SUBMISSION

Productivity Commission

Economic Regulations of Airport Service Draft Report

For: North Queensland Airports Ltd (NQA)

NOVEMBER 2011

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EXTRACTS

1.0 PURPOSE

This report has been prepared on behalf of North Queensland Airports Limited ("NQA") and forms a submission to the Productivity Commission in response to their *Economic Regulations of Airport Services Draft Report* August 2011.

The purpose of this submission is to outline to the Productivity Commission ("the Commission") matters that are relevant to the legislative regime at both the Cairns and Mackay airports (both legal entities of NQA), that was existing prior to, and subsequent from, the State Government sale of the airports in late 2008. The Commission is particularly focussed on:

i) 'developer contributions' – (a) how they are levied at the airports for proposed airport developments; and (b) the drafting process;

ii) the form of charges for Council rates; and

iii) any relevant taxes – land, etc.

This submission is made in the context that under the Federal Airports Corporation (FAC) ownership, the federal airports are exempt from State and local government charges of any nature. On 15 December 2010 the Commonwealth Assistant Treasurer, referred the current economic regulation arrangements for federal airport services to the Productivity Commission for inquiry and report. In 2006, the Productivity Commission conducted a review of the regulatory arrangements for pricing federal airport services. The purpose of this current inquiry is to examine the effectiveness and efficiency of the current economic regulation and quality of service monitoring regime for federal airports and whether new arrangements are needed. Recommendations will also be made in relation to the requirement for future regulation and monitoring of services and the scope and appropriate mechanism for the provision of greater transparency and accountability in federal airport infrastructure provision and services.

2.0 SUMMARY OF PRODUCTIVITY COMMISSION DRAFT REPORT

The Productivity Commission *Economic Regulations of Airport Services Draft Report* was released for public comment in August 2011. The price monitoring regime had replaced the price capping regime in 2002. In 2008, the Government directed the Australian Competition and Consumer Commission ("ACCC") to monitor prices, costs and profits in regards to carparking at Australia's five major airports.

In 2012, the Productivity Commission will review the existing regime and a second tier self-administered price and quality of service monitoring regime to be introduced at certain federal airports. The purpose of the report is to examine the effectiveness and efficiency of the current economic regulation and quality of service monitoring regime. The provisions were to include transparency and accountability in federal airport infrastructure provision and services. The scope of the inquiry includes:

- Focus on the provision of passenger transport serves at and surrounding main passenger airports;
- Examining aeronautical services and facilities provided by airport operators;
- Passenger – related aeronautical serves and facilities provided by major airline tenants;
- Examining the provision and quality of land transport facilities;

- Considerations in appropriately deterring potential abuses of market power by airport operators;
- Consideration on the current regime impacts on the ability of airports to price, operate and invest in airport infrastructure in an efficient and timely manner; and
- Consideration on the coverage of the current regime.

3.0 STATUTORY FRAMEWORK - CAIRNS & MACKAY AIRPORTS

The Cairns and Mackay Airports were owned and operated by Queensland Government owned entities, being the Cairns Ports Limited and Mackay Ports Limited respectively. In April 2008 the Queensland Government announced its intention to hold a competitive bid process for a long-term lease for these airports. The successful bidder and now lessees of the facilities are Cairns Airport Pty Ltd (CAPL) and Mackay Airport Pty Ltd (MAPL) respectively. The sale dates of the respective airports are:

- CAPL 15 January 2009
- MAPL 11 December 2008

The *Airport Assets (Restructuring and Disposal) Act 2008* (Qld) ("AAA08") was assented on 12 September 2008 for the purpose of facilitating disposal of particular airport businesses, i.e. Cairns and Mackay Airports, to facilitate the restructure or disposal of those airport entities, and to make provision about land use planning and control, after disposal. From a policy point of view, the AAA08 is focused on land use planning. This legalisation is closely aligned to the planning processes outlined in the *Integrated Planning Act 1997*[1] (Qld). As such the aim of the AAA08 is somewhat different to that of the *Airports Act 1996* (Cth) which has a particular focus on aviation and aeronautical operations.

The Cairns and Mackay Airports are required to have a land use plan ("LUP"). The current land use plans (ie. those prepared by the State for the sale and generally effective on the day of the sale) are the primary planning instruments for Airport land and overrides the local government planning scheme. It is described as the 'First Land Use Plan' ("FLUP") under the AAA08. There is a statutory requirement under the AAA08 to review the First Land Use Plan within 2 years of its gazettal[2].

For the purpose of this submission, the pertinent provisions of the AAA08 about infrastructure charges relevant to the Cairns and Mackay Airports are outlined in Sections 5 and 6 of this submission.

4.0 PUBLIC CONSULTATION

Pursuant to Section 33 of AAA08 the airport lessee must review the FLUP within 2 years.

The first step in the process was a Statement of Proposals ("SOP") released to the public for the mandatory public consultation period of twenty (20) business days - for CAPL between 29 April through 28 May 2010 and MAPL 17 May - 16 June 2010. The SOP flagged the requirement for and likely methodology associated with the new mechanism for infrastructure charges on airport to be included in the replacement land use plan. During this period the local government and State agencies had the opportunity to comment on the broad strategic intent of the forthcoming draft land use plan for the respective airports. CAPL received a total of fourteen (14) written submissions; and MAPL received a total of five (5) written submissions.

1 Now repealed and superseded by the *Sustainable planning Act 2009* (Qld)
2 AAA08 Section 33

This consultation phase is based on the Queensland planning legislation. The main benefit in preparing a SOP is to ensure the entities begin their land use planning process early; and public/ stakeholder engagement is focused on planning and development outcomes in conjunction with aviation planning on airport. Whilst the SOP is simply a statement and provides limited planning and development details, this process enabled meaningful and more comprehensive conversations to commence around infrastructure planning and the charges regimes for the respective airports required under the new legislation.

The second step in the process of preparing the final land use plans, members of the public were invited to review the respective documents and lodge written submissions. Draft Land Use Plans ("DLUP") were released to the public for the mandatory public consultation period of forty (40) business days - for CAPL between 15 December 2010 - 25 February 2011 and MAPL 8 December 2010 - 18 February 2011. During this period the public, local government and State agencies had the opportunity to comment on the detail of the draft land use plan for the respective airports.

This consultation phase is based on the Queensland planning legislation. Whilst not a statutory inclusion in the AAA08, the process generally included an informal State Interest Check (ie. this phase is a formal component of the IPA/ SPA planning scheme review process) whereby the State planning department coordinates a full State review of the respective documents and coordinates a response to the entity(s). The Queensland planning legislation requires a formal response to each submitter; the AAA08 does not have this requirement nonetheless the Airport's undertook to complete this task.

The Airports commenced the project with 'informal' consultation in March 2010. More intensive working meetings were held with Council and the State agencies following the SOP consultation process, and again following the public release of the DLUP. In the context of infrastructure charges, the negotiations between the airports and the relevant agencies/ local government had occurred well in advance of the public consultation period.

4.1 Current Status

Following the public consultation periods - Cairns received a total of twenty-five (25) written submissions with an additional eight (8) State government agencies providing comment through a coordinated State Interest Check response; Mackay received a total of four (4) written submissions with an additional six (6) State government agencies providing comment through a coordinated State Interest Check response. As the AAA08 LUP process/ drafting is comparable to planning scheme drafting under the Queensland planning legislation, the majority of the State Interest Check responses were on structural and appropriate mechanisms to integrate the two frameworks.

