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Chief Executive Officer
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Copy:

James Coutts – Manager Urban Growth Projects
Debra Robinson – Executive Customer Services
Councillor Jason O’Pray – Councillor Division 8
Councillor Maria Suarez – Councillor Division 9 and Councillor Representative on the
Community Aviation Forum (CAF).

Dear Emma

**Re: SUNSHINE COAST AIRPORT TURBINE PRECINCT PROJECT AND OPERATIONAL WORKS
APPLICATION**

On 17 January 2023 a number of community members representing OSCAR member groups within the Airport environs, Councillors Jason O’Pray and Maria Suarez met with representatives from the Food and Agribusiness Network (FAN) and Sunshine Coast airport management staff. We had been seeking a response to a letter with questions sent to both groups some months before but were told they would rather meet with us. The meeting eventuated in January 2023, some 6 months after initial contact.

The meeting consisted of 2 components:

1. A presentation by the FAN representatives about the project concept which was the marketing information that appeared in the media when the project was launched. In FAN’s response to the questions asked in our letter they indicated that it was an SCA project and they would be a lessee. This was reiterated in the meeting.

As a community we do not have an issue with the concept *per se*, and strongly support the endeavours of FAN to promote local agriculture. The issue is the site location, particularly, having a high impact industry adjacent to a residential /tourism area with no known information about the scale of the complex, parking, and traffic on David Low Way etc.

2. Community members asked questions to the SCA management representatives about the Turbine Precinct project. The questions emanated from our letter sent to both FAN and the SCA management team. (In previous correspondence we sent you and Cr O’Pray a copy of the letter sent to the FAN group and SCA management).

One could sum up in one word the information we received – nothing!

Summing up the meeting.

What we did hear from the meeting is that it would appear that the airport intends to include a 400sq.m commercial kitchen in the complex as well as the processing for export.

What we did **not** hear from the meeting:

- any detail of the actual siting of the complex
- any idea of what parking would be required other than it would be as per the SCRC requirements per GFA. They could not identify what the GFA parking requirements

are for a complex of that size – in fact they could not tell us the GFA of the building or its components eg height.

- any comment about it being a high impact industry in a residential and tourism area and the impact on the immediate and surrounding community
- any detail of either ingress or egress to the proposed site, though a general comment was made that discussions were underway with TMR re traffic on David Low Way,

Following the meeting, Councillor Suarez distributed her notes re the meeting to all participants.

We came away from the meeting very disappointed with the lack of information available to the community. We do not feel and certainly hope that the FAN group are just the providers of the concept and who might be interested in the tertiary fields.

In regards to the airport management team, we came away feeling frustration and a degree of suspicion that the SCA team had more information but were not willing or allowed to share it.

What is happening now

You can imagine our surprise when looking for some information on Council's Developmenti, we found a number of entries for the Airport.

One that is of particular interest to us is OPW23/0088

THE PROPOSAL (copied from the application on Developmenti)

This development application seeks a Development Permit for Operational works made on behalf of Sunshine Coast Airport Pty Ltd. The application seeks approval for the vegetation removal and revegetation works, referred to as vegetation translocation works.

The removal of wetland vegetation is proposed over part Lot 699 on SP 296245 and the proposed revegetation site is located in part of Lot 53 on SP 298053.

The site's wetland area was once cleared to make way for an Industrial Subdivision in 2013 as evidenced in Figure 1 below. Figure 1: Aerial Photo (Nearmap 3/11/2013)

*The wetland has since regrown, however, due to the **development of the Sunshine Coast Airport, particularly the Gateway South Precinct**, (highlighting by author of letter) the wetland area within Lot 699 is now cut off and cannot support a wetland ecosystem. The survey (Attachment 1) and Wetland Vegetation Translocation Memorandum (Attachment 4) indicate that this site has around 4,300m² of ephemeral wetland and Wallum Froglet breeding habitat, as shown in Figure 2.*

(NB Figures 1 and 2 and the attachment have NOT been copied or included as attachments)

Given the issues raised by OSCAR in this letter, we seek clarification on a number of issues.

1. Given that the Airport has not completed the Land Use Planning process as per the PDA process, including community consultation, and despite SCRC's endorsement of said PDA, we ask:

- Has a PDA declaration been made for the Sunshine Coast Airport? If so has an Interim Land Use Plan (ILUP) been developed under the ***Economic Development Act 2012***?
- If the response to the above question is in the negative, then we ask why and how the Airport can seek approval for vegetation removal within the Southern Gateway precinct for future development.
- The application makes reference to clearing in 2013 for an industrial submission. Was this subdivision for “high impact” industry?
- Should this clearing be for the Turbine Precinct project, isn’t it premature?

2. In the 2040 Master Plan there are a number of activities listed for the Gateway Precinct. These include:

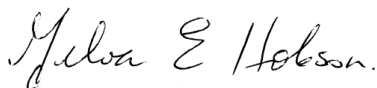
- A new intersection on David Low Way is required to provide additional access to the Gateway Precinct and will be designed to cater for heavy vehicles, providing an alternative heavy vehicle connection into the Airport. The proposed configuration consists of an extension of the dual lanes on David Low Way from the existing signalised intersection to the new intersection.
- As demand may require freight and logistics facilities to be moved within the Airport, provision may be made for articulated vehicle access via an internal road network to a potential freight facility in the Airport North Precinct

Can these components be undertaken prior to an Interim Land Use Plan or an agreed Land Use Plan as per the PDA process?

3. Given one of the Development Objectives of the Airport Master Plan is to “*Minimise the impact of Airport operations on neighbouring communities*” (Master Plan 2040 p8 point 6) does SCRC feel that establishing a high impact commercial kitchen and beverage industry such as the Turbine project in the Gateway Precinct or any other precinct adjacent to residential properties will fulfil that objective?

We look forward to your response to these questions/issues.

Yours sincerely



Melva Hobson PSM

President

OSCAR

(Organisation Sunshine Coast Association of Residents Inc. in conjunction with:

Marcoola Community Group

Twin Waters West and Surrounds

Seaside Shores Community Association

Mudjimba Residents Association

Pacific Paradise Progress Association

