustainably designed to a standard which reflects the values and characteristics of the Sunshine Coast<sup>73</sup> and welcomes passengers and visitors to the Sunshine Coast region
  - d) may include aviation related land uses that safeguard the long-term strategic operation of the airport
  - e) may include customer car parking which directly responds to the expected aviation growth and associated passenger demands and does not compromise the ability for other appropriate land uses to be established
  - f) reinforces a sense of arrival into the PDA as an entry to the Sunshine Coast, while providing a high-quality and inviting public realm
  - g) provides road, access, utility corridors and public transport facilities that enables flexible and considered growth, including (subject to demonstrated demand triggers):
    - i) a new intersection with David Low Way and road connection to service the new uses within the Precinct and connecting to the mixed-use node and
    - ii) bus facilities at the Airport terminal to service the growing passenger numbers.
  - h) is designed to support climate-responsiveness, desirable wayfinding and pedestrian connections from public transport facilities on David Low Way to the mixed-use node and Airport Terminal buildings

<sup>71</sup> Retail and commercial GFA located airside within the terminal building do not contribute to the overall GFA limits applicable to the whole PDA (refer to **Table 1** in section 2.5.1).

<sup>72</sup> Refer to section 2.2.11.

<sup>73</sup> Refer to the Sunshine Coast Council Design Strategy – Sunshine Coast Design for guidance.



- i) is designed to ensure the built form and landscaping treatments create a green, sustainable<sup>74</sup> and cohesive streetscape, and incorporating elements that reflect and acknowledge the cultural heritage of the area
- j) delivers building heights that are generally up to 10 storeys<sup>75</sup> and are compatible with surrounding development, with mixed use, higher density and taller buildings located closer to the mixed use node and Airport Drive
- k) ensures taller buildings incorporate ground levels that contribute to the delivery of an active and safe public realm, and primary pedestrian street environments that assist with human scale at the street level
- l) preserves the opportunity for a future linkage between the Airport terminal and future railway public passenger transport facilities
- m) ensures any adverse impacts on surrounding residential areas are minimised and mitigated<sup>76</sup>
- n) have regard to sensitive land uses, be located greater than 50m from a flammable liquid facility (e.g. service station, aviation fuel facility or similar), or demonstrate how the sensitive use will not be adversely affected by health, safety and environmental impacts from the facility<sup>77</sup> and
- o) may include a mix of uses that support the function of the airport and do not detract from the Sunshine Coast centres hierarchy. Uses do not exceed the maximum gross floor area of any specified use or the total GFA<sup>78</sup> identified in section 2.5.2 – **Table 1**.

## Mixed-use node

### 2. Development:

- a) facilitates a variety of uses operating at different times throughout the day to create an activated and vibrant mixed-use node
- b) is designed to create a variety of high-quality building forms, material and façade treatments that contribute positively to the passenger and visitor experience
- c) provides a civic space accessible from the airport terminal
- d) provides for an active mix of small-scale retail, food and drink outlets, commercial and short-term accommodation uses and
- e) may establish an integrated and pedestrian-scale mixed-use node at the entry of the airport to create a sense of place and identity, while providing opportunities for economic growth and supporting services for workers, passengers, and visitors.

<sup>74</sup> Streetscapes should incorporate elements that reduce urban heat island effect, including the use of appropriate passive thermal materials and provision of shade-trees.

<sup>75</sup> Building heights will be determined by OLS requirements. See section 2.5.10 for further guidance.

<sup>76</sup> Where located within the Sensitive Land Use Buffer as shown on Map 2: Structural Elements Plan, development appropriately interfaces with sensitive land uses.

<sup>77</sup> Any development involving the storage or handling of significant quantities of flammable liquids that may create health safety or environmental impacts should be:

(i) located greater than 50m from sensitive land use or should demonstrate how the use will not adversely affect the health, safety and environmental outcomes of surrounding uses; and

(ii) be designed according to AS1940:2017.7.

<sup>78</sup> Uses within this precinct must not exceed the total GFA or NLA for the whole of the PDA as specified in section 2.5.2 of the PDA-wide criteria.





## Preferred Land Uses

The following land use are considered to be consistent with the Precinct Intent, subject to meeting relevant PDA-wide criteria and development outcomes:

- Air service
- Aviation facilities
- 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.



Source: Sunshine Coast Airport Pty Ltd





## 2.6.3 Precinct 3: Aerospace

### Precinct intent

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

### Precinct outcomes

1. Development:
  - a) ensures it contributes to the function of the Sunshine Coast Airport's private non-commercial and commercial aeronautical facilities to maximise the operational efficiency of airport infrastructure
  - b) provides for the storage, servicing, maintenance, and repair of private, non-commercial and commercial aircraft
  - c) provides for uses which support the ongoing private, non-commercial, and commercial air transport operations of the airport
  - d) safeguards for efficient aircraft circulation through the inclusion of an additional pushback taxi lane, link taxiways and the potential extension of taxiway in line with demand
  - e) preserves a corridor for a direct linkage between the Airport terminal and future railway public passenger transport facility
  - f) ensures no adverse impacts on the adjoining National Park
  - g) ensures bushfire hazard from the adjoining National Park is appropriately managed through the design and siting of buildings and infrastructure<sup>79</sup> and
  - h) provides sufficient flood immunity.<sup>80</sup>

### Preferred land uses

The following land uses are considered to be consistent with the Precinct Intent, subject to meeting relevant PDA-wide criteria and development outcomes:

- > Aviation Facilities
- > Air Service
- > The following uses where associated with or ancillary to Air Service (general aviation):
  - Office
  - Transport depot and
  - Warehouse.



*Image indicative only*

<sup>79</sup> Refer to the Sunshine Coast planning scheme Bushfire Hazards overlay code for further guidance.

<sup>80</sup> The north-western portion of the precinct not covered by the Sunshine Coast Airport PDA Hydraulics Report (BMT 2024) will be subject to detailed flood assessment at development application stage.

## 2.6.4 Precinct 4: Airport West

### Precinct intent

Precinct 4 includes areas of land which are generally low lying and adjacent to environmental offset areas, and environmental conservation areas of environmental significance. The precinct provides an important buffer to critical airport infrastructure as well as offering an opportunity for flood resilient activities, such as a renewable energy facility.

### Precinct Outcomes

1. Development in this precinct:
  - a) ensures it does not impact on established vegetation corridors and adjacent environmental offset and conservation areas
  - b) ensures it does not compromise the conservation, biodiversity, habitat, cultural heritage and scenic amenity values of adjoining environmental offset and conservation areas and
  - c) provides an opportunity to expand the Sunshine Coast Airport's sustainability credentials by supporting use of the land for a renewable energy facility (e.g. solar farm).