In the context of infrastructure charges, as will be outlined below, the new regime – its structure, presentation and level of detail were not a major issue as negotiations between the airports and the relevant agencies/ local government had previously occurred. This has proven to be very advantageous in the context of the other issues that have arisen in the LUP drafting process. Following the end of the consultation period the Airports continue to liaise with local government and State planning department to determine a way forward and focus on the pertinent issues raised.

The process will continue until the Airport(s) submit their formal draft land use plan with the State Minister for Planning for assessment and approval (including copies of the submissions received, outlining the ways in which the airports have considered and addressed the submissions and additional information/ analysis if relevant).

5.0 HISTORIC CHARGES REGIME

5.1 Pre sale

It should be noted that under Government ownership prior to the sales, there was no provision for local government to recover infrastructure costs for Cairns or Mackay Airports. Historically, prior to the sale of the airports, the airport land (then strategic port land) was controlled by the *Transport Infrastructure Act 1994* and infrastructure charges were not due or paid to the local government. Prior to the sale of the airport, most State-provided regional facilities (such as schools, universities, hospitals, etc and including these airports) were not assessable under the provisions of the local governments' planning scheme. Consequently no ability existed for a local government to impose headworks charges or infrastructure contributions as conditions on development.

The local government provided the trunk infrastructure necessary to service the airport. This was considered the local governments' community contribution to the provision of the regional facility in order to realise the significant benefits of the regional facility to the community, local government and the region.

5.2 Current Practice

A schedule of charges for development was not prepared under the FLUP. In the interim period (ie. until the replacement LUP is adopted) the Planning Chief Executive may impose a condition on the development approval about development contributions. The local government has a statutory role as an Advice Agency and can suggest a condition including the monetary amount.

A misfortune of the practical implication of the FLUP infrastructure charges regime is how a condition is imposed on development when it is 'self assessable'[3] and not requiring an application/ approval from the Planning Chief Executive; it is opportune that these provisions have not been invoked by development to date.

The quantum of charges has been negotiated and is not stipulated by the AAA08. The infrastructure charges are calculated according to the methodology of the local governments' Infrastructure Charges Schedule (ICS) utilising the infrastructure charge rates applicable to the infrastructure networks that contain the airport land. The local governments' ICS in force at the time of payment is applicable (regardless of whether the local government has revised and recalculated its ICS to reflect the catchment infrastructure charge rate for the catchments that contain the airport land). When calculating an amount which would reasonably have been applicable to the development if it had been located and regulated by the local government planning scheme/ infrastructure charges policy, the calculations should also take into account any credit which would otherwise normally have been applicable under that jurisdiction. This would be assessed on a case by case basis and on the demand generated by the proposed development.

The applicability of infrastructure charges on airport is relevant to the extent that the proposed development is likely to impact on the demand for local government infrastructure and services levied only for the following infrastructure[4] provided by the local government—

(i) drainage;

(ii) public transport;

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3 Terms borrowed from the *Sustainable Planning Act 2009* (Qld)

4 AAA08 Section 43(2)

(iii) roads;

(iv) sewerage supply headworks; and

(v) water supply headworks.

Neither the AAA08 nor the FLUP stipulates *core airport infrastructure*[5] is exempt from infrastructure charges.

An example of the practical implementation of the interim arrangements occurred in Cairns in early 2010. The Department of Transport and Main Roads contacted CAPL to request a sizeable monetary contribution towards the Captain Cook Highway upgrade required for the section of the State-controlled road immediately affected by airport traffic. The upgrade had been on the States' works program prior to the sale of the airport. The State contended the airport contributed to the traffic scenario therefore should contribute to the upgrade. CAPL was in the final stages of completing the $200m domestic terminal redevelopment. As CAPL was not proposing/ applying for new development, the State could not levy a contribution or negotiate an infrastructure charge/ agreement (if indeed this mechanism of contribution is legal under the AAA08). The legislative framework does not provide transparent delineation of jurisdiction between such a contribution and future developer contributions that could be levied for airport development; or credits if they apply in this instances. To date CAPL has not provided monetary assistance in this regard.

6.0 NEW INFRASTRUCTURE CHARGES REGIME

6.1 Ongoing Obligation

Under the AAA08, the replacement land use plan is required to include at least a schedule of local government charges and a Priority Infrastructure Interface Plan ("PIIP")[6], a mechanism which will describe how development consistent with the new LUP is intended to coordinate with the developer contributions policy (or the Priority Infrastructure Plan[7] if adopted) of the local government.

The AAA08 requires the land use plan to include a charges schedule for development, levied only for the abovementioned five infrastructure services provided by the local government. The following sections describe the intent, application and methodology of the PIIP.

6.2 Pioneering Regime

The need for the priority infrastructure interface plan arises from the following facts:

a) development on airport land has to be serviced by trunk infrastructure;

b) the trunk infrastructure that services the airport land is provided by the local government; and

c) in the normal course of events the local government will charge development within its local government area for the provision of trunk infrastructure to developments according to the local government's Priority Infrastructure Plan (PIP) and Infrastructure Charges Schedule (ICS).

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5 As defined by AAA08 Schedule 2

6 AAA08 Section 35

7 PIP were introduced in Queensland under the IPA in the late 1990's. In the intervening decade only one local government has adopted a PIP. Ongoing State reform again changed the framework during the airports' LUP drafting phase. A legislative anomaly exists in that the AAA08 references a PIP which does not exist and also repealed legislation. This anomaly creates confusion and complicates the implementation of the intent.

The introduction of an ICS and PIIP provides a transparent forward planning mechanism to identify, schedule, describe and cost trunk infrastructure necessary to service planned development on airport. The purpose of the PIIP is to form the 'interface' between the land use plan and the local governments' PIP/ infrastructure charges policy. *The PIIP is not a PIP for the airport*.

The new ICS and PIIP will benefit the local government who will seek to achieve:

a) Improved integration between land use and infrastructure planning across the whole of local government area by obligatory inclusion of the Airport as a 'user';

b) Systematic future planning of infrastructure;

c) Equity based infrastructure provision through a 'user pays' system; and

d) Transparent policy making.

The Airport began negotiations with the local and State government on this matter in approx. March 2010, to determine the methodology of the charges. These negotiations are critical to the process - without open and transparent verbal and written communications between the infrastructure planning engineers from both parties, as well as policy writers of the respective entities, this pioneering PIIP methodology would not be possible. In our experience a positive of the process was the ability for well versed local government engineers' specialling in infrastructure planning to be able to liaise with industry leaders in the field. Several methodology options were open to the Airports:

1. adopting a regulated scheduled charge used by smaller western local government areas;

2. adopting the relevant local government's charges; or

3. producing an Airport specific charges regime.

We reiterate the PIIP is not a PIP for the airport – this is very important and was a point of significant discussion regarding duplication and consistency between the two regimes. Once the process has had time to be utilised in a practical sense to iron out any bugs, legislative amendments to make this a statutory provision for the methodology should be considered by the State.

Through these negotiations it was determined that only the following trunk infrastructure is applicable to the Airports: roads; sewerage headworks; and water supply headworks. The other infrastructure classes enabled by the AAA08 to be levied have not been applied as they cannot be considered with respect to 'planned' development demand determination:

- *Stormwater Drainage:* the Airport lands are not located within any of the stormwater catchments for which the local government currently has a Stormwater Drainage ICS charge.

- *Public Transport:* There is no local government policy with respect to this class of infrastructure.

