

Appendix S10 - Airport Business Zone Structure Plan

S10.1 General

- S10.1.1 The Airport Business Zone Structure Plan covers an area of some 157ha surrounding the airport operational area. It contains some existing industrial and service activities on the west side of the airport but the majority of the land is undeveloped. This provides the opportunity to apply quality urban design principles to the development.
- S10.1.2 A master planning approach has been applied to underpin this structure plan which, in turn, is intended to assist in achieving a functional high quality business park which recognises the constraints imposed by an expanding airport and a rural surrounding. This approach is possible because the majority of the land is in one ownership.

S10.2 Northern Precinct land

- S10.2.1 A 40ha area of land to the northwest of the airport adjacent to the main runway known as the Northern Precinct has been identified for expansion of the business park. A master planning approach has also been applied to this land so the principles in S10.3 (where relevant) will apply to it.
- S10.2.2 There will be no vehicle access from the Northern Precinct land to Narrows Road or Middle Road and vehicle access will be by way of an internal road connection to the Western Precinct.
- S10.3.2 Development of the Northern Precinct land is subject to approval of a Comprehensive Development Plan in accordance with the rules in Section 10 – Airport Business Zone (Titanium Park) and Section 15 – Infrastructure, Hazards, Development and Subdivision.

S10.3 Principles

- S10.3.1 Clearly identifiable passenger vehicle access to and from State Highway 21 and the existing passenger terminal, ensuring it creates a sense of a ‘gateway’ to the District and Region.
- S10.3.2 Separation of car and truck movements, wherever possible.
- S10.3.3 Rationalisation of the design and location of the site access points from the two adjacent State Highways.
- S10.3.4 Direct access (wherever possible) for goods from “landside” buildings to “airside” freight transport areas.
- S10.3.5 An internal road design strategy which deals with vehicle size ranges, limited on-street parking, precinct accessibility, potential for passenger transport and passenger amenities, stormwater swales and visual character.
- S10.3.6 A high quality visual outcome, including visual containment within defined edges and landscaping within the road reserves.
- S10.3.7 Direct convenient access for public transport at State Highway 3, State Highway 21 and Raynes Road. A continuous cycle/walkway connection from all three access points in accordance with the structure plan.

- S10.3.8 Provision for public transport infrastructure including bus stops and terminals.
- S10.3.9 On the west side, the available land for development is relatively small and, therefore, the likely development patterns are very much a product of maximised airside/landside access for small scale future buildings and a road profile which accommodates a reasonable mix of car and truck access demands.
- S10.3.10 The eastside strategy is more complex and the proposed pattern of precincts is largely determined by the need to relocate the access point from State Highway 21 ~~well just~~ to the north of its existing location and ~~thereby the~~ need to develop an ~~major~~ internal ~~vehicle access link~~ roading network from this new access point to the existing terminal, ~~and~~ its expanded car parking and service areas and to the areas identified for development.
- S10.3.11 For the Central Precinct, the access configuration leads to a linear form of business park centred on a spine road. An important objective was to ensure a strong visual and functional link from the new vehicle arrival point, at State Highway 21, to the existing terminal area.
- S10.3.12 For the Southern Precinct, the access configuration leads to direct access to the State Highway for vehicles which are more likely to be heavy and service vehicles, and avoids conflict between those vehicles and terminal traffic. [DR10]

