

B13

AIRPORT AND SURROUNDS

SOCIAL IMPACT



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13.1 INTRODUCTION

The social impact assessment (SIA) was carried out to assess the potential social impacts and benefits associated with the construction and operation of the proposed Sunshine Coast Airport (SCA) Expansion Project (the Project).

To complete the SIA, existing data and reports were used as well as information gathered from stakeholders and the community through the engagement process.

This SIA fulfils the role of analysing the potential social changes related to the construction and operation of expanded SCA. The objectives for the SIA include:

- Identifying potential positive and negative social impacts that may come about as a result of the construction and operation of the Project
- Identifying potential measures to enhance positive social impacts and avoid, mitigate or offset potential negative social or economic impacts
- Providing an assessment of the level of residual social impact (positive or negative) associated with the Project.

13.2 METHODOLOGY

The International Principles for social impact assessment (Vanclay P. F., 2003) state that SEIA:

“...includes the processes of analysing, monitoring and managing the intended and unintended social consequences, both positive and negative, or planned interventions (policies, programs, plans, and projects) and any social change processes invoked by those interventions. Its primary purpose is to bring about a more sustainable and equitable biophysical and human environment”.

According to Vanclay social impacts are associated with changes to one of more of the following:

- **People’s way of life** – how they live, work, play and interact with one another on a day-to-day basis
- **Their culture** – that is, their shared beliefs, customs, values and language or dialect
- **Their community** – its cohesion, stability, character, services and facilities
- **Their political systems** – the extent to which people are able to participate in decisions that affect their lives, the level of democratisation that is taking place, and the resources provided for this purpose
- **Their environment** – the quality of the air and water people use; the availability and quality of the food they eat; the level of hazard or risk, dust and noise they are exposed to; the adequacy of sanitation, their physical safety, and their access to and control over resources

- **Their health and wellbeing** – health is a state of complete physical, mental, social and spiritual wellbeing and not merely the absence of disease or infirmity
- **Their personal and property rights** – particularly whether people are economically affected, or experience personal disadvantage which may include a violation of their civil liberties
- **Their fears and aspirations** – their perceptions about their safety, their fears about the future of their community, and their aspirations for their future and the future of their children.

Combining these factors with the requirements of the EIS Terms of Reference, this SIA focuses on identifying potential impacts of the proposal associated with people's way of life, their environment, their community, their health and wellbeing and their personal and property rights.

Social impacts associated with the Project are discussed in this chapter. Social aspects associated with other parts of the Project are addressed in the following chapters, Chapter C6 – Other Considerations (social impacts associated with dredging operations) and Chapter D5 – Social and Visual Impacts (social impacts associated with the change to airspace and flight paths).

Matters relating to Indigenous and Non-Indigenous cultural heritage are addressed in Chapter B11 – Indigenous Cultural Heritage and Native Title and Chapter B12 – Non-Indigenous Cultural Heritage.

13.2.1 Information sources

The SIA has been informed by a wide range of existing reports and studies. Where available, input from stakeholders and the community has been used to better understand the current social environment and people's perception of the Project and its potential social and economic impacts and benefits.

The SIA also relies on inputs from a variety of disciplines including landscape and visual, cultural heritage, economics, property, noise, traffic and Project design.

The SIA has been carried out using information gathered from the following sources:

- **ABS Census data** – 2011 Census data has been used to provide information about relevant populations
- **Existing reports and data** – a number of existing reports have been used to gather information for the SIA. This includes government plans and policies, information from other planning projects conducted in the vicinity of the Project area, media reports and community based websites
- **Site visits** – A number of site visits were undertaken during the preparation of this social impact chapter
- **Community survey** – A community survey was conducted in late 2012. The survey form was delivered to people via a community newsletter and was available both online and in hard copy

- **Other EIS chapters** – information used in this SIA has been drawn from other chapters of this EIS.

13.2.2 Study areas

Three areas of interest have been defined for the Project (refer **Figure 13.2a**). These include the airport site, the area within a 40 km radius of the airport known as the Project study area and the site of dredging activities and associated marine activities. This chapter of the Environmental Impact Statement (EIS) focuses on potential impacts to the social environment associated with the airport site and areas immediately adjacent to the airport. For the purpose of the SIA, the Australian Bureau of Statistics' Marcoola-Mudjimba Statistical Area Two (SA2) Census block has been used as the boundary for this study area. This includes the airport land and the suburbs of Marcoola (which includes the locality of the Town of Seaside), Mudjimba and Twin Waters, Pacific Paradise and approximately half of the suburb of Bli Bli (the portion of the suburb to the east of the Maroochy River). This study area is approximately 33 km².

Demographic and social infrastructure data from the ABS's Sunshine Coast Local Government Area (LGA) and the State Suburbs Census blocks (SSC) has also been used where appropriate to help characterise the areas surrounding the airport. It is noted that demographic statistics for the new Noosa Shire are contained within the ABS's Sunshine Coast LGA dataset.

13.2.3 Assumptions and technical limitations

13.2.3.1 Demographic and statistical data

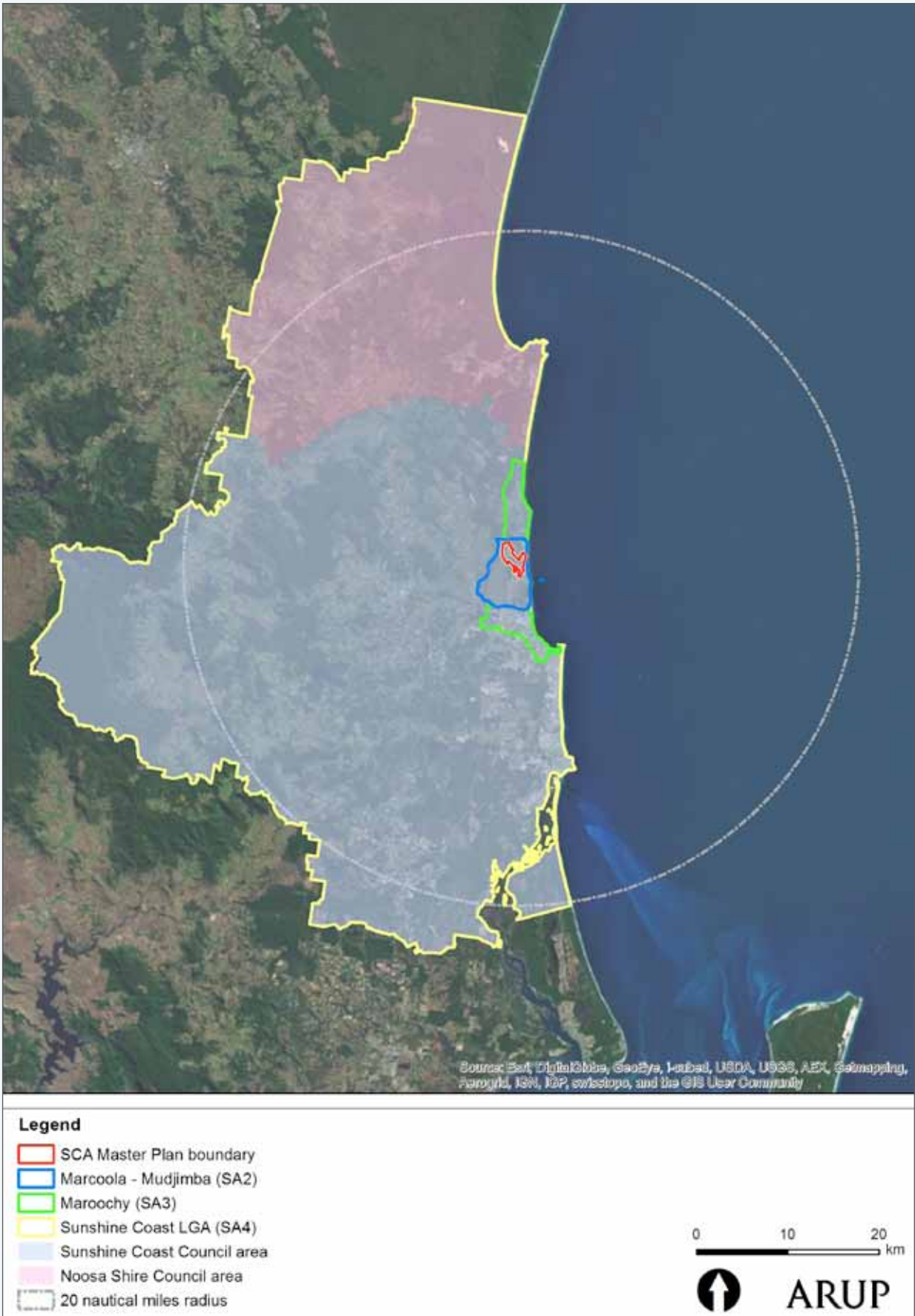
The demographic data used for this SIA was drawn from the 2011 ABS Census. Data from other reliable sources, such as the Queensland Government's Office of Economic and Statistical Research (OESR) have been used to supplement this data.

Demographic profiles in this SIA are based on usual place of residence data which counts where people live no matter where they were on Census night. Place of enumeration data counts which show where people were on Census night and has been used to represent the 'transient population' (i.e. tourists) within the SIA study areas. The 2011 Census was undertaken in August which is not a peak tourism season; therefore this data is used as a guide only and has been supplemented by other visitor data where available.

Major classification changes have occurred between the ABS 2006 and 2011 Census. The 2011 Census collection areas were based upon the Australian Statistical Geography Standard (ASGS) which replaces the Australian Standards Geographic Classification used in the 2006 Census. This means that small discrepancies between comparative data may exist, but these are not deemed to be significant.

Social assessment is subjective in nature – objectivity has been brought into the assessment where possible through the use of standards, policies and guidelines.

Figure 13.2a: Study area



13.2.3.2 Stakeholder and community engagement

Data has been gathered from primary sources (stakeholders and the community) specifically for the SIA. This data has been gathered through discussions with stakeholders and self-select surveys. This information is therefore not a representative sample of the relevant study area populations. This primary data has been used in the SIA to supplement other data sources and highlight emerging trends. Full information about the Stakeholder Engagement program that has been undertaken in the development of this EIS is provided in Chapter A7 – Stakeholder and Community Engagement.

13.3 POLICY CONTEXT AND LEGISLATIVE FRAMEWORK

The following legislation, policy and plans are relevant to this assessment. They guide assessment and requirements or provide information relevant to the existing and anticipated future social and cultural environments.

13.3.1 Queensland Government legislation, policies and guidelines

13.3.1.1 South East Queensland Regional Plan 2009 – 2031

The South East Queensland Regional Plan (SEQ Regional Plan) was prepared by the Queensland Government to sustainably manage regional growth and change, to protect and enhance quality of life within the region. The regional plan was prepared in accordance with the *Integrated Planning Act 1997* (which has now been replaced by the *Sustainable Planning Act 2009*). The SEQ Regional Plan lists the SCA as a key enterprise employment area for the Sunshine Coast region.

The SEQ Regional Plan's desired regional outcome for strong communities is for communities to be *cohesive, inclusive and healthy, with a strong sense of identity and place, and access to a full range of services and facilities that meet diverse needs*.

13.3.1.2 Implementation Guideline No. 5-Social Infrastructure Planning 2005-2026

Implementation Guidelines support the SEQ Regional Plan initiatives and provide non-statutory guidance for social infrastructure planning. Guideline no. 5 sets addresses:

- Social infrastructure planning and/or provision
- Planning schemes and SEQ Regional Plan implementation measures
- Infrastructure charges scheduling and priority infrastructure planning
- Assessment of development and infrastructure impacts on social infrastructure
- Master planning communities

- Service delivery and facility management.

Of most relevance to the Project is the guidance provided on identifying social infrastructure and community profiles within the relevant study areas.

13.3.1.3 Queensland Green Space Strategy 2011-2020

The *Queensland Green Space Strategy 2011-2020*, and the accompanying *Greenspace Action Plan 2011-12* are tools to help secure and provide better public access to greenspace in Queensland. The strategy aims for the State's growing communities "to be supported by networks of diverse, high-quality community greenspace to cater for a range of community and environmental needs". The guideline also notes that the Queensland Coordinator General will continue to investigate and deliver community greenspace as part of major infrastructure projects administered under the *State Development and Public Works Organisation Act 1971*, which applies to this airport Project. The expansion of the airport and associated changes to flight paths may potentially affect access and amenity of greenspaces in the region, which is identified in this study.

