Dun Eleanor

From:

Dun Eleanor

Sent:

Monday, 2 July 2012 10:17 AM

To:

Horrocks Leonie

Subject:

RE: Fingal Head Community Association request for a statement of reasons under s.28

AAT Act [SEC=IN-CONFIDENCE: LEGAL] [SEC=UNCLASSIFIED]

Leonie – the MP may be available the week starting 16 July or week starting 23 July, depending on when it is delivered to the publishers. GCAPL would like to put the advertisement (required under s.86(2)(a)) in the weekend paper (wider distribution). Now that the Department has given the final tick off the document can be provided to the publishers so Brett hopes the final MP will be available from 16 July.

From: Horrocks Leonie

Sent: Monday, 2 July 2012 9:40 AM

To: Dun Eleanor

Subject: RE: Fingal Head Community Association request for a statement of reasons under s.28 AAT Act [SEC=IN-

CONFIDENCE: LEGAL] [SEC=UNCLASSIFIED]

Eleanor – what date is the MP due to be available from the airport's website? Leonie

From: Dun Eleanor

Sent: Monday, 2 July 2012 9:11 AM

To: Horrocks Leonie

Subject: RE: Fingal Head Community Association request for a statement of reasons under s.28 AAT Act [SEC=IN-

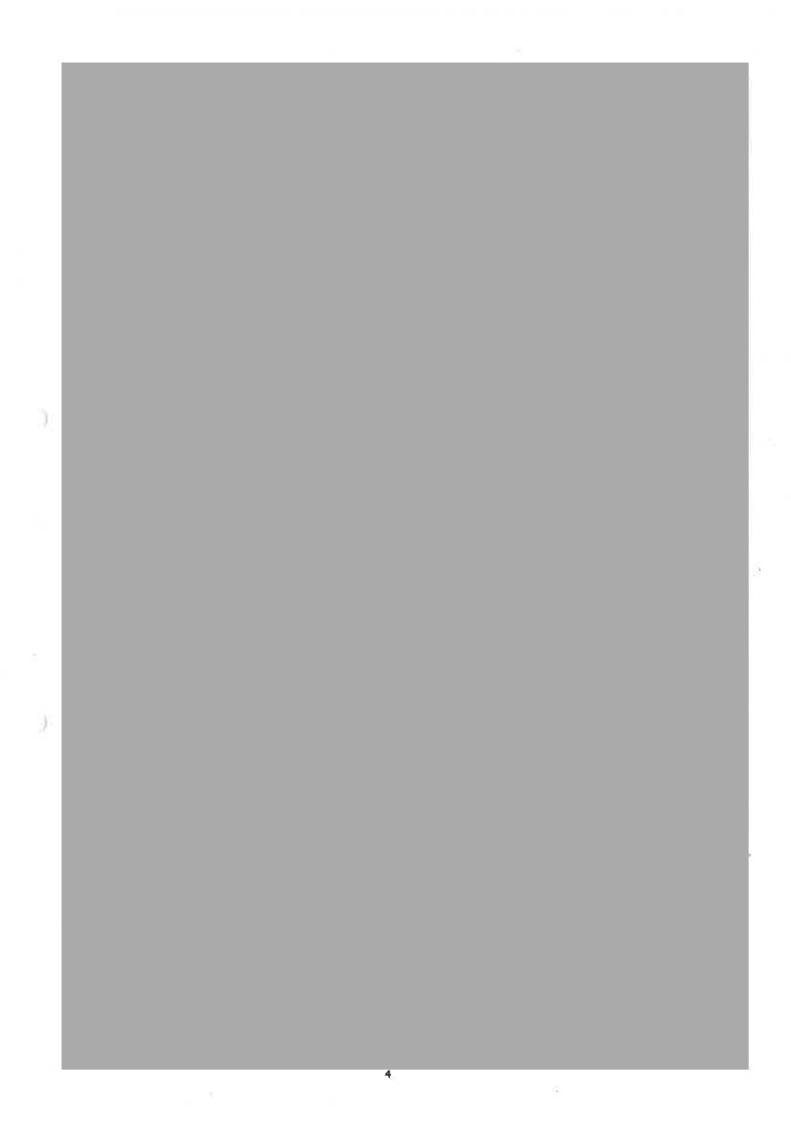
CONFIDENCE:LEGAL] [SEC=UNCLASSIFIED]

