

Sunshine Coast Airport Priority Development Area Development Scheme Submissions Report

September 2024



Economic Development Queensland

Creating and investing in sustainable places for Queensland to prosper



**Queensland
Government**

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1 Introduction

Before the Minister for Economic Development Queensland (MEDQ) can make a development scheme under section 63 of the *Economic Development Act 2012*, a proposed development scheme must undergo public notification.

In making the Scheme, the MEDQ must consider any submissions received within, and may consider a submission made after, the submissions period has ended.

The proposed Sunshine Coast Airport Priority Development Area (PDA) Development Scheme (Scheme) was publicly notified for 32 business days from 26 June to 8 August 2024. State agencies were also consulted and provided comments.

A total of 234 Submissions were received by Economic Development Queensland (EDQ) during the public notification period (26 June to 8 August 2024). An additional 12 submissions were received after the end of the submission period.

The *Sunshine Coast Priority Development Area Development Scheme Submissions Report* (Submissions Report) summarises all 246 Submissions, contains information about their merits and details the changes made to the proposed Scheme



2 Public Notification Process

Public notification of the proposed Scheme occurred between 26 June and 8 August 2024, for 32 business days.

2.1 Community Engagement

During public notification the following community engagement initiatives were conducted:

- a dedicated Sunshine Coast Airport PDA – Development Scheme page on the EDQ website ([Sunshine Coast Airport | Economic Development Queensland \(edq.qld.gov.au\)](https://www.edq.qld.gov.au/sunshine-coast-airport))
- public notice advertisement on the EDQ [Sunshine Coast Airport PDA](#) webpage.
- a postcard mailbox drop to 4,815 homes in the 4564 postcode.
- notification letters to 2,002 absentee landowners in the 4564 postcode.
- four (4) community engagement sessions, including three ‘meet-the-planner’ drop-in information sessions and one online webinar.
- meeting with the Kabi Kabi Peoples Aboriginal Corporation (18 July 2024).
- social media posts via LinkedIn.
- a ‘Have Your Say’ (HYS) webpage with:
 - a downloadable copy of the proposed Scheme document and ‘how to make a submission’ fact sheet
 - Q&A mechanism to ask questions and receive responses in an online public forum
 - a recording of the webinar
 - FAQs for the PDA
 - downloadable copies of the technical reports including the Sunshine Coast PDA Traffic Assessment and the Sunshine Coast Airport PDA Hydraulics Report

2.2 Community Engagement Summary

The below tables summarise the engagement sessions held between 26 June and 8 August 2024.

Table 1: Number of attendees by engagement sessions

	Date	Session	Attendees (approx.)
1	11 July 2024	Meet a Planner drop-in information session	35
2	13 July 2024	Meet a Planner drop-in information session	7
3	15 July 2024	Online information Webinar	19
4	18 July 2024	Meeting with the Kabi Kabi Peoples Aboriginal Corporation	3
5	18 July 2024	Meet a Planner drop-in information session	7
6	20 July 2024	Q&A at OSCAR Community Forum	70

Table 2: Number of views by Webpage

Webpage	Views
'Have Your Say' page	3681
FAQs page	266
Webinar (on Youtube)	175
Social Media post (LinkedIn)	91

Table 3: Number of downloads by document

Document	Downloads
Proposed Sunshine Coast Airport PDA Development Scheme	599
Webinar Slides	16
Sunshine Coast Airport PDA Traffic Assessment	50
Sunshine Coast Airport PDA Hydraulic Report	34
Sunshine Coast Airport PDA Display Boards	117

2.3 Submission Review Process

Submissions were received by post, email and via EDQ's Sunshine Coast Airport PDA – Have Your Say online submission page. Table 4 below explains the method used for considering submissions.

Table 4: Method for considering submissions

Step		Action
1	Registration of Submissions	All Submissions received on or before 14 August were registered and given a unique identifier.
2	Summarising submission issues	As submissions often included several comments, each distinct comment (positive or negative) was entered into a database and categorised by theme (e.g. traffic, flooding).
3	Evaluation and responses to issues	Comments were considered in detail, responses prepared and, if required, appropriate changes to the Development Scheme identified.
4	Submissions report	The Submissions Report summarises the Submissions, contains information about the merits of the Submissions and details the changes made in response to the Proposed Scheme.
5	MEDQ approval	The Submissions Report was considered by the MEDQ in making the Scheme.
6	Publishing and notification of the development scheme	<p>After making the Scheme, the MEDQ published:</p> <ul style="list-style-type: none"> • a gazette notice establishing the date the Scheme came into effect, • the Scheme and Submissions Report on the EDQ website, and • a notice on the EDQ website, stating the Scheme had been approved and is available. <p>Submitters, Sunshine Coast Council and State agencies were notified the Scheme was in effect.</p>

3 Overview of Submissions

3.1 Submission Numbers

A total of 234 Submissions were received by EDQ during the public notification period (26 June to 8 August 2024). An additional 12 submissions, made after the end of the submission period, were also considered. Altogether 246 submissions were considered, and their details included in the Submissions Report.

3.2 Submitter Interest in the PDA

Submissions were received from a variety of interested stakeholders. Table 5 below provides a breakdown of Submissions by broad stakeholder type.

Table 5: Breakdown of submissions by interested party

Type of Submitter	Number of submissions received
Resident	158
Businesses	59
Community groups	12
Other	17
TOTAL	246

3.3 Key Areas of Support or Concern

The Submissions provided general support for the following matters:

- > expansion of aviation-related activities
- > economic benefits of the Airport
- > existing business and industry expansion
- > growth of tourism sector
- > improved job opportunities and
- > better connectivity.

The Submissions raised concern about the following matters:

- > increased traffic congestion
- > flooding impacts and the need to improve existing drainage issues
- > building heights and impacts on views
- > lack of community benefit
- > impact on local amenity due to development (traffic, noise, pollution, environmental, etc)
- > no demonstrated need for the types of development proposed / impact on existing businesses
- > Airport safety, and
- > land contamination.

A full evaluation of the Submissions, including consideration of both support and concern is detailed in Section 4.0 of this Submissions Report.

4 Summary of Issues

The subsequent table provides a summary of the issues, the responses and any associated amendments made to the Development Scheme required in response to the submissions.

The following themes were used to organise the comments contained in the Submissions considered

- | | |
|---|--|
| 1. Economic and community benefit | 10. Land Contamination |
| 2. Need (General) | 11. Views / visual amenity / building heights |
| 3. Flood management | 12. Land uses – Retail / commercial; Industrial; Residential / other |
| 4. Traffic congestion | 13. Green space / community facilities |
| 5. Transport/Public and active transport / connectivity | 14. Community consultation |
| 6. Community character and liveability | 15. Supporting evidence |
| 7. Environment / sustainability / climate change | 16. General comments |
| 8. Cultural heritage | 17. Comments on the Development Scheme |
| 9. Airport safety and hazards | |

#	Issue	Response	Amendment
Economic and community benefit			
1.	The Scheme will deliver significant economic benefit to the region sooner, creating a modern, sustainable and world class Airport for the Sunshine Coast community.	Support noted.	No
2.	The Scheme will bring the Sunshine Coast Airport (Airport) in line with other Airports across Australia, providing certainty and confidence in investment.	Support noted.	No
3.	The fully developed Airport will be vital for tourism growth and creating new connections that attract investment. The Scheme's vision for diversifying land uses and safeguarding long-term Airport operations	Support noted.	No

#	Issue	Response Economic and community benefit	Amendment
	should be commended. This approach will provide planning certainty, instilling confidence in long-term regional investments.		
4.	With the Sunshine Coast being a key partner in the delivery of the 2032 Olympic and Paralympic Games, the PDA will provide significant community benefit for those visiting the region and lay the foundation for the future.	Support noted.	No
5.	The PDA will deliver development and new job opportunities for local businesses, continued support for local businesses and diverse future employment opportunities for the local and broader community.	Support noted.	No
6.	The Sunshine Coast Airport is a critical connecting point for more than 4 million national and international visitors each year. The expansion of the Sunshine Coast Airport into a modern, sustainable, and competitive world-class facility is essential for the growth of the Maroochydore City Centre. The success of the Maroochydore City Centre as the economic and employment core for the region will depend in part on the convenience and amenity that a well-connected Airport offers, supporting businesses to access their clients and attract or retain employees.	Support noted.	No
7.	The PDA provides opportunities for further expansion of existing businesses, contributing to the economic advancement of the region.	Support noted.	No
8.	The enhanced infrastructure and connectivity provided by a fully developed Sunshine Coast Airport will save time for travellers and will facilitate smoother and more efficient supply chain logistics, enabling the manufacturing sector to expand their reach both domestically and internationally.	Support noted.	No

#	Issue	Response	Amendment
Economic and community benefit			
9.	The increased business activity and tourism influx from development in the PDA will drive demand for local manufacturing services, creating a dynamic ecosystem that supports innovation, technological advancement, and sustainable growth.	Support noted.	No
10.	Coolum Business and Tourism represents the interests of 2,600 businesses operating in our locality. Coolum's local economy is worth an estimated \$315 million in 2021, according to Sunshine Coast Council data, an increase of 16% from 2019. Tourism and hospitality are important industries for the Coolum region, with a healthy Airport supporting increased visitation from interstate and international visitors. Coolum's economy has diversified in recent years, with manufacturing, construction and professional services sectors growing, stimulated by the existing Coolum Industrial Estate and the Eco Industrial Estate, managed by EDQ. These businesses also benefit to increased air services supporting intra and inter-state travel and freight as well as the opportunities that might be created by new ancillary businesses and industries which may choose the Airport as their base.	Support noted.	No
11.	The PDA will deliver significant benefits through additional employment opportunities spanning various sectors, including tourism, construction, aviation, retail, and hospitality, providing a broad spectrum of job opportunities for local residents.	Support noted.	No
12.	The construction phase will generate numerous jobs, giving a much-needed boost to the local construction industry.	Support noted.	No
13.	The Airport development will support the Sunshine Coast University Private Hospital by providing accessibility to significant events, enable easier travel	Support noted.	No

#	Issue	Response	Amendment
	for specialist surgeons and physicians, and provide improved access for patients.		
14.	The Airport is a critical piece of infrastructure that delivers significant economic and social benefits for the Sunshine Coast and surrounding areas, including the University of the Sunshine Coast (USC).	Support noted.	No
15.	The Scheme will provide benefits to the University of the Sunshine Coast (USC) students across a range of disciplines and assist the university develop cutting edge courses in aviation and aeronautic engineering, contributing to successful graduate employment outcomes and retention of a highly skilled workforce in the region.	Support noted.	No
16.	The expansion of the Airport will enhance the amenity of the Sunshine Coast, with improved provision of infrastructure and services like education.	Support noted.	No
17.	The expanded Airport will improve accessibility to tertiary students, and improved travel convenience for University of the Sunshine Coast (USC) staff and students, providing direct benefits to USC.	Support noted.	No
18.	Development of the Airport is essential for driving growth and unlocking new opportunities to cater for the significant population growth expected on the Sunshine Coast over the next 20+ years.	Support noted.	No
19.	The proposed development will not bring benefit to the local community. The benefits to the local community are not articulated. A thorough economic assessment should be provided for the Sunshine Coast community so the negative and positive impacts can be clearly identified.	The Scheme will diversify economic opportunities on the Sunshine Coast Airport land, improved job opportunities, growing tourism and supporting other local industries, as well as delivering improved flood outcomes for the residential areas in Marcoola. The job opportunities and improved flood outcomes deliver significant benefits to the local community, while the economic contribution will benefit both the local community as well as the broader Sunshine Coast region. Local businesses and organisations provided	No

#	Issue	Response	Amendment
		<p>Submissions identifying the economic and community benefit that will be derived by the Sunshine Coast community from future development.</p> <p>Community benefits include providing employment opportunities, economic benefits, provision of additional services and facilities, and enhanced community safety and wellbeing. The Scheme provides for a diverse range of land uses to support the growth and expansion of the Airport, including additional employment opportunities, education, services and facilities. The flood mitigation strategies proposed in the PDA will also deliver improved flood immunity to local residential areas.</p> <p>The Scheme also preserving the environmental values on site.</p>	
20.	<p>Given the anticipated population growth for the region together with the catalytic impacts that the 2032 Olympic Games will have on tourism on the coast, the Scheme should support and accommodate both permanent infill residential housing, short term tourist accommodation including potential for an integrated resort hotel. The Scheme should also encourage diverse housing typologies to promote housing choice at a time of critical housing need.</p>	<p>The primary function of the PDA land is to support the growth and expansion of the Airport and associated functions which promote the region and attract investment. Permanent residential housing is not a preferred land use for this area.</p>	No
21.	<p>The PDA will enable aviation growth through the delivery of much needed infrastructure upgrades including roads and parking, terminal facilities, airfield capacity and aviation refuelling infrastructure that supports the use of sustainable aviation fuels.</p>	<p>Support noted.</p>	No
22.	<p>Research commissioned by Caloundra Chamber of Commerce through the University of Sunshine Coast, '<i>Regional Competitiveness, Perceptions of living working and playing on the Sunshine Coast</i>' identified that industry was buoyant regarding their appetite to create new jobs in their business over the next five year period. Barriers to creating employment and retaining</p>	<p>Support noted.</p>	No

#	Issue	Response Economic and community benefit	Amendment
	<p>workforce were identified as affordable and available housing, better transport connectivity in the region and nighttime economy/'things to do'.</p> <p>The proposed outcomes of this proposal will contribute to delivering regional capacity needs that were identified by employers in this research. It will do so by, not only providing a long-term significant improvement to regional connectivity but also, continuing to create provision of opportunity for internal community and workforce to not only explore liveability in the region but provide enhanced connection to liveability/'things to do' in other regions by improving our regions connection and experience of travel to alternate regions' offerings. This is important to ensure that we continue to attract and retain top talent, that will continue to drive industry expansion in our region.</p>		
23.	<p>There has not been a public benefit assessment undertaken by the council for the runway expansion project. The Airport upgrade was a waste of taxpayers' money.</p>	<p>The Sunshine Coast Airport Expansion Project (SCAEP) was approved by the independent Queensland Coordinator General in 2016 and completed by Council in 2021.</p>	No
24.	<p>The emphasis on maximising economic development over social and environmental outcomes is a major failing of this Scheme and the <i>Economic Development Act 2012</i> more generally.</p>	<p>The Scheme provides for a diverse range of land uses which will deliver social benefit to the area through the provision of new business, jobs and services to this area.</p> <p>The Scheme also protects the environmental offset areas required by the SCAEP and the environmental values of the adjoining national park.</p> <p>Works required to facilitate development in the PDA provides the opportunity to improve flooding experienced in the adjoining and proximate residential areas.</p>	No

