

B2

AIRPORT AND SURROUNDS

LAND USE AND TENURE



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2.1 INTRODUCTION

As described in Chapter A1 – Introduction, the location of the Sunshine Coast Airport (SCA) was determined in the late 1950s. Since this time the airport has been a key influencer of land use on and around the site given the airport's aeronautical activities and the effect this has on surrounding areas. The airport's existing 18/36 (north-south) and 12/30 (east-west) runways have both been features of the airport since its opening. These runways have been upgraded in stages during the past 50 years with runway 18/36 catering to the airport's commercial traffic, and the smaller 12/30 runway used by General Aviation (GA).

A decision was made in 1982 to plan for to a new main runway (13/31) as this alignment more closely fits with the prevailing wind direction at the airport. This alignment will reduce the number of times aircraft are unable to operate at SCA due to unfavourable winds, which is a regular problem with the existing main north-south runway.

The Project has been identified by SCA and Sunshine Coast Council (SCC) in planning documents, dating back to the 1982 Airport Master Plan. This planning has flowed through to local planning schemes with the current *Sunshine Coast Planning Scheme 2014* including airport related planning and development controls for both the existing runway alignment and the proposed 13/31 runway.

This chapter provides a review of land use and tenure in and adjacent the site. To complete the assessment land uses in proximity to the airport were considered by reviewing the Sunshine Coast Planning Scheme Planning Scheme, the previous planning scheme and relevant State legislation and policies.

2.1.1 Methodology and assumptions

The review of land use and tenure matters was undertaken through a site visit to identify the character and land uses adjacent to the airport and a review of available information such as:

- Planning scheme documents and maps
- The State Planning Policy
- Land ownership and tenure data
- State and local government studies and projects being conducted in the region.

The assessment of the impacts discussed has been undertaken using the significance criteria described in **Section 2.3.1**.

The information presented in this chapter is based on information available up to 30 June 2014.

2.1.2 Study area

The study area for this chapter of the EIS includes the airport land and areas immediately adjacent to the airport. The Australian Bureau of Statistics' (ABS) Marcoola-Mudjimba Statistical Area Two (SA2) Census block has been used as the boundary for this study area as shown in **Figure 2.1a**. 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 Bil (the portion of the suburb to the east of the Maroochy River). This study area is approximately 33 km². This area is of particular relevance as there is potential for land use close to the airport to affect airport operations (e.g. building height, lighting, or emissions) and conversely for airport operations to affect the amenity of local land use (e.g. the effect of aircraft noise).

The EIS Terms of Reference also requires assessment of areas of up to 20 nautical miles (just under 40 km) from the airport. This broader study area is discussed in Chapter D1 – Introduction.

2.1.3 Policy context and legislative framework

A review of the planning and legislative framework applicable to the SCA and the proposed upgrade is provided in Chapter A6 – Planning and Legislation.

2.2 EXISTING CONDITIONS

As described in **Section 2.1.2**, the airport and surrounds study area encompasses the airport land, the airport Master Plan boundary and the off airport areas within the Marcoola-Mudjimba Statistical area two (SA2) Census area. This section examines the land tenure, land use, and zoning within this area.

2.2.1 Land tenure and ownership

Land tenure within the airport Master Plan boundary is currently a combination of freehold, state land and reserve as shown in **Figure 2.2a**. The freehold land is owned by SCC. Three parcels of freehold land (described as Lot 5 on RP133665, Lot 753 on CG3375 and Lot A on AP22170) within the site have a covenant over them that restricts the separate transfer of these lots under the *Land Act 1994*.



The reserve land covers most of the areas of the airport currently used for aeronautical operations including the runway and terminal areas. This land (described as Lot 699 SP214349) is classified as state land with Council as trustee. The Queensland Government has transferred ownership of this reserve land to SCC as freehold land for the purpose of airport development. Two additional lots (described as Lot 101 CG6395 and Lot 781 CG3891) has also be transferred from state land to freehold land.