- *Roads:* Although not stated under AAA08, there is a further infrastructure charge under the broad area of roads and transport infrastructure; this is the charge for the local function of State-controlled roads. We note the local governments will be required by the *Sustainable Planning Act* 2009 (SPA) at some point in the future when the legislative framework has been finalised, to levy this charge under the ICS for expenditure on infrastructure that will reduce the traffic loadings on State-controlled roads.

As stated above, the PIIP is not a PIP for the airport and an ICS is not included in the DLUP – if the local government amend their ICS, the relevant charges for the airport are also amended. This provides consistence and certainty to both parties. The onus will be on the Airports' to keep abreast of the relevant local government amendments. For example, should the local government introduce a charge for stormwater, public transport, etc in the PIP/ICS in the future, the airport lessee will be subject to charges for development similar to all other developments in the local government area.

6.3 Application of infrastructure charges

Through ongoing negotiations with the local and State government on this matter, it was agreed infrastructure charges will not apply to core airport infrastructure. Agreement in principle has determined that the pre-sale policy regime described in Section 5.1 continues to be acceptable for development defined as "core airport infrastructure" under Schedule 2 of the AAA08.

A short coming of the legislation is whether core airport infrastructure is in fact/ should be exempt from infrastructure charges. This point has become an issue in terms of the feedback from the Mackay Regional Council to the draft land use plan, in that they have redeliberated and their new position is core airport infrastructure should be levied. This matter will be one for the Minister upon his assessment and approval of the formal draft land use plan.

All development (other than core airport infrastructure being the position of NQA not a statutory regulation) that is consistent with the land use plan may be subject to infrastructure charges according to the local government's PIP and ICS. A charge cannot be levied for reconfiguring a lot (ie subdivision) of airport land[8]. A charge can be levied for a material change of use ("MCU") where there is a change on the demand on the infrastructure.

6.4 PIIP Methodology – Overview

Historically, the airport has functioned largely independent of the local government under the *Transport Infrastructure Act 1994*, without coordinated land use or infrastructure planning between the airport and the local government. AAA08 requires that the airport lessee provide the necessary information to the local government via a priority infrastructure interface plan (PIIP) included in the LUP, allowing the local government to include the airport land into the infrastructure planning of the local government area. To inform the local government's planning for infrastructure under its priority infrastructure plan (PIP), the local government must have a clear understanding of the airport lessee's proposed planning at the airport, and how this will impact on the local governments' trunk infrastructure networks.

The infrastructure planning of the PIIP follows an engineering planning process whereby:

i) growth is projected;

ii) future land use scenarios to accommodate the growth are determined;

iii) demands on the trunk infrastructure due to the future scenario are determined; and

iv) the infrastructure is planned to accommodate the demands.

The infrastructure planning at the airport is complicated by the delineation of airport development as: (i) core airport infrastructure (defined by Schedule 2 AAA08); or (ii) otherwise. This implies that for the purposes of infrastructure charging, the two types of airport development must be considered separately

[8] AAA08 Section 51(2)

from the earliest planning stages. 'Core airport infrastructure' is directly related to the air transportation activities projected for the airport. To understand this correlation, passenger and aircraft movements needed to be analysed. This component is similar to the master plan requirements under the Federal Airports Act, but unlike in the federal system the inclusion of this information in the LUP is not mandatory as it is considered background information and does not provide a land use planning outcome.

The PIIP enables the local government to prepare revisions to their plans for trunk infrastructure (PFTIs) incorporated in their PIP to reflect the trunk infrastructure required to service airport land:

- a catchment charge rate calculated on the basis of the cost of the trunk infrastructure required in the catchment that includes the airport; and

- apportioned over the beneficiaries (according to the required distribution procedures).

An example of a local government preparing for revisions to their PFTIs to incorporate a catchment charge rate, occurred recently in Mackay. In late 2009 the Mackay Regional Council undertook a catchment traffic analysis for the Paget industrial area adjacent the airport land. The affected network includes roads with a common boundary to the Mackay Airport. The traffic study commenced approximately 11 months post the sale of the airport and therefore the local government should have been aware of the ownership and land use planning requirements for the new airport owner. The traffic analyses only included base background/ projected growth for the airport lands and did not consider projected passenger movements as recently released by the airport. This has significant ramifications for development at MAPL in that the road network would not be planned to incorporate capacity to accommodate the projected increase in passengers attributed to the rapidly expanding mining industry in the town and region, let alone deal with non aviation development. It is therefore likely that if MAPL seeks approval for aviation or non aviation development prior to this catchment study being reanalysed, full construction costs may be imposed on MAPL and/ or bring forward costs to the trunk infrastructure.

Refer *Extract B* - Schedule 5

7.0 Summary of Land Tax & Municipal Rates - Cairns Airport

Land tax and general rates/ rates equivalents have been consistent pre and post the sale of the Airports; that is these charges are payable on a value determined by the Department of Environment and Resource Management (DERM) under the *Land Valuation Act 2010* (LVA).

7.1 Pre-sale: period up to 14 January 2009

Land Tax

During this period, the owner of the facility was the Cairns Port Authority (CPA) a State government owned corporation (GOC). Land Tax was paid by CPA as required under the *Land Tax Act 1915* for areas used commercially and excluded the buffers areas including runway, taxiway, apron, road, vacant land, buffer zone or grass verges. The applicable rate of tax paid was: $5,000,000 and over: $75,000 plus 2.0 cents for each $ more than $5,000,000. Areas leased to State and Federal Government departments were exempt from land tax. DERM would value the land then subtract the cost of land fill.

Local Government Rates

General rates were not payable by CPA until 1 July 1999 when the Office of State Revenue introduced a Local Government General Rates Equivalents Regime requiring GOC's liable to pay rates on land in commercial use. The rate in the dollar for the commercial areas was equivalent to the Cairns Regional Council rate. The rate for the first half of FY2009 (pre-sale) was $0.005188.

7.2 Post-sale: period after 14 January 2009

On the 15 January 2009 the Queensland State Government leased the Cairns airport facility to North Queensland Airports (NQA)/ Cairns Airport Pty Ltd (CAPL).

Land tax and Council rates are payable by NQA/CAPL under Section 99 of the *Airport Assets (Restructuring and Disposal) Act 2008*. The owner of the land for rating purposes is now the airport lessee (North Queensland Airports No.1 Pty Limited) as per the Government Gazette No. 07 dated 14/1/2009.

Land tax and rates are paid by CAPL for areas used commercially (structures and car parks) and excludes the buffer areas including the runway, taxiway, apron, road, vacant land, buffer zone or grass verge. Areas leased to State and Federal Government departments are now not exempt from land tax. The cost of land fill is now included in the valuation.

Land Tax

The applicable rate of tax paid is: $5,000,000 and over: $75,000 plus 2.0 cents for each dollar more than $5,000,000.

Local Government Rates

Cairns Regional Council rates are based on Commercial D – Commercial Properties located in the inner city. The applicable rate for the first half of FY12 is $0.00635.

EXTRACT A

[DLUP] CHAPTER 7 - PRIORITY INFRASTRUCTURE INTERFACE PLAN

chapter seven
priority infrastructure interface plan

7.1 Preliminary

1) This Priority Infrastructure Interface Plan **(PIIP)** has been prepared in accordance with the requirements of the Airport *Assets (Restructuring and Disposal) Act 2008* **(AAA08)**.
2) A priority infrastructure interface plan is defined by the AAA08 as:
   - *for a land use plan for airport land, means a document prepared by or for an airport lessee describing how development that is consistent with the land use plan is intended to coordinate with the priority infrastructure plan of the local government in relation to the types of local government infrastructure relevant to the airport land.*
3) Pursuant to Section 35 of the AAA08, the contents of a land use plan must:
   - *(1)(e) include a schedule of charges (a charges schedule) the local government may levy for infrastructure provided by the local government in relation to development that (i) is on the airport land; and (ii) is consistent with the land use plan; and (f) include a priority infrastructure interface plan for the airport land.*
4) A charge under the charges schedule may only be levied for the following infrastructure classes provided by the local government:

a) drainage;
b) public transport;
c) roads;
d) sewerage supply headworks; and
e) water supply headworks.