#	Issue	Response	Amendment
Economic and community benefit			
25.	Local businesses will be impacted by the size of retail development proposed.	Retail or commercial facilities provided in the PDA will serve both the Airport and local catchments. The scale of retail and commercial opportunities in the PDA have been limited to minimise the potential impact on existing centres while providing for unmet demand and future growth. The Airport generates significant demand for retail and commercial floorspace, which has been supported by an independent, expert economic analysis. The Scheme limits the scale of retail uses in the PDA to ensure a mix of uses that supports the function of the Airport while not detracting from the Sunshine Coast centres hierarchy.	No
26.	Achieving improvements through typical infrastructure charges associated with future development approvals under the PDA will not be sufficiently targeted nor immediate enough to address the type and scope of issues currently being experienced in affected suburbs. To offer commitments to improving amenity and safety of neighbourhoods through a package of beneficial programs, outcomes and improvements to the lives of families in communities around the Airport would ensure the PDA will benefit everyone proximate to the Airport, not just the tenancies of the Airport. This approach would help reduce animosity from residents in affected suburbs. Showing how local business in existing suburbs would benefit from the design, composition and orientation of future Airport business and accommodation would also help residents and business owners in surrounding suburbs embrace the future vision for the Airport. These types of thoughtful and engaging measures could help to ensure residents are on board with the long-term vision for the area.	All new and upgraded infrastructure required to service the development in the PDA will be delivered through infrastructure agreements between relevant stakeholders or as a condition of PDA development approval.	No
27.	The economic "vitality and benefits" of the PDA need to be demonstrated via an economic impact assessment. Adverse impacts need to be mitigated and the surrounding communities need to benefit from the	The Scheme provides for a diverse range of land uses to support the growth and expansion of the Airport, including additional job opportunities, education, services and facilities. Analysis provided by the Airport indicates that, by 2030, it is estimated there will be an	No

#	Issue	Response	Amendment
	<p>economic activity in the PDA.</p> <p>Prior to any endorsement of the current PDA:</p> <p>a) strategic economic and social assessment be conducted showing the nature, scale and mechanisms of those benefits EDQ maintains will be of value to the community; and to examine and demonstrate the premise of economic enabler and vitality benefits for the broader Sunshine Coast</p> <p>b) the localised social and economic benefits be articulated and supported by analysis from a targeted social and economic impact assessment for the surrounding localities</p> <p>c) the community benefits be articulated and demonstrated for surrounding communities as tangible and measurable outcomes with anticipated delivery timeframes</p> <p>d) a social and economic assessment report be subject to a comprehensive round of public consultation.</p>	<p>annual increase of \$11m to Queensland's GDP, supporting 165 jobs each year over the construction period. And by 2040, it is estimated the Airport will directly contribute \$460m in total to Australia's GDP. The Scheme ensures that development does not adversely impact on the environment and impacts on the local community are minimised. It is considered that the PDA will deliver significant social benefits through increased jobs and boost the local economy.</p> <p>The flood mitigation strategies proposed in the PDA will also deliver improved flood immunity to local residential areas.</p> <p>The Scheme also protects the environmental offset areas required by the SCAEP and the environmental values of the adjoining national park.</p>	
28.	The Scheme should include a provision that requires community benefit to be clearly articulated and when they will be delivered.	Community benefits include providing employment opportunities, economic benefits, provision of additional services and facilities, and enhanced community safety and wellbeing. The Scheme provides for a diverse range of land uses to support the growth and expansion of the Airport, including additional employment	No

#	Issue	Response	Amendment
		<p>Economic and community benefit</p> <p>opportunities, education, services and facilities. The flood mitigation strategies proposed in the PDA will also deliver improved flood immunity to local residential areas.</p>	

#	Issue	Response	Amendment
Economic viability / feasibility			
29.	The aviation industry is notoriously volatile, and there is no guarantee that the predicted economic benefits will materialise. The costs associated with mitigating the environmental and social impacts of the development could outweigh any economic benefit. The PDA will not facilitate growth in aviation, only promote profit from non-aviation businesses. There is no economic need for commercial interest outside aviation at this location. Development is just maximising profit.	The Sunshine Coast region is rapidly growing and will continue to grow into the future, which puts additional demand on air travel and aviation-related industry. The aviation and aerospace industries are continuing to grow and diversify, and the aerospace industry is recognised as a priority industry for Queensland. The PDA will deliver significant economic benefits from a fully developed Airport precinct through boosting jobs, growing the tourism economy and supporting other sectors such as food and agribusiness, freight, education and health. Analysis provided by the Airport indicates that, by 2030, it is estimated there will be an annual increase of \$11m to Queensland's GDP, supporting 165 jobs each year over the construction period. And by 2040, it is estimated the Airport will directly contribute \$460m in total to Australia's GDP. The Scheme ensures that development does not adversely impact on the environment and impacts on the local community are minimised. It is considered that the PDA will deliver significant social benefits through increased jobs and boost the local economy.	No
30.	All infrastructure upgrades should be funded by the Airport so that the ratepayers do not have to pay.	New and upgraded infrastructure required to service the development in the PDA will be delivered through infrastructure agreements between relevant stakeholders or as a condition of PDA development approval.	No

#	Issue	Response	Amendment
		Need (General)	
31.	Privatisation of once Council-owned asset is not needed and there is no transparency around the decision to enter into a lease agreement. The lease of the land was on the basis of providing additional air services including training, freight, and industrial use and this is not prioritised in the current proposal. Lack of transparency around the lease agreement. The procedures, processes around the lease agreement should be investigated.	In 2016 the Sunshine Coast Council entered into a 99-year lease agreement with Palisade Investment Partners to operate the Sunshine Coast Airport. The decision by the Council to lease the land in the PDA to a third party is a matter for the Sunshine Coast Council.	No
32.	There is no need for any development / extent of development proposed due to lack of passenger numbers. The cost of development is not justified.	<p>The Airport is projected to facilitate over 1.5 million passengers in 2023, with a forecast of more than 3.2 million passengers expected to travel through by 2040. As one of Australia's largest and fastest growing local government areas, with a population forecast to reach more than 500,000 by 2041 and with an annual average growth rate of 2.6% since 2011 in a region attracting 8.5 million people each year (2017), the development of the Airport will support the region's population growth and the forecast growth in visitation and passenger numbers.</p> <p>The Scheme supports the growth and expansion of the Airport to be a modern, sustainable and competitive world-class Airport by providing for a range of uses and activities. The development will be delivered by the Airport in conjunction with business and industry and will be funded by the Airport.</p>	No
33.	There is no need to develop the Airport. Brisbane Airport and Gold Coast Airports are sufficient in meeting the demand for air travel in the region.	The SCAEP was approved by the independent Queensland Coordinator General in 2016 and completed by Council in 2021.	No
34.	Further growth of the Sunshine Coast and the Airport is not supported, and development will further exacerbate access to a lack of essential services, such as housing and medical services. Residential development is not supported.	The Sunshine Coast is growing rapidly, and the proposed development will bring benefits to the region through employment opportunities and additional services. Permanent residential housing is not identified as a preferred land use in the PDA.	No

#	Issue	Response	Amendment
		Need (General)	
35.	The proposed development at the Airport will adversely affect the existing character of the area and the social wellbeing of the community. The proposed development will turn the Sunshine Coast into the Gold Coast, ruining the amenity of the area.	<p>The Scheme includes a range of outcomes and provisions to ensure future development provides a high level of amenity and effectively manages the potential for land use conflict with existing and likely future surrounding development, including sensitive uses.</p> <p>The Sunshine Coast is growing rapidly, and the proposed development will bring benefits to the region through employment and additional services.</p>	No
36.	New local services and facilities will improve aspects of liveability and convenience to residents in our local area.	Support noted.	No
37.	What are the reasons for the declaration of the PDA.	The PDA was declared at the request of the Sunshine Coast Council to provide a streamlined planning framework that accommodates the future needs of the Airport.	No
38.	The closure of the old runway was never consulted on and should be reviewed prior to any development occurring.	The decision to close the old runway was made prior to the declaration of the PDA.	No
39.	Areas west of the Motorway should be developed instead.	The PDA does not include the areas west of the Motorway.	No
40.	The Airport is first and foremost an Airport. This is an unnecessary proposal which would benefit private and commercial operators whilst having a negative impact on the surrounding communities. Development proposed in the Scheme will not benefit the aviation industry.	<p>Various local businesses and organisations provided submissions in support of the economic and community benefit for the Sunshine Coast community that will be derived from future development.</p> <p>Community benefits include providing employment opportunities, economic benefits, provision of additional services and facilities, and enhanced community safety and wellbeing. The Scheme provides for a diverse range of land uses to support the growth and expansion of the Airport, including additional employment opportunities, education, services and facilities. The flood mitigation strategies proposed in the PDA will also deliver improved flood immunity to local residential areas.</p>	No

#	Issue	Response	Amendment
41.	Oppose the development due to the council having a conflict of interest in the Airport.	<p>Need (General)</p> <p>The Scheme was prepared in consultation with Council, the Airport and relevant Queensland State agencies including the Department of Transport and Main Road and the Department of Environment. It was publicly notified for 30 business days to allow the community to review the document and have their say regarding its contents.</p>	No

#	Issue	Response	Amendment
42.	<p>The increased development proposed in Precincts 2 and 5 will make it difficult to achieve no worsening of flooding both upstream and downstream.</p> <p>Flooding from filling for development is an issue.</p> <p>Loss of floodplain storage. Additional hard stand will result in less green space for water to seep and flood David Low Way.</p> <p>Flooding risk to the local community.</p> <p>The wording throughout the DS should be amended to 'reduce' and 'improve' flooding.</p> <p>Flood risk should be improved for the community.</p> <p>Flood solution should deliver best practice solution to future flood proof the area.</p>	<p>Flood management</p> <p>The Scheme was informed by a comprehensive hydraulics report.</p> <p>The existing Eastern Perimeter Drain, an open channel in the PDA traversing the Airport land, plays a significant role in controlling and conveying stormwater for the adjacent Marcoola and Mount Coolum communities.</p> <p>As the land in the PDA is developed, the Scheme will require runoff from the land to be diverted away from this drain, improving the drain's capacity to relive flooding for these communities. Development in the PDA also allows for the significant widening of this drain.</p> <p>The Airport will deliver the mitigation measures necessary for development in the PDA to not worsen flooding impacts in the surrounding residential areas.</p> <p>Some works identified in the flood study outside of the PDA are part of Council's ultimate strategy for drainage improvements for Marcoola North and will be progressed by Council.</p> <p>The hydraulics report considered loss of floodplain storage and increased runoff as a consequence of increased impervious areas from developed areas for a range of different flood events including climate change.</p> <p>Any earthworks undertaken in the PDA must ensure there are no adverse flooding or drainage impacts.</p> <p>Further detailed flood modelling, and sequencing of mitigation measures identified, will be undertaken as part of the precinct master planning process for Precincts 2 and 5, which will be subject to public notification.</p>	No

#	Issue	Response	Amendment
43.	<p>Drainage related to the PDA should be considered cumulatively, taking into account other nearby approved developments, such as Twin Waters West. The flood study should include the surrounding areas. A revised hydraulic report or follow up report should be undertaken mitigating increased flood depths to the southern wetlands and in the vicinity of Runway Drive. A cumulative study should be included to more fully determine the extent of increased flooding north of Mount Coolum Shores Drive. Storm surge should be included in extreme local storm flood scenarios.</p>	<p>Flood management</p> <p>EDQ, Council and the Airport have worked with hydraulic engineers who have undertaken comprehensive flood modelling, for both the regional and local flood catchments, to identify existing flooding extent, any impact of the development, and mitigation measures to ensure development in the PDA does not worsen flooding in the surrounding residential areas. Further detailed flood modelling, and sequencing of mitigation measures identified, will be undertaken as part of the precinct planning process. The flood modelling uses council's data and considers development outside the PDA and in the flood catchment area. The flood study includes climate conditions to 2100 and storm surge.</p> <p>Storm surge has not been considered for assessment of development impacts on local drainage as storm surge is a regional constraint and the elevated level would mask impacts of a drainage assessment. The elevated levels of storm surge are more relevant to determination of peak levels used for setting development levels.</p> <p>A cumulative assessment has been considered for the future climate scenario that considers the impacts of filling existing urban lots. This is more significant than individual developments such as Twin Waters West. For development assessment purposes, impacts need to be attributable to a specific development as it is unreasonable to penalise one development for the impacts caused by another.</p>	No
44.	<p>The Airport should only be developed once improved drainage on surrounding residential areas and government-owned land is completed.</p> <p>Drainage upgrades are required.</p> <p>Drainage improvements can't be delivered on a piecemeal basis. The sequencing of the improvements can't just be based on what is commercially viable for the Airport, particularly when the precinct relies on a master-planned/integrated outcome to provide community benefit.</p>	<p>Flood modelling demonstrated that with the mitigation measures identified, development in the PDA will not worsen flooding in the surrounding residential areas and there will be an overall improvement to the drainage system servicing the Marcoola North area with the proposed mitigation works. The required mitigation measures outside the PDA necessary for the Airport development to achieve no worsening in the residential areas will be the responsibility of the Airport to deliver. Further local drainage improvements are subject to Council's future planning.</p> <p>The sequencing of infrastructure upgrades will be considered at Precinct Planning stage for Precincts 2 and 5 and will be</p>	No

#	Issue	Response	Amendment
		<p>Flood management</p> <p>considered at the time of development applications. The precinct master planning for Precincts 2 and 5 is subject to public notification.</p>	
45.	<p>Existing drainage problems in the surrounding areas will be further exacerbated by the proposed development.</p> <p>Additional impacts include increase in mosquitoes.</p>	<p>The Scheme was informed by a comprehensive hydraulics report.</p> <p>The existing Eastern Perimeter Drain, an open channel in the PDA traversing the Airport land, plays a significant role in controlling and conveying stormwater for the adjacent Marcoola and Mount Coolum communities. As the land in the PDA is developed, the Scheme will require runoff from the land to be diverted away from this drain, improving the drain's capacity to relieve flooding for these communities. Development in the PDA also allows for the significant widening of this drain.</p> <p>The Airport will deliver the mitigation measures necessary for development in the PDA to not worsen flooding impacts in the surrounding residential areas.</p> <p>Further local drainage improvements are subject to Council's future planning.</p>	No
46.	<p>Additional flooding in the National Park will change the nature of the land and could have an adverse impact on it. Need to understand how the flooding will affect the biodiversity and ecology of the National Park.</p> <p>The hydraulics report should be revised to include recurring and frequent stormwater impacts to wetlands fringing the PDA.</p>	<p>The hydraulics report considered the impact of the proposed additional flood levels on the adjoining National Park and concluded that changes to both frequency and duration of inundation across the northern and southern area of Mount Coolum National Park were negligible and will not result in any appreciable difference in the flood characteristics in the area. Further detailed flood modelling will be undertaken as part of the precinct master planning for Precincts 2 and 5 and will be subject to public notification.</p> <p>The Scheme has been amended to include the requirement to assess environmental impacts, associated with the proposed flood mitigation measures, on Mount Coolum National Park.</p>	Yes

#	Issue	Response	Amendment
		Flood management	
47.	<p>The flood impacts should consider climate change, including rising sea levels to 2040 and 2100.</p> <p>The development will result in further modification of the floodplain in a drainage deficient area.</p> <p>The flood report needs to make clear to the reader the limitations of the report, in terms of sea level rise projections (not scoped beyond 2100) and the impact of cyclones moving south.</p>	<p>Preparation of the Scheme involved working with hydraulic engineers who have undertaken comprehensive flood modelling, for both the regional and local flood catchments, to identify existing flooding extent, any impact of the development, and mitigation measures to ensure development in the PDA does not worsen flooding in the surrounding residential areas. The flood study includes climate conditions to 2100.</p> <p>Further detailed flood modelling is required as part of the precinct master planning process for Precincts 2 and 5 and will be subject to public notification.</p>	No
48.	<p>The flood modelling does not accurately address flooding impact due to inadequate culvert under David Low Way and the drain to the south of David Low Way.</p> <p>Models are not a perfect reproduction of natural circumstances and, depending on the timing and efficacy of drain augmentation – and ongoing maintenance, there will inevitably be additional water impacts on surrounding properties.</p> <p>Flood gates have been illegally removed by council, worsening local flood events, which has not been properly modelled.</p>	<p>The Scheme was prepared having regard to a comprehensive hydraulics report. Flood modelling has demonstrated that with the mitigation measures identified (including upgrades to David Low Way culverts), development in the PDA will not worsen flooding in the surrounding residential areas and an overall improvement to the drainage system servicing the Marcoola North area with the proposed mitigation works. Some of the works external to the PDA will be the responsibility of both the SCA and the council. The Airport will deliver the mitigation measures necessary for development in the PDA to not worsen flooding impacts in the surrounding residential areas. Further local drainage improvements are subject to Council's future planning.</p> <p>Further detailed flood modelling, and sequencing of the mitigation measures identified, is required as part of the precinct master planning process for Precincts 2 and 5 and is subject to public notification.</p>	No
49.	No flood evacuation plan has been provided.	The hydraulics report and Scheme outline provisions to ensure flood impacts are mitigated and there is no worsening of flooding impacts on residential areas outside the PDA.	No