Figure 2.1a: Study areas



Source: Esri, DigitalGlobe, GeoEye, I-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Legend

-  SCA Master Plan boundary
-  Marcoola - Mudjimba (SA2)

0 0.75 1.5 km



ARUP

Figure 2.2a: Land tenure



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Legend

- | | | |
|---------------------------|----------------|------------------|
| SCA Master Plan boundary | Freehold | Profit a Prendre |
| Marcoola - Mudjimba (SA2) | Forest Reserve | Reserve |
| TENURE | | |
| Covenant | Housing Land | Railway |
| Easement | Lands Lease | State Forest |
| | National Park | State Land |

0 0.75 1.5 km



ARUP

A 41.8 ha parcel of Commonwealth land located within the airport boundary (described as Lot 898 CG4782) is the subject of an agreement between SCC and Airservices Australia wherein Council will purchase the land to enable the development of the new runway to progress.

The sale of this land was the subject of an *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) referral due to sections 18, 18A (listed threatened species and communities) and 28 (Commonwealth action) of the Act. Approval of the sale was granted on the condition that a conservation agreement was formed to cover approximately 34 ha of the site. The Conservation Agreement is a separate document to this EIS but draws on much of the information gathered for its preparation.

The site currently hosts the airport's navigational aids and will continue to do so until these are relocated as part of the overall Sunshine Coast Airport Expansion Project. Airservices Australia, who operate air traffic control at the airport, will lease this land back from Council while the navigational aids remain in this location.

The areas surrounding the SCA comprise of a range of land tenures, with the majority being freehold land held in fee simple. Native Title is extinguished on freehold land, but may remain on other tenure types. Native Title is discussed in detail in Chapter B11 – Cultural Heritage.

2.2.2 Land use

Land at the SCA is used for passenger and freight aviation purposes, including runway, apron, terminals, aviation industrial related facilities and supporting uses such as car parking, bus and taxi facilities, car rental services and commercial and industrial activities.

To the east of the airport, land is occupied by residential uses located as close as 200 m to the 18/36 runway. The housing in this area is generally single detached dwellings, before changing to multi-storey, short-term visitor accommodation along the coastline. Residential uses also extend north along the coast into Yaroomba and Coolum Beach, and south into Pacific Paradise and Maroochydore. Located within and/or around these residential areas are local shops and commercial centres. Maroochydore is a Principle Activity Centre located three kilometres from the end of the 18/36 runway threshold.

Located within one kilometre south of the airport is Pacific Paradise Primary School and two child care centres. These uses are considered sensitive receptors as their users are more susceptible to the effects of increased exposure to air, noise, and visual impacts. Other community uses are discussed in Chapter B13 – Social Impact Assessment and Chapter B15 – Terrestrial Noise.

Nearby recreational areas include the beaches of Marcoola and Coolum to the east of the SCA and Mount Coolum National Park to the north of the SCA. Keith Royal Park is a local park located at the southern end of the proposed runway. It services the local residential community adjacent to the airport, and has been subject to various upgrades including concrete cricket pitch, additional play equipment, barbeque and shelter, and additional car parking spaces. The Keith Royal Park Master Plan guides development at the park.

The Sunshine Motorway lies to the west of the airport. Land beyond the motorway is used for agricultural, rural or conservation activities.

Two sections of Mount Coolum National Park are located to the north and south of SCA.