5) The purpose of this PIIP is to form the interface between the CAPL Land use plan and the local governments' Priority Infrastructure Plan (**PIP**).
6) The PIIP is not a PIP for the airport.

7.2 Application

1) Infrastructure charges do not apply to core airport infrastructure. [96]
2) All development (other than core airport infrastructure) that is consistent[97] with the land use plan may be subject to infrastructure charges according to the local government's PIP and Infrastructure Charges Schedule (**ICS**).[98]

[96] Refer Schedule 5 Section A Background for further explanation
[97] AAA08 Section 35(1)(e) - infrastructure charges can not apply to development inconsistent with the land use plan
[98] AAA08 – Section 35(1)(e)

7.3 Trunk Infrastructure Classes

CAPL has consulted with the local government (ie. Cairns Regional Council) and the Department of Infrastructure and Planning in preparing the charges regime for the land use plan to determine that only the following trunk infrastructure applicable to Cairns Airport is:

i) roads;
ii) sewerage headworks; and
iii) water supply headworks.

7.4 Conditions for Infrastructure Contributions

1) The tables of assessment in Section 7.8 of this Chapter identify the applicability of the PIIP for development on airport land.
2) It is the intention of the LUP that the PIIP and therefore the local governments' ICS applies to any development that is:

a) consistent with the land use plan;
b) a material change of use;
c) not core airport infrastructure; and
d) assessable development under the Planning Act or the land use plan.

3) Pursuant to Section 51(1) of the AAA08 the assessment manager for a development application for development on airport land, may impose a contribution condition on the development approval for the application only in relation to infrastructure classes mentioned in Section 6.3.
4) A condition can not be imposed on a development approval for reconfiguring a lot on airport land if the condition requires a monetary payment to anyone for the reconfiguration.[99]
5) A charge included under the charges schedule must be calculated on the basis of the relevance of the infrastructure for which the charge is to be made to the actual proposed development.

7.5 Infrastructure Demand Generation

1) The demand generation equivalencies from core airport infrastructure are listed in **Table 7.1**.
2) The demand equivalencies are based on the following assumptions:
   i) specific to demands generated by core airport infrastructure, and are different to the equivalency tables of the local governments' ICS; and
   ii) were determined from actual measurement of the demands generated by the existing core airport infrastructure at Cairns Airport.
3) Development (other than core airport infrastructure) has demand generations that are similar to those of the local government's ICS. For development (other than core airport infrastructure), the local government's infrastructure charges schedule is therefore applicable.

7.6 Planned[100] Development Demands on Trunk Infrastructure

1) The planned development demand on the applicable local government's trunk infrastructure networks from planned airport land uses is shown in **Tables 7.2** to **7.4** below, with reference to areas on airport identified in **Figure 7.1**.
2) Core airport infrastructure demands are calculated according to the demand generation rates of **Table 7.1**.
3) Development (other than core airport infrastructure) demands are calculated according to the local governments' PIP as these land uses are similar to those of any other similar developments in the local government area.

[99] AAA08 – Section 51(2)
[100] Note "ultimate" to 2030; i.e. 20 year planning horizon

7.7 Charges for Infrastructure

1) Core airport infrastructure (refer Schedule 2 of the AAA08) is not subject to infrastructure charges.
2) The infrastructure charges are calculated according to the methodology of the local governments' Infrastructure Charges Schedule, utilising the infrastructure charge rates applicable to the infrastructure networks that contain the airport land.
3) The local governments' ICS in force at the time of payment is applicable (regardless of whether the local government has revised and recalculated its ICS to reflect the catchment infrastructure charge rate for the catchments that contain the airport land).
4) It is reiterated an ICS is not included in this LUP. The infrastructure charges schedule applicable to development (other than core airport infrastructure) at the airport is the local governments' PIP/ICS.

FIGURE 7.1 – Areas on Airport [Source: Flanagan Consulting Group; 2123-SK05 11 Aug 10]

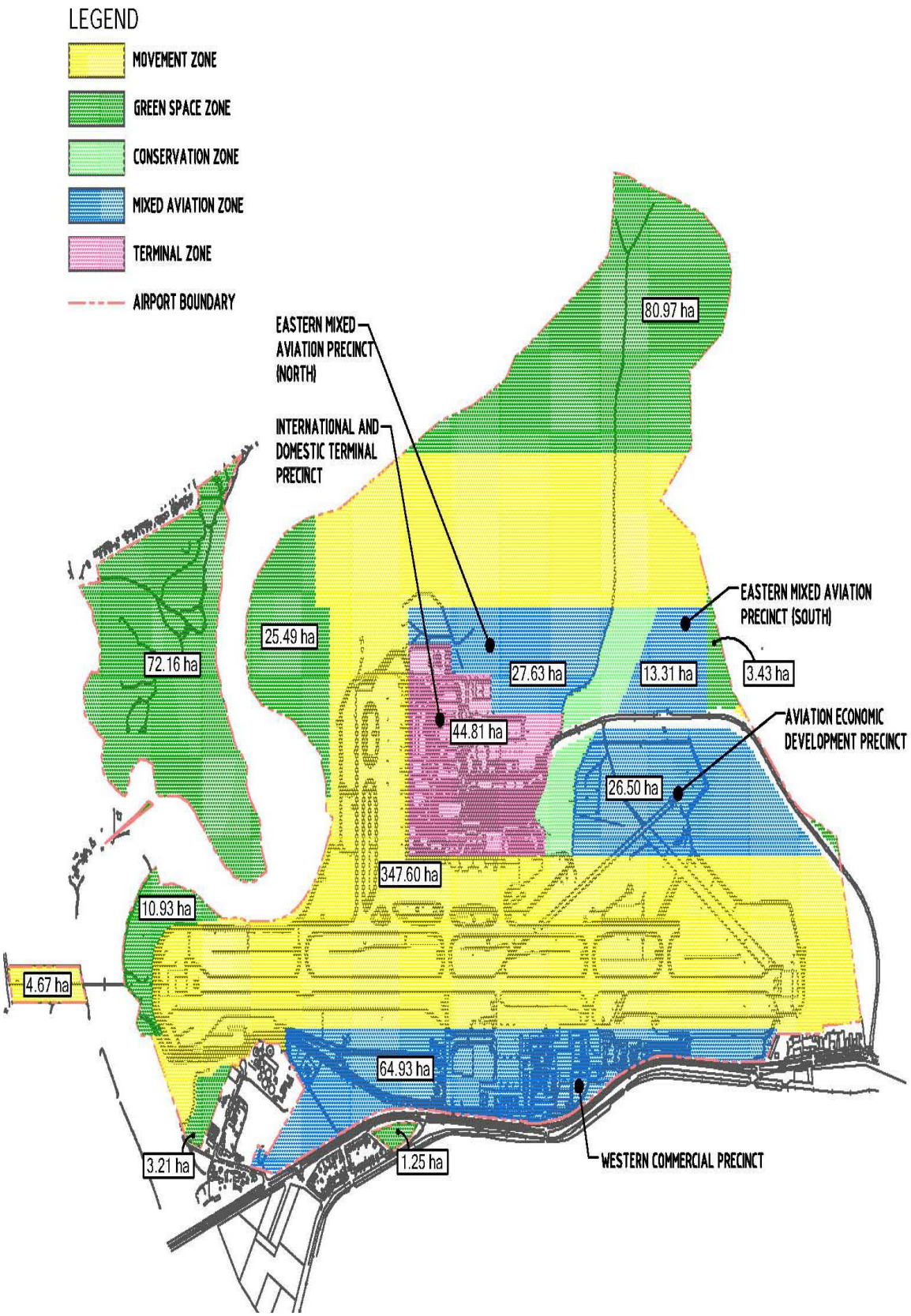

TABLE 7.1 - CAIRNS AIRPORT DEMAND EQUIVALENCY TABLE (CORE AIRPORT INFRASTRUCTURE)

