

## Land Use & Surrounding Roads

*Within the Archerfield Airport Preliminary Draft Master Plan 2011 (PDMP), Archerfield Airport Corporation (AAC) proposes a number of initiatives to improve the usability of the airport and assist its development as Brisbane's Metropolitan Airport. The changes are neither radical nor urgent but will assist in the development of a significant resource of South-East Queensland that is currently underutilised. The following information provides a summary of the proposed changes to land use zoning and road improvements detailed in the plan.*

### Quick Facts

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- Current Operating Procedures & Movement Statistics
- Grass Runway Realignment
- ANEF & Flight Paths
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- An additional 5 hectares of land will be set aside for long-term aviation use
  - The realigned grass secondary runways will open up a 500m long strip of land adjacent to runway 10L/28R for aviation development
  - Areas to the west of the realigned runways will be available for non-aviation development to support the airport's activities
  - The primary runway, 10L/28R, will be strengthened and lengthened
  - Hangars no longer efficient for modern purposes will be gradually replaced with modern, purpose-built aviation facilities
  - The God's Acre Cemetery and the airport Terminal building will be preserved
  - Safety concerns relating to access to and egress from the airport will be addressed in collaboration with Brisbane City Council (BCC), State and Commonwealth Governments
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## Land Use Zoning

The 'Grass Runway Realignment' Fact Sheet details the reasons behind the proposal to realign and relocate the grass secondary runways. Improvements to the overall usability of the airport by light aircraft are at the forefront for this proposal. A number of benefits associated with the allocation of this land for higher and better use will also result.

The existing runway complexes, directions 10/28 and 04/22, are oriented at approximately 60deg to each other. This layout creates an area between the two complexes where the Obstacle Limitation Surfaces (OLS) overlap causing a restriction of possible land uses. In addition, line-of-sight issues from the Air Traffic Control (ATC) tower to the north-eastern most corner of the 04/22 runway strip, further restricts the usability of this area.

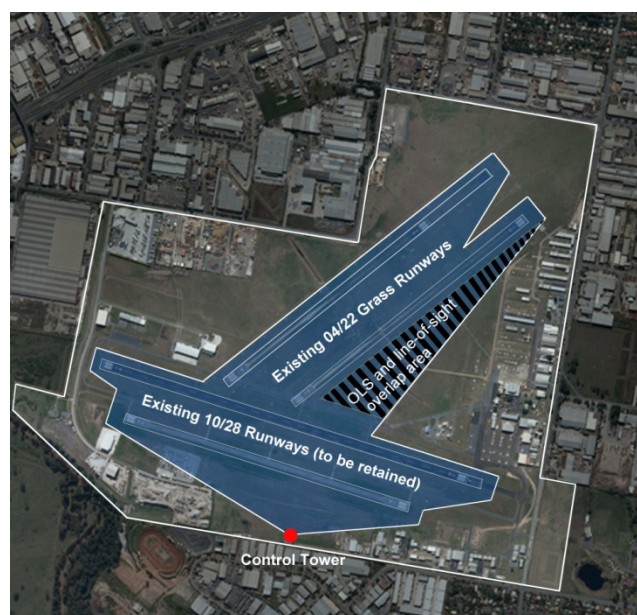


Figure 5.1 – Control Tower line-of-sight requirements (blue area)

A runway layout more perpendicular to the primary 10/28 runway complex, reduces the severity of this land usage restriction imposed by both the OLS overlap and the ATC line-of-sight issues. The proposed runway realignment to a bearing of 01/19, as discussed in the 'Grass Runway Realignment' Fact Sheet, produces an almost perpendicular layout for the two runway complexes, thus providing the near to ideal situation. The existing control tower can remain in its current position and still avoid penetration of the OLS after the realignment of the grass secondary runways. Future plans involving the relocation and modernisation of the control tower are currently being discussed with Airservices Australia (AsA).

In addition to OLS and line-of-sight improvements, the proposed runway realignment and relocation will open up a strip of land approximately 500m long adjacent to the primary runway (10L/28R). This land will be reserved for aviation purposes only and represents a significant improvement in the airports capability to provide for future, high-end aviation infrastructure where taxiing times to and from the primary runway are kept to a minimum. Difficulties involving road access, line-of-sight issues and OLS penetration are much more apparent at the eastern side of the current grass secondary runways and would thus prevent such an area from being reserved for this purpose in the airport's current layout.

