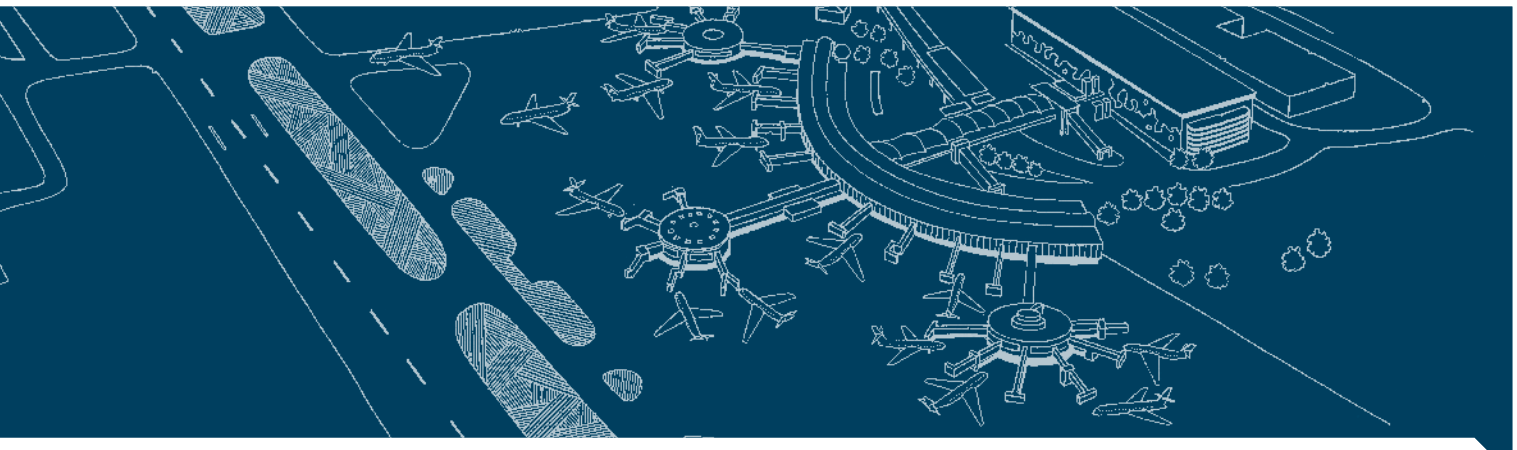




**BRISBANE
AIRPORT
2014**
DRAFT MASTER PLAN
SUPPLEMENTARY REPORT



Connecting People
Building Opportunities





**BRISBANE
AIRPORT
2014**
DRAFT MASTER PLAN
SUPPLEMENTARY REPORT

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INTRODUCTION

1.1 About this Report

This is the Supplementary Report for the Brisbane Airport 2014 Draft Master Plan. It addresses the issues and comments raised in the 39 submissions (of which 28 were received by the due date and 11 after the due date) that Brisbane Airport Corporation Pty Ltd (BAC) received. BAC invited submissions on the 2014 Preliminary Draft Master Plan during the period 31 March 2014 to 26 June 2014.

1.2 Background

The Brisbane Airport 2014 Draft Master Plan sets out the framework for development of Brisbane Airport to meet demand, as well as to create business and industry opportunity over the next 20 years.

It provides the basis for planning of aviation activity, business and industry development, environmental management and ground transport access in an integrated, sustainable way. It also provides Australian, State and local Government agencies, industry, potential investors and the community with a framework for the way in which the airport intends to grow and develop in the future.

In providing a framework for future development, the Master Plan retains flexibility to meet changing conditions. The Draft Master Plan includes an indication of staged development to 2034.

The Master Plan will continue to be reviewed at five-year intervals in accordance with the *Airports Act* 1996 (Cwth)(Airports Act) and to ensure that airport planning and development

keeps abreast of aviation industry, economic, commercial, environmental and technological changes.

The Master Plan is a planning document for BAC, as well as a requirement of the Airports Act. The Airports Act requires that a Draft Master Plan be submitted to the Australian Government for approval after being made available for a 60 business day period of public review and comment.

In order to meet the requirements of the Airports Act, the Master Plan is required to specify:

- » BAC's development objectives for the airport
 - » Assess and provide for the future needs of civil aviation users of the airport, and other users of the airport, for services and facilities relating to Brisbane Airport
 - » Set out BAC's proposals for land use and related development of Brisbane Airport, where the uses and developments embrace airside, landside, ground transport and land planning/zoning aspects
 - » Present an Australian Noise Exposure Forecast (ANEF) for the areas surrounding the airport
 - » Present flight paths at the airport
 - » BAC's plans, developed following consultations with the airlines that use the airport and local government bodies in the vicinity of the airport, for managing aircraft noise intrusion in areas forecast to be subject to exposure above the significant ANEF levels (ANEF 30)
 - » BAC's assessment of environmental issues that might reasonably be expected to be associated with the implementation of the Master Plan
- » BAC's plans for managing environmental issues (including plans for ameliorating or preventing environmental impacts)
 - » In relation to the first five years of the Master Plan, a plan for a ground transport system on the landside of Brisbane Airport that details:
 - > A road network plan, including the facilities for moving people (employees, passengers and other airport users) and freight at Brisbane Airport
 - > The linkages between those facilities, the road network and public transport system at the airport and the road network and public transport system outside the airport
 - > The arrangements for working with the State and Brisbane City Council (BCC) responsible for the road network and the public transport system
 - > The capacity of the ground transport system at the airport to support operations and other activities at Brisbane Airport
 - > The likely effect of the proposed developments in the Master Plan on the ground transport system and traffic flows at, and surrounding, Brisbane Airport.
 - » In relation to the first five years of the Master Plan, detailed information on the proposed developments that are to be used for:
 - > Commercial, community, office or retail purposes
 - > For any other purpose that is not related to airport services

- » In relation to the first five years of the Master Plan, the likely effect of the proposed developments:
 - » Employment levels at Brisbane Airport
 - » The local and regional economy and community, including an analysis of how the proposed developments fit within the planning schemes for commercial and retail development in the area that is adjacent to the airport.
- » An environment strategy that details:
 - » BAC's objectives for the environmental management of Brisbane Airport
 - » The areas within Brisbane Airport, BAC, in consultation with State and Federal conservation bodies, identifies as environmentally significant
 - » The sources of environmental impact associated with airport operations
 - » The studies, reviews and monitoring to be carried out by BAC in connection with the environmental impact associated with airport operations
 - » The time frames for completion of those studies and reviews and for reporting on that monitoring
 - » The specific measures to be carried out by BAC for the purposes of preventing, controlling or reducing the environmental impact associated with airport operations
 - » The time frames for completion of those specific measures
 - » Details of the consultations undertaken in preparing the strategy (including the outcome of the consultations).

The Master Plan is a land-based planning tool and not a specific application to develop any airport development at Brisbane Airport.

Approval of the 2014 Master Plan by the Minister for Infrastructure and Regional Development does not provide approval for any particular airport development presented in the Master Plan. "Major airport developments" as defined in the Airports Act (Section 89) are still required to undergo a Major Development Plan (MDP) process, which requires separate Government approvals and a public comment period.

1.3. Purpose and Scope of the Supplementary Report

On Saturday 29 March 2014 BAC formally advertised the release of the Brisbane Airport 2014 Preliminary Draft Master Plan for public comment in accordance with requirements of the Airports Act.

Public comment was invited during the mandated 60 business day consultation period, commencing on Monday 31 March and ending Thursday 26 June 2014.

During this time 39 submissions were received, including 11 submissions received after the closing date. Issues raised by all 39 submitters are addressed in the Supplementary Report.

The purpose of this Supplementary Report is to:

- » Summarise BAC's public consultation processes during the pre-public comment period (prior to 31 March 2014) and the public comment phase (to 26 June 2014)
- » Document all written submissions received
- » Identify and evaluate the issues arising in written submissions
- » Set out BAC's actions in response to the views expressed

- » Detail changes made to the Brisbane Airport 2014 Preliminary Draft Master Plan for Public Comment to finalise the Brisbane Airport 2014 Draft Master Plan for submission to the Minister for Infrastructure and Regional Development
- » Reaffirm BAC's commitment to continuing meaningful consultation with stakeholders and the community in the post-public comment period (from 26 June 2014 onwards) as an ongoing culture of engagement.

The Supplementary Report is structured into the following chapters:

CHAPTER 1: INTRODUCTION

CHAPTER 2: SUMMARY OF BAC'S COMMUNICATION AND CONSULTATION PROCESS

CHAPTER 3: DETAILS OF WRITTEN SUBMISSIONS RECEIVED DURING THE PUBLIC COMMENT PERIOD AND BAC'S RESPONSES

CHAPTER 4: APPENDICES

1.4. Master Plan Certificates and Statements

CERTIFICATE UNDER SECTION 79(1A) OF THE AIRPORTS ACT 1996

For the purposes of section 79(1A) of the Airports Act 1996, Brisbane Airport Corporation Pty Limited (BAC) certifies that it gave the following persons/bodies written advice of BAC's intention to give the Minister the Brisbane Airport 2014 Draft Master Plan after completion of a series of Agency Working Groups and Public Comment Period:

- (a) Mr Mark Pattermore, Operations Manager, City Planning & Economic Development Branch, Brisbane City Council
- (b) Hon. Jeff Seeney, Deputy Premier and Minister for State Development, Infrastructure and Planning.
- (c) Mr Mark Saunders, Director, Planning Services, Queensland Department of State Development, Infrastructure and Planning.

Pursuant to section 79(1A) of the Airports Act 1996, BAC attaches, in Appendix 6 to this report, copies of the written advices given under section 79(1A).

Signed on behalf of Brisbane Airport Corporation Pty Limited:

Signature:  Name: Mark Willey

Position: Head of Airport Development Brisbane Airport Corporation

CERTIFICATE UNDER SECTION 79(2) OF THE AIRPORTS ACT 1996

For the purposes of section 79(2) of the Airports Act 1996, Brisbane Airport Corporation Pty Limited (BAC):

- (a) Certifies that this Supplementary Report to the Brisbane Airport 2014 Draft Master Plan (Draft Master Plan):
 - (i) Lists the names of those members of the public who gave written comments about the Draft Master Plan during the 60 business day public comment period; and
 - (ii) Summarises those comments;
- (b) Certifies that it has had due regard to those comments in preparing the Draft Master Plan.

Pursuant to section 79(2) of the Airports Act 1996, BAC attaches, in Appendix 7 to this report, copies of the comments given to BAC during the 60 business day public comment period for the Draft Master Plan.

Signed on behalf of Brisbane Airport Corporation Pty Limited:

Signature:  Name: Mark Willey

Position: Head of Airport Development Brisbane Airport Corporation

STATEMENT UNDER SECTION 80(2) OF THE AIRPORTS ACT 1996

For the purposes of section 80(2) of the Airports Act 1996, Brisbane Airport Corporation Pty Limited (BAC) states that this Supplementary Report to the Brisbane Airport 2014 Draft Master Plan (Draft Master Plan):

- (a) Lists the names of the persons consulted by BAC prior to the publication of the notice commencing the 60 business day public comment period for the Draft Master Plan;
- (b) Summarises the views expressed by the persons consulted by BAC.

Signature:  Name: Mark Willey

Position: Head of Airport Development Brisbane Airport Corporation

1.5. Statutory Framework

PROCESS FOR PREPARING THE BRISBANE AIRPORT MASTER PLAN

The Master Plan process involves the preparation of a Preliminary Draft Master Plan and release of this document for a period of 60 business days for public comment, inviting feedback from the wider community, industry and all levels of Government.

At the completion of the 60 business day public comment phase, BAC considers all submissions and the Supplementary Report details BAC's due regard to those submissions. Where appropriate, the Draft Master Plan was amended to reflect those submissions.

Then the Draft Master Plan and the Supplementary Report are presented to the Minister for the Department of Infrastructure and Regional Development (DIRD) for consideration and a decision on whether to approve.

Upon approval by the Minister, the Draft becomes the Final Master Plan, which is then valid for a five-year term, unless superseded earlier. The process of development and acceptance of the Master Plan is summarised in the figure adjacent with the current phase highlighted.

DECEMBER 2012 TO FEBRUARY 2014

BAC prepares Preliminary 2014 Draft Master Plan

31 MARCH TO 26 JUNE 2014

Brisbane Airport 2014 Preliminary Draft Master Plan released for public comment from 31 March 2014 to 26 June 2014

26 JUNE TO AUGUST 2014

BAC prepares Brisbane Airport 2014 Draft Master Plan incorporating submissions and prepares a Supplementary Report detailing due regard to those submissions

AUGUST 2014

Submit Brisbane Airport 2014 Draft Master Plan and Supplementary Report to the Federal Minister for Infrastructure and Regional Development

LATE 2014

Decision on Brisbane Airport 2014 Draft Master Plan by Federal Minister for Infrastructure and Regional Development

2

PUBLIC ENGAGEMENT

2.1 Introduction

Building on the engagement activities outlined in Chapter 9 of the Brisbane Airport 2014 Preliminary Draft Master Plan, this chapter details engagement activities undertaken during the public comment period.

Engagement activities undertaken during the public comment period were carried out between 31 March 2014 and 26 June 2014. The engagement objectives, methodology, staging, scope and identified stakeholders remained consistent with the process outlined in Chapter 9 of the Draft Master Plan.

Engagement activities were guided by the Airport Development Consultation Guidelines (December 2007) and in accordance with amendments made to the Airports Act (October 2012) issued by the DIRD.

BAC is firmly committed to ongoing engagement with the community, industry and all levels of government, in relation to activities at Brisbane Airport. This level of commitment is borne out through the wide range of activities, events, forums and information services that are available to stakeholders year-round. A detailed list of these community and stakeholder engagement initiatives are included in Chapter 9 of the Draft Master Plan.

During the 60 business day public comment period, engagement activities focused on informing the community about the release of the Preliminary Draft Master Plan, the key strategies within the document, providing access to BAC personnel in order to address queries and providing information on how the community could have its say.

This was supplemented by discussions and meetings with representatives from local, state and federal governments, including elected officials and departmental officers as well as the industry and community.

This section focuses on the engagement tools and activities and how they were used during the public comment period, as well as the outcomes generated by these tools and activities.

2.2 Summary of Engagement Tools and Activities

BRISBANE AIRPORT 2014 PRELIMINARY DRAFT MASTER PLAN

The Preliminary Draft Master Plan itself was an important engagement tool. BAC provided access to the document in various formats, in many locations (printed and electronic) so that stakeholders could select to view the document through the means most suitable to them.

The document was available in printed form at:

- » Offices of federal, state and local government elected representatives representing constituents in South East Queensland, as well as elected representatives holding ministerial or portfolio responsibilities relevant to the operation of Brisbane Airport

- » Office of Brisbane Airport Corporation, 11 The Circuit Brisbane Airport
- » The Queensland State Library
- » Brisbane City Council libraries in the Greater Brisbane area
- » Community information sessions.

The document was available in electronic format:

- » On Brisbane Airport's website at www.bne.com.au
- » On USB.

In addition, copies of the document, along with supporting information materials, were distributed to senior officers of relevant local, state and federal departments.

Engagement Outcomes

- » 78 copies of the Preliminary Draft Master Plan were distributed to the offices of elected representatives
- » 20 copies were distributed to local, state and federal departmental officers
- » 34 copies were distributed to state and local libraries
- » 12 copies were distributed to key industry groups, airlines and airport tenants
- » 143 USBs were distributed to key industry groups, airlines, community groups and local and state government representatives.

See Appendix 1 for details of the locations where the printed Preliminary Draft Master Plan was available to view.

SUPPORTING INFORMATION

A number of information tools were developed as integral elements of the Preliminary Draft Master Plan. These were provided free of charge to the community and included:

USB with copies of the Preliminary Draft Master Plan documents

All documents, including the Summary Document and Current and Future Flight Path and Noise Information Booklet were placed on USBs. A USB was forwarded free of charge on request.

Summary Booklet

A summary of the Preliminary Draft Master Plan was prepared to provide stakeholders with an overview of the document in a concise form. A “plain English” style of writing was used in the preparation of the document. The Summary Booklet was forwarded free of charge on request and was made available at community information sessions, at Brisbane City Council libraries and online.

Current and Future Flight Path and Noise Information Booklet

The first iteration of this document was prepared specifically to support community engagement around the 2006 Environmental Impact Statement and Major Development Plan (EIS/MDP) for the New Parallel Runway (NPR). While not related specifically to the Draft Master Plan or required under the Airports Act, BAC considered providing an updated Current and Future Flight Path and Noise Information Booklet as an essential tool in providing the community with an understanding of flight paths, noise impacts and aircraft movements at Brisbane Airport between now and 2034. For completeness, information was also presented on ultimate capacity operations, nominally calculated at 2060.

The Booklet was designed primarily to illustrate, through a series of drawings known as N70s, current and future flight paths and related aircraft noise effects in a format that allows the reader to understand when and how often aircraft might fly in the vicinity of their home, combined with the likely volume of noise that could be experienced as a result of those flights.

Responding to guidelines issued by the National Airports Safeguarding Advisory Group (NASAG), BAC included in this booklet charts and tables, which provide other ways to view and understand flight paths and associated noise impacts.

This booklet was made available on Brisbane Airport’s website, forwarded free of charge on request, made available for review at community information sessions, Council Ward Offices and Brisbane City Council libraries.

Posters

A poster announcing the availability of the Preliminary Draft Master Plan was prepared and distributed to libraries and Brisbane City Council Ward Offices as part of a larger package comprising the Preliminary Draft Master Plan, Ground Transport Plan, Summary Booklet and Current and Future Flight Path and Noise Information Booklet.

A fast facts poster was also produced to outline key facts from the Preliminary Draft Master Plan. This poster was made available on Brisbane Airport’s website and was displayed at community information sessions.

Engagement Outcomes

» 83 Summary Booklets were distributed during the course of the public comment period via shopping centre displays, community events, business briefings and other events or activities organised by BAC

- » 31 Current and Future Flight Path and Noise Information Booklets were distributed during the course of the public comment period via community information sessions, community briefings, business briefings and other events or activities organised by BAC
- » 12 USBs containing all documents were distributed during the course of the public comment period via shopping centre displays, community events, business briefings and other events or activities organised by BAC
- » 5 USBs containing all documents were distributed as a direct result of enquiry to BAC
- » 108 posters were distributed for display to electoral offices and libraries.

Enquiry Email

The enquiry email was an important contact point for queries for members of the public to submit a formal submission during the public comment period.

Engagement Outcomes

See Appendix 2 for a full listing of community contacts during the public comment period.

- » 13 emails were received and responded to during the public comment period
- » 37 formal submissions were received via email.

BAC'S WEBSITE

BAC's website was an important source of information about the Preliminary Draft Master Plan in the lead up to and during the public comment period. It provided access to information about the Preliminary Draft Master Plan and incorporated the capacity to download all documents, find out about community information sessions, learn how to lodge formal submissions and provided contact details for the project team. The Preliminary Draft Master Plan was highlighted on the home page of BAC's website, with information accessed in one easy click.

From 31 March 2014 visitors to the Preliminary Draft Master Plan page of the website could:

- » Download the Preliminary Draft Master Plan
- » Download the Summary Booklet
- » Download the Current and Future Flight Path and Noise Information Booklet
- » Download a range of fact sheets about the Preliminary Draft Master Plan
- » Request USB or hard copies of the documents

- » Find contact email and phone number to ask questions or provide comments.

Engagement Outcomes

8,427 web hits during the public comment period, comprising:

- > 4,909 in March/April 2014
- > 1,949 in May 2014
- > 1,569 in June 2014

MEDIA COVERAGE RECEIVED DURING THE PUBLIC COMMENT PERIOD

Medium	Outlet
Television	Channel Ten Eyewitness News
Television	Channel 7, News
Television	Channel 9, National Nine News
Print	Courier Mail – front page, editorial and page 20
Radio	4BC – breakfast and news update
Radio	612ABC – breakfast and news
Radio	97.3FM – breakfast and news
Radio	ABC – Gold Coast Breakfast
Radio	Triple M, News
Online	Brisbane Times
Online	Sydney Morning Herald
Online	News.com.au
Online	Couriermail.com.au
Online	Couriermail.com.au
Online	ABC Local
Online	ABC blog
Online	Travel Weekly
Online	Queensland Times

FRECALL INFORMATION LINE

BAC's Freecall Major Projects Information Line (1800 737 075) was established in September 2005. Since then the information line has been staffed five days a week (9am to 5pm), with message bank active out of hours. The line has been used as a mechanism through which questions can be asked, issues raised and information provided. It has been used specifically for the purposes of speaking with stakeholders during major project developments and most recently for the Preliminary Draft Master Plan.

Engagement Outcomes

- » 5 calls were made to the Freecall Major Projects Information Line during the public comment period.

See Appendix 2 for a full listing of community contacts during the public comment period.

MEDIA ACTIVITY

A media release was prepared to announce the commencement of the public comment period. This release was distributed to key media in South East Queensland and nationally.

Engagement Outcomes

18 media articles, TV and radio interviews with BAC personnel about the Master Plan were generated.

PRINT ADVERTISING

A number of advertising placements were organised to support the public comment period, including the following:

» **Saturday 29 March - Courier Mail, Public Notices**

Topics covered in the advertisement included:

- » Release of Preliminary Draft Master Plan for public comment
- » Overview of content of Preliminary Draft Master Plan and advice on how to access the document

» **Wednesday 7 May - Northside Chronicle**

Topics covered in the advertisements included:

- » Release of Preliminary Draft Master Plan for public comment
- » Times, dates and locations of community information sessions
- » **Wednesday 14 May - South East Advertiser**

Topics covered in the advertisements included:

- » Release of Preliminary Draft Master Plan for public comment
- » Times, dates and locations of community information sessions

DATABASE ALERTS

BAC established a community and stakeholder database in September 2005. Since then, this database has been used to distribute important information to stakeholders, including information about Major Development Plans, on-airport construction and the release of the Preliminary Draft Master Plan.

Engagement Outcomes

- » On 31 March 2014 an alert was sent to 649 people on the BAC stakeholder database about the release of the Preliminary Draft Master Plan for public comment, including links to BAC's website for information downloads
- » On 31 March 2014 an alert was sent to 354 Airport tenants on the BAC stakeholder database about the release of the Preliminary Draft Master Plan for public comment, including links to the BAC website for information downloads
- » On 7 May 2014 information about the release of the Preliminary Draft Master Plan and the Information Sessions was issued to 64 stakeholders on the BAC Master Plan database
- » On 16 June 2014 an alert was issued to 64 stakeholders on the BAC Master Plan database as a reminder that the public comment period for the Preliminary Draft Master Plan was coming to an end and calling on stakeholders to have their say.

FACT SHEETS

A series of fact sheets were prepared to support the Preliminary Draft Master Plan ahead of and during the public comment period. The fact sheets included:

- » Fact sheet 1 – About the Master Plan
- » Fact sheet 2 – About the Airport Environment Strategy
- » Fact sheet 3 – Master Plan construction activity
- » Fact sheet 4 - About the Ground Transport Plan
- » Fact sheet 5 – Aircraft Noise.

The fact sheets were made available on BAC's website in a downloadable PDF format. Fact sheets were also provided at information sessions and at industry briefings.

INFORMATION SESSIONS

Community information sessions were held at Brisbane Airport's Skygate precinct as well as at two suburban locations in Brisbane. These sessions gave community members access to a range of materials linked to the Preliminary Draft Master Plan. In addition to display boards, information kits were distributed and BAC personnel with knowledge about the Preliminary Draft Master Plan attended all sessions. The community was invited to speak to the Master Plan team in-person at the following sessions:

- » Thursday 8 May: Skygate Precinct at The Circuit, Brisbane Airport from 5.30pm to 7.30pm
- » Thursday 15 May: Toombul Shopping Centre from 10am – 2pm and 5pm to 7pm
- » Thursday 22 May: Cannon Hill Shopping Centre from 10am – 2pm and 5pm to 7pm.

Toombul Shopping Centre and Cannon Hill Plaza were selected as appropriate locations as these suburbs experiences a high number of direct over-head aircraft movement on a daily basis. Skygate was chosen to provide an on-airport session to allow employees at the precinct and the general community with an opportunity to speak with the team.

Distribution

- » 17 Summary Booklets were distributed during the information sessions
- » 22 Current and Future Flight Path and Noise Information Booklets were distributed during the information sessions.

BRIEFINGS AND WORKSHOPS

At the time the Preliminary Draft Master Plan was released a letter was sent to 259 stakeholders, including people within all levels of government, industry groups and airlines. A personal briefing on the Preliminary Draft Master Plan was offered to 77 elected representatives and was followed up via the BAC Major Projects Information Team. As a result, the Master Plan team undertook a series of briefings for elected representatives, government officers and industry and community groups during the public comment period. This was preceded by stakeholder briefings and workshops held in the period leading up to the release of the Preliminary Draft Master Plan.

A business briefing was also held during the public comment period with key business bodies and associations with 11 representatives from a diverse range of industries attending.

Among the groups briefed were:

- » BAC staff
- » Pinkenba community
- » Nudgee community
- » Property Council of Australia
- » Limousine Association of Queensland
- » RACQ
- » BNE Enterprise
- » Queensland Resources Council
- » Queensland Industry Tourism Council
- » Tourism Queensland.

See Appendix 3 for a detailed list of briefings.

BANNERS

Pull-up banners advertising the availability of the Master Plan, including contact details, were prepared and erected in the offices of Brisbane Airport Corporation and at the Discovery Centre at Skygate. Smaller banners were also produced to support the community information sessions.

DIGITAL DISPLAY

A digital display advertising the Master Plan's availability was featured on the Skywalk pedestrian bridge. Skywalk is the main access to the Domestic Terminal and connects visitors to the two multi-level car parks, Airtrain station and the pick-up and drop-off roads in front of the terminal. Approximately 8.8 million people use Skywalk annually. The display urged members of the public to have their say on the Preliminary Draft Master Plan and provided the website address for more information. The display ran from 24 March 2014 until 20 April 2014.

FLYER HANDOUTS

To generate awareness of the public comment period for the Preliminary Draft Master Plan, BAC's Airport Ambassadors handed out A5 flyers to airport visitors. Two locations were chosen – Skywalk, which is the main entrance to the Domestic Terminal and the Discovery Centre at Skygate. It was determined that members of the public at these locations would have the highest level of interest in the Preliminary Draft Master Plan.

Flyers were distributed on the following days, times and locations.