#	Issue	Response	Amendment
Flood management			
50.	Precinct 5A should be use for public space to help mitigate flooding impacts and provide an asset for the community.	<p>The hydraulics report demonstrated no flooding impacts to existing residential areas and improvements to the existing drainage.</p> <p>Precinct master planning (PMP) for Precinct 5 will identify areas for public open space. Land allocation and more detailed flood modelling will be further considered and determined at PMP stage, which will be publicly notified, providing the community with an opportunity to have their say on new development in Precincts 2 and 5.</p>	No
51.	<p>The flood strategy relies on upgrades to the infrastructure, which will need ongoing maintenance to ensure the measures remain effective. The Scheme needs to establish clear ownership of responsibility for this maintenance, maintenance performance measurement and accountability, and the establishment of a realistic frequency for inspection.</p> <p>The eastern drain should be designed to be hydrologically stable over time to reduce maintenance in and downstream.</p>	Ongoing maintenance of infrastructure is the responsibility of the relevant asset owner. Infrastructure will be conditioned to comply with relevant engineering standards to ensure the structural integrity of new infrastructure.	No
52.	An investigation is required to determine the risk to the Marcoola bund and subsequently to residences from extreme regional flooding and mitigation of this risk.	<p>The hydraulics report recommends that a 250m section of the bund be raised to 3.8m AHD. This will be undertaken by the Airport as part of their flood mitigation measures.</p> <p>The design and construction of any works proposed to the bund will be subject to all appropriate approval processes.</p>	No
53.	Getting the drainage systems right for current and future requirements is critical. There must be a monitoring system as to how the maintenance is performed across the network and to ensure built works as part of the Airport PDA perform to the level required under the flood modelling for the Maroochy North Shore.	<p>Further detailed flood modelling is required as part of the PMP process for Precincts 2 and 5 and will be subject to public notification.</p> <p>PDA development applications will also need to demonstrate appropriate flood mitigation strategies. Development must be undertaken in accordance with conditions of approval.</p>	No

#	Issue	Response	Amendment
54.	<p>Council mandated DFE (Defined Flood Event), requires new homes to be raised above 1%AEP. Homes that were built before the current DFE was mandated, will flood – particularly as more development takes place, and permeable surfaces are concreted.</p> <p>The only current alternative is that property owners will need to use their personal savings to demolish and rebuild their home above the DFE to avoid predicted flooding events. Despite rebuilding their property higher, their property may remain uninsurable due to massively inflated Insurance costs being administered by private Insurance Companies.</p> <p>Some of the PDA land should be used towards safeguarding the surrounding communities from flooding events.</p>	<p>Flood management</p> <p>Council's public flood mapping of the DFE shows the predicted extent of 1% AEP flooding at year 2100, with allowances for climate change. This establishes the need for private property owners to take action to improve floor level immunity. Council's planning scheme provides an entitlement for existing residential lots to be filled to achieve this outcome.</p> <p>The principles applied to the development scheme were:</p> <ul style="list-style-type: none"> • ensure development on the PDA will not make it harder for existing residential lots to respond to climate change, and • that it is reasonable to assume that existing residential lots have been filled by the year 2100. <p>The assumed filling of these existing lots in combination with the Airport development is a cumulative fill analysis to ensure that the Airport mitigation strategies address the cumulative fill impacts. On this basis, critical flood and drainage mitigation infrastructure should be appropriately sized to accommodate the impacts of existing residential lots being filled and not be worsened by the Airport development if private lots elect not to fill (and accept the predicted future climate flooding).</p> <p>The assessment outlined in the hydraulics report of the 1% AEP under current climate conditions has not assumed filling of existing residential lots and shows no impacts onto private properties.</p>	No

#	Issue	Response	Amendment
Traffic management			
55.	<p>The expansion of the Airport will result in increased traffic and congestion in the surrounding areas, necessitating costly upgrades to roads and public transport systems.</p> <p>The increased traffic will also contribute to air pollution and greenhouse gas emissions, further exacerbating the environmental impact of the development.</p> <p>Existing networks are struggling to cope with traffic today, if you add into the mix Airport construction workers, trucks, commercial vehicles, burgeoning numbers of tourists, increased influx of new residents, housing estates and the new development at Yaroomba, then add in up to 2000 Airport workers in the future, quoted numbers of traffic movements seem to be on the optimistic side.</p> <p>Traffic impacts have not been taken into consideration.</p>	<p>The traffic assessment was completed to inform the development scheme. The report analysed impacts of a fully developed Airport on key intersections along David Low Way and future traffic movements in the local area.</p> <p>The modelling demonstrated that the increased traffic generated from the indicative uses in Precincts 2 and 5 at 2043 is not expected to result in adverse impacts on key roads and intersections on the surrounding road network (including the Sunshine Coast Motorway and David Low Way) during all time periods assessed.</p> <p>Further traffic assessments, in accordance with TMR's guide to traffic impact assessments (GTIA), are required as part of the precinct master planning process for Precincts 2 and 5, and will be subject to public notification.</p>	No

#	Issue	Response	Amendment
Traffic management			
56.	<p>David Low Way is already severely congested and further development will exacerbate this congestion.</p> <p>Existing infrastructure should be upgraded, including the duplication of the Sunshine Motorway and Finland Road access, before development occurs to alleviate pressure on David Low Way.</p> <p>Planned future upgrades to David Low Way and/or the Sunshine Motorway are not programmed or funded, however development within the PDA relies on these network upgrades and should therefore provide a contribution or commitment to these works.</p> <p>The PDA should have direct access to Sunshine Motorway.</p> <p>David Low Way (DLW) is currently approaching 16,000 vehicles/day through Marcoola operating at Level of Service (LOS) C which is classed “busy flow”, and nearing LOS D which is “congested”.</p> <p>There are no roads proposed to be upgraded.</p>	<p>Upgrades to the Sunshine Motorway are currently being considered by TMR. Access to the PDA via Finland Road from the Sunshine Motorway is not supported by TMR as this would reduce the functionality of the motorway.</p> <p>TMR has mapped the planned Sunshine Motorway upgrade from Pacific Paradise to Coolum and beyond, which is shown on the State Government’s Development Assessment Mapping System. New and upgraded infrastructure required to service the development in the PDA will be delivered through infrastructure agreements between relevant stakeholders or as a condition of PDA development approval.</p> <p>The Suncoast Beach Drive connection to the proposed Sunshine Motorway interchange is currently identified in the Local Government Infrastructure Plan – trunk road projects for 2031 – 2036.</p> <p>The traffic assessment included traffic modelling undertaken to inform the Scheme demonstrated that the increased traffic generated from the indicative uses in Precincts 2 and 5 at 2043 is not expected to result in adverse impacts on key roads and intersections on the surrounding road network (including the Sunshine Coast Motorway and David Low Way) during all time periods assessed.</p>	No
57.	<p>Other network impacts also need to be addressed such as intersections in Marcoola to ensure their level of service isn’t negatively impacted by increased traffic without necessary upgrades</p>	<p>David Low Way is a TMR controlled road and further traffic assessments will be undertaken in accordance with TMR’s GTIAs as part of the precinct planning process.</p> <p>The timing for construction of new/upgraded intersections will be determined based on the sequencing of development in the PDA with further detailed traffic and transport assessments to be undertaken as development applications are lodged.</p> <p>TMR has allocated funding through the Targeted Road Safety Program to upgrade at David Low Way and Mudjimba Esplanade. The design is currently being undertaken and works are expected</p>	No

#	Issue	Response	Amendment
		Traffic management	
		to commence once design has been completed.	
58.	<p>The Sunshine Coast does not have reliable and accessible public transport, putting more pressure on the road network.</p> <p>Initiatives to improve public transport services and facilities are unlikely to have any impact on the established low levels of public transport patronage.</p>	<p>Planned upgrades to the public transport system in the Sunshine Coast are being delivered over time, including upgrading the existing heavy rail, a new rail connection, improving the high frequency bus network and a new bus rapid transit system. The investment in public transport improvements by TMR will assist in alleviating road congestion over the next 20 years, in line with the proposed development in the PDA.</p> <p>The traffic modelling undertaken has included higher levels of car dependence than Council's targeted mode shift to public and active transport options to ensure impacts are not understated.</p>	No
59.	<p>The Airport should only be upgraded following completion or at the same time as:</p> <ul style="list-style-type: none"> • Duplication of the Sunshine Motorway from Pacific Paradise to Coolum • Suncoast Beach Drive connection to the Sunshine Motorway • Duplication of David Low Way from Airport Drive to Boardwalk Boulevard. • Proposed new intersection to the PDA Gateway Precinct be a T-intersection only. • Upgrade sunshine motorway with direct exits to SCA • New access road to the northern end of the 	<p>The Scheme has a planning horizon which extends to at least 2043 and development on the PDA land will occur relative to market conditions. To inform the Scheme, a traffic assessment was undertaken to understand the impacts of a fully developed PDA has on the existing network and intersections. This analysis showed that the anticipated increase in traffic volumes due to the 2043 fully developed PDA is not expected to result in significant adverse impacts on key roads and intersections on the surrounding road network, including the Sunshine Coast Motorway and David Low Way.</p> <p>David Low Way and the Sunshine Motorway are both under the control of the Department of Transport and Main Roads (TMR) which has been consulted throughout the process. The timing for construction for new/upgraded intersections will be determined based on the sequencing of development in the PDA with further detailed traffic and transport assessments to be undertaken as development applications are lodged.</p> <p>The proposed potential new intersections are subject to further detailed design and approvals from TMR in consultation with council. EDQ will work with TMR and council to determine appropriate intersection upgrades as development in the Airport</p>	No

#	Issue	Response	Amendment
		Traffic management	
	<p>Airport Development Precinct, along the alignment of Energex Road.</p> <ul style="list-style-type: none"> Traffic signals in north Marcoola and the Town of Seaside to enable safe access to the David Low Way 	<p>occurs over the next 20 years.</p> <p>Upgrades to the Sunshine Motorway are not in the considerations of the proposed Scheme.</p> <p>The proposed new intersection from David Low Way into the Gateway Precinct is intended to connect to the planned future local road network, which is currently identified in the Sunshine Coast Planning Scheme. The proposal as a 4-way intersection provides for an effective road network and is supported by council and TMR.</p>	
60.	Traffic related to the PDA should be considered with other nearby approved developments, such as Twin Waters West and Yaroomba Beach development.	The traffic modelling used for the traffic assessment uses council's data and considers development outside the PDA and in the catchment area. Further detailed traffic and transport assessments will be undertaken at the precinct master planning stage for Precincts 2 and 5, which will be subject to public notification.	No
61.	The scale of land uses should be reduced to ensure the level of service (LOS) on the existing two-lane configuration of David Low Way does not exceed LOS C or alternatively, timing of development in Precincts 2 and 5 should be linked to upgrades to the David Low Way.	<p>David Low Way is a TMR controlled road and further traffic assessments will be undertaken in accordance with TMR's GTIAs as part of the precinct planning process.</p> <p>The modelling demonstrated that the increased traffic generated from the indicative uses in Precincts 2 and 5 at 2043 is not expected to result in adverse impacts on key roads and intersections on the surrounding road network (including the Sunshine Coast Motorway and David Low Way) during all time periods assessed.</p>	No
62.	The PDA will enable aviation growth through the delivery of much needed infrastructure upgrades including roads and parking, terminal facilities, airfield capacity and aviation refuelling infrastructure that supports the use of sustainable aviation fuels.	Support noted.	No
63.	Additional housing will further impact the traffic congestion on local roads.	No permanent housing is proposed in the Scheme.	No

#	Issue	Response	Amendment
Traffic management			
64.	Airport management sees parking as a revenue stream and will therefore encourage the use of cars rather than public transport.	All Airports require a certain amount of carparking, given the nature of the business. However, over time, public transport patronage is expected to increase as services are improved. Other uses proposed within the PDA will also generate demand for car parking and public transport, which will be assessed as the PDA develops over the next 20+ years.	No
65.	The traffic assessment does not include sensitivity testing of trip generation rates for the proposed land uses and does not incorporate the low levels of public transport patronage.	The traffic assessment relies on traffic modelling that uses Council's data and considers development at full development (ie 2043). The traffic modelling has included higher levels of car dependence than Council's targeted mode shift to public and active transport options to ensure impacts are not understated. Further detailed traffic and transport assessments will be undertaken at precinct master planning and as development applications are lodged, which will further consider trip generation rates for specific land uses.	No
66.	The land uses proposed for Precinct 2 and Precinct 5 are appropriate in that they support the function of the Airport and not likely attract significant volumes of journey to work commuter trips. However, the quantum of that land use will need to be carefully controlled to avoid adverse impacts and congestion on David Low Way.	The timing for construction of new/upgraded intersections will be determined based on the sequencing of development in the PDA with further detailed traffic and transport assessments to be undertaken as development applications are lodged.	No
67.	Over the last decade, successful traffic calming installed through Marcoola Village has enabled the village to develop into a vibrant community hub that would not survive if DLW were to be widened to four lanes to accommodate the SCA non-aviation development. Any proposal to duplicate David Low Way should be supported by a study identifying the social and economic impacts of such a proposal.	There is no proposal to widen David Low Way north of the new proposed intersection to Gateway precinct, and the traffic modelling indicates that widening would not be required to accommodate the expected additional traffic generated by the proposed development in the PDA. Any future decision to widen David Low Way would rest with TMR.	No

#	Issue	Response	Amendment
Traffic management			
68.	Traffic modelling should be done taking in account a no change to the Sunshine Motorway in the next 15 years.	<p>The traffic assessment was completed to inform the development scheme. The traffic assessment analysed impacts of a fully developed Airport (at 2043) on key intersections and future traffic movements in the local area. The modelling demonstrated that the increased traffic generated from the indicative uses in Precincts 2 and 5 at 2043 is not expected to result in adverse impacts on key roads and intersections on the surrounding road network (including the Sunshine Coast Motorway and David Low Way) during all time periods assessed. Upgrades to the Sunshine Motorway are currently being considered by TMR, and the assumption that upgrades to the motorway by 2043 is considered reasonable, given the growth in background traffic in the area.</p> <p>Further traffic assessments, in accordance with TMR's GTIAs, will be undertaken as part of the precinct planning process.</p>	No
69.	Any traffic into the proposal area should be through the Airport Runway Drive area near the motorway to help try to combat traffic coming through Marcoola. Not via a point directly off David Low Way.	The proposed traffic access points are consistent with TMR requirements. David Low Way is a State-controlled Road and further traffic assessments will be undertaken in accordance with TMR's GTIAs as part of the precinct master planning process.	No