Core Airport Infrastructure Development Demands				
Proposed Revision to ICS to account for Core Airport Development Demands ***The Equivalencies of this table are derived from actual measurements at Cairns Airport.***				
Airport Zone Description	**Assessment Unit**	**Water Supply** [2), 4)]	**Sewage Generation** [2), 5), 6), 7)]	**Road Traffic Generation** [3), 8)]
		EDU[1)] per Assessment Unit	EDU[1)] per Assessment Unit	EDU[1)] per Assessment Unit
Core Airport Industrial	100 sqm GFA	0.2	0.2	1.0
Core Airport Terminal	100 sqm GFA	0.7	0.8	0.6

Notes:

1) One Equivalent Demand Unit (EDU) is the demand from a single detached residential dwelling on a standard size allotment (401m2 to 900m2).
2) One equivalent demand unit (EDU) is equivalent to 3.1 equivalent person (EP).
3) One demand unit is equivalent to 10 vehicle trips.
4) For Water Supply, the Average Daily Consumption (AD) is 500 litre/person/day.
5) For Sewerage loading, Average Dry Weather Flow (ADWF) is 270 litre/equivalent person (EP)/day.
6) For Sewerage loading, Peak Wet Weather Flow (PWWF) is (5 x ADWF).
7) For Sewerage loading, Peak Dry Weather Flow (PDWF) is ((4.7 x EP) x ADWF).
8) CRC has a policy for charges in respect of the Local Function of State Controlled Roads.

TABLE 7.2 - AIRPORT PLANNED DEVELOPMENT WATER DEMANDS

Land Use Type		Planned Development Demands as at 2030										
		CAI Planned Development Demands					NCAI Planned Development Demands					TOTAL PLANNED DEVELOPMENT DEMAND FOR DESIGN OF TRUNK INFRASTRUCTURE (EDU)
Zone	Precinct	CAI Area (ha)	Assessment Unit	CAI GFA at Planned Development (m2)	Demand Rate (from Table 7.1)	Planned Development Demand (EDU)	NCAI Area (ha)	Assessment Unit	NCAI GFA at Planned Development (m2)	Demand Rate 1) 2)	Planned Development Demand (EDU)	
Mixed Aviation	Eastern Mixed Aviation (North)	26.2	100 sqm GFA	20000	0.2	40.0	1.4	100 sqm GFA	1000	0.5	5.0	**45.0**
	Eastern Mixed Aviation (South)	12.6		0	0.2	0.0	0.7		0	0.5	0.0	**0.0**
	Aviation Economic Development	40.1		25000	0.2	50.0	7.1		5000	0.5	25.2	**75.2**
	Western Commercial	3.2		5000	0.2	10.0	61.7		30000	0.5	159.3	**169.3**
Terminal Business	International and Domestic Terminal	36.9		92000	0.7	644.0	0.0		0	0.4	0.0	**644.0**
	Business Park	0.0		0	0.7	0.0	7.9		12000	0.4	43.2	**43.2**
Water Infrastructure Planned Development Design Demands						**744**					**233**	**977**

Notes:

1) There is a possible error in demand formula for Industry Class A (Sewage Generation) from CRC PSP 4:04:05 Schedule 1.0. Probable correct formula GFA/100*0.5 + Site Area/200*0.1.
2) From PSP 4:04:05 Schedule 1.0 Demand Equivalency

TABLE 7.3 - Airport Planned Development Waste Water Generation

Land Use Type		Planned Development Demands as at 2030										
		CAI Planned Development Demands					NCAI Planned Development Demands					TOTAL PLANNED DEVELOPMENT DEMAND FOR DESIGN OF TRUNK INFRASTRUCTURE (EDU)
Zone	Precinct	CAI Area (ha)	Assessment Unit	CAI GFA at Planned Development (m2)	Demand Rate (from Table 7.1)	Planned Development Demand (EDU)	NCAI Area (ha)	Assessment Unit	NCAI GFA at Planned Development (m2)	Demand Rate 1) 2)	Planned Development Demand (EDU)	
Mixed Aviation	Eastern Mixed Aviation (North)	26.2	100 sqm GFA	20000	0.2	30.0	1.4	100 sqm GFA	1000	0.5	5.0	**35.0**
	Eastern Mixed Aviation (South)	12.6		0	0.2	0.0	0.7		0	0.5	0.0	**0.0**
	Aviation Economic Development	40.1		25000	0.2	37.5	7.1		5000	0.5	25.2	**62.7**
	Western Commercial	3.2		5000	0.2	7.5	61.7		30000	0.5	159.3	**166.8**
Terminal Business	International and Domestic Terminal	36.9		92000	0.8	690.0	0.0		0	0.4	0.0	**690.0**
	Business Park	0.0		0	0.8	0.0	7.9		12000	0.4	43.2	**43.2**
Waste Water Infrastructure Planned Development Design Demands						**765**					**233**	**998**

Notes:

1) There is a possible error in demand formula for Industry Class A (Sewage Generation) from CRC PSP 4:04:05 Schedule 1.0. Probable correct formula GFA/100*0.5 + Site Area/200*0.1.
2) From PSP 4:04:05 Schedule 1.0 Demand Equivalency

TABLE 7.4 - AIRPORT PLANNED DEVELOPMENT ROAD TRIP GENERATION

Land Use Type		Planned Development Demands as at 2030										
		CAI Planned Development Demands [2]					NCAI Planned Development Demands [2]					TOTAL PLANNED DEVELOPMENT DEMAND FOR DESIGN OF TRUNK INFRASTRUCTURE (EDU)
Zone	Precinct	CAI Area (ha)	Assessment Unit	CAI GFA at Planned Development (m^2)	Demand Rate (from Table 7.1)	Planned Development Demand (EDU)	NCAI Area (ha)	Assessment Unit	NCAI GFA at Planned Development (m^2)	Demand Rate 1) 3)	Planned Development Demand (EDU)	
Mixed Aviation	Eastern Mixed Aviation (North)	26.2	100 sqm GFA	20000	1.0	200.0	1.4	100 sqm GFA	1000	0.004	0.4	**200.4**
	Eastern Mixed Aviation (South)	12.6		0	1.0	0.0	0.7		0	0.002	0.0	**0.0**
	Aviation Economic Development	40.1		25000	1.0	250.0	7.1		5000	0.023	11.5	**261.5**
	Western Commercial	3.2		5000	1.0	50.0	61.7		30000	0.200	601.4	**651.4**
Terminal Business	International and Domestic Terminal	36.9		92000	0.6	552.0	0.0		0	0.000	0.0	**552.0**
	Business Park	0.0		0	0.6	0.0	7.9		12000	0.026	30.7	**30.7**
Road Infrastructure Planned Development Design Demands						**1052**					**644**	**1696**