13.3.1.4 Regional Road Map 2011

The Regional Road Map has been prepared by Regional Development Australia, an Australian Government Initiative that sets out the region's current economic, social and environmental profile and articulates the direction for where the region is heading in the next 20 years. This is particularly important in understanding what the social and cultural areas may be like in 2015 when construction commences and 2020 when operation of the proposed Project commences.

13.3.2 Sunshine Coast Regional Council policy and plans

The following local government policy and planning related documents have been reviewed in the preparation of this SIA. These documents respond to the needs of the Sunshine Coast community and highlight local and regional needs and future intentions.

13.3.2.1 Maroochy Plan 2000

The Project land is located within the Sunshine Coast local government area. The *Sunshine Coast Planning Scheme 2014* commenced on 21 May 2014 and is the planning scheme for the whole local government area. The Planning Scheme replaced the previous *Maroochy Plan 2000*.

13.3.2.2 Sunshine Coast Airport Master Plan

The SCA Master Plan was prepared in 2007 and is the basis of the proposal to develop the new east-west runway 13/31 and terminal facilities. The Master Plan was publicly exhibited and had broad community support at that time. A key feature of the Master Plan is the re-alignment of the runway to reduce the noise, health and safety impacts of airport operations upon the surrounding community.

13.3.2.3 Sunshine Coast Community Plan 2011

The Sunshine Coast Regional Council's Community Plan documents the community's vision, values and aspirations for the next 20 years. It sets the context for development and growth of the region, protection of ecosystems, infrastructure improvements and the wellbeing of people. Community engagement and endorsement were central to the preparation of the plan. This plan has informed the existing and future community aspirations, challenges and issues, in understanding the existing and potential cultural and social environments.

13.3.2.4 Sunshine Coast Social Infrastructure Strategy 2011

This strategy provides a framework to maintain, plan for and deliver social infrastructure. It identifies existing and future levels of service and sets out future intentions for the region and local area. Social infrastructure includes the key community facilities that provide places for people to meet, interact and undertake activities. It provides a focus for communities and contributes to community wellbeing and the economy. As such it informs the existing and future infrastructure that has been included in this assessment.

13.3.2.5 Sunshine Coast Affordable Living Strategy 2010-2020

This strategy seeks to capitalise on the opportunities that a more compact urban form offers in terms of livability, sustainability and affordability on the Sunshine Coast. The strategy states that affordable living is the integration of housing diversity, housing affordability, self-contained neighbourhoods, options, supportive environments, resource efficiency and economic development. The impact assessment of Airport Expansion Project considers any potential impacts that an associated workforce could have on housing stock, cost and appropriateness, particularly in the local area. The proposed Project in the assessment phase also needs to consider any impacts on the livability and social sustainability of the region.

13.3.2.6 Sunshine Coast Open Space Strategy

This strategy sets out the long-term intentions for recreation parks, sports grounds and recreation trails across the region. It proposes a desired level of service for how much land is required, where it should be located and how such recreation and open space land should function. The strategy indicates that a number of natural features and open space areas provide significant amenity in the local area surrounding the airport. These areas are Mount Coolum, the Maroochy River and Maroochy River National Park, and the vegetation on either side of the Sunshine Motorway, north of the Maroochy River which provides an intra-urban break between Maroochydhore and Coolum. The strategy identifies a shortfall of open space for both local and district level recreation parks. There are a number of recreation and natural areas and the social values these provide need to be considered in this assessment.

13.3.2.7 Sunshine Coast Wellbeing Charter 2010

The Wellbeing Charter for the Sunshine Coast defines wellbeing as *a positive physical, social and mental state which is influenced through the physical, natural, socio-economic and personal environments*. The charter guides the initial and ongoing development of strategies and priorities for the region's wellbeing.

13.3.2.8 Community Events and Celebrations Strategy 2010

This strategy highlights the region's desire to be more event-friendly. The strategy highlights benefits provided by community events that include building a strong sense of community, local identity and building social connections and networks. Relevant event spaces and infrastructure are identified within the each study area.

13.4 EXISTING CONDITIONS

The SCA services the Sunshine Coast and beyond with a primary catchment of around 300,000 and a total catchment of around 600,000 people as shown in **Figure 13.4a**.

In response to the EIS Terms of Reference (TOR) issued by the Queensland Coordinator-General, this section of the SIA details the outcomes of the social baseline study. The baseline study aims to characterise the current social environment within the SIA study areas (as described in **Section 13.2.2**) to provide a point from which potential impacts and benefits can be identified and assessed.

A demographic profile of the study areas is first presented to set the scene. Then to address the requirements of the EIS TOR the following aspects of the study area are discussed:

- Settlement patterns
- Characteristics of the area
- Land use and ownership
- Social infrastructure
- Influence of the airport on the area.

13.5 DEMOGRAPHIC PROFILE

Table 13.5a presents demographic data from the Australian Bureau of Statistics' 2011 Census of Population and Housing for the relevant SIA study areas. This data is discussed in following sections.

Overall, the Marcoola-Mudjimba area is very similar to the Maroochy district area, the broader LGA and the state of Queensland with similar gender balance, family structures, number of people per household. Aspects where the Marcoola-Mudjimba area differs from the LGA and State include a:

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SOCIAL IMPACT

Figure 13.4a: SCA catchment (from www.sunshinecoastairport.com.au)



- Slightly lower percentage of Aboriginal and Torres Strait Islander People (1.6 per cent) than the Sunshine Coast (3.6 per cent) and Queensland (2.5 per cent)
- Higher median age (39) than the Queensland median (36) but slightly lower than the overall LGA median (42)
- Lower family incomes (\$1,212/week) than the Queensland average (\$1,453/week). Incomes are consistently lower than the state average across the district and LGA
- Higher percentage of unoccupied dwellings (15.5 per cent) than the Queensland average (10.3 per cent)
- Higher percentage of semi-detached housing (17.4 per cent) and apartments (19 per cent) than the LGA (10.1 per cent)
- Higher weekly rental cost (\$335/week) than the LGA (\$320/week) and state (\$300/week).

Table 13.5a: Demographic data

		Local (SA2)		District (SA3)		Regional (SA4/ LGA)		State (STE)		
		Marcoola-Mudjimba		Maroochy		Sunshine Coast		Queensland		
		%		%		%		%		
PEOPLE	Population	Resident Population at Aug 2011 (all)	10,185	-	51,085	-	306,909	-	4,332,739	-
		Resident Population at Aug 2011 (aged 18+)	7,747	76% of total population	41,074	80% of total population	236,183	77% of total population	3,278,854	76% of total population
		Aboriginal and Torres Strait Islander People	161	1.6%	724	1.4%	4,589	3.6%	155,825	2.5%
	Gender	Male	5,003	49.1%	24,746	48.4%	148,643	48%	2,148,221	49.6%
		Female	5,181	50.9%	26,339	51.6%	158,266	52%	2,184,518	50.4%
	Age	Median Age	39	-	40	-	42	-	36	-
		Children (0-14)	1,989	19.6%	8,264	16.2%	58,078	19.0%	875,864	20.2%
		Working adults (15-64)	6,781	66.7%	34,307	67.2%	193,004	62.8%	2,887,886	66.7%
		Older Persons (65 +)	1,412	13.9%	8,515	16.7%	55,826	18.2%	568,987	13.2%
	Education	Attending education institution	2,782	27.3%	13,216	25.9%	83,890	27.3%	1,282,250	29.6%
Weekly income	Personal	\$ 558	-	\$ 552	-	\$ 519	-	\$587	-	
	Family	\$ 1,212	-	\$1,208	-	\$1,219	-	\$1,453	-	
	Household	\$ 1,066	-	\$ 983	-	\$ 1,010	-	\$1,235	-	
FAMILIES	No.	No of Families	2,939	-	13,744	-	86,304	-	1,148,176	-
		Children per family	1.8	-	1.7	-	1.8	-	1.9	-
	Composition	Couple family without children	1,293	44.0%	6,459	47.0%	38,814	45.0%	453,102	39.5%
		Couple family with children	1,078	36.7%	4,536	33.0%	33,174	38.4%	491,200	42.8%
		One parent family	539	18.3%	2,527	18.4%	13,368	15.5%	184,547	16.1%
		Other family	31	1.1%	223	1.6%	947	1.1%	19,330	1.7%

		Local (SA2)		District (SA3)		Regional (SA4/ LGA)		State (STE)		
		Marcoola-Mudjimba		Maroochy		Sunshine Coast		Queensland		
			%		%		%		%	
DWELLINGS	Type of private dwelling	No of private dwellings	4,924	-	27,388	-	141,952	-	1,826,449	-
		Occupied private dwellings	3,954	84.5%	21,032	83.9%	116,711	86.5%	1,547,303	89.7%
		Unoccupied private dwellings	724	15.5%	4,031	16.1%	18,159	13.5%	177,911	10.3%
	Structure	Separate house	2,478	62.7%	11,310	53.8%	89,324	76.5%	1,215,302	78.5%
		Semi-detached, row or terrace house, townhouse etc.	689	17.4%	3,565	17%	11,739	10.1%	129,429	8.4%
		Flat, unit or apartment	750	19.0	5,692	27.1	13,390	11.5	181,717	11.7
		Other dwelling	37	0.9	446	2.1	2,202	1.9	19,575	1.3
	Household composition	People per household	2.5	-	2.3	-	2.5	-	2.6	-
		Family households	2,904	73.5	13,567	64.5	84,729	72.6	1,120,828	72.4
		Single (or lone) person households	851	21.5	6,056	28.8	27,373	23.5	353,509	22.8
		Group households	197	5.0	1,408	6.7	4,610	3.9	72,967	4.7
	Housing costs	Monthly mortgage repayments	\$1,750	-	\$1,820	-	\$1,863	-	\$1,850	-
		Weekly rent	\$335	-	\$310	-	\$320	-	\$300	-
		Average motor vehicles per dwelling	1.7	-	1.6	-	1.7	-	1.8	-

13.5.1 Population

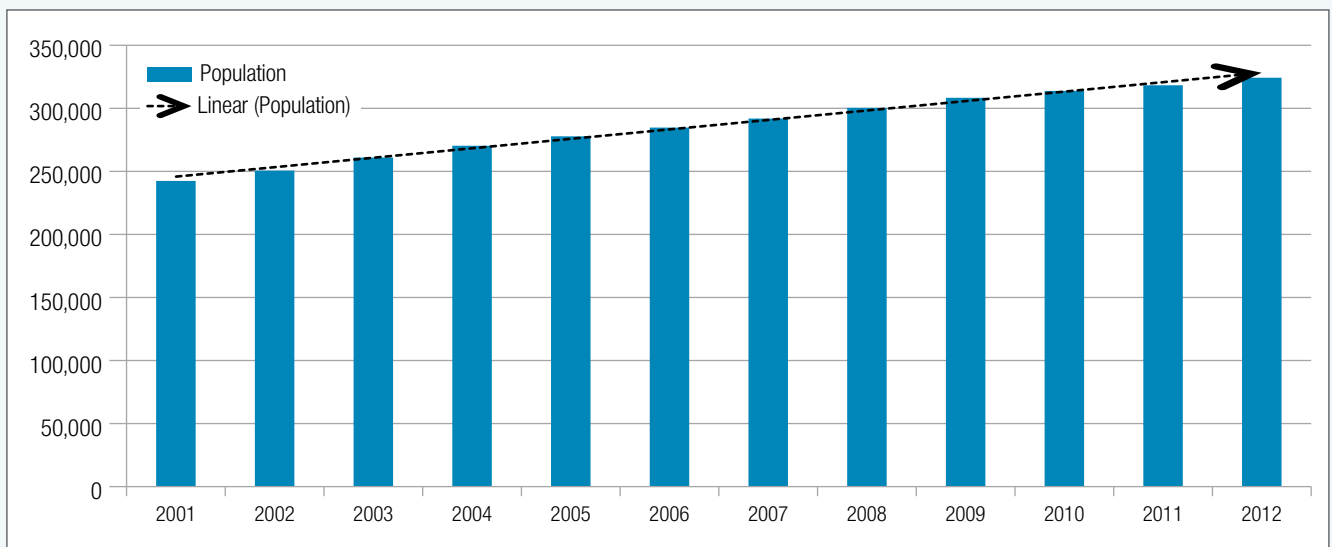
The Sunshine Coast region is one of the fastest growing in Australia. Between the 2006 and 2011 census, the region added an additional 30,644 residents. Between 2001 and 2012 the population increased by more than ten per cent (as shown in **Figure 13.5a**) with an annual average growth rate of 2.6 per cent, higher than the annual average growth rate for the state of Queensland (Queensland Treasury and Trade, 2014).