Source: Sunshine Coast Airport Pty Ltd



## 2.6.5 Precinct 5: Airport North

### 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.

### Precinct outcomes

The Airport North precinct incorporates two sub-precincts, sub-precinct 5A and sub-precinct 5B.<sup>81</sup>

#### 1. Development:

- a) can only occur once detailed precinct planning has been undertaken and approved via a PMP/PoD<sup>82</sup> or is in accordance with an approved PMP/PoD
- 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<sup>83</sup> and the surrounding community
- 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<sup>84</sup>
  - 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)
- d) includes uses that do not exceed the maximum gross floor area of any specified use or the total GFA<sup>85</sup> identified in 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
- f) be designed to ensure the built form and landscaping treatments create a cohesive streetscape
- g) be designed and operated to avoid or mitigate any potential adverse impacts on adjoining sensitive uses<sup>86</sup>
- h) be designed to minimise harm to sea turtle nesting and sea turtle activity by avoiding adverse impacts generated from artificial lighting<sup>87</sup>

<sup>81</sup> Final boundaries for Sub-precincts 5A and 5B are subject to detailed Precinct Master Plan or PoD (refer to Section 2.2.11).

<sup>82</sup> Refer to section 2.2.11.

<sup>83</sup> Refer to Sunshine Coast planning scheme.

<sup>84</sup> Refer also to section 2.5.2 **Table 1**, regarding the type of uses and GFA limits.

<sup>85</sup> Uses within this precinct must not exceed the total GFA for the whole of the PDA as specified in section 2.5.2 of the PDA-wide criteria.

<sup>86</sup> Where located within the Sensitive Land Use Buffer as shown on Map 2: Structural Elements Plan, development appropriately interfaces with sensitive land uses.

<sup>87</sup> Refer to the Sea Turtle Sensitive Area Code model code for further guidance.





- i) where within sub-precinct 5A:
  - 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.<sup>88</sup>
- 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.

## Preferred land uses

The following land uses are considered to be consistent with the Precinct Intent, subject to meeting relevant PDA-wide criteria and development outcomes:

### Sub-precinct A:

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

### Sub-precinct B:

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



*Image indicative only*

<sup>88</sup> Class 5 (four axle truck) or lower as classified by AGPT04K-18 Appendix B – Austroads Vehicle Classification.



## 2.6.6 Precinct 6: Environmental Conservation

### Precinct intent

Precinct 6 includes environmental conservation areas that are of environmental significance and have associated conservation, biodiversity, habitat and scenic amenity values. The precinct also includes areas which are unsuitable for development due to flooding constraints or for offset purposes.<sup>89</sup>

Precinct 6 provides for the protection of areas of environmental and Aboriginal cultural heritage significance and areas identified for offsets. The precinct provides opportunities for habitat improvement and connections to external corridors that allow wildlife to move between the airport site and other local bushland areas.

Through a targeted environmental enhancement program,<sup>90</sup> the precinct demonstrates a commitment to linking two segmented areas of the Mount Coolum National Park. Revegetation works may be required to be undertaken in this precinct to enhance the biodiversity and conservation value of the area.

Aviation facilities and established access arrangements are protected and maintained. This includes the removal of vegetation for OLS management works. However, other land use and development is not appropriate in Precinct 6.



Source: Sunshine Coast Airport Pty Ltd

<sup>89</sup> Includes existing offset areas established in accordance with the agreed offset requirements and environmental conditions established by the existing approval for the airport expansion project under the *State Development and Public Works Organisation Act and Environmental Protection and Biodiversity Conservation Act 1999* (Refer to EPBC Act approval ref: 2011/5823, Sunshine Coast Airport Expansion Project Coordinator-General's evaluation report on the environmental impact statement, May 2016) and the Environmental Authority BRID0035 approval.

<sup>90</sup> This program is undertaken by SCA as part of its requirements under the approval for the airport expansion project.

## 2.7 Categories of Development

**Table 2. Categories of Development**

Column 1 – PDA accepted development	Column 2 – PDA assessable development	
	Column 2A – Permissible development	Column 2B – Prohibited development
<b>Precinct 1 - Aviation</b>		
<p>All development specified in Schedule 1</p> <p>Aviation facilities</p> <p>Air Service, where not located within the Sensitive Land Use Buffer shown on Map 4.</p> <p>Emergency Services</p> <p>Operational works for Air Service and not involving excavating or otherwise removing 100m<sup>3</sup> or more of soil and sediment or filling of land with 500m<sup>3</sup> or more of material with an average depth of 0.5m or greater.</p>	<p>All development not specified in Column 1 or Column 2B</p>	<p>Nil</p>
<b>Precinct 2 – Gateway</b>		
<p>All development specified in Schedule 1</p> <p>Aviation facilities</p> <p>Air Service, where located within an existing building</p> <p>Air Service, where not involving building works or hazardous chemical facility</p> <p>Air service, involving extending the airport terminal by 8,000m<sup>2</sup> GFA or less (with a total maximum GFA of 13,500m<sup>2</sup>)<sup>91</sup></p> <p>Operational works for Air Service and not involving excavating or otherwise removing 100m<sup>3</sup> or more of soil and sediment or filling of land with 500m<sup>3</sup> or more of material with an average depth of 0.5m or greater.</p>	<p>All development not specified in Column 1 or Column 2B</p>	<p>Nil</p>

<sup>91</sup> The Airport terminal expansion project is subject to review by the design working group. Refer to Implementation Strategy in Section 4.2 for further guidance.

Column 1 – PDA accepted development	Column 2 – PDA assessable development	
	<i>Column 2A – Permissible development</i>	<i>Column 2B – Prohibited development</i>
<b>Precinct 3 – Aerospace</b>		
All development specified in Schedule 1 Air Service Aviation facilities Operational works for Air Service and not involving excavating or otherwise removing 100m <sup>3</sup> or more of soil and sediment or filling of land with 500m <sup>3</sup> or more of material with an average depth of 0.5m or greater.	All development not specified in Column 1 or Column 2B	Nil
<b>Precinct 4 – Airport West</b>		
All development specified in Schedule 1 Air Service, where located within an existing building Air Service, where not involving building works Aviation facilities	All development not specified in Column 1 or Column 2B Operational works for Air Service and not involving excavating or otherwise removing 100m <sup>3</sup> or more of soil and sediment or filling of land with 500m <sup>3</sup> or more of material with an average depth of 0.5m or greater.	
<b>Precinct 5 – Airport North</b>		
All development specified in Schedule 1	All development not specified in Column 1 or Column 2B	High impact industry Extractive industry Hazardous chemical facility
<b>Precinct 6 – Environmental Conservation</b>		
All development specified in Schedule 1	Aviation Facilities	All development not specified in Column 1 or Column 2A.







Source: Sunshine Coast Airport Pty Ltd





## 3. Infrastructure Plan

### 3.1 Purpose

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The purpose of this infrastructure plan is to ensure that the Vision for the PDA is achieved through:

1. integrating infrastructure planning with land use planning identified in this development scheme
2. identifying the infrastructure requirements which may be delivered by applicants / developers or the relevant infrastructure provider
3. providing a basis for imposing conditions on PDA development approvals and
4. responding to the increased demand on the relevant infrastructure networks.