#	Issue	Response	Amendment
Transport / Public and active transport / Connectivity			
70.	Alternative solutions should be considered, such as upgrading the Brisbane Airport, to avoid the need for extensive expansion on the Sunshine Coast. Additionally, alternative modes of transportation, such as rail, could be further developed to alleviate the need for additional air travel.	<p>The Sunshine Coast region is rapidly growing and will continue to grow into the future, which puts additional demand on air travel. The PDA is intended to support the growth and expansion of the Sunshine Coast Airport into the future. Upgrading the Brisbane Airport is not a consideration for the Sunshine Coast Airport PDA.</p> <p>Alternative modes of transport to service the Sunshine Coast are currently being delivered and further improvements in the public transport services will continue over time. However, this does not replace the need for air travel to and from the Sunshine Coast, which is expected significantly increase over the next 20 years.</p>	No

#	Issue	Response	Amendment
Transport / Public and active transport / Connectivity			
71.	Amend location of the train station to the Airport terminal to service both the industrial area and the Airport. Proposed rail access needs more detail.	The future railway corridor and future public passenger transport facility identified in the Scheme reflect the protected planned infrastructure by TMR. The corridor and facility may need to be re-evaluated by TMR in the future. The relocation of this infrastructure facility is not in the current considerations of the Scheme. However, the Scheme includes provisions to protect a potential future public transport corridor to connect the identified future public passenger transport facility and the terminal building.	No
72.	Upgrades to the public transport system, in particular bus services, are required to service development on the Airport site.	Alternative modes of transport to service the Sunshine Coast are currently being delivered and further improvements in the public transport services will continue over time. The precinct planning required for Precinct 2 will include considerations for public transport requirements to service the PDA.	No
73.	The Vision to create a connected Sunshine Coast through delivery of the critical passenger rail link which will allow users to travel directly to and from Maroochydore City Centre to the Airport, reducing reliance on private car use through delivery of an efficient passenger rail solution, is supported.	Support noted.	No
74.	Public space and visitor centre could be incorporated though a designated pedestrian entry to precinct 5 from David Low Way	The location and design of public spaces and specific land uses will be determined at precinct master planning stage for Precincts 2 and 5, and will be subject to public notification	No
75.	There is an unsafe pedestrian crossing on Airport Drive, which could be mitigated by landscape management.	Runway Drive is outside the PDA. However, pedestrian connectivity from within the PDA to outside the PDA will be considered as part of the precinct master planning for Precinct 2.	No
76.	Include provision for an active transport network strategy to ensure that development in the PDA does not impede on the existing active transport networks along David Low Way. Additionally, ensure that future roadworks, including intersections take into account the need for the provision of an active transport network.	The PMP and Plan of Development (PoD) requirements include the need to be accompanied by a comprehensive multi-modal transport assessment for the whole of the PDA, which will include active transport networks. Additional provisions relating to cycle and pedestrian networks have been incorporated into the requirements for PMPs and PoDs.	Yes

#	Issue	Response	Amendment
Transport / Public and active transport / Connectivity			
77.	<p>A portion of David Low Way between Green Turtle Place and north of Petrie Avenue should be realigned through the PDA, which would provide the following benefits:</p> <ul style="list-style-type: none"> • Shortens the State-controlled road, • Creates valuable beachfront land, • Additional environmental outcomes, including protecting turtle nesting areas • Improved public access to the National Park and beachfront reserve • Improved connection between North Marcoola and South Marcoola. • 	<p>The proposed realignment of David Low Way is not in the consideration of the proposed Scheme. This proposal requires considered by the State Government in consultation with council and is outside the PDA process.</p>	No

#	Issue	Response	Amendment
Community amenity / character and liveability			
78.	<p>The proposed development, with its increased noise, traffic, and industrial activity, threatens to fundamentally alter the character of the region and make it a less desirable place to live. The influx of tourists and businesses could also lead to increased housing costs.</p> <p>Development of the Airport will have a negative impact on the amenity of the surrounding residential areas.</p> <p>EDQ has not offered any packages of benefits to overcome this sustained reduction in economic and amenity outcomes for the local community.</p>	<p>The Sunshine Coast region is rapidly growing and will continue to grow. The PDA provides opportunities to foster this growth through increased job opportunities and economic benefit to the region. The proposed development in the PDA has been carefully considered to ensure any adverse impacts on the surrounding community is minimised and appropriately managed over the development timeframe (20+ years).</p>	No

#	Issue	Response	Amendment
Community amenity / character and liveability			
79.	It is well in the power and budget of EDQ to devise a package of beneficial improvements and inducements for the surrounding residential neighbourhoods. These could include infrastructure offerings to reduce hydrological and climate risks, building and upgrade packages to reduce interior noise levels (the source of recognised health problems), new and renovated community facilities, tourist and information centres to support local businesses, or numerous other outcomes that the community could define. EDQ could be a problem solver and improve the lives of affected residents.	The development facilitation in the PDA has been carefully considered to ensure any adverse impacts on the surrounding community is minimised and appropriately managed over the development timeframe (20+ years). The flood mitigation measures will provide drainage improvements to the local community. The proposed development scheme seeks to achieve economic opportunities which will provide community benefit through improved access to employment, education, tourism and business expansion.	No
80.	The Sunshine Coast is one of Australia's fastest-growing regions. The development of the Airport is crucial in supporting this projected population growth. A larger, more efficient Airport will facilitate better access to domestic and international destinations, making the Sunshine Coast an even more attractive place to live and work.	Support noted.	No
81.	The Airport's expansion will provide a more streamlined travel experience for residents and visitors alike. This improved accessibility will be vital in maintaining the quality of life that residents of the Sunshine Coast currently enjoy.	Support noted.	No
82.	Highrise buildings and polluting factories and warehouses in the PDA will impact on the amenity of the area and on communities' wellbeing. The PDA should provide for gentle density and gentle increases in building heights.	The Scheme provides for up to 10 stories in Precent 2: Gateway. These building heights are considered appropriate for the preferred land uses identified and as some of the Precinct is not impacted by the Obstacle Limitation Surface Area. The Scheme also includes a Sensitive Use Buffer that runs along the eastern boundary of the PDA, from David Low Way in the south in both Precincts 2 and 5. This buffer will ensure appropriate	No

#	Issue	Response	Amendment
Community amenity / character and liveability			
		<p>interfaces between existing dwellings and future uses within the PDA.</p> <p>The appropriate building heights for Precinct 5: Airport North will be determined through the precinct master planning process, having regard to impacts on the surrounding residential areas and scenic amenity values, including viewsheds to Mount Coolum, which will be subject to public notification.</p> <p>High Impact and Noxious Industries are not supported land uses in the PDA.</p> <p>The Scheme includes appropriate provisions to ensure development complies with the relevant environmental protection legislation to reduce emissions, including air, water, noise, heat, and light.</p>	
83.	There is no commitment in the document that the mitigation measures proposed to alleviate impact on the surrounding communities from the non-aviation development will be in place by the time each precinct is completed.	The Scheme includes appropriate provisions to ensure development does not adversely impact on surrounding residential areas and complies with the relevant environmental protection legislation to reduce emissions, including air, water, noise, heat, and light.	No
84.	Safety concerns relating to commercial development close to the Airport in event of plane crash.	The safety and operation of the Airport and aviation uses are regulated by CASA and ASA. EDQ has consulted with both CASA and ASA on the Scheme and no concerns have been raised about the extent or type of land uses proposed. Many Airports have development in proximity to Airports, such as Gold Coast, Cairns etc.	No
85.	Include a requirement for actual widths and designs/functions/attributes to be determined at the master planning stage. A buffer zone comprising of an open drain only along the boundary of the Airport is not protection to adjoining housing.	<p>The layout of development and building characteristics will be determined through the precinct planning process, which have been detailed in section 2.2.11 of the scheme.</p> <p>The Sensitive Land Use Buffer area along the eastern boundary will provide opportunities for additional planting to minimise impacts to neighbouring residential properties.</p>	No

#	Issue	Response	Amendment
Land Uses			
86.	Precinct 2 allows permissible uses that could be impacting and does not appear to rule out anything. The precinct description and table of development for Precinct 2 does not include any explicit prohibitions. In contrast, Precinct 5A and 5B do include explicit prohibitions.	The Scheme includes outcomes for development and identifies preferred land uses for Precinct 2. The Scheme does not specifically prohibit certain types of land uses in Precinct 2, like the current planning scheme. Development will be assessed having regard to the precinct outcomes and PDA-wide criteria. Precinct master planning for Precincts 2 and 5 will also provide further clarification of the types and location of uses, and the precinct master plans will be subject to public notification.	No
87.	<p>There is a lack of performance-based assessment requirements, which could result in inappropriate outcomes.</p> <p>Performance standards and assessment triggers should be built into every layer of the Scheme. In this way we can be assured performance measures and assessment triggers will flow through to the approval of prospective Airport tenants in accordance with a very restricted permissible development list. In the usual manner, prior to being approved, all prospective operators/ tenants would need to provide reports and studies upfront. Reports should evaluate potential emissions and provide evidence on how nearby sensitive uses would not be adversely affected in worst case scenarios, prior to any approval.</p>	<p>The Scheme includes a number of PDA-wide criteria and Precinct outcomes, which establishes a performance-based approach to development assessment. The scheme also identifies preferred land uses for the precincts. These preferred land uses are generally in accordance with the intent of each of the Precincts and do not preclude Development Applications for alternative uses.</p> <p>A Development Application for a use that is not a preferred land use will be assessed having regard to the precinct outcomes, the PDA-wide criteria and the Vision.</p> <p>For development in Precincts 2 and 5, further precinct master planning will determine appropriate maximum development heights, taking into account potential impacts to surrounding communities, visual impacts and safe Airport operations, as well as the location and setback of buildings. Precinct Plans will be publicly notified, providing the community with an opportunity to have their say on the building form for new development in Precincts 2 and 5.</p>	No
Land uses - Retail, commercial, short-term accommodation			

#	Issue	Response Land Uses	Amendment
88.	<p>There is no need for shopping centre or hotels, as the Sunshine Coast is over-developed and the Airport does not have connecting flights to support a hotel.</p> <p>The development will impact on the existing Marcoola Village.</p> <p>Major retail and commercial uses are better located elsewhere.</p> <p>Bunnings and mega hotels are not wanted at the Airport.</p>	<p>The scale of uses provided for in the Scheme is restricted to limit the potential impact on existing centres by focussing on unmet demand or anticipated future growth. The Airport itself generates significant demand for retail and commercial floorspace, which has been supported by an independent, expert economic analysis.</p> <p>The Scheme limits the scale of retail to ensure a mix of uses that will support the function of the Airport and not detract from other Sunshine Coast centres. Short-term accommodation, such as a tourist resort and Airport hotel, are considered appropriate uses in the PDA, which will support the function and future growth of the Airport, as well as generate jobs and economic benefit to the local community.</p>	No
89.	<p>Short-term accommodation at the Airport will compete against and adversely impact the long-term investment of owners of nearby holiday units.</p> <p>No need for short-term accommodation.</p> <p>Table 1 in the DS lists two hotel complexes – one short stay hotel of maximum 250 rooms (Precinct 2) and the second tourist hotel of maximum 300 rooms (Precinct 5). Table E1 PDA Land Use Mix of the SCA PDA traffic assessment (June 2024) states a further 600 short term accommodation units are proposed to be built in Precinct 5. (Whether or not the figures in this Table were arbitrarily selected to assist in modelling traffic, it is indicative of the ‘maximum development yield’ advocated by Section 2.2.11.) This would triple the existing level of accommodation in the Marcoola Airport/tourist precinct (currently about 345 apartments and a 220-room hotel). Such development would not only adversely impact existing tourist accommodation providers but also (Precinct 5) generate a significant increase in traffic along a two-lane stretch of David Low</p>	<p>Short-term accommodation, such as a tourist resort and Airport hotel, are considered appropriate uses in the PDA, which will support the function and future growth of the Airport, as well as generate jobs and economic benefit to the local community. The development of these uses is likely to be over the next 10-20+ years. Independent, expert economic analysis has indicated that the Airport will generate significant demand for an Airport hotel, and there is sufficient future demand for additional short-term accommodation rooms in the Sunshine Coast.</p> <p>The traffic assessment was undertaken by independent traffic engineering consultants using the Sunshine Coast Council’s regional traffic modelling data and trip generation rates for the indicative uses were determined from industry recognised sources.</p> <p>Further traffic assessments, in accordance with TMR’s GTIAs, will be undertaken as part of precinct master planning process and be subject to public notification.</p>	No

#	Issue	Response	Amendment
		Land Uses	
	Way.		
90.	Support the provision of a large range of facilities and bring the Airport up to date as an international Airport. Commercial development is needed to support the Airport.	Support noted	No
91.	Hotel development proposed for Precincts 2 and 5 is supported. Quality hotel development in these two precincts will help to address the current shortfall of hotel rooms on the Sunshine Coast - essential in supporting and attracting tourism growth.	Support noted	No
92.	Commercialisation of the Airport will lead to safety risks for aviation, decreased availability for the aviation industry, leading to a decline in aviation services.	Aviation safety is carefully controlled and regulated by the Airport and overseen by CASA and ASA. EDQ has consulted with both CASA and ASA on the Scheme and no concerns have been raised. The diversification of land uses at the Airport will ensure the long-term viability of the Airport. The Scheme includes a large precinct over 30ha for uses including supporting private and non-commercial and air transport. This includes innovation, maintenance, training and emergency services such as LifeFlight. The precinct will support general aviation business activities including private and non-commercial air transport and encourages growth in aerospace industry innovation and training.	No
93.	The list of preferred land uses in Precincts 2 and 5 are generic and provides no certainty, and some uses will conflict with others. Complementary uses should be clustered together. The list of uses allowed for are not appropriate near residences and sensitive receptors. Uses may impact Airport safety.	For development in Precincts 2 and 5, further precinct master planning will determine appropriate location of specific uses, taking into account potential impacts to surrounding communities and safe Airport operations. The precinct master plans will be subject to public notification.	No
94.	The development scheme should not include any industry, especially high or medium impact industry.	The PDA provides for Airport-related industry. The growth of aviation and aerospace industry is a priority for Queensland, as outlined in the 'Queensland Aerospace 10-Year Roadmap and	No

#	Issue	Response	Amendment
		<p>Action Plan 2018-2028'.</p> <p>The PDA-wide criteria include requirements for development to ensure any adverse impacts on surrounding residential and environmental areas are appropriately managed and mitigated.</p>	
95.	<p>The development scheme should include more uses benefiting residents, such as ALDI and takeaway facilities.</p>	<p>The preferred land uses in Precincts 2 and 5 include retail, food and drink outlets and a limited-line supermarket that will service the Airport and local residents, while not adversely impacting on the nearby retail centres.</p>	No
96.	<p>Precinct 5 (old runway) should not be developed and should be kept for future Airport expansion. The new runway is not in the right alignment.</p> <p>The old runway should be kept, which was a condition on the new runway approval.</p> <p>The old runway should be retained for emergency purposes in flood events and to allow for light aircraft operations.</p> <p>Development on the old runway should be in accordance with the EIS for the SCAEP.</p>	<p>Part of Precinct 5 (sub-precinct 5A) will provide for Airport-related industry and commercial development. In addition, Precincts 2 and 3 provide for aerospace and aviation-related industry and commercial development.</p> <p>The intent for the PDA is to diversify land uses to ensure the long-term viability of the Airport and to grow tourism and industry in the region.</p> <p>The former runway was decommissioned in 2020 due to operational safety concerns with the 2 cross runways. The intention to develop this area was clearly articulated in the SCA Master Plan 2040, which underwent extensive public consultation.</p> <p>The EIS proposed maintaining the old runway for light aircraft when weather conditions were favourable. Further air safety modelling by the Airport Corporation concluded that a cross runway configuration for commercial jet and light aircraft would create unacceptable risks. As a result, the old runway was decommissioned. The decision to decommission the old runway and the alignment of the new runway are not in the considerations of the proposed Scheme.</p>	No
97.	<p>David Low Way is already well served by service stations near both north and south Airport accesses and a third west of the David Low Way/ Motorway roundabout. This would put more pressure on our existing businesses.</p>	<p>The Scheme identifies preferred land uses. The development of specific uses will depend on need and economic viability. A service station at the Airport would provide convenience to users of the Airport, as well as the local community.</p>	No