The Sunshine Coast LGA Census area had an estimated resident population of 324,266 persons as at 30 June 2012 (Australian Bureau of Statistics, 2013), representing an increase of more than 17,000 residents since the 2011 Census.

The region is expected to experience significant population growth in the coming decades. More than 200,000 additional people are expected to reside in the region by 2031 bringing the total population to close to 500,000 persons (Department of Infrastructure and Planning (former), 2009).

Managing the impacts of growth and increasing population remains one of the region's biggest challenges. The community's desire expressed within the Community Plan (2011) is to '*Retain the best of what the region has now, while embracing change and opportunity as the region continues to grow*' (Sunshine Coast Council, 2011e). There is an acceptance that growth is necessary, but the community has a strong desire to see this managed sustainably.

Figure 13.5a: Population estimates by LGA for the Sunshine Coast at 30 June 2001 – 2012 (Australian Bureau of Statistics, 2013)



13.5.2 Age structure

Sunshine Coast residents are older than Queensland residents. The median age of Sunshine Coast residents is 42 years compared to 36 years for the state of Queensland. The Coast’s median age increased from 41 years in the previous Census (Australian Bureau of Statistics, 2006). The comparative age profile (shown in **Figure 13.5b**) shows that compared to Queensland the Sunshine Coast’s age profile is characterised by:

- Less children, those aged between 0-14 years (19 per cent compared to 20.2 per cent)
- Significantly less younger adults, in particular those aged between 20-39 years 21.2 per cent compared to 27.4 per cent)
- More mature adults aged 45-64 years (28 per cent compared to 25.3 per cent)

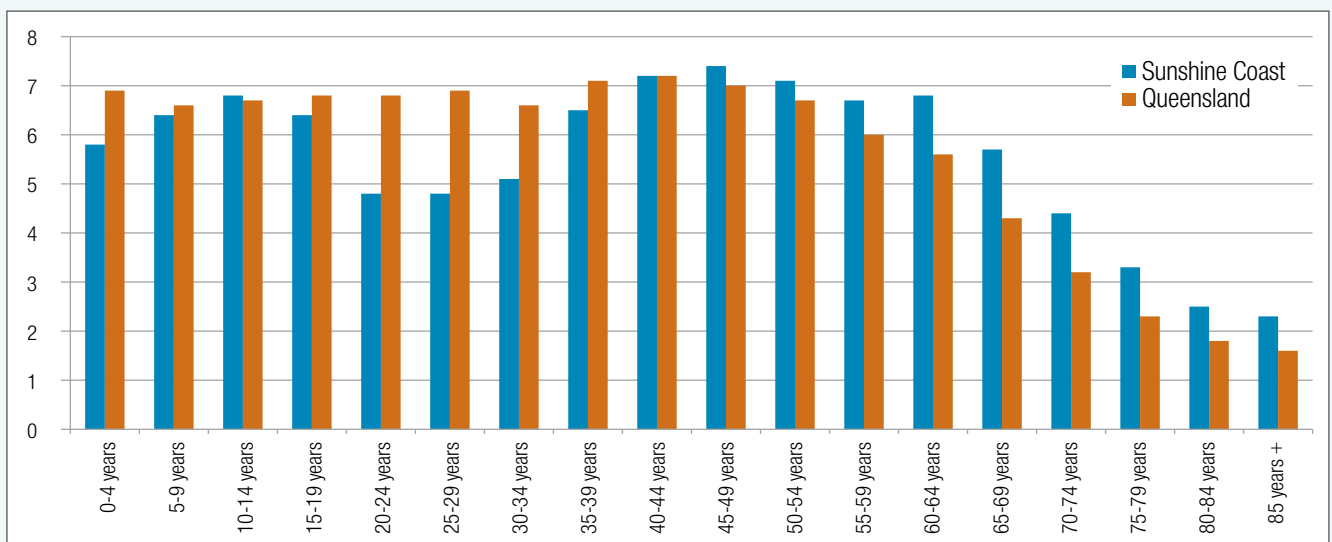
- Significantly more older persons aged 65 and over (18.2 per cent compared to 13.2 per cent)
- Overall, the Sunshine Coast has an older population profile than the state of Queensland.

13.5.3 Cultural and ethnic characteristics

Most people who live in the Sunshine Coast LGA were born in Australian (75 per cent) which is similar to Queensland (74 per cent). The most common countries of birth for non-Australian born people who live on the Sunshine Coast were England (6.6 per cent), New Zealand (4.9 per cent), South Africa (0.8 per cent), Germany (0.7 per cent) and Scotland (0.7 per cent).

The most common ancestries in Sunshine Coast were English (32.8 per cent), Australian (27.6 per cent), Irish (8.9 per cent), Scottish (8.4 per cent) and German (4.7 per cent).

Figure 13.5b: Comparative age profile of the region’s residents. Source (Australian Bureau of Statistics, 2011).



At the time of the 2011 Census, 91.7 per cent of people in the Sunshine Coast LGA only spoke English at home (compared to 84.8 per cent in Queensland, and 76.8 per cent in Australia). Other languages spoken at home included German (0.6 per cent), Italian (0.3 per cent), French (0.3 per cent), Dutch (0.3 per cent) and Spanish (0.2 per cent).

13.5.4 Indigenous population

In 2011, 3.6 per cent of the Sunshine Coast population were of Aboriginal and/or Torres Strait Island descent, representing a higher proportion than that of Queensland (2.5 per cent of the total population). The proportion of residents who identify themselves as Aboriginal and Torres Strait Islander People in the Sunshine Coast has increased from 1.2 per cent in 2006. The Indigenous community includes Traditional Owners, South Sea Islanders and historical Aboriginal peoples.

13.5.5 Gender

The Sunshine Coast has a lower proportion of males (48 per cent compared to 49.6 per cent for the State) and a higher proportion of females (52 per cent compared to 50.4 per cent for the State).

13.5.6 Health

Overall, the health of people living on the Sunshine Coast is very similar to the Queensland average. Residents have a life expectancy of 81 years which is similar to residents of Queensland (Sunshine Coast Regional Council, 2009). The region reported a slightly higher percentage of people who required assistance with core activities. 5.2 per cent of Sunshine Coast residents required assistance compared to 4.7 per cent of Queensland residents. Similar to Queensland and Australia, 10.9 per cent of Sunshine Coast people provided unpaid assistance to a person with a disability in the two weeks prior to the 2011 Census (Australian Bureau of Statistics, 2011).

13.5.7 Quality of life

The Sunshine Coast enjoys a high level of wellbeing and quality of life. In the ACF Index (2010), the Sunshine Coast ranked the highest of the 20 cities and regions for subjective wellbeing, measured as community sentiment (Australian Unity and Australian Centre of Quality of Life, 2012). The region again ranked highly (fourth out of the 20 places) for quality of life (Australian Conservation Foundation, 2010).

13.5.8 Education, skills and workforce

83,890 of the Coast's residents (27.3 per cent) were attending an educational institution at the time of the 2011 Census. Of these, 31.7 per cent were in primary school, 22.9 per cent in secondary school and 16.9 per cent in a tertiary or technical institution. **Figure 13.5c** shows that there are higher rates of participation in education across all levels excluding secondary school.

13.5.9 Employment

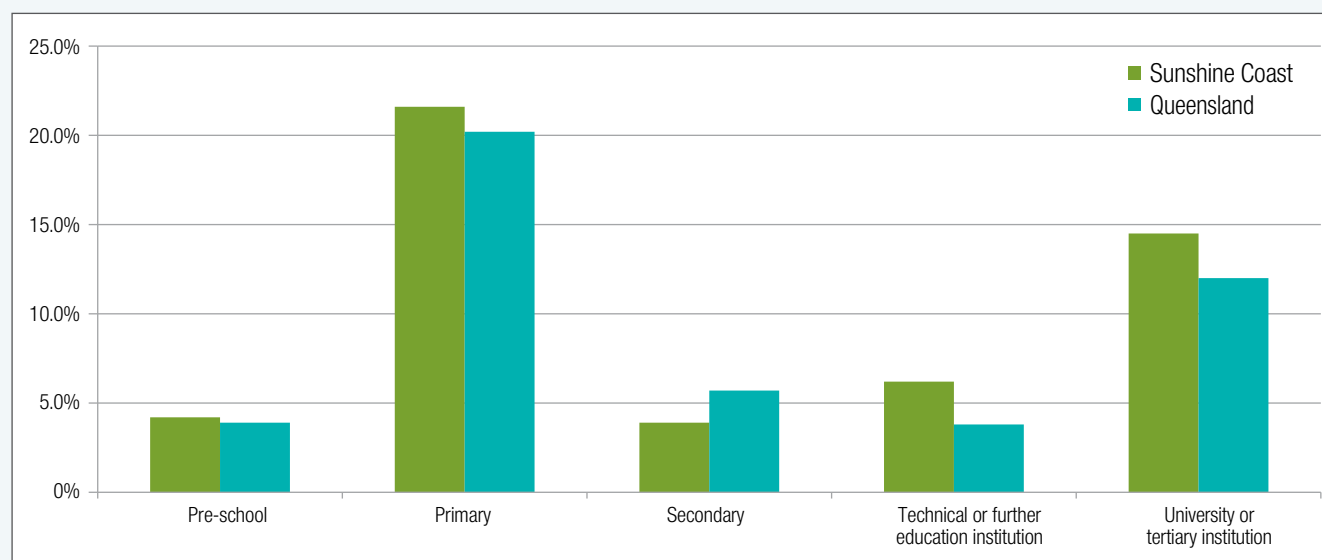
The health care and social assistance (14.9 per cent), retail trade (14.4 per cent), accommodation and food services (10.3 per cent), education and training (9.1 per cent) and construction (7.9 per cent) industries employ the largest number of people in the Sunshine Coast Region (Australian Bureau of Statistics, 2011).

The Sunshine Coast region had an unemployment rate of 5.98 per cent for the September 2013 quarter (economy.id, 2013). This was similar to the unemployment rate for Queensland (5.9 per cent) but slightly higher than the national average (5.75) for the same time period.

13.5.10 Income

The Sunshine Coast had lower weekly incomes for personal, family and household incomes. A greater proportion of households (27.2 per cent) had a weekly income of less than \$600 (compared to 22.8 per cent for Queensland).

Figure 13.5c: Proportion of Sunshine Coast residents attending various educational institutions compared to the proportion of Queensland residents



Whilst of a lower proportion of household (6.2 per cent) had a weekly income of more than \$3,000 (compared to 10.2 per cent across the state).

13.5.11 Future economic and employment intentions

Creating a robust economy is Council's highest priority for the region (Sunshine Coast Regional Council, 2009). The region intends to diversify and create employment opportunities beyond the current reliance on tourism, retail and construction industries. There is a need to create more jobs, to avoid a jobs shortfall by 2031 (Regional Development Australia, 2011) and to retain young people, so that they are not forced to leave the region to look for work. The Sunshine Coast intends to be self-sufficient and attract new investment, creativity and innovation, investment in sustainable industries, health, research and development. Another key intention is to reinvigorate the rural sector. Building upon the existing cluster of aviation related businesses located at the SCA is identified as a key element for diversifying the region's economy and continue support to the Coast's tourism industry in the *Sunshine Coast Economic Development Strategy 2010-2014*.

13.5.12 Community strength and participation

There is a higher level of volunteerism in the Sunshine Coast with 20.2 per cent of residents having volunteered through an organisation or group in the 12 months prior to August 2011. This was higher than Queensland average of 18.7 per cent. A high level of volunteerism is often used as a measure of local community strength and the willingness of residents to engage in activities for which they are not remunerated (*Australian Conservation Foundation, 2010*).

The region ranked seventh out of 20 in the ACF Index (2010) for public participation, as a reflection on the proportion of individuals who volunteer for a group or organisation.

13.5.13 Household composition

The average regional household consisted of 2.5 people. This was slightly less than 2.6 people for the average Queensland household. **Figure 13.5d** shows that compared to Queensland, households in the Sunshine Coast were characterised by:

- Slightly more family households (72.6 per cent compared to 72.4 per cent)
- More single or lone person households (people living alone) (23.5 per cent compared to 22.8 per cent)
- Less group households (3.9 per cent compared to 4.7 per cent).