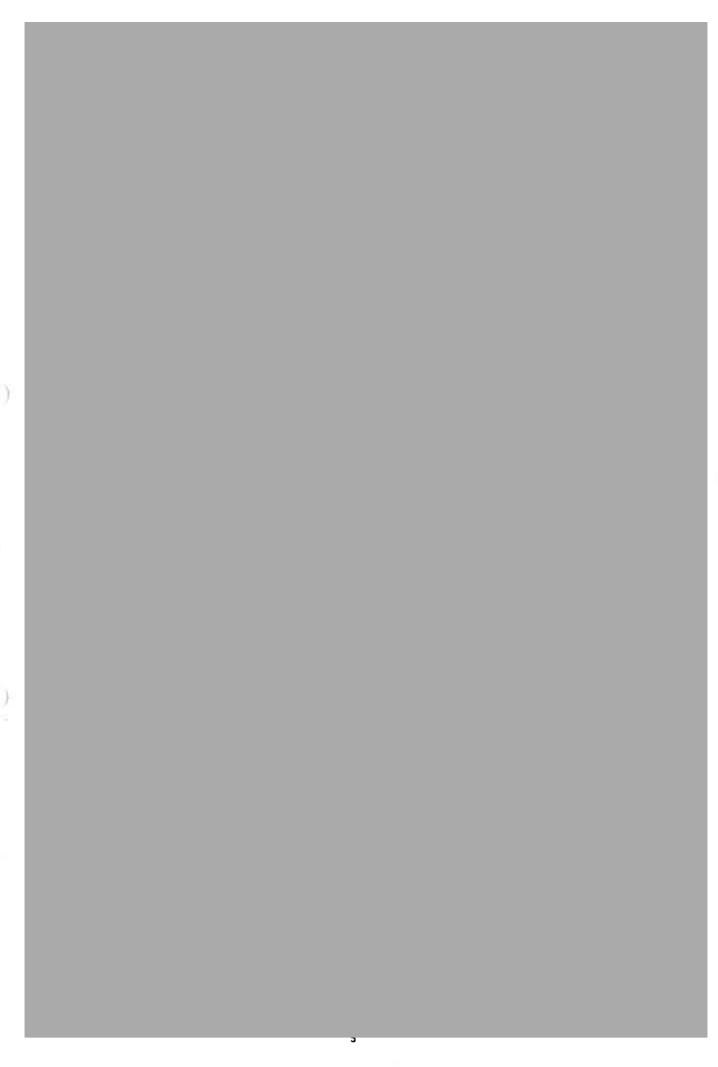
Leonie

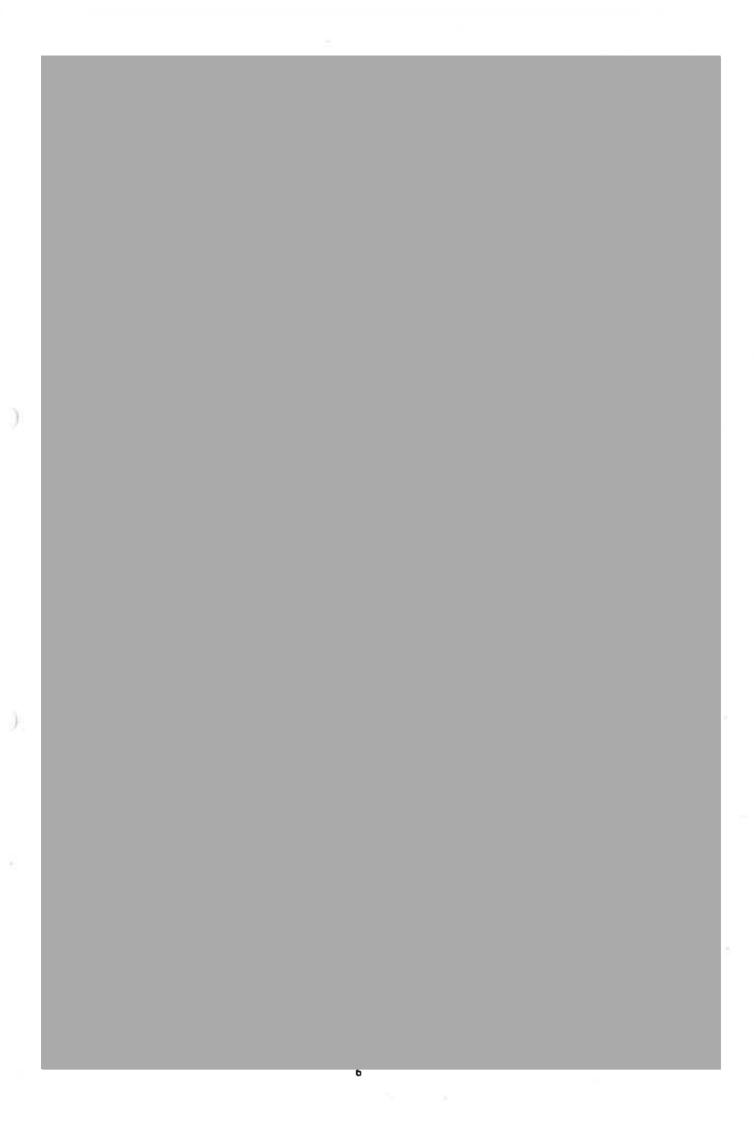
Just an FYI — GCAPL have provided a version of the final MP and we've reviewed it to confirm it reflects the amendments agreed to during the assessment process. Basically we're satisfied the document captures the requested amendments and will let Brett and Dennis know today so they can finalise the MP.

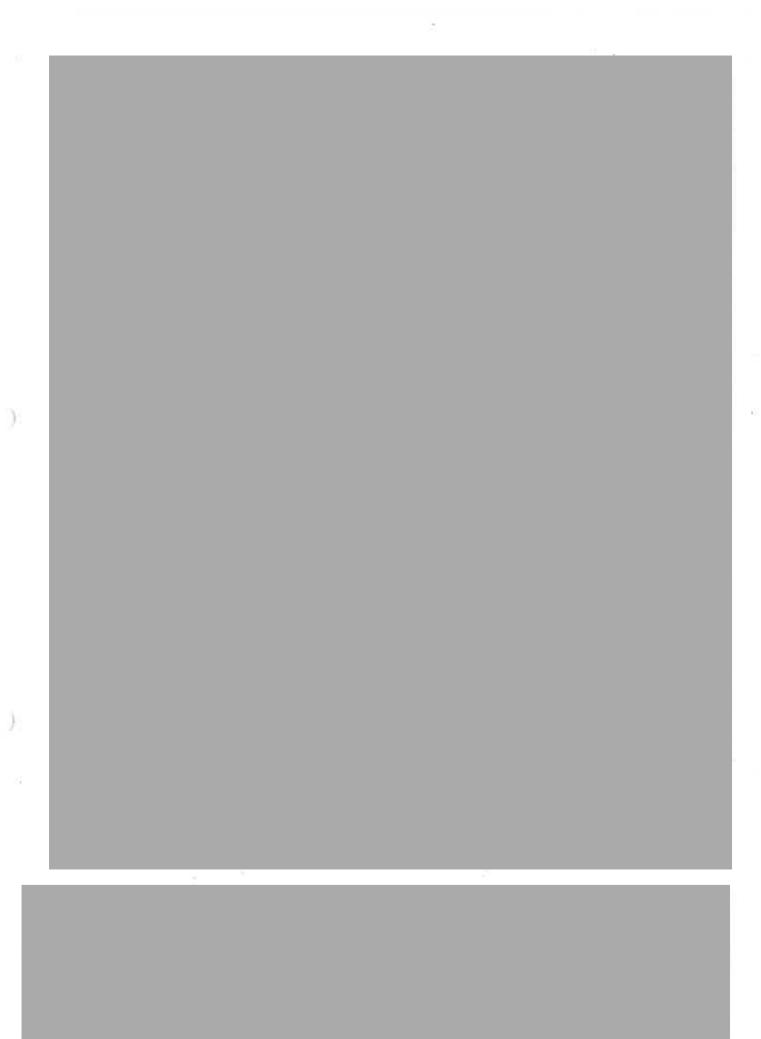
Regards

Eleanor









0.



From: Horrocks Leonie

Sent: Monday, 16 July 2012 9:06 AM

To: Manson Hilary

Cc: Gannon Helen; Dun Eleanor

Subject: FW: Gold Coast Airport Master Plan [SEC=UNCLASSIFIED]

Hilary

Response received from EDO in relation to the Gold Coast Master plan.

Grateful for your advice whether the argument put forward clearly supports their contention they are entitled to a statement of reasons.

Regards,

Leonie

From: Ian Ratcliff [mailto:ian.ratcliff@edonsw.org.au]

Sent: Friday, 13 July 2012 7:01 PM

To: Horrocks Leonie Cc: Sue Higginson

Subject: RE: Gold Coast Airport Master Plan [SEC=UNCLASSIFIED]

Dear Ms Horrocks,

Please find attached submissions on behalf of our client, in reply to your response of 2 July, as to why FHCA is a person entitled to a statement of reasons for the decision to approve the Gold Coast Airport Master Plan.

Yours sincerely,

Ian Ratcliff | Senior Solicitor | EDO NSW

T: +61 2 6621 1112 | F: +61 2 6621 3355

E: jan.ratcliff@edonsw.org.au

From: Horrocks Leonie [mailto:Leonie.Horrocks@infrastructure.gov.au]

Sent: Monday, 2 July 2012 4:17 PM

To: Ian Ratcliff Cc: Dun Eleanor

Subject: Gold Coast Airport Master Plan [SEC=UNCLASSIFIED]

Mr Ratcliff,

Attached please find my correspondence in response to your letter of 19 June to the Minister requesting information relating to the Gold Coast Airport Master Plan.

Please contact me if you require any further information.

Regards,

Leonie Horrocks General Manager – Airports

Ph. 02 6274 7760

Email: leonie.horrocks@infrastructure.gov.au

Disclaimer

Dun Eleanor

From:

Horrocks Leonie

Sent:

Friday, 20 July 2012 12:08 PM

To:

'Chisholm, Helen'

Cc:

Dun Eleanor; Gannon Helen; Manson, Hilary

Subject:

RE: Gold Coast Airport Master Plan - statement of reasons [SEC=IN-

CONFIDENCE:LEGAL] [SEC=UNCLASSIFIED]

Thanks Helen – it looks good to me. I'll just add that the MP document will be available on the airport's website on 24 July.

Thanks for getting this back to me so quickly.

Regards,

Leonie



File Reference:

Mr Ian Rateliff
Senior Solicitor
Environmental Defender's Office NSW

By email: Ian.Ratcliff@edo.org.au

Dear Mr Ratcliff

Re: Gold Coast Airport Master Plan

I refer to your letter of 19 June 2012 to the Minister for Infrastructure and Transport, the Hon Anthony Albanese MP. In your letter you requested, on behalf of your client, the Fingal Head Community Association Inc. (FHCA), a statement of reasons under s 28 of the Administrative Appeals Tribunal Act 1975 (AAT Act) in relation to the Minister's decision to approve, on 14 May 2012, the draft Gold Coast Airport Master Plan (the Master Plan) and also seeking a copy of the Master Plan as approved. The Minister has referred your letter to me for [advice/consideration response?].

As you are aware, under s 28 of the AAT Act, a person who is entitled to apply to the Administrative Appeals Tribunal (AAT) for a review of a decision may request a statement of reasons in relation to that decision. Relevantly, s 27 of the AAT Act provides that an application can be made to the AAT for review of a decision by a person 'whose interests are affected by the decision'.