### 3.2 Infrastructure networks

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The following infrastructure networks may require additional infrastructure provision or upgrades to support growth in the PDA:

1. wastewater and water supply
2. stormwater (quantity and quality) and flood management
3. transport (roads, intersections, site access, public transport facilities, pedestrian and bicycle connections)
4. public realm
5. electricity and
6. telecommunications.

**Table 3** identifies key infrastructure that will be provided to enable the vision to be delivered.

### 3.3 Infrastructure categories

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The infrastructure planned to be delivered within the PDA will fall into one of the following categories:

1. trunk infrastructure
2. non-trunk infrastructure or
3. other infrastructure.

#### 3.3.1 Trunk infrastructure

Trunk infrastructure is the higher order shared infrastructure that is planned to service the wider catchments in or external to the PDA, rather than individual development sites. Trunk infrastructure may be delivered by the relevant infrastructure provider, such as the State government, Sunshine Coast Council, Unity Water, or by developers if required by a condition of a PDA development approval. Trunk infrastructure will be wholly or partially funded by development charges.

#### 3.3.2 Non-trunk infrastructure

Non-trunk infrastructure is the lower order infrastructure which generally is internal to a development site, or connects the development site to trunk infrastructure, and protects or maintains the safety or efficiency of the infrastructure network of which the non-trunk infrastructure is a component. Non-trunk infrastructure will be provided by the applicant, in accordance with the relevant responsible entity's requirements and as specified in a condition of a PDA development approval. Non-trunk infrastructure will not be eligible for an infrastructure charges offset.



### 3.3.3 Other infrastructure

Other infrastructure includes Sunshine Coast Council and Unity Water infrastructure not funded from infrastructure charges and infrastructure which is not part of Sunshine Coast Council’s and Unity Water’s infrastructure networks. Other infrastructure may include necessary development infrastructure or provision for upgrades to the electricity, gas, telecommunications, or state transport networks.

Other infrastructure may be delivered by the State government, other infrastructure providers or by developers who may be required to deliver or preserve the ability to provide this infrastructure by a condition of a PDA development approval.

## 3.4 Infrastructure catalogue

**Table 3** provides an infrastructure catalogue for the Sunshine Coast Airport PDA, and includes infrastructure that is trunk infrastructure, non-trunk infrastructure and other infrastructure. As such, the inclusion of infrastructure in **Table 3** does not in itself make it eligible for infrastructure charges offset.

**Table 3. Infrastructure Catalogue for the Sunshine Coast Airport PDA**

Infrastructure network	Details / item Description
<p>The identified infrastructure in this table reflects current understanding of infrastructure needs at the time of making the development scheme. Refinement of this list will be reviewed during the precinct planning phase.</p>	
<p><b>Wastewater</b></p>	
<p>Conveyance and treatment</p>	<p>As required to service the PDA and will include the following:</p> <ul style="list-style-type: none"> <li>a) augmentations to the existing wastewater infrastructure network to adequately accommodate the additional wastewater and</li> <li>b) new wastewater infrastructure within the PDA.</li> </ul> <p>These items <b>may</b> include new or augmentations as follows:</p> <ul style="list-style-type: none"> <li>a) Realignment and amplification of internal sewer network where necessary utilising existing discharge location.</li> <li>b) Amplified gravity main from discharge point across David Low Way to sewer pump station.</li> <li>c) Construction of additional discharge point from Airport North and associated sewer network</li> <li>d) Larger, replacement pump station (SPS-MDJ108) at the north-western corner of the intersection David Low Way and Airport Drive.</li> <li>e) New sewer pump station to service Airport North subject to available falls.</li> </ul> <p>Further detail and sequencing of the specific infrastructure will be undertaken at the precinct planning phase.</p>

Water supply	
Potable water and fire services supply	<p>As required to service the PDA and will include the following</p> <ul style="list-style-type: none"> <li>a) augmentations to the existing water infrastructure network to adequately accommodate the additional water supply and</li> <li>b) new water infrastructure within the PDA.</li> </ul> <p>These items <b>may</b> include new or augmentations as follows:</p> <ul style="list-style-type: none"> <li>a) Realignment of internal water network to align with internal road design (supply location to remain as is).</li> <li>b) Construct new connection and network for Airport North.</li> <li>c) Upgrade of the existing DN300 water main to a new DN450 water main, for a length of 1.9km west of the PDA.</li> <li>d) Relocation of Pressure Reducing Valve (PRV).</li> </ul> <p>Further detail and sequencing of the specific infrastructure will be undertaken at the precinct planning phase.</p>
Stormwater and Flood Management	
Detention, conveyance, and treatment	<p>As required to manage the impacts of the PDA and there will be a requirement for:</p> <ul style="list-style-type: none"> <li>a) alterations to the existing drainage infrastructure within the PDA and</li> <li>b) replacement and upgrading of aged drainage infrastructure under David Low Way.</li> </ul> <p>These items <b>may</b> include new or augmentations as follows:</p> <ul style="list-style-type: none"> <li>a) 45m wide drainage channel along the eastern boundary of the PDA in Gateway South.</li> <li>b) 45m wide drainage channel along the balance of the eastern boundary of the PDA.</li> <li>c) Mitigation strategies to aligning with the Whole of Airport Flood Report.<sup>92</sup></li> <li>d) Protection of existing drains.</li> </ul> <p>Further detail and sequencing of the specific infrastructure will be undertaken at the precinct planning phase.</p>

<sup>92</sup> A whole of PDA flood strategy is to be prepared and endorsed by EDQ prior to any site works occurring.





Transport	
Intersections, site access and streets	<p>As required to service the PDA<sup>93</sup> and may include enhancements to address intersection and site access requirements for development supported by comprehensive traffic and transport studies (undertaken by the applicant and approved by EDQ) to manage and mitigate impacts on local road network and State-controlled roads including pedestrian and cyclist movements.</p> <p>This <b>may</b> include works to provide for:</p> <ol style="list-style-type: none"> <li>The staged delivery of an all movements, signalised intersection at David Low Way and 'Gateway Drive'.</li> <li>Potential all movements, upgraded intersection at David Low Way and Green Turtle Place.</li> </ol>
Pedestrian and cycle movement	As required to service the PDA and surrounding area and may include enhancements to the local and principal pedestrian and cycle network.
Public passenger transport	<p>As required to service the PDA and surrounding area, including:</p> <ol style="list-style-type: none"> <li>A bus interchange facility easily accessible and in close proximity to the terminal building.</li> <li>A connection to the future Sunshine Coast Airport train station.</li> </ol>
Public Realm	
Parks, plazas, and public realm	Provide parks and public realm infrastructure consistent with the vision of the Sunshine Coast Airport PDA.
Electricity	
Electrical network	<p>As required to service the PDA, whilst maintaining the existing electricity infrastructure service levels</p> <p>These items <b>may</b> include new or augmentations as follows:</p> <ol style="list-style-type: none"> <li>the provision of a high voltage feed</li> <li>the construction of an internal high voltage reticulation ring main</li> <li>appropriate electricity infrastructure to service the precincts within the PDA.</li> </ol>
Telecommunications and Smart Infrastructure	
Fibre optic cable	As required to service the PDA, including the provision of additional fibre conduits for multiple telecommunications providers where relevant, and the protection of existing telecommunications infrastructure.

