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The Plan for
Adelaide
Airport



The Plan for Adelaide Airport

7

Land Use Plan

Sets out the Land Use Plan for Adelaide Airport, which is used to guide all on-airport development and is used to assess non-aviation development proposals.



8

Aviation Development

Describes the Aviation Development Plans for both airfield and terminal facilities.



9

Commercial Development

Outlines the proposed airport commercial developments within the first eight years of the Master Plan.



10

Ground Transport Plan

Outlines the Ground Transport Plan for Adelaide Airport based on the infrastructure needed to cater for increased travel to the airport for passengers, employees, freight and commercial vehicles. It sets out the actions required to address the forecast increases in vehicle trips to and within Adelaide Airport.



11

Services Infrastructure

Outlines the existing and future service infrastructure requirements for Adelaide Airport.



12

Safeguarding the Airport

Provides the measures required for safeguarding the ongoing operations and growth of Adelaide Airport.



13

Aircraft Noise

Outlines current and future aircraft noise exposure for areas surrounding Adelaide Airport and details AAL's approach to aircraft noise management.



14

Environment Strategy

Outlines the Environment Strategy and the objectives for environmental management, the impacts of aviation operations on the environment and AAL's approach to prevent, control and reduce environmental impacts.



7

Land Use Plan



7.1. Introduction

Supporting its role as a major transport, employment and economic hub, Adelaide Airport is a major 'activity centre' within Metropolitan Adelaide.

Land-use planning is a critical element of the Master Plan as it provides the overall planning intent for Adelaide Airport. It includes land-use strategies and objectives for development, and also considers the State and local planning policies surrounding the airport.

This Land Use Plan is a revision and update of the 2014 Master Plan's Land Use Plan. These changes allow Adelaide Airport to continue to meet the needs of the local and regional areas, while aligning with the South Australian planning system.

The Land Use Plan guides development at Adelaide Airport to ensure the operational integrity and economic viability of the airport is not compromised, while maintaining compatibility with adjacent land uses.

7.2. Adelaide Airport Business District

The Adelaide Airport Business District, previously known as the Airport (Adelaide) Zone, covers the 785-hectare area of land leased to AAL under the Airports Act.

The Adelaide Airport Business District provides the over-arching land-use planning policies for the airport which are guided by the development objectives as outlined in Chapter 5.

Adelaide Airport is recognised as a gateway to Adelaide and South Australia, providing a significant service, community and economic benefit to Metropolitan Adelaide and to South Australia.

Future development will continue to provide positive benefits by:

- Maintaining the airport as the international, national and regional gateway to South Australia
- Enhancing the airport as a key element of the State's transport infrastructure
- Facilitating the movement of passengers and time-sensitive freight
- Contributing to the viability of the airport as a business enterprise through the provision of commercial, retail and industrial activities
- Continuing to provide an employment and economic hub for the western suburbs of Adelaide and beyond

7.2.1. Precinct Planning

The Adelaide Airport Business District is divided into precincts (smaller sub-areas of the Adelaide Airport Business District), which contain additional specific policies relevant to each identified area. The precincts are shown in Table 7-1 and Figure 7-1.

