

# Planning Report - Aerobond Light Industry Development, Burbridge Business Park

Merit Use Proposal for Public Consultation

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## Merit Use Proposal for Public Consultation

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0	06-Mar-2018	Final Report	Brenton Burman Technical Director	

## 1.0 Introduction

Aerobond Pty Ltd (Aerobond) provides a wide range of research and development, manufacturing, component overhaul and repair services for the Australian aircraft industry and currently operates from an existing hangar and office facility at 25 James Schofield Drive, Adelaide Airport. Aerobond is proposing to relocate its current operations to Unit E, 5 Butler Boulevard within the Burbridge Business Park.

IndustriaREIT is the current under-leasehold holder of the site at Unit E, 5 Butler Boulevard which is leased from Adelaide Airport Ltd (AAL). Unit E is presently a warehouse and office facility and forms part of a larger multitenancy building on the site.

Aerobond proposes to acquire the under-lease for Unit E from IndustriaREIT.

IndustriaREIT, on behalf of the Aerobond, applied to Adelaide Airport Limited (AAL) to change the use of land and associated buildings within the Terminals and Business Precinct and Burbridge Business Park Policy Area to a 'light industry'.

AECOM Australia Pty Ltd (AECOM) has been engaged by AAL to assist in its assessment of the proposal against the provisions of the *Adelaide Airport Master Plan 2014* in accordance with the requirements of the *Airports Act 1996*.

The proposed change of use is considered to be a 'merit use' under the Adelaide Airport Master Plan, requiring agency and public consultation, and an assessment against the relevant provisions of the Master Plan.

This report has been prepared to consolidate information submitted in support of the proposal and enable stakeholders and members of the public the opportunity to review the proposed development during the public consultation period. The report includes:

- A description of the subject land and locality
- Details of the proposed change of use
- Summary of the assessment process
- An outline of the relevant provisions of the Master Plan.

The site and floor plans are included as an Appendix to this report.

Following the agency and public consultation period and review of any submissions received, a formal assessment of the proposed development against the provisions of the Master Plan and impacts on aviation operations will be undertaken by AAL.

## 2.0 Subject Land and Locality

### 2.1 The Subject Land

The subject land, known as Unit E, 5 Butler Boulevard, forms part of larger multi-use tenancy building which is located within the north west portion of the Adelaide Airport site and within the Burbridge Business Park (refer to Figure 1).

Unit E occupies the south east corner of the building and has a frontage to Butler Boulevard to the east, south and southeast. The tenancy comprises a total floor area of approximately 1253 square metres, consisting of 1000 square metres of warehouse and the 253 square metres of office space.

Access to the site is provided from Butler Boulevard via two access points; one to a formal parking area, containing fourteen parking spaces, in front of the office component within the eastern portion of the site and the second to a hardstanding area to the south of the warehouse.

Strips of landscaping are provided along the road frontage.

The balance of tenancies within the building are used for a range of warehouse and distribution purposes along with association administrative activities.

**Figure 1: Subject land and Locality (Source: Google Maps 21 February 2018)**





Figure 2 Subject Land (Source: *nearmap* 21 February 2018)



## 2.2 The Locality

The locality surrounding the subject land has a mixed character, with vacant land, warehouse, distribution, scientific research, fuel storage, industry and retail land uses in close proximity (refer to Figure 1 above).

Similar to the subject land, the properties on the western and southern side of Butler Boulevard contain large industrial sized building, with office components primarily at the front. The buildings are used for a variety of uses which include:

- Distribution centre and office to the east;
- Warehouse and distribution facility and scientific research centre to south; and
- Administration, design and service facility to the west.

A supermarket is located to the north adjacent the corner of Butler Boulevard and Vimy Avenue, whilst the Airport aviation fuel storage and depot is located to the northeast. Vacant land exists directly to the north, west and northeast of the subject land.