13.5.14 Families

Compared to Queensland, the 86,304 families (representing 72.6 per cent of households) in the Sunshine Coast had proportionately:

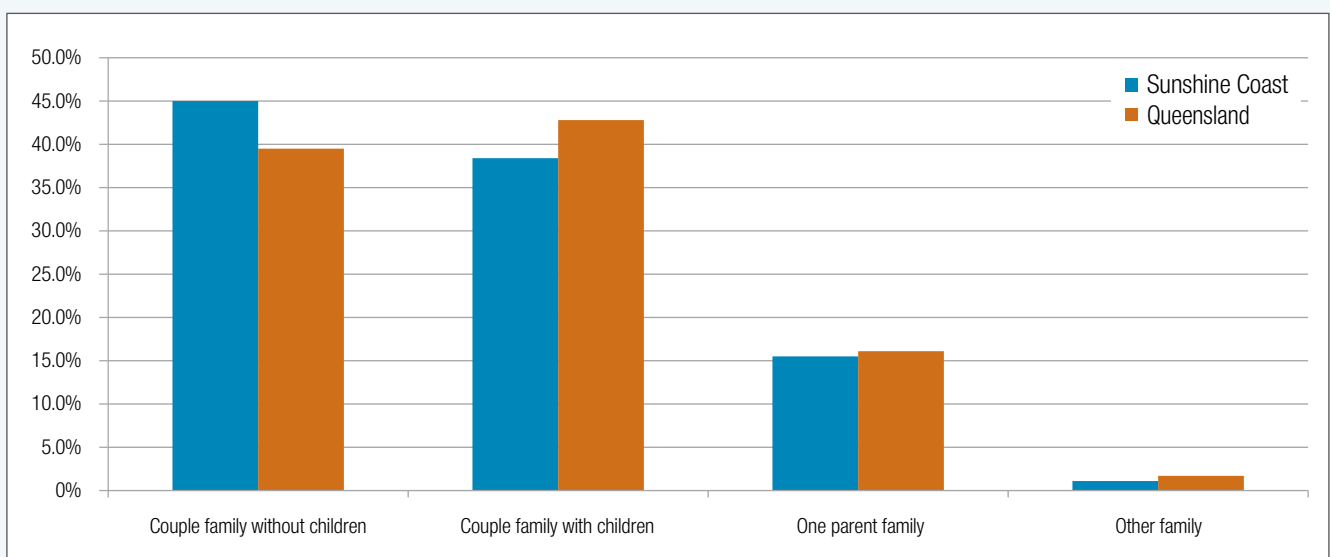
- More couples with no children (45 per cent compared to 39.5 per cent)
- Less couples with children (38.4 per cent compared to 42.8 per cent)
- Less one parent families (15.5 per cent compared to 16.1 per cent)
- Less of other family types (1.1 per cent compared to 1.7 per cent).

Of those families with children, the average family had 1.8 children, slightly less than the average of 1.9 children per family across the state.

13.5.15 Dwellings

There were 141,952 private dwellings recorded across the Sunshine Coast as at Census 2011. This was an increase of 11,952 dwellings more than in 2006. The region is expected to have around 228,000 dwellings by 2031 (*Department*

Figure 13.5d: Regional households compositions compared to those of Queensland



of Infrastructure and Planning (former), 2009). Of these, 86.5 per cent dwelling were occupied. Separate houses were the most common dwelling type in the Sunshine Coast (76.5 per cent). Flats, units and apartments comprised a further 11.5 per cent, whilst semi-detached and town houses comprised 10.1 per cent of private dwellings.

13.5.16 Tenure

Of occupied private dwellings on the Sunshine Coast, compared to the state average:

- More people owned their home outright (33.8 per cent compared to 29 per cent)
- Less people had a mortgage (32.9 per cent compared to 34.5 per cent)
- There were less rental dwellings (29.4 per cent compared to 33.2 per cent).

13.5.17 Housing cost and housing cost stress

Housing costs in the Sunshine Coast were more for both mortgage repayments and rental costs. For households with a mortgage, the average monthly mortgage repayments were \$1,863, \$13 dollars more a month than the average Queensland mortgage repayment of \$1,850 per month. For 88.6 per cent of households repaying a mortgage, monthly repayments represented less than 30 per cent of their households' income. 11.4 per cent of households spent more than 30 per cent of their income on mortgage repayments, a higher proportion than across the State (9.7 per cent). These 11.4 per cent of households were considered to be experiencing housing stress, where housing cost is relatively high compared to income.

The average weekly rental for a property in the Sunshine Coast was \$320 dollars per week. This was \$20 more than the average Queensland rental of \$300 per week. 13.8 per cent of households across the Sunshine Coast spent more than 30 per cent of their income on rent.

13.5.18 Disability prevalence

ABS data predicts that 17.7 per cent of the Queensland population has a disability. 12,787 people or 5.0 per cent of the population in Sunshine Coast in 2011 reported needing help in their day-to-day lives due to disability (Australian Bureau of Statistics, 2011).

At the time of the 2011 Census, 10.9 per cent of the Sunshine Coast population had provided unpaid assistance to a person with a disability in the previous two week. This per centage was consistent with the Queensland population (10.2 per cent).

13.5.19 Crime rates

Based on 2011/2012 data the Sunshine Coast has a crime rate of 1.08 crimes per person within the population compared to 1.51 crimes per person in the population for the State of Queensland (Queensland Police, 2014). Queensland Police data does not list domestic violence separately; therefore it is difficult to accurately report on its prevalence. To help characterise its prevalence, information about the issue of protection orders through the courts was sought. During 2012–13 there were 23,794 applications for protection orders lodged in Queensland (Magistrates Courts of Queensland, 2013). 1023 of these were made through the Maroochydoore magistrate court which is the closest court to the study area.

Figure 13.5e provides details of the types of crime reported for the first six months of 2014 in the Sunshine Coast police region (Queensland Police, 2014). **Figure 13.5f** provides a graphical representation of the spatial distribution of these crimes. The 'hot spot' of crime activity within the Sunshine Coast police region is located in the Maroochydoore area. **Figure 13.5g** provides a graphical representation of the spatial distribution of crime in the Marcoola-Mudjimba study area.

Figure 13.5e: Crime statistics for Sunshine Coast (1 January – 30 June 2014)

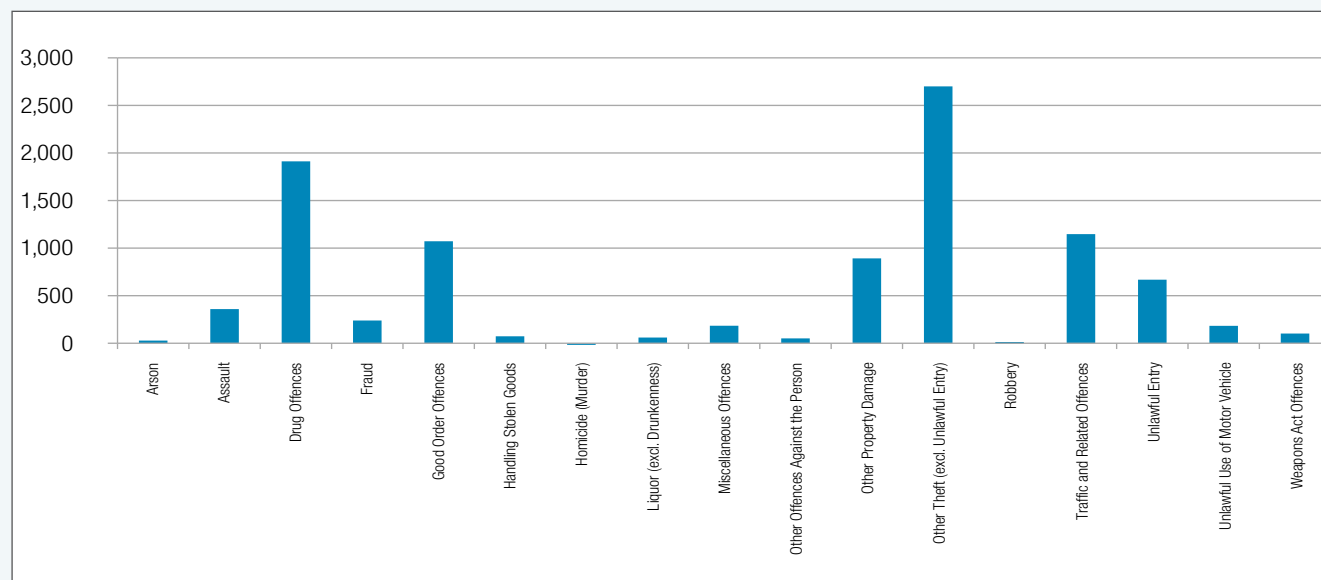


Figure 13.5f: Spatial distribution of crime across the Sunshine Coast police region

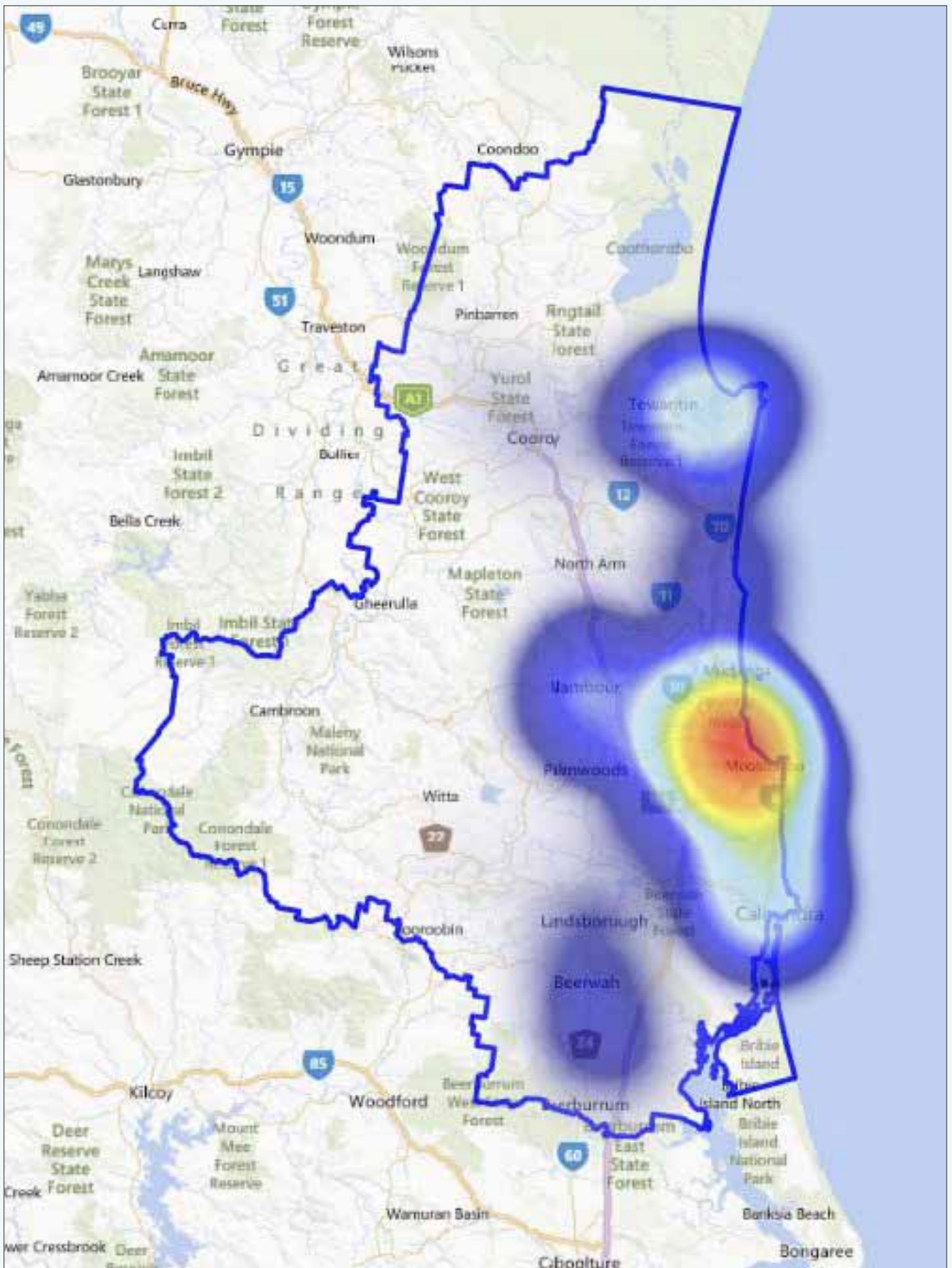
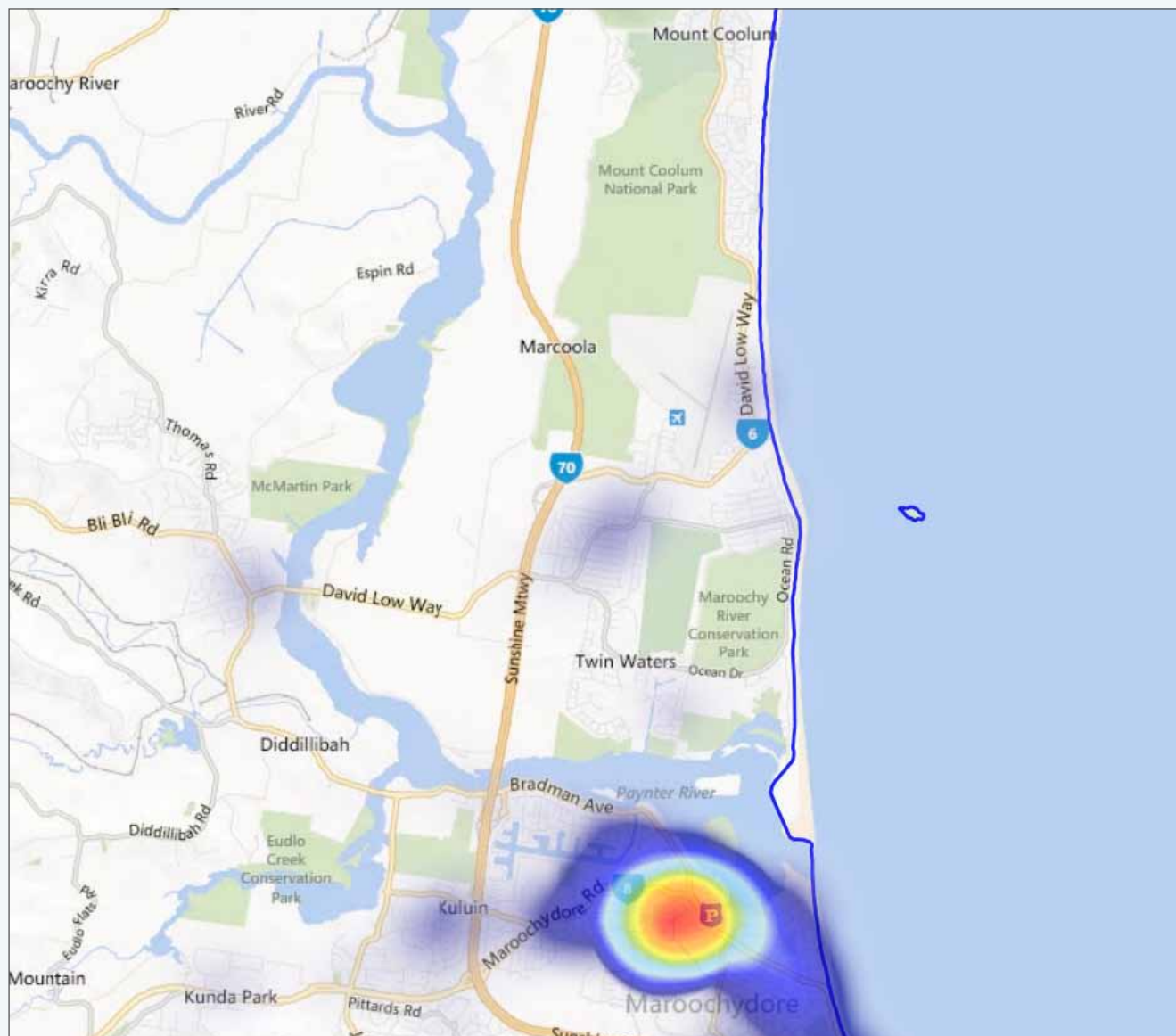