2.2.3 Zoning

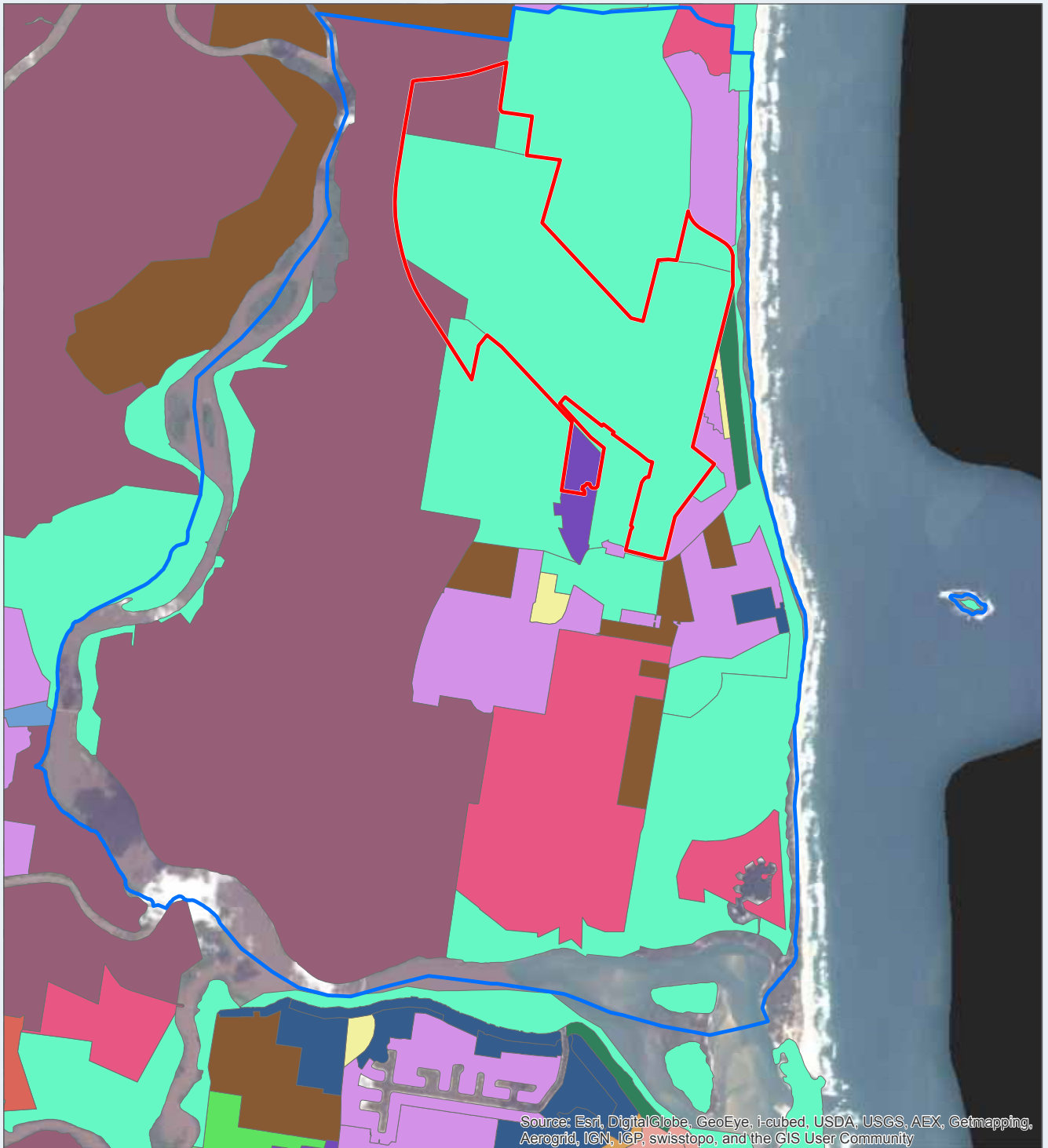
The regulation of land use on and around the airport is achieved via the Sunshine Coast Planning Scheme. The Scheme, gazetted in May 2014, reflects SCC's land use strategy and State government planning objectives as set out in the *Sustainable Planning Act 1997* (SPA), the State Planning Policy (SPP) and the South East Queensland Regional Plan 2009 – 2031 (SEQRP). At a strategic level, the Planning Scheme identifies the airport as a specialist regional activity centre and the surrounding land as a mix of urban and conservation uses to the east of the Sunshine Motorway. Land to the west of the motorway is identified as being within the rural enterprise and landscape area.