## 3.0 Proposed Change of Use

Aerobond provides a wide range of research and development, manufacturing, component overhaul and repair services for the Australian aircraft industry and currently operates from an existing hangar and office facility at 25 James Schofield Drive, Adelaide Airport.

The area provided within the existing facility is insufficient for both operational requirements or meaningful growth and expansion. Aerobond is therefore proposing to relocate its operations to Unit E, 5 Butler Boulevard which is a larger premises.

### 3.1 Description of the proposed change of use

The building at 5 Butler Boulevard was 'purpose-built' as a multi-tenancy office and warehouse facility. Unit E has existing use rights as an *office and warehouse*.

The current proposal involves a change of use of the premises to a 'light industry'.

No external building works are proposed, apart from changes to existing signage and the addition of a compressor and dust extraction unit to the southern side of the facility. No changes to access arrangements are proposed to the subject land.

Further details of the proposed change of use of the subject land are outlined below.

#### 3.1.1 Existing and proposed site layout

Unit E has recently been split into two smaller tenancies, as result of the construction of an internal wall and onsite fencing across the southern access and parking area.

The Aerobond proposal principally involves an internal fitout. No changes to the building footprint or site layout are proposed, with the exception of a compressor and dust extraction unit sited adjacent the southern elevation of the building. The internal works relate to the warehouse component and will involve the construction of designated working areas to support the variety of activities undertaken by Aerobond. The existing office area will remain unchanged.

The proposed floor plan is illustrated in Figure 3 below.

#### 3.1.2 Nature of operations

Aerobond works within the aviation manufacturing and maintenance sector and offers a range of services including but not limited to:

- Design Engineering
- Advanced Composite
- Metalwork
- TIG Welding
- Finishing Processes
- Radome Transmissivity Testing

A summary of each activity is provided below

##### Design Engineering

Design engineering is primarily a desk-based function. Aeronautical engineers develop design criteria for the manufacture of an item or create technical data for Aerobond to use to carry out inspections, repairs, modifications or overhaul of aircraft components.

##### Advanced Composite

Aerobond carry out composite manufacturing and maintenance using a range of materials including honeycomb, fiberglass, graphite, carbon, Kevlar, and hybrids of these materials. Composite work is

generally carried out in a clean room, which is temperature and humidity controlled. The room is fitted with an air filter and the adjoining mixing room has a downdraft bench to manage particulates that may come from resin mixing.

#### Metalwork

Metalwork activities carried out by Aerobond include, sheet metal work, tubular metal work, bending, machining (limited), heat treatment (limited), non-destructive testing (limited to dye penetrant, eddy current & magnetic particle) and grit blasting. Metalwork functions are generally carried out in a dedicated insulated workspace.

Other associated metalwork activities are outsourced to subcontractors, these include laser cutting, water cutting, tubular bending, large or complex machining and routing, high heat or specialist process heat treatment, non-destructive testing and large item or technically specific, grit blasting.

#### TIG Welding

TIG (tungsten inert gas) welding is used in support of manufacturing and maintenance activities.

TIG welding, also known as gas tungsten arc welding (GTAW), is an arc welding process that uses a non-consumable tungsten electrode to produce the weld. TIG welding utilises a constant current welding power supply to generate an electric arc between the tungsten electrode and the workpiece, using the resultant heat to create the weld. Sparks are not created during the TIG Process.

The weld area is generally protected from atmospheric contamination by use of an inert shielding or cover gas (argon or helium).

All TIG process work is carried out in a designated area, which is insulated and air-conditioned.

#### Finishing Process

Finishing processes carried out onsite include chromate conversion coating, priming and painting. Priming and painting processes are carried out in a paint booth built in compliance with EPA standards.

