



**Australian Government**  
**Department of Infrastructure and Regional Development**

<b>FOR: The Hon Darren Chester MP</b> cc: Mr Mike Mrdak, Secretary Ms Pip Spence, A/g Deputy Secretary Mr Stephen Borthwick, A/g Executive Director	<b>PDR ID:</b> MS17-001124	<b>For Decision by:</b> 18 July 2017 <b>Reason:</b> In accordance with the <i>Airports Act 1996</i> , no decision by this date will result in a deemed approval.
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**SUBJECT: Gold Coast Airport Draft Master Plan 2017**

**Recommendation: That you:**

s.47C(1)

(b) **Sign** the attached draft letters to Ms Marion Charlton, Chief Operating Officer, Gold Coast Airport Pty Ltd (GCAPL) and other relevant stakeholders advising of your decision **Attachment C**.

**Key Issues:**

- On 8 May 2017, Gold Coast Airport submitted its 2017 dMP for your consideration. Your decision on the dMP, having regard to the requirements of the *Airports Act 1996* (the Act), is required by 18 July 2017. s.47C(1)
- s.47C(1)
- Strategy and Planning Objectives:** The dMP clearly identifies a strategy and planning objectives for the development and upgrade of aviation and non-aeronautical facilities.
- Passenger and Aircraft Movements:** The dMP forecasts passenger traffic growth of approximately 5 per cent annually over its 20-year horizon. Reflecting options to utilise larger aircraft on these services, aircraft movements are forecast to grow at 4.7 per cent annually to meet passenger demand. s.47C(1)
- Aviation Development:** The dMP identifies the majority of proposed development over the first five years is aviation related.

The airport plans significant aviation related development during the next 20 years, including terminal and apron redevelopment, extension, construction and realignment of taxiways, expansion

Cleared by: Leonie Horrocks, General Manager Date: 27 June 2017 Phone: 02 6274 7760 Branch: Airports Division: Aviation & Airports	(a) Approved/Not Approved (b) Signed/Not Signed  <p style="text-align: right;">DARREN CHESTER</p> <p style="text-align: right;">..... / ..... / .....</p>
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**Minister's Comments/Supplementary Tasking:**

of existing apron areas, conversion of existing buildings, installation of approach lighting at the end of Runway 32 and relocation of the Runway 32 landing threshold to accommodate forecast growth in passenger numbers.

Some stakeholder concerns about the proposed relocation of the landing threshold were raised during the consultation period. A technical investigation, assessing the impacts of moving the threshold by approximately 300 metres, was undertaken during the preparation of the dMP. It found that in the immediate vicinity of the airport, aircraft will be approximately 15 metres lower in altitude on approach from the south. This change will likely increase sound pressure in specific locations, to between 0.3 dB(A) and 0.6 dB(A). However, changes in sound pressure of 3dB(A) or lower are generally not noticeable to the human ear and it is therefore highly unlikely the change in sound pressure will be noticeable to the local community. Additionally, the proposed relocation of the threshold will not significantly change flights paths or levels of aircraft noise and does not significantly impact the community adjacent to the airport.

The 2047 Australian Noise Exposure Forecast (ANEF) in this dMP incorporates the revised Runway 32 landing to ensure potential impacts are included for planning consideration. GCAPL has committed to work closely with Airservices Australia (Airservices) on this project, and consult extensively with the community through the Community Aviation Consultation Group (CACG) and the Airport Noise Abatement Consultative Committee (ANACC).

Further information about aviation development is included in **Attachment F**.

6. **Non-Aviation Development:** The dMP limits non-aviation uses to the Terminal Precinct with a possibility of expanding non-aviation activities in the Western Enterprise Precinct beyond the five-year horizon.

The dMP notes possible developments within the first five years of the Master Plan include a hotel. In recent discussions, GCAPL indicated it is in the early planning stages for a Major Development Plan for a hotel in the terminal precinct.

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7. **Ground Transport:** The dMP provides extensive information about ground transport over the long term. In the first five years of the Master Plan, GCAPL does not envisage any fundamental changes to the public transport network in the airport. However, the 20-year forecast envisages construction of a second access point to the external road network on the Gold Coast Highway, construction and reconfiguration of internal roads and roundabouts, a multi-storey car park in front of the terminal, new ground transport facilities for coach, limousine and shuttle bus users, and other improvements.
8. **Economic Impact:** The dMP estimates over the next 20 years the airport's direct operations contribution to the Gross Regional Product will increase to \$2.3 billion; the Total Economic Contribution to the region will reach \$5.6 billion; the airport will facilitate 16.6 million visitors to the region and generate almost 7,000 full-time equivalent jobs. s.47C(1)

s.47C(1)

9. **Aircraft Noise:** Aircraft noise is addressed in Chapter 5 of the dMP, including matters such as runway utilisation and noise abatement procedures, aircraft noise monitoring and the use of the Airport's CACG and the ANACC to educate the public on noise-related issues.