<sup>93</sup> In accordance with a traffic and transport plan endorsed by EDQ and TMR.

## 3.5 Infrastructure charges, funding and condition

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Infrastructure charges will be based on the applicable Sunshine Coast Council and Unity Water infrastructure charges instruments in force at the time the development application is approved unless:

1. a development charges and offset plan (DCOP) is approved for the PDA or
2. an infrastructure agreement is entered into between the applicant and the MEDQ, or its delegate.

The requirement to pay infrastructure charges or to deliver trunk infrastructure identified in a DCOP, will be through a condition of a PDA development approval. Infrastructure may be required to be delivered in accordance with a detailed Infrastructure Master Plan (IMP) that is prepared to support a PDA development application or required by a condition.

Applicable trunk infrastructure delivered as part of the development may be offset against the applicable infrastructure charges in accordance with a DCOP or the applicable policy in force at the time of the PDA development approval.

The infrastructure identified in **Table 3** will be funded from a combination of development charges (for trunk infrastructure identified in the DCOP), developers and other revenue sources. State expenditure on infrastructure will be subject to consideration through normal State budgetary processes and will be part of an approved State agency capital works program. The provision of infrastructure by the State and other providers is not determined by the PDA declaration and follows separate planning processes governed by other legislation.

The infrastructure identified in **Table 3** reflects current understanding of infrastructure needs at the time of making the development scheme. However, further detailed infrastructure investigations will occur as development progresses. Infrastructure requirements and delivery responsibilities will be reviewed and may be amended over time to reflect the outcomes of these investigations and changing circumstances.

Infrastructure requirements established in the conditions of a PDA development approval must be delivered at the time of development occurring unless otherwise agreed with MEDQ, or its delegate.

## 3.6 Infrastructure agreements

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An infrastructure agreement may be negotiated and entered into with the MEDQ and other relevant infrastructure providers to address the provisions and requirements of the infrastructure plan. To the extent an infrastructure agreement is inconsistent with a PDA development approval, the infrastructure agreement prevails.

## 3.7 Infrastructure standards

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Infrastructure will be delivered in accordance with the standards of the MEDQ, Sunshine Coast Council, Unity Water, State government or relevant infrastructure providers at the time a PDA development application or an Infrastructure Master Plan (IMP)<sup>94</sup> is approved.

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<sup>94</sup> An IMP identifies existing and future trunk infrastructure required to service ultimate development of a single development approval within a PDA.





Source: Sunshine Coast Airport Pty Ltd





# 4. Implementation Strategy

## 4.1 Purpose

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The *Economic Development Act 2012* (ED Act) requires a development scheme to include an Implementation Strategy to achieve the main purposes of the ED Act for the PDA, to the extent that they are not achieved by the Land use plan or Infrastructure plan.

The Implementation Strategy for the development scheme fulfils this requirement by identifying a number of key objectives and actions that support the achievement of the strategic intent and outcomes for the PDA, including the delivery of economic development and development for community purposes in the PDA.

The PDA supports the growth and expansion of the Sunshine Coast Airport into a modern, sustainable, and competitive world-class airport through the provision of land uses which act as economic enabler for the Sunshine Coast, promotes economic vitality and deliver community benefit.

The key focus areas are:

1. Delivering a modern, sustainable and competitive world-class airport
2. Delivering high-quality public realm
3. Supporting sustainable outcomes
4. Climate change risk and resilience and
5. Conserving cultural heritage.

## 4.2 Implementation objectives and actions

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### 4.2.1 Delivering a modern, sustainable, and competitive world-class airport

#### Objective

Support the delivery of the Sunshine Coast Airport PDA a modern, sustainable and competitive world-class airport. Future uses will support the airport as an economic enabler for the Sunshine Coast Region and deliver community benefit with a well-defined Governance framework to:

1. guide investment and business attraction opportunities
2. promote better integration of existing and future development
3. provide new opportunities for Queensland's aerospace industry having regard to the Queensland Aerospace 10-year Roadmap and Action Plan
4. enable collaboration between key stakeholders and
5. clearly outline the roles and responsibilities of key stakeholders and the management of risk.

The governance framework will be developed by the Sunshine Coast Airport Collaboration Group (collaboration group). The collaboration group is comprised of the following key stakeholders and may include community representation:

- Economic Development Queensland (EDQ)
- Sunshine Coast Airport Pty Ltd (SCA)
- Sunshine Coast Council (SCC)
- Department of State Development and Infrastructure (Strategic Industry Development) and
- Other State government agencies, as required.



The collaboration group and governance framework will provide a structure to understand individual and collective objectives and coordinated implementation actions to elevate the PDA's region-influencing role as an economic enabler for the Sunshine Coast.

## Actions

1. The collaboration group is to produce a governance framework, including terms of reference, to support the delivery of the PDA and relevant implementation strategy actions. This will:
  - guide investment and business attraction opportunities
  - promote better integration of existing and future development
  - enable collaboration between key stakeholders and
  - clearly outline the roles and responsibilities of key stakeholders and management of risk.
2. The SCA is to prepare and implement a Business Attraction Strategy that aids in promoting employment generating uses across the PDA, present and capitalise on the economic benefits of being located in and/or in proximity to the airport to potential investors.

## 4.2.2 Delivering high-quality public realm and urban design outcomes

### Objective

Deliver high-quality sub-tropical design works, consistent with the PDA's function as a modern, world-class airport. This is provided through the creation of a network of quality public places and linkages.

### Actions

1. The SCA is to prepare a Sunshine Coast Airport PDA public realm planning and design guideline. The guideline will identify preferred design outcomes, treatments and standards for public realm works, public art, streetscape improvements and key gateway intersections to support the development scheme and guide future development in the PDA.
2. The SCA/EDQ is to undertake detailed design of significant PDA development applications, and those requiring consideration of superior design outcomes, to ensure high-quality urban design and promotion of design excellence.
3. SCA/EDQ to establish a design working group to provide professional expert advice in consideration of the terminal expansion project to ensure compatibility with the PDA Vision and ensure external impacts from the use, design and construction of the project are appropriately managed.

*Note: Advice areas may include, but are not limited to landscape, architecture, development, engineering, transport, cultural heritage, economics, environmental and urban design matters.*

## 4.2.3 Supporting sustainable outcomes

### Objective

Provide for development balances and integrates economic, environmental, and social outcomes for the airport and PDA development. Development will align with the relevant United Nations Sustainable Development Goals and outline the specific goals and objectives for the airport and PDA development to achieve sustainability, including the achievement of the State government and EDQ's sustainability objectives and targets.

