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Implementing  
the Plan





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## Implementing the Plan

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### Development Program

Provides details of future key developments covered by this Master Plan, based on the vision, strategic objectives, anticipated aviation growth forecasts, commercial development opportunities, transport and access requirements and environmental commitments.



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Development  
Program

## 15.1. Introduction

The Development Concept Plan contains a summary of potential developments as outlined in the Master Plan 2019 to accommodate growth at Adelaide Airport in accordance with the Vision and Objectives.

The Development Concept Plan outlines proposed developments for improvements to Terminal 1, the airfield, aviation facilities and infrastructure requirements to support the forecast increase in passenger and aircraft movements to 2039. The Development Concept Plan also outlines potential commercial property opportunities across the airport that are complementary to aviation operations and provide economic growth for the State and local economies.

Details are also provided of the improvements to the ground transport network to accommodate the increased passenger, visitor, staff, commercial and freight traffic requirements to 2039.

The Adelaide Airport Master Plan 2019 is underpinned by a detailed Environment Strategy, recognising AAL's responsibilities to meet legislative requirements and strive for environmentally sustainable outcomes for the ongoing operations of Adelaide Airport.

No major runway developments are foreseen in the 20-year planning period for this Master Plan. AAL continues to preserve and maintain land for a future third runway.

## 15.2. 8-Year Development Concept Plan

The 8-Year Development Concept Plan for Adelaide Airport is based on capacity needs as determined by the current growth forecasts. AAL will continue to monitor the expected growth, as well as aviation trends and customer needs, and respond to any changes as necessary. Therefore the actual timing of developments may vary and will be subject to extensive engagement.

During the next eight years, AAL will continue to focus on delivering a great customer experience; striving for innovative solutions; and achieving sustainable outcomes.

The most significant development over the next eight years will be the completion of the Terminal Expansion Project (TEx).

TEx is scheduled for completion in 2021. The expansion aims to upgrade and expand the main terminal at Adelaide Airport to support the continued increase of international passengers including:

- A second, longer baggage belt for arrivals
- More space for emigration and immigration processing
- Expanded international security screening
- A larger duty free precinct for arrivals and departures
- Expanded dining and retail options
- A new common user premium international lounge
- New VIP facilities for international arrivals and departures
- Expanded office space for terminal tenants, including airlines and regulatory agencies

The terminal will continue to be developed to meet passenger and airline needs with focus on meeting new security requirements and increasing check-in capacity.

Aviation developments will focus on the need for additional apron parking, taxiway modifications and ensuring reliable access to aviation fuel.

To ensure effective flow of vehicles the main access point to the airport will transition to a primarily one way road system. The internal road network will also be modified to support the change of traffic flow. Improved public transport will continue to be a focus area.

The continued consolidation of freight providers to the Airport East Precinct will provide for a major freight and logistics hub connected to the wider State and National freight supply chain.

Commercial development will continue across the airport to support businesses and provide economic stimulus to the State and region. It's anticipated that the first stage of the Airport Business Park will be developed, further developments within Burbridge Business Park will be undertaken while the area previously referred to as Export Park will continue its transition from industrial/warehouse uses to offices.

Key development projects for Adelaide Airport, as outlined in the 8-Year Development Concept Plan, are highlighted in Table 15-1.



