



THE MASTER PLAN

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2.1 Purpose of the Master Plan

A Master Plan provides the airport operator, the Commonwealth, State and Local Governments, the local community, aviation industries and interests, commercial users, stakeholders, and the broader metropolitan community and investors with confidence to plan for the future development of the airport and its surrounds.

It provides the basis for planning aviation activities, land and commercial development, environmental management and infrastructure delivery in an integrated and timely manner.

The implementation of the planned infrastructure activities and the triggers to their implementation are addressed in detail in Chapter 11 – Development Program. Anticipated developments in the first 5 years of this master planning period are discussed in some detail; developments anticipated in the following 15 years up until 2034 are described in less detail; and, in some areas, ultimate planning options are included.

If approved by the Minister for Infrastructure and Regional Development, the Master Plan remains in force for a period of five years unless AAL is directed by the Minister to replace the Plan, or decides to submit a new Master Plan. A new Master Plan is also required if there is a significant change to the endorsed ANEF for the airport.

This regular master planning review process forms a comprehensive regime for the ongoing regulation of activities on the airport through consultation with key stakeholders, various levels of government, the airline industry, the airport and local communities.

2.2 Background Studies

The Adelaide Airport Master Plan is based on several detailed studies undertaken in recent years concerning airport planning, runway and terminal development, land use planning, and environmental and socio-economic issues. These studies include:

- *Final Adelaide Airport Master Plan 2009* and associated planning and development documents which identified the future orderly development of Adelaide Airport to allow it to perform its continuing aviation role and management by the leasehold ownership of AAL;
- *Assessment of the Socio-Economic Drivers of Adelaide Airport on the Community of South Australia* prepared by Hudson Howells, October 2013/March 2014;
- *Traffic Forecasts for Adelaide Airport* prepared by Airbiz and Tourism Futures International, March 2014;
- *Adelaide Airport Limited Runway Capacity Analysis* prepared by Aerodrome Design Pty Ltd, 2009 and updated by Airbiz, 2014; and
- *Road Traffic Access Studies* prepared by Murray F Young and Associates in 2007 and updated in 2013.

These and other background documents are listed in the references section of the Master Plan.



2.3 Regulatory Framework

The specific areas that are subject to ongoing Commonwealth laws pursuant to the Act and Regulations include:

- Environmental Management;
- Land Use Planning and Development Controls;
- Building and Construction Approvals; and
- Pricing and Quality of Service Monitoring.

The Department of Infrastructure and Regional Development (DIRD) is responsible for the administration of the *Airports Act 1996*.

Other Commonwealth agencies control, support or have influence on the airport's activities in the following areas:

- the immigration, customs and other border protection services as provided by Commonwealth agencies;
- the standard setting and enforcement activities of the Civil Aviation Safety Authority (CASA), under the *Civil Aviation Act 1988*, the *Civil Aviation Safety Regulations 1998 (CASR)* and the *Civil Aviation Regulations 1988*;
- aviation security controls of the *Aviation Transport Security Act 2004* and Regulations administered by the DIRD;
- the requirements of the *Commonwealth Environment Protection and Biodiversity Conservation Act 1999*, the *Environmental Reform (Consequential Provisions) Act 1999*, the *Aboriginal and Torres Strait Islander Heritage Protection Act 1934* and the *Australian Heritage Council Act 2003*;
- Australian Federal Police;
- Quarantine Inspection Services of the Department of Agriculture;
- competitive policy arrangements, including pricing oversight administered by the Australian Competition & Consumer Commission (ACCC) through the *Competition and Consumer Act 2010*;
- matters related to the sale of airport leases under the *Airports (Transitional) Act 1996*; and
- airspace administration and regulation by CASA and Airservices Australia in accordance with the *Airspace Act 2007* and the *Civil Aviation Act 1988*.



2.4 The Master Planning Process

The Master Plan presents a detailed outline and assessment of proposed developments in the next five years and less detailed descriptions of developments that may occur in the following fifteen year planning period.

The Master Plan is a key document that is used as a guide for:

- development of airport facilities for both aviation and non-aviation uses;
- assessment of the environmental effects of aerodrome construction and operation;
- development of land uses for areas surrounding the airport; and
- establishment of airport access requirements.