Runway 10L/28R currently handles over 70% of all flights at Archerfield (see the 'Current Operating Procedures & Movement Statistics' Fact Sheet for further information). It is also capable of handling larger aircraft due to its length and pavement strength. The PDMP provides for the retention of this runway, as the primary runway on the airport, and plans for the improvement of this facility by lengthening and strengthening it over the coming years. This will enable the operation of small Regular Passenger Transport (RPT) and freight aircraft should they be required in the future.

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An area of land will also become available for General Industry where the 04L/22R runway strip currently lies. The development of this area will assist in providing the necessary funds to relocate the grass secondary runways and will complement similarly zoned businesses in the vicinity. Due to the nature of this land, appropriate measures will be taken to ensure Groundwater and surface water flows, as mentioned in the 'Grass Runway Realignment' Fact Sheet, are taken into account. This may involve the quarantining of some of this land for a detention basin or the engineering of other solutions to ensure these issues are mitigated.



Figure 5.2 – Current Land Use Zoning

The PDMP also outlines AAC's intention to rezone the precincts fronting Beatty Road and Mortimer Road. Both precincts will now become 'Special Purpose Centre - Airport' zones, altering them from their current zoning of 'General Industry' as per the existing Master Plan. Along with the additional strip of land fronting runway 10L/28R, which will become available with the realignment of the grass secondary runways, the total area of land dedicated for long-

term aviation developments will increase by five hectares compared with the 2005 Master Plan. Land within the 'Special Purpose Centre - Airport' zone, where not currently used for aviation purposes, will be available for interim developments until its requirement for aviation support facilities in the future.

A number of older hangars, particularly those fronting Beatty Road, are no longer efficient for the operations of modern aircraft and the types of businesses that operate from them. Gradually, these hangars will be refurbished or replaced with modern amenities suitable for current and future aeronautical needs. This will ensure the long-term vision of developing Archerfield Airport into a centre of excellence for aeronautical activity and maintaining its role as Brisbane's Metropolitan Airport.

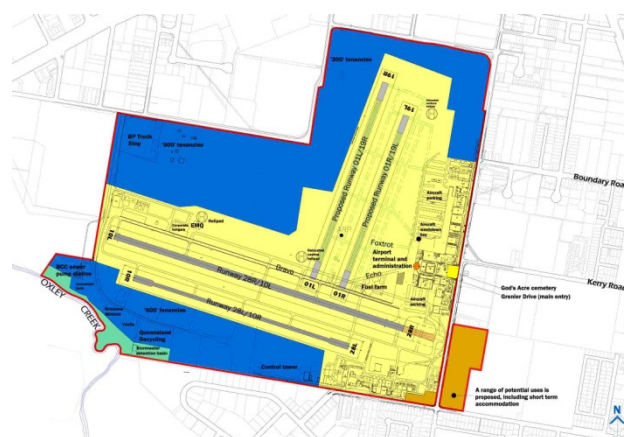


Figure 5.3 – Proposed Land Use Zoning

The historically significant God's Acre Cemetery will be preserved to maintain the links with the original pioneers of the area and the Airport Terminal Building will be retained and restored to highlight Archerfield's former role as Brisbane's primary and International airport.

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### Surrounding Roads

One of the major issues that tenants and users of the airport currently face is access to and egress from the airport. Although activity from within the airport itself has plateaued over the past couple of decades, the increase in traffic volumes on surrounding roads has increased substantially. This has made it difficult, and often dangerous, for airport users to enter and exit along Beatty Road, particularly during peak-hour. Expansion of the nearby Acacia Ridge Interstate Railway Marshalling Yards and plans to increase the density of nearby residential developments will add additional stress to surrounding roads and increase safety concerns of airport users.

AAC, in collaboration with the Commonwealth, contributed to the alleviation of some of this congestion by releasing land to BCC on the northern boundary of the airport. This release allowed BCC to construct Barton Rd, easing congestion on Granard Road, one of Brisbane's busiest corridors. Much more still needs to be done to ensure the airport doesn't become isolated from the community it serves. Upgrading Beatty Road to modern standards and adding signalised intersections at the ends of Kerry Road and Boundary Road would contribute greatly to the access and safety issues currently faced. AAC will continue the productive discussion it has established with the State Government and BCC and will seek the continued co-operation of the Commonwealth in addressing what has become a major potential impediment to the future of Archerfield Airport.