

A large commercial airplane is shown from a low angle, flying directly towards the viewer over a long, straight runway. The runway has white dashed lines and a solid white line on the left. The sky is bright blue with scattered white clouds. The airplane's landing gear is visible, and its engines are prominent.

The implementation of this Master Plan will be undertaken in logical stages to meet passenger and workforce demands.

Connecting People
Building Opportunities



Short-Term Development
(2014 – 2019)

.....

Medium-Term Development
(2019 – 2024)

.....

Long-Term Development
(2024 – 2034)

.....

IMPLEMENTATION

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IMPLEMENTATION

The implementation program outlined in this chapter is divided into short-term, medium-term and long-term development stages.

10.1 Introduction

With annual passenger demand forecasts of over 48 million and an on-airport workforce exceeding 50,000 by 2034, Brisbane Airport will continue to be the most significant international and domestic hub airport for Brisbane and Queensland.

The 2014 Master Plan is a strategic planning framework for Brisbane Airport that demonstrates sufficient flexibility to meet future industry trends and demands.

The implementation of this Master Plan will be in logical stages to match that demand, with BAC continuously monitoring industry trends through a range of processes and analysis to ensure the timely delivery of infrastructure and facilities.

The delivery of infrastructure, new facilities and expanded facilities will be subject to separate planning, commercial, operational and environmental assessment.

In accordance with the Airports Act, a Major Development Plan (MDP) will be prepared for those significant airport developments that trigger the MDP thresholds identified in Section 89 of the Airports Act.

This section of the 2014 Master Plan sets out the indicative stages of future development based on the current growth forecasts.

10.2 Master Plan Review

In accordance with the Airports Act the Master Plan will remain in force for up to five years. Consequently, this Master Plan is expected to be reviewed and updated in 2019.

10.3 Indicative Implementation Program

The timing of infrastructure developments will be subject to demand. This will primarily be driven by the realisation of actual traffic growth and business and industry attraction.

The precise number and scope of infrastructure developments will be influenced by the outcomes of ongoing planning and commercial feasibility assessments, not only by BAC but also by government agencies and industry stakeholders.

The following sections represent indicative implementation plans based on current demand forecasts and likely business and industry development attraction.

These developments will be undertaken by either BAC or the relevant tenant or agency.

SHORT-TERM DEVELOPMENT (2014 – 2019)

By 2019:

- » *Passenger Forecast – 26.1 million*
- » *Aircraft Movements Forecast – 246,000*

Developments required to facilitate short-term forecast growth of traffic demand, and business and industry attraction, are expected to include but not be limited to:

Aviation Capacity Related

- » Sand dredging and site settlement, detailed design and construction of the New Parallel Runway (NPR), linking taxiway, seawall and transport tunnel beneath the linking taxiway
- » Construction of a new Charter Terminal
- » Construction of a new fire station at Airport North
- » Additional rapid exit taxiway with the existing main runway
- » Internal upgrades to International T1
- » Additional parking bays and apron area at International T1
- » Additional parking bays and apron at Domestic T2
- » A regional satellite facility at Domestic T2
- » Airside bussing facilities at International T1 and Domestic T2
- » Access and security improvements at Domestic T2
- » Southern and northern terminal expansions of Domestic T2
- » Services and utilities upgrades for Domestic T2
- » Staged relocation of staff parking facilities at International T1 and Domestic T2 to Airport West – Central Parking Area (CPA)
- » The construction of a hotel and business centre in Airport Central – Domestic

- » Administration buildings in Airport Central – International
- » Aviation facilities and aviation support facilities.

Transport Related

- » Additional car parking at Airport Central – International
- » Expansion of car rental and parking facilities at Airport West – CPA
- » Upgrades to Lomandra Drive including widening, duplication and intersection improvements
- » Upgrade to Airport Central – Domestic T2 entrance roundabout
- » Install green parking bays in car parks
- » Expansion of the active transport network including footpaths and connections to external active transport networks
- » Cycle hire facility linking airport precincts
- » A new train station at Skygate with an integrated bus- rail interchange
- » Provision of new bus stops across all precincts
- » Upgrade and realign Dryandra Road and associated intersections.

Commercial Related

- » Offices at Airport Central and Skygate
- » Office and warehouse facilities in Airport South
- » Further freight facilities including offices and warehouses at Airport South – Export Park
- » Further retail and commercial facilities at Skygate
- » Service centre including showrooms and convenience shops in Airport West – CPA
- » Additional aircraft maintenance, office facilities and expanded taxiway systems in Airport East
- » Construction of additional freight handling capacity
- » Expansion and upgrade to all airport utility services including new intake substations, augmentation of the sewerage network, potable and recycled water networks
- » Augmentation of the drainage network.