In order to assess whether FHCA is entitled to a statement of reasons in respect of the Minister's decision to approve the master plan, please provide the following information:

- the nature of the interest or interests which FHCA (and/or its members) claims is or are affected by the Minister's decision, and how those interests are affected by the decision;
- information about FHCA's objects and purposes (this would include, for example, FHCA's articles of association);
- information relating to the membership of FHCA;

Under the Airports Act 1996, the airport-lessee company (Gold Coast Airport Pty Ltd) must make the final master plan publicly available within 50 business days after the approval of the plan (i.e. within 50 days after 14 May 2012). This period has not yet expired, and Gold Coast Airport has not yet made the Master Plan available. In light of this, and in order to enable you to respond to this request for further information, I have attached a copy of the final Master Plan that was approved by the Minister on 14 May 2012.

Comment [HMI]: I come - Not san what you would normally say in this situation

GPO Box 594 Canberra ACT 2601 Australia • Telephone: 02 6274 7573 • Facsimile: 02 6274 8166 Website: www.infrastructure.gov.au • ABN 86 267 354 017 If you have any questions about this letter, please contact me on 6274 7760 or by email Leonie.Horrocks@infrastructure.gov.au.

Yours sincerely

Leonie Horrocks General Manager Aviation and Airports June July 2011

Dun Eleanor

From:

Gannon Helen

Sent:

Friday, 20 July 2012 11:10 AM 'Chisholm, Helen'; Horrocks Leonie

To: Cc:

Dun Eleanor; Manson, Hilary

Subject:

RE: Gold Coast Airport Master Plan - statement of reasons [SEC=IN-CONFIDENCE:LEGAL] [SEC=UNCLASSIFIED]

Attachments:

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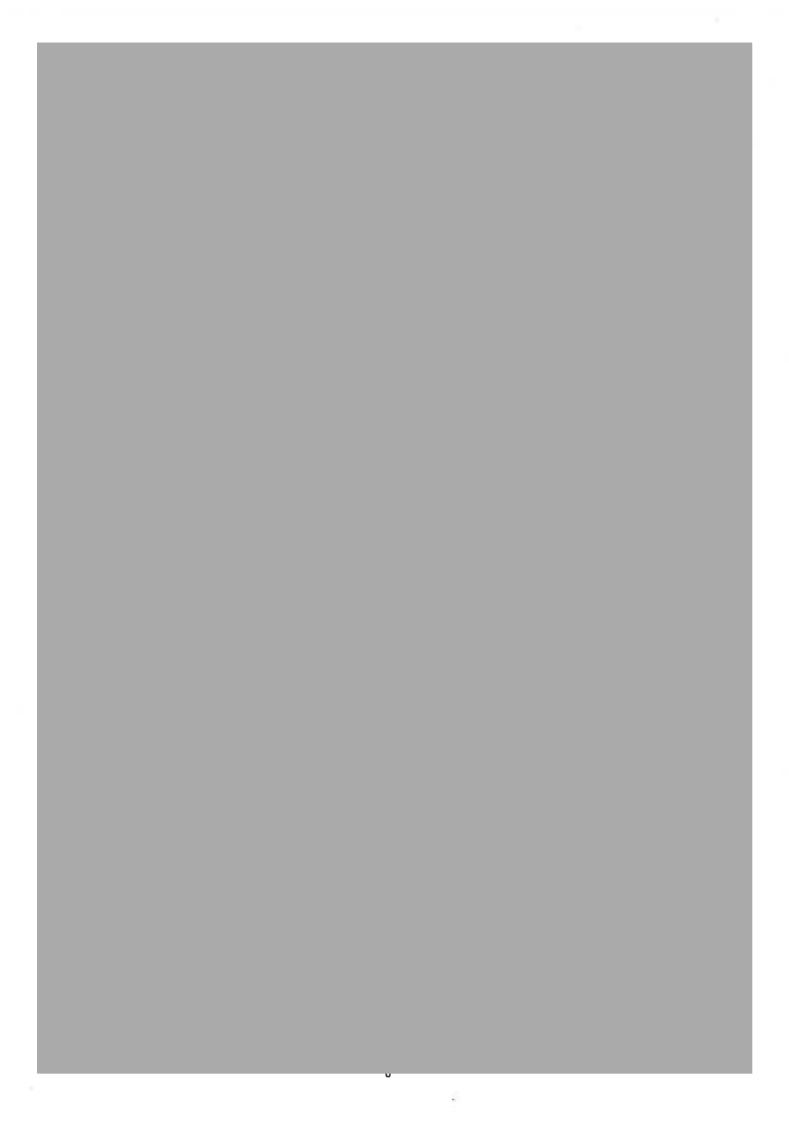
Hi Helen

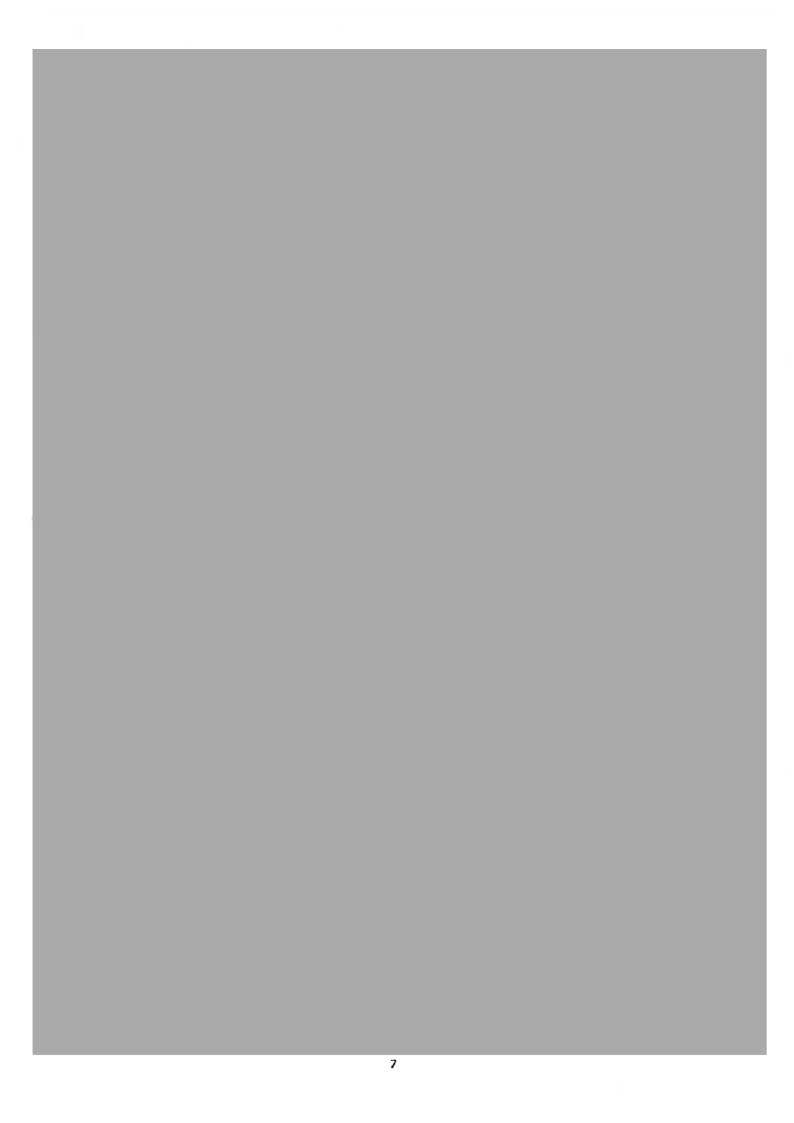
Copy of the signed response as requested.

