



DMP 2011 - Traffic and Transport issues

Archerfield Airport Corporation (AAC) is aware of the road issues surrounding the airport and the impacts that further developments will have on existing infrastructure. The Corporation has a unique opportunity to assist BCC in road improvements for the benefit of the entire community. The Corporation donated land to BCC, with Commonwealth approval, to the north of the airport in 2007. This land was used for the construction of Barton Street which has proved invaluable in easing congestion on the heavily trafficked Granard Road.

Similar opportunities exist along Beatty Road should BCC require them in the future. AAC is currently in the process of conducting a Traffic Impact Assessment for proposed developments and will continue to work with BCC, the State Government and the Commonwealth to ensure that traffic impacts directly associated with on-airport developments are duly apportioned.

The Draft Master Plan makes provisions for a pedestrian/cycle access network, linking with the plans by BCC for improved local routes along the upgraded road network planned around the airport perimeter and within each precinct.

Subject to further assessment and discussion with BCC, pedestrian/cycle paths will be provided along Balham Road/Barton Street and Ashover/Boundary roads when these are upgraded to cater for the development of adjacent airport precincts.

It is also intended that the new roads in the Barton, Ashover and Boundary precincts will include cycle lanes in accordance with BCC standards. Cyclists will also be able to travel along Beaufighter Avenue, to the tenancies in the Beaufighter precinct.

The DMP also provides for opportunities for public transport access to the airport (taxis and potentially buses) including to the new aviation areas planned in the Wirraway precinct.

In recent discussions with the State DTMR, the possibility of creating an arterial road linking Boundary Road across the airport has been raised. This was shown in past master plans, but was removed from this plan as it was not reflected in the recently completed *Acacia Ridge/Archerfield Neighbourhood Plan* (BCC 2010), and had not been proposed by either BCC or State government in any of the forums convened to discuss the emerging 2011-2031 plan.

AAC is cognisant of the social responsibilities entrusted to it by the Commonwealth. The Corporation will consider all reasonable proposals to improve surrounding roads for the benefit of the total community so long as they do not significantly disadvantage the airport itself or the community it serves.

As DTMR has suggested, if a link was to be created, it would need to be through means of a tunnel, to allow for the continued operation of the grass runways and other aviation facilities. There are significant issues to be addressed before this idea could be considered by AAC to be credible and feasible.



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Of particular importance is ensuring that the link does not have deleterious effects on the operational aspects of the airport and in particular the grass runways. Factors including the intended scale, alignment, location of portals, impacts on airport land, proposed developments and existing tenants would also require consideration amongst other factors.

AAC will continue with the preliminary discussions with DTMR and BCC, and should the preliminary issues be resolvable, the project can progress to consideration of potential routes (and the assessment of these), and clarification of the range of consequential issues that will determine the feasibility of this idea.

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