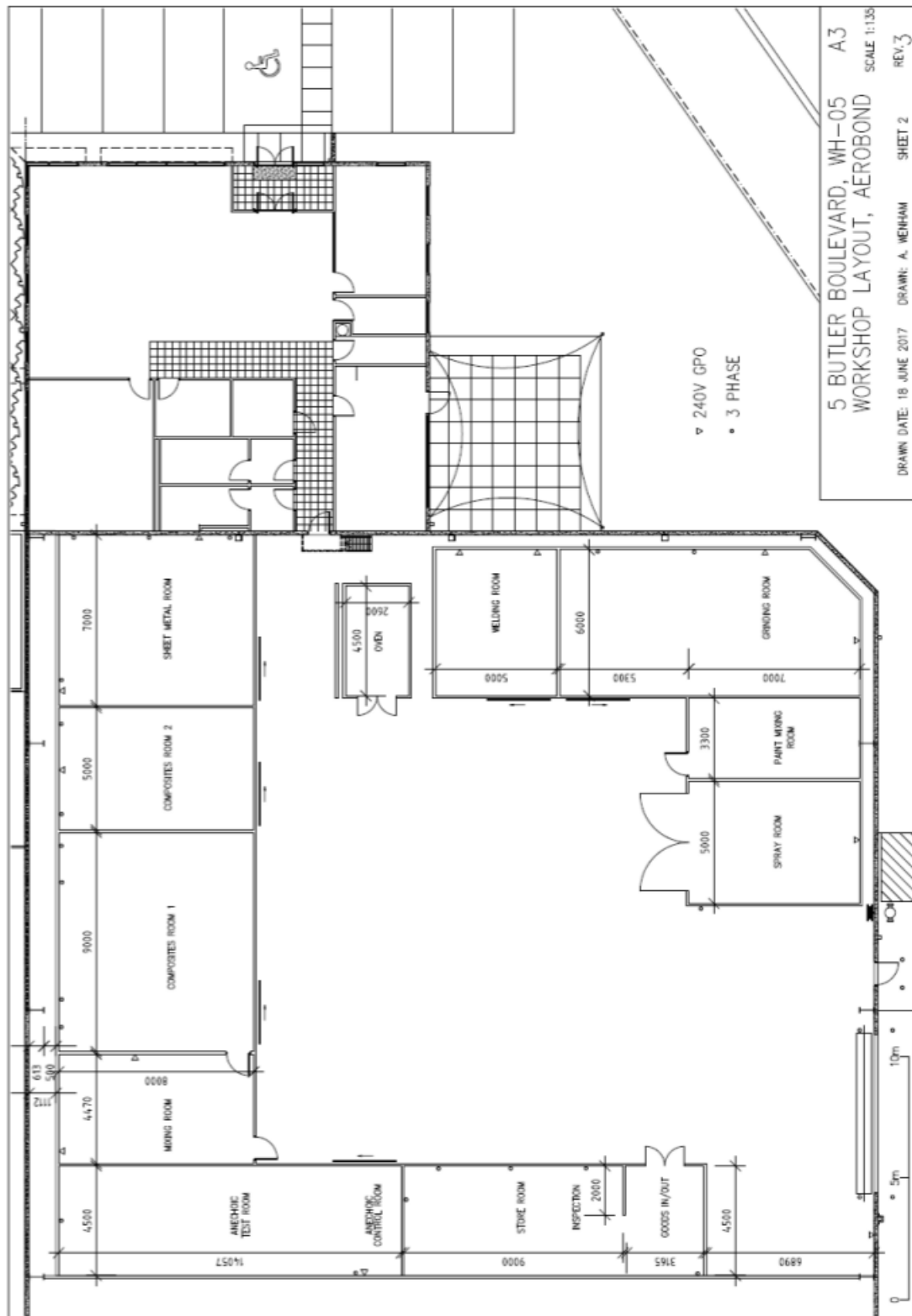
Finishing processes issued to subcontractors include cadmium plating, anodising, powdercoating and other specialist processes.

#### Radome Transmissivity Testing

Radome Transmissivity Testing is undertaken to determine the suitability of a Radome to allow accurate transmission of specific frequencies to the radar. Specialist equipment and a dedicated test room is required which is lined with anechoic foam to absorb refracted and reflected signal.