Notes:

1) There is a possible error in demand formula for Industry Class A (Transport) from CRC PSP 4:04:05 Schedule 1.0.
2) The Planned Development Demands will be used for calculation of local function charge for State Controlled Roads (SCR) and Council roads.
3) From PSP 4:04:05 Schedule 1.0 Demand Equivalency

EXTRACT B

[DLUP] SCHEDULE 5 - PIIP: BACKGROUND & GROWTH ASSUMPTIONS

schedule 5
piip – background & growth assumptions

(A) Background

1) Historically, prior to the sale of the airport on 15 January 2009, the airport land (then strategic port land) was controlled by the *Transport Infrastructure Act 1994* and infrastructure charges were not due or paid to the local government.
2) The need for the priority infrastructure interface plan arises from the following facts:

a) development on airport land has to be serviced by trunk infrastructure;
b) the trunk infrastructure that services the airport land is provided by the local government; and
c) in the normal course of events the local government will charge development within its local government area for the provision of trunk infrastructure to developments according to the local government's Priority Infrastructure Plan **(PIP)** and Infrastructure Charges Schedule **(ICS)**.

3) Prior to the sale of the airport, most State-provided regional facilities such as schools, universities, hospitals, etc including the airport, were not assessable under the provisions of the local governments' planning scheme. Consequently no ability existed for a local government to impose headworks charges or infrastructure contributions as conditions on development. The local government provided the trunk infrastructure necessary to service the airport. This was considered the local governments' community contribution to the provision of the regional facility in order to realise the significant benefits of the regional facility to the community, local government and the region.
4) Through ongoing liaison with the local government in preparing this PIIP, agreement in principle has determined that this historic policy direction continues to be acceptable for development defined as "core airport infrastructure" under Schedule 2 of the AAA08.

(B) Non Applicable Trunk Infrastructure Classes

1) The following infrastructure classes have not been applied to the Cairns Airport PIIP. These infrastructure classes can not be considered with respect to planned development demand determination.
2) ***Stormwater Drainage:*** Cairns Airport land is not located within any of the stormwater catchments for which the local government currently has a Stormwater Drainage ICS charge. By agreement, CAPL will be responsible for stormwater and water quality related infrastructure on airport, and will not be subject to local government infrastructure charges.
3) ***Public Transport:*** There is no local government policy with respect to this class of infrastructure. At the time of the preparation of this PIIP the local government has no planning for such infrastructure (e.g. dedicated busways or light rail systems). Public transport in Cairns is currently handled by bus operations. The buses utilise the road network, and allowance for the requirement of buses using the road network (e.g. links to create bus route loops, widenings, bus stops, etc) are included in the local government ICS for roads.
4) ***Roads:*** Although not stated under AAA08, there is a further infrastructure charge under the broad area of roads and transport infrastructure; this is the charge for the local function of State-controlled roads. The local government will be required by the *Sustainable Planning Act* 2009 (**SPA**) and its relevant regulations to levy this charge under the ICS for expenditure on infrastructure that will reduce the traffic loadings on State-controlled roads.

5) Should the local government introduce any of the above mentioned charges in the PIP/ICS in the future, the airport lessee will be subject to charges for development (where other than core airport infrastructure) similar to all other developments in the local government area. The local government will include the airport lessee as one of the developer stakeholders in any planning with respect to this infrastructure in the future.

(C) Purpose

1) This section outlines the interface provided by the PIIP is the information necessary to allow the application of the local government's PIP/ICS to the airport land.
2) The preparation of the PIIP has determined the demands on trunk infrastructure, so that the local government is enabled to plan the trunk infrastructure networks to serve the demands anticipated from development on airport land;
3) The PIIP enables the local government to prepare revisions to their plans for trunk infrastructure **(PFTIs)** incorporated in their PIP to reflect the trunk infrastructure required to service airport land;
4) The local government can prepare revisions to their ICS incorporated in their PIP to reflect:
   - a catchment charge rate calculated on the basis of the cost of the trunk infrastructure required in the catchment that includes the airport; and
   - apportioned over the beneficiaries (according to the required distribution procedures); and
5) The preparation of the PIIP can determine the infrastructure charges due to the local government from development (other than core airport infrastructure) on airport through application of the local governments' ICS;
6) Development growth information[111] is provided for the local government to determine:
   - the network capacity requirements;
   - the need for any infrastructure upgrades in the catchments containing the airport; and
   - the implementation staging for the upgrades, so as to update the local government PIP/ICS accordingly; and
7) The timing of development growth is given by:
   - the annual anticipated growth of the core airport infrastructure; and
   - five (5) year cohorts for development (other than core airport infrastructure).

(D) Growth on Airport

1) Historically, the airport has functioned largely independent of the local government under the *Transport Infrastructure Act 1994*, without coordinated land use or infrastructure planning between the airport and the local government.
2) AAA08 requires that the airport lessee provide the necessary information to the local government via a priority infrastructure interface plan (**PIIP**) which is included as Chapter 6 of this LUP. This allows the local government to include the airport land into the infrastructure planning of the local government area.
3) To inform the local government's planning for infrastructure under its priority infrastructure plan (**PIP**), the local government must have a clear understanding of the airport lessee's proposed planning at the airport, and how this will impact on the local governments' trunk infrastructure networks.
4) The infrastructure planning of the PIIP follows an engineering planning process whereby:
   i) growth is projected;
   ii) future land use scenarios to accommodate the growth are determined;
   iii) demands on the trunk infrastructure due to the future scenario are determined; and
   iv) the infrastructure is planned to accommodate the demands.

[111] Refer Sections D-G in this Schedule

5) The infrastructure planning at the airport is complicated by the delineation of airport development as:

a) core airport infrastructure (defined by Schedule 2 AAA08); or

b) otherwise.

This implies that for the purposes of infrastructure charging, the two types of airport development must be considered separately from the earliest planning stages.

6) This schedule covers the parameters driving the growth at the airport, and the airport lessee's strategic planning to accommodate that growth, culminating in a land use model defining the projected land requirements for development (whether core airport infrastructure, or otherwise).

(E) Growth Projections - Core Airport Infrastructure

E1 Growth Drivers

Core airport infrastructure (refer Schedule 2 of AAA08) is directly related to the air transportation activities projected for the airport. Air transportation activities are themselves a reflection of the economic conditions of the region, and in the context of Cairns are a response to the level of, tourism, agricultural, and other business activities prevailing at any particular time. The Cairns Port Authority (the former owners of the airport) commissioned studies in 2006 that investigated projections of the drivers of air transportation activity, which reflected:

- analysis of historic trends (smoothed for such things as the pilots dispute, downturns, 9/11, and the Ansett collapse); and
- a rational projection of growth into the future based on economic trend projections;
- changes in aircraft and passenger handling technologies; and
- proportions of domestic and regional flights, etc.

These drivers are reflected in projected passenger growth rates in **Table E1,** and are utilised for the planning of core airport infrastructure as outlined below.

Passenger Terminals

The size and layout of a passenger terminal is related to the facilitation of both departing and arriving passengers (**pax**) as well as visitors to the terminal and the level of service required.