1 A new fire station is planned in the short-term.



2 Additional taxiway and apron work will be undertaken at International T1.

3 Landscaping will define the development of precincts.

MEDIUM-TERM DEVELOPMENT (2019 – 2024)

By 2024:

- » *Passenger Forecast – 32.8 million*
- » *Aircraft Movements Forecast – 286,000*

Developments required to facilitate medium-term forecast growth of traffic demand and business and industry attraction are expected to include but not be limited to:

Aviation Capacity Related

- » Commission the NPR and associated navigational aids
- » Decommission the 14/32 runway once the NPR is commissioned
- » Further terminal, apron and aircraft parking bay expansion at both the International T1 and Domestic T2
- » Remote satellite terminal facilities
- » Mass transit system linking International T1, Domestic T2 and Airport West – CPA
- » Realignment of Airport Drive between International T1 and Domestic T2
- » Taxiway system augmentation to cater for apron expansion at International T1
- » Further cycle and pedestrian path network expansion
- » Further taxiway system elements to access additional hangars in Airport East.

Transport Related

- » Additional public and staff car parking facilities including expansion of the Airport West – CPA
- » Widening of Moreton Drive
- » Intersection improvement to Airport Drive and Lomandra Drive
- » Road upgrades to Sugarmill Road and Lomandra Drive
- » Realign Main Myrtletown Road and Priors Road to the eastern side of the Airport East precinct



- » End of trip facilities as part of the active transport network.

Commercial Related

- » Construction of additional freight handling facilities and aircraft maintenance facilities
- » Further business, industry and commercial development at all airport precincts
- » Additional aviation support facilities
- » Expansion and upgrade to all airport utility services including new intake substations, augmentation of the sewerage network, potable and recycled water networks
- » Augmentation of the drainage network.

LONG-TERM DEVELOPMENT (2024 – 2034)

By 2034:

- » *Passenger Forecast – 48.3 million*
- » *Aircraft Movements Forecast – 360,000*

Developments required to facilitate long-term forecast growth of traffic demand and business and industry attraction are expected to include but not be limited to:

Aviation Capacity Related

- » Further terminal, apron and aircraft parking bay expansion at both the International T1 and Domestic T2
- » Additional remote satellite terminal facilities

- » Further taxiway link development to access additional hangars in Airport East and Airport North
- » Relocation of the Joint User Hydrant Installation facility
- » Airside mass transit system linking International T1 and Domestic T2.

Transport Related

- » Further capacity upgrades to the airport road network, including:
 - › realignment of Airport Drive
 - › intersection upgrade to Airport Drive and Southern Cross Way
- » Ground transport interchange connected to the mass transit system
- » Further development of the CPA
- » Further cycle and pedestrian path network expansion.

Commercial Related

- » Construction of additional freight handling facilities and aircraft maintenance facilities in Airport Central and Airport North
- » Further business, industry and commercial development at all airport precincts
- » Additional aviation support facilities
- » Expansion and upgrade to all airport utility services including new intake substations, augmentation of the sewerage network, potable and recycled water networks
- » Augmentation of the drainage network.

10.4 Implications for External Systems

BAC is aware of the reliance on external infrastructure and utility systems for the continued operation, development and expansion of Brisbane Airport.

BAC is committed to maintaining ongoing engagement with relevant state and local government agencies

and service providers to ensure a shared understanding of the implications of growth, not just for Brisbane Airport, but also for the wider Australia TradeCoast precinct and surrounding regional areas.

In this regard BAC recognises the need to work closely with the state agencies and Brisbane City Council (BCC) on identifying an implementation program for the augmentation of public transport modes to and from the airport.

10.5 Environmental Management of Airport Expansion

The 2014 Master Plan outlines the planned expansion of Brisbane Airport over the next 20 years. BAC has developed a range of initiatives and practices relevant to environmental management of this planned expansion, such as design and technical guidelines for on airport developments.

These guidelines contain specific detail on elements of construction and environmental management for new development such as water sensitive urban design, energy efficiency and management, materials selection and waste management.

A component of the technical guidelines requires construction contractors to produce a Construction Environmental Management Plan (CEMP), which satisfies BAC requirements. BAC's environment staff monitor construction activities for compliance with the CEMP.

Environmental assessments for development projects may range from an internal assessment for a low risk project to a high level environmental impact assessment, public environment report and/or an MDP.

These more comprehensive assessments are typically completed for large scale construction projects. Consideration of the level of assessment is guided by the requirements of the Airports Act.

The likely environmental impacts associated with the implementation of this Master Plan include two types of impact, namely:

- » Impacts associated with the construction of the infrastructure, buildings and other facilities and services
- » Impacts associated with the operation of new and existing facilities.

Impacts from construction of infrastructure, buildings and other facilities and services may require management of a range of issues including flora and fauna, water quality, erosion and sediment control, potential acid sulphate soils, along with cultural heritage, natural resource use and waste management.

Impacts associated with the ongoing operation of a variety of facilities may require management of washing activities, spill control, stormwater runoff, storage of hazardous goods, energy and water usage, and waste and recycling.

More information on the environmental assessment and controls that BAC has implemented to manage the continued expansion of Brisbane Airport can be found in the Airport Environment Strategy.



Further terminal, apron and aircraft parking bay expansion is planned