#	Issue	Response Land Uses	Amendment
	<p>The proposal will result in diminished competition in the energy market (fuel supply).</p> <p>It is questionable that a service station with associated fast food outlets would not impact on existing businesses. A 24 hour facility/facilities would be detrimental to the amenity of the North Shore surrounds.</p>	<p>There is no current proposal for a 24-hour service station.</p>	
98.	<p>The scale of the non-aviation development proposed is entirely inappropriate for this Airport as it prioritises economic profit over community values and aviation safety.</p> <p>Commercial development should only service the Airport and surrounding local community.</p> <p>I fail to see how allowing approximately 40% of this land to be developed by a private company for non-aviation related purposes is benefitting the local communities. It will however maximise the profits of the private equity firm whose hands the area is now in.</p>	<p>The Sunshine Coast region is rapidly growing and will continue to grow into the future, which puts additional demand on air travel and aviation-related industry.</p> <p>The aviation and aerospace industries are continuing to grow and diversify, and the aerospace industry is recognised as a priority industry for Queensland.</p> <p>The primary purpose for the PDA is to diversify development to ensure the Airport grows into a competitive and economically-viable Airport. While the Scheme includes opportunities for tourism, a focus for the PDA is to grow Airport-related industry. There is a constrained supply of industrial land on the Sunshine Coast, and the availability of Airport-related industrial land is further limited.</p> <p>The Scheme includes a large precinct over 30ha for uses including supporting private and non-commercial and air transport. This includes innovation, maintenance, training and emergency services such as LifeFlight. The precinct will support general aviation business activities including private and non-commercial air transport and encourages growth in aerospace industry innovation and training.</p>	No
99.	<p>Further clarity and specification of permissible land use is required. This is to prevent interpretations later that were not the intention of the PDA.</p>	<p>The Scheme identifies preferred land uses. The Scheme includes outcomes for development and identifies preferred land uses for the precincts. The development of specific uses will depend on need and economic viability. Development will be assessed having regard to the precinct outcomes and PDA-wide criteria. Precinct master planning for Precincts 2 and 5 will also provide further</p>	No

#	Issue	Response Land Uses	Amendment
		clarification of the types and location of uses, and the precinct master plans will be subject to public notification.	
100.	Although no GFA limitations are currently proposed for these uses located airside in Precinct 2, it is suggested that EDQ consider the addition of maximum tenancy sizes, such as maximum retail tenancy size of 1,000m ² . Reinforces the low-density nature of the Marcoola area and reiterate the higher order retail and commercial uses to be located in the Principal Regional Activity Centre.	Any retail or commercial facilities provided in the PDA will serve both the Airport and local catchments. The scale of uses has been curtailed to limit the potential impact on existing centres by focussing on unmet demand or anticipated future growth. The Airport generates significant demand for retail and commercial floorspace, which has been supported by an independent, expert economic analysis. The Scheme limits the scale of retail uses to ensure a mix of uses that support the function of the Airport and do not detract from the Sunshine Coast centres hierarchy. Due to the nature of the uses airside (that is in the terminal building) retail opportunities are not considered to impact on existing centres, and therefore GFA limits have not been set in the Scheme.	No
101.	Airport Hotel (P2) and Resort hotel (P5) will support tourism growth in the region.	Support noted	No
102.	Extension of the aero businesses at the Airport is appropriate,	Support noted.	No
103.	Development close to jet aircrafts and fuel storage is not a good idea.	The Scheme has been supported by a range of technical studies, including a fuel hazard report. Appropriate provisions have been included in the Scheme to ensure any fuel storage is located at safe distances from sensitive land uses, and any development in the PDA would need to comply with relevant legislation around fuel storage and aviation regulations.	No
104.	Table E1 PDA Land Use Mix of the SCA PDA traffic assessment (June 2024) lists industrial use areas with a GFA of 40,000m ² each as proposed for both Precincts. This is not mentioned in Table 1 of the DS, thus the DS is grossly misleading.	A focus of the PDA is to grow Airport-related industry. There is constrained supply of industrial land on the Sunshine Coast, and the availability of Airport-related industrial land is further limited. There are no GFA limits set on industrial land uses in the PDA. The traffic assessment has used a total of 40,000m ² GFA of industrial uses to inform the traffic modelling. Precinct master planning for Precincts 2 and 5 will also provide further clarification of the types and location of uses, and the precinct master plans will be subject	No

#	Issue	Response	Amendment
		to public notification.	
105.	Support for low-intensity industry activities, including low-impact industry, research and technology industry, service industry, transport depot, and warehouse uses, are well-aligned with the goals of the SCA PDA. These developments will deliver significant economic benefits through job creation, growth in the tourism economy, and support for other key sectors such as food and agribusiness, freight, education, and health.	Support noted	No
Land uses - Residential / other land uses			
106.	The main and severe disappointment that we have with the proposed Scheme is the missed opportunity for general housing in the PDA. I understand that the original discussions on the PDA were for an inclusion of 1,200 new dwellings.	The PDA supports the growth and expansion of the Airport and associated functions which promote the region and attract investment. This includes providing for hotel and short stay accommodation development aligning with the airport operations. Permanent residential housing is not identified as a preferred land use for this area.	No
107.	The proposal should at least be supportive of local families in trouble finding somewhere to live and be designed accordingly.	The PDA supports the growth and expansion of the Airport and associated functions which promote the region and attract investment. This includes providing for hotel and short stay accommodation development aligning with the airport operations. Permanent residential housing is not identified as a preferred land use for this area.	No
108.	<p>The development scheme should focus on:</p> <ul style="list-style-type: none"> • Building a taxiway alongside the runway to support international services • Building cold storage facilities • Prioritising cargo handling 	These uses and facilities are provided for in the Scheme.	No

#	Issue	Response Land Uses	Amendment
	<ul style="list-style-type: none">Assisting establishment of a freight operator.		

#	Issue	Response	Amendment
109.	There is a lack of supporting evidence provided with the proposed Scheme, including hydrology, traffic, building heights.	<p>The Scheme has been supported by a range of technical studies, including:</p> <ul style="list-style-type: none"> • Hydraulics report • Traffic assessment • Retail and commercial needs assessment • PFAS management plan • Environmental management plan • Fuel hazard report • Climate change risk assessment report • Acid Sulfate Soils report • Engineering Servicing Report <p>Given the interest by the local community about flooding and traffic impacts, both the hydraulics report and the traffic assessment were available on the EDQ website during the public consultation period.</p> <p>The background technical reports were prepared by technical experts in consultation with EDQ, SCA and SCC representatives. It is considered the nature and scope of these technical reports adequately support the development outcomes proposed by the Scheme.</p>	No

#	Issue	Response	Amendment
Supporting evidence			
110.	Development needs to be balanced and fit with the agreed vision of the Sunshine Coast and such plans need to be developed with the full engagement of the community.	<p>The Scheme was prepared having regard to a number of background technical reports and included engagement with representatives from the Sunshine Coast Airport and Sunshine Coast Council and various State and Commonwealth agencies. The intent of the public notification period was to engage with the local community and seek input into the development scheme prior to finalisation. The public notification period exceeds the minimum required by the ED Act, and involved a number of engagement opportunities, including:</p> <ul style="list-style-type: none"> • Have your say page and email alerts • Postcard letterbox drop to surrounding landowners • Letters to absentee landowners • Online information webinar: Monday, 16 July between 4pm – 5pm • Meet a planner drop-in information sessions <ul style="list-style-type: none"> – Thursday, 11 July between 10am – 11:30am at Northshore Community Centre – Saturday, 13 July between 10am – 12pm at the Aeroclub – Thursday, 18 July between 5:30pm – 7pm at Northshore Community Centre • Display boards in the SCA terminal • Social media and local media updates <p>Representatives from EDQ and council attended a community</p>	No

#	Issue	Response	Amendment
Supporting evidence			
		<p>forum organised by OSCAR.</p> <p>EDQ considers the public engagement opportunities are adequate and enables the community to have input into the final Scheme.</p>	
111.	The site sits adjacent to a national park, surrounded by long standing residential areas, in a floodplain envelope and with already constrained traffic infrastructure. Any	These matters have been addressed in the preparation of the Scheme, which includes provisions to ensure flooding impacts are appropriately mitigated and off-site impacts are managed. Scenic	No

#	Issue	Response	Amendment
	planning activity needs to take these factors into consideration as well the maintenance of the visual amenity of the area to safeguard the significant internationally recognised vista of Mt Coolum.	amenity and visual analysis will be considered during the precinct master planning process for Precinct 5 to ensure future development has consideration for the views to Mt Coolum.	
112.	Potential aviation and traffic risks should be properly risk assessed.	The Scheme has been supported by a range of technical studies, including a traffic assessment. The Scheme does not affect aviation operations.	No
113.	An independent assessment by a local qualified Traffic Engineer Martin Peelgrane has ascertained the traffic modelling undertaken by PTT for the SCA PDA proposal significantly underestimates the number of trips generated by the development by a factor of two for Precinct 2 and three for Precinct 5.	The traffic report was undertaken by independent traffic engineering consultants using the Sunshine Coast Council's regional traffic modelling data and trip generation rates for the indicative uses were determined from industry recognised sources. Further traffic assessments, in accordance with TMR's GTIAs, will be undertaken as part of the precinct planning process.	No
114.	The information contained in the flood reporting is not accurate. If floodwater can drain relatively quickly from the pond, flooding may be improved as it relies on the drain maintaining catchment potential during an extended event. We are not convinced this will be the case as the stormwater discharge from Precinct 2 will deliver significant floodwater to this same drain on the southern side of David Low Way, compounded by an inadequate culvert under DLW. We do not believe the modelling accurately addresses this. It is yet to be proven that Precinct 2 will not have an impact upstream. In light of what the climate science has been telling us for decades about more intense rainfall events, it is unrealistic to assume that we will not see in future greater floodwater loads than we have experienced to date. In this report, the assumption about sea level rise is toward the lower end of what IPCC reports now see as credible, but a more serious issue than general sea	Preparation of the Scheme has involved working with specialist engineers who have undertaken comprehensive flood modelling documented in the hydraulics report. This has analysed both the regional and local flood catchments, to identify existing flooding extent, any impact of the development, and mitigation measures to ensure development in the PDA does not worsen flooding in the surrounding residential areas. Further detailed flood modelling, and sequencing of mitigation measures identified, will be undertaken as part of the precinct master planning process and subject to public notification. The flood modelling uses council's modelling data and considers development outside the PDA and in the flood catchment area. The flood study includes climate conditions to 2100 and storm surge. Storm surge has not been considered for assessment of development impacts on local drainage as storm surge is a regional constraint and the elevated level would mask impacts of a drainage assessment. The elevated levels of storm surge are more relevant to determination of peak levels used for setting development levels.	No

#	Issue	Response	Amendment
	level rise is the risk of storm surges.		

#	Issue	Response	Amendment
Environment, sustainability and climate change			
115.	<p>The proposed development will result in environmental impact, including:</p> <ul style="list-style-type: none"> • Increased air and noise pollution • Habitat destruction • Potential impacts on local waterways <p>There has been no assessment of the likely and foreseeable environmental pollution and/or health impacts on surrounding communities from the operation of enterprises and business being fostered under the PDA.</p> <p>A high level environmental impact assessment (EIA) be conducted to assess the suitability of future permissible enterprise and industrial uses being proposed under the development scheme of the PDA. This EIA should:</p> <ul style="list-style-type: none"> a) Demonstrate acceptable national environmental and health standards can be achieved in the normal best practice operation of uses anticipated under the PDA. b) Identify uses that would not readily achieve 	<p>The Scheme includes several provisions that ensure development does not adversely impact on environmental matters. The areas earmarked for development do not contain any habitat of environmental significance, and the development scheme provides for environmental protection and enhancement of environmental areas. Detailed water quality requirements have been included in the Scheme and will be further considered at Development Application stage to ensure waterways are not adversely affected by development in the PDA.</p>	No

#	Issue	Response	Amendment
Environment, sustainability and climate change			
	<p>suitable pollution and health standards even with the implementation of industry best practice.</p> <p>c) Stipulate an appropriate performance assessment regime for future enterprise and industry to require proponents demonstrate compliance, prior to approval.</p> <p>d) Make recommendations for limiting the type and scale of potential future permissible land uses under the PDA.</p>		
116.	The Scheme includes measures to ensure that the Airport's growth is environmentally sustainable, minimizing its carbon footprint and enhancing the region's natural assets. This will assist in preserving the Sunshine Coast's unique environment for future generations.	Support noted	No
117.	SCA is dedicated to long-term community outcomes, is recognised as Australia's first carbon-neutral Airport, and implements a range of community support initiatives.	Support noted.	No
118.	<p>The Scheme does not deliver sustainability and environment conservation outcomes.</p> <p>The proposed development will impact on the biodiversity and environment of the area.</p> <p>Development will require additional environmental offsets.</p>	The Scheme includes several provisions that ensure development does not adversely impact on environmental matters. The areas earmarked for development do not contain any habitat of environmental significance, and the development scheme provides for environmental protection and enhancement of environmental areas.	No

#	Issue	Response	Amendment
Environment, sustainability and climate change			
119.	<p>The Scheme should include a buffer bordering regional ecosystems in the Mt Cooloom National Park to meet State Planning Policy development outcomes.</p> <p>The proposed development may be a controlled action under the Commonwealth EPBC Act.</p> <p>There is also no mention of the affect to wildlife in this area the lack of any or adequate buffers to conservation areas from adjoining precincts with impactful use</p>	<p>The Scheme includes several provisions that ensure development does not adversely impact on areas of environmental significance.</p> <p>The areas earmarked for development do not contain any habitat of environmental significance, and the development scheme provides for environmental protection and enhancement of environmental areas.</p> <p>The SCAEP was subject to approval under the EPBC Act, and the conditions of approval will continue under the PDA.</p>	No
120.	<p>Run-off from the proposed development will impact the Blue Heart conservation area.</p> <p>Impacts to viable farmland.</p> <p>Stormwater, nutrient load, and weed management are essential components in maintaining the health of the remaining heathland adjacent to the Airport precinct.</p>	<p>The Blue Heart conservation area adjoins the PDA to the west of the Sunshine Motorway, and is a project committed to sustainable and adaptive floodplain management of the Maroochy River catchment.</p> <p>The Scheme includes several provisions that ensure development does not adversely impact on environmental matters. Detailed water quality requirements have been included in the Scheme and will be further considered at Development Application stage to ensure waterways are not adversely affected by development in the PDA.</p>	No
121.	<p>The Scheme relies on a flawed approval of the 2014 Airport Master Plan and has not been assessed under ecological sustainability provisions of the <i>Sustainable Planning Act 2017</i>.</p>	<p>The SCAEP was declared a significant project under the <i>State Development and Public Works Organisation Act 1971</i>. The expansion project was also determined to be a controlled action under the Commonwealth <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act). An Environmental Impact Statement was prepared under the bilateral agreement with the Commonwealth and State governments, and an EPBC Act approval was issued on 18 July 2016 (EPBC number 2011/5823).</p> <p>The Scheme provides for the diversification of land around the new runway and the former runway. The areas earmarked for development do not contain any habitat of environmental significance, and the Scheme provides for environmental protection and enhancement of environmental areas.</p>	No