All land within the airport project boundary, regardless of current tenure, is zoned "Community Facilities – Air Services". The strategic intent of this zone is to facilitate the implementation of the SCA Master Plan adopted by Council in 2007. The urban lands close to the airport are zoned for a mix of residential densities from low-density detached dwellings to high-density multi storey resort style accommodation along the Marcoola Beach front. Immediately adjoining the airport to the south-west is the Runway Drive light industrial area.

Figure 2.2b shows the zoning for the study area with the intent of the individual zones described in **Table 2.2a**. The details of the permissible uses and levels of assessment can be obtained from the planning scheme documents, available at www.sunshinecoast.qld.gov.au.

It is noted that the development of an east-west runway at SCA has been provided for in the current planning scheme and those that predated it, as evidenced by the zoning of the land to accommodate the new runway and the overlay controls relating to the Obstacle Limitation Surface (OLS), Australian Noise Exposure Forecast (ANEF) and the runway separation distances. These controls have varied only in the fine detail in the transition from the Maroochy Plan 2000 to the new *Sunshine Coast Planning Scheme 2014*.

Figure 2.2b: Zoning map



Source: Esri, DigitalGlobe, GeoEye, i-cubed, USDA, USGS, AEX, Getmapping, Aerogrid, IGN, IGP, swisstopo, and the GIS User Community

Legend

- | | | |
|---------------------------|---------------------------|-------------------------------|
| SCA Master Plan boundary | Master Planned Community | Sustainable Rural Residential |
| Marcoola - Mudjimba (SA2) | Mixed Housing | Town Centre Core |
| Business and Industry | Multi-storey Residential | Town Centre Frame |
| Core Industry | Neighbourhood Residential | Village Centre |
| General Rural Lands | Special Purpose | |
| Local Centre | Sustainable Cane Lands | |

0 0.75 1.5 km



ARUP

Table 2.2a: Zoning – precincts within the study area

Precinct	Intent
Neighbourhood residential	The neighbourhood residential precincts provide for traditional, low density residential uses and compatible uses required to serve the local residents. The intended density is 8-9 dwellings per hectare, however higher densities may be allowed where located in proximity to shopping, public transport, or education facilities or major public open space.
Multi-storey residential	The multi-storey residential precincts provide for the highest density residential uses in the Shire. Although appropriate commercial uses are encouraged at street level, they are to be subsidiary to the residential use of each development. A residential character with a holiday atmosphere supported by tourist and leisure oriented commercial uses is desired.
Business and industry	The business and industry precincts provide for small scale, service or light industrial uses. The precincts are located outside or on the periphery of the Shire's major industrial areas.
Special purpose	The special purposes precincts provide for land-extensive uses such as conservation areas (i.e. National Parks) and major community infrastructure (i.e. airports) which are under the control of the Commonwealth, State or Local Government.
Local centre	The local centre precincts provide for shopping, personal service, and community facilities to meet the day to day needs of residents in the local area. Local centres are to remain small and consistent with the amenity of adjacent residential areas.
Village centre	The village centre precincts provide for a mix of business, services, and civic and community uses that serve the needs of local and surrounding residents and visitors. Residential uses within the centres are also encouraged. A small-scale, pedestrian-friendly, "main-street" character is desired.
Master planned community	The master planned community precincts provide land for the orderly growth of the Shire. Development in these precincts is for residential uses and compatible commercial and community uses required to support the residents, and should deliver "an environment which is ecologically and economically sustainable".
Sustainable cane lands	The sustainable cane lands precincts identify the areas used predominantly for sugar cane growing and are to be protected for sugar cane growing and other agricultural activities.
General rural lands	The general rural lands precincts comprise the remainder of the Shire and are to be protected for agricultural, rural, and ancillary uses for both commercial and non-commercial purposes. The precinct may contain significant environmental values or good quality agricultural land.

