

8.0

Land Use



The Gold Coast Airport land use plan covers an area of approximately 371 hectares and is divided into five precincts.

8.1 INTRODUCTION

This chapter describes Gold Coast Airport's overall planning intent for the Airport, land use strategies and related objectives and development control principles associated with the precincts. It takes into consideration New South Wales and Queensland state planning policies and local planning schemes in effect around the Airport and describes consistency of the Master Plan with those instruments. This chapter intends to provide the community and government with appropriate visibility of Gold Coast Airport's vision for the growth of the Airport to 2037.

This approach is consistent with the purposes of a final Master Plan for an airport set out in s. 70(2) of the Act, including:

- a) To establish the strategic direction for efficient and economic development at the airport over the planning period of the plan
- b) To provide for the development of additional uses of the airport site
- c) To indicate to the public the intended uses of the airport site
- d) To reduce potential conflicts between uses of the airport site and to ensure that uses of the airport site are compatible with the areas surrounding the airport.

Table 8-1 Gold Coast Airport Precincts

Precinct	Area (hectare)	Description
Runway Precinct	162	Runways and the lands required for airside operations, including taxiways, airside roads and navigation aids.
Terminal Precinct	68	Terminal buildings and land required for future terminal expansions, airport-compatible commercial development activities, short-term accommodation, university, roads, car parks, commercial transportation and car rental facilities.
General Aviation Precinct	8	Aircraft hangars and maintenance facilities, ancillary aviation support activities, commercial and light industrial and associated land uses.
Western Enterprise Precinct	39	Largely undeveloped land that is being preserved for future aviation and non-aviation related industrial land use, used for navigation and communications equipment associated with aircraft operations and ancillary airport activities such as the fire training area.
Cobaki Environment Precinct	94	Areas of remnant natural vegetation, designated areas of cultural significance, a former sand dredging operation and a large section of the Cobaki Broadwater.

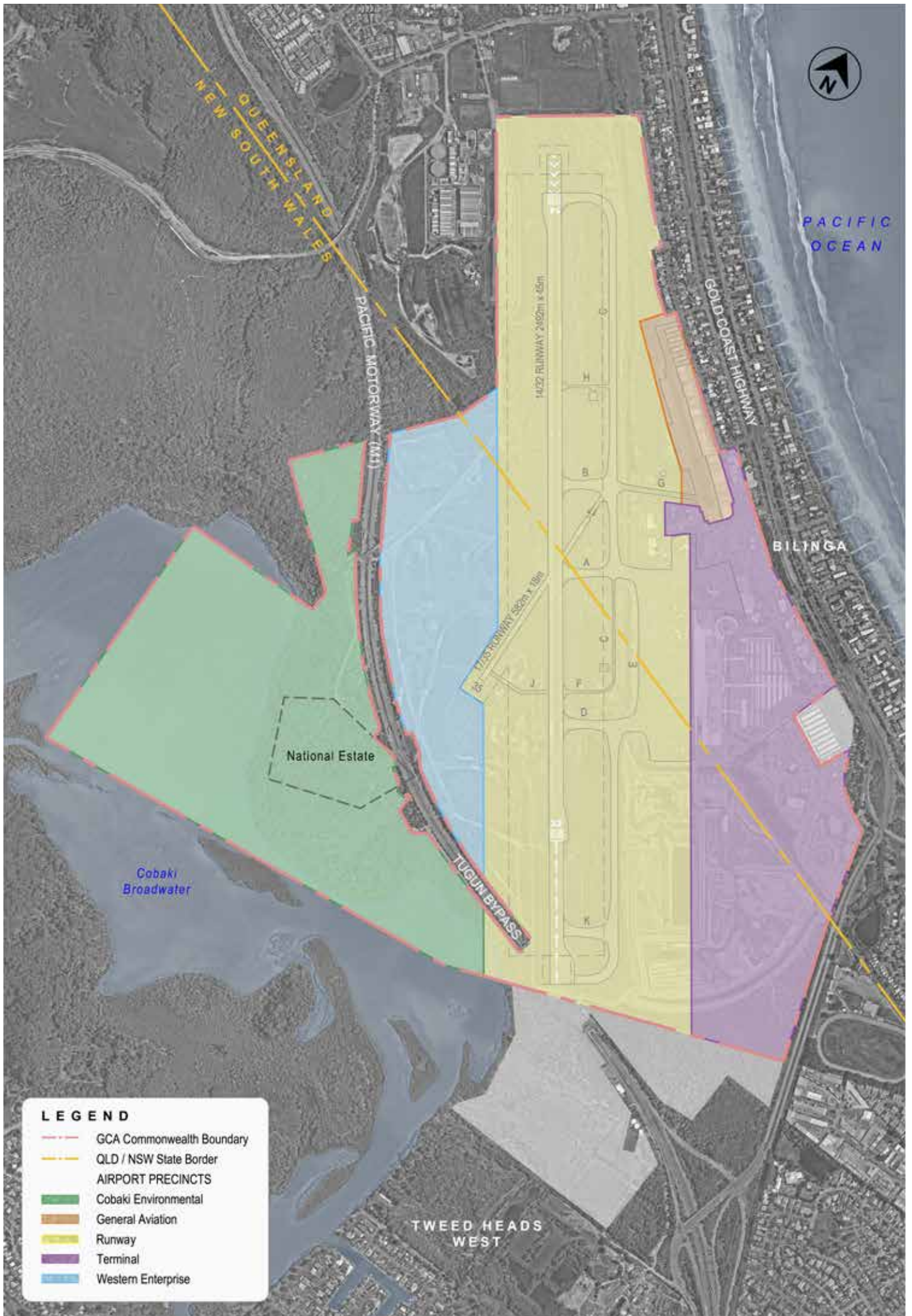


Figure 8.1 2017 Airport Land Use Plan

The Gold Coast Airport land use plan covers an area of approximately 371 hectares and is divided into five precincts according to the predominant existing and intended purposes. The Master Plan identifies the nature of development envisaged for each precinct. Where possible it references terminology consistent with the local authority planning schemes, or with commonly understood generic meanings. The precincts and their respective primary purposes are identified in Table 8-1 and are illustrated in Figure 8.1.