Date:	Saturday 10 May
Time of day:	Lunch
Location:	Discovery Centre

Date:	Monday 12 May
Time of day:	Morning
Location:	Skywalk

Date:	Saturday 14 June
Time of day:	Lunch
Location:	Discovery Centre

Date:	Monday 16 June
Time of day:	Morning
Location:	Skywalk

SOCIAL MEDIA

BAC's social media platforms were used to communicate with stakeholders, these include Twitter, Facebook and LinkedIn.

Through social media BAC reached more than 30,000 followers, including:

Twitter:	5,995
LinkedIn:	2,499
Facebook:	23,539

Twitter (Tweets)

Date: 31 March 2014

Topic: Start of public comment period with link to online Preliminary Draft Master Plan

Statistics: 1 retweet and 1 favourite

Date: 15 May 2014

Topic: Community Information Session at Toombul Shopping Centre

Statistics: 2 retweets

Date: 22 May 2014-06-10

Topic: Master Plan Information Session at Cannon Hill Shopping Centre

Statistics: 1 retweet and 2 favourites

Facebook

Date: 2 April 2014

Topic: Start of public comment period with link to online Preliminary Draft Master Plan

Statistics: 71 likes, 5 comments and 22 shares

LinkedIn

Date: 31 March 2014

Topic: Start of public comment period with link to online Preliminary Draft Master Plan

Statistics: 35 likes, 2 comments

Date: 8 May 2014

Topic: Community Information Session at Skygate – topics include Master Plan

Statistics: 4 likes

FOLLOWER STATS

The 2014 Preliminary Draft Master Plan reached a total of 40,460 people online.

Website:	8,427
Twitter:	5,995
LinkedIn:	2,499
Facebook:	23,539

3

SUBMISSION RESPONSES

The Submission Responses chapter provides a summary of the issues raised in the 39 submissions BAC received. This chapter also provides BAC's responses to these issues and where considered appropriate amendments to be incorporated in the Draft Master Plan.

3.1 Approach to Addressing Issues Raised

In categorising and responding to comments made by submitters on the Preliminary Draft Master Plan, the approach taken in the Supplementary Report is to group and respond to issues raised in the submissions under the main chapter headings of the Draft Master Plan.

All submissions received during the public comment period were reviewed by BAC and common issues raised were grouped (where practicable) to form the substantive issues addressed in this Supplementary Report.

For some chapters of the Draft Master Plan there were no corresponding issues raised by submitters. In these cases, no change to the Preliminary Draft Master Plan is required.

For issues that relate to multiple chapters a lead or main chapter is identified for the issue.

3.2 Submission Identifiers

To create a link between the individual submitters and the issues raised in their submissions, each of the 39 submissions were allocated a Submitter ID number and entered into a database.

A list of all the submitters and their corresponding ID number is included in Chapter 3.4.

In characterising the author of the submission received, submitters were further identified as being representative of four major groups:

- » Community
 - > Consisting of individuals making submissions as residents or small business owners, including groups representing residents in a particular suburb
- » Government
 - > Consisting of submissions from the Australian Government, the Queensland Government and local Governments such as Brisbane City Council
- » Business or Non-Government Organisations
 - > Consisted of submissions lodged on behalf of an organisation or group including conservation groups and industry groups
- » Elected Representatives
 - > Consisting of submissions from local Councillors, Members of State Parliament and Federal Members of Parliament.

3.3 Template Layout of Due Regard Comments

As outlined, under each chapter heading, there are issue-based sub-sections that make up the body of this Supplementary Report. For each of these, a standard template has been applied which identifies the submitter issue and provides a response to the issue raised.

For reference, Appendix 9 summarises the tracked changes in the Draft Master Plan.

To assist in reading Section 3.5 of the Supplementary Report, a description of the headings and information contained within this standard template is included below:

Draft Master Plan reference

This section also describes the content of the relevant chapter of the Draft Master Plan.

Summary of Submissions

	Community	Government Agency	Business/ NGO	Elected Representatives
Submitter ID				
Total				

This table summarises the Submitter ID Number with the issue raised and provides the reader with information about both the total number of submitters for the issue and the breakdown of submitters between the four stakeholder groups.

Submitter Comments or Queries

This section links the submitter number with the issue raised and BAC's response in a tabulated format.

Submitter Identifier	Issue	BAC Response
This is the submitter ID number allocated to the submission by BAC	Lists specific comments, concerns or recommendations in numeric order as made by submitters with respect to the issue.	This section includes the response to the issue raised in the 'Submitter Issues' section. The responses have been prepared by BAC.

Addition/Omission to Draft Master Plan

This section indicates either:

- no change is proposed to the Draft Master Plan based on the issue raised and response; or
- that the Draft Master Plan is to be modified through adding or omitting information and if so, listing the relevant section where the change is proposed.

Note that additions or omissions to the Draft Master Plan are shown in red coloured text to assist the reader in identifying proposed changes.

3.4 Brisbane Airport 2014 Preliminary Draft Master Plan Submission Identifiers

For privacy reasons, this section has been removed from the web version of this document.

3.5 Due Regard to Submissions

CHAPTER 1 – MASTER PLANNING

Chapter 1 of the Draft Master Plan introduces the purpose and the content of the Master Plan. This chapter summarises the visioning workshops and forums whose outcomes formed the inputs into the master planning process.

No submissions raised issues with this chapter.

CHAPTER 2 – BRISBANE AIRPORT CORPORATION

1 of 39 submissions

Chapter 2 of the Draft Master Plan introduces BAC's vision for developing Brisbane Airport, the planning framework which shapes development at Brisbane Airport and BAC's continuing focus on the four pillars of sustainability.

Summary of Submissions

	Community	Government Agency	Business/ NGO	Elected Representatives
Submitter ID	7	-	-	-
Total	1	-	-	-

Submitter comments or queries

The comments raised by submitters about Brisbane Airport Corporation can be summarised as follows

Submitter Identifier	Issue	BAC Response
7	Brisbane City Council (BCC) and the Queensland Government stand to gain financially from Brisbane Airport Corporation	Chapter 2 outlines the list of current (as at March 2014) shareholders of BAC. It should be noted that BCC does not have a shareholding of BAC.

Addition/Omission to 2014 Draft Master Plan

No change is proposed to Chapter 2 in relation to this issue.

CHAPTER 3 – BRISBANE AIRPORT

Chapter 3 of the Draft Master Plan outlines the strengths of Brisbane Airport, the history of the Airport, BAC's first 15 years of managing Brisbane Airport and key airport developments of the previous five year period are also highlighted.

No submissions raised issues with this chapter.

CHAPTER 4– LEGISLATIVE ENVIRONMENT

2 of 39 submissions

This chapter of the Draft Master Plan describes the master planning process and its relationship to state and local planning frameworks. It also explains the distinctions between the Master Plan and Major Development Plan (MDP) processes. It also shows the overall development strategy figures for the six previous master plans developed for Brisbane Airport between 1983 and 2009.

Summary of Submissions

	Community	Government Agency	Business/ NGO	Elected Representatives
Submitter ID	7	11	-	-
Total	1	1	-	-

Submitter Comments and Queries

The comments raised by submitters about the legislative framework can be summarised as follows

Submitter Identifier	Issue	BAC Response
7	The 1983 Master Plan shows an additional international terminal adjacent to the Domestic Terminal. Why is it not included in the 2014 Master Plan?	<p>The 1998 Master Plan was the first Master Plan prepared since the opening of the current International Terminal in 1995 and it was this Master Plan that was the first to show only one International Terminal. The 2034 Terminal Development Strategy included in the 2014 Master Plan continues with the planning intent originally adopted in 1998 by way of having one distinct International Terminal.</p> <p>This strategy also introduces options to have blended passenger processing in a centre satellite terminal or in an expanded Domestic Terminal. BAC has included an indication of terminal development at ultimate capacity of Brisbane Airport. This presents two options for the development of a western terminal which could incorporate international operations.</p>
11	Environmental assessments should be included in assessments for major developments	A significant component of MDPs prepared in accordance with the Airports Act is to assess the environmental impacts a development may have. This assessment covers the range of environment issues including biodiversity values and suggests mitigation measures to be implemented should the development gain building approval.

Addition/Omission to 2014 Draft Master Plan

No change is proposed to Chapter 4 in relation to this issue.

CHAPTER 5 – GROWTH FORECASTS AND DEVELOPMENT OBJECTIVES

Chapter 5 of the Draft Master Plan outlines the projected growth of commercial airline movements into and out of Brisbane Airport, annual passenger numbers, trends in general aviation as well as air freight. This chapter also outlines the development objectives BAC adopt in developing Brisbane Airport.

No submissions raised issues with this chapter.

CHAPTER 6 – ECONOMIC

16 of 39 submissions

Chapter 6 of the Draft Master Plan outlines the airport's current and future economic contribution to Queensland and Australia considering the development plans contained in the Draft Master Plan. A substantial future increase in the value of Brisbane Airport to the Queensland and Australian economies is expected from ongoing terminal, precinct and runway development.

This chapter also outlines the land use planning framework and linkages with adjacent land uses as well as discussing the five airport precincts and commercial development forecasts. Along with outlining the five year property development strategy, this chapter also outlines planning issues and response strategies for drainage and airport trunk utilities.

Summary of Submissions

	Community	Government Agency	Business/ NGO	Elected Representatives
Submitter ID	9	11, 17	14, 15, 16, 19, 25, 26, 27, 29, 32, 33, 34, 35	5
Total	1	2	12	1

Submitter Comments or Queries

The comments raised by submitters about economic significance and land use planning and development can be summarised as follows –

Supportive Comments

Submitter Identifier	Issue	BAC Response
5	The Draft Master Plan outlines the significant economic contribution Brisbane Airport has to the economy of Queensland and reinforces the important role Brisbane Airport has in the Queensland's Tourism industry	BAC acknowledges the support from submitters regarding the significant economic contributions Brisbane Airport has to the Queensland and Australian economies.
5, 15	Remaining curfew free provides Brisbane Airport key competitive advantage in attracting new airlines to Queensland	
5, 17, 35	The curfew free status of Brisbane Airport should remain	
9	Any opposition to the Draft Master Plan should be balanced with the enormous potential it provides for Queensland	
16	The proposed zonings in the Airport East precinct will support all industry located at the mouth of the Brisbane River in relation to supply chain and logistic support.	
25	The New Parallel Runway (NPR) will be a key piece of infrastructure and economic development for Queensland	
27	The inclusion of a five year property development plan should be commended as it highlights the primary development priorities	
29	The tourism industry in Queensland cannot achieve its full potential without the expansion plans outlined in this Draft Master Plan	
34	The potential economic contribution of Brisbane Airport reinforces the importance that land use planning instruments should support growth of the airport by discouraging incompatible land uses such as residential subdivisions	

Other Comments and Queries

Submitter Identifier	Issue	BAC Response
11	The Draft Master Plan should identify the scope and opportunity for increased movements of agricultural produce as well as linkages to regional airports	Information relating to international freight forecasts is contained in Chapter 5.1 of the Draft Master Plan. This forecast is inclusive of exports of agricultural produce.
14	BAC should do more to facilitate telecommunication carriers' requests regarding mobile coverage and also include consideration for capacity and performance	<p>BAC recognises and supports the need for effective high speed communication networks on Brisbane Airport to support the needs of both passengers and airport businesses.</p> <p>BAC will continue to engage with telecommunication providers on ongoing infrastructure needs and issues. To this end, BAC has a preference for shared, discrete and visually shielded installations. BAC will also continue to focus on avoiding a proliferation of standalone communication towers across the airport site that would result in both visual amenity impacts and potential aviation hazards recognising the ongoing public perception of health issues around such installations.</p>
17	The Draft Master Plan does not account for the impact the proposed growth has on the Central Business District (CBD) or suburban centres including Toombul and Chermside	<p>The Draft Master Plan includes assessment of the contribution to the economy that developments on Brisbane Airport will have as well as a forecast of employment generated resulting from those developments. The scope of the Draft Master Plan does not and is not required to extend to specific economic assessments examining the relationship between Brisbane Airport and Brisbane's CBD or specific suburban centres.</p> <p>The Draft Master Plan is essentially a land use planning document outlining the strategic vision for future development. Individual airport major projects will undergo detailed consultation and impact assessment as part of the MDP process. Furthermore, land use planning agencies were fully engaged in BAC's 2012 Property Development Master Plan and the 2014 Draft Master Plan process and endorsed those strategies.</p>
17	There is limited information included on the cost and value of the implementation of the Draft Master Plan. This suggests BAC has little commitment to implementation of the projects included in the Draft Master Plan	Information on capital expenditure in the period 2009 – 2014 was included in this Draft Master Plan to demonstrate how the Master Plan provides a framework for the continued development of Brisbane Airport.
32	The Draft Master Plan outlines significant capital expenditure with little detail on subsequent cost savings	The focus of the Draft Master Plan is not to detail the likely capital requirements for specific projects. Nor does the Draft Master Plan provide any approval to commence specific projects. Any project included in the Draft Master Plan will undergo detailed feasibility assessments and separate approval processes in accordance with the Airports Act.

Submitter Identifier	Issue	BAC Response
19	There are no cafes or sandwich bars within walking distance of airport developments outside of the terminal areas. There are also no parks or public areas to sit in the majority of airport precincts	<p>Brisbane Airport does have a variety of amenity facilities at a number of precincts across the airport. These facilities are operated on a commercial basis and therefore require sufficient patronage or catchment for viability. As development intensifies, more facilities will be able to be offered commercially.</p> <p>The Draft Master Plan included intended uses for all land use zones on Brisbane Airport. Tables 6.8 -6.12 highlight that all land use zones with the exception of the conservation zone, provide for food and beverage outlets as well as parks as intended uses.</p> <p>The key issue for the Draft Master Plan is that these amenities have been accounted for by way of including them as intended uses across all land use zones on Brisbane Airport with the exception of the conservation zone. Opportunities for different aspects of amenity will be considered during detailed precinct planning.</p>
26	BAC should consider alternate forms of funding to lessen the emphasis on airline charges for infrastructure in the early period of operation when underutilisation of that infrastructure occurs	The current framework for aeronautical infrastructure charging was adopted in 2002 and reviews to this framework have been undertaken since then.
33	BAC should publish as soon as possible any changes to pricing structures for freight facilities	The Draft Master Plan states BAC anticipates this framework will continue for aeronautical infrastructure outlined in the 2014 Draft Master Plan, however, the focus of the Draft Master Plan is not to detail the methods of charging for individual aeronautical developments. As charging is reviewed, BAC will continue to consult with stakeholders regarding any change.
35	Pricing structures for new freight facilities are required so decisions can be made about Brisbane Airport being a freight hub	The current framework for aeronautical infrastructure charging was adopted in 2002 and reviews to this framework have been undertaken since then.
32	The Draft Master Plan outlines considerable expansion of the airport site, particularly in the Airport North and Airport Central precincts. These expansions could have operational impacts and compromise aeronautical expansion in the future	<p>The Airport North precinct is zoned as Special Use Airport. This zoning provides for the types of activities and operations that support airfield operations and facilitates requiring access to both airfield systems. Table 6.8 includes the types of intended uses for this precinct once it is developed. Given it is zoned as Special Use Airport, comprehensive consultation with airlines, freight operators, logistics and aviation support services would occur as detailed planning for this area forms.</p> <p>Furthermore, sub precincts in the Airport Central precinct including the terminals are also zoned as Special Use Airport. For the Airport North precinct, as development occurs around the terminals, comprehensive stakeholder engagement will occur as the precinct plans are refined and developments earmarked. Development of the precinct is to a large extent dependent on construction of the NPR. BAC anticipates the next Master Plan will examine this precinct in greater detail.</p>
33	The Draft Master Plan does not integrate land use, stormwater and road planning with Local and State Government planning, rather, it focuses on BAC's own planning	<p>Land use zoning terminology and definitions consistent with those applied by the State and subsequently BCC have been adopted to the extent practical. Additional aviation/airport specific criteria have been developed where State and BCC definitions understandably lack that discipline focus.</p> <p>Land use zoning was a key focus of the Agency Working Group for Land Use and Development and agreement was reached with both State and BCC planning representatives on the content and structure of this chapter.</p> <p>In considering land uses and zonings, BAC has to the extent practical, adopted land use terminology consistent with the 2014 Brisbane City Plan. BAC has also focussed on harmonisation with external adjacent land use intent at the extensive airport boundary zones.</p>

33	A flood mitigation plan should be included in the Draft Master Plan showing various stages of proposed development across the Airport	A comprehensive flood model has previously been developed and is regularly maintained and calibrated against events such as the recent 2011 Brisbane floods. Underpinning the flood modelling is the adoption of a no-net worsening by airport development activity criteria for upstream or downstream flood levels on and off airport. This model is used in setting minimum development levels for buildings and is used in more detailed precinct planning and individual development assessment which informs the master planning process.
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Addition/Omission to 2014 Draft Master Plan

Page 72 (end of Freight – High Value and Time Critical): *Freight forecasts to 2034 are outlined in Section 5.1 Aviation Growth Forecasts.*

CHAPTER 7 - OPERATIONS

18 of 39 submissions

Chapter 7 outlines the framework to achieve convenient, efficient and user friendly passenger terminal areas to cater for growth forecasts contained in Chapter 5. This chapter also outlines the planning issues for the airfield system including the NPR when it commences operations in 2020. Planning consideration is also discussed for the growth and development of aviation support services and facilities required to support forecast growth in passenger and aircraft movements.

Summary of Submissions

	Community	Government Agency	Business/ NGO	Elected Representatives
Submitter ID	1, 4, 7, 21	12, 17, 36, 39	15, 16, 25, 26, 27, 32, 33, 34, 35,	5
Total	4	4	9	1

Submitter Comments or Queries

The comments raised by submitters about Operations can be summarised as follows –

Supportive Comments

Submitter Identifier	Issue	BAC Response
5	It is pleasing to see construction of the NPR will be progressed in the short and medium terms to provide for additional capacity for the decades to come	BAC acknowledges the support from submitters regarding the terminal development plans outlined in this chapter
25	The additional hotels included in the Draft Master Plan are key commercial development opportunities for Brisbane Airport	
25	The inclusion of an integrated domestic and international terminal combined with future technology improvements, will lead to reduced transit times, thus boosting the attractiveness of Brisbane Airport	
27	The alternate planning options included for terminal expansion illustrate the scale of necessary changes required to cater for forecast growth	

Submitter Comments and Queries

Submitter Identifier	Issue	BAC Response
1	Concierge services should be available in the Terminal areas for ideas on what to do in Brisbane	BAC is committed to excellence in customer service. A long standing initiative BAC has supported in conjunction with Southern Queensland Tourism is the Airport Ambassador Program. The program is recognised as being very effective in providing information and support to travellers at both the International T1 and Domestic T2 terminals.
4	The International T1 and Domestic T2 terminals should be extended towards each other to make a single terminal building	<p>BAC took over operation of Brisbane Airport on 02 July 1997 with the legacy of a new International Terminal separated by approximately 2km from the Domestic Terminal based on a planning decision by the Commonwealth Government.</p> <p>Given the significant distance between the two main terminal buildings, it is not feasible to connect the terminals through building expansion. The intent for expanding the terminals is to grow the terminals towards each other by providing a flexible expansion strategy responsive to future airline trends, fleet, alliances and international/domestic splits with separate satellite facilities located between the two terminal buildings and connected by suitable walkways, bussing and in an ultimate form, dedicated mass transit systems.</p>
4	Any new terminals should be designed to have a two level pick up and drop off system – not both on one level	<p>BAC has considered in detail all options for landside ground transport facilitation at its passenger terminals.</p> <p>BAC rejected the concept of a two level road system at the Domestic Terminal as that solution had limited design life and would have resulted in unacceptable congestion and an inability to address the growing demand at Brisbane Airport’s busiest terminal in the medium term.</p> <p>The recently completed upgrade to the Domestic Terminal landside zone which included the elevated Skybridge will provide capacity for ground transport facilitation long term. Passenger pickup and drop-off facilitation will continue to change to meet demands and is considered a detailed operational issue and is identified in this Draft Master Plan as an item for ongoing consideration.</p>
4	Hotels should be build adjacent to the terminals	<p>Brisbane Airport has at present a hotel located in the Airport Central (Skygate) precinct.</p> <p>BAC recently completed a MDP process for approval for the construction of two hotels and a convention facility in the Domestic T2 precinct.</p> <p>That project is now in its delivery phase with construction due to commence in early 2015. The precinct and land use strategy included in the Draft Master Plan provides for additional future hotel developments including in areas in the vicinity of the terminals.</p>

Submitter Identifier	Issue	BAC Response
7, 21	The use of Runway 14-32 should continue and it should be lengthened and widened instead of being decommissioned so more aircraft can use it rather than flying over Southside suburbs	<p>BAC in consultation with industry has undertaken a detailed analysis of the implications for retaining the current secondary and crossing 14/32 Runway system as an operational runway post the commissioning of the NPR.</p> <p>An extensive summary of the findings of that analysis (which was endorsed by Airlines and Airservices Australia) is contained in the Draft Master Plan.</p> <p>The analysis concluded that no benefits would result for safety, capacity or environmental impact of operations.</p>
12	Ongoing consultation is needed between BAC and Airservices Australia in the lead up to the opening of the NPR	BAC recognises that very specific and detailed consultation with Airservices Australia is necessary in the detailed design, construction and commissioning phases of the NPR. Standing approvals (MDP and Environmental Impact Statement (EIS)) for the NPR specifically require conditions for ongoing consultation.
12	Infrastructure planning for Aviation Rescue and Fire Fighting is not final and more flexible wording for this infrastructure should be reflected in this section	Airservices Australia have advised BAC that on their recent review of their provision of aviation rescue and fire fighting services for Brisbane Airport, their preferred strategy is for retention and upgrade of the existing Main Fire Station and the development of a new fire station positioned adjacent the NPR Field Taxiway system and the Cross-link Taxiways. The 2034 development strategy has been amended to reflect this revised strategy but will retain flexibility for long-term options.
15	Business aviation is suited to the Airport North and Airport East Precincts however Airport North currently has apron congestion. Relocating helicopter operations could relieve this apron congestion	<p>Business Aviation operations will continue in the general aviation area of Airport North Precinct. In recognition that there will be continued growth in General Aviation activity at Brisbane Airport over the next 20 years, the Draft Master Plan provides the flexibility for additional development in the Airport North precinct including an expanded Charter Terminal facility as well as construction of additional apron areas over the next 20 years.</p> <p>Helicopter operations at Brisbane Airport were assessed as part of the Australian Noise Exposure Forecast (ANEF) modelling. Forecast growth in helicopter operations show that just before the NPR commences operations, it is predicted there will be approximately two helicopter movements per day and this is forecast to increase to almost six helicopter movements per day at ultimate capacity.</p> <p>Rather than relocating helicopter operations, BAC has identified potential efficiency gains through improvements to how operations in this area are conducted.</p>
15	Business aviation companies operating at Brisbane Airport need longer term tenancies	Tenancy negotiations and commercial agreements are beyond the scope of the master planning process.

Submitter Identifier	Issue	BAC Response
17	BAC has not designed airspace to account for both safety and tall buildings in the CBD	The Commonwealth's Airports (Protection of Airspace) Regulations establish a regime whereby intrusions into Brisbane Airport's "prescribed Airspace" are assessed for their impact on the safety, efficiency and regularity of existing and future operations.
39	BAC should continue to work with BCC to reach a suitable outcome between continued growth of Brisbane Airport and building heights in Brisbane's CBD	<p>BAC is required to develop an airspace definition consistent with international standards. This airspace definition is submitted to the Secretary of the Department of Infrastructure Transport and Regional Development (DIRD) for declaration as Prescribed Airspace.</p> <p>In developing the current airspace definition, BAC consulted extensively with State and BCC planning representatives as well as industry, and specifically explored opportunities for increased CBD building heights.</p> <p>The outcome of that extensive and inclusive process was for standards compliance with no ability for industry and/or agency to endorse a relaxation over the CBD zone.</p>
16	An approval framework for controlled activities off airport should be developed to reduce timeframes required to gain those approvals	<p>The "approval framework" for "controlled activities" is established being the Commonwealth's Airports (Protection of Airspace) Regulations whereby intrusions into Brisbane Airport's "prescribed Airspace" are assessed for their impact on the safety, efficiency and regularity of existing and future operations.</p> <p>BAC has a delegation to approve short-term (temporary) intrusions only.</p> <p>BAC responds to requests for controlled activities quickly but is reliant on critical assessments by other agencies, and approval timelines by DIRD.</p> <p>BAC considers that a review of these processes is not within the scope of the airport master planning process.</p>
21	The Draft Master Plan outlines extensions to both runways. This will reduce the buffer to the community and increase noise	<p>All previous master plans for Brisbane Airport have preserved the flexibility for runway extensions should aircraft fleet or airspace management principles require.</p> <p>Should either of the parallel runways be extended to the south in the future, the current landing point would be retained through a "displaced threshold" criteria resulting in no change to the noise profile of arriving aircraft. The additional runway length if ever required would be for departure aircraft only.</p>
26	The long term relocation of freight facilities to reduce drive times to aprons is supported, however request close consultation relating to staging and relocation of any facilities	BAC is fully cognisant on the need to facilitate efficient freight operations including those operations that are reliant on passenger aircraft services and are time sensitive. Existing freight facilities positioned between the terminals will require relocation in the medium-term to provide for aircraft apron expansions. Tenure associated with current leasing arrangements contemplate this relocation, and BAC as demonstrated in the past, is committed to ongoing engagement with industry regarding relocation timelines and drivers.

