



# 1

## INTRODUCTION



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## 1.1 Airport Master Planning

Adelaide Airport is located approximately six kilometres west of the Adelaide CBD. It is the major gateway to the State of South Australia and the south central region of Australia for passengers and freight.

The airport site was selected in the early 1940s with construction commencing after World War II. The airport opened to domestic Regular Public Transport (RPT) services in February 1955 and has been progressively developed to meet the growing aviation needs of South Australia.

Since privatisation of the airport in 1998, master planning of Adelaide Airport has been undertaken in five-yearly increments. Master Plans have been prepared by AAL and subsequently approved by the Commonwealth Government in 1999, 2004 and 2009.

Pursuant to Section 70 of the *Airports Act 1996*, every Commonwealth-owned privately leased airport within Australia requires a Master Plan that meets the following:

- a) to establish the strategic direction for efficient and economic development at the airport over the planning period of the plan;
- b) to provide for the development of additional uses of the airport site;
- c) to indicate to the public the intended uses of the airport site;
- d) to reduce potential conflicts between uses external to the airport site, and to ensure that uses on the airport site are compatible with the areas surrounding the airport;
- e) to ensure that all operations at the airport are undertaken in accordance with relevant environmental legislation and standards;
- f) to establish a framework for assessing compliance at the airport with relevant environmental legislation and standards; and
- g) to promote the continual improvement of environmental management at the airport.

Section 71 of the Act outlines the contents required within the final Master Plan.

This Master Plan has been prepared in accordance with the Act, and is the fourth iteration prepared by AAL. This Master Plan continues the process of forward planning for the development of the airport site and infrastructure to ensure adequate aviation facilities are available to all airport stakeholders. The Adelaide Airport Master Plan applies to the planning period from 2014 to 2034 and fulfils the requirements of Sections 72 and 76 of the Act – being the airport's primary planning document for the next 5 years.

Furthermore, the Master Plan provides a detailed plan for the continued development for the airport over the next 5 years and a 20-year strategic view for the longer-term development of the airport lands for both aeronautical and commercial development. This Master Plan presents a concept for the long-term development of Adelaide Airport as the key aviation infrastructure asset of South Australia, and specifically provides detailed strategies and plans for the period covering the next five years.

The Master Plan is divided into 11 chapters, covering aviation development and forecasts, aircraft noise modelling and land use planning, plus a Ground Transport Plan and an Airport Environment Strategy, which fulfil the requirements under Sections 71(2)(ga) and (h) of the Act.

# 1.2 Background

The Adelaide Airport site has been developed significantly since privatisation in 1998. Major projects include the construction of Terminal 1, the multi-level car park, the pedestrian plaza, a major enhancement of the internal road system, a newly opened state-of-the-art control tower and upgrading of service facilities. Adelaide Airport has won numerous awards during this time for the standard of design and build of these projects and also for the quality of passenger service.

In addition, several major commercial precincts have been developed on the land surrounding the aviation operations.

The locality of the Adelaide Airport site is depicted in Figure 1.1 below, including also the other airports present in the Adelaide Metropolitan area.

Careful planning has enabled new airport infrastructure to be developed in a well-planned and logical manner. These plans have been gradually developed and publicly exhibited in a series of Master Plans released by the airport over the past 16 years.