AREA	POTENTIAL DEVELOPMENT
Terminal Development	Completion of the Terminal Expansion Project (TEEx) to the north-eastern end of Terminal 1, improving international and domestic passenger facilities
	Extension to Terminal 1 (north-eastern pier expansion) to accommodate additional aircraft stands
	Improvements and expansion of arrivals and departures facilities including: <ul style="list-style-type: none"> <li>• Upgrading of security to Terminal 1</li> <li>• Increasing check-in capacity</li> <li>• Reconfiguration of baggage handling system</li> <li>• Expansion of baggage make-up area</li> </ul>
Aviation Development	Enhancement of the apron and taxiway system through the following minor improvements: <ul style="list-style-type: none"> <li>• New apron aircraft-parking area and taxiway improvements to the north-east end of Terminal 1, including additional aircraft stands and remote aircraft-parking bays</li> <li>• New apron for remote aircraft parking bays and taxiway improvements to the south-western end of Terminal 1</li> <li>• New taxiway link connecting the Main Runway (Runway 05/23) to Taxiway Alpha 6</li> <li>• Extension of Taxiway Tango 4</li> </ul>
	Expansion of the existing aviation fuel storage facility – additional storage tank and further investigations to a pipeline connection to the Birkenhead fuel facility
	Development of the Airport East Precinct to allow for consolidation and expansion of existing airport freight and aviation-support facilities (hangars, catering, ground handling, GSE maintenance)
	Continued development of the Tapleys Precinct for fixed wing and rotary aircraft operations
Commercial Development	<b>Terminals &amp; Business Precinct</b> <ul style="list-style-type: none"> <li>• First stages of the Airport Business District Office Park will be developed, comprising up to 18,000 square metres of office floor area</li> <li>• New commercial development will continue within the Burbridge Business Park</li> <li>• Export Park will transition from industrial/warehouse uses to offices</li> </ul>
	<b>Airport East Precinct</b> <ul style="list-style-type: none"> <li>• Development of freight, logistics and warehouse facilities, supporting aviation-related activities</li> </ul>
Ground Transport	<b>External Roads</b> Working with the South Australian Government on capacity improvements and modifications at key locations along Sir Donald Bradman Drive, including: <ul style="list-style-type: none"> <li>• Moving toward a one-way road system into and out of the Terminals &amp; Business Precinct</li> <li>• New signalised intersection between Fred Custance and May Terrace</li> <li>• New signalised intersection at Vimy Avenue</li> <li>• Modifications to the Fred Custance Street intersection arrangement</li> <li>• Modifications to Sir Reginald Ansett Drive intersection (north)</li> <li>• Modifications to Sir Reginald Ansett Drive intersection (south) to include signals</li> </ul> Transport Avenue gazetted for use by B-double heavy vehicles
	<b>Internal Roads</b> <ul style="list-style-type: none"> <li>• Improved internal road layout within the Terminals &amp; Business Precinct, including connection to the new signalised intersection with Sir Donald Bradman Drive to create new primarily one-way route</li> <li>• New internal landside road between Tapleys Precinct and Burbridge Business Park</li> <li>• New internal airside and landside road network at Airport East aligned with proposed development</li> <li>• New road link between Airport East Precinct and Terminals &amp; Business Precinct with connection to Richmond Road</li> <li>• New road link between Airport East Precinct and Morphett Precinct</li> </ul>
	<b>Car Park</b> <ul style="list-style-type: none"> <li>• New/expanded multi-level car park</li> <li>• New car parking areas</li> </ul>
	<b>Public Transport</b> <ul style="list-style-type: none"> <li>• Preserve the opportunity for a high capacity public transport system servicing the airport</li> <li>• Continue to support the South Australian Government to increase public transport usage to the airport</li> </ul>
	<b>Cycling</b> <ul style="list-style-type: none"> <li>• Improvements to be incorporated into road infrastructure development projects as required</li> </ul>
	Responding to future technology – build in flexibility and responding to disruptive technology (ride share, air taxis, autonomous vehicles, etc)

Table 15-1: 8-Year Development Concept Plan



## 15.3. 20-Year Development Concept Plan

The 20-Year Development Concept Plan (20-Year Plan) for Adelaide Airport is also based on capacity needs, as determined by the current growth forecasts.

Key development projects for Adelaide Airport, as outlined in the 20-Year Development Concept Plan, are highlighted in Table 15-2.





AREA	POTENTIAL DEVELOPMENT
Terminal Development	New pier expansion to the south-west end of Terminal 1
	New spur pier development to the south-west of Terminal 1
	Improvements and expansion of arrivals and departures facilities, including: <ul style="list-style-type: none"> <li>• International Arrivals Hall expansion</li> <li>• Departures processor expansion</li> <li>• Increased check-in facilities</li> <li>• Potential remote bag drop facilities</li> <li>• Expanded baggage reclaim facilities</li> <li>• Expanded security facilities</li> </ul>
Aviation Development	Further enhancement of the taxiway system
	Staged developments of increased aircraft-parking layouts, including passenger terminal and apron expansion. As Terminal 1 is further expanded, there will be incremental displacement of General Aviation facilities
	Aviation fuel – further expansion of existing aviation fuel storage facility
	Development of aviation maintenance/engineering/ Fixed Base Operator facilities (including relocation of some of the existing facilities from the Terminals & Business Precinct) in Morphett Precinct, Airport East Precinct and Tapleys Precinct (long term)
Ground Transport	<p>External Roads</p> <p>Working with the South Australian Government to determine the need for further capacity improvements as required, beyond those identified for the 8-Year Development Concept Plan</p>
	<p>Internal Roads</p> <ul style="list-style-type: none"> <li>• Duplication of drop-off/ pick-up area below the multi-level car park and associated modified road connections to Western Link Road</li> <li>• New road connection from drop-off/ pick-up area to the signalised intersection at Sir Donald Bradman Drive</li> <li>• Relocation of taxi/ rideshare pick-up to Atura Circuit</li> </ul>
	<p>Car Park</p> <ul style="list-style-type: none"> <li>• Further additional new car parking areas</li> </ul>
	<p>Public Transport</p> <ul style="list-style-type: none"> <li>• Preserve the opportunity for a high capacity public transport system servicing the airport</li> <li>• Continue to support the South Australian Government to increase public transport usage to the airport</li> </ul>
	<p>Cycling</p> <ul style="list-style-type: none"> <li>• Improvements to be incorporated into road infrastructure development projects as required</li> </ul>
	Responding to future technology – build in flexibility and responding to disruptive technology (ride share, air taxis, autonomous vehicles, etc.)

Table 15-2: 20-Year Development Concept Plan