2.2.4 Aviation related planning

As described in Chapter A6 – Planning and Legislation, there are a number of planning controls associated with development in the vicinity of the airport. These controls relate to the Queensland State Planning Policy (SPP), specifically the SPP code: Strategic airport and aviation facilities (Appendix 5 of the SPP). The SCA is listed in the SPP as one of Queensland's strategic airports. The relevant SPP code states that its purpose is to protect the safety, efficiency and operational integrity of strategic airport and aviation facilities by ensuring development:

- Does not create incompatible intrusions, or compromise aircraft safety, in operational airspace
- Does not adversely affect the functioning of aviation facilities
- Avoids increasing risk to public safety in public safety areas
- Is compatible with forecast levels of aircraft noise within the 20 ANEF contour and greater (as defined by Australian Standard 2021-2000: Acoustics–Aircraft noise intrusion–Building siting and construction (AS 2021) as adopted 7 July 2000).

The following sections address these matters.

2.2.4.1 Obstacle Limitation Surface (OLS)

The height of buildings, other structures, vegetation and construction activities and equipment (such as cranes) are restricted by the airport's OLS in the vicinity of the SCA. OLS mapping is included in the Sunshine Coast Planning Scheme showing the OLS extending almost to Eumundi in the north, over Nambour to the west, down to Sippy Downs in the south and over the ocean to the east. This mapping addresses both the existing runway layout and the proposed future runway layout.

2.2.4.2 Public safety areas (PSA)

Development located within the safety zones of the airport must not result in an increase in the people living, working, or congregating in those areas or does not involve the use or storage of hazardous materials. In accordance with the SPP (appendix 5) public safety areas are to be provided at the both ends of a runway.

There are four public safety areas associated with the SCA's current and planned runway system. This includes areas at the ends of existing runway 18/36 and areas and the ends of the new planned 13/31 runway. These areas are shown in the Sunshine Coast Planning Scheme and sit within the defined airport safety zones.

There are currently 115 residential dwellings located in the public safety areas for the existing main 18/36 runway. There are also 68 dwellings located in the public safety area for the secondary 12/30 runway.

2.2.4.3 Existing and possible future noise affected areas

The Sunshine Coast Planning Scheme includes mapping showing the Australian Noise Exposure Forecast (ANEF) for both the current runway (Runway 18/36) and the proposed new runway (Runway 13/31). The ANEF is a land use planning tool which guides the appropriateness of future development in the vicinity of the airport.

As described in Chapter A6 – Planning and Legislation, the construction of residential dwellings are acceptable in areas which are located outside of the ANEF 20 contour and are conditionally acceptable in the area within the ANEF 20 to 25 contour when appropriate noise attenuation is applied during construction. It is unacceptable to construct a residential dwelling in an area which is greater than the ANEF 25 contour. Other forms of development such as holiday/ temporary accommodation, education facilities, medical facilities, public buildings and various types of commercial buildings all have different requirements in relation to the ANEF contours as described in Chapter A6 – Planning and Legislation.

SCC requires new dwellings built within the ANEF 20 to 25 contour to incorporate appropriate noise attenuation in their construction. This is particularly relevant to dwellings in a new development area in Mudjimba. There is evidence that dwellings in newly developed North Beach Place at Mudjimba have been required to comply with this requirement through their building certification process, though the number of dwellings that have appropriately complied with this requirement is not known.

2.2.5 Transport network

Access to the airport is provided by Airport Drive which is accessible by David Low Way and Suncoast Boulevard. David Low Way links to the State controlled Sunshine Motorway providing north-south movement between Sippy Downs and Coolumb Beach. The region's National highway, the Bruce Highway, is located approximately 10 km to the west of the SCA.

The majority of people visiting SCA do so via private vehicle, either their own (park at airport) or a friend/relative's vehicle (drop off/pick up). The airport is also serviced by shuttle buses and taxis. Translink/Sunbus also operate a public bus services to and from the airport via route 622 (Noosa to Maroochydore).

The SCA is a key node in the region's public transport system and as such is shown in a number of long term transport planning publications. The Queensland Government's Connecting SEQ 2031 recognises the airport precinct as a district hub in the transit hierarchy as shown in **Figure 2.2c**.