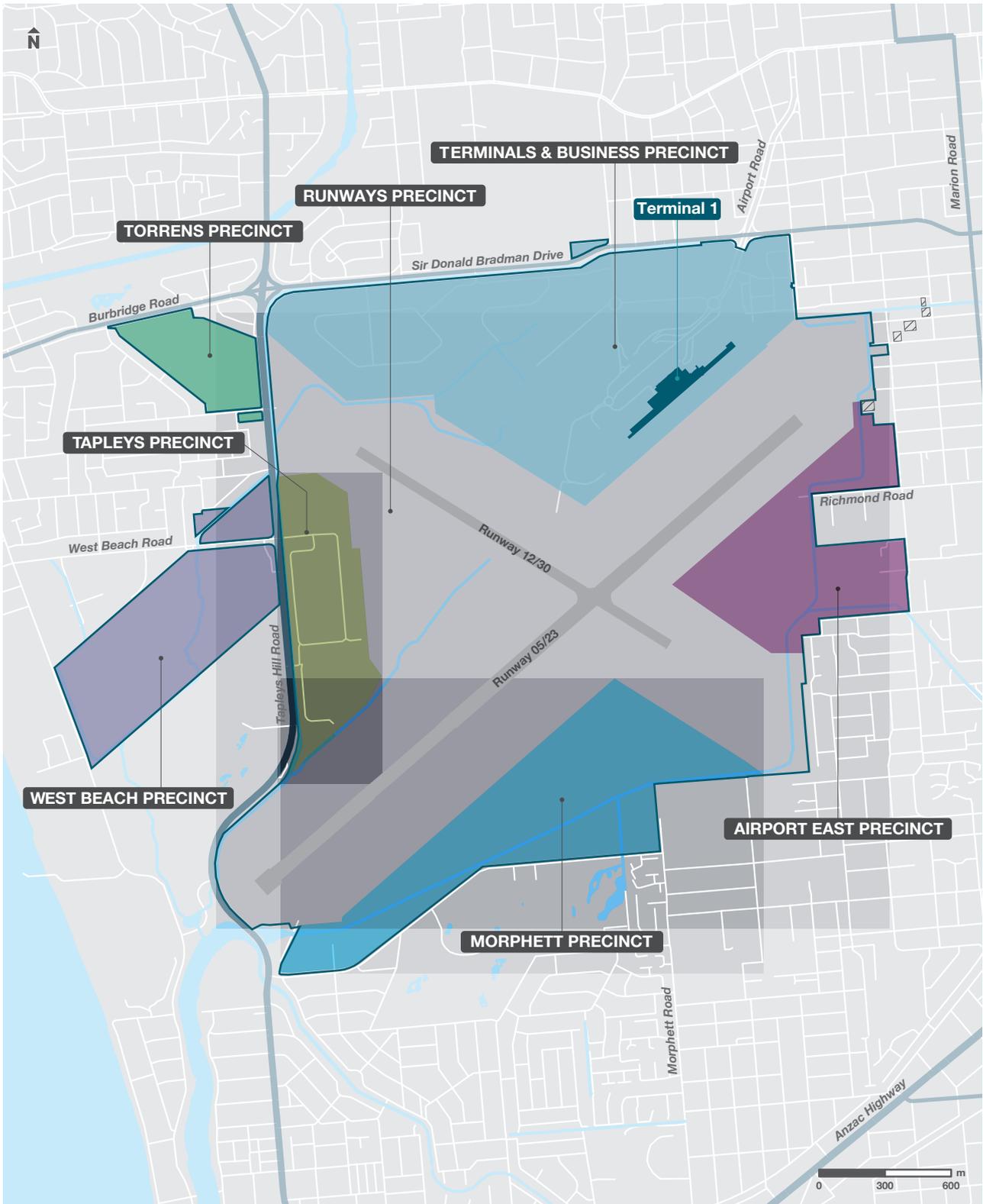
To guide the developments within each precinct, each precinct is defined by the following:

- **Objective:** Describes the purpose of the precinct
- **Desired Character:** Provides a description of the intent of the precinct
- **Principles of Development Control:** Provides a Structure Plan for the precinct, outlining a spatial representation of the policy areas, major access and greenways
- **Procedural Matters:** Guides the types of land uses appropriate to the precinct. The Procedural Matters include:
 - Envisaged (suitable forms of development) uses
 - Non-Complying (incompatible forms of development) uses

PRECINCT	AREA	TOTAL AREA OF AIRPORT
Runways Precinct	367 hectares	47%
Terminals & Business Precinct	165 hectares	21%
Airport East Precinct	56 hectares	7%
Morphett Precinct	82 hectares	11%
Tapleys Precinct	40 hectares	5%
West Beach Precinct	56 hectares	7%
Torrens Precinct	19 hectares	2%

Table 7-1: Adelaide Airport Business District Precincts





LEGEND

- Adelaide Airport Business District Boundary
- Freehold Land
- Runways
- Watercourses
- Arterial Roads
- Local Roads
- Airport Terminal

ADELAIDE AIRPORT PRECINCTS

- Runways Precincts
- Terminals & Business Precinct
- Airport East Precinct
- Morphett Precinct
- Tapleys Precinct
- West Beach Precinct
- Torrens Precinct