Figure 13.5g: Spatial distribution of crime in the study area



13.5.20 Index of Relative Socio-Economic Disadvantage (SEIFA)

The Socio-Economic Indexes for Areas (SEIFA) index is a dataset provided by the ABS that summarises different aspects of the socio-economic conditions of people living in an area based on a set of socio-economic data from the Census such as income, educational attainment, unemployment and dwellings without motor vehicles. It provides a more general measure of socio-economic status than using indicators on their own. SEIFA for the 2011 Census has been used for this SIA. The SEIFA has a number of indexes.

The Index of Relative Socio-economic Disadvantage (IRSD) is a general socio-economic index that summarises a range of information about the economic and social conditions of people and households within an area (Australian Bureau of Statistics, 2013). This index includes only measures of relative disadvantage. A low score indicates relatively greater

disadvantage in general. For example, an area could have a low score if there are (among other things) many households with low income, many people with no qualifications, or many people in low skill occupations. A high score indicates a relative lack of disadvantage in general. For example, an area may have a high score if there are (among other things) few households with low incomes, few people with no qualifications, and few people in low skilled occupations. As shown in **Figure 13.5h** the Sunshine Coast LGA sits within the eighth decile of the IRSD index indicating that the overall LGA area is not a highly disadvantaged area.

As shown in **Figure 13.5i**, the Maroocha-Mudjimba area (SA2) sits within the fifth decile of the IRSD index indicating that sits in the middle of the index of disadvantage, having a higher level of disadvantage than the overall LGA.

The Index of Relative Socio-economic Advantage and Disadvantage (IRSAD) summarises information about the economic and social conditions of people and households

Figure 13.5h: SEFIA IRSD index of relative socio-economic disadvantage (LGA level)

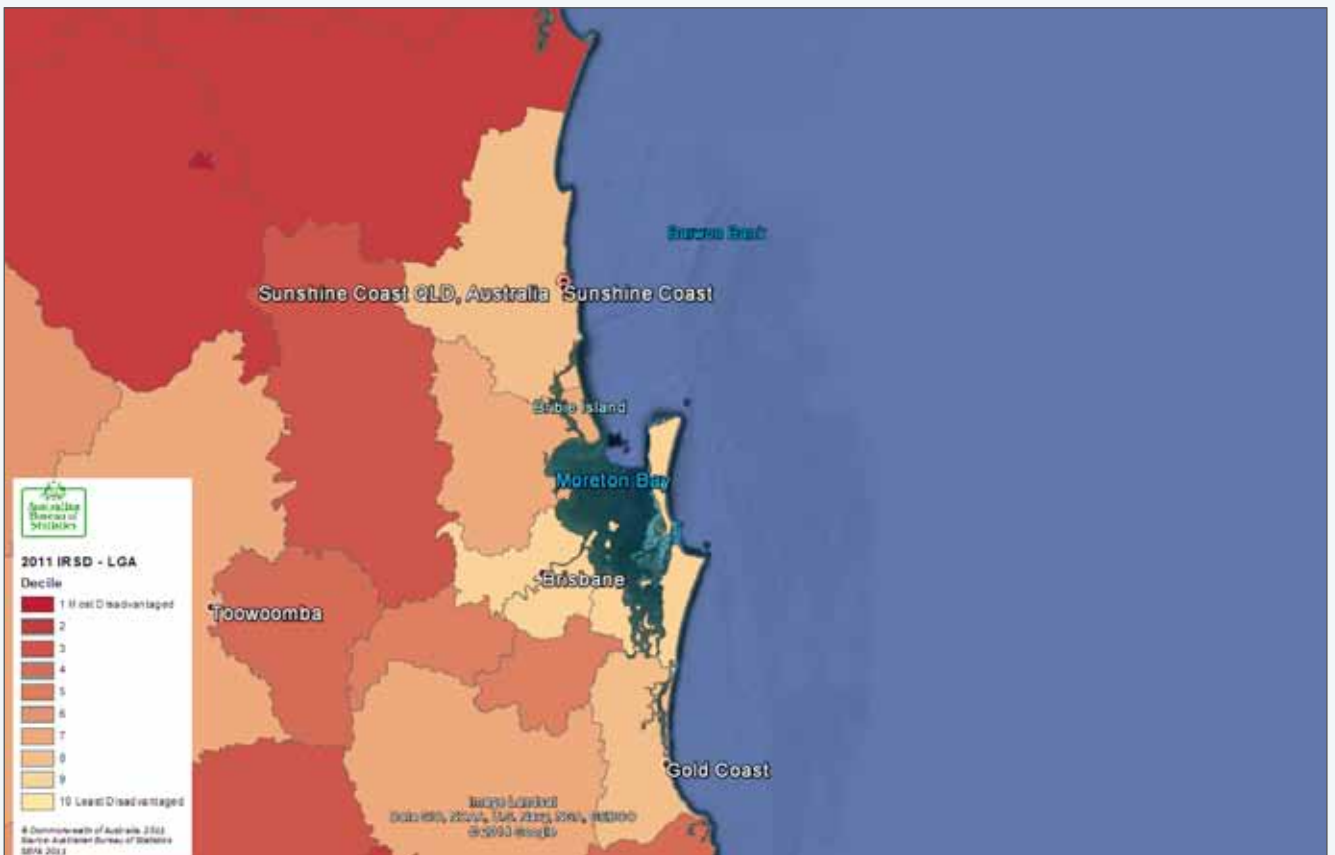
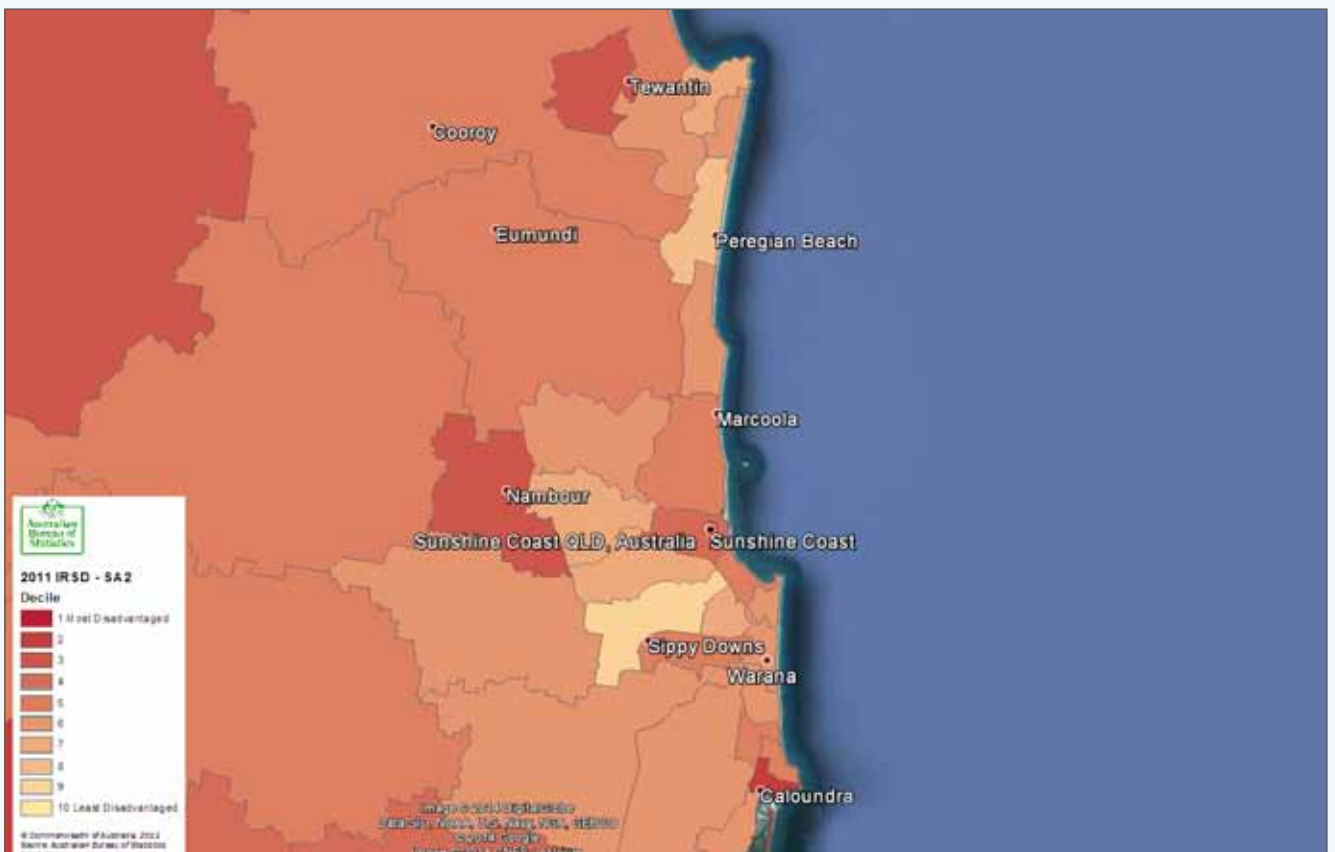


Figure 13.5i: SEFIA IRSD index of relative socio-economic disadvantage (SA2 level)



within an area, including both relative advantage and disadvantage measures (Australian Bureau of Statistics, 2013). A low score indicates relatively greater disadvantage and a lack of advantage in general. For example, an area could have a low score if there are (among other things) many households with low incomes, or many people in unskilled occupations and few households with high incomes, or few people in skilled occupations. A high score indicates a relative lack of disadvantage and greater advantage in general. For example, an area may have a high score if there are (among other things) many households with high incomes, or many people in skilled occupations and few households with low incomes, or few people in unskilled occupations. The Sunshine Coast LGA again sits within the eighth decile of the IRSAD index indicating the LGA as a whole has a high level of advantage. **Figure 13.5j** shows the SEIFA IRSAD for the Sunshine Coast LGA.