8.2 PLANNING INTENT

Gold Coast Airport caters for the air transport needs of south east Queensland and northern New South Wales. This role is expected to continue long term. There are obvious economic and social benefits for this attractive, fast-growing region in having a major airport located close to major centres of population and servicing domestic and international destinations and the very important tourism industry.

Development in areas around the Airport is affected by, and can affect, the Airport's operations. The Master Plan intends to protect the Airport's existing and future operational requirements from external encroachments or restrictions. It seeks to promote development and land use that is appropriate and compatible to the Airport's operations.

Developing commercial opportunities that need or benefit from location on airport land is important for the long-term viability of the Airport. This includes its ability to take advantage of new market opportunities and to function as an attractive tourist and business gateway to south east Queensland and northern New South Wales.

8.2.1 A Strategic Approach to Future Growth

The success of the Master Plan will be defined by how well it enables the Airport to meet current aircraft and passenger operations, while maintaining flexibility to adapt to changing trends, emerging markets and arising opportunities.

This Master Plan provides a framework for future development of the Airport. It ensures, that through the development objectives, each precinct has the flexibility to manage, balance and respond to future needs of the Airport and emerging market trends. This approach to flexible development has been an ongoing feature of previous Gold Coast Airport Master Plans.

Gold Coast Airport is in a dynamic market. To be a strong economic hub for the region it needs to retain the ability to be innovative regarding the land use mix within the Airport boundaries. Such uses must ensure compatibility with the core function of the Airport.

The ability to be market responsive and be able to welcome new commercial partners or users to the Airport is important to Gold Coast Airport. This is to maximise the economic contribution that the Airport can make by creating opportunities for allied uses to co-locate on airport land. The Airport will form a major regional commercial and transport hub serving south east Queensland and northern New South Wales.

The discretionary uses in each precinct do not provide an exclusive list of the activities that may be permitted for that precinct. Uses that are not specified may be accepted, subject to compliance with the development objectives in a particular precinct and within the constraints of the Act.

8.2.2 Interim Uses

The Airport will be progressively developed over time until the ultimate development is reached as depicted in the Twenty-Year Airport Development Plan (Figure 6.2).

In the interim, the Airport is seeking flexibility in the delivery of the overall development. This will allow additional airport-compatible uses to be considered, if they are seen to be desirable or viable due to emerging market demand and arising opportunities. This includes, in particular, commercial uses that support the regional economic contribution of the Airport. This may include interim uses that may be on land designated for other uses in the long term. As an example, in the interim commercial uses may be carried out on land that may be required for aviation uses in the long term. This Master Plan allows for interim uses in any of the Airport precincts including any undeveloped areas.

Interim uses will be short to medium-term in nature and could include but not limited to discretionary uses listed within Table 8-3, Table 8-4, Table 8-5, and Table 8-6. Where applicable Interim uses will have leases with appropriate break clauses.

As an example, interim uses could include temporarily locating ground transport infrastructure such as car and bus parking, car wash and car rental storage within an area that will ultimately be used for aviation or other purposes.



8.3 COMMONWEALTH PLANNING POLICY

As a Commonwealth leased airport, Gold Coast Airport is regulated under the Airports Act. The Federal Government retains sole responsibility for control over land use planning and development on Commonwealth airport leased land.

Land use, planning and building controls on Commonwealth airport leased land are regulated under Part 5 of the Act and are summarised as:

- » *For each airport, there is to be an airport Master Plan*
- » *Major development plans will be required for major airport developments*
- » *Building activities on airport sites will require approval*
- » *Buildings and structures on airport sites must be certified as complying with AEPR.*

Although state and local government land use planning systems do not apply to Commonwealth airport leased land, the Act requires that the Master Plan describe consistency with local planning regimes. It is expected that airports should, to the greatest extent possible, not be incompatible with local planning regimes.

8.3.1 Major Development Plans

An MDP is required to be prepared, as specified under s. 89 of the Act, for major airport developments. These developments are defined in the Act and include:

- » *Construction of a new runway or a runway extension*
- » *Some other major aviation construction works (including major terminal extensions)*
- » *Development with potential for significant environmental impact or effects on the local or regional community*
- » *Development that affects an area identified as environmentally significant in the environment strategy*
- » *Any sensitive developments.*

An MDP must be considered by the Minister following public comment and consultation as prescribed under the Act. All developments are subject to formal building approval in accordance with the Airports (Building Control) Regulations 1996, taking into account the AEPR.

8.3.2 Building Activity Approvals

Most building activities on Gold Coast Airport Commonwealth leased land require building approval. Building approvals are obtained from the Airport Building Controller (ABC) and Airport

Environment Officer (AEO), who are appointed by DIRD and administer onsite compliance with Parts 5 and 6 of the Act and associated regulations. The ABC functions as the building certifier to ensure compliance with the Building Code of Australia and other relevant legislation and standards. The AEO has several specific statutory functions under the Act and AEPR and assist with administering the AEPR.

GCAPL consent is required for proponents lodging a building application. GCAPL assesses building applications for consistency with the Master Plan and AEPR. Consent for the lodgement may be granted with or without conditions, or consent may be refused. Once GCAPL consent is received for an application, Airports (Building Control) Regulations 1996 requires building approval to be obtained from the ABC. In considering a building application the ABC refers the application to the AEO for assessment of environmental impacts. AEO assists with administering the AEPR. Conditions requested by the AEO can be incorporated into the building consent.