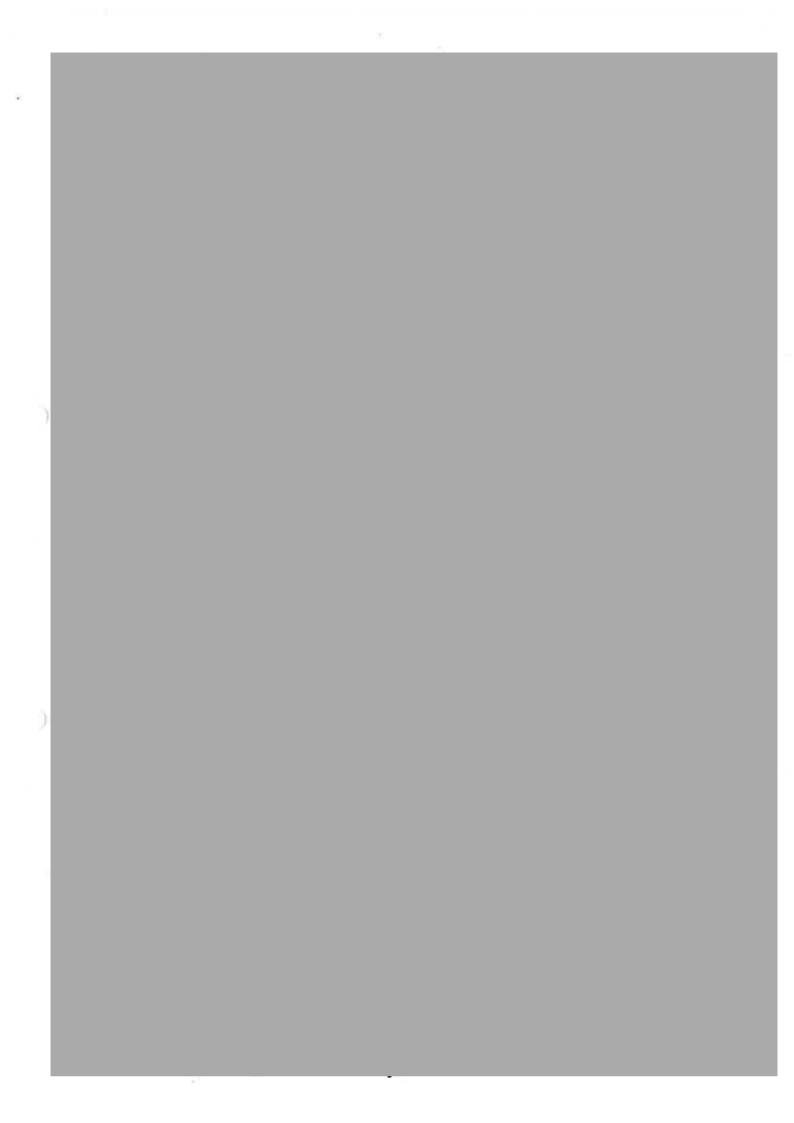
Please let me know if you need anything further.

Cheers

Helen







Gannon Helen

From:

Lovell Jaimie

Sent:

Tuesday, 15 May 2012 9:14 AM

To:

Gannon Helen

Cc: Subject: Todd Sally; Horrocks Leonie; Pamment Alexandra; White Carol RE: Draft Media Release for Archerfield [SEC=UNCLASSIFIED]

Attachments:

Gold Coast Airport QA_illed.docx

From: Gannon Helen

Sent: Monday, 14 May 2012 5:53 PM

To: Lovell Jaimie

Cc: Todd Sally; Horrocks Leonie; Pamment Alexandra; White Carol Subject: RE: Draft Media Release for Archerfield [SEC=UNCLASSIFIED]

Jaimie

Draft Q&A on Gold Coast for your consideration. In relation to the ANEF question towards the end of the document, the suburbs affected in Queensland are in the electorate of McPherson and those in NSW are in Richmond - these are really the only 2 federal electorates impacted by the airport.

Happy to discuss or provide more info as needed.

Helen

From: Lovell Jaimie

Sent: Monday, 14 May 2012 4:19 PM

To: Gannon Helen

Cc: Todd Sally; Horrocks Leonie; Pamment Alexandra

Subject: RE: Draft Media Release for Archerfield [SEC=UNCLASSIFIED]

Thanks Helen,

How are we going with the Q&A for Gold Coast - have put that package in the sign tray.

remains deleted under Section 22 (irrelevant material)

remains deleted under Section 22
(irrelevant material)

GOLD COAST AIRPORT - Q & A

Now that the Master Plan is approved what mechanisms are in place for the community to raise concerns?

- Gold Coast Airport has committed to engaging will continue to engagement with the
 community through their established the Community Aviation Consultation Group (CACG)
 and its subgroup, the Airport Noise Abatement Consultative Committee (ANACC).
- The CACS is an initiative of the Federal Government's Aviation White Paper (2009) 19
 Indically leased airports are required to have a CACG with an independent chair.
- The CACG is chaired Air Marshal Les Fisher AO, FRAeS, MAP (Retired) as the Independent Chair of the group.
- Membership of the CAGG is open to anyone and includes attendees from the Airport's
 existing ANAGG, the Department of Infrastructure and Transport, Airson/ices Australia,
 State and Local Government.
- The CACG needs three times per year meets three times per year it is open to anyone
 and meetings are advertised widely including on the Airport's website. Attendees include
 the Department of Infrastructure and Transport, Airservices Australia, State and Local
 Government.
- If Asked:
- ANACC meets quarterly and is made up of five community representatives from Queensland and five from NSW. The Committee also has representatives from Airservices, Qantas and local elected representatives.
- ANACC will continue to operate as a sub-group of the CACG.

What is the Airport doing to improve its consultation?

- The airport has committed to will further enhancing their community engagement by developing an informationa brochure which willing cover the key community issues of airport operations and aircraft noise impacts.
- Acceptation they will trial a starting the CACG meetings at a later time to allow people
 who work during the day to attend.

What benefits have the community received from having these forums in place?

- The CACG has provided a forum for the community to engage and communicate directly with senior representatives from the airport and government agencies.
- ANACC was established over 10 years ago to examine noise related issues, both technical and community concerns.
- Initiatives implemented include:
 - the trial of amended flight paths for southern departures
 - climb procedures to the south provide relief for the most densely populated areas surrounding the airport
 - 'Fly Neighbourly' policy to minimise the impact of GA aircraft noise on surrounding areas.

What benefits does the community receive from noise abatement measures at Gold Coast Airport?

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numbering

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- All residents benefit from the airport curfew (between 11pm and 6am), restrictions on circuit training and specific climb procedures implemented to minimise noise for departing aircraft.
- The preferred runway used at the airport is Runway 14 this provides for:
 - arrival track is mostly over water
 - departures are shared across three long established flight paths
 - it has been the community preference since 1996.

What are the major proposed developments on the airport?

- The majority of development proposed over the first 5 years is aviation related.
 Proposed developments include:
 - installation of Instrument Landing System
 - relocation of Runway 32 landing threshold, which will allow the existing runway length for aircraft landing to be used more effectively
 - Stage 1 of the second airport entry road
 - public and staff car parking expansion.

What is the Government doing to ensure that the environment is being protected?

- The airport will require further approval under the Environment Protection Biodiversity Conservation Act 1999 prior to any development in the Environmentally Sensitive Area which will enable issues to be appropriately considered and managed.
- In addition any development in this area will require a Major Development Plan with <u>full</u>
 public consultation and relevant approvals under the Airports Act.

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What benefits will the community have from the forecast growth?

- Over the next twenty years Gold Coast Airport will create nearly 2,500 full-time jobs, generating employment for more than 3,000 additional people.
- The airport is expected to contribute almost \$768 million to the economy by 2032 and will facilitate 5.47 million visitors to the region who will spend \$4.53 billion in the local economy.
- The Master Plan was strongly supported by State and Local government and local businesses and was recognised as a significant asset to the South East QLD and north NSW economies.
- The proposed Southern Cross University Campus is expected to cater for 6,000 students once completed and will provide 181 full-time equivalent roles, representing an increase of 137 roles from the current 44 roles.
- The total local and regional employment generated by the Campus development during the period is projected to be 520 full-time equivalent roles including direct employment at the University.

Which properties now fall within the ANEF 30 zone and where are they?

