

1 Introduction

1.1 Sunshine Coast Airport

Sunshine Coast Airport (SCA) is located in Queensland's Sunshine Coast Region, approximately midway between Caloundra, to the south, and Noosa to the north. Situated adjacent to the coast on the northern side of the Maroochy River, the airport is some 110 km north of the City of Brisbane. A map of the region is shown at Figure 1-1 below. SCA is owned and operated by the Maroochy Shire Council (MSC).



FIGURE 1-1 SUNSHINE COAST AIRPORT LOCATION

1.2 Background

This Master Plan is the product of changes made to the Master Plan Preliminary Draft Report February 2006 and has been written to address feedback received during the public consultation process and Councils review of that plan. This Master Plan - September 2007 sets the direction for the development of SCA from 2007 through to 2020. It is envisaged that this plan will set the framework for a more detailed study of design, infrastructure planning, land use planning and environmental impacts.

1.3 Purpose of the Master Plan

A Master Plan is a strategic document intended to guide future development decisions to achieve the SCA strategic intent. Its purpose is to reserve land for future airport activities based on the forecast growth of the airport business at the time of writing. The Master Plan is not intended to detail individual facilities or specific time frames for the implementation of the Plan; rather it sets the foundation upon which further analysis and planning is based.

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This Master Plan when approved by Maroochy Shire Council will supersede the current 1998 Sunshine Coast Airport Master Plan.

1.4 Development Objectives

The long term strategic development objective for Sunshine Coast Airport is to stimulate and support the growing regional economy of the Sunshine Coast. The execution of this objective requires careful and considered planning including the following key features discussed within the Plan.

- Enhancements to the existing taxiway and apron system to support the expected growth in aviation traffic over the short to medium term
- Access to additional airside land to promote and grow the aviation industry on the Sunshine Coast.
- Terminal development to provide for expected passenger growth, enhanced security requirements, additional commercial opportunities and enhance passenger experiences.
- Development of a new runway and associated infrastructure to facilitate new international routes and support the long term aviation growth on the Sunshine Coast.
- Long term protection of airspace associated with airport assets.

It is envisaged that this plan will set the framework for a more detailed study of design, infrastructure planning, land use planning and environmental impacts required to achieve the long term planning objective.

1.5 The Public Consultation Process

The Draft Plan was subjected to a stakeholder consultation process in 2005; stakeholders included airline industry players, airport tenants and Federal, State and Local Government agencies. This was followed by a Public Participation Program (PPP) which commenced in April 2006. A schedule of consultation is provided at Appendix A and a copy of the PPP Report is included at Appendix B.

The Draft Plan included three runway development options, all focused on development of the existing Runway 18/36. A long-term recommendation for the development of a new runway, Runway 13/31, was also identified.

723 submissions were received from 619 stakeholders. The primary issues arising from this process are listed below (note that some submissions concerned multiple issues):

- ◆ North-South Runway (Runway 18/36) Extension,
- ◆ Public Safety Areas (PSA),
- ◆ Construction of East-West Runway (Runway 13/31),
- ◆ Noise, and
- ◆ Air Traffic Movement.

A clear stakeholder preference for development emerged from the PPP. Of the stakeholders consulted, 74.6% were opposed to further development of Runway 18/36, citing issues of public safety, noise and air traffic movements.

Runway 13/31 was seen by most submitters as the preferred option for development as it addresses the growth needs of SCA and mitigates the conflict between PSA and ANEF Contours and surrounding residences.

The existing airport, with key facilities highlighted, is shown at Figure 1.2 below.



FIGURE 1-2 EXISTING AIRPORT LAYOUT

1.6 Land Use

The airport is surrounded by residential land to the north, east and south, with sugar cane farming land and undeveloped land, some of which is designated as National Park, to the west. Land tenure on the airport and areas surrounding the airport are illustrated at Figure 1-3 below.