8.3.3 Sensitive Developments

The term “sensitive development” is defined in s. 71A of the Act as development or redevelopment that increases capacity of:

- » Residential dwelling
- » Community care facility
- » Pre-school
- » Primary, secondary, tertiary or other educational institution
- » Hospital.

“Sensitive development” is prohibited except in exceptional circumstances, which have to be demonstrated as part of the MDP process for any such development. The Act further provides in s. 81[10] that the Minister’s approval of a draft Master Plan that contains a “sensitive development” does not stop the Minister from subsequently refusing to approve an MDP for that development.

The SCU campus at the Airport is now considered a “sensitive development”, although the Act’s restriction on such uses had not been introduced at the time of its initial development.

8.3.4 Pre-Existing Interest

In preparing this Master Plan, GCAPL has considered all interests in the land such as leases, sub-leases, licenses and easements that existed when GCAPL became the Airport-lessee company in 1998. These pre-existing interests are listed in Table 8-2.

Table 8-2 Pre-existing Airport Interests

Pre-Existing Interest	Location, Type or Purpose	Status
Lease No. 2247659	Airservices Australia	Current
Lease No. 702577849	Terminal Precinct	Expired
Lease No. 702839463	General Aviation Precinct	Expired
Lease No. 702784976	General Aviation Precinct	Current
Lease No. 702500558	Airservices Australia	Current
Lease No. 702482286	Airservices Australia airport control tower and fire station	Current
Lease No. 602364682	General Aviation Precinct	Expired
Lease No. 701904902	Airservices Australia	Current
Easement No. 601285565	Right of Way	N/A
Easement No. 601999459	Sewerage – Terminal Precinct	N/A

8.3.5 National Airports Safeguarding Framework

This Master Plan has been informed by the Framework as developed by NASAG and endorsed by Transport and Infrastructure Council.

The Framework was developed to enhance the current and future safety, viability and growth of aviation operations at Australian airports. It supports and enables best practice to be implemented in relation to land use assessment and decision making near airports.

The Framework guidelines provide comprehensive information and recommendations relating to six airport safeguarding matters. These guidelines are:

- » Guideline A: Measures for Managing Impacts of Aircraft Noise
- » Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports
- » Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports
- » Guideline D: Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation
- » Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports
- » Guideline F: Managing the Risk of Intrusions into the Protected Airspace of Airports.

These guidelines are designed to assist land use planners and airport operators in their planning and development processes. As an example, Guideline B is designed to reduce the risk of building generated windshear and turbulence at airports near runways.

The Queensland Government contributed to developing the Framework through NASAG. In Queensland, the Framework is implemented through the SPP and local planning schemes. The City Plan incorporates relevant Framework requirements as part of its suite of development outcomes.

The New South Wales Government contributed to developing the Framework through NASAG. The New South Wales Government and Tweed Shire Council are also committed to the continued protection of the airport from incompatible development.

8.3.6 Consistency with Surrounding Planning Legislation

Under s. 71 of the Act, the Master Plan is required to describe the consistency with state and local government planning regimes in force where the Airport is located.

The property occupied by Gold Coast Airport, uniquely among Australia's major airports, is partly within two local authority areas and two state jurisdictions, being Tweed Shire in New South Wales and City of Gold Coast in Queensland. The Airport's airspace is also within those two cross-border council areas. The need for airport planning to be undertaken in two widely differing legislative frameworks for land use, utilities and the like, involves complexities not present in a single jurisdiction.

This Master Plan does not vary the level of compatibility of airport land uses with adjacent planning schemes or the interface with surrounding areas from the 2011 Master Plan. Likewise, it is understood there are no likely changes to zoning designations outside the Airport that would alter its relationship with those areas. Land use planning over decades has recognised and been adapted to the Airport's presence.

Section 8.3.7 and 8.3.8 outlines how this Master Plan is consistent with the relevant Queensland and New South Wales state planning instruments and planning policies and local government planning schemes.

8.3.7 State Planning Controls

Queensland

The state significance of the Gold Coast Airport is acknowledged by the Queensland Government through the SPP and the South East Queensland Regional Plan 2009–2031.

State Planning Policy

Gold Coast Airport is classified as a Strategic Airport under the SPP, and is protected by, and subject to, the SPP, in terms of local authority planning.

The SPP sets out the state's interest in strategic airports and aviation facilities considered essential for the state's transport infrastructure and which play a key role in facilitating economic growth in Queensland.

The SPP provides direction for local governments preparing planning schemes to appropriately identify strategic airports and to facilitate development surrounding these airports. It includes standard code provisions with which local authority planning schemes are required to be consistent and comprehensive guidance material to assist local government.

The SPP applies to off-airport developments that could:

- » Encroach into the operational airspace of a strategic airport
- » Encroach into the building restricted area of an aviation facility
- » Increase the number of people that could work or live in areas affected by aircraft noise
- » Increase the number of people or lead to dangerous materials being present in the public safety area associated with the runways
- » Involve other potential hazards to aircraft operating in the Airport's airspace.

As required, the City Plan reflects the SPP by inclusion of a comprehensive airport code with the following overlays:

- » ANEF contours
- » Bird and bat strike zone
- » Light intensity
- » OLS
- » PANS-OPS
- » Public safety areas.

South East Queensland Regional Plan 2009–2031

The South East Queensland Regional Plan 2009–2031 recognises that the Airport provides economic and employment diversification on the Gold Coast and facilitates the growth of tourism, manufacturing, logistics, and freight distribution.

The South East Queensland Regional Plan 2009–2031 supports the Airport in terms of economic and employment growth and protecting the Airport from incompatible development.