- Some communities in Queensland (Bilinga, Tugan, and Currumbin) and New South Wales (Coolangatta, Tweed Heads West and Tweed Heads South) potentially fall within the area above the significant noise area (30 ANEF).
- The airport has committed to investigate the development will of develop a brochure for
 residents, local businesses and community organisations that provides information about
 aircraft noise impacts they can expect to experience now and in the future.

GOLD COAST AIRPORT - Q & A

Now that the Master Plan is approved what mechanisms are in place for the community to raise concerns?

- Gold Coast Airport will continue to engage with the community through the Community Aviation Consultation Group (CACG) and its subgroup, the Airport Noise Abatement Consultative Committee (ANACC).
- The CACG is an initiative of the Federal Government's Aviation White Paper (2009) 19 federally leased airports are required to have a CACG with an independent chair.
- The CACG is chaired Air Marshal Les Fisher AO, FRAeS, MAP (Retired) as the Independent Chair of the group.
- The CACG meets three times per year: it is open to anyone and meetings are advertised widely including on the Airport's website. Attendees include the Department of Infrastructure and Transport, Airservices Australia, State and Local Government.

If Asked:

- ANACC meets quarterly and is made up of five community representatives from Queensland and five from NSW. The Committee also has representatives from Airservices, Qantas and local elected representatives.
- ANACC will continue to operate as a sub-group of the CACG.

What is the Airport doing to improve its consultation?

- The airport will develop a brochure to cover the key community issues of airport operations and aircraft noise impacts.
- They will trial starting the CACG meetings at a later time to allow people who work during the day to attend.

What benefits have the community received from having these forums in place?

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- ANACC was established over 10 years ago to examine noise related issues, both technical and community concerns.
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 - the trial of amended flight paths for southern departures
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What benefits does the community receive from noise abatement measures at Gold Coast Airport?

- All residents benefit from the airport curfew (between 11pm and 6am), restrictions on circuit training and specific climb procedures implemented to minimise noise for departing aircraft.
- The preferred runway used at the airport is Runway 14 this provides for:
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- In addition any development in this area will require a Major Development Plan with <u>full</u> <u>public consultation</u> and relevant approvals under the Airports Act.

What benefits will the community have from the forecast growth?

- Over the next twenty years Gold Coast Airport will create nearly 2,500 full-time jobs, generating employment for more than 3,000 additional people.
- The airport is expected to contribute almost \$768 million to the economy by 2032 and will facilitate 5.47 million visitors to the region who will spend \$4.53 billion in the local economy.
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- The proposed Southern Cross University Campus is expected to cater for 6,000 students once completed and will provide 181 full-time equivalent roles, representing an increase of 137 roles from the current 44 roles.
- The total local and regional employment generated by the Campus development during the period is projected to be 520 full-time equivalent roles including direct employment at the University.

Which properties now fall within the ANEF 30 zone and where are they?

- Some communities in Queensland (Bilinga, Tugan, and Currumbin) and New South Wales (Coolangatta, Tweed Heads West and Tweed Heads South) potentially fall within the area above the significant noise area (30 ANEF).
- The airport will develop a brochure for residents, local businesses and community
 organisations that provides information about aircraft noise impacts they can expect to
 experience now and in the future.

White Carol

From:

Gannon Helen

Sent:

Tuesday, 15 May 2012 6:11 PM

To:

White Carol

Subject:

FW: [SEC=UNCLASSIFIED]

Attachments:

image001.jpg; image002.jpg; image003.gif; image004.gif; image005.gif; image006.gif.

image007.gif

HI - this is what I sent Jaimie may want more. I will call you. H

From: Gannon Helen

Sent: Tuesday, 15 May 2012 6:11 PM To: Watts Moksha; Lovell Jaimle Subject: RE: [SEC=UNCLASSIFIED]

Jaimie / Moksha

The Act was amended in 2010 to strengthen the requirements for Master Plans to support more effective public consultation and better alignment with state and local planning – this includes a ground transport plan and more detail on development in the first 5 years.

Gold Coast are not planning much in terms of transport issues and upgrades in the next 5 years (existing infrastructure will accommodate forecast growth in the short term) - the items listed in my original response below are mostly in the medium to long term.

In the next 5 years the airport will:

- Increase public parking from 2364 spaces to 2800 spaces
- Increase staff parking by 190 spaces
- (in the long term the airport will have one consolidated public parking area accommodating up to 4500 vehicles and a dedicated staff parking area in the terminal precinct - there are no detailed plans for this in the master plans as it is more than 5 years into the future)
- · Continue to provide public transport through Translink buses and taxis

The upgrades to pedestrian facilities will include a 50 metre wide plaza fronting the terminal building which will enhance safety and the overall passenger experience – timing for this is beyond the first 5 years.

Helen

From: Watts Moksha

Sent: Tuesday, 15 May 2012 5:36 PM

To: Lovell Jaimie Cc: Gannon Helen

Subject: RE: [SEC=UNCLASSIFIED]

Hi - What does this mean? Can I get more detail?

What sort of transport will connect to the airport (light/heavy rail)?

- The airport has a strong focus on the provision of cost effective public transport for people travelling to and from the airport.
- There are plans for additional public car parking and additional access points connecting the airport precinct to the major highway.
- Pedestrian and cycling facilities are also planned to be upgraded.
- The airport plan provides for the incorporation of both light and heavy rail when it is introduced in the region.

From: Lovell Jaimie

Sent: Tuesday, 15 May 2012 17:34

To: Watts Moksha
Cc: Gannon Helen

Subject: FW: [SEC=UNCLASSIFIED]

From: Gannon Helen

Sent: Tuesday, 15 May 2012 5:23 PM

To: Lovell Jaimie

Cc: Horrocks Leonie; White Carol Subject: FW: [SEC=UNCLASSIFIED]

Sorry - with cc this time. H

From: Gannon Helen

Sent: Tuesday, 15 May 2012 5:23 PM

To: Lovell Jaimie

Subject: RE: [SEC=UNCLASSIFIED]

Jaimie

As requested - see responses below. Happy to provide more info if needed. I will be travelling for the next 3 days - while I will have access to blackberry it will be off for some of the time due to flights. Both Leonie and Carol (one of my team and ccd into this email) are in the office and can assist if you can't get me and need urgent input.

Helen

Will the runway be extended?

No – there are no plans to extend the length of the runway.

[Moksha, they are planning to move the threshold on the existing piece of tarmac, which will allow bigger planes, but will not change actual length of the runway]

Will the airport building be increased in size?

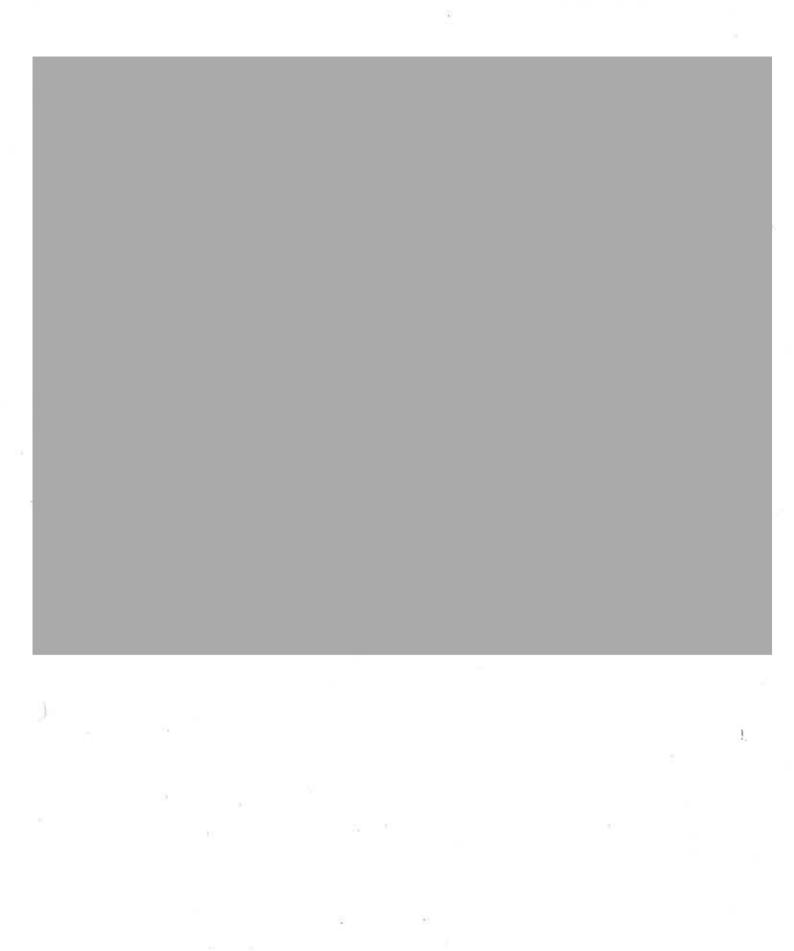
- The expansion and redevelopment of the existing terminal was completed in 2010.
- There are no plans to extend the terminal in the short term.
- Any future expansion of the terminal is planned to occur incrementally in the medium to longer term and is
 expected to trigger a further MDP involving a further consultation period.
- The timing and staging of expansion is dependent on future demand.