### Actions

1. The SCA is to prepare a Sustainable development strategy which provides a roadmap for achieving a sustainable future for the airport and PDA development.
2. The Sustainable development strategy is to take into consideration SCA's latest version of the *Sunshine Coast Airport – Environmental, Social and Governance (ESG) Framework*.



## 4.2.4 Conserving cultural heritage

### Objective

Consideration of development which ensures the sustainable conservation, preservation, and appreciation of indigenous and non-indigenous cultural heritage values for the PDA.

### Actions

1. The SCA is to prepare a Cultural heritage strategy that provides a roadmap for identifying, protecting, managing, and promoting both indigenous and non-indigenous cultural heritage in the PDA.
2. The Cultural heritage strategy is to address matters such as, but not limited to, the identification, protection, management, education, promotion, and monitoring of cultural heritage values, including stakeholder engagement and collaboration.







Source: Sunshine Coast Airport Pty Ltd



# 5. Schedules

## Schedule 1 – PDA accepted development

**Table 4. PDA Accepted Development**

<b>Building work</b>
Carrying out minor building work associated with a use that results in an increase in the gross floor area of the building(s) of less than 5% of the existing area, or 50m <sup>2</sup> , whichever is the lesser, and does not involve an increase in height.
Carrying out building work, where for demolition of a building or other structure.
Carrying out building work associated with a PDA-approved material change of use.
<b>Reconfiguring a Lot</b>
Reconfiguring a lot for road widening and truncations required as a condition of development approval.
Subdivision of an existing or approved building or structure that subdivides land and/or airspace.
<b>Operational Work</b>
Operational work in accordance with the conditions of a PDA development approval.
Operational work that is placing an advertising device on premises that: <ul style="list-style-type: none"><li>i) does not exceed 5m<sup>2</sup>,</li><li>ii) is attached to a front fence or front facade of a main building,</li><li>iii) does not project more than 150mm from front facade or front fence,</li><li>iv) is not illuminated,</li><li>v) contains the name of business or operator, the use of premises, the contact details or name and address of building,</li><li>vi) comprises no more than two signs,</li><li>vii) is not located on Precinct 4 or Precinct 6,</li><li>viii) is not within 25m of a State-controlled road.</li></ul>
Operational work involving the removal of vegetation that is not Significant vegetation.
Operational work involving the removal of Significant vegetation, where undertaken: <ul style="list-style-type: none"><li>i) by a Public sector entity in accordance with a State law, or</li><li>ii) in accordance with the conditions of a PDA development approval.</li></ul>
<b>Plumbing and drainage work</b>
All plumbing and drainage work
<b>All Aspects of Development</b>
Development consistent with a PDA-approved plan of development
Development prescribed in Schedule 7 of the <i>Planning Regulation 2017</i> .
Development prescribed in Schedule 6 of the <i>Planning Regulation 2017</i> , other than part 3, Section 18 and part 5 section 28.
Telecommunications facility – where undertaken by a Public sector entity, except when involving: <ul style="list-style-type: none"><li>i) works above the surface of the ground,</li><li>ii) the erection, alteration or reconstruction of a building.</li></ul>
Utility installation – where undertaken by a Public sector entity, except when involving: <ul style="list-style-type: none"><li>i) maintenance depot, storage depot or other depot to service the utility installation, or</li><li>ii) waste management service, or</li><li>iii) the erection, alteration or reconstruction of a building.</li></ul>



## Schedule 2 – Definitions

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Unless defined below or in the *Economic Development Act 2012*, the definitions in the *Sunshine Coast Planning Scheme* apply to all development.

**Air Service** means the use of the premises for–

- a) the arrival and departure of aircraft; or
- b) the housing, servicing, refueling, maintaining or repairing aircraft; or
- c) the assembly and dispersal of passengers or goods on or from an aircraft; or
- d) training and education facilities relating to aviation; or
- e) aviation facilities; or
- f) an activity that–
  - i) is ancillary to an activity or facility stated in paragraphs (a) to (e); and
  - ii) directly services the needs of aircraft passengers.

**Aviation Facilities** means navigation, communication or surveillance installations provided to assist the safe and efficient movement of aircraft. Such facilities may be located either on or off airport premises.

**Significant vegetation** means all vegetation, except those listed as pest vegetation by State or local government, whether living or dead, including its root zone that:

- a) are marine plants
- b) is vegetation located in waterways and drainage corridors
- c) is significant in its ecological value at local, state or national levels
- d) maintains biodiversity
- e) preserves natural landforms
- f) contributes to the character of a landscape
- g) has cultural or historical value or
- h) has amenity value.

Known significant vegetation within the PDA includes all of the following:

- a) all vegetation located in waterways and drainage corridors (including marine plants)
- b) Wallum heathland
- c) Emu she-oak
- d) all trees in parks
- e) street trees,
- f) all significant landscape trees as defined by Sunshine Coast Planning Scheme
- g) all vegetation located in Precinct 6 – Environmental Conservation and
- h) vegetation identified as a category A, B, C or R area on the Regulated Vegetation Management Map.

**Sunshine Coast Planning Scheme** means the *Sunshine Coast Planning Scheme*, as amended and replaced from time to time.

**Sunshine Coast Airport Expansion Project** means the project known as the Sunshine Coast Airport Expansion project described in the Coordinator-General’s report for the environmental impact statement for the project, dated May 2016, under the *State Development and Public Works Organisation Act 1971* and any Coordinator-General’s change report for the project under that Act.

**Hazardous chemical facility** means the use of premises for a facility at which a prescribed hazardous chemical is present or likely to be present in a quantity that exceeds 10% of the chemical’s threshold quantity under the Work Health and Safety Regulation, schedule 15.





## Schedule 3 – Accepted development provisions

**Table 5. Accepted Development Provisions**

Element	Acceptable outcomes
<b>1.0 Building height</b>	AO 1.1 Buildings do not exceed the maximum building height restrictions identified in Map 5B Obstacle Surface Limitation Contour map.
<b>2.0 Carparking</b>	AO 2.1 Carparking is provided at the rates set out in the Sunshine Coast Planning Scheme.
	AO2.2 Carparking is designed in accordance with the requirements set out in the Sunshine Coast Planning Scheme.
<b>3.0 Landscaping</b>	AO3.1 A minimum of 10% of the development site is provided for landscaping.
	AO3.2 Landscaping areas must achieve: <ul style="list-style-type: none"> <li>a) a minimum width of 5m to the primary access road frontage and</li> <li>b) planting to consist of canopy shade trees that do not attract birds and bats.</li> </ul>
<b>4.0 Services and utilities</b>	AO4.1 Development is connected to the service provider’s reticulated water supply system via the existing internal system.
	AO4.2 Development is connected to Council’s reticulated sewerage system via the internal system.
	AO4.3 Stormwater discharges and groundwater management achieve water quality objectives, management hierarchy and management intent prescribed in the Environmental Protection (Water and Wetland Biodiversity) Policy 2019, site-specific water quality objectives in the site’s environmental authority BRID0035, management of prescribed water contaminants consistent with section 440ZG of the Environmental Protection Act 1994, and the requirements for a lawful point of discharge set down in the Queensland Urban Drainage Manual.
<b>5.0 Flooding</b>	AO5.1 Development is in accordance with a flood report certified by an RPEQ <sup>95</sup> confirming the developable footprint and ensures the development provides that for all flood and storm tide inundation events up to and including the <i>defined flood event</i> (DFE) and <i>defined storm tide event</i> (DSTE) which:- <ul style="list-style-type: none"> <li>a) protects the safety of people on and external to the site</li> <li>b) avoids or minimises as far as practicable, the risk of damage to property on the site and</li> <li>c) does not result in a material increase in flood risk or flood related impacts, including cumulative impacts, on the site or on other land. Including risks across a broad range of event likelihoods.</li> </ul>