The Airport is recognised as a key element of the region's transport system, servicing the regional population, business and industry.

The Queensland Government is currently underway in the preparation of a new regional plan, Shaping SEQ: Draft South East Queensland Regional Plan. Public consultation on the ShapingSEQ document was undertaken in early 2017.

The draft regional plan continues to recognise the significance of Gold Coast Airport both for the Gold Coast and Tweed Shire areas but also strategically for the south east Queensland region.

It acknowledges the role of the airport as enabling infrastructure for future prosperity of the Coolangatta - Tugun Economic Cluster. In addition to the contribution of the airport to ensuring that south east Queensland remains a well connected and efficient region.

New South Wales

The New South Wales planning legislative framework consists primarily of the *Environmental Planning and Assessment Act 1979* and the Environmental Planning and Assessment Regulation 2000 and three key instruments that are made under the *Environmental Planning and Assessment Act 1979*:

- » State Environmental Planning Policy (SEPP)
- » Local Environmental Plan (LEP)
- » Local planning directions, issued by the Minister under s. 117 of the *Environmental Planning and Assessment Act 1979*.

A New South Wales Ministerial Section 117 Direction requires an airport's OLS to be given effect in preparing planning schemes and for restrictions to be placed on development in aircraft noise-affected localities. In the regional context, the state government's North Coast Regional Environmental Plan (deemed SEPP) requires inclusion of provisions in LEPs for airport-

related constraints. These include clauses that provide strong protection of OLS and PANS-OPS surfaces, and ensure compliance with the aircraft noise requirements in AS2021:2015.

Far North Coast Regional Strategy

The New South Wales Government's Far North Coast Regional Strategy, which came into effect in 2006, applies to six local government areas: Ballina, Byron, Kyogle, Lismore, Richmond Valley and Tweed. The strategy's purpose is to manage the region's expected high growth rate in a sustainable manner, to protect the unique environmental assets, cultural values and natural resources of the region and ensure future planning maintains the character of the region and provides for economic opportunities. However, the strategy is now out of date.

In March 2016, a draft North Coast Regional Plan was released for consultation by the New South Wales Department of Planning and Environment. This plan covers a wider part of the state: from Taree and Port Macquarie in the south to the Queensland border. If adopted, it is expected to be supplemented by more detailed plans for the three sub-regions of the North Coast (included in the Far North Coast Regional Strategy).

The draft regional plan refers to the importance of Gold Coast Airport as an international gateway to the region that will continue to allow business and industry to access international export and tourism markets.

The Airport's locality is identified in the plan as a growth precinct in the Tweed region. Tweed Heads is now being proposed to be designated as a New South Wales regional city.

In relation to airport growth precincts in the region generally, including Gold Coast Airport, the plan suggests that local authorities should activate precincts to accommodate compatible and complementary aviation-related businesses.

The Master Plan permits new retail facilities in the Terminal Precinct. This has been a consistent feature of previous Master Plans and is an existing and established use on site with Airport Central. As an international airport there is a greater expectation regarding the range of services available to customers. The Airports Act places responsibility on GCAPL for setting the strategic direction for efficient and economic development. The role of GCAPL will be to ensure that any future retail offering within the Airport is

complementary to other retail centres in the region.

The draft North Coast Regional Plan also takes into account the proposed future connection of Gold Coast Airport to the Brisbane heavy rail network. It identifies potential for a future rail corridor south of the Gold Coast along the Tweed coastal strip.

8.3.8 Consistency with Local Planning Instruments

Continual and extensive consultation on the content and implementation of planning schemes takes place between GCAPL and the respective local authorities. The consultation is aimed at ensuring that airport-related constraints will be recognised in land use designations and development assessment policies and that on-airport land uses will be compatible with surrounding activities, utilities systems and transport infrastructure. The statutory planning instruments of both local authorities identify and control actions that could adversely affect safety or operational efficiency in the Airport's airspace. Protocols with both local authorities facilitate bringing potential obstacles or hazards to GCAPL's notice at an early stage of the application process.

City of Gold Coast

The north eastern section of the Airport lease area is in the City of Gold Coast (Queensland).

Regulation of planning and land use in the City of Gold Coast is under the City Plan, which came into effect in February 2016. The Airport is zoned "Special Purpose" under the City Plan, which relates to activities not regulated by the City Plan (in this case, regulated by the Act), or otherwise not subject to planning and development control under the local planning scheme.

The City Plan identifies the Airport as providing key transport infrastructure that will contribute to developing Gold Coast as a world-class city. In addition, the City Plan envisages growth in airport support services and tourist accommodation near the Airport to further advance economic productivity and prosperity.

In the strategic framework of the City Plan, the Airport is identified as a "specialist centre" and a major economic generator for the communities in south east Queensland and northern New South Wales. The City Plan also identifies the SCU as forming part of the city's "Research Triangle".

The City Plan includes a Constraints Code titled

“Airport Environs Overlay Code”, which incorporates detailed controls relating to development in the locality of the Airport. This imposes an end-of-runway public safety area, height limits pursuant to the Airport’s OLS and PANS-OPS surfaces and restrictions owing to lighting zone controls. The code regulates types of development that should or should not take place in surrounding areas due to potential for attraction of birds and bats or because of potentially hazardous emissions.

It imposes requirements for acoustic insulation of buildings affected by aircraft noise, in accordance with AS2021:2015, and in that regard is consistent with the SPP.

Tweed Shire

Regulation of land use and development in the Tweed Shire (New South Wales) is achieved via the Tweed LEP. This reflects the state government planning objectives, as set out in the *Environmental Planning and Assessment Act 1979* and associated statutory instruments, and is consistent with the state-wide standard instrument LEP.

The key aim of the Tweed LEP is to “encourage a sustainable local economy, small business, employment, agriculture, affordable housing, recreational, arts, social, cultural, tourism and sustainable industry opportunities appropriate to Tweed”.