Figure 7-1: Adelaide Airport Business District Precinct Plan

7.3. Precinct Land Use Plans

7.3.1. Runways Precinct

The objective of the Runways Precinct is to provide an area accommodating the:

- Safe and secure aircraft landing, take-off and taxiing operations for both fixed-wing and helicopter services
- Aircraft navigational aids, radar and communications equipment and facilities
- Aviation-related support industries, facilities, training, and emergency response services
- Aquifer storage and recovery, and water-harvesting activities in suitable locations

7.3.1.1. Desired Character

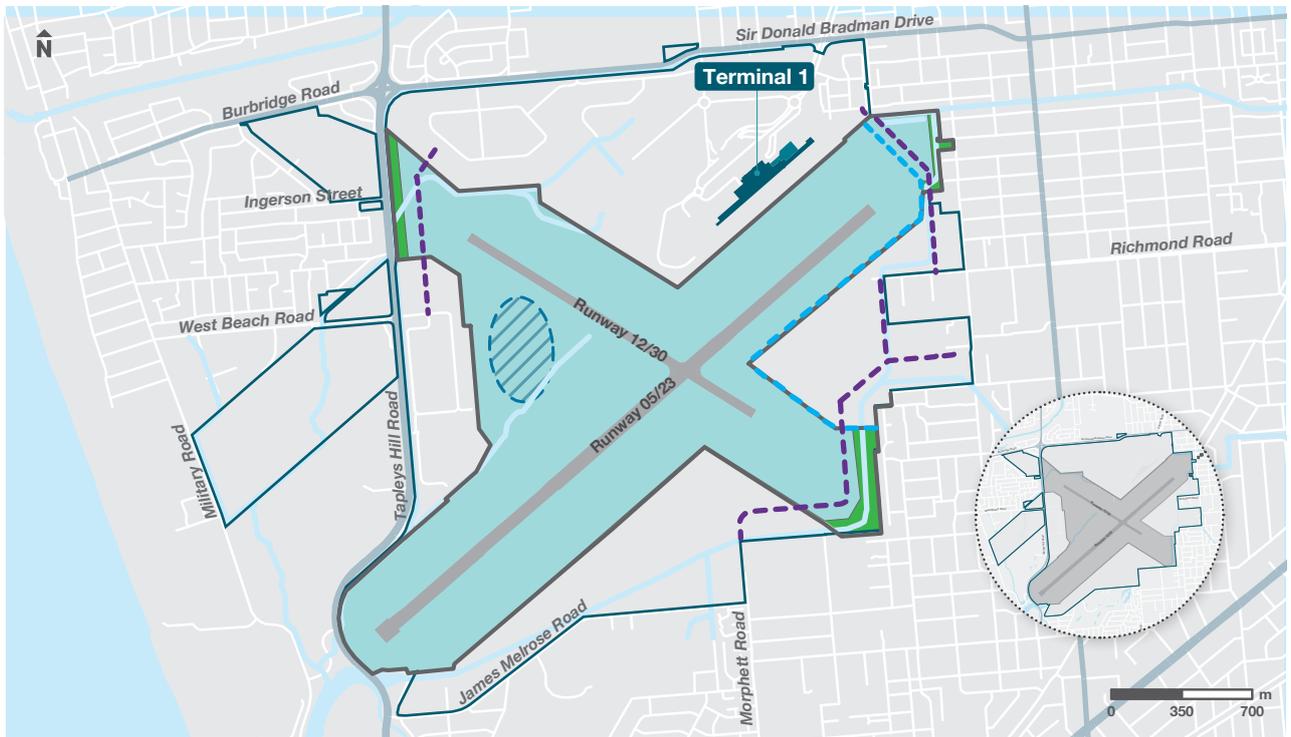
The Runways Precinct is an area of the airport primarily for the operation and movement of aircraft and associated activities associated with runway facilities.

Development within the Runways Precinct should focus on aviation needs, with related ancillary and support facilities enhancing the airport's operation.

The Runways Precinct currently caters for existing runway infrastructure, therefore, when a decision on the timing of a future parallel runway is reached, the Runways Precinct boundary will be reviewed.