SCC's 'A line in the sand' report (2012) provides a prefeasibility and rapid economic appraisal of rapid transport options (such as light rail) for the Sunshine Coast. The airport is included in this report as a primary destination for the region's rapid transport system to enable visitors to the region to easily access the major accommodation and tourist destinations of Maroochydore, Mooloolaba, Caloundra and (in the longer term) Noosa.

2.3 IMPACT ASSESSMENT

2.3.1 Description of Impact / Risk Criteria

The assessment of the impacts discussed in this chapter has been undertaken using the significance criteria outlined in **Table 2.3a**. A risk evaluation which considers the likelihood of the impact and the significance of the impact has been undertaken.

2.4 ASSESSMENT OF IMPACTS

An assessment of land use related impacts of the Project is provided below. It is noted that this assessment focuses on direct and indirect impacts on land use, and does not include an assessment of the environmental or social impacts which are covered in other chapters of this EIS.

The Sunshine Coast Planning Scheme addresses the requirements of the SPP in relation to strategic airports and aviation facilities. The current Planning Scheme (and previous Maroochy Plan 2000) contain aviation related overlays for both the existing runway system (18/36 and 12/30) and the proposed runway system (13/31 and 18/36). During the EIS process the footprint of the proposed 13/31 runway has been moved 310 m to the south-east (see Chapter A3 – Options and Alternatives). The aviation related overlays shown in the Sunshine Coast Planning Scheme 2014 do not currently reflect this change.

2.4.1 Land tenure and ownership

As described in **Section 2.2.1** SCC owns or operates as the trustee for land located within the airport boundary. This land has appropriate tenure for the proposed airport expansion. There are therefore no impacts on land tenure or ownership.