<sup>95</sup> Refer to section 2.5.9(3).

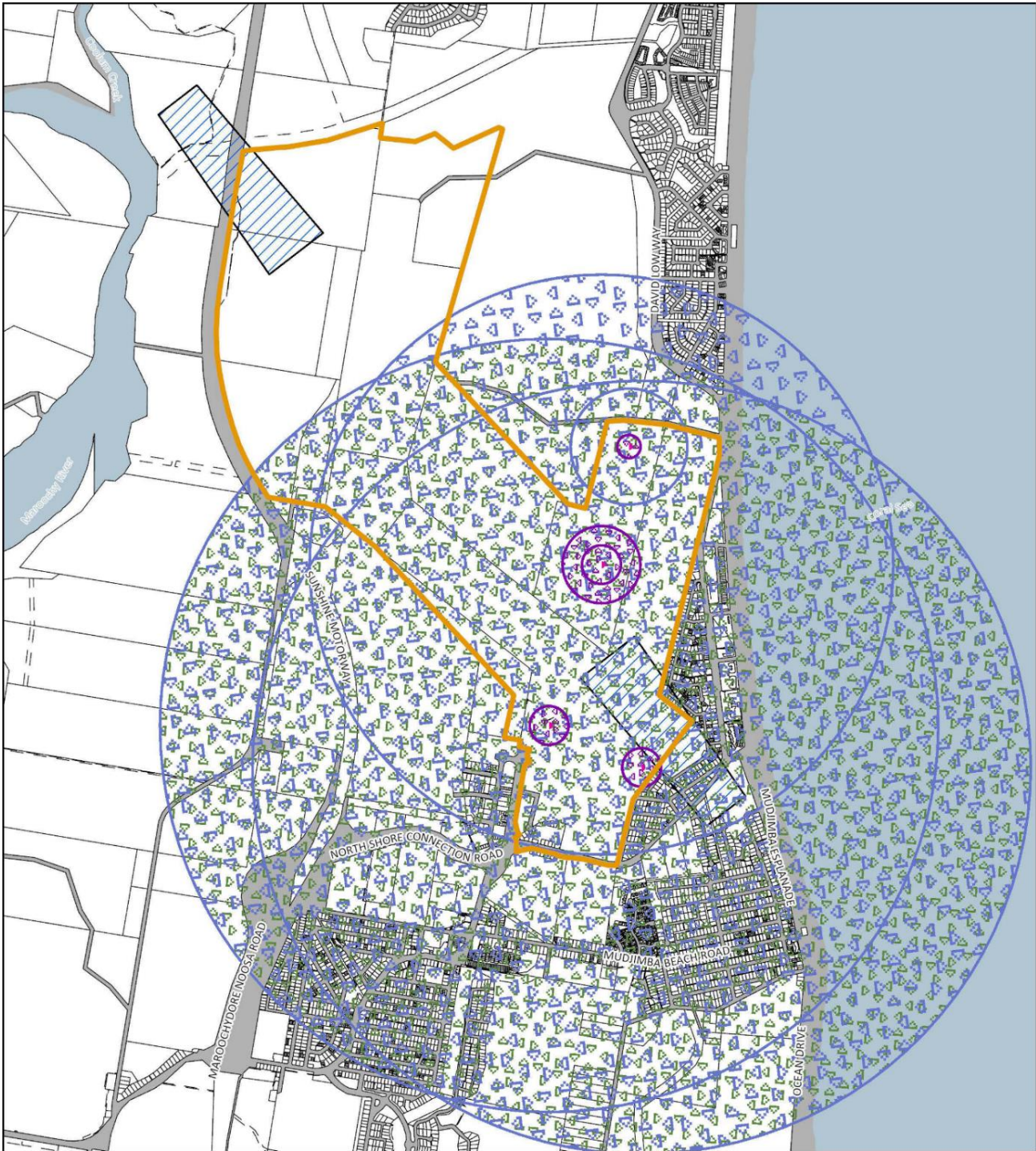


<p><b>6.0 Design and siting of buildings</b></p>	<p>AO6.1 Where buildings are located within 40m of the Sensitive Land Use Buffer boundary identified on Map 4, the following built-form provisions apply:</p> <ul style="list-style-type: none"> <li>a) Acoustic treatments are provided to ensure noise attenuation is at appropriate levels for uses adjoining the PDA<sup>96</sup></li> <li>b) Development incorporates light treatments that avoid light pollution or light spillage to adjoining uses outside the PDA and</li> <li>c) Where building walls are greater than 10m in length, design elements are to be included to enhance visual amenity.</li> </ul>
<p><b>7.0 End of trip facilities</b></p>	<p>AO7.1 End of trip facilities are provided in accordance with the Sunshine Coast Planning Scheme Planning Scheme policy for the transport and parking code.</p>

<sup>96</sup> Where residential uses adjoining PDA noise is 65 dB during day time hours and 45dB between 6pm and 6am. Refer to Councils noise attenuation or EP Act.