What sort of transport will connect to the airport (light/heavy rail)?

- The airport has a strong focus on the provision of cost effective public transport for people traveiling to and from the airport.
- There are plans for additional public car parking and additional access points connecting the airport precinct to the major highway.
- Pedestrian and cycling facilities are also planned to be upgraded.
- The airport plan provides for the incorporation of both light and heavy rail when it is introduced in the region.

What will be the capacity of the airport in 20 years compared with now?

- The airport is forecasting 6.3% passenger growth in the short term.
- In the longer term passenger growth forecasts range between 4.1 4.8%. (Note BITRE forecasts 4.1%, while the airport says 4.8)



DEPARTMENT OF INFRASTRUCTURE AND TRANSPORT

cc: Andrew wilson Deputy Secretary 1330-2012 No decision by this date equates to deemed approval	FOR: The Hon Anthony Albanese MP cc: Andrew Wilson Deputy Secretary		For Decision by: 25 May 2012 No decision by this date equates to deemed approval
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SUBJECT: Gold Coast Airport 2011/2012 Draft Master Plan Recommendation: That you:

- 1. Approve Gold Coast Airport's draft Master Plan (dMP); and
- 2. Sign the draft letters to Gold Coast Airport Pty Ltd (GCAPL) and key stakeholders (Attachment A). Key Issues:
- 3. You must decide to approve or refuse the dMP having regard to certain matters under the Airports Act 1996 (Attachment B). The dMP now incorporates the Airport Environment Strategy (AES) in line with the 2010 amendments to the Airports Act. Sections 47C and 47E
- 4. Aviation vs. non-aviation development: Significant aviation related development is planned during the next 20 years including expansion to the terminal, taxiways and aprons to accommodate forecast growth in passenger numbers. The dMP identifies a considerable amount of land now zoned for aviation purposes compared to the 2006 Master Plan. The 2006 plans for a business park have been removed due to that land being required for future aviation purposes.

 Section 47C
- 5. Non-aviation related development is very limited and mostly relates to the development of the Southern Cross University (SCU) campus. The dMP identifies the campus as a 'sensitive' development and provides an indicative timeframe for future development of the campus within the planning period. Any further development of the campus will require approval from you.
- 6. The majority of proposed development over the first 5 years is aviation related.

Section 47C

7. Environmental considerations: The dMP identifies the need to expand the regular passenger transport (RPT) apron space to the south within the next 5 years. This will require a significant re-alignment of the drainage reserve, known off-airport as Coolangatta Creek, in an area designated as an Environmentally Significant Area due to the presence of listed species. While this is a sensitive issue, GCAPL will require further approval under the Environment Protection Biodiversity Conservation Act 1999 prior to development of the area which will enable issues to be appropriately considered. In addition any development will require a Major Development Plan (MDP) process with full public consultation and relevant approvals under the Airports Act.

Section 47C

8.

9. Aircraft noise: Issues arising for consideration from the public consultation include aircraft noise impacts and arrangements for effective ongoing community engagement by GCAPL. Of the 194 public submissions, 179 raise concerns over the impact of aircraft noise.

Section 47C

10. There is a curfew between 11pm and 6am at Gold Coast Airport but there are some areas with high exposure during the day.

Section 47C

		1 //
Division: Aviation and Airports	(a) APPROVED	NOT APPROVED
Written by: Eleanor Dun	(b) SIGNED LAND	SIGNED
Contact No.: 02 6274		
Approved by: Leonie Horrocks		
- / Lallauf 301 50 15	///////	
Signature SULPUG 7 39.1.4.1/2	1//////	ANTHONY ALBANESE
Contact No.: 02 6274 7760 /		/GICI
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- 11. Installation of an ILS and relocation of the runway threshold proposals will be subject to further approvals and a potential MDP process.

 Section 47C
- 12. GCAPL has undertaken to investigate the development of a brochure for residents, local business and community organisations as a means to better communicate information about aircraft noise impacts. GCAPL also commits to continuing to consult through its Community Aviation Consultation Group (CACG) and Airport Noise Abatement Consultative Committee (ANACC).
- 13. **Ground transport:** The dMP provides extensive information about ground transport over the long term. GCAPL envisions light and heavy rail joining a bus interchange to form a multimodal transit facility. The information is supported by relevant planning authorities and reflected in key planning documents.
- 14. Economic impact: The dMP identifies over the next twenty years it is estimated that the economic impact of the Airport will reach \$768 million; the Airport will facilitate 5.47 million visitors to the region who will spend \$4.53 billion in the local economy and generate employment for more than 3,000 additional people.

 Section 47C
- Civil Aviation Safety Authority (CASA) and Airservices Australia did not identify any concerns with the dMP.

Background:

Gold Coast Airport Pty Ltd (GCAPL) is the first airport to lodge a draft Master Plan (dMP) that must meet the new requirements of the *Airports Act 1996* as amended in 2010. The dMP was originally due for submission by 11 December 2011. In November 2011 the Master Plan lodgement date was extended to accommodate the development and endorsement of an ANEF. The ANEF was endorsed by Airservices on 29 August 2011.

Aviation Development

Section 47C

The dMP clearly identifies a strategy and planning objectives for the development and upgrade of aviation facilities including installation of an Instrument Landing System (ILS) and relocation of the runway 32 landing threshold approximately 310 metres to the south within the existing runway length. Installation of an ILS will enable a greater landing success rate for aircraft during certain weather conditions. The impact of moving the landing threshold is aircraft will be approximately 15 metres lower in altitude on approach. The proposal to relocate the landing threshold attracted a considerable amount of concern during the public comment process.

Installation of an ILS and any change to the landing threshold will require a further approval process following a technical assessment by Airservices, a consultation process and a potential Major Development Plan (MDP) process.

Section 47C and 47E

'Sensitive' Development

The dMP identifies GCAPL's intention to increase the capacity of the SCU campus located on airport land. When completed the proposed concept is to have eight buildings and a multi-level car park catering for 6000 students on approximately 5.1 hectares of land (beyond the 20 year planning period).

On approving building B of the campus in October 2009, you noted concern over the possible exposure to aircraft noise for students of the campus. This concern related to the campus site's proximity to the 25 ANEF contour. During the assessment the Department requested additional information about managing the impact of aircraft noise on the SCU campus. GCAPL confirmed that the campus is situated outside the 25 ANEF contour and will be between the 20 and 25 ANEF contours. For this reason the campus is classed as

'conditionally acceptable' in AS2021-2000. This information will be included in the final Master Plan. It will also note that all future MDPs for the campus will be required to incorporate construction techniques and material which will result in complete compliance with the relevant standards.

Section 47C

Community Engagement

194 submissions were received by GCAPL through the public consultation process. GCAPL also conducted direct briefings for all levels of Government, the community and stakeholders. Matters raised included aircraft noise, flight paths, economic impact (negative and positive), ground transport, environmental management, and aviation operations including facilities, growth, capacity and development.

A large amount of submissions were made by residents from NSW (77 per cent compared to 8 per cent from QLD residents). In response to the submissions GCAPL made a number of changes to the dMP.