As shown in **Figure 13.5k**, the Marcoola-Mudjimba area (SA2) again sits within the fifth decile of the IRSD index indicating that sits in the middle of the index showing it is not as advantaged as the other parts of the LGA.

Overall, the Marcoola-Mudjimba area is not highly disadvantaged, but it does experience a lower level of advantage than other localities within the Sunshine Coast LGA.

13.6 SETTLEMENT PATTERNS AND CHARACTERISTICS OF THE AREA

Table 13.6a provides details of suburbs located within the study area. The location of these suburbs is shown in **Figure 13.6a**.

Settlement and growth of the Marcoola-Mudjimba area has been strongly tied to the growth of tourism and the marketing of the Sunshine Coast as a seaside and holiday destination. It was during the 1950s that the site for the Maroochy Airport (now known as the Sunshine Coast Airport) was chosen. The Pacific Paradise Development Company, who was developing residential land in the area in the late 1950s, was commissioned to build the first unsealed runway on the airport site. The first flight to land on the newly formed strip touched down on 14 August 1959, but the airport was not officially opened until 12 August 1961 (Sunshine Coast Airport, 2011).

Table 13.6a: Suburbs within the study area

Suburb	Number of residents	Number of dwellings
Mudjimba	2,136	1,047
Twin Waters	2,550	1,192
Pacific Paradise	2,169	944
Marcoola	3,015	1,627
Bli Bli (part)	Nil (in Marcoola-Mudjimba SA2 area)	Nil (in Marcoola-Mudjimba SA2 area)

In its first years of operation, access to the airport was difficult as there was no direct route between Maroochydhore and the airport with the only access to the site was from the north via Nambour. Given the swampy conditions of the site, there were times when only four wheel drive vehicles could access the airport. The beginnings of the suburbs of Pacific Paradise and Mudjimba were also established around the time the airport was developed. The airport and its surrounding suburbs grew together as access to the area improved.

As described in Chapter B2 – Land Use and Tenure, the Marcoola-Mudjimba has a variety of planning zones including neighbourhood residential, multi-story residential (coastal accommodation at Marcoola), business and industry, special purpose (the airport), local centre (Marcoola), Village Centre (Pacific Paradise), Master Planned Community, Sustainable Cane Lands (land to the west of the airport) and general rural lands. The airport, multi-storey dwellings along the coastline at Marcoola, cane lands to the west of the airport and residential development surrounding the airport are the most prominent features of the area.

Roads located within the study area are the Sunshine Motorway, David Low Way, Runway Drive, Finland Road and other local access roads.

13.7 LAND USE AND OWNERSHIP

Chapter B2 – Land Use and Tenure, provides detail about land use in the vicinity of the airport. There were 4,678 dwellings in the Marcoola-Mudjimba area at the time of the 2011 Census. Close to 40 per cent of Marcoola-Mudjimba dwellings were being rented, which is a higher proportion of rental dwellings than the overall Sunshine Coast LGA (which is close to 30 per cent). Rents for properties in this area were also \$15 per week higher than the average Sunshine Coast rental and \$35 a week higher than the Queensland average. This is likely to be related somewhat to a higher rate of short term rental accommodation in the area (i.e. holiday letting) which often attracts a higher per week rate than a long term rental.

Land within the study area is also used for a variety of commercial and recreational purposes as described in the following sections.

Figure 13.5j: SEFIA IRSAD index of relative socio-economic disadvantage (LGA level)

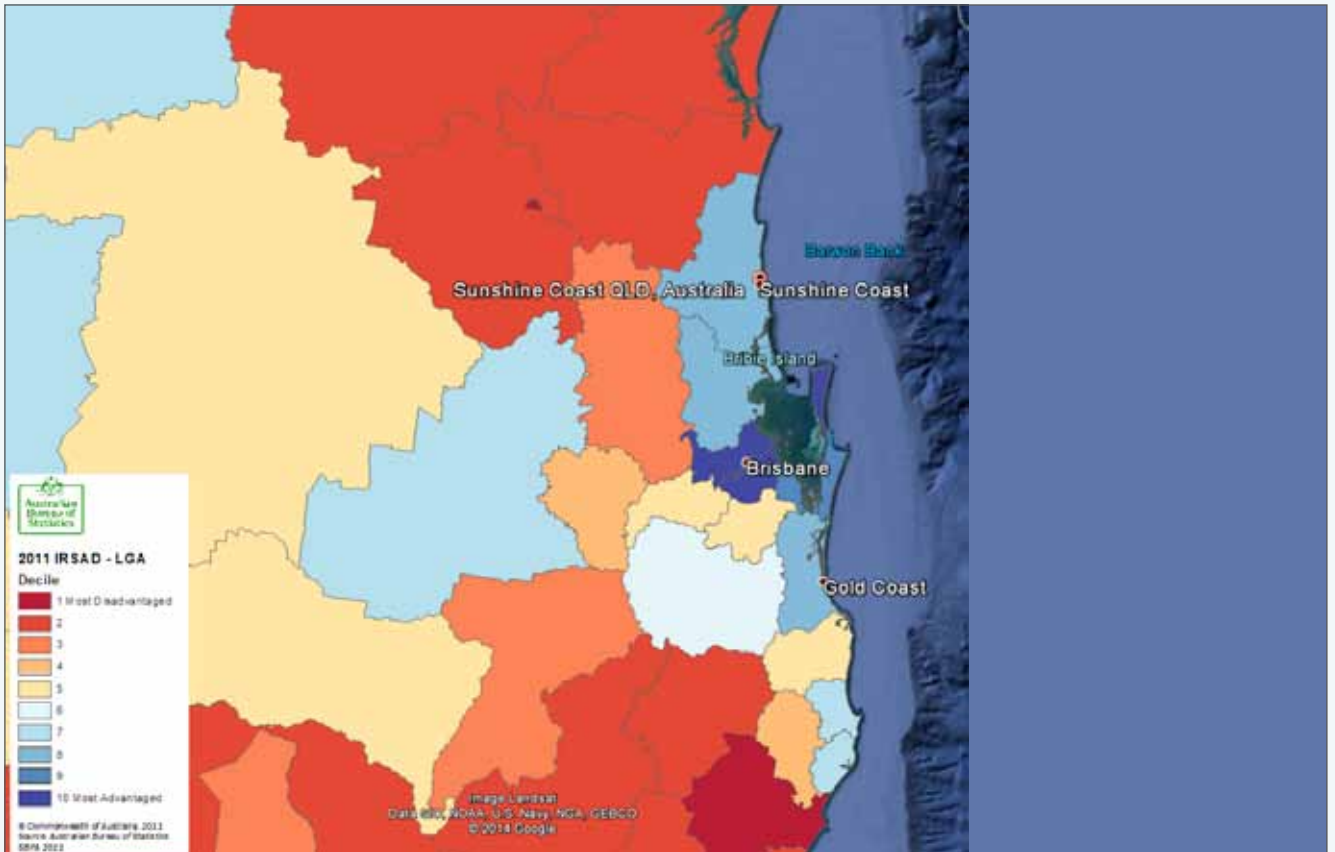
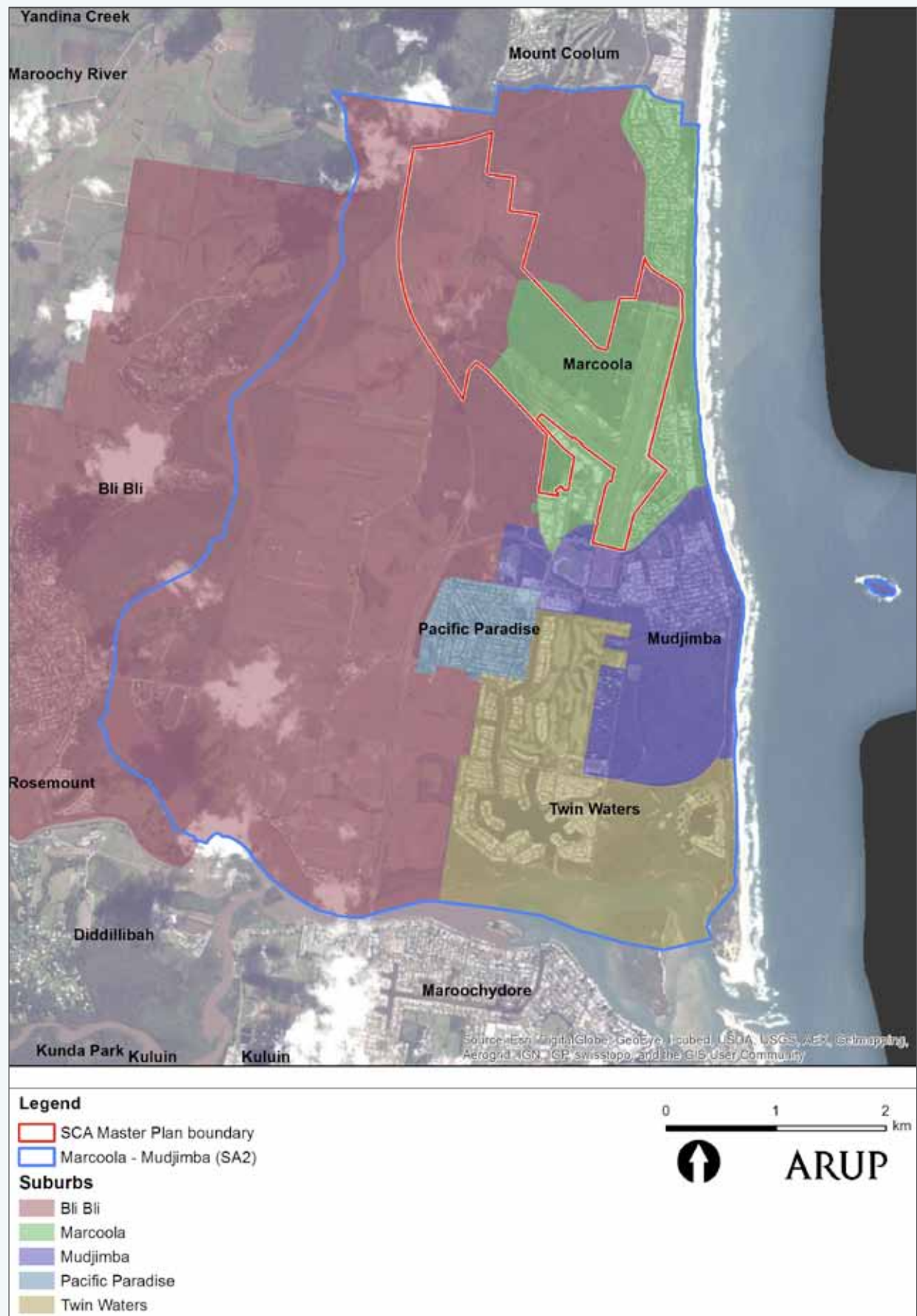


Figure 13.5k: SEFIA IRSAD index of relative socio-economic disadvantage (SA2 level)



Figure 13.6a: Suburbs within the study area



13.7.1 Commercial uses

13.7.1.1 Accommodation

The Sunshine Coast saw close to three million people visit the region in the year ending June 2013 (Tourism Queensland, 2013). The Marcoola-Mudjimba area has a high rate of visitors due to the tourism accommodation provided mostly in Marcoola and Twin Waters, but also in other suburbs in the study area. As an indicator of this, on the 2011 Census night approximately ten per cent of the people counted in the Marcoola-Mudjimba area (1,079 people) were visitors to the area. In comparison, eight per cent of people counted in the Sunshine Coast LGA were visitors, while only four per cent of people counted in the Greater Brisbane area were visitors. Higher density tourism areas such as Mooloolaba-Alexandra Headland and Surfers Paradise on the Gold Coast (used for comparative purposes) counted 25 per cent and 32 per cent of people as visitors to the area on the August 2011 Census night (Australian Bureau of Statistics, 2011). It is likely that the number of visitors to the Marcoola-Mudjimba area is even greater during the spring and summer months and school holidays.