Figure 3 Proposed Site Layout



### **3.1.3 Employment numbers**

Aerobond have been recently successful in securing a Future Jobs Grant to support the business expansion and relocation which will entail 14 new job opportunities for local South Australians.

Up to 30 staff will be based at Unit E, 5 Butler Boulevard.

### **3.1.4 Hours of operation**

Normal operating hours are 7.30am to 4.00pm, Monday to Friday.

On occasions Aerobond personnel may work outside these hours for limited periods. This is due to the priorities of repairs to components of aircraft to ensure such aircraft can continue to operate efficiently.

### **3.1.5 Traffic movement**

No changes are proposed to the existing access arrangements to the site. Primary access to the site for trucks and service vehicles will be via the existing southern entrance. Staff and visitor parking will continue to be provided from Butler Boulevard via the southeast access point.

Truck movements to the site will be limited to freight pick up and drop off. The proposed facility will generate approximately 25 truck movements per week. Truck accessing the site will generally be rigid vehicles (up to four axels). Some major equipment will require larger trucks or crane support to facilitate the initial location or removal.

It is anticipated that the majority of employees will drive to work, with a small number riding bicycles.

As per the current operations, customers and consultants will be short-term visitors on-site for under an hour.

Car parking on site will be used for both employees and visitors. If additional parking is required, select employees will be required to park in public areas within the airport.

### **3.1.6 Fencing, gates and existing landscaped areas**

There are no changes proposed to existing site fencing and gates or existing landscaped areas.

### **3.1.7 Chemical Use and Storage**

Aerobond use a limited range of chemicals. All chemicals are stored within a purpose-designed flammable/corrosive storage cupboard.

All chemicals are regularly checked for suitability of storage and shelf life currency.

In addition, a refrigerator will be used for storage of resins and a freezer will be used for storage of prepreg material for use in composite work.

No fuel or oil will be stored on-site.

Hazardous materials are limited to small quantities of resins, paints, cleaners and alodine. Waste associated with these materials is stored on bunds awaiting disposal via approved waste tracking companies.

### **3.1.8 Acoustic Management**

Each specialist area within the Aerobond facility will be housed in a room constructed of insulated panels which reduces noise and assists in managing temperature and humidity requirements.

### 3.1.9 Other relevant information

There are no changes proposed to existing stormwater, energy or sustainability measures onsite.

Key proposed environmental management and design initiatives within the facility will include:

- EPA approved paint booth
- EPA approved dust extractor
- Temperature and humidity controlled work spaces for many dedicated functions
- Compressed air for workshop tools and processes
- Energy efficient high bay lighting
- Recycling of metal waste
- Waste tracking of environmentally sensitive materials
- Waste paper secure destruction

## 4.0 Procedural Matters

### 4.1 Nature of development

The current proposal involves the change of use of the existing former 'warehouse and office' to a 'light industry' to accommodate the relocation of the Aerobond facility.

A 'light industry' is not defined within the Adelaide Airport Master Plan. Reference is made to the definitions contained within Schedule 1 of the South Australian *Development Regulations 2008*, which defines a light industry as follows:

*“light industry means an industry where the process carried on, the materials and machinery used, the transport of materials, goods or commodities to and from the land on or in which (wholly or in part) the industry is conducted and the scale of the industry does not—*

- (a) detrimentally affect the amenity of the locality or the amenity within the vicinity of the locality by reason of the establishment or the bulk of any building or structure, the emission of noise, vibration, smell, fumes, smoke, vapour, steam, soot, ash, dust, waste water, waste products, grit, oil, spilled light, or otherwise howsoever; or*
- (b) directly or indirectly, cause dangerous or congested traffic conditions in any nearby road; “*

The proposed development meets the definition of a light industry.

### 4.2 Assessment process

The subject land is located within the Terminals and Business Precinct of the Airport (Adelaide) Zone and more specifically within the Burbridge Business Park Policy Area of the Master Plan. A 'light industry' is neither listed as an envisaged nor non-complying development within the Precinct. Therefore, the proposed development will need to be assessed by AAL as a merit use against the Master Plan.

