

# 9.0

## Property Strategy



The property strategy delivers improved legibility, responds to the locational attributes of the site, and facilitates essential operational efficiencies.

## 9.1 INTRODUCTION

---

Non-aviation property development is an important component of an airport's operations. It assists economic feasibility and enhances the multi-purpose focus of an airport. It supports the role and function of Gold Coast Airport by providing a complementary range of land uses. These uses may directly or indirectly support the intended outcome of the Airport as a regional economic and transport hub.

For Gold Coast Airport, opportunities for commercial development are limited compared with many other airports. There is restricted land area devoted to them and GCAPL has a constrained range of functions considered to be appropriate for an on-airport location. This is to limit the scope for conflict between on-airport commercial activities and other facilities in surrounding localities.

Non-aviation land uses are limited to the Terminal Precinct, which is the gateway to the Airport. Although the activities that occur in this precinct generally support the Airport's aviation activities, several are non-aviation developments.

There will also be possible use of the Western Enterprise Precinct for non-aviation purposes. This is unlikely to take place in the initial five-year period of this Master Plan.

Property development detailed in this chapter is subject to the planning and approvals framework detailed in Chapter 8.0.

## 9.2 EXISTING DEVELOPMENT

---

Commercial development exists in the Terminal and the General Aviation Precincts. In the Terminal Precinct existing commercial development comprises SCU, Airport Central and the Ivy Pearce Building.

### Southern Cross University

---

SCU holds a commercial tenancy at Gold Coast Airport in a lease area of 5.1 hectares, which is contemporaneous with the Airport Lease. The SCU campus consists of three buildings: Building A, Building B and Building C. The campus includes a student services hub, a library, innovative learning spaces, health science laboratories, lecture theatres with live video broadcasting, computer labs and student lounges.

Building A was constructed in 2009 and began operations in 2010. It has four levels and a gross floor area (GFA) of approximately 4,000 m<sup>2</sup>. Building B was constructed in 2011-13 and began operations in early 2014. It is a ten level building with a GFA of 15,417 m<sup>2</sup>. Building C was constructed in 2017 and is a six level building with an approximate GFA of 10,500m<sup>2</sup>.

The SCU campus is a "sensitive development" under s. 71A (2) of the Airports Act. At this stage there are no plans to increase capacity of the university.



### Airport Central

Airport Central is approximately 1.7 hectares with a self-contained car park, separate from those for the Airport. The complex is low-scale in height and intensity, comprising a mixture of one and two-storey buildings. Airport Central has a mix of uses including:

- » Service station
- » Office
- » Shop
- » Showroom
- » Hotel
- » Food and drink outlet
- » Health care services
- » Car wash.

Airport Central also houses GCAPL's corporate offices.

Land available in Airport Central on the Airport's Gold Coast Highway frontage is effectively fully developed, though redevelopment of facilities within this site may occur within the first five-year period of this Master Plan.

### Commercial Offices (Ivy Pearce Building)

The Ivy Pearce Building is a free-standing three-storey commercial office building with a self-contained car park, the building has a total GFA of approximately 3,549 m<sup>2</sup>. The building was constructed in 2015 and achieves a 4.5 star National Australian Built Environment Rating System. The Ivy Pearce Building is home to the Australian Federal Police office.

### General Aviation

The General Aviation Precinct accommodates a range of commercial development, primarily hangar and office activities supporting General Aviation operations.

## 9.3 STRATEGIC INTENT

The overall strategic intent for commercial development on Airport is to:

- » Enhance the commercial viability of Gold Coast Airport
- » Encourage development that achieves the most effective and highest use of sites available for commercial development
- » Ensure that commercial development does not adversely impact on the Airport's core activities.

The Twenty-Year Property Plan is shown in Figure 9.1. The plan identifies five 'superlots' and an indicative layout of key roads and rail infrastructure. The strategy has been developed through a balance of market assessment, design and land use planning along with traffic and transport modelling and testing. It includes consideration of leading practice airport design principles. At a design level, the overall property strategy delivers improved legibility, responds to the locational attributes of the site and facilitates essential operational efficiencies.

The superlot boundaries have been derived through a constraints analysis, traffic modelling and design testing. Key roads and transport infrastructure requirements were tested against forecast airport demand and potential land use development up to 2037. Spatial arrangements and broader location of land uses corresponding to the market demand were tested for feasibility and best practice design outcomes.