7.3.1.2. Principles of Development Control – Structure Plan

Development should generally be in accordance with the Runways Precinct Structure Plan (Figure 7-2) and the uses listed (Table 7-2).



LEGEND

- | | | | |
|-------------------|----------------------------|---------------------------|-----------------------------|
| Airport Boundary | Terminal Expansion Project | Helicopter Operations | Potential New Road Links |
| Precinct Boundary | Watercourses | Buffers/Greenways | Potential New Airside Roads |
| Runways | Arterial Roads | Runway Related Activities | |
| Airport Terminal | Local Roads | | |

Figure 7-2: Runways Precinct Structure Plan

7.3.1.3. Procedural Matters

Envisaged and Non-Complying Developments for the Runways Precinct are identified in Table 7-2.

RUNWAYS PRECINCT USES	
ENVISAGED DEVELOPMENT	NON-COMPLYING DEVELOPMENT
Aircraft washdown	Brand outlet centre and associated support retailing
Ancillary development	Bulky goods retailing
Animal agistment for export purposes	Childcare centre
Area approach control centre	Dwelling
Aviation-related support industry	Hotel
Aviation fuel pipeline	Motel
Car parking	Restaurant
Communication facilities	Retail showroom
Earthworks or engineering works	Service trade premises
Emergency services facility	Shop
Emergency staging area	Waste transfer station
Environmental protection works	
Farming*	
Fire-fighting and rescue facilities	
Helicopter landing and parking	
Horticulture	
Renewable energy installations	
Runway-related activities/ facilities	
Soil treatment facility	
Taxi holding area, amenities and fuel depot	
Temporary uses and structures	
Weather and atmospheric testing facilities	

* Note: Trialling and developing crops as environmental improvements for runway performance through lowered temperatures.

Table 7-2: Runways Precinct Land Use Procedural Matters



7.3.2. Terminals & Business Precinct

The objective of the Terminals & Business Precinct is to provide:

- An area focused on accommodating facilities for the safe, efficient and economic handling of aircraft, passengers and freight and related services; and support activities such as car parking and storage, hotel accommodation, hospitality, retailing and offices
- Development of office, commercial, retail and industrial facilities that contribute to the viability of the airport as a major business hub for the western suburbs and Metropolitan Adelaide
- An area accommodating business, education, technology and research facilities in an office park-like setting, allowing suitable mixes with warehouse and storage activities and aviation-related support industry

7.3.2.1. Desired Character

The Terminals & Business Precinct is the gateway and major focus of activity at Airport Business District, located immediately to the south of Sir Donald Bradman Drive. The Terminals & Business Precinct incorporates the primary road access to Terminal 1, being Sir Richard Williams Avenue.

The Terminals & Business Precinct is the area for the safe, efficient and economic facilitation of passengers and support infrastructure associated with the arrival and departure of passengers and air freight. Future development will be located, designed and operated to enhance this environment; while also allowing areas for research, innovation and business development, along with complementary freight and distribution services.

Developments within the Terminals & Business Precinct will be of a high standard of design that enhances the amenity of the airport environment.

A small portion of this precinct is located on the northern side of Sir Donald Bradman Drive adjoining May Terrace. This site is currently used for recreational purposes and horticultural activities.

The Precinct is divided into two policy areas:

- Terminals & Commercial Business
- Burbridge Business Park

The development intent for each policy area is described in the following section.

7.3.2.2. Terminals & Commercial Business Policy Area

The Terminals & Commercial Business Policy Area is the major gateway to Adelaide Airport and is the heart of the major and specialised activity centre for transport, employment and commercial development for Metropolitan Adelaide and the State. The Policy Area already accommodates terminals and related access infrastructure, car parking, retailing activities, hotel, taxi pick-up and drop-off and public transport facilities. It also provides ancillary activities such as aviation freight-handling facilities including aircraft maintenance buildings, hangars, catering services, commercial/light industrial activities, car-rental storage, valet operations, car parking and fuel storage.