The Airport is zoned “Special Purpose – SP1 Special Activities”. The key objective of the SP1 zone is to “provide for special land uses that are not provided for in other zones”. Although the Airport land use is not regulated by Tweed LEP, the zoning does specifically designate the Airport as the intended use.

The important role of the Airport and the need for its protection have long been features of strategic planning and policy statements of Tweed Shire Council. This is reflected in clauses from Tweed LEP that:

- » Preclude a local authority from approving an application where an OLS or PANS-OPS surface would be exceeded, unless consultation has taken place with the relevant Federal body and concurrence has been given
- » Require that consideration be given by the consent authority as to whether an increased population would be involved and how any

proposed development may be affected by the Airport’s ANEF contours. The council must be satisfied that specified noise-sensitive development will meet the respective AS2021:2015 aircraft noise reduction standards.

Next to the Airport to the south and west significant areas are classified as “Deferred Matter,” in which there is no specified zoning. For these areas the previous zones in the superseded LEP 2000 will continue to apply for most of the affected land. This is due to deferral by the state government of formerly proposed Environmental Protection Zones. In the case of the Crown land leased by GCAPL immediately south of the Airport, it is so as to not preclude development of aeronautical facilities.

8.4 AIRPORT PRECINCTS

The Master Plan identifies five airport precincts: Runway Precinct, Terminal Precinct, General Aviation Precinct, Western Enterprise Precinct and Cobaki Environment Precinct (Figure 8.1). For each precinct there are development objectives, discretionary uses and development standards.

Given the position of Gold Coast Airport, being partly within not only two local authority areas, but also two state jurisdictions, the discretionary uses largely adopt the definitions from the Tweed LEP (for the Western Enterprise Precinct and Cobaki Environment Precinct) and the SPP (for the Runway Precinct, General Aviation Precinct and Terminal Precinct).

The discretionary uses in each precinct do not provide an exclusive list of the activities that may be permitted for that precinct. Uses which are not specified may be accepted subject to compliance with the development objectives in a particular precinct and within the constraints of the Act.

The term “discretionary use” is used to describe those uses that can occur on Gold Coast Airport land, but only with the permission of GCAPL. In addition to the discretionary uses, any existing use on the Airport is permissible.

8.4.1 Runway Precinct

The Runway Precinct embraces all infrastructure required for the current and future safe and efficient aircraft landing, take off and taxiing operations, navigation aids and other aviation-related facilities including aviation fuel supply. The Runway Precinct is approximately 162 hectares in area and is partly in the City of Gold Coast and partly in Tweed Shire. The state border between Queensland and New South Wales diagonally bisects the runway at approximately its midpoint. The precinct provides sufficient land to accommodate all required aircraft movement infrastructure for the long term operation of the Airport.

The Runway Precinct is largely cleared with small pockets of Environmentally Significant Areas located along its western and south eastern boundaries. In the eastern section of the precinct there is a drainage network approximately 2.9 kilometres long, consisting of grass and concrete-lined channels with pipe and box culverts under pavement crossings.

Key Development Objectives

The current and intended key development objectives for the Runway Precinct are:

- » Contribute to the commercial viability of the Airport as an enterprise
- » Provide for safe and efficient aircraft landing, take-off and taxiing operations
- » Accommodate aircraft navigation aids, radar and communications equipment, air traffic control, aviation rescue and firefighting, and meteorological services
- » Accommodate other facilities to ensure safe operation of aircraft

- » Provide facilities for assembly and dispersal of passengers and goods on to or from aircraft
- » Enable future development of the heavy rail line between Varsity and Coolangatta, for which a corridor has been identified
- » Enable future expansion of airport operations including taxiways and associated aviation facilities.

Land Use and Development Control

Land uses that currently or might in the future occur in the Runway Precinct are listed in Table 8-3. Where possible, land uses are as defined in the SPP.

Development will comply with relevant national and international aviation standards and in particular with the International Standards and Recommended Practices for Aerodromes Annex 1 (ICAO 1987), *Air Navigation Act 1920*, *Civil Aviation Act 1988* and associated regulations.

As shown in this Master Plan, the terminal, apron and taxiways are to be extended in a southerly direction in this precinct, corresponding with the approved extension of the adjacent passenger terminal.

Runway strips and aircraft movement areas will be constructed to maximise capacity of existing infrastructure. Facilities will be developed to ensure safe and efficient aircraft operations and configured to minimise aircraft noise, fuel use and other environmental impacts.

Development will be undertaken in accordance with the Airport's OLS, PANS-OPS surfaces and environmental requirements in this Master Plan. Access to the Runway Precinct will be strictly controlled, with unregulated access not allowed from unsecured, adjacent parts of the Airport or land outside the Airport boundary.

Table 8-3 Runway Precinct Discretionary Airport Uses

Discretionary Uses	
Air services (including the Airport and associated facilities)	Emergency services
Advertising device	Office
Utility installation	

The Terminal Precinct is the aviation gateway to south east Queensland and northern New South Wales regions.

8.4.2 Terminal Precinct

The Terminal Precinct is the aviation gateway to south east Queensland and northern New South Wales regions. The precinct is approximately 68 hectares in area, located in the eastern section of the Airport with frontage to the Gold Coast Highway. It is partly in both the City of Gold Coast and Tweed Shire. The precinct incorporates all of the Airport's landside operations and associated facilities. It is also the location of airport-related commercial and retail activities and the SCU campus.

The precinct is anchored by the terminal building. It is supported by an extensive internal vehicular and pedestrian network with linkages to the existing airport uses, SCU, car parks, commercial offices and retail.