Figure 2.2c: Strategic transport projects on the Sunshine Coast

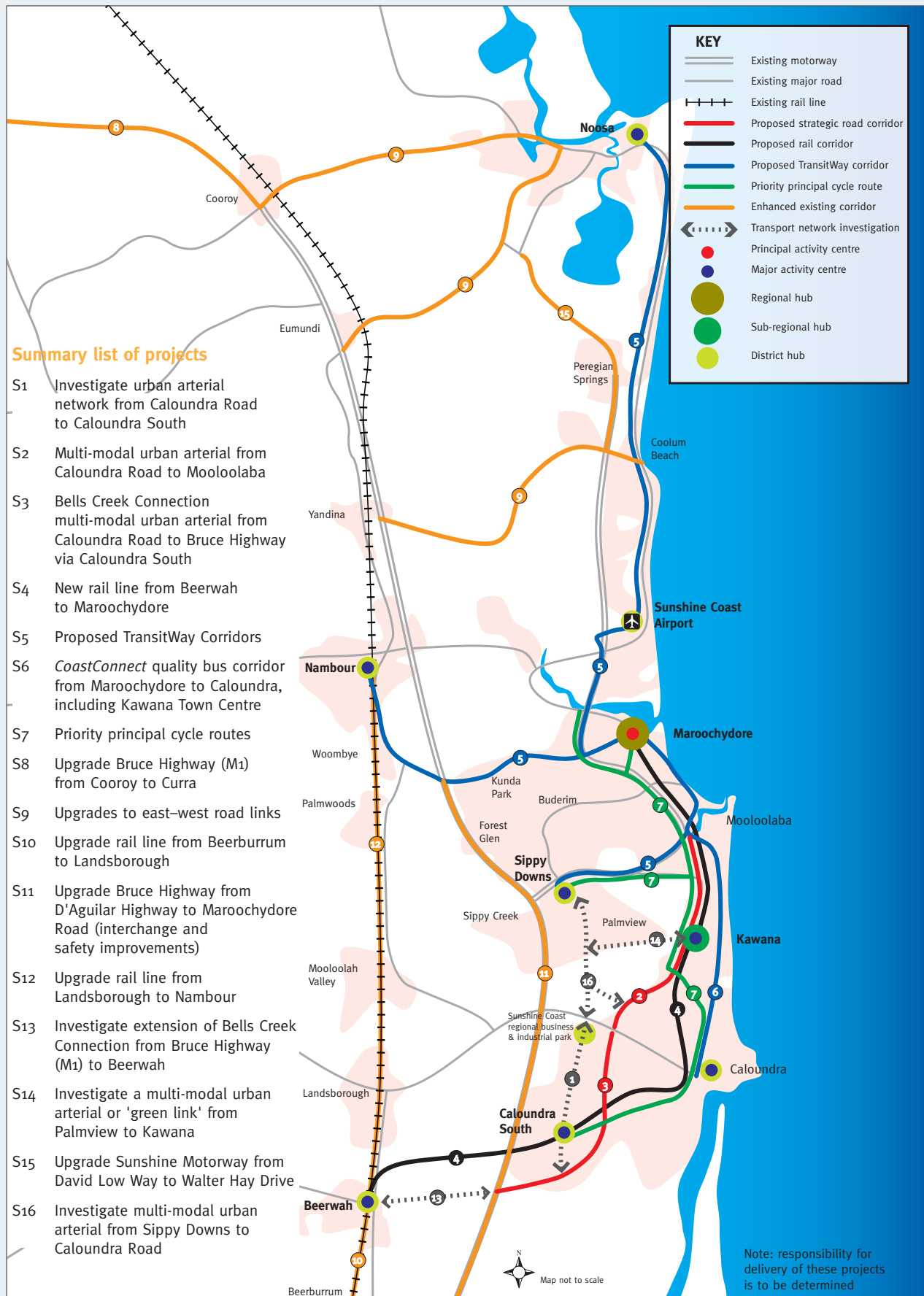


Table 2.3a: Significance criteria

Impact Significance/Consequence	Description of significance
Very High	<p>The impact is considered critical to the decision-making process.</p> <p>Impacts tend to be permanent or irreversible or otherwise long term and can occur over large scale areas.</p> <p>Impact is of national significance and is of a magnitude that the use of the land for its current purpose is no longer feasible or safe, and no alternate location can be provided, resulting in a complete, permanent or otherwise long-term displacement of a large number of land uses.</p>
High	<p>The impact is considered likely to be important to decision-making.</p> <p>Impact is of state significance and is permanent or irreversible or otherwise long to medium term. The impacts occur over a large or medium scale area, and the use of the land for its current purpose is no longer feasible or safe, and no alternate location can be provided.</p> <p>Inconsistency with strategic planning over a large area affecting the capacity of providing land for significant residential or economic growth.</p>
Moderate	<p>The effects of the impact are relevant to decision-making including the development of environmental mitigation measures</p> <p>Impact is of regional significance and is of a magnitude that the use of the land for its current purpose is no longer feasible, and must be re-located, and the land re-zoned as a means of managing future development in the area.</p> <p>Moderate impacts are generally able to be diminished through the application of mitigation measures. For example, an increase in exposure to noise may result in the area being identified within a conditionally acceptable zone, rather than an acceptable zone, and impacts of noise exposure can be reduced through noise attenuation measures.</p>
Minor	<p>Impacts are recognisable/detectable but acceptable.</p> <p>Impact is of local significance and is unlikely to be of importance in the decision making process. Nevertheless, they are relevant in the consideration of standard mitigation measures.</p> <p>Impacts tend to be short term or temporary and/or occur at local scale. Minor impacts are considered to be within acceptable or and tolerable levels.</p>
Negligible	<p>Minimal to no change to the existing situation. This could include for example impacts which are beneath levels of detection or impacts that are within the margin of forecasting error.</p>

2.4.2 Land use

Land uses most likely to be impacted by the project are those on land subject to a change in exposure to aircraft noise or proximity to airport safety zones, OLS and other aviation facilities. This section discusses the impacts of these changes on the land use in relation to how the Sunshine Coast Planning Scheme regulates the way in which developments must respond to these airport related constraints. The social impacts of these changes are discussed in Chapter B13 – Social Impact.

