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CHANGES SINCE 2009 MASTER PLAN

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Master planning for Brisbane Airport is an ongoing process to ensure the development strategy and infrastructure implementation program is responsive to industry trends, regional and global influences.

This 2014 Master Plan presents a framework for the development of Brisbane Airport over the next 20 years and beyond. The Master Plan review process mandated by the *Airports Act 1996* (Airports Act) is an opportunity to move forward in time with that framework updating the development strategy to reflect achievements realised in the preceding period and addressing those emerging industry trends and influences.

This Master Plan maintains a fundamental consistency with the approved 2009 Master Plan and in turn, previous Master Plans for Brisbane Airport dating back to the first Master Plan for Brisbane Airport produced by the Australian Government in 1983.

It should be noted that as major airport infrastructure elements are delivered, the potential for significant alteration of Master Plans is greatly reduced.

The delivery of major airport systems such as terminals, aircraft aprons, runway and major road infrastructure is a very significant and long-term investment reinforcing the criticality of robust planning outcomes.

This section of the 2014 Master Plan outlines the significant changes to the current approved 2009 Master Plan.

11.1 Master Plan Format

The Master Plan itself has been refocussed to consider:

- » The planning context – the framework which shapes how BAC plans the development of Brisbane Airport
- » The development objectives and forecast growth – the drivers for the development plans and strategies
- » The planning response – what has been identified to address the drivers and the planning framework for Brisbane Airport.

11.2 Planning Context

The Master Plan reflects the streamlining of existing State Planning Policies into a single State Planning Policy. In addition, BAC has adopted where practical, land-use zoning terminology consistent with the terminology applied in the 2013 Draft City Plan.

National Airports Safeguarding Framework (NASF) has developed key planning frameworks, which have been addressed in the Operations Chapter of this Master Plan.



11.3 Land Use and Development

This Master Plan has introduced new precinct naming conventions by way of five larger precincts, with those being broken into a series of sub-precincts.

In line with amendments to the Airports Act, additional information has been included outlining the first five years of non-aeronautical development.

11.4 Utilities

Utilities including electricity, water, recycled water, trade waste and the sewerage network have been aligned to the five-year non-aeronautical forecast.

11.5 Aviation Facilities Strategy

The terminal area development strategy has retained two options in this Master Plan. The most significant change has been to include an option for the incremental expansion of the existing Domestic T2 towards the west and build over Dryandra Road.

While a mass transit system was included in the 2009 Master Plan, a ground transport interchange has been introduced in this Master Plan.

The interchange forms a key component of the Terminal Area Development Strategy as a means to move passengers between International T1 and Domestic T2 and the Central Parking Area safely and efficiently.

The external façade and structural integrity of the control tower has been confirmed to be acceptable beyond 2034.

This Master Plan includes two optional sites for an additional fire station to become operational once the New Parallel Runway (NPR) has been completed.

The demand for apron space towards 2032-2034 means that the existing Joint User Hydrant Installation depot will require relocation. This Master Plan has reserved three locations for the long-term relocation of that facility.

11.6 Australian Noise Exposure Forecast (ANEF)

Changes to the destinations and the total annual movements in addition to aircraft fleet mix, have seen a switch of dominant runway that has resulted in a slight contour extension to the south and a longer contour extension to the north over Moreton Bay.

A new input into the Integrated Noise Model was a hybrid aircraft that more closely reflects the type of aircraft and technology that will be operating in the medium and long term through to ultimate operating capacity.

A stand-alone Current and Future Flight Path and Noise Information booklet has been produced which outlines the alternate noise metrics considered in the NASF. In addition, the booklet includes information on how airspace will be managed up to and once the NPR becomes operational. This booklet is available from BAC.

11.7 Environment and the Airport Environment Strategy (AES)

Landscape information has been synthesised into the Environment Chapter of the Master Plan.

The AES includes a section on BAC's Sustainability Program, as well as including information on wildlife strike to address NASF.

11.8 Ground Transport Plan (GTP)

A detailed discussion of priority actions agreed to through close consultation with state and local government agencies has been included. The priority actions include:

- » Public transport
- » Road capacity (on-and off-airport)
- » Active transport
- » Parking.

11.9 Engagement Activities

The strategy to develop this Master Plan was based on a series of Vision Workshops with key industries, tenants and other stakeholder groups to engage with their thinking for the future of Brisbane Airport.

Several new engagement forums introduced since 2009 have been included in this Master Plan and form the foundation of BAC's consultative program.