The terminal precinct is dominated by expansive surface car parks. While this is a necessary and important land use in the Terminal Precinct, it is not an efficient use of the available land. Replacing existing surface parking with a multi-storey car park will unlock a significant quantity of land for future re-development. This would also improve the experience of visitors and passengers at the Airport.

The precinct will be capable of accommodating future development, enhancement and expansion of the terminal and associated facilities to ensure long-term safe, efficient and economic handling of aircraft, passengers, freight and related services

and support activities such as car rental operations. Future development will also include airport-related short-term accommodation and commercial and retail facilities arranged to enhance key development interrelationships.

Key Development Objectives

The precinct's key development objectives are to:

- » Accommodate facilities for the safe, efficient and economic handling of aircraft, passengers, freight and related services and support activities
- » Provide sufficient capacity for terminal facilities and related infrastructure development for international and domestic services
- » Cater for the Airport's role as a significant economic hub and key tourist and business gateway to the region
- » Provide for appropriate commercial and retail development
- » Develop in a way that recognises existing infrastructure and operating conditions and is sufficiently flexible to cater for future changes brought about by the dynamic and evolving nature and growth of the Airport's operations
- » Establish a strong range and depth of supporting commercial, food and beverage facilities in the terminal to cater for the needs of travellers, which will contribute to the viability of the Airport as an enterprise
- » Provide a "gateway opportunity" to the region.



- » Provide efficient, diverse and responsive ground transportation facilities and ensure that adequate provision is made for parking of airport users' vehicles
- » Enable appropriate interim uses, prior to land in the precinct being needed for development
- » Develop infrastructure at a height, bulk, scale and form tailored to the precinct's specific location and the site characteristics.

Land Use and Development Control

Principal aviation land uses to be accommodated in the Terminal Precinct include:

- » Terminals and related infrastructure and freight handling facilities
- » Aviation facilities and services
- » Aircraft maintenance buildings including hangars and workshops
- » Future light and heavy rail connections
- » Ground transportation facilities including car parks, rental car storage and bus and taxi operations.

Discretionary land uses in the precinct include non-aviation activities of a commercial or service nature in the Airport's highway frontage or other available sections of the precinct. An indication of non-aviation development sites has been included in the Five-Year Airport Development Plan (Figure 6.1) and Twenty-Year Airport Development Plan (Figure 6.2).

These concepts were developed through a balance of market assessment, design and land use planning, traffic and transport modelling and testing, including consideration of best practice airport design principles. In terms of design, the Terminal Precinct is intended to deliver improved legibility and respond to the locational attributes of the site and facilitate operational efficiencies.

The Terminal Precinct is supported by the adjoining Mallaraba car park. This is owned by GCAPL but not included in the Commonwealth airport lease. It is subject to the statutory provisions of the *Sustainable Planning Act 2009* and the City Plan. Given its location as a major arrival gateway for the Airport, it is anticipated that within this planning period of the Master Plan the Mallaraba car park will be redeveloped as a mixed use precinct consisting of short-term accommodation, retail and commercial offices. Development on this land will be subject to approval by the City of Gold Coast.

Mainly using the land use definitions in the current Queensland Planning Provisions, which is the basis for the equivalent terminology in the Gold Coast City Plan, the land uses which currently occur in the Terminal Precinct and might be considered to be appropriate there in the future, are categorised in Table 8-4.

Table 8-4 Terminal Precinct Discretionary Airport Uses

Discretionary Uses	
Air services (including the Airport and associated facilities)	Food and drink outlet
Advertising device	Function facility
Bar	Health care services
Car wash	Hotel (tavern)
Child care centre	Indoor sport and recreation
Environment facility	Market
Educational establishment (SCU campus)	Office
Emergency services	Parking station
Shop	Service industry (minor retail-related services)
Showroom	Service station
Short-term accommodation	Substation
Telecommunications tower	Tourist attraction
Tourist shop	Utility installation

None of the facilities affect the balance of zones in the surrounding planning schemes or duplicate or unduly compete with facilities in those local authority areas.

The geographical and land use configuration of the surrounding area is such that potential external adverse effects of activities in the Terminal Precinct, including aviation and vehicle noise, are avoided. The northern and western boundaries of the precinct are internal to the Airport, adjoining the Runway Precinct.

The eastern precinct boundary is formed by the Gold Coast Highway and a parallel local road (eight to ten lanes in total). Beyond these roadways, land close to Bilinga Beach (City of Gold Coast Council), is mainly used for residential purposes. There is a height limit of 23 metres under the City Plan.

At the southern extremity of the precinct, the boundary is the Gold Coast Highway (four lanes). Precinct activities are separated from nearby residential premises by major roadways. In the part of the land south of the Airport, which is in City of Gold Coast, there is a residential area with frontage to Coolangatta Road, separated by a substantial distance from the Airport. Buildings up to three-storeys (15 metres) are permitted in this area. Land uses to the south in Tweed Shire, facing the Terminal Precinct beyond the Gold Coast Highway, consist of a greyhound racing track (intended to be redeveloped for other purposes in the future, most likely commercial) and a major industrial estate.

The Act s. 71(2)(gc)(ii) requires an explanation of likely effects of proposed developments in the master plan on planning schemes for commercial and retail development in the area adjacent to the Airport. Within the first five years of this Master Plan the potential developments at the Terminal Precinct could include:

- » A multi-storey car park
- » Airport-related short-term accommodation (hotel)
- » Commercial offices

There is also potential to redevelop the Airport's existing commercial and retail complex fronting the Gold Coast Highway (further detail on these proposed developments see Section 9.5 Five Year Property Plan). These anticipated developments are not of a type, size or scale to compete with or supplant the roles of designated commercial or retail facilities in surrounding areas.

Any development not consistent with achieving the key development objectives will be unacceptable in the Terminal Precinct.