Actual terminal capacity is related to peak passenger flows (ie: pax per busy hour) at an agreed level of service. These peak hour flow figures can be influenced by operational issues such as aircraft size and the frequency of aircraft arrivals and departures, which are generally not evenly distributed throughout the day. The pax per annum figure is also widely utilised for the strategic sizing of the airport passenger terminal and related facilities. For planning purposes, it is assumed that any future requirement for the facilitation of international operations would be by conversion of the existing passenger terminal into a "swing gate" operation. A swing gate operation is accommodated by partitioning a suitably sized portion of the terminal off to process the international flights, with that section of the terminal reverting to domestic passenger operations when international flights are not scheduled (similar to the Adelaide Airport model). The passenger numbers in **Table E1** are projections prepared by CAPA in 2010 and accepted by Cairns Airport Pty Limited.

Mixed Aviation Land Use

The mixed aviation land uses (including general, regional and others) allow for numerous core activities that require airside access (ie: where the activity deals directly with aircraft, and is inside the security perimeter). These include operation of air charters utilising both fixed and rotary wing (helicopter) aircraft, fly-in-fly-out operations, reef charters and tours, military applications, aircraft maintenance, and support facilities such as catering and provisioning, fuel, emergency services, flight and other aviation- related training, etc. The requirements for these activities contribute to the overall regional economic performance, and therefore for strategic planning purposes, are also related to the pax/annum growth projections of **Table E1**.

Air Freight Facilities

Core airport infrastructure is also related to the air freight handled by the airport, expressed as tonnes/annum. The freight handling facilities required are highly variable depending on the actual freight operations at the airport, such as the proportions of freight carried on regular public transport aircraft as additional cargo, and the proportion on dedicated cargo aircraft, type of goods (including possibly live animals), quarantine/ fumigation, temporary storage, refrigeration, mode change requirements, etc. The freight projections of **Table E1** are consistent with the Cairns Port Authority Studies and the 2009 CAPA growth rates.

E2 Strategic Provision Rates

At a strategic level, the existing core airport infrastructure is considered indicative of the provision of future core facilities, because the existing facilities are representative of satisfactory configurations for handling the constraints prevailing at Cairns Airport. This assumes therefore, that future airport growth will not include significantly different configurations (eg. terminal fingers supporting multiple gates such as at large airports), as these more efficient configurations are not compatible with the existing site. **Table E1** growth projections are translated to requirements for core airport infrastructure capacity upgrades by use of the strategic provision rates shown in **Table E2.** These Cairns-specific provision rates are consistent with existing airport development and its ability to cope with the air transportation demands.

E3 Projected Upgrade Requirements

Utilising the projected growth in core airport infrastructure in **Table E1** and the core land use provision rates of **Table E2**, the requirements for core airport infrastructure are shown in **Table E3**. Core airport infrastructure upgrade requirements are summarised graphically in **Figure E4** for convenient reference.

TABLE E1 - Cairns Airport Pax and Freight Projections

Year	Projected Growth Rate		Pax Projections			Freight Projections
	International	Domestic	International	Domestic	Total	(t/yr)
2005	na	na	1,069,643	2,547,641	3,617,284	5000
2006	-2.65%	6.68%	1,041,329	2,717,752	3,759,081	5100
2007	-12.30%	6.43%	913,259	2,892,593	3,805,852	5200
2008	-2.23%	2.45%	892,878	2,963,540	3,856,418	5300
2009	-23.79%	2.00%	680,465	3,022,687	3,703,152	5400
2010	*-16.43%*	*-0.63%*	568,685	3,003,795	3,572,480	5,500
2011	*17.19%*	*9.20%*	666,463	3,280,000	3,946,463	5,600
2012	*10.42%*	*6.64%*	735,922	3,497,828	4,233,750	5,700
2013	*19.05%*	*4.51%*	876,126	3,655,680	4,531,806	5,800
2014	*9.95%*	*4.20%*	963,318	3,809,369	4,772,687	5,900
2015	*5.30%*	*4.10%*	1,014,417	3,965,439	4,979,856	6,000
2016	9.83%	3.92%	1,114,167	4,120,803	5,234,970	6,100
2017	9.45%	3.60%	1,219,445	4,269,304	5,488,749	6,200
2018	7.68%	3.75%	1,313,053	4,429,245	5,742,298	6,300
2019	7.67%	3.42%	1,413,738	4,580,820	5,994,558	6,400
2020	7.03%	3.32%	1,513,124	4,733,010	6,246,134	6,500
2021	4.28%	3.24%	1,577,825	4,886,368	6,464,193	6,600
2022	3.48%	3.15%	1,632,706	5,040,476	6,673,182	6,700
2023	3.07%	3.08%	1,682,785	5,195,641	6,878,426	6,800
2024	2.81%	3.01%	1,730,049	5,351,925	7,081,974	6,900
2025	2.73%	2.94%	1,777,364	5,509,320	7,286,684	7,000
2026	2.67%	2.88%	1,824,734	5,667,806	7,492,540	7,100
2027	2.60%	2.81%	1,872,163	5,827,353	7,699,516	7,200
2028	2.54%	2.75%	1,919,655	5,987,881	7,907,536	7,300
2029	2.48%	2.70%	1,967,212	6,149,350	8,116,562	7,400
2030	2.42%	2.64%	2,014,836	6,311,708	8,326,544	7,500

TABLE E2 - Core Airport Development Land Use Provision Rates

CAI Type		Unit of Provision	Provision Rate
International Terminal		m2 per pax/annum	0.010
Domestic Terminal		m2 per pax/annum	0.010
General Aviation Facilities		m2 per pax/annum	0.500
Air Freight Facilities		m2 per ton/annum	2.000

FIGURE E1 - Cairns Airport Pax Projections and Passenger Terminal Capacity Upgrade Requirements