#	Issue	Response	Amendment
Environment, sustainability and climate change			
122.	Need to include protection of marine turtle nesting beach.	The Scheme refers to the Queensland Government Sea Turtle Sensitive Area Code: A Model Code for Local Government (the model code). This provides a set of provisions that can be implemented to suit the local area. This is the recommended approach for planning schemes and is adopted for the Scheme.	No
123.	Stormwater, nutrient load and weed management are essential components in maintaining the health of the remaining heathland adjacent to the Airport precinct.	The Scheme includes several provisions that ensure development does not adversely impact on environmental matters. Detailed water quality requirements have been included in the development scheme and will be further considered at development application stage to ensure adjoining environmental areas are not adversely affected by development in the PDA.	No
124.	Wildlife crossings are needed, particularly on the David Low Way, north of the Airport boundary adjacent to the National Park (aligning with Precinct 2). Macropods are commonly hit by vehicles in this area. Plan for wildlife-sensitive road infrastructure in conjunction with the Proposed Scheme.	Wildlife crossings outside the PDA are not in the considerations of the Scheme.	No
125.	Conservation areas in Precinct 6 are kept as they are now with flood events monitored and considered to avoid risk to residents.	The Scheme includes existing conservation and offset areas in Precinct 6, which will protect these areas from inappropriate development.	No
126.	The area should be left as parkland / open space.	The Scheme provides for the diversification of land around the new runway and the former runway to ensure the long-term viability of the Airport through diverse land uses and grow aviation-related industry. The areas earmarked for development are not currently parkland and do not contain any habitat of environmental significance, and the Scheme provides for environmental protection and enhancement of environmental areas.	No
127.	This development must benefit the community, including the Kabi Kabi Traditional Owners, the environment, and the UNESCO Sunshine Coast Biosphere Reserve. It should be underpinned by environmental best practice as befitting the UNESCO	The Scheme is drafted to ensure future development is sustainable. The community benefits include improved flood outcomes outside the PDA and the provision of future jobs in the PDA, whilst protecting environmental values in and outside of the	No

#	Issue	Response	Amendment
Environment, sustainability and climate change			
	Sunshine Coast Biosphere.	<p>PDA.</p> <p>The Kabi Kabi Traditional Owners have been consulted during the drafting process and the scheme's Vision Statement includes provisions for the protection of Aboriginal Cultural Heritage in and outside of the PDA.</p>	
128.	Incorporate the Sunshine Coast Marine Turtle Recovery Plan and the Recovery Plan for Marine Turtles in Australia.	The Scheme refers to the Queensland Government Sea Turtle Sensitive Area Code: A Model Code for Local Government (the model code). This provides a set of provisions that can be implemented to suit the local area. This is the recommended approach for planning schemes and is adopted for the Scheme.	No

#	Issue	Response	Amendment
Building heights / Views and visual amenity			
129.	<p>The Scheme does not include building heights.</p> <p>There is considerable concern regarding the lack of clarity about building as currently the scheme states that they are to be within OLS limits.</p> <p>Clearer plans are required to know what actually is planned in terms of structures and heights.</p>	<p>Building heights in the PDA are generally determined by the Obstacle Limitation Surface (OLS) area. The Obstacle Limitation Surface (OLS) is set by the Civil Aviation Safety Authority (CASA) to ensure development does not impair or obstruct operational airspace.</p> <p>In Precinct 2, the scheme clarifies a maximum height limit of 10 storeys, with further master planning required in this Precinct to determine the appropriate locations of buildings of this height.</p> <p>The appropriate building heights for Precinct 5: Airport North will be determined through the precinct master planning process, having regard to impacts on safe Airport operations, the surrounding residential areas and scenic amenity values, including sightlines to Mount Coolum. There is specific reference to key view corridors which would include views to Mount Coolum.</p> <p>The Scheme has been amended to include a requirement for 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 in for Precinct 5.</p> <p>The Precinct Master Planning for Precincts 2 and 5 is subject to public notification in which the community will have an opportunity to provide feedback to ensure the design is appropriate for the local built environment and compatible with existing buildings.</p>	Yes
130.	<p>Object to proposed buildings heights of “generally between 2 and 10 storeys”. The Scheme should refer to metres and anything above 6 storeys is not compatible with the surrounding area. The building height should be consistent with the Sunshine Coast Planning Scheme which limits building heights to 8.5m.</p> <p>References to “2 to 10 storeys” should be removed from</p>	<p>The Scheme has a planning horizon which extends to at least 2043 and community views are likely to change over this timeframe. For development in Precincts 2 and 5, further Precinct master planning will determine appropriate maximum development heights, taking into account potential impacts to surrounding communities and safe Airport operations. The master planning will be subject to public notification.</p> <p>The PDA offers unique and valuable development opportunities on</p>	No

#	Issue	Response	Amendment
Building heights / Views and visual amenity			
	<p>the Scheme.</p> <p>The community expectations for development in this area is low rise. Buildings above 10 storeys will destroy vistas to Mount Coolum.</p> <p>Buildings above 5 storeys will result in unacceptable visual impacts.</p> <p>Buildings should be no taller than the tallest in Marcoola.</p> <p>Object to high rise developments.</p> <p>Development should not be over 4 storeys.</p> <p>Building should be kept below 3 storeys.</p> <p>Do not support a hotel over 10 storeys in Precinct 2.</p> <p>Buildings should be no higher than the tallest building in Marcoola or Mudjimba.</p> <p>Building should be limited to 7 storeys in height.</p>	<p>sites that are not adjacent to residential areas and would present no adverse impacts on nearby residents. It is considered appropriate to determine building heights specific to building sites and based on detailed visual analysis.</p>	
131.	<p>Larger and taller buildings should be located away from David Low Way.</p>	<p>For development in Precincts 2 and 5, further Precinct master planning will determine appropriate maximum development heights, taking into account potential impacts to surrounding communities and safe Airport operations, as well as the location and setback of buildings. Precinct plans will be publicly notified, providing the community with an opportunity to have their say on the building form for new development in Precincts 2 and 5.</p>	No
132.	<p>Building heights of 10 storeys should not be supported as it is a danger to the aviation industry.</p>	<p>Building heights in the PDA cannot exceed the Obstacle Limitation Surface (OLS). The OLS is set by the Civil Aviation Safety Authority (CASA) to ensure development does not impair or obstruct operational airspace.</p>	No

#	Issue	Response	Amendment
Building heights / Views and visual amenity			
133.	The height of buildings backing onto Keith Royal Drive will block light and shadow these properties along with the extra noise of industrial and high level accommodation.	The Scheme includes a substantial buffer along the eastern boundary of the PDA where it adjoins residential areas. Building heights in the PDA cannot exceed the OLS area. Precinct 5a, which is adjacent to dwellings on Keith Royal Drive will require Precinct master planning prior to any development occurring. Potential impacts from proposed development on surrounding uses will be assessed at this stage which will include public notification.	No
134.	The Airport and surrounding areas provide scenically-important views which should be protected and not obscured by buildings. These views are important to the tourism attraction of the Sunshine Coast. The Vision statement should be amended to include protection of scenic amenity and focus on tourism. Any development in any of the individual Precinct or collectively across the Airport should not destroy or impede view lines and vistas to the north and/or northwest of the Airport.	The primary purpose for the PDA is to diversify development to ensure the Airport grows into a competitive and economically viable Airport. While the proposed Scheme includes opportunities for tourism, a focus for the PDA is to grow Airport-related industry. There is constrained supply of industrial land on the Sunshine Coast, and the availability of Airport-related industrial land is further limited. The growth of aviation and aerospace industry is a priority for Queensland, as outlined in the 'Queensland Aerospace 10-Year Roadmap and Action Plan 2018-2028'. Scenic amenity is an important consideration for future development, and this is identified in the Precinct outcomes. Additional consideration of scenic amenity issues have been added in the assessment criteria for the preparation of the Precinct master plan for Precinct 5, which will be subject to public notification.	Yes
135.	A hotel with undefined height and size in Precinct 5 should not be supported due to the interrupt of sight lines to Mt Coolum, especially from David Low Way. Limit buildings to be between 4-6 storeys.	For development in Precincts 2 and 5, further Precinct master planning will determine appropriate maximum development heights, taking into account potential impacts to surrounding communities, visual impacts and safe Airport operations, as well as the location and setback of buildings. Precinct Plans will be publicly notified, providing the community with an opportunity to have their say on the building form for new development in Precincts 2 and 5.	No
136.	Precinct North (5B) obstructs a key view corridor identified as a significant view reference in the	For development in Precincts 2 and 5, further Precinct master planning will determine appropriate maximum development heights,	No

#	Issue	Response	Amendment
Building heights / Views and visual amenity			
	<p>Sunshine Coast Planning Scheme 2014 (Maroochy North Shore Local Area Plan Fig 7.2 18A).</p> <p>The footprint of 5B directly cuts across this Significant View, (Mt Coolum) impacts on the adjoining sensitive areas and surrounding tourist areas and be reduced at the Northern end to reinstate the Significant View and as an alternative and avoid this negative outcome this space be provided back to the Community as an Open Public Space combined with an adjacent Visitor/Indigenous Centre integrated into the proposed Scheme.</p> <p>It is suggested that Section 5A be reduced in size and returned to the community as open space and community facilities linking to Marcoola Bushland Reserve, the Mount Coolum National Park and beach access to Marcoola beach.</p>	<p>taking into account potential impacts to surrounding communities, visual impacts and safe Airport operations, as well as the location and setback of buildings. Precinct Plans will be publicly notified, providing the community with an opportunity to have their say on the building form for new development in Precincts 2 and 5.</p> <p>Scenic amenity and visual analysis will be considered during the Precinct master planning process to ensure future development has consideration for the views to Mt Coolum.</p>	
137.	<p>There should be no signage, billboards or other unsightly features included in the precincts to have them more closely blend into the National Park that adjoins it.</p>	<p>Schedule 1 has been amended to clarify the scale and nature requirement of signage to be Accepted Development in the PDA (other than in Precinct 4 or 6).</p> <p>Table 5: PDA Accepted Development has been amended to include certain advertising devices. This level of assessment is consistent with the level of assessment for this scale and nature of signage in Council's planning scheme</p> <p>Signage that that does not comply with the Accepted Development criteria requires lodgement of a PDA development application and will be assessed against relevant PDA-wide criteria and precinct outcomes, including amenity considerations.</p>	Yes
138.	<p>Visual impact should be considered when assessing any renewable energy facility in Precinct 4.</p>	<p>The Scheme includes outcomes to ensure visual impacts from development within the PDA are assessed and scenic amenity is maintained.</p>	No

#	Issue	Response	Amendment
Building heights / Views and visual amenity			
139.	The scale and bulk of proposed industrial and warehouse land uses is out of character with the local area.	<p>The Scheme includes provisions for development in Precinct 5 to be of a scale, height and bulk that minimises impacts on the surrounding community.</p> <p>The appropriate scale and bulk of buildings in Precinct 2 and 5 will be determined through the Precinct master planning process. Precinct Plans will be publicly notified, providing the community with an opportunity to have their say on the building form for new development in Precincts 2 and 5.</p> <p>The development scheme envisages that industrial and warehouse land uses will be located in Precinct 2, 3 and 5a, which will be separated from adjoining sensitive land uses by the Sensitive Land Use Buffer.</p>	No

#	Issue	Response	Amendment
Green space / community facilities			
140.	The Scheme provides inadequate green space for development	<p>Precinct 6 Environmental Conservation recognises over 120ha of land for environment and conservation offset areas.</p> <p>The area is generally well serviced by sport and recreation land.</p> <p>The need for sport and recreation land/community facilities is driven primarily by residential development which is not identified as a preferred use in the PDA development scheme.</p>	No
141.	<p>There is no planning for community infrastructure in the project. A 50m swimming pool and sports complex could be a massive improvement to the plan and would enhance the appeal to the community.</p> <p>Precinct 5A could be better aligned to the current aesthetics of Marcoola, linking the National Park and</p>	<p>While the Scheme provides for indoor sport and recreation as a preferred land uses in both Precincts 2 and 5, the provision of local community facilities is the responsibility of the council and with demand primarily driven by residential development, which is not identified as a preferred use in the PDA development scheme.</p> <p>There are existing sporting facilities located directly south of the</p>	No

#	Issue	Response	Amendment
Green space / community facilities			
	<p>views of Mount Coolum in an area the local community could enjoy. This could be for recreation, sports grounds, BBQ facilities. There are no sports fields in Marcoola and this would go a long way to providing a community benefit to those most impacted by the development.</p> <p>Local community facilities should be included.</p>	PDA and an existing aquatic facility 13km to the north of the PDA.	

#	Issue	Response	Amendment
Cultural heritage			
142.	<p>There is a need for a visitor and indigenous centre on the Maroochy north shore. There is an opportunity to incorporate this facility into the Precinct 5 and orientated to the north to Mount Gul'um, public open space and Mount Coolum National Park.</p> <p>A Kabi Kabi Indigenous Interpretative and Research Centre enriching the experience for tourists and the local community could be an example of what Airports can provide.</p> <p>Identify an opportunity for a First Nations Cultural Centre in Precinct 5.</p>	A First Nations Cultural Centre could be approved in Precinct 5.	No
143.	The proposed development will potentially impact local cultural heritage.	<p>Precinct 6 Environmental Conservation provides for the protection of areas of environmental and Aboriginal cultural heritage significance.</p> <p>There is an existing Cultural Heritage Management Plan in place over most of the PDA which ensures the protection of cultural heritage.</p> <p>The Implementation Strategy requires the preparation of a cultural heritage strategy.</p>	No

#	Issue	Response	Amendment
Cultural heritage			
144.	The proximity of the Airport to the culturally significant Mount Coolum National Park necessitates a cultural heritage assessment and management plan, reviewed with the Kabi Kabi Traditional Owners and the wider non-Aboriginal community, with each community having their own unique cultural heritage values.	<p>Precinct 6 Environmental Conservation provides for the protection of areas of environmental and Aboriginal cultural heritage significance.</p> <p>There is an existing Cultural Heritage Management Plan agreed to by the Sunshine Coast Council and the Kabi Kabi nation, which addresses cultural heritage matters that may arise within the PDA. All parties are required to comply with the obligations of the Cultural Heritage Management Plan, including the Sunshine Coast Airport Corporation and their contractors.</p> <p>The Implementation Strategy requires the preparation of a cultural heritage strategy.</p>	No
145.	One of the many significant cultural features of the Airport area is the big old 'Hourglass lagoon', a significant Kabi Kabi cultural heritage resource area, which also became valued by the later non-Aboriginal community. The remaining area of this lagoon should be carefully and archaeologically assessed including core analysis and a stratigraphy assessment, to add to the knowledge and evidence of Kabi Kabi fire, land and water management of the area, as well as provide new information on past climate trends and ocean levels.	<p>Under the Aboriginal Cultural Heritage Act (2003), all persons have a duty of care to protect cultural heritage when carrying out their activities. The duty of care applies to any activity where cultural heritage is located. This includes cultural heritage located on freehold land and regardless of whether or not it has been identified or recorded in a database.</p> <p>Furthermore, the Scheme requires development to incorporate appropriate buffers to ensure no adverse impacts on any Aboriginal cultural heritage sites, features or values.</p> <p>Previous reports (<i>Kabi Kabi sites and history of the legendary Mount Coolum (2018)</i>, by Dr. Ray Kerkhove) indicate that the lagoon was historically located in an area which is outside the PDA. The report also mentions that the lagoon was previously impacted by past drainage works for cane lands and housing developments between the 1950-70s.</p>	No
146.	A cultural heritage assessment should consider the historical and traditional values and the visual amenity of the Airport area, and the adjoining Mount Coolum National Park.	There is an existing Cultural Heritage Management Plan agreed to by the Sunshine Coast Council and the Kabi Kabi nation, which addresses cultural heritage matters that may arise within the PDA. All parties are required to comply with the obligations of the Cultural Heritage Management Plan, including the Sunshine Coast Airport	No