The dMP contains the ANEF that has been endorsed by Airservices. The ANEF is for a 30-year period to 2047 and exceeds the planning period of the dMP.

The 2047 ANEF contours have contracted slightly in most places due to an expectation of more aircraft using instrument approaches, increased Regular Passenger Transport (RPT) jet aircraft movements and other operational purposes.

**Consultation:** Prior to the public consultation period, GCAPL consulted with local, state and federal stakeholders including the Department, Airservices, Tweed and Gold Coast City Councils, and the Queensland Department of Transport and Main Roads.

The preliminary draft Master Plan (pdMP) was exhibited for a period of 65 business days between 25 October 2016 and 30 January 2017, with comments invited from the public, state and local governments, and airport users. During this period, GCAPL held six community information sessions and six open community consultation sessions on the Gold Coast and in New South Wales.

In total, GCAPL received 54 submissions during public consultation, with 16 in support, 27 in opposition and 11 neutral to the proposals set out in the pdMP.

In order to address potential concerns of the public, GCAPL also conducted direct briefings for all levels of government, the community and stakeholders. Matters raised included aircraft noise, flight paths, economic impact, ground transport, environmental management, and aviation operations including facilities, growth, capacity and development.

Twenty one public submissions (39 per cent) raised concerns about the impact of aircraft noise, now and in the future. General themes include calls for a flight path review, the airport to be closed and relocated, concerns about noise as flight numbers grow; and opposition to the threshold relocation on Runway 32 and the implementation of the instrument landing system (ILS).

In response to the submissions, GCAPL made a number of changes to the pdMP. s.47C(1)  
s.47C(1)

The dMP acknowledged existing measures to manage noise, including several noise abatement procedures (NAPs) that Airservices implements at the airport.

GCAPL will continue to consult through its CACG and ANACC forums and work with both local councils in an effort to minimise noise impacts.

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10. **Environmental Issues:** A portion of the proposed aviation development is in an area designated as an Environmentally Significant Area due to the presence of listed species at **Attachment D**. GCAPL will need to seek further approval under the *Environment Protection Biodiversity Conservation Act 1999* (EPBC Act) prior to development of affected areas. In addition, any development in that area will trigger a Major Development Plan (MDP) process and require a public consultation period.
11. **Agency Referrals:** During its assessment of the dMP, the dMP was circulated within the Department for comment. The Department sought the views of the Department of the Environment and Energy (DoEE), the Civil Aviation Safety Authority (CASA), and Airservices.

CASA advised that sight lines from the Control Tower to the proposed southern apron area may be hindered by the existing terminal building, and that consultation with Airservices will be required at development stage to ensure that Air Traffic Control has sufficient visibility of operations in this area.

Airservices stated that it has not identified any significant issues in the dMP, but reiterated that GCAPL will require consultation with them on maintenance of lines-of-sight requirements, as well as other developments.

DoEE did not raise any concern about the dMP, and also noted the importance of GCAPL consulting with it on any future actions that may require consideration under the provisions of the EPBC Act.

### Sensitivities:

A number of communities continue to have a challenging relationship with the airport. The comments in relation to the pdMP tended to relate to aircraft noise, forecast, growth, clearing of vegetation for Project LIFT, the ILS and contamination with Per- and poly-fluoro alkyl substances (PFASs). GCAPL reports there has been misinformation amongst groups purporting land clearing is for a runway extension. There is no inclusion of a runway extension in the dMP and the land clearing being undertaken is in preparation for other projects already approved under MDPs (the ILS MDP and Project LIFT MDP).

**Background:**

Further background information on the dMP is provided at **Attachment F**.

**Action to Follow:**

If you approve the dMP, it will become a 'final Master Plan' in accordance with section 83 of the Act. Under section 86 of the Act, GCAPL must publish the final Master Plan within 50 business days of your approval.

**Attachments:**

Attachment A - Gold Coast Airport 2017 draft Master Plan

Attachment B - Supplementary Report to the draft Master Plan

Attachment C - Stakeholder letters

Attachment D - Department's assessment under section 71 of the Act

Attachment E - Department's assessment under section 81 of the Act

Attachment F - Background information