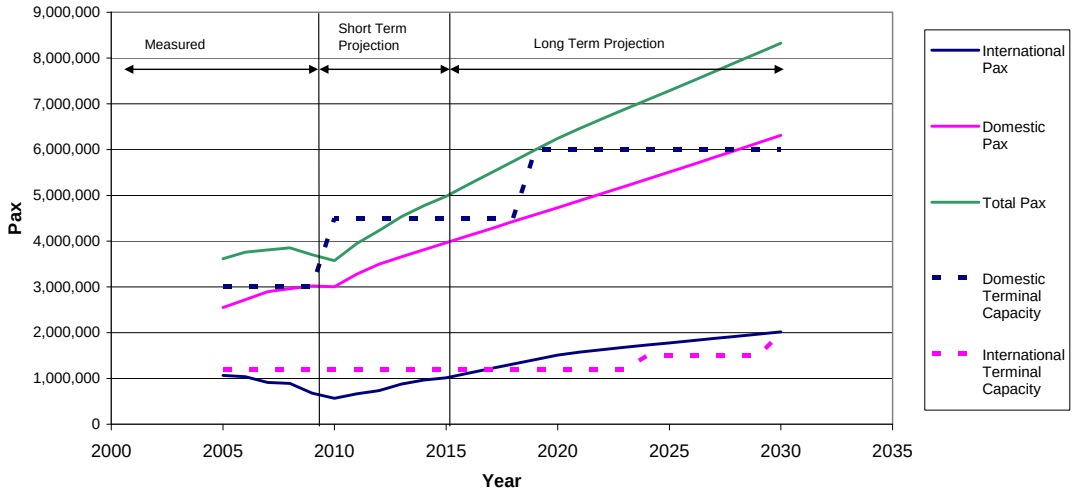

TABLE E3 - CAIRNS AIRPORT CORE AIRPORT INFRASTRUCTURE REQUIREMENTS

Year	Terminal Capacities (Pax/annum)		Cumulative Terminal Development Implementation (m2 GFA)		Cumulative Freight Facility Implementation (m2 GFA)	Cumulative General Aviation Facilities Provision (m2 GFA)
	International	Domestic	International	Domestic		
2005	1200000	3000000	12000	30000	10000	1808642
2006	1200000	3000000	12000	30000	10200	1879541
2007	1200000	3000000	12000	30000	10400	1902926
2008	1200000	3000000	12000	30000	10600	1928209
2009	1200000	3000000	12000	30000	10800	1851576
2010	1200000	4500000	12000	45000	11000	1786240
2011	1200000	4500000	12000	45000	11200	1973232
2012	1200000	4500000	12000	45000	11400	2116875
2013	1200000	4500000	12000	45000	11600	2265903
2014	1200000	4500000	12000	45000	11800	2386344
2015	1200000	4500000	12000	45000	12000	2489928
2016	1200000	4500000	12000	45000	12200	2617485
2017	1200000	4500000	12000	45000	12400	2744375
2018	2000000	4500000	20000	45000	12600	2871149
2019	2000000	6000000	20000	60000	12800	2997279
2020	2000000	6000000	20000	60000	13000	3123067
2021	2000000	6000000	20000	60000	13200	3232097
2022	2000000	6000000	20000	60000	13400	3336591
2023	2000000	6000000	20000	60000	13600	3439213
2024	2000000	6000000	20000	60000	13800	3540987
2025	2000000	6000000	20000	60000	14000	3643342
2026	2000000	6000000	20000	60000	14200	3746270
2027	2000000	6000000	20000	60000	14400	3849758
2028	2000000	6000000	20000	60000	14600	3953768
2029	2000000	6000000	20000	60000	14800	4058281
2030	2000000	6000000	20000	60000	15000	4163272

(F) Growth Projections - Development (other than core airport infrastructure)

1) Where development is not listed in Schedule 2 of AAA08, it is considered non-core airport infrastructure. As such, development (other than core airport infrastructure) is subject to infrastructure charges.
2) Development (other than core airport infrastructure) is not directly related to aviation transport or the passenger numbers handled by the airport. Development (other than core airport infrastructure) needs to be commercially viable, and can be expected to respond to economic trends and the commercial opportunities of the day.
3) Development (other than core airport infrastructure) and the possible extent of development proposed in the LUP are shown in **Table F1** below.
4) **Table F1** details the type, and anticipated timing of development (other than core airport infrastructure), and is the primary determinant of development (other than core airport infrastructure) consistency with the airport planning. As such, anticipated development and uses have been clustered into broad types rather than specific use definitions.
5) The location of development is shown on **Figure E1**.

(G) Land Use Model

1) From the projections of all airport development (whether core airport infrastructure, or otherwise) outlined in Sections B and C, the overall land use was modelled as shown in **Table G1**.
2) **Table G1** contains the source land use zone/ precinct and proposed development information for the determination of the demands on the local governments' trunk infrastructure networks in Chapter 7 Section 7.5.

TABLE F1 - PIIP COHORTS OF DEVELOPMENT

Land Use Type		Land Area (ha)	Development Implementation (m2 GFA)						
			PIIP Cohorts of Development [3]					Planned Development (Cumulative) as at 2030 [2]	
Zone	Precinct		2010-2011	2012-2016	2017-2021	2021 - 2026	Beyond 2026		
Mixed Aviation	Eastern Mixed Aviation (North)	1.4			500	500		1000	
	Eastern Mixed Aviation (South)	0.7						0	[1]
	Aviation Economic Development	7.1		1250	1250	2500		5000	
	Western Commercial	61.7		10000	10000	10000		30000	
Terminal Business	International and Domestic Terminal	0.0		0	0			0	
	Business Park	7.9		6000	6000			12000	
NCAI Landuse Total		70.8	0	11250	11750	13000	0	36000	

Notes:

1) Development occurs beyond 2030.
2) Planned Development relates to the extent of Land Uses planned to be developed by the planning horizon (i.e. 2030) under this Land use plan. Please note that the Airport Land will not be "full" at this time, and future Airport Land use plans can be expected to include further development beyond the 2030 horizon.
3) Cohorts are based on Census periods.

TABLE G1 - Cairns Airport Land Uses Model at Current Development (2010)

Land Use Type		Existing Airport Land Uses					
Zone	Precinct	Area of Land Use (ha)	Existing Developed Lots (ha)	Existing Development (Dev lots / Total land) (%)	Existing Undeveloped Lots (ha)	Existing GFA (m^2)	Existing Plot Ratio (%)
Mixed Aviation	**Total**	**153.0**	**12.3**	**8%**	**140.6**	**33746**	**27%**
	Eastern Mixed Aviation (North)	27.6	0.0	0%	27.6	0	0%
	Eastern Mixed Aviation (South)	13.3	0.0	0%	13.3	0	0%
	Aviation Economic Development	47.1	0.0	0%	47.1	0	0%
	Western Commercial	64.9	12.3	19%	52.6	33746	27%
Terminal	International and Domestic Terminal	36.9	23.0	62%	10.5	51458	22%
	Business Park	7.9	2.2	28%	3.4	8274	37%
Airport Total		**197.8**	**37.54**	**19%**	**160.3**	**93478**	**87%**

Land Use model

1) The basis for the future projections is shown in the summary of the existing airport land uses in **Table G1**.
2) From the projections of all airport development (whether core airport infrastructure, or otherwise) outlined in Sections B and C, the overall land use was modelled as shown in **Table G2**.
3) **Table G2** contains the source land use zone/ precinct and proposed development information for the determination of the demands on the local government's trunk infrastructure networks in Chapter 7 Section 7.5.

TABLE G2 Cairns Airport Land Uses Model at Planned Development (2030)

Land Use Type		Planned Development (2030) Land Use Parameters						Planned Development (2030) Development Parameters			
		Notional Planned Development Projection by 2030		Notional split between Core and Non-Core Uses				GFA at Planned Development (m2)			
Zone	Precinct	Maximum Development by 2030 (Dev lots / Total Land) (%)	Maximum Developed Area by 2030 (ha)	Core Airport Land Uses at Planned Development (%)	Non-Core Airport Land Uses at Planned Development (%)	Area of Core Airport Land Uses at Planned Development (ha)	Area of Non-Core Airport Land Uses at Planned Development (ha)	Core GFA at Planned Development (m2)	Non-Core GFA at Planned Development (m2)	Planned Development Core GFA Site Coverage (%)	Planned Development Non-Core GFA Site Coverage (%)
Mixed Aviation	**Total**	**80%**	123.1	**N/A**	**N/A**	**82.2**	**70.8**	**50,000**	**36,000**	**N/A**	**N/A**
	Eastern Mixed Aviation (North)	40%	11.1	95%	5%	26.2	1.4	20,000	1,000	8%	7%
	Eastern Mixed Aviation (South)	0%	0.0	95%	5%	12.6	0.7	0	0	0%	0%
	Aviation Economic Development	100%	47.1	85%	15%	40.1	7.1	25,000	5,000	6%	7%
	Western Commercial	100%	64.9	5%	95%	3.2	61.7	5,000	30,000	15%	5%
Terminal	International and Domestic Terminal	25%	9.2	100%	0%	36.9	0.0	92,000	0	25%	0%
	Business Park	15%	1.2	0%	100%	0.0	7.9	0	12,000	0%	15%
Airport Total		**67%**	**133.5**	**N/A**	**N/A**	**119.1**	**78.7**	**142,000**	**48,000**	**N/A**	**N/A**