Submitter Identifier	Issue	BAC Response
26	A shorter term airside transfer product between the terminals is needed before the longer term solution of an airside mass transit system	<p>BAC has established an internal working group to review and assess opportunities to improve seamless transfer facilitation between both terminals.</p> <p>Options being considered include airside passenger transfer, direct to tail baggage transfer and expedited conventional landside transfers utilising dedicated processing lanes and baggage treatments.</p>
26, 32	Introducing domestic and international passenger processing will duplicate airline resources	<p>The inclusion of a flexible approach to retain the opportunity for blended international and domestic processing in one terminal facility was agreed as an appropriate long-term strategy during the Master Plan Visioning Workshop with airlines in 2013. Project development relating to terminal expansion and new terminal facilities will respond to industry trends and demands and will continue to involve full engagement of industry stakeholders.</p>
26, 32	The NPR will increase taxiing times from the International Terminal to the NPR. The concept of operations of the NPR should ensure there is no competitive disadvantage to airlines	<p>The concept of operations included in the NPR EIS and MDP was developed in close consultation with airlines. At the time, assessments were completed comparing taxiing times of aircraft versus airspace efficiencies and track miles of aircraft. It was agreed that the Concept of Operations would in principal, separate aircraft to minimise holding pattern traffic so the existing runway would carry traffic to south and east and the NPR carry traffic to the north and west.</p>
26, 34	It is important to clearly set out to industry stakeholders the stages and transitioning of freight facilities to Airport North so to minimise any disruption to freight and logistic operations.	<p>Full consultation with freight operators and airlines will occur prior to any transition of freight operations to the Airport North or relocated zones of the Airport Central precinct.</p> <p>The purpose of the Draft Master Plan is to identify future development areas. Any staging and transitioning would be identified in a similar timeframe to leasing negotiations and formulating site preparation plans.</p>
35	The Draft Master Plan should include detailed staging of development and transitioning to new facilities. Furthermore, the Draft Master Plan should include information on operating in and around construction sites during the transitioning phase	<p>Any dedicated consultation mechanisms with freight operators and BAC to discuss transitioning phases would be developed outside of the master planning process.</p>
35	The Draft Master Plan should include a dedicated consultation mechanism comprising BAC and freight companies whose focus will be to ensure freight operations function efficiently over any transition period	
32	While bussing operations from terminal to aircraft stands are needed to address short-term peaks, a longer term solution without the need for bussing is more desirable	<p>BAC will continue to engage with airlines about passenger facilitation and alternate transfer options such as walkway links connecting remote regional lounges or terminal facilities.</p>
32	The long term relocation of the Joint User Hydrant Installation (JUHI) facility will have a significant cost increase to airlines. Further review and information is needed around the triggers for any relocation of the facility	<p>The long term option to relocate the JUHI will cater for continued expansion of the satellite terminal and surrounding apron areas. BAC will undertake comprehensive stakeholder engagement prior to any relocation of the facility and will continue to assess relocation drivers and terminal and apron expansion requirements.</p>

Submitter Identifier	Issue	BAC Response
32	The future freight precinct does not have access to apron areas and this risk should be considered	Two prime freight areas are planned for, both of which have direct apron access. The existing freight and logistics area in Airport South will be expanded over the next 20 years. To supplement this, additional freight operations could operate from the Airport North Precinct which, given its prime location between the parallel runways, will include apron areas. The realignment of Airport Drive will between the International and Domestic Terminals provide additional airside area to cater for expansion of airside support facilities. This area could also cater to freight operations given it is located between both terminals and has close access to terminal apron areas.
35	The maintenance and development of freight facilities should be a core focus of Airport Leasing Companies (ALC) and how ALCs achieve this should be outlined in the Draft Master Plan	The expansion of freight operations forms one component of the development at Brisbane Airport. In preparing this Draft Master Plan, BAC offered a visioning workshop to freight operators at Brisbane Airport along with other key stakeholders in the freight and logistics industry in Australia. The outcomes of the visioning workshop formed the basis of the information included in Section 7.4, Planning for Freight. Furthermore, the Draft Master Plan includes information on freight forecasts to 2034 and identifies future expansion areas for freight operations to 2034 as well as ultimate capacity. The Ground Transport Plan also considers transport requirements for freight facilities to 2019.
36	The Memorandum of Understanding between Airservices Australia and Queensland Fire and Emergency Services should be reviewed as a matter of priority	Airservices Australia is approved by the Civil Aviation Safety Authority to provide aerodrome fire and rescue services. Arrangements with other rescue providers are considered an operational issue and aren't considered a master planning issue.

Addition/Omission to 2014 Draft Master Plan

Section 7.1 Aviation Capacity, sub section Terminal Planning Considerations pg. 116 – additional point “planning for complimentary terminal related operations such as hotels”

Section 7.2 pg. 154 middle column

‘...main fire station.’ Delete ‘main’

Insert ‘most likely’ in front of ‘...in the Airport North precinct’

Replace ‘...with dedicated access to the linking taxiway that will connect the NPR and existing 01/19 runway. Once the centralised fire station is operational, the existing fire station and satellite fire station will be decommissioned’ with ‘Aligned with Airservices Australia’s approach, a new facility will be constructed for the NPR and the existing main fire station will continue to operate to ensure response times can be achieved. Once Airservices are committed to a site for NPR operations, the site not used will be available for development in line with the intended uses for that precinct described in Chapter 6.’

Figure 4.7 (which is replicated on the inside cover), has had an additional optional fire station location included in the Airport North precinct. The existing main fire station has the words ‘to 2020’ deleted. Optional site has been added to the initial site in the Airport North Precinct.

Figures 7.5 and 7.6 depict a walkway connection between the regional lounge and the Domestic Terminal building.

CHAPTER 8 – ENVIRONMENTAL MANAGEMENT

5 of 39 submissions

Chapter 8 presents Brisbane Airport’s assessment of environmental issues associated with the implementation of the Draft Master Plan. Included are steps to monitor and reduce BAC’s resource consumption and improved programs to manage energy, waste, air, soil quality and heritage. Other high priorities are minimising construction and operational impacts and protecting the airport’s biodiversity values.

This chapter also outlines the assumptions and forecasts used in developing the most recent ANEF for Brisbane Airport at ultimate operating capacity.

Submission Summary

	Community	Government Agency	Business/ NGO	Elected Representatives
Submitter ID	7, 38	17, 37	28	-
Total	2	2	1	-

Submitter Comments and Queries

The comments raised by submitters about Environmental Management and / or the ANEF can be summarised as follows –

Submitter Identifier	Issue	BAC Response
7	There is no mention in the Draft Master Plan of Peak Oil Theory, rising fuel costs or actions the airline industry is taking regarding fuel consumption	<p>Peak oil theory is the point in time when the maximum rate of world petroleum extraction is reached, after which the rate of production is expected to enter decline. Mostly due to the development of new production techniques and the exploitation of unconventional supplies, original predictions for world production have been altered since the theory was originally derived in the 1950s and world debate continues on this theory today.</p> <p>Aircraft manufacturers and airlines continue to investigate ways to reduce natural resource usage through efficient aircraft design and operation. The trend with new aircraft is that they are significantly more fuel efficient than older aircraft. In addition to this, airlines and fuel companies are continuing research and development of biofuels for use in aviation. Airports can influence resource usage through energy and water efficiency in building design and maintenance more so than in aircraft design and operation.</p>
27	The commitment to sustainable landscape, open space and public realm is welcomed	BAC’s welcomes the support of its commitment to sustainable landscape and public realm.

Submitter Identifier	Issue	BAC Response
17	The Draft Master Plan is not clear on how well designed individual buildings will form a sense of place given there is currently no entry statement to the airport. The Development Control Document should also be strongly referenced in the Draft Master Plan	<p>BAC's 2012 Property Development Master Plan was created to promote diversity, sustainability, consolidation and value adding through the use of high quality public realm throughout property development at Brisbane Airport.</p> <p>Overseeing the shaping of public realm at Brisbane Airport is the Design and Development Integrity Panel (DDIP), to which BCC is a member. The DDIP is a panel of experts comprising balanced representation from BAC, government and design and development professionals. The DDIP assists BAC to deliver development and place making initiatives that are consistent with BAC's goals, values and development objectives.</p> <p>Building design and landscaping has and will continue to be critical components in forming a strong sense of place at Brisbane Airport. One aspect of a sense of place is an entry statement to Brisbane Airport and while BAC is discussing this with BCC, it is not considered a master planning issue.</p> <p>The Development Control Document contains specifications to be reflected in new developments at Brisbane Airport and the document is periodically reviewed and updated. Given the technical nature of the document and that it can be updated periodically, it does not form part of the Draft Master Plan. The Draft Master Plan will be amended to reference the Development Control Document.</p>
17	The ultimate capacity ANEF for Brisbane Airport will allow BCC to determine land use compatibility within various ANEF contours, which is important, given curfew free operations of Brisbane Airport	BAC acknowledges the supportive comments regarding the application of the ANEF in land use planning.
37	An ongoing mechanism should be established to periodically assess the impact of aircraft noise on affected schools and to explore appropriate options	<p>Aircraft noise insulation programs in Australia are guided by ANEF contours and off airport planning instruments. Two airports in Australia had noise insulation programs in place – Sydney and Adelaide airports. These programs included residential properties in the ANEF 30 contour and public buildings (schools, churches, day care centres and hospitals) in the ANEF 25 contour as eligible for assistance under the programs. Brisbane Airport has a significant industrial land buffer between the airport boundary and the first residential or public building under an extended runway centreline. Adelaide and Sydney airports have residential buildings or public buildings within 600m on the runway centreline. The closest residential building at Brisbane Airport on the extended runway centreline of the Main Runway is 6.7km and 6.0km on the extended centreline of the New Parallel Runway.</p> <p>The 2014 ANEF for Brisbane Airport which has been endorsed by Airservices Australia has no public buildings, including schools, within the 25 ANEF contour for Brisbane Airport, and no residential properties lying within the 30 ANEF contour.</p> <p>BAC will continue to work collaboratively with industry and government to consider ANEF contours in development applications, continue to encourage airlines to operate quieter new generation aircraft and continue to work with Airservices Australia on the use of Noise Abatement Procedures including application to the extent practical of reciprocal runway operations at night.</p>
38	The cumulative impacts of air and noise pollution from the rail corridor from the Port of Brisbane and Brisbane Airport should be considered for the residents of Cannon Hill	Any cumulative assessments of air or noise pollution from a range of industries into the airshed in South East Queensland would be a matter for the State Government to consider.

Addition/Omission to 2014 Draft Master Plan

Section 8.6 Page 163, after the last paragraph insert,

'Guidance for considering aspects of public realm for individual projects is outlined in BAC's Development Control Document, available on BAC's website www.bne.com.au .

CHAPTER 9 – SOCIAL

3 of 39 submissions

This chapter outlines BAC's ongoing Community Engagement Programme which is dedicated to generating informed, ongoing and interactive discussion about airport development, aircraft technologies, potential impacts from increased aircraft operations and airspace management. This section also outlines BAC's involvement with several aviation industry groups.

Submission Summary

	Community	Government Agency	Business/ NGO	Elected Representatives
Submitter ID	8, 21	17	-	-
Total	2	1	-	-

Submitter Comments and Queries

The comments raised by submitters about this chapter can be summarised as follows –

Submitter Identifier	Issue	BAC Response
8	The Draft Master Plan does not include a location for a new plane spotters' area	It is in BAC's plans to retain a plane spotting area for members of the public to come to the airport to watch aircraft operations. The Draft Master Plan identifies two precincts where a future plane spotting area could be located. A final site within either of these precincts is yet to be confirmed and will be considered in consultation with the Plane Spotters interest group.
17	The community engagement program allows BAC to engage more fully with the community, including BCC. All background information driving the Draft Master Plan should be made available	BAC appreciates the supportive comments and will continue to implement an extensive well-structured community engagement program. Background information used to shape the development of the Draft Master Plan across a range of issues was summarised and presented in visioning workshops and Agency Working Groups.
21	Community exchanges should take the format of a panel of experts with a community group gathering so opinions can be publically aired, not the one on one format that exists	BAC's approach to Community exchanges is based on experiences with a range of meeting formats since such forums where undertaken by BAC since Airport privatisation. Experience in conducting such events has shown community members have a range of queries about Brisbane Airport, not just about one issue such as aircraft noise. The current format is proving to have greater effectiveness in providing community members with information about airport operations and any other issues community members raise. This format still provides subject matter experts and is able to respond to individual's specific issues. It also provides community members who may be intimidated by a more open forum to have one on one contact with BAC. BAC continues to receive positive community feedback on this approach to consultation.

Submitter Identifier	Issue	BAC Response
21	Brisbane Airport Community Aviation Consultative Group (BACACG) is the community group, but who represents the community?	<p>BACACG is an independently chaired community group and comprises representatives from all levels of government, industry (including airlines, Airservices Australia and BAC) as well as six independent community members.</p> <p>BACACG responds fully to the Commonwealth's initiative to and Guidelines for implementation of Community Aviation Consultation Groups and is held in high regard by industry for its transparent and consultative process.</p> <p>Membership of the BACACG is drawn across the Greater Brisbane Airport area, representing a distance of up to 15 km. A member is nominated by each of the Federal House of Representative Members whose seats directly borders the Airport and/or is within a 15 kilometre radius. BACACG meeting minutes are available from the website www.bacacg.com.au along with copies of the Terms of Reference, the latest BACACG Annual Report and dates for upcoming meetings.</p> <p>BACACG regularly accepts requests by individuals to attend and raise issues. Individuals also have the opportunity to raise issues through their elected representative offices.</p>

Addition/Omission to 2014 Draft Master Plan

No change is proposed to Chapter 9 in relation to this issue.

CHAPTER 10 – IMPLEMENTATION

Chapter 10 of the Draft Master Plan outlines the implementation program for the 2014 Master Plan. Projects are divided into short-term (2014-2019), medium-term (2019-2024) and long term (2024-2034) development stages.

No submissions raised issues with this chapter.

CHAPTER 11 – CHANGES SINCE 2009 MASTER PLAN

1 of 39 submissions

This chapter outlines the key changes since the 2009 Master Plan.

Submission Summary

	Community	Government Agency	Business/ NGO	Elected Representatives
Submitter ID	-	12	-	-
Total	-	1	-	-

Submitter Comments and Queries

The comments raised by submitters about the changes specified in this chapter can be summarised as follows –

Submitter Identifier	Issue	BAC Response
12	Airservices Australia is considering two fire stations (one for each parallel runway) so section 11.5 should be amended to reflect this change	BAC has included an additional site adjacent the NPR for an Airservices Australia Fire Station to service that runway system, consistent with the findings of their recent Airport Rescue and Fire Fighting Assessment Update.

Addition/Omission to 2014 Draft Master Plan

Section 11.5 has been amended to show –

This Master Plan includes ...'two optional sites for an additional fire station' ...

CHAPTER 12 – GROUND TRANSPORT PLAN

19 of 39 submissions

Chapter 12 outlines the existing and future transport trends at the airport, identifies transport initiatives and actions to support the economic growth of the airport. Immediate and short-term opportunities to improve capacities provide transport choices and encourage the use of sustainable transport modes such as public transport and cycling are outlined in this chapter.

Submission Summary

	Community	Government Agency	Business/ NGO	Elected Representatives
Submitter ID	2,3,4, 13, 23	17, 22, 39	10, 16, 19, 20, 24, 25, 27, 30, 31, 32, 33	-
Total	5	3	11	-

Submitter Comments and Queries

The comments raised by submitters about ground transport can be summarised as follows

Submitter Identifier	Issue	BAC Response
4 22, 25, 39	The Mass Transit System (MTS) is a great idea The transport strategy responds to the considerable growth predicted to occur at Brisbane Airport	BAC appreciates the supportive comments about the Ground Transport Plan (GTP). Implementation of the GTP is important to ensure continued development of Brisbane Airport.
27	The proposed location of a ground transport interchange relates well to the proposed future development plans	
2	A MTS should extend to the proposed cruise terminal to be located adjacent to the mouth of the Brisbane River along with connections to the remote parking area and retail area	A MTS has been identified as a means to connect high volumes of passengers at a high frequency to the International T1 and Domestic T2 terminal areas with the Central Parking Area. There is a long term option included in the Draft Master Plan to connect these areas with the Airport Central (Skygate) precinct. An extension which addresses connecting the MTS to an offsite cruise terminal would be a matter for Queensland Government to consider but would be unlikely to be feasible given the low and intermittent patronage generation of the cruise terminal.
3	The plan does not consider transport implications of passenger processing in the Airport South (Da Vinci) precinct	The GTP considers the full development plans for the next five years alongside current transport demands. Detail on specific projects is not included in the Draft Master Plan document, however, are considered in the modelling completed which underpins the five year development plan.
3, 4	The plan does not address costs of Airtrain tickets and how to improve the behind target patronage due to those costs	The current mode share of Airtrain at 4.2% is slightly behind the target of 5%. This chapter identifies that there is certainly capacity on this mode of public transport and BAC will work with the operator, Airtrain, to support growth in rail patronage. However, the fare structure of Airtrain tickets is beyond the management of BAC and for this reason, it is not considered a master planning issue.

Submitter Identifier	Issue	BAC Response
3, 17, 19, 20, 24	The active transport network is incomplete across various locations on Brisbane Airport. Cycle paths that link off airport are also needed	<p>BAC's strategy in developing cycle paths is to provide connectivity across Brisbane Airport aligned with property development and to also provide connectivity with off airport cycle paths. BAC is committed to the staged development of cycle paths aligned with the five year development plan. Figure 12.20 includes active transport expansions that are aligned with the five year development plan.</p> <p>BAC works closely with BCC regarding all connections to the off airport cycle network and has recently implemented new cycleway connections to the Kedron Brook Cycleway. The locations where cycle paths connect to the off airport network can be affected by non BAC jurisdictional factors including off airport development priorities, proximity to high speed roads or availability of easements for constructing cycle paths.</p> <p>The Draft Master Plan builds on the program for cycle ways outlined in the 2009 Master Plan and includes an additional cycle path connection to the off airport cycle path network at Viola Place. This connection will provide a link to the Gateway cycle path network and will result in improved cycle path connectivity (currently in the planning phase with BCC).</p>
4	There needs to be a train station at Skygate	BAC support the concept of a third station at Airport Central Skygate to encourage the usage of public transport. BAC recognises that the construction of a third station in the Airport Central (Skygate) precinct will require the support of several stakeholders and seeks to engage with those agencies to establish the appropriate delivery model.
4	Airtrain operating hours are limited. Public transport operations need to be extended to meet all aircraft arrival and departure times	BAC works collaboratively with public transport providers including Airtrain, Brisbane Transport, Transport and Main Roads (TMR) and other operators to plan and implement public transport services for passengers and employees to and from Brisbane Airport. BAC has no direct operating responsibilities for public transport services connecting off airport, including the operating hours of those services.
4	Ferry services should be provided from the Eastern suburbs	Discussions with state and local government agencies included providing ferry services to and from locations adjacent to Brisbane Airport, however feasibility of this form of public transport is the responsibility of those agencies.
10	There is variation in forecast patronage of daily volumes on roads managed by Queensland Motorways Limited (QML) and what has been included in this chapter	The volumes included are those that were made available at the time of preparing the GTP. As road improvement concepts progress for future road connections, BAC considers QML as a key stakeholder who will be consulted in the feasibility and development stages of off airport road connections and the regular review to forecast volumes that result.
10	The long term reservation of a western connection with Southern Cross Way is supported and more detail could be included in the Draft Master Plan about the benefits and impacts this connection would bring	<p>BAC believes a connection in the western area of the airport is needed because of the development included in the Airport West precinct. At this stage, it is purely a long-term reservation of land for this to then occur in the future.</p> <p>As road improvement initiatives are progressed, BAC will continue to actively consult with Queensland Motorways to provide and discuss results of modelling to ensure accurate data informs improvement initiatives.</p>

Submitter Identifier	Issue	BAC Response
10	An additional off airport road project, Legacy Way, should be included in the list of off airport road improvements	While this road project is not in the vicinity of Brisbane Airport, BAC recognises the benefit it will bring to the western suburbs of Brisbane when it connects with AirportlinkM7. The Draft Master Plan will be updated to reflect this road project.
13, 17, 19, 24	There needs to be a cycle path between the International and Domestic Terminals	A cycle path currently exists opposite to Hakea St where the cycle path then joins the road verge to the Domestic Terminal. As development and demand increases, BAC will plan to expand the cycle networks supporting active transport as outlined in initiative 7 of the GTP.
16	Road upgrades on Brisbane Airport should account for future development at the mouth of the Brisbane River, such as the proposed cruise terminal	BAC has and will continue to liaise with the transport agencies with regards to road network connections adjacent to Brisbane Airport.
17	Missed opportunity to provide public transport services to airport due to imposed contractual limitations	BAC are not responsible for connections to off-airport transport systems. Where BAC can influence public transport, is specific on-airport systems such as the TBus. As public transport service operations are not the responsibility of BAC, initiatives 4, 5, 7 – 10 of the GTP identify BAC's commitment to continue working with the transport agencies to increase public transport uptake.
17	GTP indicates growth in parking but without details or spaces	At the land use development level, strategic locations of parking activities have been identified. The terminal area development strategy provides for additional parking around the terminals and the GTP provides for parking options away from the terminals. Commercial analysis of specific project feasibilities is not part of the master planning process.
17	Differing requirements of freight traffic and residential traffic on same roads	Initiative 6 of the GTP has identified the need for freight segregation based on forecast airport freight demands. Residential activities are not supported on airport.
17	The GTP should be based on the principles underpinning Transit Orientated Development (TOD). Development provided for in the Draft Master Plan increases vehicle movements	The GTP has been formulated around the principles of TODs as per the State Government's guidelines. The mode share targets were framed about the five year development plan being serviced by public and active transport options. Table 12.9 identifies the significant spare capacity offered by Brisbane Airport's transport network, which indicates a balanced opportunity between private vehicle use and public transport. As public transport service operations are not the responsibility of BAC, initiatives 4, 5, 7 – 10 of the GTP identify BAC's commitment to continue working with the transport agencies to increase public transport uptake.
17, 19, 23	End of trip facilities and covered bicycle parking are needed in Skygate and the Domestic Terminal	End of trip facilities are included in the GTP as a medium term action within Initiative 10 – Encourage Employees to use alternative modes. As specific projects are designed, end of the trip facilities are being included for those projects. An example of this is the end of trip facilities included in the DFO Stage 4 project.
19	An unbiased external authority should be created in the form of an Airport Development Ombudsman to ensure active transport is included in airport developments. This will also allow for unresolved complaints about ground transport and planning be resolved by a third party, not airport management or BACACG	The Draft Master Plan has identified initiatives which promote active transport use including working with the relevant agencies that have been part of the development of the GTP. As outlined in previous responses, BAC is committed to the staged development of cycle and pedestrian paths and active transport initiatives aligned with the five year development plan. Figure 12.20 includes active transport expansions that are aligned with the five year development plan.

Submitter Identifier	Issue	BAC Response
19	Information on walking and cycling to Brisbane Airport should be included on the Brisbane Airport website	Detailed information about how to access Brisbane Airport by a range of transport options, including cycling, is already available on BAC's website www.bne.com.au . Post approval of the Draft Master Plan, the website will be updated to reflect new initiatives.
19, 23	Cycle paths are needed linking the Service Centre and Ivy May Way to the existing cycle path network	BAC has identified an extension of the cycle path network in Airport Central which will provide connection to the new Service Centre. The extension is shown in Figure 12.20.
20	All new developments should have end of trip facilities, cycle paths and walking access to their property	Figure 12.20 highlights the forecast expansion of active transport networks which are aligned with the five year property development forecast. End of trip facilities where demand requires, will be further explored through developments.
22	The partnership approach adopted by BAC in planning a future western connection is supported	TMR is a key stakeholder in future road planning and BAC acknowledges the supportive comments by TMR.
30	Passengers and airport staff should have direct access to the train station	Provision of access to the terminals by passengers and staff has been considered as part of the terminal expansion. Access to the existing Airtrain corridor from expanded terminal cores will likely occur via elevated footbridges or connections through existing multi-level car parks.
30	Noting that the MTS would be elevated, how does it relate with the existing Airtrain infrastructure	BAC has undertaken preliminary assessments to ensure MTS geometric feasibility. In designing a MTS, BAC would ensure the appropriate clearances between the MTS and existing infrastructure would be addressed.
30	There is an opportunity to add ticket booths and real time information displays in the International terminal as well improving locations of displays in the Domestic Terminal	BAC is currently considering additional displays at various locations in the Domestic Terminal and will continue to discuss ticketing options with Airtrain.
30	The frequency and services times for Airtrain contained in this chapter are incorrect	BAC notes the incorrectly quoted operating times for Airtrain and will amend in the Draft Master Plan.
30	Airtrain is cautious about entering discussions on a third station at Skygate given that assessments have shown it is not yet feasible	BAC support the concept of a third station at Airport Central Skygate to encourage the usage of public transport. BAC will continue to liaise with Airtrain and work with the State to review the feasibility of this additional Airtrain station.
30	Airtrain is happy to discuss Travel Smart options for employees and consider Go Card options for airport employees however revenue protection for Airtrain must be considered in those discussions	BAC will continue to liaise with Airtrain regarding potential integration with other transport charging systems.
31	The Draft Master Plan is an opportunity to implement strategies and infrastructure to support active mobility in the precinct thus increasing the level of physical activity in the community	BAC supports active transport and the GTP contains several initiatives to support the ongoing implementation of cycle paths across Brisbane Airport over the next five years.

Submitter Identifier	Issue	BAC Response
32	In order to achieve a well-planned road corridor to cater for growth in the Airport North and Airport Central precincts, better utilisation of the Airtrain facility should be used as a means to reduce capital requirements	The intention of including an MTS is to connect high volumes of passengers at a high frequency, including the Airport Central precinct. Airtrain is currently used as a public transport transfer option between both terminals, however, as passenger growth projections are realised, the frequency of services provided by Airtrain will not meet the demand for passengers transferring between Airport West (Central Parking Area) and Airport Central terminal precincts. The Draft Master Plan includes the land reservation for a future MTS, however, detailed feasibility assessments will still be required to determine the timing and characteristics of any future system.
33	The plan does not consider the impacts development will bring in relation to the broader community in particular from Sugarmill Road to Myrtletown	In preparing the GTP, BAC consulted closely with BCC and TMR in relation to road improvements connecting Brisbane Airport. The focus of the Agency Working Groups for Transport was to confirm the projects required to support the growth of Brisbane Airport. In those discussions, the timing of the Main Myrtletown Rd intersection upgrade and Sugarmill Road improvements were re-confirmed by BCC.

Addition/Omission to 2014 Draft Master Plan

Page 248 – Section 12.15 Connectivity

(such as AirportlinkM7)...including the extension through to Legacy Way (as the last component). The Legacy Way will connect the Western Freeway at Toowong to the Inner City Bypass at Kelvin Grove.

Page 231 – Passenger Rail

Airtrain operates 50 services between 5:04am and 10:04pm

Page 236 – Figure 12.9

This figure will be updated to show cycle paths in the Airport West (Central Parking Area) precinct.

CHAPTER 13 – AIRPORT ENVIRONMENT STRATEGY

5 of 39 submissions

The Airport Environment Strategy (AES) outlines BAC's commitment to environmental management and sustainability. Like the Ground Transport Plan, the AES has a five year focus and outlines key investigations, monitoring programs and projects to be undertaken by BAC.