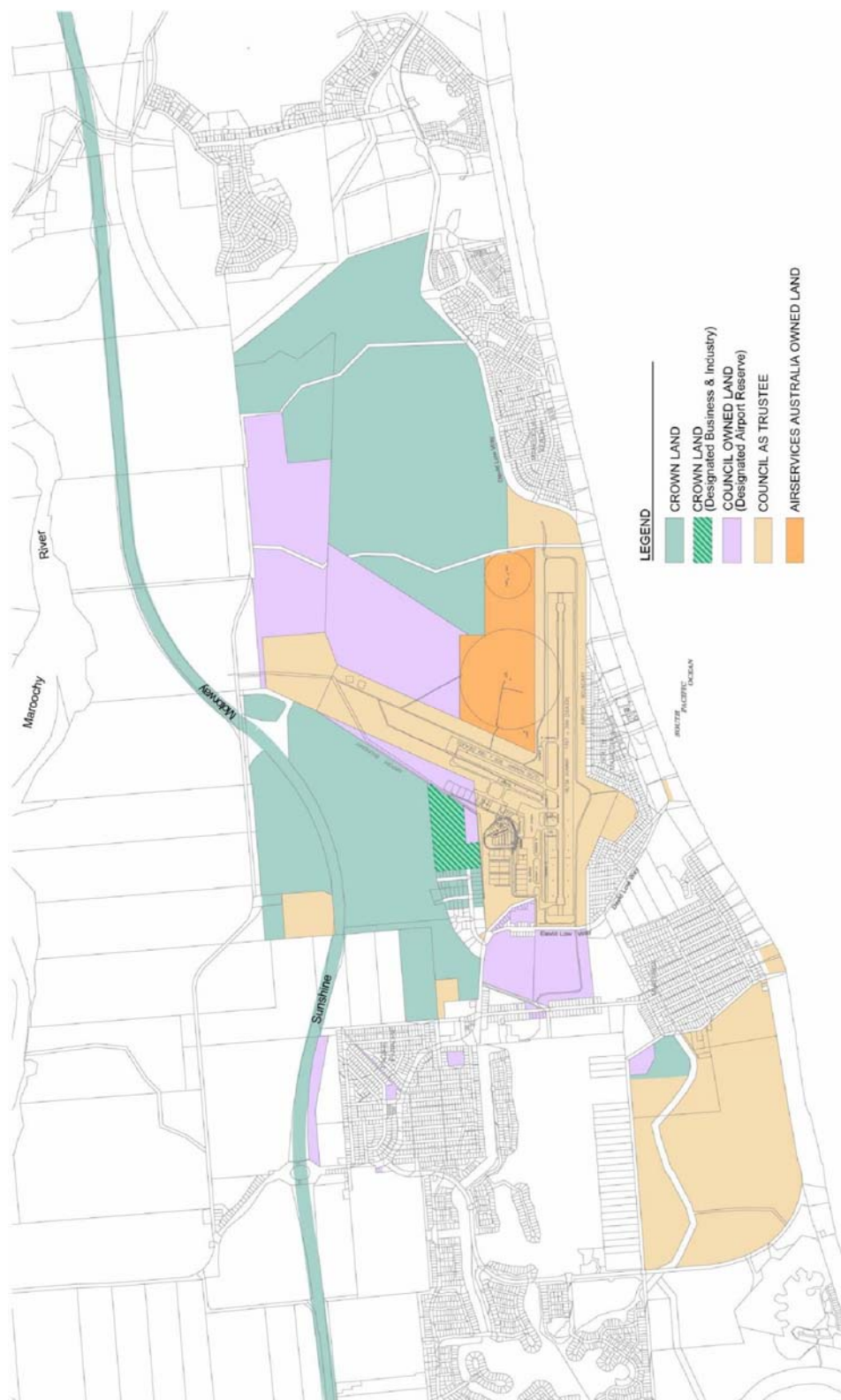


FIGURE 1-3 LAND TENURE