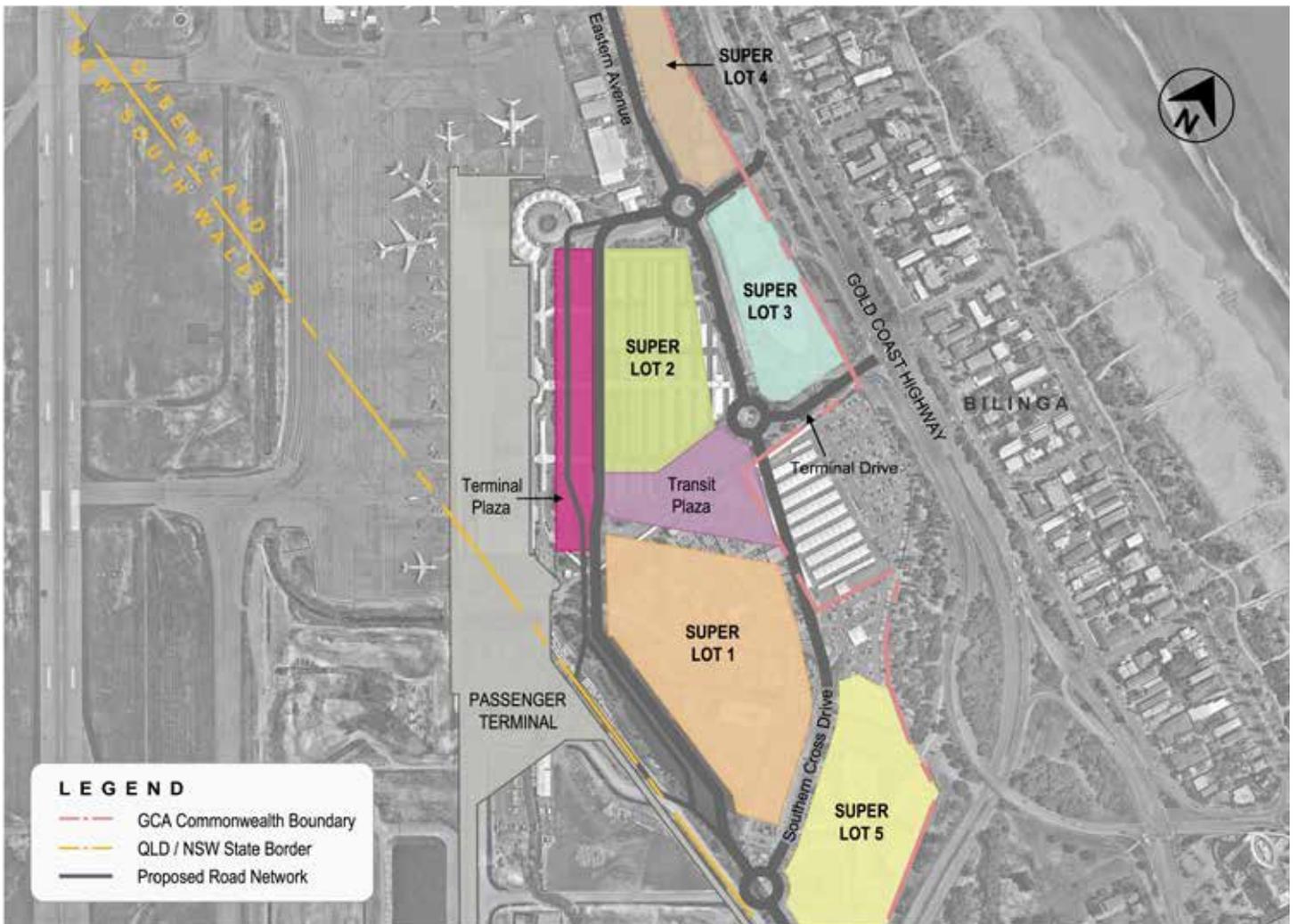


Figure 9.1 Twenty-Year Property Plan

## 9.4 TWENTY-YEAR PROPERTY PLAN

Key elements of the Twenty-Year Property Plan are shown in Figure 9.1 and described below.

### Traffic and Transport

1. Road upgrades, including a new Gold Coast Highway southern access and a terminal loop road to meet demands of additional airport traffic and trips generated due to projected increases in land use
2. Ground transport reconfiguration to simplify and streamline movements of coaches, taxis and minibuses
3. A security zone extending from the front of the terminal to public vehicle movement zones
4. Light rail through the site with a centrally located station within easy walking distance of the terminal, SCU and surrounding hotel and accommodation precincts
5. In the first five years of this Master Plan, delivery of a centrally located multi-storey car park with capacity to accommodate long stay, short stay and rental collections.

### Pedestrian Movement

6. A highly legible and safe walking and cycling environment that encourages interaction between precincts, maximising potential user markets to support retail and promoting the use of public transport.
7. Safe pedestrian movement via a series of regular signalised crossings and an overhead link between the multi-storey car park, Transit Plaza and terminal
8. The delivery of a central Transit Plaza to create a new heart for the site, highly activated by the light rail, ground floor retail, potential short term accommodation and commercial uses.



### Transit Plaza and Terminal Precinct

The property strategy envisages a highly legible and walkable environment established primarily through the delivery of two major public spaces, the Transit Plaza and Terminal Plaza and supported by a network of streets with dedicated pedestrian and cycle lanes.

The Transit Plaza sits at the heart of Gold Coast Airport providing a lively public plaza operating at all times. The plaza's architecturally iconic development provides a grand gateway arrival to the Airport from both the terminal and the Gold Coast Highway, ensuring local and international visitors experience a memorable journey. It is centrally located and surrounded by uses that provide passive surveillance for security. The Airport multi-storey parking is sleeved by dining outlets that complement the surrounding development and terminal.

Light rail platforms are located centrally in the plaza, making moving between the key sites in the Terminal Precinct easily achievable.

### 9.5 FIVE-YEAR PROPERTY PLAN

Over the first five years of this Master Plan property development is likely to be an incremental and evolving proposition, primarily influenced by matters such as commercial feasibility and market conditions. There may also be developments that occur not driven directly by market demand.

The proposed development within the first five years of this Master Plan is summarised below.

- » Short-term accommodation in the form of a high quality hotel of approximately 150 to 300 rooms could be developed in the Terminal Precinct. The hotel will have a focus on passengers travelling through the Airport. The design and location of the hotel will maximise the advantages of ocean views and proximity to the Airport
- » Subject to commercial feasibility and market conditions, it is expected that commercial office developments of approximately 10,000 m<sup>2</sup> GFA may be developed in the Terminal Precinct
- » Facilities in the existing Airport Central site to be redeveloped, which may include building works, refurbishment and remixing of current Airport Central precinct tenancies.