Submission Summary

	Community	Government Agency	Business/ NGO	Elected Representatives
Submitter ID	7	11, 17	16, 33	-
Total	1	2	2	-

Please refer to Appendix 4 which contains additional correspondence from the Queensland Department of Environment and Heritage Protection relating to the Environment and Noise Working Groups established prior to the Public Consultation Period. The focus for each of these working groups was the AES and aircraft noise components of the Draft Master Plan respectively.

Submitter Comments and Queries

The comments raised by submitters about the AES can be summarised as follows –

Submitter Identifier	Issue	BAC Response
7	Dredging of Moreton Bay as part of NPR works cannot be carried out in an environmentally sustainable way. Dredging will cause water pollution and kill marine life	A 30m drain has been constructed as part of NPR works and rapid mangrove colonisation has occurred since its construction. It is incorrect to state that this drain is compensation for the loss of habitat due to clearing works for the NPR. Rather, the 285 hectare Biodiversity Zone, which accounts for approximately 10% of Brisbane Airport's site, has been established to maintain biodiversity values as development across Brisbane Airport continues. This chapter of the Draft Master Plan outlines BAC's commitments for continued monitoring of environmental values present at Brisbane Airport, including biodiversity.
7	BAC does not adequately account for habitat loss from construction of the NPR by constructing a 30m drain	The NPR Project was subject to a comprehensive Environmental Impact Assessment which considered environmental impacts on Brisbane Airport as well as environmental impacts in Moreton Bay associated with dredging operations. Many environmental management and monitoring conditions were placed on the project's approval. All construction works associated with the NPR are undertaken in accordance with detailed and very specific environmental controls outlined in the Construction Environmental Management Plan for that project. These management plans include prescriptive procedures to be followed in the event of incidents or activities that may cause an adverse environmental impact.
11	Intertidal flora communities and wetlands are important for maintaining the high diversity of aquatic life in the regional marine and coastal ecosystem	BAC agrees that mangrove and saltmarsh communities form an important component of the Biodiversity Zone situated at Brisbane Airport. The Biodiversity Zone was established to maintain areas of high biodiversity conservation value while providing for continued development of Brisbane Airport.
16	Access to BCC managed areas adjacent to the New Parallel Runway should be demonstrated	As part of developing a formal agreement between BCC and BAC to manage adjoining conservation areas, access arrangements to BCC land adjacent to the NPR can be discussed.
16	It would be beneficial if BAC and the Port of Brisbane Corporation could discuss environment and sustainability projects with a view to future collaboration	BAC welcomes the opportunity to collaborate with BCC, Port of Brisbane Corporation and other stakeholders to jointly promote environmental values and initiatives.
17	BAC and BCC could jointly promote the airport and region's natural values to airport visitors	
33	The biodiversity zone adjacent to Pinkenba should be expanded to include the grassland and wooded area north of Pinkenba	Determining the area and extent of the Biodiversity Zone was based on a combination of significant habitat and presence of any listed species. The area of land adjacent to Pinkenba contains mown grassland and casuarina plantation. Overall, the conservation of this area is considered low. Since the first BAC Master Plan in 1998, a section of land that abuts the airport boundary and Pinkenba has been allocated as a grassland area.

Addition/Omission to 2014 Draft Master Plan

No change is proposed to Chapter 13 in relation to the issues raised.

CURRENT AND FUTURE FLIGHT PATH AND NOISE INFORMATION BOOKLET

11 of 39 submissions

The Current and Future Flight Path and Noise Information booklet continues BAC's commitment to providing appropriate information regarding aircraft noise impacts to the community. This booklet describes how Brisbane Airport runway systems operate both currently and when the New Parallel Runway commences operations. It provides a series of noise charts outlining expected aircraft over-flight at different periods of the day, weekday and weekend, and across different seasons and future years.

Submission Summary

	Community	Government Agency	Business/ NGO	Elected Representatives
Submitter ID	6, 7, 18, 21, 38	16, 37, 39	25	5, 28
Total	5	3	1	2

Submitter Comments and Queries:

The comments raised by submitters about the Current and Future Flight Path and Noise Information Booklet can be summarised as follows –

Submitter Identifier	Issue	BAC Response
5, 17, 25, 39	It is pleasing to see BAC's ongoing commitment to addressing community concerns regarding aircraft noise	BAC has focussed very significant effort into this booklet's development and appreciates the positive comments received regarding its content and presentation. BAC believes it is essential that airports provide complete and understandable information regarding current and future aircraft operations and the likely levels of aircraft noise associated with those operations.
6, 38	The flight path over Carina/ Cannon Hill in 2034 should remain in the current location as they pass over some parklands and reserves. Shifting the flight path will mean more residential areas are impacted	<p>The flight tracks presented in the Current and Future Flight Path and Noise Information Booklet are consistent with flight paths presented in the 2009 Master Plan as well as the flight paths initially developed as part of the 2007 EIS and MDP process for the approval of the NPR.</p> <p>Safety standards associated with parallel runway operations require aircraft positioned and stabilised on approach at minimum distances from the runway threshold when simultaneous operations to both runways are in operation.</p> <p>BAC is committed to refinement and finalisation of the Concept of Operations (CONOPS) in the period leading up to construction completion and operation of the New Parallel Runway System. BAC will explore the potential to align the southern arrival Standard Arrival Route (STAR) with the current procedure to retain its positioning over green zones.</p> <p>The future refinement of the CONOPS and flight paths will be undertaken in consultation with stakeholders.</p>

Submitter Identifier	Issue	BAC Response
7	The operation of the current runways should be the same as the operations of the runways at the old Brisbane Airport (Eagle Farm airport)	One influencing factor of the location of flight paths is the orientation of the runways. The alignments of the current runways are different to those at the Brisbane Airport located at Eagle Farm and this prohibits operating the current runway configuration in the same way.
7, 21	There should be no flights over suburbs at night time	Reciprocal Runway Operations (RRO) are used as often as demand and weather conditions allow, so that aircraft operating at night can be directed away from residential areas in Brisbane. BAC works closely with airlines and Airservices Australia to implement this NAP. Airline schedules cannot be constructed with the uncertainty that some operations on some nights will not be permitted based on weather conditions.
7, 21	Two submitters made comments about the process of making noise complaints with Airservices Australia and the Aircraft Noise Ombudsman, the number of complaints made, the legality of that process, specific discussion on aircraft at particular altitudes and stages of flight as well as comment made on data extracted from Webtrack	This service is provided by Airservices Australia as a means for the community to raise concerns and enquiries regarding aircraft noise. Queries relating to the validity and legality of this service and the information supplied by it are not considered a master planning issue.
18	The departures heading North West should be redirected towards Mt Nebo since there are no houses there	Submitter 18 is located at the suburb of Ferny Hills, some 28 track kilometres from runway threshold at which distance aircraft are typically above 8000 feet and generating sound levels below those background sound levels expected in typical suburban environments. Notwithstanding, BAC accepts that individuals reactions to aircraft sound levels vary. The issues associated with aircraft positioning and preferred trajectories at that distance from Brisbane Airport is more related to Brisbane Basin constraints and interaction with other airports airspace as well as airspace clearances for inbound flights. While it may appear logical that flight paths can be moved over uninhabited areas, such relocation opportunity may be limited or have consequential impacts on other operations. BAC is aware that Airservices Australia is currently undertaking a review of the Brisbane Basin airspace to address the increasing complexity and demand the Basin airspace is challenged with.

Submitter Identifier	Issue	BAC Response
21	The distance my suburb is from the airport changes, in the EIS it was within a 20km radius, a phone enquiry in 2013 said it was 13km and the 2014 Noise booklet says it is 10km	This submitter lives in the suburb of Greenslopes. It is correct that Greenslopes lies within a 20km radius of Brisbane Airport. Furthermore, the 2014 Current and Future Flight Path and Noise Information Booklet has no mention that Greenslopes is 10 km from the boundary of Brisbane Airport. The numeric labels on pages 74 and 76 of the booklet are placed to show the distances from the airport boundary, however the size of those labels are not to scale. Tables included on pages 75 and 77 of the booklet are set distances from the boundary of Brisbane Airport and have no correlation to a specific suburb.
21	Flight paths changed in 2013 as there has been a massive increase in flights including night flights which were never present beforehand in the suburbs of Greenslopes and Coorparoo	<p>There was no change to flight paths for Brisbane Airport in 2013. Passenger growth continued in 2013 which resulted in an increased frequency of aircraft movements on the current established flight paths.</p> <p>In response to the increasing demand by the public for air travel, Airservices Australia are having to direct more aircraft onto the Instrument Landing System (ILS) during peak periods to ensure safety of operations is not compromised when high numbers of aircraft are operating in the Brisbane Basin. Use of the ILS allows Air Traffic Control to space arriving aircraft at equal distances to allow for maximum runway use by arriving and departing aircraft in peak periods. The data included in the noise booklet shows that use of the ILS is more frequent than other flight paths, as the data highlights the largest range of aircraft and highest averages can be seen on this flight path.</p>
28	BAC should trial a curfew	The Commonwealth Government Curfew Review of Brisbane Airport was completed in early 2014 with the recommendation that current curfew free operations continue. Consequently, BAC will continue to operate Brisbane Airport 24 hours a day.

Submitter Identifier	Issue	BAC Response
28	There should be a limit to night time operations of 10 movements per hour	<p>The Commonwealth Government Curfew Review of Brisbane Airport operations concluded that curfew-free operations should continue. While limited flights are currently scheduled between 11.00pm and 5.00am, a number of these are key international services with high value to the local, regional and national economy, and have operating times largely controlled by connections at major international airport hubs.</p> <p>Aircraft demand in the night period shoulder hours (11.00pm and 5.00am) can be influenced by backlogs created by issues in the National network late evening, and business travel demand in early morning in southern States daylight savings periods. Key freight operations also occur during the night period.</p> <p>While BAC forecasts suggest that growth in movements during the night period will be limited leading up to operations of the NPR, BAC considers that a nominal cap on the number of operations per hour is inconsistent with Brisbane's ambition to be a global centre and the flexibility to respond to high-value, essential services, and aviation growth opportunities that could deliver significant economic outcomes.</p> <p>BAC, airlines and Airservices Australia will continue to focus on the application of Noise Abatement Procedures (NAPs) applying RRO to the extent practical, including RRO application in extended hours when demand and wind conditions allow.</p> <p>The current focus on finalising a Dependant Runway Operating Mode (DROPs) will allow for night time operations on the Secondary 14/32 Cross Runway by a range of medium and below aircraft including typical freighters. DROPs is expected to be introduced at Brisbane Airport from November 2014.</p>
28	BAC should trial London Heathrow's operational restrictions including caps and noise quotas	<p>London Heathrow Airport is an airport currently carrying over 72 million passengers and 470,000 aircraft movements per annum and is landlocked with residential areas surrounding the entire airport. London Heathrow Airport operates under a movement limit and noise quota system between 11.30pm and 6.00am. Broadly, this system favours and promotes the operation of newer and quieter fleet in those hours.</p> <p>Brisbane Airport is significantly different to London Heathrow in that Brisbane Airport currently carries 22 million passengers and 226,000 aircraft movements. It benefits from its location adjacent to Moreton Bay so when weather conditions permit, aircraft can operate under RRO at night, meaning arriving and departing aircraft can be directed over Moreton Bay during night periods and away from all residential areas. For this reason, BAC is not considering implementing operating restrictions like those in place at London Heathrow.</p>

Submitter Identifier	Issue	BAC Response
28	RRO should be used as early as possible	BAC works closely with airlines and Airservices Australia to promote the use of RRO as early as possible. BAC will discuss with Airservices Australia that the early uptake of reciprocal runway operations should be documented by Air Traffic Control.
28	Data should be kept on the frequency of when reciprocal runway operations are implemented before 10pm on weekdays and 9pm on weekends	<p>BAC has been regularly reporting to the BACACG the number of “respite” nights each month when operations are over Moreton Bay.</p> <p>Respite to southern suburbs between the hours of midnight and 5.00am: March 2014 – 18 nights, April 2014 – 22 nights, May 2014 – 21 nights, June 2014 – 19 nights. These statistics confirm a focus by Airservices Australia and airlines in delivering on NAPs such as RRO.</p>
21	Since freight aircraft typically fly at night and are older and noisier aircraft, where will these flight paths be?	Freight aircraft use the same flight paths as other airlines. In recent years, fleet for airfreight operating at Brisbane Airport has been modernised and there are no marginally compliant Chapter 3 aircraft regularly operating at Brisbane Airport. Should an older and noisier aircraft be used, significantly higher charges to that airline would apply as detailed in the Airline Charging Agreement.
28	BAC should work with airlines to ensure that aircraft fleet utilise the most recent and quietest technology available which increases the aircraft’s ability to fly safely over Moreton Bay	BAC continues to work with airlines to promote the use and operation of newer and quieter fleet. The major airline fleet operating in Australia is among the most modern and efficient in the world.
28	BAC should work with airlines to promote the use of continuous decent arrival approaches	BAC participates in the Technical Noise and Environment Working Group (TWENG) which is facilitated by Airservices Australia. The TNEWG which has representation from the major airlines will continue to explore additional opportunities for NAPs including the application of Continuous Descent Arrivals.
28	BAC should introduce differential charging so older and noisier aircraft are charged more to operate at Brisbane	As part of existing airline charges, BAC currently places a 50% surcharge on older and noisier aircraft that are considered marginally compliant Chapter 3 aircraft to operate from Brisbane Airport.
28	BAC should use financial means to ensure it is not more cost effective for airlines to fly over suburbs rather than over Moreton Bay at night	Differential charging to promote the use of over-bay operations or use of particular flight-paths such as the River Track cannot be implemented. The main determinant for mode of runway operation is a combination of prevailing weather conditions for safety and runway demand at the time – financial assessments are not considered when determining the appropriate mode of runway operation.
28	An incentive programme should be developed for airlines that use the River Track. For example, charges should be introduced to airlines that don’t use the River Track when it is available	

Submitter Identifier	Issue	BAC Response
28	Schools and other community buildings should receive funding to mitigate against noise	<p>Aircraft noise insulation programmes in Australia are guided by the ANEF System. Under previous Australian programs, schools situated within the 25 contour zone of an ANEF were insulated. No schools exist within the 25 ANEF contour for Brisbane Airport. This highlights the importance of the ANEF in land-use planning around airports. Furthermore, noise insulation for residential areas is also guided by the ANEF. Noise insulation schemes used at other airports such as Adelaide and Sydney airports resulted in houses within the ANEF 30 contour zone are to be insulated. No residential properties exist within the ANEF 30 contour zone for Brisbane Airport.</p> <p>In addition to this, the only permitted land use within the 2014 Brisbane City Plan, prepared by BCC, shows that industrial land uses are the land uses permitted within the small extents that the ANEF 30 contour zone extends beyond the Airport boundary of Brisbane Airport.</p>
37	An ongoing review mechanism should be developed to periodically assess the impact of aircraft noise on affected schools and to explore appropriate mitigation options	<p>The information contained in this booklet has been prepared so interested community members and stakeholders are provided with information about the expected frequency and sound levels of aircraft operations before and after the NPR opens and beyond. This information does not relate to land use planning and guidance material for development approval processes. The Australian Noise Exposure Forecast (Chapter 8) contains information that is to be considered by State and local planning authorities when assessing and approving development applications and the nature of any conditions placed on a building approval such as building insulation requirements.</p>
28	Residents who spend a significant proportion of time at home should receive funding to mitigate against aircraft noise	
28	Schools and other community buildings should receive funding to mitigate against noise	
38	There are new residential developments, subdivisions as well as existing schools which will be impacted by the flight paths outlined in the booklet. This means more people will be impacted so are the new developments required to mitigate noise?	

Submitter Identifier

Issue

BAC Response

38

The data contained in the noise booklet is conservative and inconsistent with actual operations of the flight path utilising the ILS

The forecast of aircraft operations contained in the noise booklet is based on operations from a typical (average) busy day in 2012. This means that there will be days that are busier than the forecasts stated and there will be days which have less aircraft movements than those forecast. As 2020 and the operation of the NPR nears, it's reasonable to expect that typical busy days on existing flight paths will become more common due to continuing growth and capacity constraints present at Brisbane Airport until the NPR is commissioned.

Comments were received suggesting that these forecasts are ideal and not based in reality. A review of the data contained in the booklet and comparison with the submitter's address was made.

The submitter suggests that there are 170 - 200 arrivals experienced on flight path K during weekday daytime operations in summer. The address provided is located at the northern end of flight path K, however, the area of the address also experiences over flight from those flight paths I, J and M. When considering over flight from those flight paths, the typical busy day operations grow to an average of 149 arrivals during that period with a range between 0 - 208 arrivals.

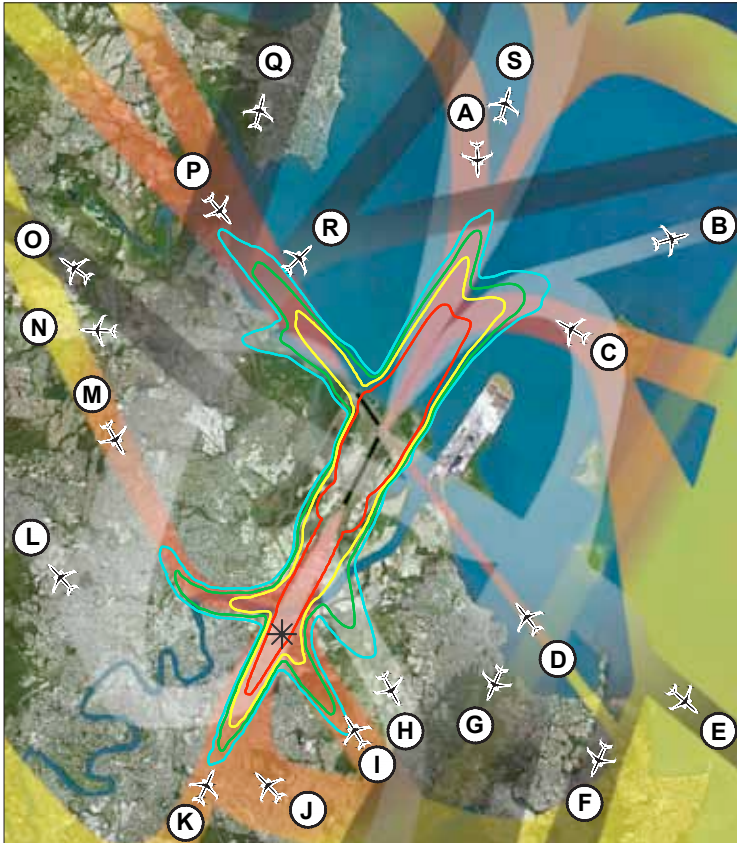
The submitter suggests the actual operations during evening hours on a summer weekday is more in the range of 75 - 85 flights than the stated 0 -44 allocated for flight path K. Again, when considering the additional flight paths in the area, the average arrivals sum to 69 arrivals with a range of 0 - 81 arrivals during that period.

The submitter also suggests that during night time operations, when reciprocal runway operations are not available, the range is between 12 - 15 arriving aircraft. Adding the forecast arriving aircraft from the surrounding flight paths together, there is an average of 1 arrival with a range of 0-13 arriving aircraft during that period.

The suggested ranges included by this submitter demonstrate that as 2020 nears and just prior to the NPR commences operations, Brisbane Airport will reach operating capacity.

The image at left is taken from the Current and Future Flight Path and Noise Information booklet to highlight the overlapping flight paths experienced in the area.

2020 SUMMER WEEKDAY DAY WITHOUT THE NPR – MON TO FRI 5AM – 6PM



FLIGHT PATH	FLIGHT PATH TYPE	AVERAGE NO. OF JET FLIGHTS ON FLIGHT PATH	EXPECTED MINIMUM & MAXIMUM NO. OF JET FLIGHTS ON PATH	% OF BRISBANE AIRPORT'S TOTAL JET FLIGHTS ON PATH	% OF DAYS WITH NO JET FLIGHTS ON PATH
A	Arrival	28	0 - 165	6%	43%
B	Departure	3	0 - 4	<1%	4%
C	Arrival	6	0 - 37	1%	45%
D	Arrival	3	0 - 6	<1%	23%
E	Departure	10	0 - 12	2%	1%
F	Departure	<1	0 - 1	<1%	51%
G	Departure	89	0 - 108	20%	1%
H	Departure	21	0 - 120	5%	43%
I	Arrival	32	0 - 39	7%	1%
J	Arrival	2	0 - 3	<1%	24%
K	Arrival	81	0 - 107	18%	1%
L	Departure	15	0 - 90	3%	43%
M	Arrival	34	0 - 59	8%	1%
N	Departure	13	0 - 22	3%	18%
O	Departure	11	0 - 15	3%	1%
P	Arrival	26	0 - 68	6%	15%
Q	Departure	1	0 - 8	<1%	62%
R	Departure	1	0 - 11	<1%	62%
S	Departure	63	0 - 90	14%	1%

The combined range of flight paths I,J,K and M is 0 – 208.

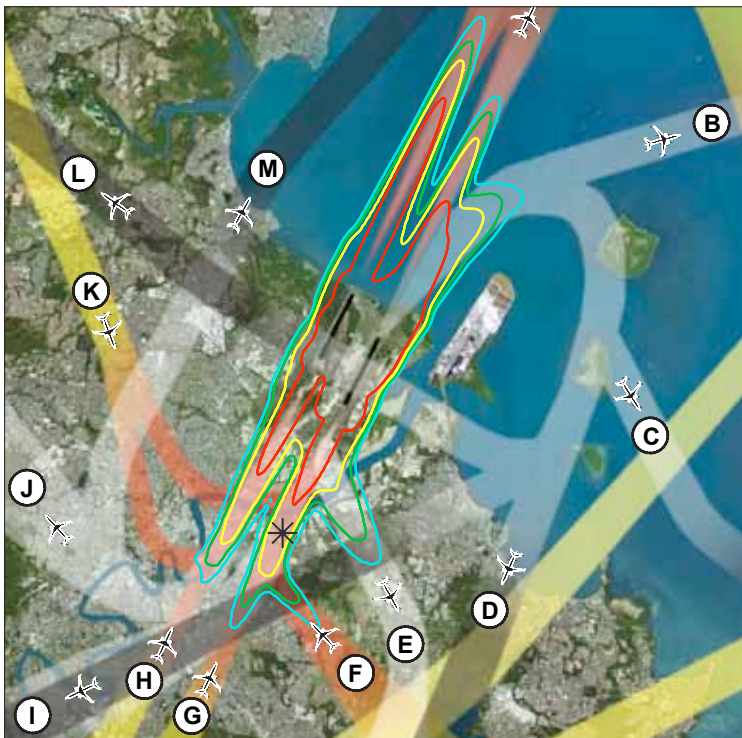
* Submitters location

Submitter Identifier	Issue	BAC Response
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38 The locations of the N70 contour lines shown in the noise booklet are incorrect since the contour lines shown after the NPR commences operation don't reach into the southern suburbs around the airport, despite more aircraft in the area

The N70 contour lines before and after the NPR opens reflect the changes to flight paths to be introduced. The submitter states that existing flight path K has 107 arrivals and the combined ILS flight paths after the NPR opens is 114 yet the N70 contour lines retract once the NPR is operational. This comparison is not correct as the submitter has not combined the existing flight paths in operation prior to 2020. By combining the overlapping arrival flight paths before the NPR is operational, the number of arriving aircraft sums to 208 flights. So when 208 arrivals on flight path K, J, I and M (before the NPR) is compared to 114 flights on flight paths F and G (with the NPR), the noise booklet correctly shows the retraction of the N70 contour.

2020 SUMMER WEEKDAY DAY WITH THE NPR – MONDAY TO FRIDAY 5AM – 6PM



FLIGHT PATH	FLIGHT PATH TYPE	AVERAGE NO. OF JET FLIGHTS ON FLIGHT PATH	EXPECTED MINIMUM & MAXIMUM NO. OF JET FLIGHTS ON PATH	% OF BRISBANE AIRPORT'S TOTAL JET FLIGHTS ON PATH	% OF DAYS WITH NO JET FLIGHTS ON PATH
A	Arrival	38	0 - 112	9%	10%
B	Departure	1	0 - 3	<1%	34%
C	Departure	4	0 - 6	<1%	2%
D	Departure	81	0 - 115	18%	1%
E	Departure	27	0 - 91	6%	10%
F	Arrival	25	0 - 62	6%	28%
G	Arrival	20	0 - 52	5%	28%
H	Arrival	21	0 - 50	5%	28%
I	Departure	9	1 - 25	2%	0%
J	Departure	6	0 - 18	1%	10%
K	Arrival	21	0 - 50	5%	28%
L	Departure	2	0 - 4	<1%	1%
M	Departure	25	0 - 95	6%	10%
N	Departure	44	0 - 106	10%	28%
O	Arrival	86	0 - 167	20%	5%
P	Departure	30	0 - 70	7%	1%

The combined range of flight paths F and G is 0 – 114.
* Submitters location

The image at left is taken from the Current and Future Flight Path and Noise Information booklet to highlight the overlapping flight paths experienced in the area.

38 Only jet aircraft are included in the N70 charts, why aren't non jet aircraft included?

The core information of the noise booklet is to show the numbers of jet aircraft movements of 70 dBA and above. Some information relating to non - jet aircraft is available in the additional noise charts section which shows sound levels of aircraft at distances from the boundary of Brisbane Airport. This information shows that at 5 Km from the boundary, the sound level of non-jet aircraft such as a Dash 8 is 61-63 dBA, which sound level is too low to be included in the N70 charts contained in the booklet.

Addition/Omission to the Current and Future Flight Path and Noise Information Booklet:

No change is proposed to this booklet supplied in conjunction with the Draft Master Plan.