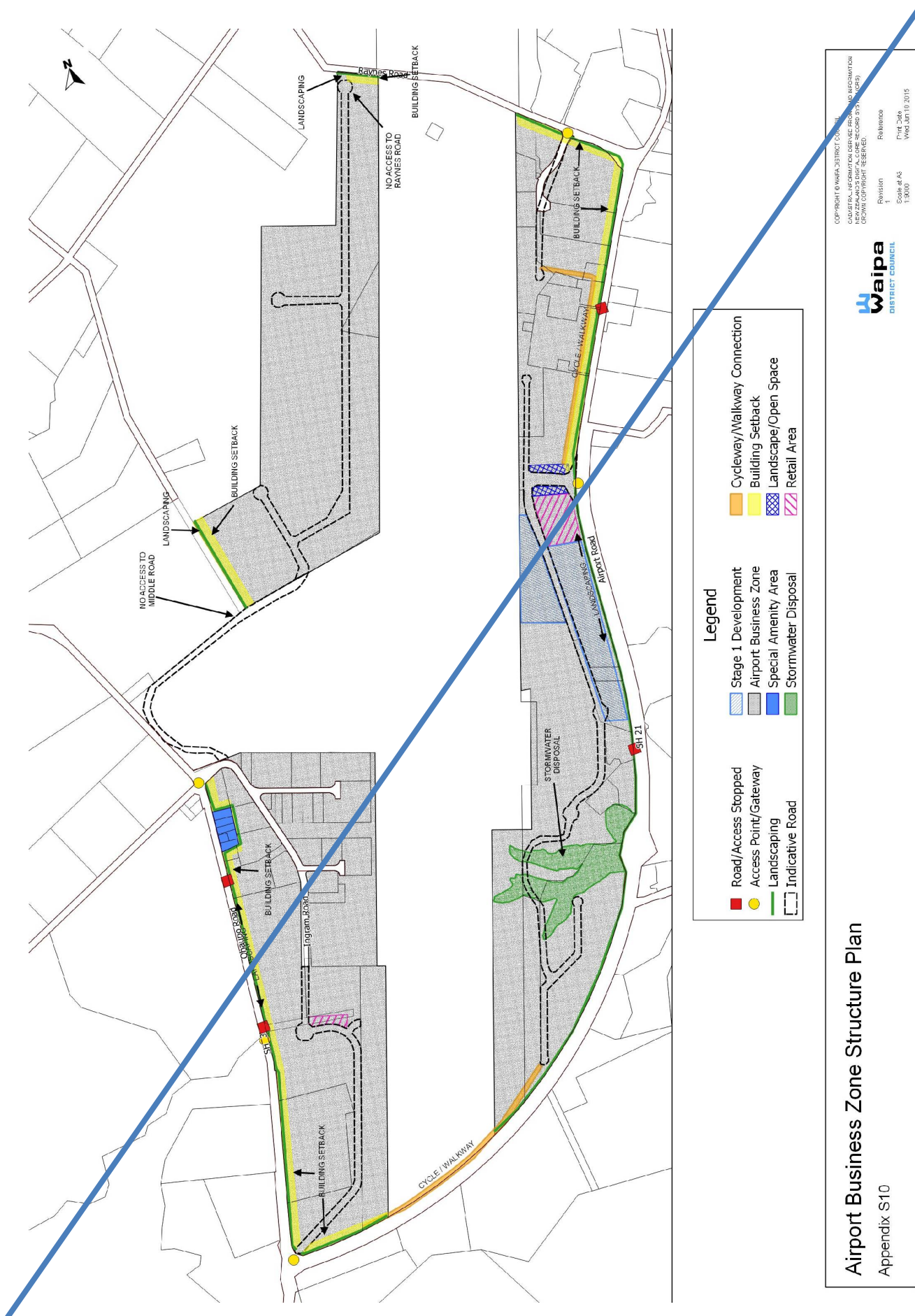
S10.4 Circulation and access

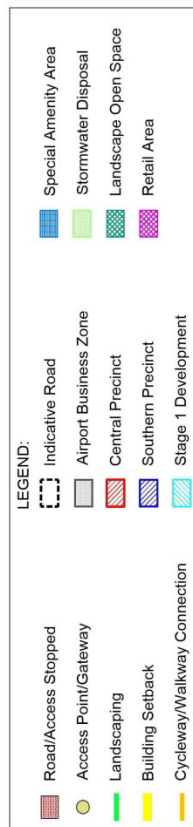
- S10.4.1 On the east side, a key constraint is to maintain ease of circulation for passenger vehicles to and from the terminal zone.
- S10.4.2 The new entry to the Terminal and Central Precinct shall be designed to prioritise terminal traffic and generally separate Airport terminal traffic from heavy vehicles. This also means large trucks are to be kept away from passenger vehicle traffic and generally contained north of the new State Highway 21 entrance point. Only low volumes of small trucks are expected in the area between the new entrance from State Highway 21 and the terminal precinct and little or no need for trucks to cross through the terminal area to access the southern-most precinct. [DR10]
- S10.4.3 Road designs to be applied throughout the park will reflect these traffic management concepts and the carriageways, drainage swales, truck turning and kerb-side street parking requirements for each precinct are reflected in the road profiles proposed.
- S10.4.4 Areas of landscaped open space have been integrated into strategic points within the development to take advantage of viewing areas of runways from proposed public roads on both the east and west side, as well as parks to maximise the quality of the entrance boulevard from the new entrance point from State Highway 21.
- S10.4.5 Intersection design for the access from State Highway 21 is intended to safely accommodate turning traffic by initially developing a limited stage 1 area with access through the existing Airport Terminal intersection. A roundabout intersection will be developed to in the vicinity of Lochiel Road the north of the existing access once the initial stage 1 area is exceeded and at that time the existing Airport Terminal intersection would be closed.
- S10.4.6 Access for the Southern Precinct development area is to utilise a new intersection with SH21.
- S10.4.7 Pedestrian and cycle movement between the Central Precinct and Southern Precinct is provided for via off-road shared paths, with no vehicle connection. [DR10]

S10.5 Southern Links

S10.5.1 The Southern Links arterial roading project involves the realignment of State Highway 3 and construction of a grade separated interchange at the State Highway 3/21 intersection. The project will affect the access to the west side of Titanium Park. In order to efficiently accommodate Southern Links the structure plan for the west side shows the following arrangements:

- (a) An access point at the State Highway 3/21 intersection that will be in the form of a roundabout with an access leg into Titanium Park to be completed in 2017 and which will eventually form part of the grade separated SH3/21 interchange.
- (b) Retaining the designated partial grade separated intersection (D50) so that it is able to be built if demand requires.
- (c) Retaining the Ingram Rd/SH3 intersection which is to be upgraded to provide a right turn bay and widening. It may be limited to left-in, left-out movements in the future when demand requires.





Airport Business Zone Structure Plan

Appendix S10

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TYPICAL ROAD CROSS SECTION

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