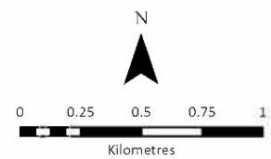
# Schedule 4 – Strategic airports and aviation facilities mapping



Map 5A: Aviation Facilities and Public Safety Plan

**Legend**

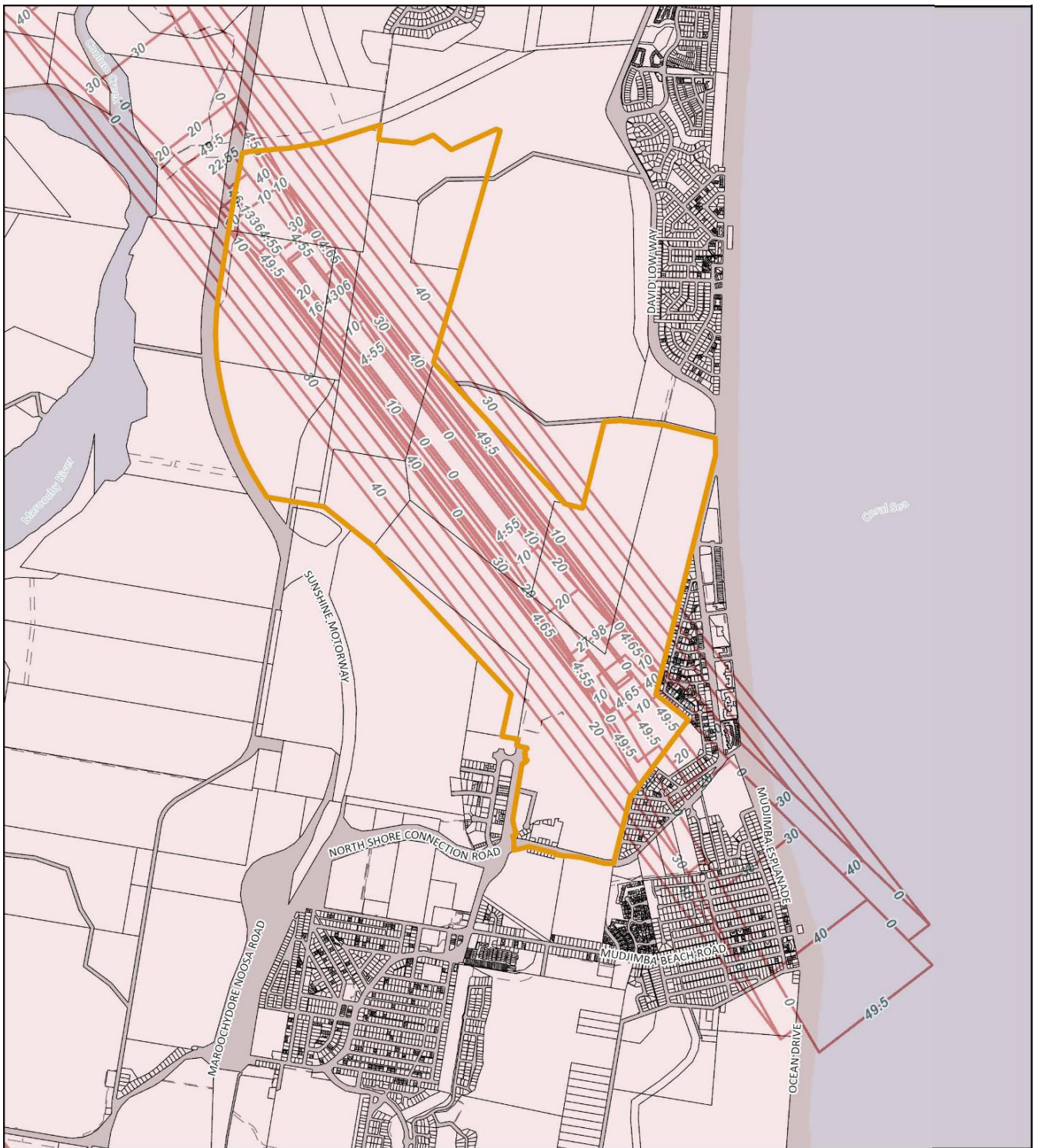
-  Sunshine Coast Airport PDA boundary
-  Easements
-  Parcel Boundaries, March 2023
-  Road Dedications
-  Waterbody
-  Public safety area
- Aviation facility**
-  Location
-  Building restricted area - Zone A
-  Building restricted area - Zone A/B
-  Building restricted area - Area of interest



NOTE: The information on this map may be subject to review. Please refer to the State Planning Policy mapping for the most up-to-date information at <https://spp.dsdp.esriaustraliaonline.com.au/geoviewer/map/planmaking>



