

TITLE: [PR-PC] Draft Preliminary Gold Coast Airport 2017 Master Plan

SUBMITTED BY: Strategic Planning and Urban Design

Validms



Civic Leadership

LINKAGE TO INTEGRATED PLANNING AND REPORTING FRAMEWORK:

- | | |
|-------|--|
| 1 | Civic Leadership |
| 1.5 | Manage and plan for a balance between population growth, urban development and environmental protection and the retention of economical viable agriculture land |
| 1.5.2 | Land use plans and development controls will be applied and regulated rigorously and consistently and consider the requirements of development proponents, the natural environment and those in the community affected by the proposed development |

SUMMARY OF REPORT:

Gold Coast Airport Pty Ltd (GCAPL) has publicly exhibited the Preliminary Draft Gold Coast Airport 2017 Master Plan. Whilst the Airport operates under Federal legislation, the Draft Master Plan establishes development requirements for the next five year period, consistent with a broader 20 year strategic plan.

The Airport represents one of the most significant employment generators and a major contributor to the local and regional economy with a projected 16.6 million passengers expected to pass through the terminal by 2037.

The ongoing need for expansion and improvement of services and facilities associated with the airport provide the opportunity to work with GCAPL to capture opportunities for development of land in close proximity to the Airport for employment generating purposes.

This report presents a draft submission for the consideration by Council prior to finalisation and forwarding to GCAPL as Council's formal response to public exhibition.

RECOMMENDATION:

That Council endorses that the attached submission in response to the public exhibition of Preliminary Draft Gold Coast Airport 2017 Master Plan be forwarded to Gold Coast Airport Pty Ltd for consideration.

REPORT:

Preliminary Draft Gold Coast Airport 2017 Master Plan is currently on exhibition until 30 January 2017.

A recommended submission is attached to this report for information and reference.

The Master Plan is a statutory document prepared under the *Airports Act 1996*. As part of the planning framework, GCAPL is required to prepare an Airport Master Plan every five years detailing the twenty-year strategic direction for the Gold Coast Airport.

Given the significant passenger growth projected from approximately 6 million now to 16.6 million by 2037 the potential benefits for employment and tourism opportunities are recognised and supported.

With this continuing growth will come the potential for greater impacts to landowners and residents of land in close proximity to the Airport. The Master Plan introduces a 2047 ANEF map which shows a slight variation in the location of ANEF lines which will necessitate a change to Council's database to ensure that development applications within the boundaries of the ANEF zones are given appropriate consideration.

The Master Plan also introduces a new approach to understanding aircraft noise and nuisance through use of N70 Contours, which represent the number of occasions per day that aircraft noise will exceed 70 decibels, a level which is assumed to equate to an attenuated level of 55 decibels inside a dwelling which has windows closed. This level being the level above which interference with telephone conversations or listening to the TV can be assumed to be affected.

Nuisance from aircraft noise has been one of the most significant issues reported by landowners. The introduction of both means of representing the potential levels of aircraft noise is welcomed and will assist landowners and residents better understand the potential to be inconvenienced by aircraft arriving or departing the airport.

While the Master Plan has provided maps of the Long-range ANEF (20-plus year) forecast noise exposure levels (2047 ANEF), the Master Plan also makes mention of a category of ANEF called the Ultimate Practical Capacity ANEF which is a forecast of aviation noise exposure levels expected to exist when the Airport is developed to its ultimate practical capacity. Given that the ultimate length of the runway is 366 metres longer than that used to generate the 2047 ANEF levels, the ability to prepare a strategic land-use plan accommodating a transition in land-use on areas potentially affected by this ultimate level of development of the Airport would be of benefit in minimising future annoyance as the Airport approaches its ultimate practical capacity.

Community consultation has already commenced with a schedule of 4 public "drop-in sessions" to be conducted to the north of the Airport and two sessions in Tweed Shire, one has already been held at Kingscliff with the second scheduled for Tweed Heads on 6 December 2016. The attached draft submission proposes that further sessions be conducted in the Tweed.

A draft submission to Gold Coast Airport Pty Ltd is attached to this report, and highlights both support for the success of the Airport and economic benefits that will be generated from increased passenger and cargo movements and associated infrastructure improvements, and identifies opportunities and a desire to work closely with GCAPL in

capitalising on improvements at the Airport, and development of employment generating opportunities on land close to the Airport.

OPTIONS:

1. Endorse the attached submission to the Preliminary Draft Gold Coast Airport 2017 Master Plan, or
2. Receive and note the attached submission to the Preliminary Draft Gold Coast Airport 2017 Master Plan Defer and detail any additional matters to be incorporated within the submission prior to it being submitted to GCAPL, or
3. Defer consideration of the Preliminary Draft Gold Coast Airport 2017 Master Plan and through the Office of the General Manager seek a briefing with GCAPL representatives.

Option 1 is the Council officers' recommended option.

CONCLUSION:

Gold Coast Airport is experiencing unprecedented growth in passenger numbers, and at a rate which requires continual upgrading of the services and infrastructure associated with the site.

While the economic benefits of having the fifth largest airport in Australia on the Shire's border are acknowledged and supported, managing the potentially adverse impacts of such growth must be considered as early in the planning process as possible.

A draft submission has been prepared and is attached to this report for reference, and if appropriate the inclusion of any additional matters that Council wishes to raise with the GCAPL.

COUNCIL IMPLICATIONS:

a. Policy:

Corporate Policy Not Applicable

b. Budget/Long Term Financial Plan:

Not Applicable.

c. Legal:

Not Applicable.

d. Communication/Engagement:

Inform - We will keep you informed.

UNDER SEPARATE COVER/FURTHER INFORMATION:

Attachment 1.

Draft Submission in response to the public exhibition of the Preliminary Draft Gold Coast Airport 2017 Master Plan (ECM 4306563)

**TWEED SHIRE COUNCIL
MEETING TASK SHEET**

User Instructions

If necessary to view the original Report, double-click on the 'Agenda Report' blue hyperlink above.

**Action Item - PLANNING COMMITTEE MEETING Thursday, 1 December
2016**

Action is required for Item 4 as per the Planning Committee Recommendation outlined below.

ATTENTION:

PLEASE NOTE THE ADOPTION OF THE COMMITTEE RECOMMENDATIONS BY COUNCIL AT ITS MEETING HELD Thursday, 1 December 2016 (Minute No 552 Refers)

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**Cr W Polglase
Cr J Owen**

RECOMMENDED that Council:

1. Receive and note the attached submission to the Preliminary Draft Gold Coast Airport 2017 Master Plan and detail any additional matters to be incorporated within the submission prior to it being submitted to Gold Coast Airport Pty Ltd, and
2. Defer consideration of the Preliminary Draft Gold Coast Airport 2017 Master Plan and through the Office of the General Manager seek a briefing on the plan and on site visit with the Gold Coast Airport Pty Ltd and also to seek an extension to the submission period to enable Council to formally finalise a decision.

The Motion was **Carried**

**FOR VOTE - Unanimous
ABSENT. DID NOT VOTE - Cr R Byrnes**