There are a number of apartment style accommodation facilities located at Marcoola, including Ramada Marcoola Beach, Sanmarino by the Sea, Atlantis Marcoola, Marcoola Motel, Pacific Palms Motor Inn, Marcoola Beach Resort and Sand Dunes Resort.

13.7.1.2 Aviation related activities

A number of aviation related organisations and businesses are currently located at SCA. These include:

- Organisations associated with the delivery of RPT services – i.e. Airservices Australia, airlines, Federal Government agencies
- Emergency services – RACQ Careflight Rescue
- Flight training businesses
- Recreational aviation businesses
- General aviation businesses.

13.7.1.3 Other uses

The study area is not used for forestry or aquaculture. Indigenous use of the study area is discussed in Chapter B11 – Indigenous Cultural Heritage and Native Title.

13.7.2 Recreational uses

13.7.2.1 Social infrastructure

SCC's Social Infrastructure Strategy (2011d) introduces the concept of community hubs to enable strategic planning of social infrastructure. These are defined as "places where communities gather and meet, supported by a range of compatible land uses including community retail, commercial and transport uses." Council's Community Infrastructure Strategy proposes to further strengthen these community hubs in the coming years. These hubs will be the focus of future planning and implementation of social infrastructure to support communities.

A number of existing community hubs are located in the Marcoola-Mudjimba area, including:

- Mudjimba – larger community hub
- Pacific Paradise – larger community hub
- Marcoola – smaller community hub
- Town of Seaside – smaller community hub.

The strategy also lists a number of proposed community hubs and social infrastructure for the area including:

- A new community centre at Mudjimba (the North Shore Community Centre opened in September 2011)
- Upgrades to social facilities within the Mudjimba community hub
- A new educational establishment in Mudjimba.

The following sections list the social infrastructure provided within each of the suburbs in the study area.

Mudjimba

- Mudjimba community hub
- Mudjimba Surf Life Saving Club (SLSC)
- Northsore Community Centre
- Mobile library stop
- Mudjimba beach caravan park
- Rural Fire Brigade Service
- C&K Mudjimba Childcare Centre
- Mudjimba Hall
- North Shore Multi Sports Complex, Cutters Baseball Club and North Shore AFL Clubhouse.

Pacific Paradise

- Pacific Paradise community hub
- Pacific Paradise State Primary School (P-7)
- Tadpoles Childcare
- ABC learning Childcare
- Mobile Library Stop.

Marcoola

- Marcoola community hub
- Marcoola lifeguard tower
- Marcoola SLSC
- Tourist information Centre (at the airport)
- Town of Seaside community hub
- Keith Royal Park
- Maroochy River Conservation Park.

Twin Waters

- Mobile Library stop
- Twin Waters SLSC
- Twin Waters lifeguard tower
- Council Lifeguard Service Headquarters
- Novotel Twin Waters Resort Golf Course.

13.7.3 Coastal areas

Coastal areas of the study area are used for a variety of recreational pursuits. The beach is used by local residents, visitors and organised groups for exercise and recreation. These include:

- Local residents
- Visitors staying in accommodation at Marcoola
- SCC Lifeguards
- Marcoola SLSC
- Mudjimba SLSC
- Coolum District Coast Care
- Mudjimba Boardriders
- Mudjimba Surf School.

In addition, the Island Charity Swim is an annual fundraising event held in July/August by the Nambour and Currimundi Special Schools. It has been swum since 1991, starting at Mudjimba Beach, out around Mudjimba Island and then on to Mooloolaba. The event will be held on 21 July in 2014.

There are two patrolled beach areas located within the study area – Mudjimba Beach and Marcoola Beach. These areas are patrolled by SCC lifeguards and volunteer Surf Lifesaving Queensland (SLSQ) patrols. These patrols monitor swimmers between the flags and are also called on to respond to emergencies anywhere along the coastline. Access along the beach for vehicles is therefore important to these patrols.

SCC has implemented a uniform beach numbering system to help emergency services and beachgoers more easily identify beach access points. There are 36 beach access points located within the study area – 134 at the south to 98 at the north.

The Coastal Path is SCC's longest shared pathway running from Tewantin in the North to Pelican Waters in the south. The pathway runs alongside David Low Way in the vicinity of the airport within the study area. The Coastal pathway is an important active transport route for the Sunshine Coast.

Fishing and boating activities take place offshore from the study area with Mudjimba Island being a focus of these activities. There are no facilities for launching boats within the study area.

13.8 INFLUENCE OF THE AIRPORT ON THE LOCAL AREA

As discussed in **Section 13.6**, the airport and its surrounding area has grown together since development of the area began in the late 1950s. The site for the then Maroochy Airport was chosen in 1958, with the airport officially opened in 1961. Housing development in the area also began in late 1950s. People who have built and bought houses in the Marcoola-Mudjimba area have always done so with the knowledge that they were going to live near an airport.

Chapter B2 – Land Use and Tenure describes the land use restrictions that are placed on certain parcels of land in the vicinity of the airport. These include:

- Australian Noise Exposure Forecast (ANEF)/ Australian Noise Exposure Contours (ANEC)
- Obstacle Limitation Surface (OLS)
- Runway separation distances
- Public Safety Area (PSA)
- Noise notification area
- Aviation facility sensitive areas.

These provisions are in place to protect the on-going operation of the airport by giving Council the ability to appropriately manage land use and development in the vicinity of the airport.

13.9 COMMUNITY PERCEPTION OF THE AIRPORT

The local community's perception of the airport has been derived from a survey conducted by SCA in late 2012 and complaints data recorded by SCA and Airservices Australia.

13.9.1 Community survey

A survey was conducted in late 2012 in conjunction with the release of a Project community newsletter. The survey was available in hard copy and online formats. More than 750 responses were received during the survey period. While survey responses are not a representative sample of the population given the self-select sampling methodology, the data received does help to characterise community members' opinions about the airport and the Project. See Chapter A7 – Stakeholder and Community Engagement for more detail about the engagement program undertaken for the Project.

Figure 13.9a shows the number of responses from suburbs where there were ten or more survey responses. The suburbs shown in red are located within the Marcoola-Mudjimba study area.

When asked how important the SCA is to the local community,

- 84 per cent of respondents stated that it is 'very important'
- 11 per cent responded with 'important'
- 4 per cent stated 'not important'.

66 per cent of survey respondents agreed that the Project was good for the region whereas 27 per cent of respondents disagreed with this statement.

Around half of the people surveyed said they had some idea of what was planned for the airport in the coming years and 36 per cent stated that they had little knowledge. 20 per cent of survey respondents had participated in engagement activities for the 2007 SCA Master Plan. Half the people surveyed wanted to be involved in engagement ongoing activities associated with the expansion of the airport, close to 30 per cent stated that they didn't want to be involved.

60 per cent of survey respondents said they most frequently used Brisbane Airport to fly to destinations rather than SCA. Close to three quarters of respondents cited a lack of flights to their destination as the reason they use Brisbane Airport.

When travelling to Brisbane Airport more than 40 per cent of respondents used their own private vehicle, 30 per cent used an airport shuttle service and close to a quarter of respondents had a friend or family member drive them to Brisbane Airport. 80 per cent of respondents said they gave themselves two to three hours to travel for the trip to Brisbane (in addition to the time they needed to be at the airport to check in).

When people were using SCA, it was most common for people to have their friends or family drive them to the airport (more than 53 per cent). Most SCA users allowed an hour or less to travel to the airport.

13.9.2 Complaints data

As shown in **Table 13.9a**, suburbs in close proximity to SCA where most likely to complain about operations at the airport. Most of the complainants from Marcoola had concerns about helicopter noise, especially noise associated with training (Airservices Australia, 2014).

Figure 13.9a: No. of responses from suburbs (those with more than ten responses from the suburb)

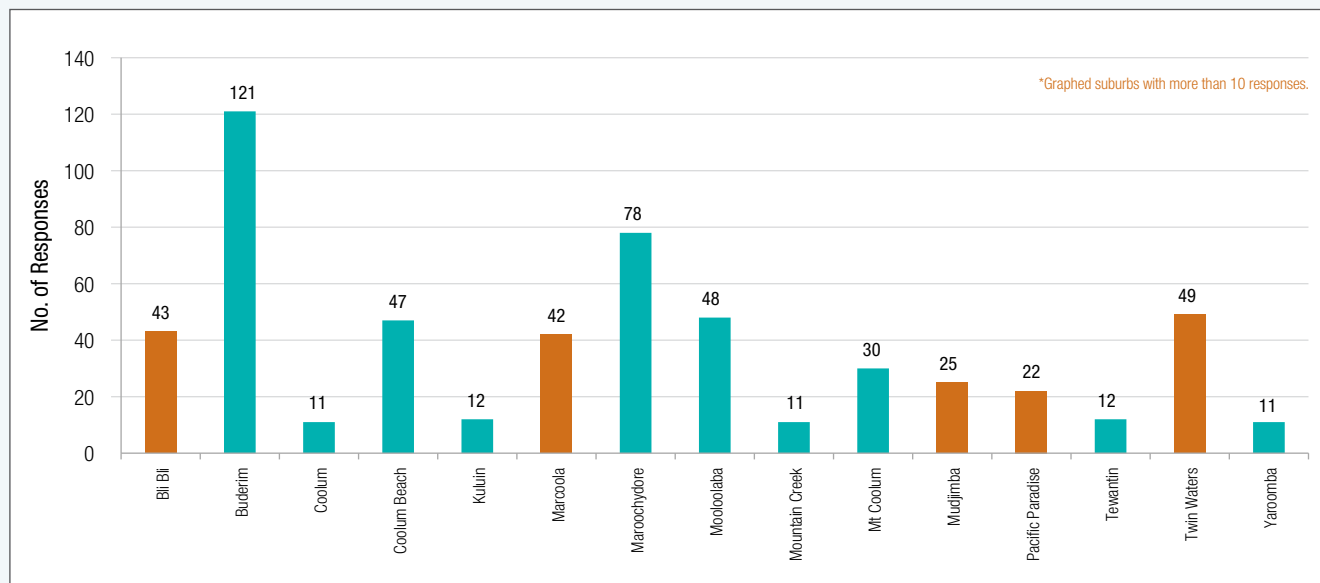


Table 13.9a: Airservices Australia complaints data (suburbs with more than five complaints)

Sunshine Coast Airport				
Suburb	Quarter 2 2013	Quarter 3 2013	Quarter 4 2013	Quarter 1 2014
Marcoola	15	15	19	13
Maroochydore	0	1	2	6
Mudjimba	7	9	4	6
Twin Waters	2	10	3	7
All Other Suburbs	7	28	17	23
TOTAL	31	60	45	55

13.10 IMPACT ASSESSMENT

This section addresses the assessment of potential impacts on the social environment associated with the airport land and areas immediately adjacent to the airport (Marcoola-Mudjimba Statistical Area Two (SA2) Census block).

The assessment of potential impacts has been undertaken using the categories of magnitude shown in **Table 13.10a**.

The assessment of the consequence and likelihood of impacts has been guided by the likelihood and consequence ratings as discussed in Chapter A9.

13.11 DEMOGRAPHICS

As described in Chapter A5 – Project Construction, the construction workforce will be local and no construction workforce accommodation will be required. Therefore the expansion of the SCA is not predicted to have a significant direct impact on the overall demographics of the local area.

The expanded airport is however expected to contribute to the overall economic diversification and growth of the Sunshine Coast region in line with Local and State Government plans for the region. For example, the Sunshine Coast Council's Economic Development Strategy 2010 – 2014 cites the airport as a key economic catalyst for the region that will build opportunities in the areas of training, areas of training, manufacturing, project management, design, maintenance services and charter services (Sunshine Coast Regional Council, 2010b). The expansion of the airport would enable this economic development which has the potential to attract different people to the region.