The assessment process is illustrated in Figure 7.5 of the Master Plan and indicates that the proposed development is subject to a 15 business day public notification process. Members of the public may make a written representation to AAL on the proposed development, which will be considered in its assessment.

In addition to this public notification, Commonwealth aviation authorities, State Government agencies, affected local councils and the Adelaide Airport Consultative Committee will be advised of the proposed development and given the opportunity to comment.

## 5.0 Adelaide Airport Master Plan

The subject site is located within the Terminals and Business Precinct of the Airport (Adelaide) Zone of the *Adelaide Airport Master Plan 2014*. Further, the Precinct is divided into a number of Policy Areas, with the proposed development located within the Burbridge Business Park Policy Area.

### Desired Character

The Desired Character of the Policy Area seeks for the area to be developed as a 'business park' to cater for high technology office, commercial and warehouse developments of varying sizes and ancillary activities to the Terminals and Aviation Support Policy Area.

As a light industry, impacts outside of the subject land are not expected and the proposed development, whilst not envisaged in the policy area, is a type of use that can coexist with existing uses on the subject land and adjoining properties which are primarily related to warehousing and distribution.

In addition, the proposed use is an aviation-related industry which is consistent with the forms of development envisaged within the wider Terminals & Business Precinct and Airport (Adelaide) Zone.

### Structure Plan

The proposed change of land use will not alter the form of development currently on the site.

The primary frontage of the building will be retained to the Butler Boulevard frontage. Existing landscaping along the road frontage will be retained.

### Access and Movement

Existing access arrangements will remain unchanged.

The site is provided with fourteen parking spaces within the eastern parking area, whilst opportunities for additional staff parking exist within the hardstanding area to the south of the building.

### Form of development

Within the Terminals and Business Precinct, development should not compromise aeronautical equipment on-airport, airport operations and aviation-related support activities. The application is for a change of use of the existing building, with no alterations proposed (excluding internal fitout), it is understood that the existing building was designed to address such issues.

In addition, policy within the Precinct requires development to minimise the potential for adverse impact on residential areas. The nearest residential area is located approximately 350 metres to the north of the subject land.

No adverse impacts are expected to the adjacent residential area, given:

- The subject land is well separated from residential areas and the building is orientated to the south and east – away from the nearest residential areas to the north.
- The environmental management initiatives proposed, including noise attenuation and air quality management measures.
- The nature and intensity of the proposed development will not generate a significant volume of traffic. It is expected that traffic generated by the proposed development can be accommodated within the adjoining road networks with minimal impact.

### Appearance

There is no change to the existing buildings on the site and thus, the appearance of the site will remain unchanged.



## 6.0 Conclusion

The current proposal involves the change of use of the subject land to a 'light industry' for use by Aerobond.

A 'light industry' is a merit form of development within the Burbridge Business Park Policy Area and Terminals and Business Precinct of the Airport (Adelaide) Zone, as prescribed in the *Adelaide Airport Master Plan 2014*.

Whilst not envisaged in the Policy Area, the proposed change of land use to accommodate the 'light industry' is considered to align with objectives of the Terminals & Business Precinct and Airport (Adelaide) Zone, particularly as the development is an aviation-related industry.

As a 'light industry', minimal impacts outside the site are expected, and as such, the proposed development is a type of use that can coexist with the exiting and envisaged uses within the locality.

The proposal is for a change of use of an existing building, and thus, there will be no potential impact on airport operations and the appearance of the site will remain unchanged.

Following the merit use consultation period, and giving due consideration to any submissions arising from the stakeholder and public consultation process, a detailed assessment of the proposed development against the relevant provisions of the *Adelaide Airport Master Plan 2014* will be undertaken by Adelaide Airport Ltd.

# Appendix A

## Proposed Site and Floor Plans