4

APPENDICES

APPENDIX 1: 2014 PRELIMINARY DRAFT MASTER PLAN DISPLAY LOCATIONS

Brisbane City Council Ward Offices	
Bracken Ridge Ward Office	Cnr Bracken & Barrett Streets, Bracken Ridge
Central Ward Office	31 Duncan Street, Fortitude Valley
Chandler Ward Office	14 Millennium Boulevard, Carindale
Deagon Ward Office	Cliff Street, Sandgate
Doboy Ward Office	1181 Wynnum Road, Cannon Hill
Enoggera Ward Office	102 Samford Road, Alderley
Gabba Ward Office	17 Lyndon Street, Dutton Park
Hamilton Ward Office	42 Racecourse Road, Hamilton
Holland Park Ward Office	737 Logan Road, Greenslopes
Jamboree Ward Office	171 Dandenong Road, Mt Ommaney
Karawartha Ward Office	Sunnybank Hills Shoppingtown, Cnr Calam and Compton Roads, Sunnybank
Macgregor Ward Office	Sunnybank Centre, 121 Lister Street, Sunnybank
Marchant Ward Office	960 Gympie Road, Stafford Heights
McDowall Ward Office	44 Banksia Place, Bridgeman Downs
Moorooka Ward Office	122 Beaudesert Road, Moorooka
Morningside Ward Office	63 Oxford Street, Bulimba
Northgate Ward Office	Banyo Municipal Library, 284 St Vincent's Rd, Banyo
Office of the Lord Mayor	64 Adelaide Street, Brisbane
Parkinson Ward Office	168 Algester Road, Algester
Pullenvale Ward Office	Kenmore Library Building, 9 Brookfield Road, Kenmore
Richlands Ward Office	Inala Civic Centre, Corsair Avenue, Inala
Tennyson Ward Office	180 Fairfield Road, Fairfield
The Gap Ward Office	477 Waterworks Road, Ashgrove
Toowong Ward Office	50 High Street, Toowong
Walter Taylor Ward Office	70 Station Road, Indooroopilly
Wishart Ward Office	2072 Logan Road, Upper Mount Gravatt
Wynnum Manly Ward Office	3A/212 Bay Tce, Wynnum

State Government Electorate Offices	
Ashgrove Electorate Office	221 Waterworks Road, Ashgrove
Aspley Electorate Office	1315 Gympie Road, Aspley
Brisbane Central Electorate Office	541 Boundary Street, Spring Hill
Bulimba Electorate Office	630 Wynnum Road, Morningside
Capalaba Electorate Office	Capalaba Park, Mt Cotton Road, Capalaba
Chatsworth Electorate Office	Unit 1, Millennium Business Centre, Millennium Boulevard, Carindale
Clayfield Electorate Office	729 Sandgate Road, Clayfield
Clevelend Electorate Office	19 Waterloo Street, Clevelend
Everton Electorate Office	510 - 520 South Pine Road, Everton Park
Greenslopes Electorate Office	Shop 3, Coorparoo Village Shopping Centre, 358 Old Cleveland Road, Coorparoo
Lytton Ward Office	100 Edith Street, Wynnum
Nudgee Electorate Office	Cnr Toombul & Melton Roads, Northgate
Mount Coot-tha Electorate Office	524 Milton Road, Toowong
Murrumba Electorate Office	743 Deception Bay Road, Rothwell
Office of the Premier of Queensland	100 George Street, Brisbane
Redcliffe Electorate Office	Bluewater Square Shopping Centre, Cnr Anzac Avenue and Sutton Street, Redcliffe
Sandgate Electorate Office	Shop 2, Fifth Avenue, Sandgate
South Brisbane Electorate Office	90 Vulture Street, West End
Stafford Electorate Office	Babarra Street, Stafford
Yeerongpilly Electorate Office	3/116 Beaudesert Road, Moorooka

Australian Government Electoral Offices	
Bonner Electorate Office	69 Clara Street, Wynnum
Bowman Electorate Office	10/32 Middle Street, Cleveland
Brisbane Electorate Office	209 Days Road, Grange
Dickson Electorate Office	199 Gympie Road, Strathpine
Forde Electorate Office	96 George Street, Beenleigh
Griffith Electorate Office	630 Wynnum Road, Morningside
Groom Electorate Office	216 Margaret Street, Toowoomba
Lilley Electorate Office	1162 Sandgate Road, Nundah
Longman Electorate Office	260 Morayfield Road, Morayfield
Moreton Electorate Office	250 McCullough Street, Sunnybank
Oxley Electorate Office	255 Forest Lake Boulevard, Forest Lake
Petrie Electorate Office	40 Hornibrook Esplanade, Clontarf Beach
Rankin Electorate Office	Logan Central Plaza, Wempley Road, Woodridge
Ryan Electorate Office	636 Moggill Road, Chapel Hill
Wright Electorate Office	21 William Street, Beaudesert

Council Libraries	
Annerley Library	450 Ipswich Road, Annerley
Ashgrove Library	87 Amarina Avenue, Ashgrove
Banyo Library	284 St Vincents Road, Banyo
Bracken Ridge Library	Cnr Bracken Ridge & Barrett Streets, Bracken Ridge
Brisbane Square Library	266 George Street, Brisbane
Bulimba Library	Cnr Riding Road & Oxford Street, Bulimba
Carina Library	Cnr Mayfield Road & Nyrang Street, Carina
Carindale Library	Carindale Shopping Centre, 1151 Creek Road, Carindale
Chermside Library	375 Hamilton Road, Chermside
Coopers Plains Library	107 Orange Grove Road, Coopers Plains
Corinda Library	641 Oxley Road, Corinda
Everton Park Library	561 South Pine Road, Everton Park
Fairfield Library	Fairfield Gardens Shopping Centre, Fairfield Road, Fairfield
Garden City Library	Garden City Shopping Centre, Cnr Logan and Kessels Roads, Upper Mt Gravatt
Grange Library	79 Evelyn Street, Grange
Hamilton Library	Cnr Racecourse Road & Rossiter Parade, Hamilton
Holland Park Library	81 Seville Road, Holland Park
Inala Library	Inala Civic Centre, Corsair Avenue, Inala
Indooroopilly Library	Indooroopilly Shopping Town, 322 Moggill Road, Indooroopilly
Mitchelton Library	37 Heliopolis Parade, Mitchelton
Mount Gravatt Library	8 Creek Road, Mt Gravatt
Mount Ommaney Library	Mt Ommaney Shopping Centre, 171 Dandenong Road, Mt Ommaney
New Farm Library	135 Sydney Street, New Farm
Nundah Library	1 Bage Street, Nundah
Sandgate Library	Sandgate Town Hall, Seymour Street, Sandgate
Stones Corner Library	280 Logan Road, Stones Corner
Sunnybank Hills Library	Sunnybank Hills Shopping Centre Cnr Compton and Calam Road, Sunnybank
Toowong Library	Toowong Village Shopping Centre, 9 Sherwood Road, Toowong
West End Library	178-180 Boundary Street, West End
Wynnum Library	66 Bay Terrace, Wynnum
Zillmere Library	Cnr Jennings Street & Zillmere Road, Zillmere

Other	
State Library of Queensland	Cultural Centre , Stanley Place, South Bank, South Brisbane

APPENDIX 1: 2014 PRELIMINARY DRAFT MASTER PLAN DISPLAY LOCATIONS CONTINUED

During Public Comment Period - 31 March 2014 to 26 June 2014				
Date of Contact	Position	Suburb/ City	Postcode	Reason for Contact
31/3/14	Virgin Australia	Spring Hill	4004	Mail out of Master Plan
31/3/14	Jetstar Group	Melbourne	3000	Mail out of Master Plan
31/3/14	Qantas	Mascot	2020	Mail out of Master Plan
31/3/14	Canberra Airport	Brindabella Business Park	2609	Mail out of Master Plan
31/3/14	Sydney Airport Corporation Limited	Sydney International Airport	2020	Mail out of Master Plan
31/3/14	Airservices Australia	Canberra	2601	Mail out of Master Plan
31/3/14	Department of Infrastructure & Regional Development	Canberra	2601	Mail out of Master Plan
31/3/14	Department of Infrastructure and Regional Development	Hamilton Central	4007	Mail out of Master Plan
31/3/14	Department of Infrastructure and Regional Development	Hamilton Central	4007	Mail out of Master Plan
31/3/14	Department of Infrastructure and Regional Development	Canberra	2601	Mail out of Master Plan
31/3/14	Department of Infrastructure and Regional Development	Canberra	2601	Mail out of Master Plan
31/3/14	Department of Infrastructure and Regional Development	Canberra	2601	Mail out of Master Plan
31/3/14	Office of the Aircraft Noise Ombudsman	Canberra City	2601	Mail out of Master Plan
31/3/14	Brisbane Airport Community Aviation Consultative Committee	Ascot	4007	Mail out of Master Plan
31/3/14	Airbiz	Abbotsford	3067	Mail out of Master Plan
31/3/14	BWH Communication	Milton	4064	Mail out of Master Plan
31/3/14	Brisbane City Council	Brisbane	4000	Mail out of Master Plan
31/3/14	Brisbane City Council	Brisbane	4000	Mail out of Master Plan
31/3/14	Brisbane City Council	Brisbane	4000	Mail out of Master Plan
31/3/14	Port of Brisbane Pty Ltd	Port of Brisbane	4178	Mail out of Master Plan
31/3/14	Department of State Development, Infrastructure and Planning	City East	4002	Mail out of Master Plan
31/3/14	Queensland Fire and Rescue Service	Kedron	4031	Mail out of Master Plan
31/3/14	Queensland Police Service	Brisbane	4000	Mail out of Master Plan
31/3/14	Queensland State Government	Brisbane	4000	Mail out of Master Plan
31/3/14	Queensland State Government	Brisbane	4000	Mail out of Master Plan
31/3/14	Queensland State Government	Brisbane	4000	Mail out of Master Plan
31/3/14	Queensland State Government	Brisbane	4000	Mail out of Master Plan
31/3/14	Queensland State Government	Brisbane	4000	Mail out of Master Plan
31/3/14	Queensland State Government	Brisbane	4000	Mail out of Master Plan
31/3/14	Queensland State Government	Brisbane	4000	Mail out of Master Plan
31/3/14	Tourism and Events Queensland	Brisbane	4000	Mail out of Master Plan
31/3/14	Lord Mayor Graham Quirk, Lord Mayor of Brisbane	Brisbane	4000	Mail out of Master Plan
31/3/14	Cr Helen Abrahams, Councillor for The Gabba	Woolloongabba	4102	Mail out of Master Plan
31/3/14	Cr Krista Adams, Councillor for Wishart	Upper Mt Gravatt	4122	Mail out of Master Plan
31/3/14	Cr Matthew Bourke, Councillor for Jamboree	Mt Ommaney	4074	Mail out of Master Plan
31/3/14	Cr Amanda Cooper, Councillor for Bracken Ridge	Bracken Ridge	4017	Mail out of Master Plan
31/3/14	Cr Peter Cumming, Councillor for Wynnum Manly	Wynnum	4178	Mail out of Master Plan
31/3/14	Cr Margaret De Wit, Councillor for Pullenvale	Kenmore	4069	Mail out of Master Plan

APPENDIX 2: DIARY OF COMMUNITY AND STAKEHOLDER CONTACTS AND BRIEFINGS

Date of Contact	Position	Suburb/ City	Postcode	Reason for Contact
31/3/14	Cr Milton Dick, Councillor for Richlands	Inala	4077	Mail out of Master Plan
31/3/14	Cr Kim Flesser, Councillor for Northgate	Banyo	4014	Mail out of Master Plan
31/3/14	Cr Steve Griffiths, Councillor for Moorooka	Moorooka	4105	Mail out of Master Plan
31/3/14	Cr Vicki Howard, Councillor for Central	Fortitude Valley	4006	Mail out of Master Plan
31/3/14	Cr Steven Huang, Councillor for Macgregor	Sunnybank	4109	Mail out of Master Plan
31/3/14	Cr Nicole Johnston, Councillor for Tennyson	Fairfield	4103	Mail out of Master Plan
31/3/14	Cr Fiona King, Councillor for Marchant	Chermside	4032	Mail out of Master Plan
31/3/14	Cr Geraldine Knapp, Councillor for The Gap	Ashgrove	4060	Mail out of Master Plan
31/3/14	Cr Kim Marx, Councillor for Karawatha	Sunnybank Hills	4109	Mail out of Master Plan
31/3/14	Cr Peter Matic, Councillor for Toowong	Toowong	4066	Mail out of Master Plan
31/3/14	Cr Ian McKenzie, Councillor for Holland Park	Greenslopes	4120	Mail out of Master Plan
31/3/14	Cr David McLachlan, Councillor for Hamilton Ward	Hamilton	4007	Mail out of Master Plan
31/3/14	Cr Ryan Murphy, Councillor for Dobby	Cannon Hill	4170	Mail out of Master Plan
31/3/14	Cr Victoria Newton, Councillor for Deagon	Sandgate	4017	Mail out of Master Plan
31/3/14	Cr Angela Owen-Taylor, Councillor for Parkinson	Algester	4115	Mail out of Master Plan
31/3/14	Cr Adrian Schrunner, Councillor for Chandler	Carindale	4152	Mail out of Master Plan
31/3/14	Cr Julian Simmonds, Councillor for Walter Taylor	Indooroopilly	4068	Mail out of Master Plan
31/3/14	Cr Shayne Sutton, Councillor for Morningside	Bulimba	4171	Mail out of Master Plan
31/3/14	Cr Andrew Wines, Councillor for Enoggera	Alderley	4051	Mail out of Master Plan
31/3/14	Cr Norm Wyndham, Councillor for McDowall	Stafford Heights	4053	Mail out of Master Plan
31/3/14	Roberto Cavallucci MP, Member for Brisbane Central	Spring Hill	4000	Mail out of Master Plan
31/3/14	Yvette D'Ath MP, Member for Redcliffe	Redcliffe	4020	Mail out of Master Plan
31/3/14	Steve Davies MP, Member for Capalaba	Capalaba	4157	Mail out of Master Plan
31/3/14	The Hon. Tracy Davis MP, Member for Aspley	Aspley	4034	Mail out of Master Plan
31/3/14	Chris Davies MP, Member for Stafford	Stafford	4053	Mail out of Master Plan
31/3/14	Aaron Dillaway MP, Member for Bulimba	Morningside	4170	Mail out of Master Plan
31/3/14	Reg Gulley MP, Member for Murrumba	Rothwell	4022	Mail out of Master Plan
31/3/14	Carl Judge MP, Member for Yeerongpilly	Moorooka	4105	Mail out of Master Plan
31/3/14	Ian Kaye MP, Member for Greenslopes	Coorparoo	4151	Mail out of Master Plan
31/3/14	The Hon. Tim Mander MP, Member for Everton	Everton Park	4053	Mail out of Master Plan
31/3/14	Kerry Millard MP, Member for Sandgate	Sandgate	4017	Mail out of Master Plan
31/3/14	Steve Minnikin MP, Member for Chatsworth	Carindale	4152	Mail out of Master Plan
31/3/14	The Hon. Campbell Newman MP, Premier of Queensland and Member for Ashgrove	Ashgrove	4060	Mail out of Master Plan
31/3/14	The Hon. Tim Nicholls MP, Treasurer and Minister for Trade and Member for Clayfield	Clayfield	4011	Mail out of Master Plan
31/3/14	Saxon Rice MP, Member for Mount Coot-tha	Toowong	4066	Mail out of Master Plan
31/3/14	Mark Robinson MP, Member for Cleveland	Cleveland	4163	Mail out of Master Plan
31/3/14	Neil Symes MP, Member for Lytton	Wynnum	4178	Mail out of Master Plan
31/3/14	Jackie Trad MP, Member for South Brisbane / Shadow Minister for Transport, Environment and Heritage Protection, Small Business, Consumer Affairs and The Arts	West End	4101	Mail out of Master Plan
31/3/14	Jason Woodforth MP, Member for Nudgee	Northgate	4013	Mail out of Master Plan
31/3/14	Scott Buchholz MP, Member for Wright	Beaudesert	4285	Mail out of Master Plan
31/3/14	Terri Butler MP, Member for Griffith	Morningside	4170	Mail out of Master Plan
31/3/14	Jim Chalmers MP, Member for Rankin	Woodridge	4114	Mail out of Master Plan
31/3/14	The Hon. Peter Dutton MP, Member for Dickson	Strathpine	4500	Mail out of Master Plan
31/3/14	The Hon. Teresa Gambaro MP, Member for Brisbane	Grange	4051	Mail out of Master Plan
31/3/14	Luke Howarth MP, Member for Petrie	Clontarf Beach	4019	Mail out of Master Plan
31/3/14	Andrew Laming MP, Member for Bowman	Cleveland	4163	Mail out of Master Plan
31/3/14	The Hon. Ian Macfarlane MP, Member for Groom	Toowoomba	4350	Mail out of Master Plan

Date of Contact	Position	Suburb/ City	Postcode	Reason for Contact
31/3/14	Graham Perrett MP, Member for Moreton	Sunnybank	4109	Mail out of Master Plan
31/3/14	Jane Prentice MP, Member for Ryan	Chapel Hill	4069	Mail out of Master Plan
31/3/14	The Hon. Bernie Ripoll MP, Member for Oxley	Forest Lake	4078	Mail out of Master Plan
31/3/14	Wyatt Roy MP, Member for Longman	Morayfield	4506	Mail out of Master Plan
31/3/14	The Hon. Wayne Swan MP, Member for Lilley	Nundah	4012	Mail out of Master Plan
31/3/14	Bert van Manen MP, Member for Forde	Beenleigh	4207	Mail out of Master Plan
31/3/14	Ross Vasta MP, Member for Bonner	Wynnum	4178	Mail out of Master Plan
31/3/14	The Hon. David Crisafulli MP, Minister for Local Government, Community Recovery and Resilience	Brisbane	4000	Mail out of Master Plan
31/3/14	The Hon. Jack Dempsey MP, Minister for Police, Fire and Emergency Services	Brisbane	4000	Mail out of Master Plan
31/3/14	The Hon. Scott Emerson MP, Minister for Transport and Main Roads and Member for Indooroopilly	Indooroopilly	4068	Mail out of Master Plan
31/3/14	The Hon. John-Paul Langbroek, Minister for Education, Training and Employment	Brisbane	4000	Mail out of Master Plan
31/3/14	The Hon. John McVeigh MP, Minister for Agriculture, Fisheries and Forestry	Brisbane	4000	Mail out of Master Plan
31/3/14	Annastacia Palaszczuk MP, Leader of the Opposition	Richlands	4077	Mail out of Master Plan
31/3/14	The Hon. Andrew Powell MP, Minister for Environment and Heritage Protection	Brisbane	4000	Mail out of Master Plan
31/3/14	The Hon. Jeff Seeney MP, Deputy Premier, Minister for State Development, Infrastructure and Planning	Brisbane	4000	Mail out of Master Plan
31/3/14	The Hon. Jann Stuckey MP, Minister for Tourism, Major Events, Small Business and the Commonwealth Games	Brisbane	4000	Mail out of Master Plan
31/3/14	The Hon. Ian Walker MP, Minister for Science, Information Technology, Innovation and the Arts	Brisbane	4000	Mail out of Master Plan
31/3/14	CPR	Kingston	2604	Mail out of Master Plan
31/3/14	The Hon. Mark Butler MP, Shadow Minister for Environment, Climate Change and Water	Canberra	2600	Mail out of Master Plan
31/3/14	The Hon. Tony Abbott MP, Prime Minister of Australia	Canberra	2600	Mail out of Master Plan
31/3/14	The Hon. Anthony Albanese MP, Shadow Minister for Infrastructure and Transport	Canberra	2600	Mail out of Master Plan
31/3/14	The Hon. Greg Hunt MP, Minister for Environment	Canberra	2600	Mail out of Master Plan
31/3/14	The Hon. Bill Shorten MP, Leader of the Opposition	Canberra	2600	Mail out of Master Plan
31/3/14	The Hon. Warren Truss MP, Minister for Infrastructure and Regional Development, Deputy Prime Minister and Member for Wide Bay	Canberra	2600	Mail out of Master Plan
31/3/14	Brisbane Airport Corporation	Brisbane Airport	4008	Mail out of Master Plan
31/3/14	Brisbane Airport Corporation	Brisbane Airport	4008	Mail out of Master Plan
31/3/14	Brisbane Airport Corporation	Brisbane Airport	4008	Mail out of Master Plan
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31/3/14	Brisbane Airport Corporation	Brisbane Airport	4008	Mail out of Master Plan

APPENDIX 2: DIARY OF COMMUNITY AND STAKEHOLDER CONTACTS AND BRIEFINGS CONTINUED

Date of Contact	Position	Suburb/ City	Postcode	Reason for Contact
31/3/14	Brisbane Airport Corporation	Brisbane Airport	4008	Mail out of Master Plan
31/3/14	Brisbane Airport Corporation	Brisbane Airport	4008	Mail out of Master Plan
31/3/14	Brisbane Airport Corporation	Brisbane Airport	4008	Mail out of Master Plan
31/3/14	Brisbane Airport Corporation	Brisbane Airport	4008	Mail out of Master Plan
31/3/14	Brisbane Airport Corporation	Brisbane Airport	4008	Mail out of Master Plan
31/3/14	Brisbane Airport Corporation	Brisbane Airport	4008	Mail out of Master Plan
31/3/14	Board of Airline Representatives of Australia	Sydney	2001	Mail out of Master Plan USB
31/3/14	Air Menzies	Eagle Farm	4009	Mail out of Master Plan USB
31/3/14	Virgin Australia	Spring Hill	4004	Mail out of Master Plan USB
31/3/14	Virgin Australia	Spring Hill	4004	Mail out of Master Plan USB
31/3/14	Emirates	Sydney	2000	Mail out of Master Plan USB
31/3/14	Our Airline	Brisbane	4001	Mail out of Master Plan USB
31/3/14	Qantas	Mascot	2020	Mail out of Master Plan USB
31/3/14	Korean Air	Brisbane	4000	Mail out of Master Plan USB
31/3/14	Air Vanuatu	Brisbane	4007	Mail out of Master Plan USB
31/3/14	Cathay Pacific Airways	Brisbane	4000	Mail out of Master Plan USB
31/3/14	Air New Zealand Limited	Sydney	2000	Mail out of Master Plan USB
31/3/14	China Southern Airlines	Sydney	2000	Mail out of Master Plan USB
31/3/14	Thai Airways	Brisbane	4001	Mail out of Master Plan USB
31/3/14	Eva Airways Corp.	Eagle Farm	4007	Mail out of Master Plan USB
31/3/14	Jetstar Airways	Brisbane Airport	4008	Mail out of Master Plan USB
31/3/14	Qantas	Brisbane Airport	4008	Mail out of Master Plan USB
31/3/14	China Airlines	Mascot	2020	Mail out of Master Plan USB
31/3/14	Qantas	Mascot	2020	Mail out of Master Plan USB
31/3/14	Singapore Airlines	Brisbane	4001	Mail out of Master Plan USB
31/3/14	Alliance Airlines Pty Ltd	Eagle Farm	4009	Mail out of Master Plan USB
31/3/14	Air Niugini	Brisbane	4000	Mail out of Master Plan USB
31/3/14	Etihad Airways	Brisbane Airport	4008	Mail out of Master Plan USB
31/3/14	Philippine Airlines	Sydney	2001	Mail out of Master Plan USB
31/3/14	Garuda Indonesia	Brisbane Airport	4008	Mail out of Master Plan USB
31/3/14	Jetstar	Collingwood	3066	Mail out of Master Plan USB
31/3/14	Virgin Australia	Spring Hill	4004	Mail out of Master Plan USB
31/3/14	Malaysia Airlines	Brisbane	4000	Mail out of Master Plan USB
31/3/14	Hawaiian Airlines	Brisbane Airport	4008	Mail out of Master Plan USB
31/3/14	Tiger Airways Australia Pty Ltd	Melbourne Airport	3043	Mail out of Master Plan USB
31/3/14	Virgin Australia	Spring Hill	4004	Mail out of Master Plan USB
31/3/14	Emirates	Brisbane Airport	4008	Mail out of Master Plan USB
31/3/14	Fiji Airways	Sydney	2000	Mail out of Master Plan USB
31/3/14	Menzies Aviation Australia	Brisbane Airport	4008	Mail out of Master Plan USB
31/3/14	Aircalin	Sydney	2000	Mail out of Master Plan USB
31/3/14	Qantas	Mascot	2020	Mail out of Master Plan USB
31/3/14	Solomon Airlines Ltd	Brisbane Airport	4007	Mail out of Master Plan USB

Date of Contact	Position	Suburb/ City	Postcode	Reason for Contact
31/3/14	Skytrans Airlines	Cairns	4870	Mail out of Master Plan USB
31/3/14	Virgin Australia	Spring Hill	4004	Mail out of Master Plan USB
31/3/14	Air Menzies	Pinkenba	4008	Mail out of Master Plan USB
31/3/14	Airtrain	Pinkenba	4008	Mail out of Master Plan USB
31/3/14	Shell Aviation	Melbourne	3001	Mail out of Master Plan USB
31/3/14	Shell Aviation	Melbourne	3001	Mail out of Master Plan USB
31/3/14	Brisbane West Wellcamp Airport	Toowoomba	4350	Mail out of Master Plan USB
31/3/14	Gold Coast Airport	Coolangatta	4225	Mail out of Master Plan USB
31/3/14	Melbourne Airport	Tullamarine	3043	Mail out of Master Plan USB
31/3/14	Perth Airport	Cloverdale	6985	Mail out of Master Plan USB
31/3/14	Sunshine Coast Airport	Sunshine Coast Mail Centre	4560	Mail out of Master Plan USB
31/3/14	Sydney Airport Corporation Limited	Sydney International Airport	2020	Mail out of Master Plan USB
31/3/14	Airservices Australia	Canberra	2601	Mail out of Master Plan USB
31/3/14	Airservices Australia	Canberra	2601	Mail out of Master Plan USB
31/3/14	Airservices Australia	Eagle Farm	4009	Mail out of Master Plan USB
31/3/14	Airservices Australia	Canberra	2601	Mail out of Master Plan USB
31/3/14	Airservices Australia	Canberra	2601	Mail out of Master Plan USB
31/3/14	Airservices Australia	Eagle Farm	4009	Mail out of Master Plan USB
31/3/14	Airservices Australia	Canberra	2601	Mail out of Master Plan USB
31/3/14	Airservices Australia	Canberra	2601	Mail out of Master Plan USB
31/3/14	Airservices Australia	Canberra	2601	Mail out of Master Plan USB
31/3/14	Airservices Australia	Eagle Farm	4009	Mail out of Master Plan USB
31/3/14	Civil Aviation Safety Authority	Canberra	2601	Mail out of Master Plan USB
31/3/14	Civil Aviation Safety Authority	Canberra	2601	Mail out of Master Plan USB
31/3/14	Brisbane Airport Community Aviation Consultative Committee	Murarrie	4172	Mail out of Master Plan USB
31/3/14	Brisbane Airport Community Aviation Consultative Committee	Moorooka	4105	Mail out of Master Plan USB
31/3/14	Brisbane Airport Community Aviation Consultative Committee	Bulimba	4171	Mail out of Master Plan USB
31/3/14	Brisbane Airport Community Aviation Consultative Committee	Hendra	4011	Mail out of Master Plan USB
31/3/14	Brisbane Airport Community Aviation Consultative Committee	Wavell Heights	4012	Mail out of Master Plan USB
31/3/14	Brisbane Airport Community Aviation Consultative Committee	Pinkenba	4008	Mail out of Master Plan USB
31/3/14	Brisbane Airport Corporation	Brisbane Airport	4008	Mail out of Master Plan USB
31/3/14	Converge H + C	The Gap	4061	Mail out of Master Plan USB
31/3/14	CPR	Kingston	2604	Mail out of Master Plan USB
31/3/14	Tourism Futures International	North Sydney	2060	Mail out of Master Plan USB
31/3/14	The Airport Group	Hendra	4011	Mail out of Master Plan USB
31/3/14	Brisbane City Council	Brisbane	4001	Mail out of Master Plan USB