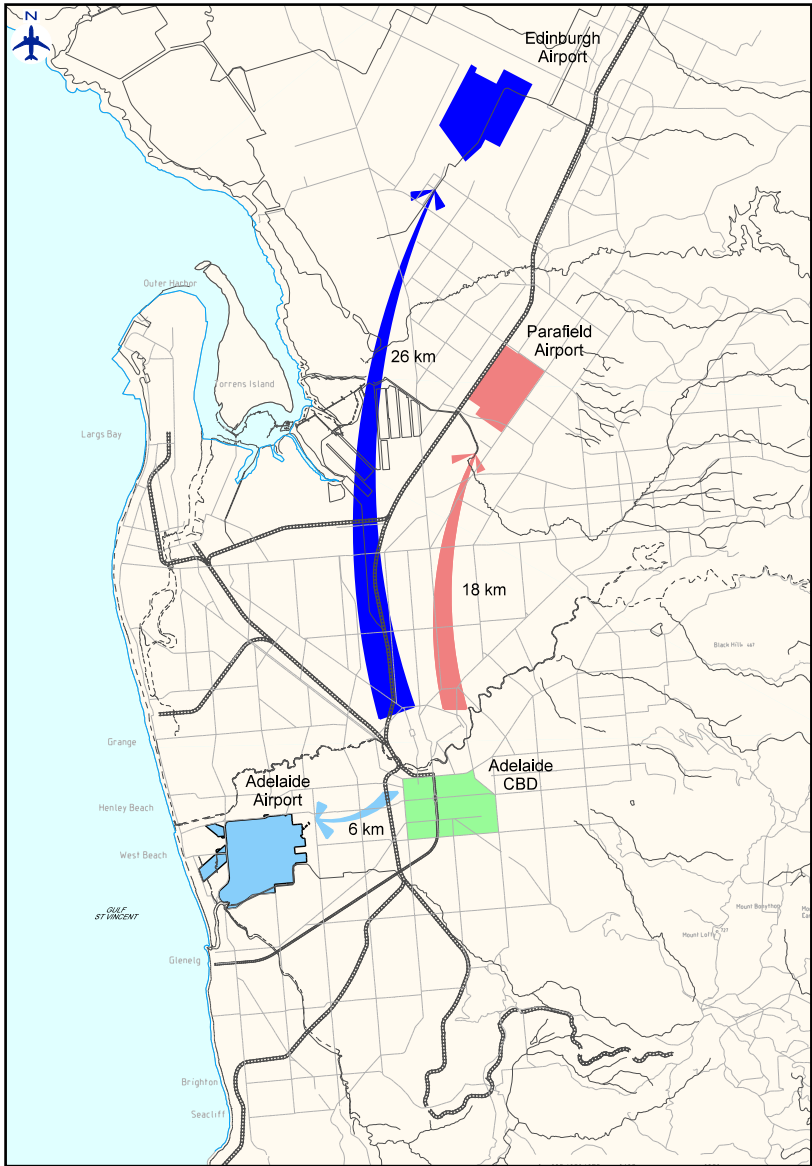


Figure 1.1 Adelaide Airport Locality Map

## 1.3 Contents of the Master Plan

The contents required of a Master Plan are detailed under Section 71 of the Act and are detailed in Appendix A – Master Plan Requirements under the Legislation, as noted previously.

In addition to the requirements under the Act, *the Airports Regulations 1997* also contain requirements for airport Master Plans (Regulations 5.02, 5.02A and 5.02B). These requirements relate to:

- specifying any change to the OLS or PANS-OPS surfaces for the airport concerned that is likely to result if development proceeds in accordance with the Master Plan;
- for an area of an airport where a change of use of a kind described in sub-regulation 6.07 (2) of the *Airports (Environment Protection) Regulations 1997* is proposed, specifying:
  - (i) the contents of the report of any examination of the area carried out under regulation 6.09 of those Regulations; and
  - (ii) the airport-lessee company's plans for dealing with any soil pollution referred to in the report;
- an airport Master Plan must, in relation to the landside part of the airport, where possible, describe proposals for land use and related planning, zoning or development in an amount of detail equivalent to that required by, and using terminology (including definitions) consistent with that applying in, land use planning, zoning and development legislation in force in the State or Territory in which the airport is located;
- a draft or final Master Plan must:
  - (i) address any obligation that has passed to the relevant airport-lessee company under subsection 22 (2) of the Act or subsection 26 (2) of the *Airports (Transitional) Act 1996*; and
  - (ii) address any interest to which the relevant airport lease is subject under subsection 22 (3) of the Act, or subsection 26 (3) of the *Airports (Transitional) Act 1996*; and
- Matters to be specified or addressed in the Airport Environment Strategy as delineated in Section 71(2)(h)(ix) and Section 71(5) of the Act and *Airports Regulations 1997* (Regulations 5.02A and 5.02B).

The requirements of the *Airports Regulations 1997* are also outlined in Appendix A with references to the relevant sections of the Master Plan.