#	Issue	Response	Amendment
Cultural heritage			
		Corporation and their contractors.	
147.	Existing and new businesses and land use activities, need to update or establish, a Reconciliation Action Plan with Kabi Kabi Traditional Owners.	The Scheme provides opportunities for the establishment of new businesses. The Implementation Strategy requires the preparation of a cultural heritage strategy which seeks to achieve development that ensures the sustainable conservation, preservation, and appreciation of indigenous and non-indigenous cultural heritage values.	No

#	Issue	Response	Amendment
Land Contamination			
148.	The scheme does not address existing stockpiles of contaminated material	<p>As the environmental regulator, the Department of Environment, Science and Innovation's role is managing the potential risk of environmental harm occurring from contaminated land, specifically through the environmentally relevant activities (ERAs) regulated by DESI and contaminated land provisions under the <i>Environmental Protection Act 1994</i>.</p> <p>The SCAEP was subject to approval under the EPBC Act and relevant State legislation, and the conditions of approval, including those relating to contaminated land, will continue under the PDA.</p>	No
149.	Concern about any development on this land as it has been exposed to the very dangerous chemical PFAS. Future generations will be affected by any PFAS contamination in this site.	<p>As the environmental regulator, the Department of Environment, Science and Innovation's role is to manage the potential risk of environmental harm occurring from PFAS contamination, specifically through the environmentally relevant activities (ERAs) regulated by DESI and contaminated land provisions under the <i>Environmental Protection Act 1994</i>.</p> <p>A PFAS management plan has been prepared for the SCA that applies to all construction and maintenance activities, including development in the PDA. The management plan outlines how PFAS will be safely managed at the Airport and aligns with the PFAS National Environmental Management Plan.</p>	No

#	Issue	Response	Amendment
Airport safety and hazards			
150.	Council has required the planting of very tall street trees adjacent to the PDA, which may cause an airport safety hazard.	As this vegetation is outside the PDA, this is a matter for the Airport and Council.	No
151.	The building of permanent and prominent obstructions proximal to the runway will adversely impact on the safe operations of the Airport.	Maximum building heights in the PDA comply with the Obstacle Limitation Surface (OLS) for the Airport. The OLS is set by the Civil Aviation Safety Authority (CASA) to ensure development does not impair or obstruct operational airspace.	No
152.	Implore you to consider community safety and well-being over economic advantage and seek opportunities to consolidate general aviation activities further away from residential areas.	<p>The Scheme seeks to identify opportunities to consolidate general aviation activities further away from residential areas, and this is proposed to occur over time as the PDA develops.</p> <p>The Scheme also incorporates a 40m Sensitive Land Use Buffer along the eastern boundary where the PDA adjoins residential uses. The purpose of this Sensitive Land Use Buffer is to reduce impacts of new development on existing residential uses.</p> <p>Additional wording has been included in the Scheme to clarify the need for development within the Sensitive Land Use Buffer to appropriately interface with the adjoining residential areas.</p>	Yes

#	Issue	Response	Amendment
Community consultation			
153.	<p>Frustrated with the lack of community consultation.</p> <p>Lack of consultation with the affected community adjoining the proposed development in Marcoola leads me to suspect the developer's intentions</p>	<p>The preparation of the Scheme was informed by a number of background technical studies and included engagement with the Airport and Council and various State and Commonwealth agencies.</p> <p>The intent of the public notification period is to engage with the local community and seek input into the development scheme prior to finalisation.</p> <p>The public notification period exceeded the minimum required by</p>	No

#	Issue	Response	Amendment
Community consultation			
		<p>the Economic Development Act 2012, and involved a number of engagement opportunities, including:</p> <ul style="list-style-type: none"> • Have your say page and email alerts • Postcard letterbox drop to surrounding landowners • Letters to absentee landowners • Online information webinar: Monday, 16 July between 4pm – 5pm • Meet a planner drop-in information sessions: <ul style="list-style-type: none"> – Thursday, 11 July between 10am – 11:30am at Northshore Community Centre – Saturday, 13 July between 10am – 12pm at the Aeroclub – Thursday, 18 July between 5:30pm – 7pm at Northshore Community Centre • Display boards in the SCA terminal • Social media and local media updates <p>Representatives from EDQ and council also attended a community forum organised by OSCAR.</p> <p>EDQ considers the public engagement opportunities are adequate and enables the community to have input into the Scheme.</p>	
154.	Thank you to the EDQ, council, Airport teams that came to the Sunshine Coast and answered my queries and attended the community consult. Your time and effort to answer questions was greatly appreciated.	Support noted	No
155.	All community consultation has been taken out of	The PDA was declared by the Minister for Economic Development	No

#	Issue	Response	Amendment
	our hands and passed to the State	<p data-bbox="994 252 1536 280">Queensland at the request of the Council.</p> <p data-bbox="994 300 1818 395">The plan-making responsibilities were delegated to EDQ, which includes the preparation and public notification of the proposed Scheme.</p> <p data-bbox="994 414 1809 481">The requirements for community consultation are set out in the Economic Development Act 2014 (ED Act).</p> <p data-bbox="994 501 1872 667">The public notification period for the Scheme exceeded the minimum required by the ED Act, and involved several engagement opportunities, as outlined above. EDQ considers the public engagement opportunities are adequate and enables the community to have input into the Scheme.</p>	

#	Issue	Response	Amendment
General comments			
156.	<p>Infrastructure needs to be upgraded before development occurs.</p> <p>There is no mention of upgrading infrastructure in the development plan.</p> <p>If the PDA goes ahead without fixing these problems, the government could face legal challenges from landowners whose properties, health, and livelihoods are at risk or communities and residents whose local environment is at risk.</p>	<p>The sequencing of infrastructure upgrades will be considered during precinct master planning for Precincts 2 and 5 and will be considered at the time of development applications with conditions of approval requiring its delivery. Condition of approval must be complied with prior to the commencement of the use, unless otherwise stated.</p>	No
157.	<p>Development in the PDA needs to ensure that infrastructure, including electrical infrastructure can accommodate demand and not negatively impact on surrounding infrastructure uses.</p>	<p>The Infrastructure Plan includes requirements for the provision of infrastructure, including electrical networks, to support growth in the PDA.</p>	No

#	Issue	Response	Amendment
Comments on specific provisions of the Development Scheme			
<i>Development Scheme - general</i>			
158.	<p>The Scheme lacks detail and is vague.</p>	<p>The Scheme is a regulatory document, not unlike the council's planning scheme, which establishes the future development aspirations for the PDA and controls the future development of the area.</p> <p>Precincts 2 and 5 will also be subject to more detailed precinct master planning to set the final building heights, development sites and road layouts. These plans will be subject to further public consultation.</p> <p>Detailed plans for new development, such as short-term accommodation, retail, etc. must be submitted with a PDA development application seeking approval of the development.</p>	No

#	Issue	Response	Amendment
Comments on specific provisions of the Development Scheme			
159.	Clarify the PMP and PoD requirements to ensure that all developments must meet the stipulated provisions without exception.	The existing wording is considered appropriate to ensure the outcomes are achieved through the precinct master planning process.	No
<i>Vision</i>			
160.	The Vision lacks certainty and clarity. Freight and logistics should not be allowed and there should be more focus on tourism.	<p>The primary purpose for the PDA is to diversify development at the Sunshine Coast Airport to ensure it remains competitive and economically sustainable.</p> <p>While the proposed Scheme includes opportunities for tourism, the focus for the majority of the PDA is to grow Airport-related industry, including air freight and logistics.</p> <p>There is a lack of industrial land on the Sunshine Coast, and the availability of Airport-related industrial land is further limited. The growth of aviation and aerospace industry is a priority for Queensland, as outlined in the 'Queensland Aerospace 10-Year Roadmap and Action Plan 2018-2028'.</p>	No
161.	Vision statement (7) needs strengthening. It is unclear what is meant by "likely future surrounding development", noting that the draft planning scheme has not been reviewed by the community.	<p>Vision statement (7) is supported by PDA-wide criteria and Precinct outcomes that require development to demonstrate that it will not unreasonably impact the amenity of residents.</p> <p>The reference to "likely future surrounding development" refers to changes that may occur over the next 20 years, which is the anticipated development horizon of the PDA.</p>	No
162.	Vision Statement (7) points out that the developer would "manage the potential for land use conflicts with existing and likely future surrounding development". Without the community having had the opportunity to	When a PDA development application is lodged the proposed development is assessed for compliance with this provision of the Scheme.	No

#	Issue	Response	Amendment
Comments on specific provisions of the Development Scheme			
	examine the developer's clear intentions in a detailed planning scheme, there is the potential for a developer to do as they please without scrutiny.		
163.	Vision statement (8) is unachievable due to the future impacts of traffic from the scale and type of land uses proposed. We do not believe the current proposal can successfully achieve this objective throughout the development period given the increase in traffic generated, the increase in volume and velocity of stormwater discharge, and the building of permanent and prominent obstructions to safe aviation proximal to the runway.	<p>The traffic assessment and hydraulics report prepared to support the development scheme identify appropriate mitigation measures to ensure the development in the PDA does not impact the surrounding infrastructure networks and does not impact the safe operations of the Airport.</p> <p>The hydraulics report found that the proposed mitigation and drainage works will ensure that there is no adverse flooding or drainage impacts and that there will be non-worsening for properties outside the PDA.</p> <p>Modelling from the traffic assessment indicates that the anticipated increase in traffic volumes due to the 2043 fully developed PDA is not expected to result in adverse impacts on key roads and intersections on the surrounding road network (including the Sunshine Coast Motorway and David Low Way) during all time periods assessed.</p>	No
164.	Vision statement (9) should be amended to remove <i>"...by avoiding, to the greatest extent practicable, then minimising and mitigating any adverse impacts on these ecologically important areas"</i>	This wording is consistent with relevant State Planning Policy objectives and other State interest policies.	No
165.	Vision 10 should be amended to include "...according to International and Australian Regulations and Standards as set by relevant authorities.	The PDA-wide criteria address contamination and water quality objectives.	No
166.	Vision statement (10) explicitly requires development to protect human health and the environment with respect to contamination and water. The PDA criteria reference the Environmental Protection Policies including Air and Noise which have not been included in Statement (10).	The PDA-wide criteria address contamination and water quality objectives.	No

#	Issue	Response	Amendment
Comments on specific provisions of the Development Scheme			
	The Airport is in a controlled catchment and specific reference to Maroochy River Environmental Values and Water Quality Objectives should also be referenced by the PDA criteria. Appropriate criteria for land contamination and health outcomes should include reference to the National Environmental Protection Measures or similar criteria.		
167.	<p>Vision statement (11) – wording should be amended from “avoid, then minimise or manage ...” to “avoid, then reduce ...” .</p> <p>Request to delete this statement from the development scheme</p>	The Vision statements 11 and 12 have been amended to appropriately reflect the State Planning Policy, which seeks to avoid, and where this is not possible, mitigate the risk to people and property to an acceptable or tolerable level. The State Planning Policy (SPP) also seeks to ensure that development directly, indirectly or cumulatively avoids an increased in the exposure or severity of the flood hazard and the potential for damage on the site or to other properties.	No
168.	<p>Vision statements (11) and (12) are inconsistent with criteria 2.5.9.</p> <p>Vision 11 also does not clarify statements made by EDQ that there would be no worsening of off-site flooding.</p> <p>Criteria 2.5.9 2(d) requires the protection of floodplain storage. This has not nor is possible to achieve into the future and should not be included as a criterion.</p>	The statements together ensure that there is not an increase in the severity of flood. Section 2.5.9(2)(d) refers to avoiding to the greatest extent possible, then manages and mitigates adverse impacts from flooding, including protecting floodplain storage. The hydraulics report identifies mitigation measures to ensure there is no worsening of flooding on off-site properties.	No
169.	The Vision statements conflict with each other, depending on interpretation. The outcomes should be grouped into 4-5 headings eg. Maintenance of Airport service primacy, Economic benefit, Social benefit and engagement, Compliance with laws and regulations.	The Vision is considered to appropriately articulate the development outcomes sought in the PDA.	No
170.	Vision needs to reflect community expectations regarding safeguarding environmental/ climate change outcomes	Climate change outcomes and sustainability outcomes are included in Vision statements 12 and 13.	No

#	Issue	Response	Amendment
Comments on specific provisions of the Development Scheme			
171.	<p>The Vision proposes a wide diversity of possible uses for which a developer could choose, offering no certainty for the community.</p> <p>The community benefit included in the Vision is not articulated.</p> <p>Benefits to the local and adjacent communities need highlighting in the Vision.</p>	<p>The Vision is the higher-order outcomes to be achieved and should be read in conjunction with the PDA-wide criteria and Precinct outcomes, which identify preferred land uses.</p> <p>The Scheme provides for a diverse range of land uses to support the growth and expansion of the Airport, in turn providing additional employment opportunities, services and facilities for the area and the Sunshine Coast more broadly.</p> <p>The flood mitigation strategies proposed in the PDA will also deliver improved flood immunity to local residential areas.</p>	No
<i>Implementation Strategy</i>			
172.	<p>Section 4.2.1 (p 50) outlines the process for developing an Implementation Strategy which includes a well-defined Governance framework for the implementation of the Development Scheme. The Governance Framework must:</p> <ul style="list-style-type: none"> a) demonstrate a comprehensive monitoring, evaluation and reporting plan for the PDA project as a whole to be included in the annual report of the PDA and that all components of the Scheme will include the same objective for their parts of the total project. b) ensure that evaluation and reporting mechanisms are part of the consultation process when developing PMPs for Precincts 2 and 5 and their respective PoDs. c) adequately identify the KPIs for annual reporting 	<p>EDQ works with key PDA stakeholders to monitor development progress in PDAs to understand the achievement of the vision and policy objectives of the Scheme and determine the need for ongoing Scheme review and amendment.</p>	No

#	Issue	Response	Amendment
Comments on specific provisions of the Development Scheme			
	purposes to ensure transparency for the community and participating industry especially the aviation sector.		
<i>Specific provisions</i>			
173.	<p><i>S2.2.11 Precinct Master Plan and Plan of Development Requirements</i></p> <p>Concerns about:</p> <ul style="list-style-type: none"> demonstrating sufficient grounds if the precinct provisions are not achieved. sequencing of development is a must for the PMP and PoD traffic assessment should ensure no negative impact on traffic conditions. Flood design standards should include surrounding community and housing flood immunity. More clarity around PoD and consistency with PDA-wide criteria 	Schemes are drafted as a performance-based planning and development assessment instrument. The wording included in the Scheme for PMPs and PoDs is considered appropriate and sufficient to ensure the outcomes of the PDA are achieved.	No
174.	<p><i>2.5.5 Public Transport, Connectivity and Traffic management</i></p> <ul style="list-style-type: none"> 1)b) should include the dependencies of the order of development. To ensure those mitigation traffic activities are completed before the development. 	The sequencing of upgrades will be determined at Precinct Planning stage. Some development will occur before the need for infrastructure upgrades.	No
175.	<i>2.5.8 Emissions and hazards</i>	The suggested amendments to the wording are considered appropriate and has been incorporated into the Development	Yes