APPENDIX 2: DIARY OF COMMUNITY AND STAKEHOLDER CONTACTS AND BRIEFINGS CONTINUED

Date of Contact	Position	Suburb/ City	Postcode	Reason for Contact
31/3/14	Brisbane City Council	Brisbane	4001	Mail out of Master Plan USB
31/3/14	Pinkenba Community Association Inc.	Pinkenba	4008	Mail out of Master Plan USB
31/3/14	Aerocare Operations Pty Ltd	Brisbane Airport	4007	Mail out of Master Plan USB
31/3/14	Airport Coordination Australia	Mascot	2020	Mail out of Master Plan USB
31/3/14	Aust Federation of International Forwarders (AFIF)	Eastgardens	2036	Mail out of Master Plan USB
31/3/14	Aust Logistics Council (ALC)	Deakin West	2600	Mail out of Master Plan USB
31/3/14	Australian Airports Association	Brindabella Park	2609	Mail out of Master Plan USB
31/3/14	Australian Business Aircraft Association	Cremorne	2090	Mail out of Master Plan USB
31/3/14	Aviation Australia	Eagle Farm	4009	Mail out of Master Plan USB
31/3/14	Avis	Brisbane Airport	4008	Mail out of Master Plan USB
31/3/14	Black White Cabs	Hamilton	4007	Mail out of Master Plan USB
31/3/14	Brisbane Bus lines	Enoggera	4051	Mail out of Master Plan USB
31/3/14	Brisbane Marketing	Brisbane	4003	Mail out of Master Plan USB
31/3/14	Bureau of Meteorology	Melbourne	3001	Mail out of Master Plan USB
31/3/14	CCIQ	Brisbane	4000	Mail out of Master Plan USB
31/3/14	CEDA	Brisbane	4001	Mail out of Master Plan USB
31/3/14	Conxion	Brisbane Airport	4008	Mail out of Master Plan USB
31/3/14	DHL Global	Eagle Farm	4009	Mail out of Master Plan USB
31/3/14	Direct Couriers	Tingalpa	4173	Mail out of Master Plan USB
31/3/14	Equity Transport Group	Bundall	9726	Mail out of Master Plan USB
31/3/14	EUROPCAR	Brisbane Airport	4008	Mail out of Master Plan USB
31/3/14	Fedex	Brisbane Airport	4008	Mail out of Master Plan USB
31/3/14	Greyhound	Eagle Farm	4009	Mail out of Master Plan USB
31/3/14	Hellmann	Brisbane Airport	4007	Mail out of Master Plan USB
31/3/14	Hertz Australia Pty Ltd.	South Melbourne	3205	Mail out of Master Plan USB
31/3/14	Infrastructure Association of Queensland	Brisbane	4001	Mail out of Master Plan USB
31/3/14	Kangaroo Bus lines	Burpengary	4505	Mail out of Master Plan USB
31/3/14	Limoso (Brunel)	Pinkenba	4008	Mail out of Master Plan USB
31/3/14	Limousine Association Queensland Inc.	Chermside South	4032	Mail out of Master Plan USB
31/3/14	Murrays	Eagle Farm	4007	Mail out of Master Plan USB
31/3/14	Port of Brisbane Pty Ltd	Port of Brisbane	4178	Mail out of Master Plan USB
31/3/14	Port of Brisbane Pty Ltd	Port of Brisbane	4178	Mail out of Master Plan USB
31/3/14	Property Council of Australia (Queensland)	Brisbane	4000	Mail out of Master Plan USB
31/3/14	Qantas Freight	Brisbane Airport	4008	Mail out of Master Plan USB
31/3/14	Queensland Bus Industry Council Inc.	Stones Corner	4120	Mail out of Master Plan USB
31/3/14	Queensland Resources Council	Brisbane	4000	Mail out of Master Plan USB
31/3/14	Queensland Tourism Industry Council	Brisbane	4000	Mail out of Master Plan USB
31/3/14	Redspot Car Rentals	Northgate	4013	Mail out of Master Plan USB
31/3/14	Regional Aviation Association of Australia	Mitchell	2911	Mail out of Master Plan USB
31/3/14	SunAir	Kunda Park	4556	Mail out of Master Plan USB
31/3/14	Taxi Council Queensland	Stones Corner	4120	Mail out of Master Plan USB
31/3/14	THRIFTY	Brisbane Airport	4008	Mail out of Master Plan USB

Date of Contact	Position	Suburb/ City	Postcode	Reason for Contact
31/3/14	Toll Group	Morningside	4170	Mail out of Master Plan USB
31/3/14	Toll Air Express	Alexandria	1435	Mail out of Master Plan USB
31/3/14	Toll Dnata Airport Services	Pinkenba	4009	Mail out of Master Plan USB
31/3/14	Toll Dnata Airport Services	Brisbane Airport	4008	Mail out of Master Plan USB
31/3/14	Tourism and Transport Council	Sydney	1225	Mail out of Master Plan USB
31/3/14	Yellow Cabs	Coorparoo DC	4151	Mail out of Master Plan USB
31/3/14	Defence Industries Qld, Department of State Development Infrastructure and Planning	City East	4002	Mail out of Master Plan USB
31/3/14	Department of Environment and Heritage Protection	Brisbane	4001	Mail out of Master Plan USB
31/3/14	Department of Infrastructure and Regional Development	City East	4002	Mail out of Master Plan USB
31/3/14	Department of State Development, Infrastructure and Planning	City East	4002	Mail out of Master Plan USB
31/3/14	Department of State Development, Infrastructure and Planning	City East	4002	Mail out of Master Plan USB
31/3/14	Department of Transport and Main Roads	Brisbane	4001	Mail out of Master Plan USB
31/3/14	Department of Transport and Main Roads	Brisbane	4000	Mail out of Master Plan USB
31/3/14	Department of Transport and Main Roads	Brisbane	4001	Mail out of Master Plan USB
31/3/14	Department of Transport and Main Roads	Brisbane	4001	Mail out of Master Plan USB
31/3/14	Department of Transport and Main Roads	Brisbane	4001	Mail out of Master Plan USB
31/3/14	Department of Transport and Main Roads	Brisbane	4001	Mail out of Master Plan USB
31/3/14	Maritime Safety Queensland	Pinkenba	4008	Mail out of Master Plan USB
31/3/14	Queensland Motorways Limited	Mansfield	4122	Mail out of Master Plan USB
31/3/14	Queensland State Government	Brisbane	4001	Mail out of Master Plan USB
31/3/14	Queensland State Government	City East	4002	Mail out of Master Plan USB
31/3/14	Queensland State Government	City East	4002	Mail out of Master Plan USB
31/3/14	City of Ipswich	Ipswich	4305	Mail out of Master Plan USB
31/3/14	Gold Coast City Council	Gold Coast Mail Centre	9729	Mail out of Master Plan USB
31/3/14	Moreton Bay Regional Council	Caboolture	4510	Mail out of Master Plan USB
31/3/14	Moreton Bay Regional Council	Caboolture	4510	Mail out of Master Plan USB
31/3/14	Redland City Council	Cleveland	4163	Mail out of Master Plan USB
31/3/14	Sunshine Coast Regional Council	Sunshine Coast Mail Centre	4560	Mail out of Master Plan USB
31/3/14	School of Information Systems, Queensland University of Technology	Brisbane	4000	Mail out of Master Plan USB
31/3/14	International Air Transport Association	Sydney	2000	Email in
31/3/14	Airport employee			Formal Submission via email
3/4/14	Community (member)			Formal Submission via email
3/4/14	Community (member)	Nudgee Beach	4014	Email in RSVP to briefing
5/4/14	Community (member)	Nudgee Beach	4014	Email in RSVP to briefing
5/4/14	Community (member)	Pinkenba	4008	Email in RSVP to briefing
5/4/14	Community (member)	Pinkenba	4008	Email in RSVP to briefing
7/4/14	Community (member)	Nundah	4012	Formal Submission via email

APPENDIX 2: DIARY OF COMMUNITY AND STAKEHOLDER CONTACTS AND BRIEFINGS CONTINUED

Date of Contact	Position	Suburb/ City	Postcode	Reason for Contact
8/4/14	Community (member)	Pinkenba	4008	Email in RSVP to briefing
8/4/14	Brisbane Business Leaders Forum	Brisbane	4000	Meeting
10/4/14	Industry briefing	Brisbane	4000	Meeting
10/4/14	Cr Peter Cumming, Councillor for Wynnum Manly	Wynnum	4178	Phone call offering briefing
10/4/14	Cr Julian Simmonds, Councillor for Walter Taylor	Indooroopilly	4068	Phone call offering briefing
10/4/14	Cr Peter Matic, Councillor for Toowong	Toowong	4066	Phone call offering briefing
10/4/14	Cr Helen Abrahams, Councillor for The Gabba	Woolloongabba	4102	Phone call offering briefing
10/4/14	Cr Nicole Johnston, Councillor for Tennyson	Fairfield	4103	Phone call offering briefing
10/4/14	Cr Kim Flessner, Councillor for Northgate	Banyo	4014	Phone call offering briefing
10/4/14	Cr Shayne Sutton, Councillor for Morningside	Bulimba	4171	Phone call offering briefing
10/4/14	Cr Steve Griffiths, Councillor for Moorooka	Moorooka	4105	Phone call offering briefing
10/4/14	Cr Norm Wyndham, Councillor for McDowall	Stafford Heights	4053	Phone call offering briefing
10/4/14	Cr Fiona King, Councillor for Marchant	Chermside	4032	Phone call offering briefing
10/4/14	Cr David McLachlan, Councillor for Hamilton Ward	Hamilton	4007	Phone call offering briefing
10/4/14	Cr Vicki Howard, Councillor for Central	Fortitude Valley	4006	Phone call offering briefing
10/4/14	Kerry Millard MP, Member for Sandgate	Sandgate	4017	Phone call offering briefing
10/4/14	The Hon. Tracy Davis MP, Member for Aspley	Aspley	4034	Phone call offering briefing
10/4/14	The Hon. Tim Nicholls MP, Treasurer and Minister for Trade and Member for Clayfield	Clayfield	4011	Phone call offering briefing
10/4/14	Jason Woodforth MP, Member for Nudgee	Northgate	4013	Phone call offering briefing
10/4/14	Cr Andrew Wines, Councillor for Enoggera	Alderley	4051	Phone call offering briefing
10/4/14	Cr Ryan Murphy, Councillor for Doboy	Cannon Hill	4170	Phone call offering briefing
10/4/14	Cr Victoria Newton, Councillor for Deagon	Sandgate	4017	Phone call offering briefing
10/4/14 17:57	Cr Amanda Cooper, Councillor for Bracken Ridge	Bracken Ridge	4017	Phone call offering briefing
10/4/14	Lord Mayor Graham Quirk, Lord Mayor of Brisbane	Brisbane	4000	Phone call offering briefing
10/4/14	Yvette D'Ath MP, Member for Redcliffe	Redcliffe	4020	Phone call offering briefing
10/4/14	Seath Holswich, Member for Pine Rivers	Strathpine	4500	Phone call offering briefing
10/4/14	Saxon Rice MP, Member for Mount Coot-tha	Toowong	4066	Phone call offering briefing
10/4/14	The Hon. Tim Mander MP, Member for Everton	Everton Park	4053	Phone call offering briefing
10/4/14	Steve Davies MP, Member for Capalaba	Capalaba	4157	Phone call offering briefing
10/4/14	Roberto Cavallucci MP, Member for Brisbane Central	Spring Hill	4000	Phone call offering briefing
10/4/14	The Hon. David Crisafulli MP, Minister for Local Government, Community Recovery and Resilience	Brisbane	4000	Phone call offering briefing
10/4/14	The Hon. Campbell Newman MP, Premier of Queensland and Member for Ashgrove	Ashgrove	4060	Phone call offering briefing
10/4/14	The Hon. Scott Emerson MP, Minister for Transport and Main Roads and Member for Indooroopilly	Indooroopilly	4068	Phone call offering briefing
10/4/14	The Hon. Jann Stuckey MP, Minister for Tourism, Major Events, Small Business and the Commonwealth Games	Brisbane	4000	Phone call offering briefing
10/4/14	The Hon. Jeff Seeney MP, Deputy Premier, Minister for State Development, Infrastructure and Planning	Brisbane	4000	Phone call offering briefing
15/4/14	Cr David McLachlan, Councillor for Hamilton Ward	Hamilton	4007	Email offering briefing

Date of Contact	Position	Suburb/ City	Postcode	Reason for Contact
15/4/14	Kerry Millard MP, Member for Sandgate	Sandgate	4017	Email offering briefing
15/4/14	Cr Vicki Howard, Councillor for Central	Fortitude Valley	4006	Email offering briefing
17/4/14	The Hon. Andrew Powell MP, Minister for Environment and Heritage Protection	Brisbane	4000	Letter – other correspondence
17/4/14	Community (member)			Formal Submission - email
22/4/14	Community (member)			Email request for Current and Future Flight Path and Information booklet
28/4/14	Education provider	Salisbury	4108	Email request for Master Plan
1/5/14	Cr David McLachlan, Councillor for Hamilton Ward	Hamilton	4007	Meeting
2/5/14	Ross Vasta MP, Member for Bonner	Wynnum	4178	Phone call offering briefing
5/5/14	Cr Vicki Howard, Councillor for Central	Fortitude Valley	4006	Meeting
5/5/14	Transport and Tourism Forum	Brisbane Airport	4007	Meeting
5/5/14	The Hon. Jann Stuckey MP, Minister for Tourism, Major Events, Small Business and the Commonwealth Games	Brisbane	4000	Formal Submission - letter
6/5/14	The Hon. Teresa Gambaro MP, Member for Brisbane	Grange	4051	Email offering briefing
6/5/14	The Hon. Teresa Gambaro MP, Member for Brisbane	Grange	4051	Phone call offering briefing
6/5/14	The Hon. Wayne Swan MP, Member for Lilley	Nundah	4012	Phone call offering briefing
6/5/14	The Hon. Teresa Gambaro MP, Member for Brisbane	Grange	4051	Email offering briefing
6/5/14	The Hon. Tracy Davis MP, Member for Aspley	Aspley	4034	Email offering briefing
6/5/14	The Hon. Ian Walker MP, Minister for Science, Information Technology, Innovation and the Arts	Brisbane	4000	Phone call offering briefing
6/5/14	Neil Symes MP, Member for Lytton	Wynnum	4178	Phone call offering briefing
6/5/14	Ian Kaye MP, Member for Greenslopes	Coorparoo	4151	Phone call offering briefing
6/5/14	Steve Minnikin MP, Member for Chatsworth	Carindale	4152	Phone call offering briefing
6/5/14	Aaron Dillaway MP, Member for Bulimba	Morningside	4170	Phone call offering briefing
6/5/14	Graham Perrett MP, Member for Moreton	Sunnybank	4109	Phone call offering briefing
6/5/14	The Hon. Tony Abbott MP, Prime Minister of Australia	Canberra	2600	Phone call offering briefing
6/5/14	The Hon. Greg Hunt MP, Minister for Environment	Canberra	2600	Phone call offering briefing
6/5/14	The Hon. Bill Shorten MP, Leader of the Opposition	Canberra	2600	Phone call offering briefing
6/5/14	The Hon. Mark Butler MP, Shadow Minister for Environment, Climate Change and Water	Canberra	2600	Phone call offering briefing
7/5/14	Various stakeholders with details of Master Plan information sessions			Email
7/5/14	Community (member)	Balmoral	4171	Phone request for Master Plan USB
7/5/14	Community (member)	Bulimba	4171	Phone request for Master Plan USB
8/5/14	Cr Shayne Sutton, Councillor for Morningside	Bulimba	4171	Phone call offering briefing
8/5/14	Bicycle User Group	Brisbane	4000	Email query
8/5/14	Terri Butler MP, Member for Griffith	Morningside	4170	Phone call offering briefing
8/5/14	The Hon. Tim Nicholls MP, Treasurer and Minister for Trade and Member for Clayfield	Clayfield	4011	Phone call offering briefing
8/5/14	Ross Vasta MP, Member for Bonner	Wynnum	4178	Phone call offering briefing
8/5/14	The Hon. Andrew Powell MP, Minister for Environment and Heritage Protection	Brisbane	4000	Phone call offering briefing

APPENDIX 2: DIARY OF COMMUNITY AND STAKEHOLDER CONTACTS AND BRIEFINGS CONTINUED

Date of Contact	Position	Suburb/ City	Postcode	Reason for Contact
8/5/14	The Hon. Warren Truss MP, Minister for Infrastructure and Regional Development, Deputy Prime Minister and Member for Wide Bay	Canberra	2600	Phone call offering briefing
8/5/14	Graham Perrett MP, Member for Moreton	Sunnybank	4109	Phone call offering briefing
8/5/14	Jane Prentice MP, Member for Ryan	Chapel Hill	4069	Phone call offering briefing
8/5/14	The Hon. Anthony Albanese MP, Shadow Minister for Infrastructure and Transport	Canberra	2600	Phone call offering briefing
9/5/14	Terri Butler MP, Member for Griffith	Morningside	4170	Email to confirm briefing
9/5/14	The Hon. Tim Nicholls MP, Treasurer and Minister for Trade and Member for Clayfield	Clayfield	4011	Email to confirm briefing
9/5/14	Ross Vasta MP, Member for Bonner	Wynnum	4178	Email to confirm briefing
12/5/14	Community (member)	Morningside	4170	Email in commenting on flight paths
12/5/14	Cr Shayne Sutton, Councillor for Morningside	Bulimba	4171	Phone call confirming briefing
13/5/14	Jason Woodforth MP, Member for Nudgee	Northgate	4013	Phone call confirming briefing
13/5/14	Australian Business Aviation Association (ABAA)	Cremorne	2090	Email request for briefing
14/5/14	Jason Woodforth MP, Member for Nudgee	Northgate	4013	Email to confirm briefing
14/5/14	Community (member)	Cannon Hill	4170	Phone request for Master Plan USB
14/5/14	Ross Vasta MP, Member for Bonner	Wynnum	4178	Phone call confirming briefing
16/5/14	Neil Symes MP, Member for Lytton	Wynnum	4178	Phone call confirming briefing
16/5/14	Jason Woodforth MP, Member for Nudgee	Northgate	4013	Phone call confirming briefing
19/5/14	Kerry Millard MP, Member for Sandgate	Sandgate	4017	Phone call confirming briefing
20/5/14	Ross Vasta MP, Member for Bonner	Wynnum	4178	Meeting
20/5/14	Community (member)			Formal Submission via email
23/5/14	The Hon. Teresa Gambaro MP, Member for Brisbane	Grange	4051	Meeting
23/5/14	Community (member)	Cannon Hill	4170	Phone request for Master Plan USB
26/5/14	Brisbane City Council	Brisbane Airport	4007	Meeting
26/5/14	Community (member)			Formal Submission via email
27/5/14	Qantas Airways Limited	Brisbane Airport	4007	Meeting
27/5/14	Community (member)			Formal Submission via email
28/5/14	Cr Shayne Sutton, Councillor for Morningside	Bulimba	4171	Meeting
29/5/14	Kerry Millard MP, Member for Sandgate	Sandgate	4017	Meeting
30/5/14	The Hon. Tim Nicholls MP, Treasurer and Minister for Trade and Member for Clayfield	Clayfield	4011	Meeting
2/6/14	Jason Woodforth MP, Member for Nudgee	Northgate	4013	Phone call confirming briefing
2/6/14	Jason Woodforth MP, Member for Nudgee	Northgate	4013	Email confirming briefing
8/6/14	Community (member)	Nundah	4012	Formal Submission via email

Date of Contact	Position	Suburb/ City	Postcode	Reason for Contact
10/6/14	Community (member)	Greenslopes	4120	Enquiry regarding Flight Path and Noise Information booklet
10/6/14	Terri Butler MP, Member for Griffith	Morningside	4170	Meeting
11/6/14	Jason Woodforth MP, Member for Nudgee	Northgate	4013	Meeting
16/6/14	Various stakeholders			Email reminding stakeholder Master Plan comment period closing date
16/6/14	Aviation business briefing	Brisbane Airport	4007	Meeting
17/6/14	Queensland Motorways	Eight Mile Plains	4113	Formal Submission via email
18/6/14	Department of Agriculture, Fisheries and Forestry	Brisbane	4001	Formal Submission via email
18/6/14	Airservices Australia	Canberra	3601	Formal Submission via email
18/6/14	Community (member)			Formal Submission via email
18/6/14	Jackie Trad MP, Member for South Brisbane	West End	4101	Phone call to arrange briefing
20/6/14	Department of Education, Training and Employment	Brisbane	4000	Formal Submission via letter
20/6/14	Converge Heritage + Community	Milton	4064	Email with updated company details
24/6/14	Telstra Corporation			Formal Submission via email
25/6/14	Australian Business Aviation Association	Cremorne	2090	Formal Submission via email
25/6/14	Brisbane City Council	Brisbane	4000	Formal Submission via email
25/6/14	Toll Group			Email request for extension
25/6/14	Port of Brisbane	Port of Brisbane	4178	Formal Submission via email
25/6/14	Community (member)			Formal Submission via email
25/6/14	Brisbane Airport Bicycle User Group	Nundah	4012	Formal Submission via email
26/6/14	Department for Transport and Main Roads	Brisbane	4000	Formal Submission via email
26/6/14	Community (member)			Formal Submission via email
26/6/14	Queensland Walks			Formal Submission via email
26/6/14	Community (member)			Formal Submission via email
26/6/14	Bicycle Queensland	West End	4101	Formal Submission via email
26/6/14	Tourism and Transport Forum	Sydney	1225	Formal Submission via email
26/6/14	Virgin Australia Airlines	Bowen Hills	4006	Formal Submission via email
26/6/14	Terri Butler, Member for Griffith	Morningside	4170	Formal Submission via email
27/6/14	BAC Development and Design Integrity Panel	New Farm	4005	Formal Submission via email
27/6/14	Queensland Tourism Industry Council	Brisbane	4000	Formal Submission via email
27/6/14	Heart Foundation	Fortitude Valley	4006	Formal Submission via email
27/6/14	Qantas Airways	Mascot	2020	Formal Submission via email
27/6/14	Pinkenba Community Association	Pinkenba	4008	Formal Submission via email
27/6/14	Australian Logistics Council	Barton	2600	Formal Submission via email
27/6/14	Airtrain	Pinkenba	4008	Formal Submission via letter
27/6/14	Toll Group	Melbourne	3004	Formal Submission via email
1/07/14	Queensland Fire and Emergency Services	Kedron	4031	Formal Submission via email
1/07/14	Terri Butler MP, Member for Griffith	Morningside	4170	Phone call to confirm submission received by a community member
7/07/14	Department of the Premier and Cabinet	Brisbane	4001	Letter
8/07/14	Community (Member)	Cannon Hill	4170	Formal Submission via letter

APPENDIX 3: 2014 PRELIMINARY DRAFT MASTER PLAN BRIEFINGS LIST

Diary of Australian Government Briefings	
Public Comment Period - 31 March 2014 to 26 June 2014	
Date of Contact	Stakeholder
20/5/14	Ross Vasta, Member for Bonner
23/5/14	Teresa Gambaro, Member for Brisbane
10/6/14	Terri Butler, Member for Griffith

Diary of Queensland Government Briefings	
Public Comment Period - 31 March 2014 to 26 June 2014	
Date of Contact	Stakeholder
10/4/14	Department of State Development, Infrastructure and Planning
9/5/14	Tracy Davis, Member for Aspley
29/5/14	Kerry Millard MP, Member for Sandgate
30/5/14	Tim Nicholls, Member for Clayfield
11/6/14	Jason Woodforth, Member for Northgate

Diary of Local Government Briefings	
Public Comment Period - 31 March 2014 to 26 June 2014	
Date of Contact	Stakeholder
10/4/14	Office of the Lord Mayor
1/5/14	Cr David McLachlan, Councillor for Hamilton
5/5/14	Cr Vicki Howard, Councillor for Central
16/5/14	Brisbane City Council
26/5/14	Brisbane City Council
28/5/14	Cr Shayne Sutton, Councillor for Morningside

Diary of Business/ Industry Body Briefings	
Public Comment Period - 31 March 2014 to 26 June 2014	
Date of Contact	Stakeholder
10/4/14	IAQ, APP Corporation Pty Ltd, Limousine Association Queensland Inc., Brisbane Marketing, BNE Enterprise, Queensland Resource Council, Queensland Tourism Industry Council, RACQ and Property Council of Australia (Qld Division)
5/5/14	TTF Australia
27/5/14	Qantas Airways Limited
16/6/14	Adagold Aviation Pty Ltd, Brenzil Pty Ltd and ABAA

Diary of Community Group Briefings	
Public Comment Period - 31 March 2014 to 26 June 2014	
Date of Contact	Stakeholder
15/4/14	Nudgee Beach community
16/4/14	Pinkenba Community Association

APPENDIX 4: THIRD PARTY ACKNOWLEDGEMENT

Electronic Direct Mail (EDM)

EDM Newsletter received from ALC referencing their submission to the Brisbane Airport Draft Master Plan

AUSTRALIAN LOGISTICS COUNCIL

UPDATE

July 2014

In this edition;

[From the Managing Director](#)

Advocacy
[Logistics Industry Parliamentary Dinner](#)
[Chain of Responsibility](#)
[Reforms to Infrastructure Australia](#)
[Dangerous Goods Code](#)
[Intelligent Access Program](#)
[Infrastructure Funding](#)
[Brisbane Airport Master Plan](#)

ALC Safety
[Appraise changes name to Compliance Checkpoint](#)
[ALC Supply Chain Safety and Compliance Summit](#)

States

ALC Events

ALC regularly holds events for the benefit of members, ranging from lunches, forums and dinners to Council meetings and networking events.