Before privatisation, Australia had no formal procedures for use by airport planners or operators to develop a Master Plan other than the International Civil Aviation Organisation (ICAO) Manual (1987). Requirements for master planning airports were first developed by the then Department of Aviation, which in 1982 released a Provisional Master Plan for Adelaide Airport incorporating a draft Environmental Impact Statement. The provisional plan was issued to airport users and interest groups but was not finalised as a consolidated document for the development of the airport.

In July 1991, the Federal Airports Corporation (FAC) commissioned a redraft of the 1982 Provisional Master Plan. A notable feature was the identification of opportunities for the development of commercial precincts within the airport boundaries.

The privatisation of Australia's airports initiated the establishment of the *Airports Act 1996* and associated Regulations, which now provide a regulatory framework for airport operators of federally privatised airports to develop Master Plans.

Following privatisation in 1998, AAL prepared a draft Master Plan which was approved by the Commonwealth Minister for Transport in 1999. Two further iterations of the Master Plans were prepared and approved by the Minister in 2004 and 2009. These Master Plans were all prepared under the relevant sections of the *Airports Act 1996* current at the time.

AAL is required under Section 76 of the *Airports Act 1996* to submit a new Master Plan to the Commonwealth Minister for Infrastructure and Regional Development prior to the expiry of the original plan approved under Section 81. Section 77 of the Act provides that the approved Master Plan will be in force for a period of five years from the date of approval, or until it is replaced by a revised plan.

Under the Act, the draft Master Plan is to be developed in consultation with stakeholders including airport users, government departments at all three tiers and authorities, and surrounding communities. Once a preliminary version of the draft Master Plan has been prepared, it is then placed on public display for 60 business days to allow stakeholders and the general public the opportunity to review and make written comment on its content if desired.

Pursuant to Section 71 (2) (h) of the *Airports Act 1996*, AAL is required to submit a new Airport Environment Strategy to the Commonwealth Minister as a part of the Master Plan. This Strategy will be in force for the same period of five years as the Master Plan. The current Airport Environment Strategy was approved by the Minister on 26 November 2009, and is being updated as part of the master planning process.

Following the consultation period described in section 2.5 that follows, AAL is required to have due regard to the written comments received and make any necessary changes to the preliminary version of the draft Master Plan before submitting the document to the Minister. AAL will then prepare a response document that lists all persons or organisations that commented on the preliminary version of the draft Master Plan and provide a response to all the issues raised, identifying, if applicable, where changes to the preliminary version have been made.

The response document, together with the draft Master Plan is submitted to the Commonwealth Minister for Infrastructure and Regional Development for approval. The Minister has 50 business days to assess and either approve or reject the draft Master Plan. If the Minister rejects the draft Master Plan, AAL will be notified that the Minister requires a new draft Master Plan to be prepared and is given a timeline to complete this and re-submit. The existing Adelaide Airport Master Plan remains in force during that time.

If the Minister approves the draft Master Plan, AAL completes the amendments to the draft document and issues a final Master Plan for the airport which becomes the Adelaide Airport Master Plan. The Master Plan is in force for a period of five years, or until it is required by the Minister to be reviewed, or until AAL decides to submit a new draft Master Plan to the Minister before the end of the five year period.

The final Adelaide Airport Master Plan is advertised to the general public and made available free of charge on the airport website. Hard copies are also made available for inspection or purchase by interested parties.

2.5 Consultation

The *Airports Act 1996* requires a program of consultation on the preliminary version of the draft Master Plan prior to its submission to the Minister for approval. This consultation program must include (as a minimum):

- newspaper advertisements;
- circulation of a preliminary draft Master Plan for inspection;
- a period of 60 business days to provide comment;
- information on AAL's website; and
- a summary of how comments received during the consultation period have been addressed in the updated draft Master Plan.

Before AAL provides the Minister with the draft Adelaide Airport Master Plan, AAL must notify the Minister of any consultations held with:

- the South Australian Minister for Planning;
- relevant authorities of the State Government;
- relevant local governments;
- airlines and other users of the airport; and
- any other relevant stakeholders.

The draft Master Plan submitted to the Minister will be accompanied by a written statement signed on behalf of the company listing the names of the persons consulted and summarising the views expressed by the persons consulted and the due regard afforded to each submission.

Consultation will continue after the Master Plan is approved through the extensive airport consultative forums that are already in existence.

Any significant development foreshadowed by the Master Plan will be subject to separate Commonwealth approval including environmental impact assessment, industry consultation, and a further opportunity for public comment. Details of the approvals processes for airport developments are discussed in Chapter 7 – Land Use Planning.