Development Standards

All buildings should be of a high architectural standard and highly functional. They should be designed to allow for future expansion, adoption of new technologies, changes in operations and redevelopment. The design of new buildings should promote the status of Gold Coast Airport as a key

gateway to the region. They should exemplify high standards in climate responsiveness and sub-tropical design and character.

The key development standards, in addition to the Gold Coast Airport Development Guidelines, include:

- » New development should promote good quality pedestrian connectivity throughout the precinct
- » New development should be user-oriented, sensitive and adaptive to needs of airline operators, airport customers and other transport operators
- » Design of buildings in the precinct should take into consideration the height limitation imposed by the OLS
- » Chapter 11.0 is to be used to manage environmental impacts associated with operations and will act as a guide for development of the precinct
- » Development will also take into account AS2021:2015, to ensure that the terminal and other user facilities in the precinct will not be adversely affected by aircraft noise
- » Landscaping will be undertaken in accordance with an overall design theme, emphasising the area's climate, scenic character and relaxed, tourist-oriented lifestyle
- » Plant species with potential to attract birds and bats, which can be a hazard to aircraft operations will be avoided.

8.4.3 General Aviation Precinct

The General Aviation Precinct includes aircraft hangars and maintenance facilities, ancillary aviation support activities, commercial and light industrial and associated land uses. The precinct is approximately eight hectares and is situated entirely in the City of Gold Coast.

The precinct's principal external access route is via Kirribin Street from its signalised intersection with the Gold Coast Highway. Within the Airport property, access is available from the internal road, Eastern Avenue and circulation in the precinct is along Lores Bonney Circuit.

This precinct mainly caters for General Aviation and largely consists of:

- » Corporate flying
- » Light freight operations
- » Aero medical operations
- » Commercial flying
- » Fixed Based Operations
- » Recreational flying
- » Instructional flying.

Fixed Base Operation facilities generally cater for VIP operations and closed charter operations.

Key Development Objectives

The precinct's key development objectives are:

- » Accommodate General Aviation and related service and support activities
- » Maintain and promote General Aviation uses at the Airport
- » Provide for tourist related aviation
- » Provide for flight training schools
- » Provide for Fixed Base Operation facilities
- » Provide for aviation related administrative and commercial facilities
- » Provide facilities for the safe, efficient and economic handling of aircraft, passengers, freight and related services and support facilities
- » Contribute to the commercial viability of the Airport as an enterprise.

Land Use and Development Control

Mainly using the phraseology for definitions in the current Queensland Planning Provisions, the land uses which currently occur in the General Aviation Precinct and might be considered to be appropriate there in the future, are categorised in Table 8-5.

Table 8-5 General Aviation Discretionary Airport Uses

Discretionary Uses	
Air services (including the Airport and associated facilities)	Food and drink outlet
Advertising device	Office
Car wash	Parking station
Emergency services	Service industry (minor retail-related services)
Utility installation	Community services

Being entirely aviation-related, the facilities will not have any effect on the balance of zones in the surrounding planning schemes or duplicate or unduly compete with facilities in those local authority areas.

Activities carried out in the precinct, being entirely aviation related, fall within the land use category of "air services" as defined in the City Plan.

Any development not related to achieving the key development objectives and not consistent with principles adopted for development control will not be acceptable in the General Aviation Precinct.

The extent of the precinct and its development potential are highly constrained, owing to its proximity to aircraft movement areas, which imposes clearance requirements and height limits.

Land in the precinct is almost fully developed however, opportunities will arise from time to time to redevelop or upgrade existing facilities. This will result in expanded, more modern multi-use facilities consistent with demand.



Development Standards

Key development standards include:

- » Buildings should be of low profile, with a generally horizontal orientation and visually attractive design elements, emphasising main entrances and pedestrian connection points to buildings
- » Design of buildings should take into consideration the height limitation imposed by the OLS
- » Development is required to take place in accordance with Chapter 11.0
- » Lighting associated with land uses in the precinct, including street lighting, does not create a hazard to aircraft operations
- » Landscaping and stormwater management must avoid attraction of birds or bats
- » Car parks for staff and users of facilities in the precinct is within the Airport property
- » Strict security fencing and access limitation measures must be incorporated in the precinct to control public access to airside sections of the Airport.

As with other sections of the Airport property, it is important that any adverse impacts on surrounding areas are minimised. The higher activity part of the precinct is separated from the nearest dwellings, in the low density residential area on the eastern side of Adina Avenue, by two road widths (Adina Avenue and Lores Bonney Circuit) and a wide vegetated median. Occupiers of premises in the precinct are required to minimise impacts on surrounding areas, including noise.

8.4.4 Western Enterprise Precinct

The Western Enterprise Precinct is approximately 39 hectares in area and is almost entirely in Tweed Shire, but with a very small segment in the City of Gold Coast. The precinct is at the western extremity of the Airport site, with only the Cobaki Environment Precinct further west, beyond the Pacific Motorway.

Except for navigation and communications equipment associated with aircraft operations, and some ancillary airport activities such as the fire training area, the precinct is essentially undeveloped. It is seen as a supply of available land for future airport development (directly or indirectly airport-related) and possibly for private sector activities with an aviation focus.

Aviation land uses that could potentially be accommodated in the precinct include aircraft maintenance, Fixed Based Operator, air freight terminals and ancillary support activities such as flight catering, avionics and equipment maintenance. There may be scope for non-aviation land uses subject to detailed planning to develop an appropriate range or mix of light or general industry and bulky goods, preferably with an airport focus.

The precinct sits adjacent to the Tugun Bypass (Pacific Motorway), but without access to that road. Vehicular access is not available to the precinct from the external road system other than indirectly through airport operational areas. When future development takes place requiring public access, a road linkage connecting with Boyd Street, Tugun will be necessary.