2.4.2.1 Change in ANEF contours

As described in **Section 2.2.4.3**, ANEF contours identify existing and possible future noise affected areas and are used in land use planning around airports to mitigate the impacts of aircraft noise on land uses by regulating the development of uses within the various ANEF contours as specified by the SPP. In addition, development within certain ANEF zones must incorporate noise attenuation measures to achieve indoor design sound levels as specified in the SPP.

The Sunshine Coast Planning Scheme includes an overlay showing an ANEF for both the existing and proposed runway alignments. The inclusion of the ANEF for the new runway alignment in the planning scheme has allowed for the planning and management of land uses in the vicinity of the airport in anticipation of the development of the new runway.

Modelling to predict noise impacts associated with the new runway has been refined and updated as part of the EIS process and as such a new ANEF has been produced for the SCA as discussed in Chapter D3 – Aircraft Noise. Chapter D3 also identifies dwellings newly included in the revised ANEF contours and Chapter B13 – Social Impact, discusses the associated social impacts of aircraft noise.

2.4.2.2 Change in Obstacle Limitation Surface

As discussed in **Section 2.2.4.1**, structures and vegetation on land encompassed by the airport's OLS, must keep within the height limitations specified by the obstacle surface mapping to ensure the take-off and approach flight paths are free from physical obstacles.

The Sunshine Coast Planning Scheme currently contains an OLS overlay for both the existing 18/36 and 12/30 and the proposed 13/31 runway, restricting the height of structures and vegetation at the ends of all runways. The new location of the 13/31 runway slightly changes the location of the OLS shown in the Planning Scheme. The impact of this change on land use and tenure is negligible.

2.4.2.3 Change in public safety areas

The planning scheme identifies proposed PSAs for both the existing and proposed runways. There are currently 116 dwellings in the PSA for SCA's main 18/36 runway. Changing SCA's main runway to a 13/31 alignment reduces the number of residential dwellings in the airport's main runway PSA to 75 dwellings (41 fewer dwellings).

The 18/36 runway will be retained as a secondary runway for use by General Aviation aircraft only. The 115 residential dwellings that currently sit in the PSAs for this runway will remain in the PSA.

The application of the SPP in managing the increase of people and the storage of hazardous material in the new public safety areas constrain the future development potential of land located within the safety areas. For example, development for uses such as child care centres, family day care facilities, or fuel stations will be considered inappropriate in the public safety areas. It is noted that Keith Royal Park, located to the east of the airport, is identified within the existing public safety area mapping and remains within the proposed safety areas associated with the new runway.

Further, whilst the planning provisions apply to future development within the safety areas, the provisions do not affect existing land uses. Given that the areas subject to the new safety areas are already developed, the impact of this change is considered to be minor. The other impacts associated with the change in Public Safety Areas are discussed in Chapter B13 – Social Impact and Chapter E5 – Risk Management Plan.

2.4.3 Zoning

The recently adopted Sunshine Coast Planning Scheme includes land use zonings that reflect the nature of existing land uses and the impacts the airport, both in its current and proposed form, have on the surrounding land. The project does not impact zoning in the vicinity of the airport.

2.4.4 Transport network

Increased traffic volumes on local roads such as Finland Road, David Low Way and Airport Drive due to increase in traffic generated from the project (during construction and operation) may result in a decrease in amenity for the residential land and commercial uses fronting these roads. However, the impact on these land uses is considered to be minor. The transport is discussed in Chapter B14 – Surface Transport. Social impacts associated with the transport network are discussed in Chapter B13 – Social Impact.

2.5 MITIGATION

The project will not directly impact on land outside of the airport boundary, and the influence of the airport is addressed through the Sunshine Coast Planning Scheme and its associated airport overlays.

The Sunshine Coast Planning Scheme already contains airport related overlays, but the runway location has changed slightly since these overlays were created. To mitigate the impacts on land use the Sunshine Coast Planning Scheme will need to be updated to correctly identify these features based on the new 13/31 runway location. Through the identification of these features, the Planning Scheme can be applied to future development within these areas, and the potential conflicts between the operations of the airport and surrounding land uses can be appropriately managed.