GCAPL will continue to consult through its CACG and ANACC forums and work with both local councils in an effort to minimise noise impacts. GCAPL announced at the last CACG meeting held on 3 April 2012 that it will trial starting the CACG meetings at a later time to allow people who work during the day to attend.

The Department is satisfied GCAPL has demonstrated due regard to the submissions received and that the outcomes of consultation are appropriate.

Aircraft Noise

There is a Commonwealth imposed night-time curfew on aircraft operations at Gold Coast Airport restricting operations between 11pm and 6am each night.

179 of the 194 submissions to the dMP (92 per cent) raise 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, or a 'cap' put on the amount flights and the amount the Airport should be allowed to grow its business.

Section 47C

The dMP acknowledges that the management of airport noise and associated impacts is a shared responsibility and reflects a number of changes requested by Airservices during the consultation process. GCAPL has committed to develop an aircraft noise brochure for residents, local business and community organisations that will provide information about impacts they can expect to experience now and in the future.

Section 47C

Gold Coast Airport NAP Review

Airservices will shortly conduct a technical NAP for the airport. The review will consider compliance with existing procedures and effectiveness of those procedures. The review may make recommendations for a change in procedures based on findings.

Supplementary Issues

The Coolangatta Creek is named as a 'drainage reserve' in the dMP but the site is known off-airport as Coolangatta Creek and has environmental and social importance to the local area. Although GCAPL

provide information and explanation about the drainage reserve in the supplementary report to the dMP,

Section 47C

During the assessment of the dMP, the Department also obtained agreement that GCAPL would make minor amendments to the Master Plan on publication. The amendments will incorporate comments made by Airservices and noise related information about SCU campus. These issues are noted in your draft approval letter.

Attachments:

A. Letters to Mr Paul Donovan, Chief Operating Officer, GCAPL, and other relevant stakeholders;



The Hon Anthony Albanese MP

Minister for Infrastructure and Transport Leader of the House

Reference: 01396-2012

1 4 MAY 2012

Mr Paul Donovan Chief Operating Officer Gold Coast Airport Pty Ltd PO Box 112 COOLANGATTA QLD 4225

Dear Mr Donovan

Thank you for submitting Gold Coast Airport's draft Master Plan (the Plan) for my consideration under the Airports Act 1996 (the Act). I have approved the Plan in accordance with section 81(2) of the Act.

I note the Plan includes significant aviation related development over the planning period including expansion to the terminal, taxiways and aprons to accommodate the forecast growth in passenger numbers of 16.3 million by 2031/32.

The potential employment and economic benefits that accompany growth in aviation services to the local region are acknowledged and I recognise the continued operation and growth of the Gold Coast Airport is fundamental to supporting the continued economic prosperity of the city and broader region. I am conscious that consultation on the Plan generated considerable public comment and concern about the impacts of growth of the airport, particularly relating to aircraft noise. I expect your strong commitment to ensuring ongoing community engagement as Gold Coast Airport grows into the future.

I welcome your commitment to investigate the development of a brochure for residents, local businesses and community organisations that provides information about aircraft noise impacts they can expect to experience now and in the future. I am aware that Perth and Parafield Airports have produced similar brochures, which have been well received by the communities around those airports.

I also note the Airport's ongoing commitment to engage through the Gold Coast Airport Community Aviation Consultation Group (CACG). The CACG is an important forum that provides an opportunity for discussion between the airport, all relevant stakeholders and the community.

I remind you as the airport operator, with responsibility for on-airport infrastructure, it is essential that the Airport is proactive in identifying, delivering and communicating strategies and solutions in relation to managing aircraft noise and other issues of concern. This will be particularly important for the proposed relocation of Runway 32 landing threshold and installation of an Instrument Landing System (ILS). I note the

Airport's commitment to undertake a Major Development Plan (MDP) process for the landing threshold relocation proposal. I expect to see genuine engagement with the community in the development of the MDP. I also want to see enhanced engagement with Airservices Australia and the community in developing the ILS proposal.

From an environmental perspective the Department of Sustainability, Environment, Water, Population and Communities (SEWPaC) reiterated requirements under the Environment Protection Biodiversity Conservation Act 1999 (the Act) to ensure appropriate management of species listed under the Act. Development of areas including the Apron and Terminal Precinct will therefore need to be undertaken in close consultation with SEWPaC and the Department of Infrastructure and Transport (my Department) to manage these important legislative requirements.

In approving the Plan I am conscious of the considerable environmental and social importance of the Coolangatta Creek to the local area. For this reason I request you include reference in the final Master Plan to the Creek in relation to the drainage reserve on the airport site. I expect you to consult with my Department on agreed words for inclusion before the Plan is finalised.

I would like to remind you that my approval of the Plan does not constitute an approval for the development of a draft MDP for the Southern Cross University (SCU) Campus, as it is a 'sensitive' development. In seeking to demonstrate 'exceptional circumstances' under section 98A (5) of the Act I expect a strategic approach for the future development proposed at the SCU campus to be clearly outlined and articulated.

Publication of the final Master Plan is required within 50 business days of my approval in accordance with Section 86 of the Act. The published Plan is to include all the amendments identified during the assessment process and discussed with my Department. The final version of the Plan should be provided to my Department prior to publication to confirm these issues have been appropriately addressed.

In accordance with Section 242 of the Act, subject to the Administrative Appeals Tribunal Act 1975, an application may be made to the Administrative Appeals Tribunal for a review of my decision to approve the draft Master Plan.

Yours sincerely

MEHONY ALBANESE



The Hon Anthony Albanese MP Minister for Infrastructure and Transport Leader of the House

POSTED

DATE: BY:

16 5 LOU | B

Reference: 01396-2012

Mr Greg Russell
Chief Executive Officer
Airservices Australia
GPO Box 367
CANBERRA ACT 2600

1 4 MAY 2012

Dear Mr Russell

I am writing to advise you that I have approved the 2011-2012 Master Plan for Gold Coast Airport. In making my decision I have had regard to the views of Airservices Australia, as required by s.81(3)(d) of the Airports Act 1996.

The Plan foreshadows a range of aviation related developments over the 20 year planning period. The proposed expansion of the terminal, aircraft apron and taxiways over the planning period will all assist to facilitate the forecast growth in aviation activity at the airport.

As you may be aware, the installation of an Instrument Landing System (ILS) at Gold Coast Airport has attracted considerable public comment and concern. I expect a strong commitment from Airservices Australia to ensure thorough community engagement in the planning and implementation of an ILS for the Airport.

My letter to the Airport approving the Master Plan encourages Gold Coast Airport to continue to engage with key stakeholders to ensure improved planning outcomes for the Airport and surrounding communities.

A copy of my letter to Gold Coast Airport approving the Master Plan is attached for your information.

Yours sincere

YNTYIONY ALBANESE

Enc.



Reference: 01396-2012

1 4 MAY 2012

Mr Paul Donovan Chief Operating Officer Gold Coast Airport Pty Ltd PO Box 112 COOLANGATTA QLD 4225

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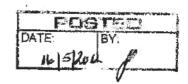
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Yours sincerely

MITHONY ALBANESE



The Hon Anthony Albanese MP Minister for Infrastructure and Transport Leader of the House



Reference: 01396-2012

Mr John McCormick Director of Aviation Safety Civil Aviation Safety Authority GPO Box 2005 CANBERRA ACT 2601 1 4 MAY 2012

Dear Mr McCormick

I am writing to advise you that I have approved the 2011-2012 Master Plan for Gold Coast Airport. In making my decision I have had regard to the views of the Civil Aviation Safety Authority, as required by s.81(3)(d) of the Airports Act 1996.

The Plan foreshadows a range of aviation related developments over the 20 year planning period. The proposed expansion of the terminal, aircraft apron and taxiways over the planning period will all assist to facilitate the forecast growth in aviation activity at the airport.

My letter to the Airport approving the Master Plan encourages Gold Coast Airport to continue to engage with key stakeholders to ensure improved planning outcomes for the Airport and surrounding communities.