At present, there is no interchange where Boyd Street crosses the Pacific Motorway, although tentative plans exist for such a connection. The adequacy and suitability of Boyd Street for any development generating significant volumes of traffic and/or industrial traffic will need to be assessed at the time of detailed planning studies for the precinct.

The corridor for the future heavy rail connection from Robina to Coolangatta traverses the western boundary of this precinct, adjacent and parallel to the Tugun Bypass.

Future development in the Western Enterprise Precinct will give due regard to environmental impacts on Environmentally Significant Areas and the adjacent Cobaki Environmental Precinct.

Development Objectives

The key development objectives for the precinct are:

- » Provide building area and apron capacity to meet future aviation demand
- » Provide additional areas for aviation uses such as aircraft maintenance, Fixed Based Operator, air freight terminals, ancillary support activities such as flight catering, avionics and equipment maintenance if required and feasible
- » Provide additional area for General Aviation if required and feasible, as the existing General Aviation Precinct is almost fully developed
- » Possibly allocate parcels to accommodate commercial development that take advantage of the location adjacent to the Airport, but subject to improved access to the major road network
- » Ensure the commercial viability of the Airport as an enterprise
- » Ensure the safety and efficiency of aircraft operations.

Land Use and Development Control

Since the intention is for the precinct to be predominantly used for airport related facilities, the principal land use classification as far as the Tweed LEP is concerned is "airport".

Mainly using the dictionary definitions in the Tweed Local Environmental Plan 2014, the land uses that might be considered to be permitted there in the future would generally be categorised in Table 8-6.

Structure planning for the Western Enterprise Precinct will need to ensure that any proposed development will not interfere with the balance of land use zones in the locality or compete with nearby facilities outside the Airport. Over the years, Tweed Shire Council, in whose area the site is located, has supported expanding industrial areas associated with the Airport. The City of Gold Coast, whose road system will access the site, is supportive of development of private sector airport-related activities in the locality.

Table 8-6

Western Enterprise Precinct Discretionary Airport Uses

Discretionary Uses	
Airport	Industrial retail outlet
Bulky goods premises	Light industry
Car park	Office premises
Depot	Signage
Freight transport facility	Storage premises
General industry	Telecommunications facility
Hardware and building supplies	Transport depot
High technology industry	Truck depot
Highway service centre	Warehouse or distribution centre

Owing to environmental factors, including the impact of the OLS, the scope for other potential sites being developed for industrial purposes near, but outside, the Airport has been materially reduced.

There are particular height and buffer zone constraints on future development in this precinct owing to it being directly adjacent to aircraft movement areas and near airport navigational and communications installations. These installations would need to be removed or relocated in the event of large-scale development of the precinct.

It is intended that land uses directly associated with the Airport or requiring an airport location for efficient operation will be preferred under any future structure planning scenarios.

Allocation of land uses for the precinct will also depend, to an extent, on whether and when direct

access becomes available to the Pacific Motorway from Boyd Street.

From an amenity viewpoint, including noise, the precinct is relatively unconstrained by land uses in adjacent localities and hence appropriate for suitable industrial land uses. The precinct is remote from residential and local community facilities. It is surrounded by major non-residential land uses and infrastructure or vacant land, including the Airport runway, the Pacific Motorway, heavy rail corridor, Tugun desalination plant and Tugun landfill site.

Given the site's high visibility to the adjacent arterial road and future rail corridor, design of buildings should conform to strict architectural standards resulting in an attractive appearance of the Airport from beyond the site.

Development Guidelines

Although it would not be appropriate or realistic to establish precise parameters or standards for development in the precinct in the absence of advanced decision-making about forms of development and the mix of land uses to be accommodated, as a general principle the following should apply:

- » New developments will be designed to a good quality architectural standard to acknowledge views of the site from the adjoining highway and publicly accessible vantage points
- » Buildings or structures should not exceed ten metres in height, except where greater height may be essential owing to the specific requirements of the land use involved, such as aircraft hangars or maintenance facilities
- » Heights of buildings are not to exceed the Airport's OLS
- » Strict security fencing and access control measures must be incorporated in the precinct to control public access to airside sections of the Airport
- » Landscaping throughout the precinct, including for car park areas, should be of a high standard and is required to comply with a precinct-wide landscaping code and overall layout plan
- » Heavily fruiting or flowering species will be avoided to limit attraction of birds and bats.



8.4.5 Cobaki Environment Precinct

The Cobaki Environment Precinct is approximately 94 hectares in area and is situated entirely in Tweed Shire, being the western most section of the Airport property, beyond the Pacific Motorway.

The precinct consists of areas of remnant natural vegetation, designated areas of cultural significance and a former sand dredging operation (GCAPL suspended all Federally-issued sand dredging leases in 2000.) It also includes a large section of the adjacent Cobaki Broadwater, which forms part of the Airport property. GCAPL specified this as an environmental conservation zone in the 2001 Airport Master Plan.

Development Objectives

The precinct's key development objectives are to:

- » Retain an area free from urban development of any type
- » Protect the area's ecology and cultural heritage
- » Provide for airport navigational facilities in the existing cleared, grassed areas.

Land Use and Development Controls

There is no anticipated development expected in the Cobaki Environment Precinct for the period of the Master Plan. The only potential development may be very small-scale development necessary for the ongoing maintenance or management of the precinct and wetlands. This might involve environment monitoring equipment, equipment shed or similar lightweight and portable structures, (Table 8-7).



Table 8-7 Cobaki Precinct Discretionary Airport Uses

Discretionary Uses
Works to protect and enhance the area's significant ecological and cultural values
Establishment of facilities to maintain and promote the environmental and cultural values of the Cobaki Environment Precinct
Siting of airport navigational facilities in the existing cleared, grassed areas.