The desired character for this area includes:

- An office park located to the west of the airport entrance immediately adjacent to Terminal 1
- A multi-purpose commercial park located east of the Airport Business District entrance. This commercial park (formerly referred to as Export Park) is expected to transition from industrial/warehouse uses to office accommodation
- New and existing development incorporating commercial offices, office/warehousing, purpose-built aviation freight, engineering, and airport-servicing activities that would benefit from the nearby airside accessibility
- Retail showroom and bulky goods developments to the west of the airport entrance, capitalising on the visibility from Sir Donald Bradman Drive



7.3.2.3. Burbridge Business Park Policy Area

The Burbridge Business Park Policy Area caters for high-tech office, commercial and warehouse developments, retail and recreation activities, and ancillary activities to support the Terminals & Commercial Business Policy Area such as car parking and storage. The Policy Area also includes the aviation fuel storage complex.

Development of the precinct should minimise the potential for adverse impact on residential areas by:

- Providing landscaping along the frontage of Sir Donald Bradman Drive, resulting in an enhanced amenity and screening for buildings
- Establishing a park-like setting incorporating integrated and shared landscaping
- Providing quality buildings of contemporary design, resulting in an attractive appearance
- Establishing on-site car parking
- Providing appropriate stormwater management and drainage systems to minimise flooding risk
- Enclose noise-generating equipment where there is prospect of the equipment causing a detrimental effect on residential areas

Any lighting associated with night-time usage for developments with frontage to Sir Donald Bradman Drive should be located, designed and operated in a manner that promotes the safety of aviation and users of the facilities and avoids excessive light spill.

Commercial and retail development should be designed to complement and expand the existing commercial and retail activities. It may include other retailing and/or tourism initiatives that will benefit from the economic activity at Adelaide Airport.

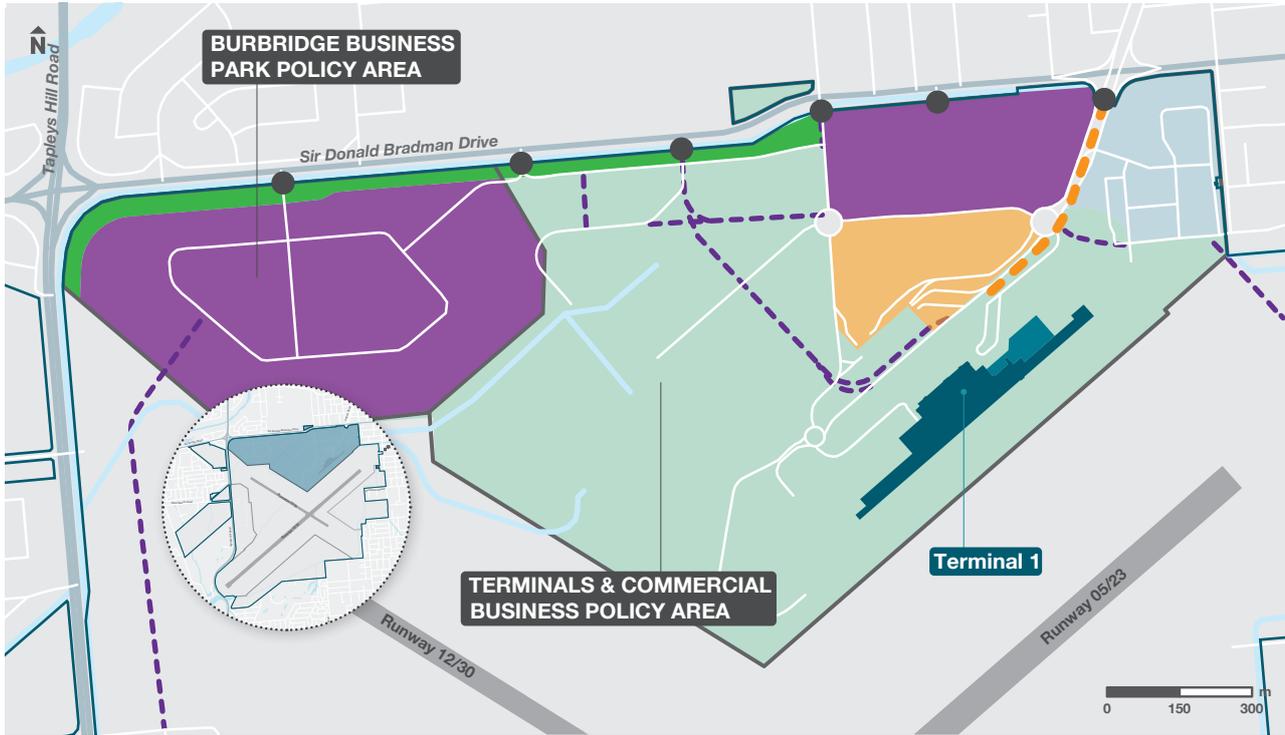
Development within the Burbridge Business Park Policy Area should be set back from the Sir Donald Bradman Drive and Tapleys Hill Road property boundaries to accommodate drainage swales and landscaping treatment.