#	Issue	Response	Amendment
Comments on specific provisions of the Development Scheme			
	<p>8) <i>“works likely to disturb or mobilise soil, should be accompanied by Erosion and Sediment Control Plan (ESCP)”</i>. Change from <i>“should”</i> to <i>“must”</i>.</p> <p>9) <i>“Development involving hazardous chemicals...is designed to minimise health and safety risks to surrounding land uses”</i>. Change from <i>“to minimise”</i> to <i>“must not result in an impact to surrounding land uses”</i>.</p>	Scheme.	
176.	<p><i>S2.2.3 Development consistent with the land use plan.</i></p> <p>This will allow development that is not in line with the PDA, especially given no prohibited development is identified for Precincts 1-4.</p>	The current wording is consistent with other Schemes in relation to sufficient grounds to justify the development despite any inconsistencies with specific development requirements. However, the development must be consistent with the Vision.	No
177.	<p><i>2.5.9 Flood management</i></p> <p>2) <i>“All development avoids to the greatest extent practicable, then manages or mitigates adverse impacts from flooding...”</i>.</p> <p>Change to <i>“All development avoids or improves adverse impacts from flooding”</i>.</p> <p>Development should improve the flooding situation not potentially worsen it. By putting in <i>“greatest extent practicable”</i> it provides a loophole for development to be approved that may worsen flooding, if it is not going to improve or at least keep the same, it should not be approved.</p>	<p>The Scheme can only make provisions for development in the PDA to achieve a non-worsening impact.</p> <p>Improvements to the external flooding is reliant on the Airport providing adequate flood conveyance for the external Marcoola catchment that drains through it.</p> <p>There are mitigation measures outside the PDA, such as the realignment of the eastern perimeter drain, extending the bund and raising of the existing bund, that will be delivered as part of ensuring development on the Airport land does not worsen flooding into the existing Marcoola area.</p>	No
178.	<p><i>2.6 Precinct Provisions</i></p> <p>What is mean by the following statement</p> <p><i>“Inclusion of land in a precinct in which urban purposes...”</i></p> <p>Where has urban purposes been allowed in any of the precincts?</p>	<p>This paragraph seeks to clarify that if the precinct has preferred land uses for urban purposes (for example Precinct 2), it does not necessarily mean that all of the precinct is appropriate for these land uses.</p> <p>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</p>	No

#	Issue	Response	Amendment
	Comments on specific provisions of the Development Scheme		
		or open space, etc. This will need to be addressed through a development application or through the preparation of a PMP or PoD.	
179.	<p><i>2.6.3 Precinct 3: Aerospace</i></p> <p>1)h) "provides sufficient flood immunity."</p> <p>This should say sufficient flood immunity for both the development and surrounding areas and the community.</p>	<p>The Scheme can only make provisions for development in the PDA to achieve a non-worsening impact.</p> <p>Improvements to the external flooding is reliant on the Airport providing adequate flood conveyance for the external Marcoola catchment that drains through it.</p> <p>There are mitigation measures outside the PDA, such as the realignment of the eastern perimeter drain, extending the bund and raising of the existing bund, that will be delivered as part of ensuring development on the Airport land does not worsen flooding into the existing Marcoola area.</p>	No
180.	<p><i>2.7 Categories of Development Table 2</i></p> <p>What is meant by permissible development?</p>	Permissible Development is PDA assessable development, which means PDA development approval is required prior to the development occurring on the site.	No
181.	Precinct 4 should not include Aviation facilities as Accepted Development.	Aviation facilities include navigation, communication or surveillance installations provided to the safe and efficient movement of aircraft. These facilities are Accepted Development in the entire PDA and are considered compatible with the Intent for Precinct 4.	No
182.	The Scheme should prohibit fill being placed in Precinct 4. If a sustainable development such as a renewable energy facility is permitted, it should be built on piers (solar), or wind turbines, to minimise any impediment to overland flows or displacement of rainwater onto adjacent lands.	The placing of fill material in Precinct 4 is not anticipated by the Scheme or the hydraulics report, which assumes filling of parts of the PDA for urban land uses.	No
183.	Renewable energy (solar panels?) would need to be weighed up so as not to be sight (light?) pollution or produce glare hazard.	The Scheme includes outcomes to manage impacts on the scenic amenity values of the adjoining environmental areas and ensure the safe operations of the Airport.	No

#	Issue	Response	Amendment
Comments on specific provisions of the Development Scheme			
	Could renewable energy include nuclear power plant?	<p>Nuclear activities are regulated under the <i>Australian Radiation Protection and Nuclear Safety Act 1998</i> (ARPANS Act) and the <i>Environment Protection and Biodiversity Conservation Act 1999</i> (EPBC Act).</p> <p>Nuclear facilities, including power stations and radioactive waste dumps, are currently banned in Queensland under existing legislation.</p>	
184.	Precinct 5 - This precinct is adjacent to a residential/tourist zone and should not be designed such that it becomes an industrial estate.	<p>Precinct 5 provides for a mix of land uses that are considered compatible with both the Airport operations and the surrounding area.</p> <p>Furthermore, the Scheme includes provisions to ensure development is assess and, where necessary condition, to mitigate adversely impact on the surrounding residential areas.</p>	No
185.	It is important that the mixed-use node developed in Precinct 5 be strictly limited to the GFA requirements specified in the proposed Scheme.	<p>Noted.</p> <p>Table 1 clearly sets out the maximum gross floor area (GFA) and uses for the PDA.</p>	No
186.	Precinct 6 should not include Schedule 1 as accepted development. Schedule 1 includes building work, even operational work involved removal of significant vegetation.	<p>The definition of significant vegetation has been amended to include all vegetation in Precinct 6.</p> <p>Schedule 1 only includes certain aspects of development that are minor and appropriate for the PDA. It does not include the removal of significant vegetation</p>	Yes
187.	Table 2: Categories of development is concerning and misleading. It is not clear and does not seem to be aligned with the Precinct provisions.	<p>The Categories of development table (Table 3 in the final Development Scheme) establishes the level of assessment for development in each Precinct.</p> <p>The scope of development that is PDA Accepted Development is considered appropriate for the relevant precincts and is generally consistent with the level of assessment under the current Interim Land Use Plan (ILUP) and the current Sunshine Coast planning scheme provisions which applied to the area prior to declaration.</p>	No

#	Issue	Response	Amendment
Comments on specific provisions of the Development Scheme			
188.	<p><i>3.2 Infrastructure networks</i></p> <p>This should also list flood immunity for the community and surrounding areas, as an infrastructure network that may require additional infrastructure provision or upgrades to support growth in the PDA.</p>	Section 3.2 has been amended to include Flood management	Yes
189.	<p><i>3.5 Infrastructure charges, funding and condition</i></p> <p><i>“Infrastructure requirements....must be delivered at the time of development occurring unless other wise agreed with MEDQ, or its delegate”</i> - this is a concern building in this loop hole to not have required infrastructure in place before the development. As we have seen with state roads delaying the expressway to Noosa by 2 years, development cannot occur until the infrastructure is actually in place. This goes for flood, stormwater, roads etc must be there before development.</p>	The sequencing of infrastructure upgrades will be considered during precinct master planning for Precincts 2 and 5 and will be considered at the time of development applications with conditions of approval requiring its delivery. Conditions of approval must be complied with prior to the commencement of the use, unless otherwise stated.	No
190.	<p><i>3.6 Infrastructure agreements</i></p> <p>An Infrastructure Agreement could be inconsistent with a PDA development approval.</p>	<p>This is a provision of the ED Act / Planning Act in relation to infrastructure agreements.</p> <p>Infrastructure agreements (IAs) under the ED Act prevail to the extent of any inconsistency over the PDA development approval.</p>	No
191.	<p><i>Implementation Strategy</i></p> <p>4.2.1 Delivering a modern, sustainable and competitive world-class Airport - the collaboration group proposed should include community representation.</p>	The Collaboration Group provides for community representation.	No
192.	<p><i>Schedule 3 – 5.0 Flooding</i></p> <p>Change to reflect that the PDA will ensure that development reduces the flood risk to the community. It is not acceptable under any circumstances to allow any increase, even if it is not material.</p>	<p>Schedule 3 contains the Accepted Development provisions. These provisions only apply to development that does not require a PDA development approval.</p> <p>Section 2.5.9 of the Scheme sets out that development triggering a PDA development application must demonstrate a non-worsening on upstream or downstream private properties and infrastructure.</p> <p>The flood strategy will be further refined as part of the precinct</p>	No

#	Issue	Response	Amendment
Comments on specific provisions of the Development Scheme			
		master planning process for Precincts 2 and 5 and considered with PDA development applications for bulk earthworks.	
193.	Map 3A is indecipherable.	The Airport and Environs maps are taken from SPP mapping. Footnote 67 has been added to refer to the SPP for interpretation of the maps.	Yes
194.	Map 3D Light Restriction Plan needs further explanation. Presumably it means restriction in light impacting on the runway, rather than light impacting on the surrounding environment. Light impacts on the nearby beach and ocean will adversely impact endangered turtle nesting and hatching.	The Airport and Environs maps are taken from SPP mapping. The Scheme includes outcomes to minimise harm to sea turtle nesting and sea turtle activity in accordance with the Sea Turtle Sensitive Area Model Code. Footnote 67 has been added to refer to the SPP for interpretation of the maps.	Yes

5 List of Amendments

Amendment #	Relevant section	Description of amendment
General		
1	Copyright/ licence / disclaimer	Update to reflect the post July 2024 departmental changes to the EDQ Template.
2	Throughout the document	Formatting and editorial amendments including renumbering tables and figures
Land Use Plan		
3	2.1 Components of the land use plan	Insert new Figure Table 1 – Land Use Plan components and relationships displaying the hierarchy and interrelationship of the Land Use Plan, the Infrastructure Plan and the Implementation Strategy.

Amendment #	Relevant section	Description of amendment
4	2.1.3 Schedules	Insert new Schedule 4: Strategic Airports and aviation facilities mapping. The new Schedule 4 will contain Maps 5A, 5B, 5C and 5D which were previously in Section 2 and labelled Maps 3, 3B, 3C and 3D. This will improve the readability of the Scheme.
5	2.2.11 Precinct Master Plan and Plan of Development requirements	<p>Amendment clarifying that the following matters will be further addressed and resolved through the PMP or PoD process:</p> <ol style="list-style-type: none"> 1. the exact alignment of the internal boundaries of Precincts 2 and 5 2. the upgrades required to both trunk and non-trunk infrastructure networks 3. the hydraulic impacts on the environmental values of sensitive environments around the Airport, to ensure their protection and resilience 4. for Precinct 5: <ol style="list-style-type: none"> a. the opportunities to provide view corridors to Mt Coolum from David Low Way b. the building design provisions to ensure development complements the surrounding residential amenity and character of the area.
6	2.3 Vision	Part 11) and 12) of the Vision amended to strengthen criteria relating to potential impacts from flood, storm tide inundation and change to flood characteristics.
Structural elements		
7	Map 2	<p>Amendment to include:</p> <ol style="list-style-type: none"> i. clarity between new and existing storm water drain ii. the principal cycle network in accordance with the South East Queensland Principal Cycle Network Plan, Department of Transport and Main Roads, 2016 iii. footnotes detailing the source of map components

Amendment #	Relevant section	Description of amendment
		iv. Additional internal potential future public transport connection from Airport Drive to the terminal.
PDA Wide Criteria		
8	2.5.3 Public realm	Amendment to ensure signage does not impact scenic amenity
9	2.5.5 Public transport, connectivity and traffic management	New Footnote 32 identifying the proposed high frequency public transport connection from David Low Way within the ShapingSEQ 2023.
10	2.5.7 Environment and cultural heritage	New Footnotes 41 and 46 to ensure operational works applications for flood mitigation addresses impacts on sensitive environments.
11	2.5.8 Community Safety and Development Constraints	New 'Note' identifying that in accordance with the <i>Environmental Protection Act 1994</i> a contaminated land investigation document and a site management plan must be approved by the Administering Authority to manage the lands in place.
12	2.5.10 Airport and environs	Amendment to reference the Maps that have been moved from Section 2 to Schedule 4. New Footnote 67 referring to SPP guidance material for interpretation.
Precincts Provisions		
13	2.6 Precinct provisions	Amendment to clarify that the final internal alignment of the boundaries for all 6 precincts will be resolved through the PMP or PoD process.
14	Map 3 Precinct Plan	Amendments to align the precinct boundaries to existing structures and infrastructure, noting that under Section 2.6 the final internal alignment of the boundaries for all 6 precincts will be resolved through the PMP or PoD process
15	Map 4 Precinct Sensitive Land Use Buffer	Amendment to clarify the purpose of the Sensitive Land Use Buffer and its position within the Precinct.
16	2.6.2 Precinct 2: Gateway	Deletion of the limitation of buildings to be between 2 and 10 storeys as it will prohibit 1 storey buildings. Amendment to clarify that buildings are permitted up to 10 storeys. New Footnote 76 referring to the Sensitive Land Use Buffer as shown in Map 2 to ensure appropriately interfaces with adjoining sensitive land uses, ie residential.

Amendment #	Relevant section	Description of amendment
17	2.6.5 Precinct 5: Airport North	New Footnote 86 referring to the Sensitive Land Use Buffer as shown in Map 2 to ensure appropriately interfaces with adjoining sensitive land uses, ie residential.
Infrastructure plan		
18	3.2 Infrastructure networks	Amendment to included flood management as an item for infrastructure provision/upgrades.
Schedule		
19	Schedule 1 – PDA accepted development	Amendment to include operational work for certain advertising devices as Accepted Development. Development that does not fall within the parameters in Schedule 1 is Assessable Development, which includes advertising devices in Precincts 4 and 6. The extent to which advertising devices are Acceptable Development in the PDA is consistent with the parameters in The Maroochydore City Centre PDA Development Scheme and is more restrictive than the provisions of the Council’s Planning Scheme.
20	Schedule 2 – Definitions	Amended to include the following vegetation in the definition of known Significant Vegetation: <ul style="list-style-type: none"> • Wallum heathland • Emu she-oak • all vegetation in Precinct 6. <p>This amendment was requested by Department of Environment, Science and Innovation</p>
21	Schedule 4 Strategic Airports and aviation facilities mapping	New Schedule 4 containing Maps 5A, 5B, 5C and 5D, previously in Section 2.5.10 and titled as Maps 3A, 3B, 3C and 3D. New Note added to maps advising of the need to refer to SPP mapping for the most up-to-date and current versions of the maps.

6 List of Acronyms

Acronym	
EDQ	Economic Development Queensland
MEDQ	Minister for Economic Development Queensland
ED Act	Economic Development Act
PDA	Priority Development Area
SCA	Sunshine Coast Airport
SCC	Sunshine Coast Council
OLS	Obstacle Limitation Surface
OSCAR	Organisation of Sunshine Coast Associations of Residents
SPP	State Planning Policy
DESI	Department of Environment, Science and Innovation
EPBC Act	Environment Protection and Biodiversity Conservation Act
FAQ	Frequently Asked Questions
HYS	Have Your Say
Q&A	Questions and Answers
ILUP	Interim Land Use Plan
PMP	Precinct Master Plan
PoD	Plan of Development
DLW	David Low Way
AHD	Australian Height Datum
AEP	Annual Exceedance Probability
DFE	Defined Flood Event
TMR	Department of Transport and Main Roads
PFAS	Per- and Polyfluoroalkyl Substances
USC	University of the Sunshine Coast
GTIA	Guide to Traffic Impact Assessments
SCAEP	Sunshine Coast Airport Expansion Project