Council's draft *Sunshine Coast Planning Scheme 2012* also focuses on diversification and growth of the region's economy:

Tourism, construction and retailing still remain the most dominant economic sectors and account for approximately 50 per cent of total employment on the Sunshine Coast. This concentration of employment tends to make the Sunshine Coast less resilient to economic downturns than other areas with more developed economies. While recent strong signs of economic diversification are positive, there is a need to do more to create a sustainable economy for the Sunshine Coast (Sunshine Coast Council, 2012).

Table 13.10a: Magnitude of impact table

Impact Significance/Consequence	Description of significance
Very High	<ul style="list-style-type: none"> The impact is considered critical to the decision-making process. Impacts tend to be permanent or irreversible or otherwise long term and can occur over large scale areas. People can no longer safely live/work/recreate within an area because of impacts associated with operation of the airport. The social environment is irrevocably damaged because people no longer use the impacted area.
High	<ul style="list-style-type: none"> The impact is considered likely to be important to decision-making. Impacts tend to be permanent or irreversible or otherwise long to medium term. Impacts can occur over large or medium scale areas. People chose not to live/work/recreate within an area because of impacts associated with operation of the airport. The social environment is damaged because some people will choose to no longer use the impacted area.
Moderate	<ul style="list-style-type: none"> The effects of the impact are relevant to decision-making including the development of environmental mitigation measures Impacts can range from long term to short term in duration Impacts can occur over medium scale areas or otherwise represents a significant impact at the local scale People continue to live/work/recreate within the area but are moderately annoyed by impacts associated with operation of the airport.
Minor	<ul style="list-style-type: none"> Impacts are recognisable/detectable but acceptable. These impacts are unlikely to be of importance in the decision making process. Nevertheless, they are relevant in the consideration of standard mitigation measures. People continue to live/work/recreate within the area but are sometimes annoyed by impacts associated with operation of the airport.
Negligible	<ul style="list-style-type: none"> Minimal change to the existing situation. This could include for example impacts which are beneath levels of detection, impacts that are within the normal bounds of variation or impacts that are within the margin of forecasting error.
Beneficial	<ul style="list-style-type: none"> Effects of the impact are beneficial to the social environment.

Key directions outlined in the new planning scheme include:

- Support urban and rural economies in building a diversified, viable, independent and self-sustaining economic base that maximises job creation and employment options and builds economic strength and resilience
- Facilitate new and revitalised business, industry, tourism and enterprise activities as a major focus for innovation, investment and local job opportunity
- Identify a range of regional enterprise areas across the Sunshine Coast including the SCA Enterprise Precinct
- Protect and provide for the further development of the SCA as a major element of economic infrastructure and a significant contributor to the local economy
- Continue to provide and plan for the provision of infrastructure necessary to support economic development including transport, telecommunications, open space, sport and recreation and community facilities infrastructure.

13.12 SETTLEMENT PATTERNS AND CHARACTERISTICS OF THE AREA

The expansion of the SCA would not have an immediate, direct impact on the settlement pattern or characteristics of the local area as the Sunshine Coast Planning Scheme already contains provisions to manage land use and development off the airport for the new 13/31 runway, though it is noted that these provisions need to be updated to reflect the new runway location.

Over time, it is expected that the expanded airport and its new main runway alignment would influence the future development of areas in close proximity to the airport. For example, the SCA has been nominated as a key enterprise employment area for the region in the South-East Queensland Regional Plan. It is recognised as a specialist aviation and aerospace opportunity area that will contribute to diversification of the economy and employment growth (Department of Infrastructure and Planning, 2009). As described in Chapter B2 – Land Use and Tenure, the zoning of areas surrounding the expanded airport could be amended by Council in the future to assist with the management of off-airport impacts and to reinforce the airport's role as a key enterprise employment area. Over time, this could see the settlement pattern and characteristics of the areas adjacent to the airport shift to a more aviation and aerospace business and industry focus.

As described in Chapter B14 – Surface Transport, people living along Finland Road and other roads in close proximity to the airport will experience an increase in both heavy vehicle and light vehicle movements once construction starts as the workforce and plant, equipment and materials are transported to the construction site. While the traffic generated by construction activity is not deemed to be significant as it can be adequately accommodated at

acceptable level of service within the existing road network, people, living in these areas may experience additional noise, dust and traffic associated with their local access roads for the duration of construction. The traffic generated as a result of the construction and operation of the new runway and upgraded airport terminal building is expected to have minimal impact on the operational performance of the surrounding road network.

As described in Chapter A5 – Project Construction, a dredge pipeline will be constructed to transport dredged material from the dredge pump-out point which will be located 600 m to 1,000 m offshore to the airport site. The pipeline will traverse the beach for a period of three to six months. Though the dredge mooring point, pipeline construction compound and pipe laydown area and pipe assembly area have no direct impact on Marcoola residences, the proximity of these to the southern end of Marcoola will result in potential social impacts associated with additional heavy vehicle traffic, additional pedestrian traffic (those using the detour route) construction related noise, visual, dust and restricted beach access. Residents would need to be consulted prior to the commencement of the pipeline's construction regarding the works. An ongoing dialogue would be maintained with residents during the construction, operation and decommissioning of the dredge pipeline to ensure that issues can be proactively addressed.

The southern end of the pipeline construction area would be located approximately 700 m from residences in Mudjimba. This may result in potential social impacts associated with additional pedestrian traffic (those using the detour route) construction related noise, visual, dust and restricted beach access. Residents would need to be consulted prior to the commencement of the pipeline's construction regarding the works.

An ongoing dialogue would be maintained with residents in both locations during the construction, operation and decommissioning of the dredge pipeline to ensure that issues can be proactively addressed.

13.13 LAND USE AND OWNERSHIP

The Project does not have a direct impact on the ownership of properties (i.e. no additional properties need to be acquired by SCA) as all infrastructure will be constructed within the airport boundary, except for the dredge pipeline that will be temporarily installed on and under government owned land (roads and beach) during construction.

13.13.1 Commercial uses

13.13.1.1 Accommodation

The Queensland Government's Tourism and Events Queensland prepared the *Sunshine Coast Tourism Opportunity Plan 2009 – 2017* lists the Sunshine Coast as a key item of transport infrastructure to support the ongoing development of the region's tourism economy.

The upgrade of the airport is seen as a key catalyst project for the future growth and development of tourism in the region. Development of the aviation facilities at the SCA provides an opportunity not only to meet future demand but to continue to increase the percentage of visitors using air transport to access the region.

As described in Chapter A2, the expansion of SCA is forecast to bring an additional 349,000 visitors to the region from its opening year in 2020 increasing to 1,519,000 additional visitors by 2040.

While the beach based construction works associated with dredge activities would not have a direct impact on accommodation providers within the study area, they would need to be notified of any changes to beach access so they can inform their customers.

13.13.1.2 Aviation related

The Sunshine Coast Council's Economic Development Strategy 2010 – 2014 cites the airport as a key economic catalyst for the region that will build opportunities in the areas of training, areas of training, manufacturing, project management, design, maintenance services and charter services (Sunshine Coast Regional Council, 2010b).

The SCA has been identified by SCC as a specialist activity centre that will provide a range of aviation and related business activities. As described in **Section 13.12** this designation aims to grow and intensify aviation and business related development in the vicinity of the airport. This will provide additional opportunity for aviation related businesses to grow or establish on the Sunshine Coast.

13.13.2 Recreational uses

13.13.2.1 Social infrastructure

The SCA is considered an important piece of social infrastructure for the people of the Sunshine Coast and the airport's broader catchment area as well as visitors who use the airport to access the holiday destination. The upgrade and expansion of the airport will improve access to regular public transport (RPT) services for both domestic and international services allowing more people to more easily access the region.

Keith Royal Park is a local park located at to the south of the new 13/31 runway. It services the local residential community adjacent to the airport. The park currently sits within the public safety area for the existing 12/30 runway and will continue to sit within the public safety area for the new 13/31 runway. As described in Chapter A6 – Planning and Legislation, activities which intensify the number of people using the park should not be encouraged and SCC would continue to manage this in line with relevant planning provisions.

The Project does not have a direct impact on any other social infrastructure located in close proximity to the airport.

13.13.2.2 Coastal areas

The Coastal Pathway which runs alongside David Low Way would be impacted by construction activities associated with the installation, operation and decommissioning of the dredge infrastructure. During construction and decommissioning of the pipeline it is likely that access along the pathway will be interrupted from time to time by the delivery and removal of pipe sections. This will occur as truck access the pipe lay down area to drop off or pick up pipe sections. If the pipe sections are to be craned to the beach assembly area access along the pathway would be restricted while the crane is on location and operational.

The Coastal Pathway will also be used a detour route when the beach is closed due to construction and operation of the pipeline as shown in **Figure 13.13a**. It is likely that the beach will be closed for periods of time during the construction and decommissioning of the pipeline as well as when the pipeline is being used to pump sand from the dredge vessel. During these times pedestrians who would usually walk along the beach will be detoured up onto the Coastal Pathway between Beach Access 110 and Beach Access 112 (note that Beach Access 111 will be closed for the duration of dredging activities). This may bring additional pedestrian traffic up onto the pathway which may impact other users of the Coastal Pathway.

Other groups who use the coastal area should be notified of the construction works and restricted access (both marine and beach) prior to the start of construction. These groups include SCC Lifeguards, Marcoola SLSC, Mudjimba SLSC, SCA Lifesavers, Coolum District Coast Care, Mudjimba Boardriders and the Mudjimba Surf School. An ongoing dialogue should be maintained with these and any other identified groups during the construction, operation and decommissioning of the pipeline. The organisers of the Island Charity Swim should also be consulted well in advance of the event to determine logistics to avoid conflicts between the dredge vessel and event participants.

13.14 MITIGATION

Mitigation activities associated with social impacts identified in this chapter have been described in other chapters of this EIS. A summary of these is presented here and in the Assessment matrix at **Table 13.14a**:

- Project design has largely been contained within the airport boundary to limit direct impacts on adjacent properties. Environmental Management Plan (EMP) would be prepared to manage construction related impacts such as dust and noise (see Chapter E3 – Environmental Management Plan)
- Traffic Management Plans (TMP) would be prepared to outline how construction related traffic impacts will be managed (see Chapter B14 – Surface Transport)

Figure 13.13a: Proposed pedestrian beach detour route



- Beach detour routes associated with the dredge infrastructure to be signed and communicated with emergency services (including lifeguard patrols), local residents and businesses
- Organisers of the Charity Island Swim event to be consulted well in advance of the annual event to discuss potential impacts associated with construction activities
- An ongoing dialogue would be maintained between SCA, neighbouring residents and the broader Sunshine Coast community during the construction and operation of the expanded airport.

In addition to these mitigation measures it is recognised that Project would generate significant economic benefit for the region, state and national economies (see Chapter A2 – Need for the Project).

Table 13.14a: Assessment matrix

Item – Primary Impacting process	Mitigation inherent in the design	Initial assessment with mitigation inherent in the preliminary design in place			Additional mitigation measured proposed	Residual assessment with additional mitigation in place		
		Significance of impact	Likelihood of impact	Risk rating		Significance of impact	Likelihood of impact	Risk rating
Construction activities	Environmental Management Plan (EMP) will be prepared for the Project to manage construction related activities. Traffic management Plan (TMP) will be prepared for the Project to manage traffic related activities.	Minor	Possible	Low	n/a			
Interruption to normal use to Marcoola Beach during dredge campaign	Dredge Management Plan (DMP) will be prepared for the Project to manage dredge related activities.	Moderate	Likely	Medium	Beach detour route to be appropriately signed and communicated to relevant stakeholders and the community. SCA to maintain an ongoing dialogue with stakeholders and the community during construction of the Project.	Minor	Possible	Low
Keith Royal Park located in PSA for new runway	Park is already located within the PSA for the 12/30 runway – this is shown in the Sunshine Coast Planning Scheme.	Moderate	Likely	Medium	Activities which intensify the number of people using the park should not be encouraged and SCC would continue to manage this in line with relevant planning provisions.	Minor	Possible	Low
Conflict with local events during construction – Island Charity Swim	DMP will be prepared for the Project to manage dredge related activities.	Moderate	Likely	Medium	Island Charity Swim to be addressed in DMP. Organisers of the event to be consulted about timing of dredge activities well in advance.	Minor	Possible	Low
Interruption to Coastal Pathway use		Moderate	Likely	Medium	Beach detour route to be appropriately signed. Interruption to access along the Coastal Pathway to be minimised as much as possible.	Minor	Possible	Low

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