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Yours sincerely

ANTHONY ALBANESE

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Reference: 01396-2012

1 4 MAY 2012

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In accordance with Section 242 of the Act, subject to the Administrative Appeals Tribunal Act 1975, an application may be made to the Administrative Appeals Tribunal for a review of my decision to approve the draft Master Plan.

Yours sincerely

HONY ALBANESE



The Hon Anthony Albanese MP

Minister for Infrastructure and Transport Leader of the House DATE BY

Reference: 01396-2012

1 4 MAY 2012

Cr Tom Tate
Mayor
Gold Coast City Council
PO Box 5042
GOLD COAST MC OLD 9729

Dear Cr Tate

I am writing to advise you that I have approved the 2011-12 Master Plan (the Plan) for Gold Coast Airport in accordance with section 81(2) of the *Airports Act 1996*. I have advised Gold Coast Airport Pty Ltd (the Airport) of my decision.

The Plan foreshadows a range of aviation related developments over the 20 year planning period. The proposed expansion of the terminal, aircraft apron and taxiways over the planning period will all assist to facilitate the forecast growth in aviation activity at the airport.

I note that in preparing the Plan, the Airport undertook consultation with Gold Coast City Council and other affected stakeholders.

As you may be aware, the Airport has established a Community Aviation Consultation Group. This group is a key mechanism for the exchange of information between the Airport, local communities and relevant stakeholders. I encourage the involvement of the Gold Coast City Council and continued strong representation at these forums.

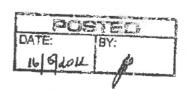
The Plan must be published within 50 business days of my decision in accordance with section 86(2) of the Act.

Yours sincerely

ANTHONY ALBANESE



The Hon Anthony Albanese MP Minister for Infrastructure and Transport Leader of the House



Reference: 01396-2012

The Hon Barry O'Farrell MP Premier of New South Wales GPO Box 5341 SYDNEY NSW 2001 1 4 MAY 2012

Dear Premier

I am writing to advise you that I have approved the 2011-12 Master Plan (the Plan) for Gold Coast Airport in accordance with section 81(2) of the Airports Act 1996. I have advised Gold Coast Airport Pty Ltd (the Airport) of my decision.

The Plan foreshadows a range of aviation related developments over the 20 year planning period. The proposed expansion of the terminal, aircraft apron and taxiways over the planning period will all assist to facilitate the forecast growth in aviation activity at the airport.

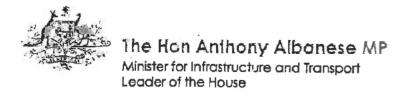
I note that in preparing the Plan, the Airport undertook consultation with the New South Wales Government and other affected stakeholders.

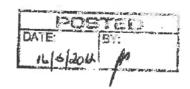
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The Plan must be published within 50 business days of my decision in accordance with section 86(2) of the Act.

Yours sincerely

ANTHOMY ALBANESE





Reference: 01396-2012

The Hon Campbell Newman MP Premier of Queensland PO Box 15185 CITY EAST QLD 4002 1 4 MAY 2012

Dear Premier

I am writing to advise you that I have approved the 2011-12 Master Plan (the Plan) for Gold Coast Airport in accordance with section 81(2) of the *Airports Act 1996*. I have advised Gold Coast Airport Pty Ltd (the Airport) of my decision.

The Plan foreshadows a range of aviation related developments over the 20 year planning period. The proposed expansion of the terminal, aircraft apron and taxiways over the planning period will all assist to facilitate the forecast growth in aviation activity at the airport.

I note that in preparing the Plan, the Airport undertook consultation with the Queensland Government and other affected stakeholders.

As you may be aware, the Airport has established a Community Aviation Consultation Group. This group is a key mechanism for the exchange of information between the Airport, local communities and relevant stakeholders. I encourage the involvement of the Queensland Government and continued strong representation at these forums.

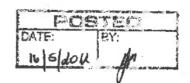
The Plan must be published within 50 business days of my decision in accordance with section 86(2) of the Act.

Yours sincerely

ANTHONY ALBANESI



The Hon Anthony Albanese MP Minister for Infrastructure and Transport Leader of the House



Reference: 01396-2012

1 4 MAY 2012

Cr Barry Longland Mayor Tweed Shire Council PO Box 813 MURWILLUMBAH NSW 2484

Dear Cr Longland

I am writing to advise you that I have approved the 2011-12 Master Plan (the Plan) for Gold Coast Airport in accordance with section 81(2) of the *Airports Act 1996*. I have advised Gold Coast Airport Pty Ltd (the Airport) of my decision.

The Plan foreshadows a range of aviation related developments over the 20 year planning period. The proposed expansion of the terminal, aircraft apron and taxiways over the planning period will all assist to facilitate the forecast growth in aviation activity at the airport.

I note that in preparing the Plan, the Airport undertook consultation with Tweed Shire Council and other affected stakeholders.

As you may be aware, the Airport has established a Community Aviation Consultation Group. This group is a key mechanism for the exchange of information between the Airport, local communities and relevant stakeholders. I encourage the involvement of the Tweed Shire Council and continued strong representation at these forums.

The Plan must be published within 50 business days of my decision in accordance with section 86(2) of the Act.

Yours sincerely

ANTHONY ALBANESE

Senate Estimates Back Pocket Brief

APT 11

GOLD COAST AIRPORT - CURRENT ISSUES

SENSITIVITIES

The Master Plan was approved on 14 May 2012.

SUGGESTED COMMENTS

Status of Master Plan

 Gold Coast Airport submitted the draft Master Plan to the Minister for consideration on 9 March 2012 and was approved on 14 May 2012.

Senate Budget Estimates Hearings - May 2012

AAA SE 13

GOLD COAST AIRPORT MASTER PLAN

Gold Coast Airport submitted the draft Master Plan to the Minister for consideration on 9 March 2012. The Master Plan was approved on 14 May 2012.		

Dun Eleanor

From:

Gannon Helen

Sent:

Thursday, 20 September 2012 5:50 PM

To:

Dun Eleanor

Subject:

FW: Banora Pt Aircraft Noise TPs [SEC=UNCLASSIFIED]

Importance:

High

FYI

From: Doherty John

Sent: Thursday, 20 September 2012 5:41 PM **To:** Gannon Helen; Horrocks Leonie; Stone Scott

Subject: FW: Banora Pt Aircraft Noise TPs [SEC=UNCLASSIFIED]

Importance: High

Final points as discussed with Jaimie

From: Lovell Jaimie

Sent: Thursday, 20 September 2012 5:35 PM

To: Seow Nick; Kim, Virginia **Cc:** Todd Sally; Doherty John

Subject: Banora Pt Aircraft Noise TPs [SEC=UNCLASSIFIED]

Importance: High

INPUT FOR MINISTER'S OPENING AT BANORA POINT - GOLD COAST AIRPORT MASTER PLAN

- The Gold Coast Airport Master Plan was approved on 14 May 2012.
 - o The Master Plan attracted strong support from local business, in particular the tourism industry.
- I am aware that concerns about flight paths and aircraft noise were key issues raised in the consultation process.
 - o I expect the Airport and Airservices to continue to work with the community on those concerns
- Gold Coast Airport will continue to engage with the community through the Community Aviation Consultation Group (CACG) and its subgroup, the Airport Noise Abatement Consultative Committee (ANACC).
- The Aircraft Noise Ombudsman has also studied the Gold Coast issues with a view to finding improvements.
- Airservices continues to seek opportunities for better noise outcomes for communities such as Banora Point and Fingal Heads.

Suggested comment - only if asked:

- I am aware the NSW Environmental Defender's Office requested a statement of reasons for my decision to approve the Gold Coast Airport Master Plan and that this request has been declined by my Department.
- It would be inappropriate to comment on the legal issues but I encourage all the parties to take part constructively in the ongoing consultation on this issue.



Senate Estimates Back Pocket Brief

APT 11

GOLD COAST AIRPORT

SUGGESTED COMMENTS

Status of Master Plan

• The Minister approved the 2011-12 Master Plan on 14 May 2012.