Brisbane Airport Master Plan

ALC has provided a [submission](#) to Brisbane Airport on its draft master plan, supporting the airport's ongoing curfew-free status, and encouraging the Airport to consult closely with industry prior to future relocation of the Airport's freight precinct.

The master plan is a statutory document required every five years under the Airports Act 1996 and provides the basis for the airport's future planning, land and industry development, environmental management and surface transport. Following this consultation phase, the master plan will be assessed by the Federal Government.

Social Media

Facebook posts acknowledging the Brisbane Airport Draft Master Plan

Kerry Millard MP
May 29

BAC (Brisbane Airport Corporation) have released their 2014 - 2034 master plan for public comment. If you would like to review and comment, go to : www.bne.com.au - submissions can also be made via : info@bacmajorprojects.com.au

Overview Presentation

- Master Planning at Brisbane Airport
- Growth Forecasts
- Key Features of the 2014 Master Plan
- Have your say - Public Comment Period

JOBS AND ECONOMIC GROWTH

Category	Now	2034
Jobs at Brisbane Airport	21,000	51,500
Contribution to the Queensland Economy	\$3.3 billion	\$8.2 billion

Share 4 1 Share

Brisbane Airport was mentioned in a post.

Teresa Gambaro
March 31

Brisbane - welcome to the 21st Century! Congratulations Brisbane Airport - a master plan to take us forward! <http://gco.gifs7q00>

EDITORIAL: \$2.5 billion airport plan is a flying start to bolster Brisbane's new-world city hopes

NO modern city can expect to survive and thrive without embracing change. Brisbane is no...
COURIERMAIL.COM.AU

Like Comment Share 64 2



Terri Butler MP shared a link
June 27

Today I released the results of my Aircraft Noise Survey and my submission to the Brisbane Airport Draft Master Plan. It's clear that people want action when it comes to aircraft noise.

Competing interests need to be balanced, but the health, property values and amenity of people living under flight paths should not be ignored.

The Deputy Prime Minister should revisit his decision and allow a trial curfew.



ERRI BUTLER MP *A strong voice for our future*

Butler releases Aircraft Noise Survey results and renews call for a curfew
www.terributlermp.com

Terri Butler is the Labor Member for the Griffith

Like · Comment · Share

13 Shares

212 people like this.

Top Comments ·



Jeremy @CarryonJW · Mar 31
Brisbane Airport's 5 year master plan is out, and promising Australia's best runway system bne.com.au/sites/all/files/... pic.twitter.com/Hy0n4uyrx



Expand



Australia News @AustraliaRash · Mar 31
Brisbane Airport master plan proposes monorail to link terminals and parking ... - Brisbane Times divt:IV5H1VCZ #Brisbane #News



Airline Gossip @airlinegossip · Mar 31
Brisbane Airport monorail would link terminals and parking skygrid.me/1oghJ4W

Brisbane Times

Brisbane Airport master plan proposes monorail to link terminals and...

A monorail is likely to be the centrepiece of a planned \$2.5 billion expansion of Brisbane Airport.



Twitter posts acknowledging the Brisbane Airport Draft Master Plan



Followed by Campbell Newman and 11 others
QTC @TheQTC · May 30
QTC would like to hear your thoughts on the draft Master Plan for #BrisbaneAirport before 20 June qtc.com.au/news/future-br... #tourismvoiceqjd



News from the Sky @NewsFromTheSky · Apr 2
Brisbane Airport releases preliminary 2014 Master Plan for future development: Australia's Brabane A... bit.ly/1z58S9 #airnews



AustFrequentFlyer @AustFrecFlyer · Apr 2
Domestic T2 Virgin Business Lounge: In the Brisbane Airport Draft Master Plan, release I don't know when, I ca... bit.ly/1s57CPT



Justin Burns @Justn_Burns1 · Apr 1
Brisbane Airport releases Preliminary Draft Master Plan - ACI Asia Pacific Airports aci-apa.com/news/general-n...

ACI APA Magazine

Brisbane Airport releases Preliminary Draft Master Plan

Asia-Pacific Airports (APA) website will have regional news updated daily on the website The general news section will cover airport openings, traffic reports and everything Asia-Pacific Airports that...



View on <http://www.aci-apa.com>



Justin Burns @Justn_Burns1 · Apr 1
Brisbane Airport releases Preliminary Draft Master Plan airport-world.com/home/general-n... via @airportworldmag



Followed by ABC Radio Brisbane
Brett Chapman @BigChaps · Mar 31
like Brockway, Ogdenville, and North Haverbrook RT @brisbanetimes Brisbane Airport master plan proposes monorail. bit.ly/1ogcOkz



Followed by Rivertide and 2 others
Gold Coast Blog @GoldCoastBlog · Mar 31
#Brisbane Airport monorail planned divt:5GtY8B



Followed by Wayne Swan and 6 others
Brendan @ocfins · Mar 31
I swear it's Brisbane's (airports) only choice, throw up your hands and raise your voice #Monorail brisbanetimes.com.au/queensland/bri...



Ash Parajuli @ashparajuli · Mar 31
A monorail proposed for the Brisbane airport? Pretty sure there is an existing rail link between the two terminals. brisbanetimes.com.au/queensland/bri...



Kim Stephens @kimstephens_b1 · Mar 31
Is there a chance the track could bend? brisbanetimes.com.au/queensland/bri...



Cameron Atfield @CameronAtfield · Mar 31
Reading the @BrisbaneAirport master plan on my last day of holidays, as one does. The Brisbane Airport Rail Link contract is scandalous.



BCI Australia @BCIAustralia · Mar 31
Brisbane Airport master plan proposes monorail #construction #australia brisbanetimes.com.au/queensland/bri...

Letter

Letter from Hon Andrew Powell MP, Minister for Environment and Heritage Protection acknowledging the Brisbane Airport Draft Master Plan submission process



Hon Andrew Powell MP
Minister for Environment and Heritage Protection

Ref CTS 07566/14

15 APR 2014

Ms Julieanne Alroe
Chief Executive Officer and Managing Director
Brisbane Airport Corporation Pty Ltd
PO Box 61
HAMILTON CENTRAL QLD 4007

Dear Ms Alroe

Thank you for your letter dated 31 March 2014 concerning the 2014 Preliminary Draft Master Plan for Brisbane Airport (draft Master Plan).

As you may be aware, the Department of Environment and Heritage Protection has had the opportunity to contribute to the preparation of the draft Master Plan as a member of your 'environment' and 'noise' working groups. The department considers issues of interest have been satisfactorily addressed in the draft Master Plan. As a consequence, the department does not consider it will be necessary to make a submission.

Thank you for the opportunity provided to the department to be involved in the preparation of the draft Master Plan. The department will be pleased to assist further should significant changes be proposed following the public review process.

I hope this information has been of assistance to you. Should you have further enquiries, please contact my Chief of Staff, Mr Troy Collings on 3719 7330.

Yours sincerely

ANDREW POWELL MP
Minister for Environment and Heritage Protection

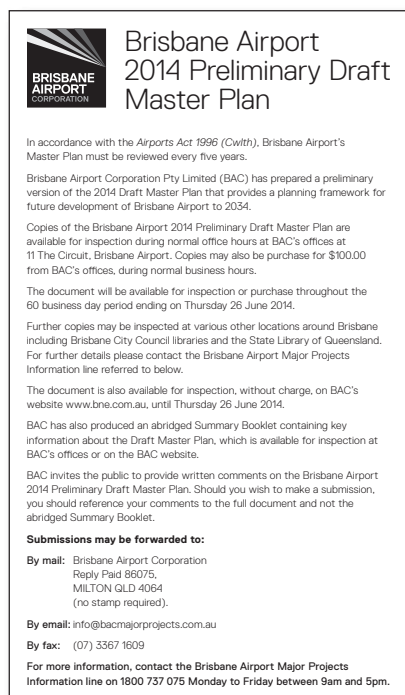
RECEIVED
17 APR 2014
IN CEO'S OFFICE

Level 13
400 George Street Brisbane 4000
GPO Box 2454 Brisbane
Queensland 4001 Australia
Telephone +61 7 3719 7330
Facsimile +61 7 3220 6231
Email environment@ministerial.qld.gov.au

APPENDIX 5: COMMUNICATION ACTIVITIES FOR PUBLIC COMMENT PERIOD

Advertisement - Courier Mail

An advertisement announcing the release of the Preliminary Draft Master Plan and advise on how to access the document was placed in The Courier Mail on Saturday 29 March.



**Brisbane Airport
2014 Preliminary Draft
Master Plan**

In accordance with the Airports Act 1996 (Cwth), Brisbane Airport's Master Plan must be reviewed every five years.

Brisbane Airport Corporation Pty Limited (BAC) has prepared a preliminary version of the 2014 Draft Master Plan that provides a planning framework for future development of Brisbane Airport to 2034.

Copies of the Brisbane Airport 2014 Preliminary Draft Master Plan are available for inspection during normal office hours at BAC's offices at 11 The Circuit, Brisbane Airport. Copies may also be purchased for \$100.00 from BAC's offices, during normal business hours.

The document will be available for inspection or purchase throughout the 60 business day period ending on Thursday 26 June 2014.

Further copies may be inspected at various other locations around Brisbane including Brisbane City Council libraries and the State Library of Queensland. For further details please contact the Brisbane Airport Major Projects Information line referred to below.

The document is also available for inspection, without charge, on BAC's website www.bne.com.au, until Thursday 26 June 2014.

BAC has also produced an abridged Summary Booklet containing key information about the Draft Master Plan, which is available for inspection at BAC's offices or on the BAC website.

BAC invites the public to provide written comments on the Brisbane Airport 2014 Preliminary Draft Master Plan. Should you wish to make a submission, you should reference your comments to the full document and not the abridged Summary Booklet.

Submissions may be forwarded to:

By mail: Brisbane Airport Corporation
Reply Paid 86075
MILTON QLD 4064
(no stamp required).

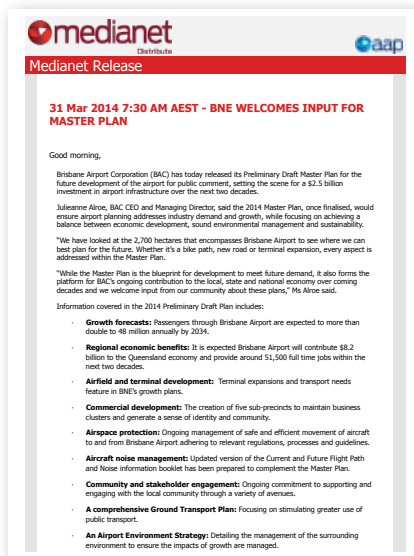
By email: info@bne.com.au

By fax: (07) 3367 1609

For more information, contact the Brisbane Airport Major Projects Information line on 1800 737 075 Monday to Friday between 9am and 5pm.

Media release

A media release was prepared and distributed to key media in South East Queensland and nationally to coincide with the release of the Preliminary Draft Master Plan.



Medianet Release

31 Mar 2014 7:30 AM AEST - BNE WELCOMES INPUT FOR MASTER PLAN

Good morning,

Brisbane Airport Corporation (BAC) has today released its Preliminary Draft Master Plan for the future development of the airport for public comment, setting the scene for a \$2.5 billion investment in airport infrastructure over the next two decades.

Julianne Aho, BAC CEO and Managing Director, said the 2014 Master Plan, once finalised, would ensure airport planning addresses industry demand and growth, while focusing on achieving a balance between economic development, sound environmental management and sustainability.

"We have looked at the 2,700 hectares that encompasses Brisbane Airport to see where we can best plan for the future. Whether it's a bike path, new road or terminal expansion, every aspect is addressed within the Master Plan."

"While the Master Plan is the blueprint for development to meet future demand, it also forms the platform for BAC's ongoing contribution to the local, state and national economy over coming decades and we welcome input from our community about these plans," Ms Aho said.

Information covered in the 2014 Preliminary Draft Plan includes:

- Growth forecasts:** Passengers through Brisbane Airport are expected to more than double to 48 million annually by 2034.
- Regional economic benefits:** It is expected Brisbane Airport will contribute \$8.2 billion to the Queensland economy and provide around 51,500 full time jobs within the next two decades.
- Airfield and terminal development:** Terminal expansions and transport needs feature in BNE's growth plans.
- Commercial development:** The creation of five sub-precincts to maintain business clusters and generate a sense of identity and community.
- Airspace protections:** Ongoing management of safe and efficient movement of aircraft to and from Brisbane Airport adhering to relevant regulations, processes and guidelines.
- Aircraft noise management:** Updated version of the Current and Future Flight Path and Noise Information booklet has been prepared to complement the Master Plan.
- Community and stakeholder engagement:** Ongoing commitment to supporting and engaging with the local community through a variety of avenues.
- A comprehensive Ground Transport Plan:** Focusing on stimulating greater use of public transport.
- An Airport Environment Strategy:** Detailing the management of the surrounding environment to ensure the impacts of growth are managed.

Media coverage

Examples of media coverage received from newspapers, television and online.

*Courier Mail, Brisbane
31 March 2014*



EDITORIAL

The Courier Mail

Flying start to bolster new-world city hopes

NO modern city can expect to survive and thrive without embracing change. Brisbane is no different, and as a city far removed from the financial capitals of Sydney and Melbourne, and many thousands of kilometres from the economic hubs of the Asia-Pacific, let alone Europe, we must constantly modernise to both compete and conquer the tyrannies of distance.

In this context, the broad details of the 20-year master plan to redevelop the Brisbane Airport precinct are to be wholeheartedly welcomed. Transport – combined with state-of-the-art telecommunications networks (which, in effect, transport information) – is one of the greatest single drivers of economic growth and prosperity a nation should embrace.

The \$2.5 billion Brisbane Airport plan, which accompanies the long-awaited development of the second runway, is the sort of forward-looking blueprint that is often missing in terms of future planning.

We've witnessed some woeful failures in public policy in recent decades (from governments of all persuasions) when it comes to infrastructure: the desperate and expensive catch-up exercises in areas like water and power being cases in point when it comes to a lack of foresight and underinvestment.

Such a degree of vision and commitment when it comes to positioning ourselves for passenger movements – expected to more than double to nearly 50 million a year by 2034 – is welcome. Certainly, after the near-farical brawling over funding arrangements for the long-overdue second runway, thankfully now resolved, anything in the form of substantive forward planning comes as a relief.

The plan envisages a localised monorail network linking various parts of what is fast becoming one of Brisbane's premier economic centres – a hub that will see passenger movement rise to nearly one million a week in the next two decades. The existing domestic terminal is expected to double in size to handle the traffic, with up to 100 aircraft an hour flying in and out of the airport when the second runway opens in 2020. The workforce associated with our airport precinct will reach 52,000 – the size of a small city, and the blueprint envisages that with ongoing development, the airport won't reach capacity until 2060.

As it stands, Brisbane Airport – despite existing congestion problems at peak periods – represents a major economic edge for our state and city. The absence of a curfew makes it an attractive proposition for major freight and logistics companies such as DHL Global, which selected Brisbane for its Oceania headquarters ahead of other ports. We are also fortunate in that the wider precinct is increasingly well served with rail and road infrastructure and linked to the Port of Brisbane, and there is a large, skilled workforce on tap in Brisbane itself.

All that, in an increasingly competitive world, represents comparative advantage over cities where a combination of history and poor planning have left them struggling to handle the increasing volumes associated with a globalised economy. What we have managed to create with our ports precinct is both an incubator of, and a magnet for, wider economic activity in areas as diverse as retail, hospitality and aerospace. We must continue to ensure that we don't squander this edge through a repeat of the machinations surrounding the second runway, or buckle to the populist politics of small, but often very vocal, pressure groups.

Sometimes such big plans attract a degree of opposition or, at the very least, suspicion. That is natural and healthy and the sort of debate any city should have. But what must be balanced is the estimated \$8.2 billion a year contribution the airport is projected to make to the Brisbane economy by 2034.

To put it all into context, by that stage Brisbane Airport will be the size that major international hubs such as Singapore and Hong Kong are today. If we do indeed aspire to be Australia's new-world city, this is exactly the sort of development we must embrace.

*Gold Coast Bulletin, Gold Coast
31 March 2014*

Airport considers monorail

BRISBANE: Brisbane Airport chiefs plan to build a monorail system to move passengers around the hub as they prepare for a huge increase in traffic over the next 20 years.

The Mass Transit System proposal is part of a draft master plan to be released today outlining \$2.5 billion of development at the airport between now and 2034.

The 350-page document predicts annual passenger numbers will more than double from the current 22 million to 49 million.

The introduction of larger planes means flights are not expected to increase at the same rate, but aircraft movements are predicted to rise by 64 per cent to 360,000, or 986 each day.

Brisbane Airport has one track on its mind

DARYL PASSMORE

BRISBANE Airport chiefs are planning to build a monorail system to move passengers around the hub as they prepare for a huge increase in traffic over the next 20 years.

The mass transit system proposal is part of a draft master plan to be released today outlining \$2.5 billion of development at the airport between now and 2034.

The 350-page document predicts annual passenger numbers will more than double from the current 22 million to 49 million.

While the introduction of larger planes means flights are not expected to increase at quite the same rate, aircraft

movements are predicted to rise by 64 per cent to 360,000 – or 986 each day – thanks to the new parallel runway which will be ready by 2020.

Head of airport development Mark Willey said Brisbane Airport was rapidly growing into a large international hub. By 2034, it would be the size that major airports like Singapore, Hong Kong and Amsterdam's Schiphol are today.

"That is the scale and sophistication of the operation we are looking at."

The proposal flags an expansion of the domestic terminal to more than double its current size and the building of additional remote lounges, possibly for regional

services and low-cost airlines.

A separate charter terminal is already due to open next year.

A new satellite building, located between international and domestic, is earmarked, providing shared facilities for international or domestic operations.

With nearly one million people expected to travel through the airport every week within two decades –

and the 21,000-strong airport workforce tipped to swell to 52,000 – transport within the 27sq km site is a priority in the new master plan.

Increased use of buses is envisaged in the short-term while detailed planning continues for a Mass Transit

System to be built between 2019 and 2024. Mr Willey said an elevated monorail was a likely option.

It would run on a loop, linking a central public and staff car-parking area to the terminals and departure and arrival lounges as well as providing a connection to the Skygate retail precinct. A central transport interchange centre is planned for between 2024 and 2034.

The new master plan reveals that Brisbane Airport is not expected to reach capacity until 2060.

Up to 100 aircraft an hour will be able to fly in and out of Brisbane when the new parallel runway opens in 2020.

Brisbane Airport Corporation committed to funding the \$1.3 billion project last October, following *The Courier-Mail's* seven-month

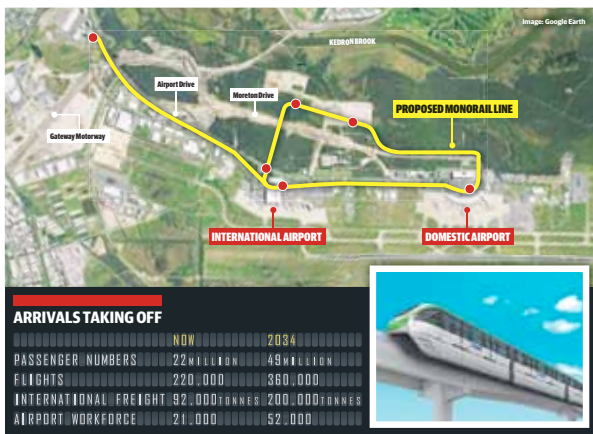
#bnelateagain campaign highlighting chronic flight congestion and the need for the additional landing strip to go ahead without delay.

The draft plan is open for public comment until June 26. It can be downloaded from bne.com.au.

EDITORIAL P20

THAT IS THE SCALE ... OF THE OPERATION WE ARE LOOKING AT

BAC's Mark Willey



THE WORD ON THE STREET

Does Brisbane Airport need a monorail connecting its domestic and international terminals?
1.30pm, Skygate, Brisbane Airport



DALE MCINTYRE
27, retail worker, Banyo
I think it sounds like a good idea, just to make it easier for people. I think to go between terminals on the Airtrain is fairly expensive.



DANIEL KINGSTON
23, butcher, Dakabin
Yeah, I guess so, just for the convenience of it. If they put in a monorail, is it going to be free to use? If it is free I think it would be a good thing.



KAREN WEST
42, hairdresser/care giver, Rothwell
As long as it is a reasonable price, I think it is a good idea. But really they should utilise the Airtrain better.



CHRIS WALLACE
58, charter bus driver, Robina
I reckon a monorail from the Coolangatta Gold Coast Airport to Broadbeach would be better.



HAYLEY MCDONALD
23, hospitality worker, Banyo
I think it is a good idea. I have not had to move between the terminals at the airport but I know the Airtrain is expensive.



VALERIE ORREAL
32, mother, Blackwater
I have had to connect between terminals before and I used the Airtrain. The cost was included in my ticket. It was quite straightforward.

APPENDIX 5: COMMUNICATION ACTIVITIES FOR PUBLIC COMMENT PERIOD CONTINUED

AM Radio 31 March 2014

Interview with Brisbane Airport Corporation Head of Development Mark Willey about the ...

612 ABC Brisbane, Brisbane, Breakfast, Spencer Howson

31 Mar 2014 7:19 AM

Duration: 5 mins 19 secs • ASR AUD 9,645 • QLD • Australia • Brisbane Airport - Radio & TV • ID: W00056722792

Interview with Brisbane Airport Corporation Head of Development Mark Willey about the Brisbane Airport draft masterplan being released today. Willey says it covers issues such as ground transport, runway, and terminal systems. Willey says the plan includes an improvement in terminal strategy, and a response to ground transport demand including a mass transit system. Howson asks if there will be a monorail. Willey replies that it's not certain what form the transit system will be. He comments that there is an option to have a new terminal installed. Willey mentions that there's a 24/7 Woolworths. Howson asks if a theme park is a possibility. Willey replies that the plan doesn't identify a specific development, and focuses on land-use across the airport precinct. Howson mentions that the airport is on federal land and that Brisbane City Council has little say over it. Willey says legislation requires them to release the plan out for public consultation.

Interviewees

Mark Willey, Head of Development, Brisbane Airport Corporation

74,000 ALL
32,000 MALE 16+
40,000 FEMALE 16+

The Brisbane Airport Corporation has released its preliminary draft plan for the airport's ...

4BC, Brisbane, 08:00 News, Newsreader

31 Mar 2014 8:02 AM

Duration: 0 min 42 secs • ASR AUD 735 • QLD • Australia • Brisbane Airport - Radio & TV • ID: W00056723266

The Brisbane Airport Corporation has released its preliminary draft plan for the airport's future development with a price tag of \$2.5b.

Interviewees

Mark Willey, Head of Airport Development, The Brisbane Airport Corporation

30,000 ALL
18,000 MALE 16+
11,000 FEMALE 16+



brisbanetimes
Queensland

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Brisbane Airport master plan proposes monorail to link terminals and parking areas

March 31, 2014

Kristian Olive
Brisbane Times Journalist
View more articles from Kristian Olive
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100 GEO NEWS

SCOTT EMERSON
Transport Minister

Monorail for Brisbane Airport
A monorail connecting the terminals and car parks is being considered at Brisbane Airport, along with a third terminal.

A monorail is likely to be the centrepiece of a planned \$2.5 billion expansion of Brisbane Airport. Passenger numbers at the airport are expected to more than double in the next 20 years to 48.7 million per year by 2033-34, according to the Brisbane Airport Corporation's Preliminary Draft Master Plan.

A "mass transit system" has been proposed by airport chiefs to deal with the passenger boom, with the track circulating between the international, domestic and parking area. Extra stations could also be added if required.

The Sydney Herald
Traveller

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You are here: Home > Travel > Travel Planning > Travel News

Airport monorail could be running in 10 years

March 31, 2014

Comments 16

Tony Moore
tonymoores.com.au travel reporter
View more articles from Tony Moore
Email Tony

Monorail for Brisbane Airport
A monorail connecting the terminals and car parks is being considered at Brisbane Airport, along with a third terminal.

A raised monorail could carry 2000 people an hour between Brisbane's domestic and international terminals and yet-to-be-built parking facilities in 10 years' time.

By 2034, the monorail's capacity could jump to 3200 passengers an hour, Brisbane Airport Corporation head of airport development Mark Wiley said.

The first phase of the monorail would not link down to the retail section of the airport near the Gateway Motorway - where Brisbane City Council buses run - for at least 15 years.

ABC News

NEWS

Just In Australia World Business Sport Analysis & Opinion FactCheck Programs

Monorail planned for \$2.5b Brisbane airport expansion

By Andrew Wilton
Posted: March 31, 2014, 11:40am AEST

A monorail is the centric piece of the new draft \$2.5 billion master plan for the Brisbane airport.

The Brisbane Airport Corporation (BAC) has today released its new plan, which includes a monorail linking the domestic and international terminals with car parking areas.

Construction is expected to start within the next 10 years.

BAC spokesman Mark Wiley says the airport needs to cater for a huge increase in traffic over the next 20 years.

"We do some benchmarking with other international airports and typically airports of between 30 and 40 million passengers a year have a mass transit system connecting their terminals and Brisbane at the moment has about 22 million," he said.

"Within the 20-year timeframe of this master plan, those passenger numbers will grow to about 48 million."

More stories from Queensland

travel

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You are here: Home > Travel > Travel Planning > Travel News

News in Brief: Monday March 31

Travel Today NEWS IN BRIEF

Information covered in the draft plan includes growth forecasts, regional economic benefits, commercial development and a comprehensive ground transport plan, among others.

Julianne Hill, BAC CEO and managing director, said the finalised Master Plan would ensure airport planning addresses industry demand and growth while focusing on enhancing a balance between economic development and sound environmental management and sustainability.

The public comment period runs for 30 business days from today, after which time the master plan will be submitted to the Australian government for approval.

APPENDIX 5: COMMUNICATION ACTIVITIES FOR PUBLIC COMMENT PERIOD CONTINUED

Television coverage 31 March 2014

Brisbane Airport may soon have a monorail as part of a \$2.5b development to be ...