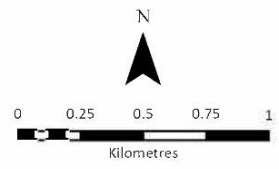




**Map 5B: Obstacle Surface Limitation Contours Plan**

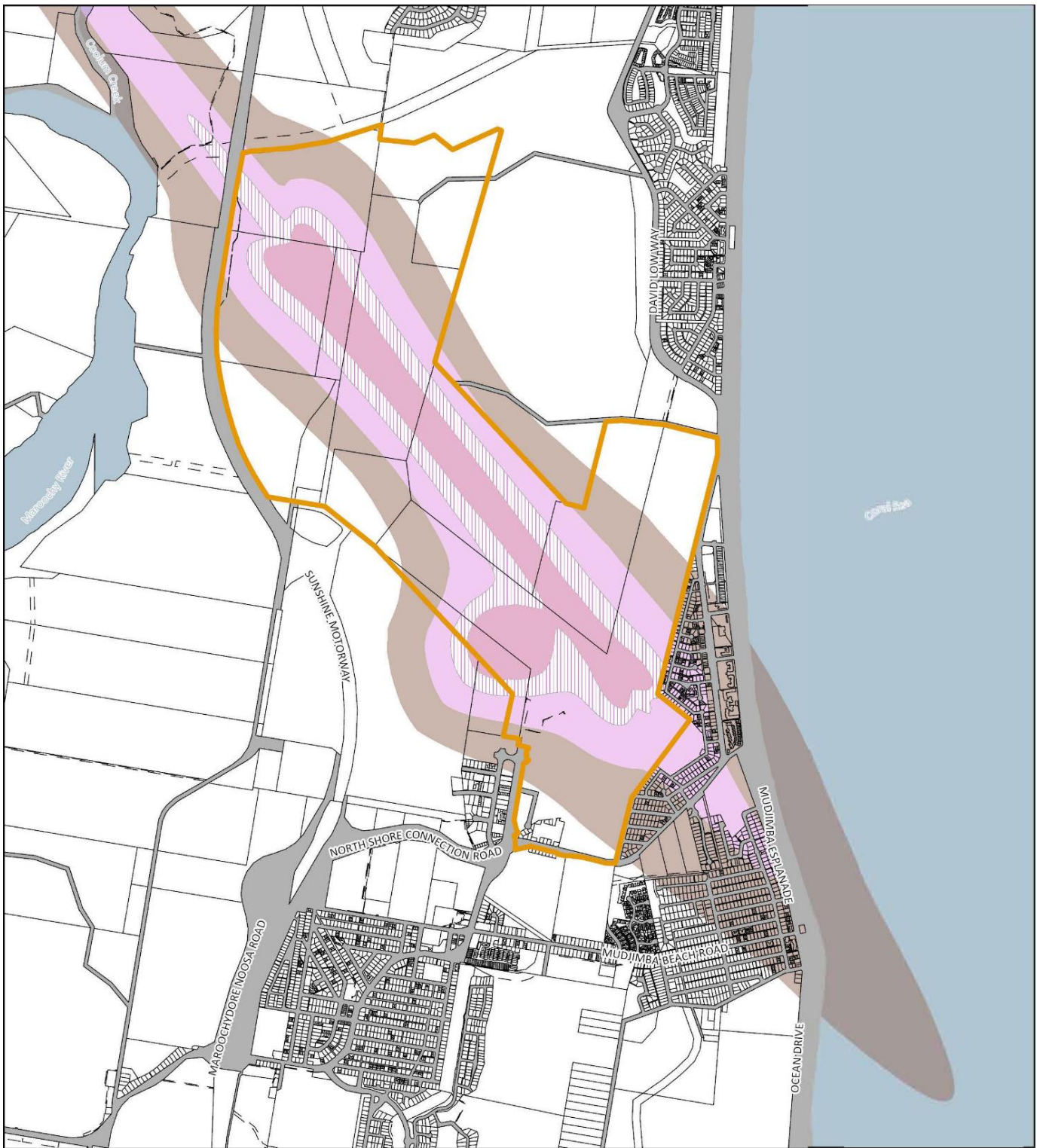
**Legend**

- Sunshine Coast Airport PDA boundary
- Easements
- Parcel Boundaries, March 2023
- Road Dedications
- Waterbody
- Obstacle Limitation Surface Contours
- Obstacle Limitation Surface Area













NOTE: The information on this map may be subject to review. Please refer to the State Planning Policy mapping for the most up-to-date information at <https://spp.dsdp.esriaustraliaonline.com.au/geoviewer/map/planmaking>

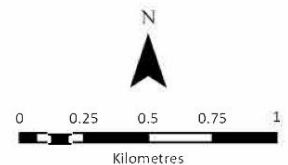




Map 5C: ANEF Contours Plan

**Legend**

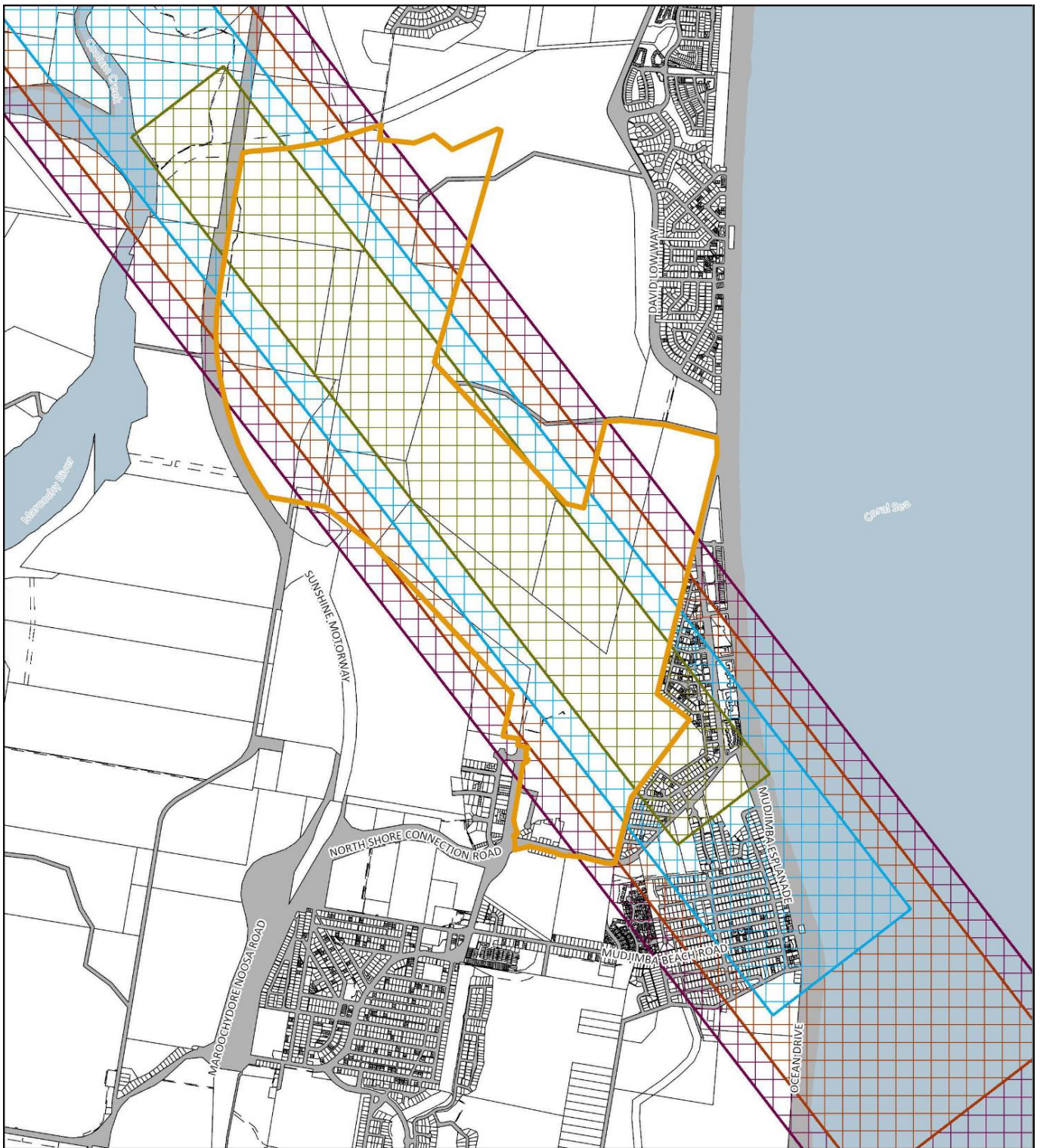
- |   |  |
|---|--|
|  Sunshine Coast Airport PDA boundary |  ANEF 40 contour or greater |
|  Easements                           |  ANEF 35 - 40 contour       |
|  Parcel Boundaries, March 2023       |  ANEF 30 - 35 contour       |
|  Road Dedications                    |  ANEF 25 - 30 contour       |
|  Waterbody                           |  ANEF 20 - 25 contour       |



NOTE: The information on this map may be subject to review. Please refer to the State Planning Policy mapping for the most up-to-date information at <https://spp.dsdp.esriaustraliaonline.com.au/geoviewer/map/planmaking>












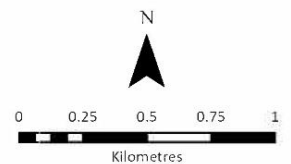




Map 5D: Lighting Restriction Zone Plan

**Legend**

- |   |                                     |   |                        |
|---|-------------------------------------|---|------------------------|
|  | Sunshine Coast Airport PDA boundary |  | Light restriction zone |
|  | Easements                           |  | Zone A                 |
|  | Parcel Boundaries, March 2023       |  | Zone B                 |
|  | Road Dedications                    |  | Zone C                 |
|  | Waterbody                           |   | Zone D                 |



NOTE: The information on this map may be subject to review. Please refer to the State Planning Policy mapping for the most up-to-date information at <https://spp.ds.dip.esriaustraliaonline.com.au/geoviewer/map/planmaking>







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