Channel 9, Sydney, Today, Karl Stefanović, Lisa Wilkinson, Georgie Gardner & Ben Fordham 31 Mar 2014 5:37 AM

Duration: 0 min 22 secs • ASR AUD 9,801 • National • Australia • Brisbane Airport - Radio & TV • ID: M00056720235

Brisbane Airport may soon have a monorail as part of a \$2.5b development to be completed by 2034.

Also broadcast from the following 38 stations

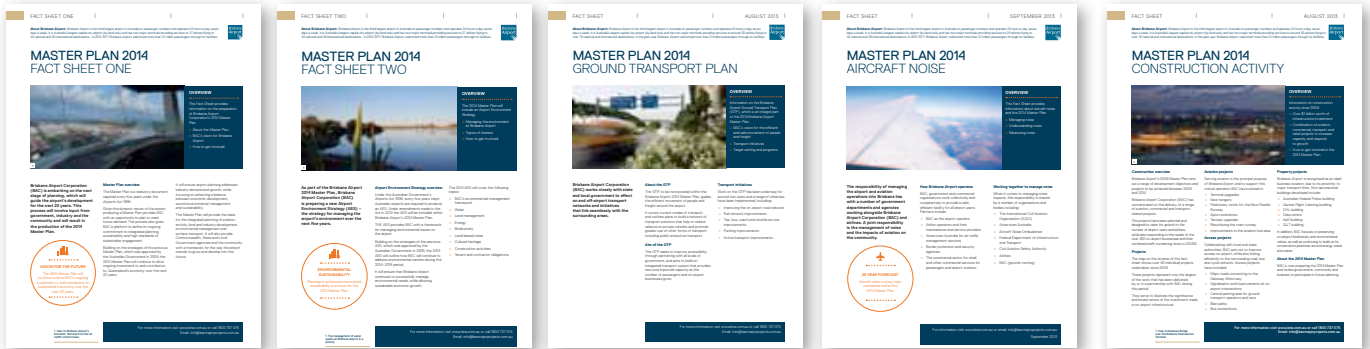
Channel 9 (Melbourne), Channel 9 (Adelaide), Channel 9 (Brisbane), Channel 9 (Perth), Channel 9 Darwin (Darwin), Channel 9 Gold Coast (Gold Coast North), Imparja Alice Springs (Alice Springs), Imparja Longreach (Longreach), Imparja Mt Isa (Mt Isa), NBN Central Coast (Gosford), NBN Coffs Harbour (Coffs Harbour), NBN Gold Coast (Gold Coast), NBN Lismore (Lismore), NBN Moree (Upper Namoi), NBN Newcastle Hunter (Newcastle), NBN Tamworth (Tamworth), NBN Taree (Taree), WIN Albury (Albury), WIN Ballarat (Ballarat), WIN Bendigo (Bendigo), WIN Cairns (Cairns), WIN Canberra (Canberra), WIN Dubbo (Dubbo), WIN Gippsland (Sale), WIN Griffith (Griffith), WIN Hobart (Hobart), WIN Mackay (Mackay), WIN Mildura (Mildura), WIN Orange (Orange), WIN Rockhampton (Rockhampton), WIN Shepparton (Shepparton), WIN Sunshine Coast (Sunshine Coast), WIN Toowoomba (Toowoomba), WIN Townsville (Townsville), WIN Wagga (Wagga Wagga), WIN Western Australia (Perth), WIN Wide Bay (Bundaberg), WIN Wollongong (Wollongong)

181,000 ALL
82,000 MALE 16+
90,000 FEMALE 16+



Fact Sheets

Fact sheets relating to the Preliminary Draft Master Plan were prepared on key topics within the document and were posted on BAC's website as downloadable files.

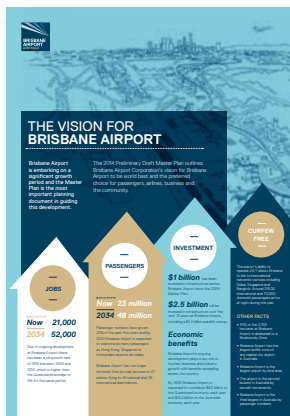


Posters

Posters were developed to announce the release of the Preliminary Draft Master Plan. Posters were provided as part of an information pack distributed to libraries and Brisbane City Council ward offices. A fast facts poster was produced to outline the key facts from the Preliminary Draft Master Plan and was available on Brisbane Airport's website and at community information sessions.

Advertising - Release of the Preliminary Draft Master Plan

Advertisements relating to the release of the Preliminary Draft Master Plan and the associated community information sessions were placed in Quest Community Newspapers, the Northside Chronicle and South East Advertiser, during the public comment period.



View Brisbane Airport's 2014 Master Plan here

Brisbane Airport Corporation has released its 2014 Preliminary Draft Master Plan for public comment. The Master Plan guides development at the airport for the next 20 years.

Available to view here:

- 2014 Preliminary Draft Master Plan
- Draft Airport Environment Strategy
- Draft Ground Transport Plan

View your copy on the Master Plan:
www.bac.com.au (click on Upgrading your airport)
 Phone: 1800 737 075 Email: info@bacmajorprojects.com.au

Have your say on the future of Brisbane Airport

The Brisbane Airport 2014 Preliminary Draft Master Plan is available for public comment until 5pm on Thursday 26 June 2014.

Get involved

Brisbane Airport Corporation is holding information sessions for the community to learn about the Master Plan and share their feedback.

Visit the team at the following session on Brisbane's southside:

Day: Thursday 22 May
Times: 10am – 2pm and 5pm – 7 pm
Location: Outside Coles at Cannon Hill Shopping Centre
 Corner of Creek & Wyrnum roads, Cannon Hill

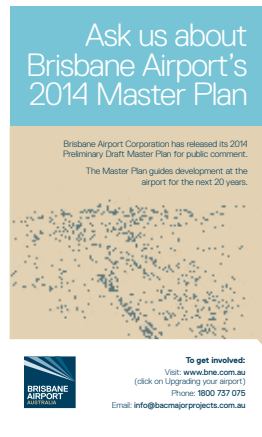
All Master Plan documents are available to read online at BAC's website.

For more information on the Master Plan:
 Visit: www.bac.com.au (click on Upgrading your airport)
 Phone: 1800 737 075
 Email: info@bacmajorprojects.com.au

APPENDIX 5: COMMUNICATION ACTIVITIES FOR PUBLIC COMMENT PERIOD CONTINUED

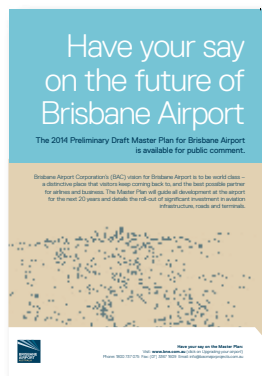
Banners

Pull-up banners were developed to support the release of the Preliminary Draft Master Plan. Banners were erected at Brisbane Airport Corporation, the Discovery Centre at Skygate and at community information sessions.



Flyers

A5 flyers were produced to generate awareness of the public comment period of the Preliminary Draft Master Plan. These were distributed during the public comment period at Skywalk and the Discovery Centre by Airport Ambassadors. The flyers were also distributed along with the Master Plan packs to all stakeholders.



Community Briefing Invitation

A sample of an invitation that was sent to Pinkenba and Nudgee Beach residents inviting them to attend a community information session on the Preliminary Draft Master Plan.



Members of the Pinkenba community at the Community Information Session on Wednesday 16 April 2014.



Members of the Nudgee Beach Community at the Community Information Session on Tuesday 15 April 2014.



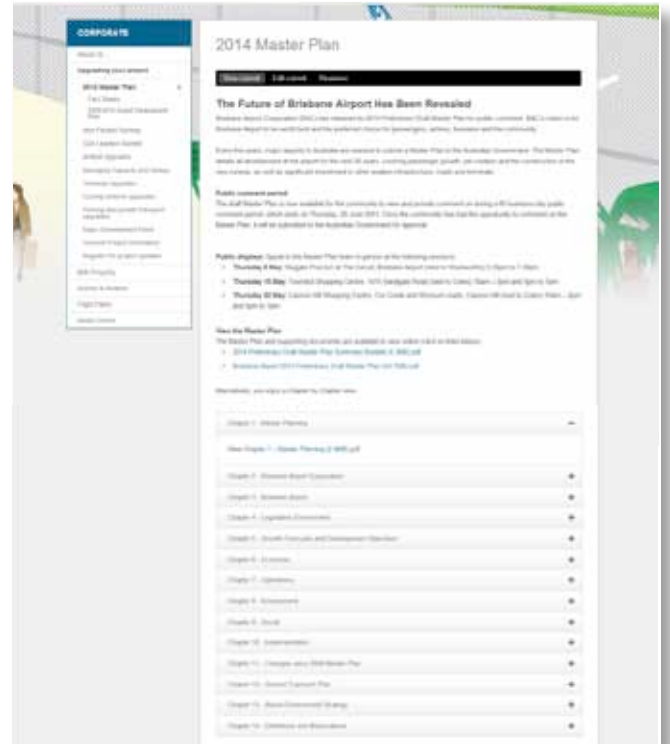
Business Briefing Invitation

A copy of the invitation that was sent to key industry groups inviting them to a briefing on the Preliminary Draft Master Plan.



Website

A snapshot of the webpage on BAC's website relating to the Preliminary Draft Master Plan and providing access to downloadable documents and information on how to make a submission.



APPENDIX 5: COMMUNICATION ACTIVITIES FOR PUBLIC COMMENT PERIOD CONTINUED

USB

A USB containing all Master Plan documents was distributed to stakeholders and sent on request to members of the community.



Summary Booklet

A Summary Booklet was prepared to support the release of the Preliminary Draft Master Plan and all information was included on an USB available to the public free of charge.



Current and Future Flight Path and Noise Information Booklet

An updated Current and Future Flight Path and Noise Information booklet was produced and was made available for review at community information sessions, Council Ward Offices and libraries during the public comment period.



Digital Display

A snapshot of the digital display located on the pedestrian walkway at Brisbane Airport's Domestic Terminal. The display encouraged the community members to have a say on the Preliminary Draft Master Plan.



Social Media

Snapshots of the posts disseminated through Brisbane Airport's social media channels.

Twitter

The image shows four screenshots of tweets from the official Brisbane Airport Twitter account (@BrisbaneAirport). The tweets are as follows:

- May 8:** "Come and join us tonight at our Community Info Exchange from 5.30 - 7:30 PM at The Village Markets (next to Woolworths), Brisbane Airport"
- May 15:** "Come and join us today at our Community Info Exchange at Toombul Shopping Centre, 1015 Sandgate Road (next to Coles) 10am-2pm and 5pm-7pm"
- May 21:** "Come and join us tomorrow at our Master Plan Public Display at Cannon Hill Shopping Centre, Cnr Creek & Wynnum roads, 10am-2pm and 5pm-7pm."
- Mar 31:** "Our Draft Master Plan is now available for review. 2.5 billion dollars of investment over the next 20yrs. See plan bit.ly/mastplan"

LinkedIn

The image shows two screenshots of LinkedIn posts from Brisbane Airport Corporation:

- Post 1:** "Today we released our 2014 Draft Master Plan for public comment for the future of our airport. The plan details all development for the next 20 years, covering passenger growth, job creation, the construction of the new runway, as well as significant... more" This post includes a link to the "2014 Master Plan" and a small image of the airport terminal. It has 37 likes, 2 comments, and was shared 1 month ago.
- Post 2:** "Come join the discussion at our next Community Information Exchange event this Thursday (8th May). Kicking off at 5:30pm, the event will be located at The Village Markets (next to Woolworths), Skygate Precinct, Brisbane Airport. Some topics include The New Parallel Runway and BAC Master Plan, less" This post has 4 likes and was shared 14 days ago.

Facebook

The image shows a screenshot of a Facebook post from Brisbane Airport, dated April 2. The post text reads: "This week we released our 2014 Draft Master Plan for public review for the future of our airport. The plan details all developments for the next 20 years, covering passenger growth, job creation, the construction of the new runway, as wel... See More". Below the text is a large image of the Brisbane Airport terminal at night, illuminated with lights. At the bottom of the post, it shows "69" likes, "5" comments, and "22" shares.



8 August 2014

The Hon Jeff Seeney MP
Deputy Premier, Minister for State Development,
Infrastructure and Planning
Level 12, Executive Building
100 George Street
BRISBANE QLD 4000

Dear Deputy Premier

**AIRPORTS ACT 1996 – BRISBANE AIRPORT 2014 DRAFT
MASTER PLAN**

As you may be aware, under the *Airports Act 1996* (Cth) (**Act**), BAC is required to have a master plan for Brisbane Airport, which it must review every five years.

Under the Act, there is a process for BAC to prepare a preliminary draft version of the master plan and make it available for public comment for a period of 60 business days. This process has now been completed. The Act also requires BAC to advise you of the fact that we intend to give the relevant Australian Government Minister a Draft Master Plan for approval.

Accordingly, pursuant to s79(1A) of the Act, BAC advises you that it intends to give the Minister for Infrastructure and Regional Development the Brisbane Airport 2014 Draft Master Plan by 3 September 2014.

Prior to the public comment period commencing, BAC conducted a series of Agency Working Groups to gain feedback on aspects of the master plan prior to release for public comment. Four working groups were established and were discipline specific covering land use and development, transport, environmental management and aircraft noise. The working groups provided feedback to BAC during the preparation phase of the master plan throughout 2013 and early 2014.

This series of working groups included representatives of the Department of State Development and Infrastructure Planning. We appreciate the support provided to BAC through participation in that working group process.

Yours sincerely

A handwritten signature in blue ink that reads "Mark Willey".

Mark Willey
Head of Airport Development

BRISBANE AIRPORT CORPORATION PTY LTD
11 THE CIRCUIT, SKYGATE
BRISBANE AIRPORT QLD 4008
PO BOX 61, HAMILTON CENTRAL
QLD 4007 AUSTRALIA

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F +61 (0)7 3406 3111
E INFO@BNE.COM.AU
W BNE.COM.AU
ABN 54 076 870 650

From: Helen Clarke
Sent: Wednesday, 6 March 2013 5:08
To: 'mark.saunders@dsdip.qld.gov.au'
Subject: 2014 Airport Master Plan - Agency Working Groups

Hi Mark
Thanks for speaking with me earlier.

As I mentioned, BAC have recently embarked on developing the 2014 Master Plan. In order to gain insights from Local and State Agencies across the a range of issues to be included in the Master Plan, we are proposing to hold a series of workshops across the following discipline areas-

- Ground Transport;
- Land Use and Development;
- (Aircraft) Noise, and
- Environment

We are proposing to hold a series of meetings (most likely quarterly) on each discipline throughout 2013.

I have attached a draft Terms of Reference for the Working Group model.

I look forward to hearing back from you with possible representatives from DSDIP to be invited to the working groups.

If you have any questions, please don't hesitate to contact me.
Kind regards.

Helen Clarke
Program Manager 2014 Master Plan
Brisbane Airport Corporation Pty Limited



Brisbane Airport 2014 Master Plan Government Agency Working Group Process

Draft Terms of Reference

Every five years Brisbane Airport Corporation (BAC) reviews its Master Plan of Brisbane Airport in accordance with the *Airports Act 1996*. In doing this, adequate provisions can be made for future infrastructure to meet future demands of Brisbane Airport. BAC has recently embarked on the development of the 2014 Master Plan to cover the planning period of 2014-2034. In order to gain insights from State and Local agencies, BAC is proposing to undertake a series of discipline specific working groups to consider various issues during the development of the 2014 Master Plan.

Structure of the Working Group Model

The Working Group Model structure (diagram p.3) comprises a Steering Group (via the Brisbane Airport Area Round Table (BAART)) to oversee a series of discipline-focused Working Groups. BAART consists of high level officers from the key co-ordinating agencies while representation on the range of Working Groups is at project officer level.

It is intended to have four Working Groups focused on the following disciplines:

1. Land use and development;
2. Ground Transport
3. Noise; and
4. Environment (the Airport Environment Strategy).

Should it become evident during the course of the working groups that issues are overlapping between groups, one of more Working Groups may amalgamate. Likewise, should specific issues of a high complexity arise, the flexibility to create smaller targeted sub-groups to address the issue appropriately will be retained.

Each respective Agency will ensure that their representative is able to adequately address and respond to identified issues on behalf of their Agency.

11 The Circuit, Brisbane Airport Qld 4008 | PO Box 61 Hamilton Central, Queensland 4007 Australia
T: +61 (0)7 3406 3000 | F: +61 (0)7 3406 3111 | E: info@bne.com.au | W: www.bne.com.au
ACN: 076 870 650 | ABN: 54 076 870 650

Role of Individual Working Groups

The principal role of the Working Groups is to provide a forum for discussion and direction between relevant Government agencies and BAC during the course of developing the 2014 Master Plan. In particular, the Working Groups would:

- Provide feedback on interim study reports (if applicable to the discipline area) or strategies in preparation for drafting the Master Plan;
- Opportunity to provide comment on the Preliminary (Exposure)Draft Master plan
- Opportunity to provide comment on the Preliminary Draft Master Plan during the Public Comment Phase.

Role of Steering Group

The role of the Steering Group is to ensure the key Federal and State agencies are aware of the range of issues, discussions, and outcomes of the Working Groups.

While the Working Group Model approach is seen as beneficial to assist both BAC and Government to adequately address the range of issues for consideration in the Master Plan, it is recognised by all parties that participation in this process will in no way commit Government Agencies to predetermined outcomes when BAC is seeking final approvals.

Meeting Frequency

It is intended that each Working Group will meet at least three times during the course of the 2014 Master Plan development in 2013. It is anticipated that these working group meetings would be held at critical milestone dates (to be set in due course) and run for 2-3 hours each. The likely milestones will align with the manner in which the consultants for the specialist studies will be working. An indicative timing is:

Meeting 1 – Overview of the master planning process and likely key issues to be covered;

Meeting 2 – Discussion on outcomes of technical reports if required;

Meeting 3 – Revision of key items for inclusion in the Preliminary Draft Master Plan;

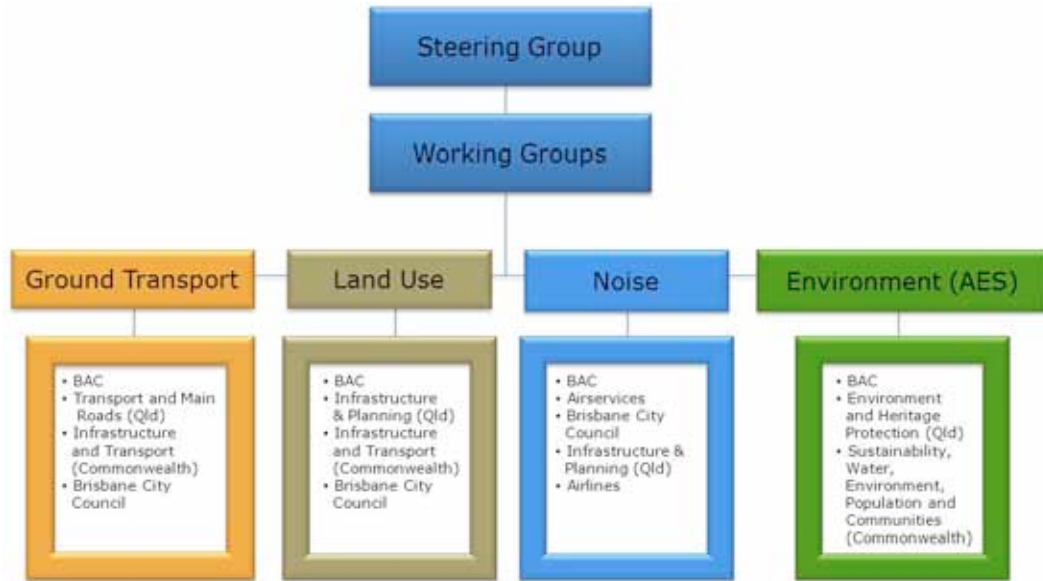
Meeting Locations

The majority of participants in the Working Groups are Queensland based and therefore it is proposed that these meetings take place at Brisbane Airport.

Facilitation

Responsibility for facilitating the Working Groups would rest with BAC. BAC will set dates, organise venues, send invites, prepare agenda and meeting notes, organise catering and any other requirements necessary for the facilitation of the process.

Proposed Structure of the Agency Working Group for the 2014 Master Plan



From: Helen Clarke
Sent: Tuesday, 5 February 2013 4:17
To: 'mark.pattmore@brisbane.qld.gov.au'
Subject: 2014 Airport Master Plan working groups

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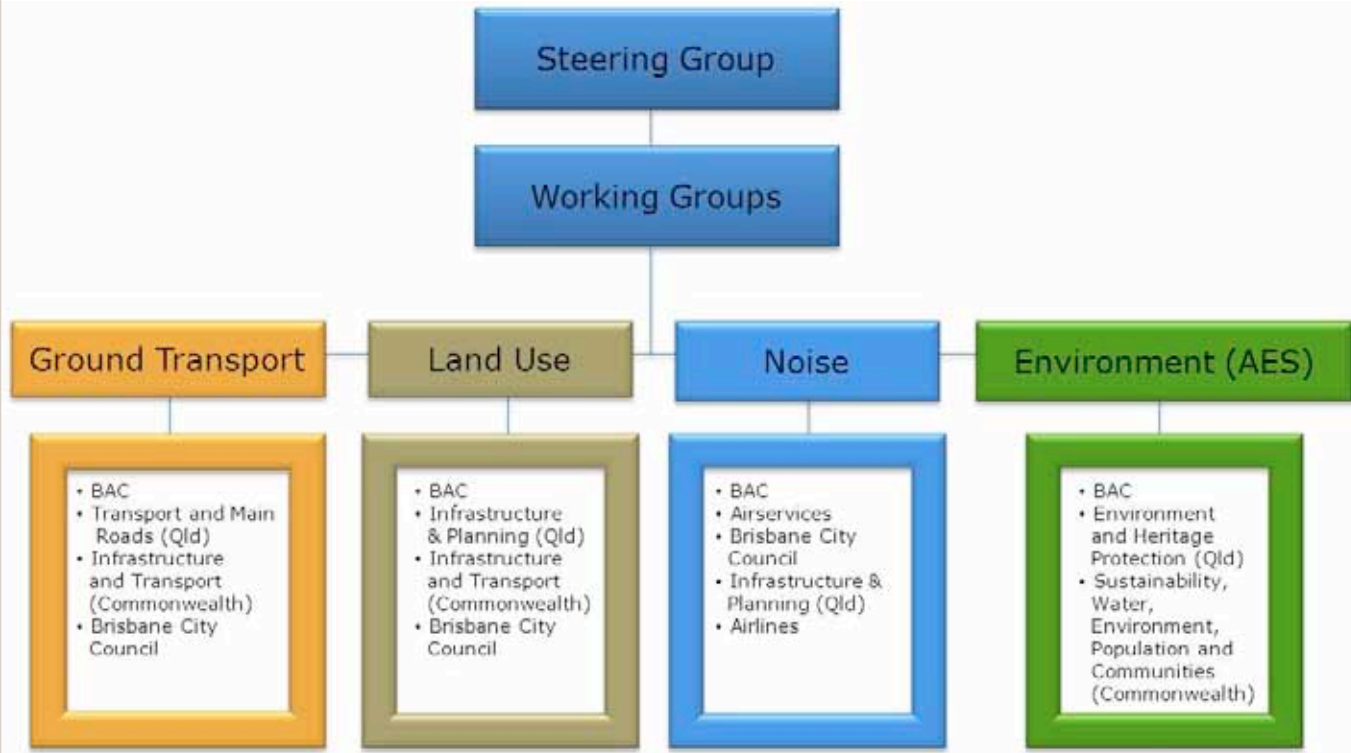
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Proposed Structure of the Agency Working Group for the 2014 Master Plan



APPENDIX 7: SUBMISSIONS

For privacy reasons, this section has been removed from the web version of this document

APPENDIX 8: SUMMARY OF AMENDMENTS IN THE 2014 DRAFT MASTER PLAN

Summary of Amendments in the 2014 Draft Master Plan

Draft Master Plan Reference	Submitter ID	Amendment
Page 47 and inside front cover	12, 32	Figure amended – optional fire station and covered walkway connection to regional satellite facility
Page 72	11	Cross reference to freight forecasts in Chapter 5.1
Pages 112 - 115	12, 32	Figures 7.3-7.6 amended Figure amended – optional fire station and covered walkway connection to regional satellite facility
Page 116	4	Additional terminal planning consideration added
Page 121	32	Facility renamed
Page 154	12	Reworded for additional flexibility
Page 163	17	Reference to other documentation
Page 207	12	Reworded for additional flexibility
Page 231	30	Incorrect information updated
Page 248	10	Additional information included for clarity

Draft Master Plan Reference	Minor Error in Preliminary Draft Version
Page 82-86	Missed intended use of Operational Airspace
Page 123	Airside shading missing
Page 133	Runway extension missing
Page 153	Minor grammar correction
Page 179-183	Titles included for each ANEF table
Page 201	Facility renamed
Page 230	Access road not highlighted
Page 236	Lomandra Drive cycle path shown as complete
Page 288	Incorrect number quoted
Page 336	Missed definition of Operational Airspace

APPENDIX 9: ABBREVIATIONS

Abbreviation	Meaning
ANEF	Australian Noise Exposure Forecast
BAC	Brisbane Airport Corporation Pty Ltd
DROPS	Dependent Runway Operating Mode
dB	Decibels
DIRD	Department of Infrastructure and Regional Development
EIS/MDP	Environmental Impact Study and Major Development Plan for the New Parallel Runway
N70	Contour lines over a map showing areas within which a stated number of flights generating noise (N) of 70 decibels (70) or more occur in a specified period of time
NAP	Noise Abatement Procedures
NASAG	National Airports Safeguarding Advisory Group
NPR	New Parallel Runway
STAR	Standard Terminal Arrival Route
AES	Airport Environment Strategy
ALC	Airport Leasing Company
BACACG	Brisbane Airport Community Aviation Consultative Group
BCC	Brisbane City Council
CBD	Central Business District
CONOPS	Concept of Operations
DDIP	Design and Development Integrity Panel
GTP	Ground Transport Plan
ILS	Instrument Landing System
JUHI	Joint User Hydrant Installation
km	Kilometre
MTS	Mass Transit System
NGO	Non Government Organisation
QML	Queensland Motorways Limited
RRO	Reciprocal Runway Operations
TMR	Department of Transport and Main Roads
TNEWG	Technical Noise and Environment Working Group
TOD	Transit Orientated Development

CONTACT

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Web: www.bne.com.au