Developments should also have regard to the adjoining greenway area that fronts Sir Donald Bradman Drive.

7.3.2.4. Principles of Development Control – Structure Plan

Development should generally be in accordance with the Terminals & Business Precinct Structure Plan (Figure 7-3) and the use listed as Envisaged Development (Table 7-3 and Table 7-4).





LEGEND

- | | | | |
|--------------------------------|----------------------------|---|--|
| Airport Boundary | Terminal Expansion Project | Access | Buffers/Greenways |
| Precinct/ Policy Area Boundary | Watercourses | Potential New Road Links | Commercial |
| Runways | Arterial Roads | Potential High Capacity Public Transport Corridor | Office Park |
| Airport Terminal | Local Roads | | Retail/Commercial |
| | | | Aviation Related Activities/Commercial |

Figure 7-3: Terminals & Business Precinct Structure Plan



7.3.2.5. Procedural Matters

Envisaged and Non-Complying Developments for the Terminals & Business Precinct are identified in Table 7-3 and Table 7-4.

TERMINALS & BUSINESS PRECINCT USES (TERMINALS & COMMERCIAL BUSINESS POLICY AREA)	
ENVISAGED DEVELOPMENT	NON-COMPLYING DEVELOPMENT
Advertisement	Brand outlet centre
Aircraft hangar	Dwelling
Aircraft washdown	Farming
Air traffic control tower	General industry
Area approach control centre	Horse keeping and equestrian area
Ancillary development	Road transport terminal
Animal agistment for export purposes	Special industry
Aviation education establishments	Wholesale plant nursery
Aviation fuel depot and pipelines	
Aviation-related support industry	
Bulky goods retailing	
Bus terminal	
Call centre	
Car parking and storage	
Car rental, valet and vehicle storage	
Childcare centre	
Conference facility	
Consulting room	
Depot	
Earthworks or engineering works	
Emergency services facility	
Environmental protection works	
Firefighting and rescue facilities	
Freight and distribution centre	
Hotel	
Indoor recreation centre	
Medical centre	
Motel	
Motor repair station	
Office	
Office/warehouse	
Passenger terminals	
Petrol filling station	
Police station	
Renewable energy installations	
Restaurant	
Retail showroom	
Runway-related activities/facilities	
Scientific research facility	
Service trade premises	
Shop	
Store	
Taxi holding facility	
Technology and research centre	
Telecommunications facility	
Temporary uses and structures	
Warehouse	

Table 7-3: Terminals & Business Precinct Uses (Terminals & Commercial Business Policy Areas) Procedural Matters



TERMINALS & BUSINESS PRECINCT USES (BURBRIDGE BUSINESS PARK POLICY AREA)

ENVISAGED DEVELOPMENT	NON-COMPLYING DEVELOPMENT
Advertisement*	Air traffic control tower
Ancillary development	Area approach control tower
Aviation education establishments	Brand outlet centre
Aviation fuel depot and hydrants	Bus terminal
Aviation-related support industry	Community centre
Bulky goods retail outlet	Driver training school
Business and professional services	Dwelling
Call Centre, or back office facilities	General industry
Car parking and vehicle storage	Helicopter landing and parking
Childcare centre	Horse keeping and equestrian area
Conference facility	Motor repair station
Consulting room	Passenger terminals
Depot	Petrol filling station
Earthworks or engineering works	Place of worship
Educational establishment	Police station
Emergency services facility	Road transport terminal
Environmental protection areas	Service industry
Fast food outlet	Special industry
Freight and distribution centre	
Gymnasium/health centre	
Horticulture	
Light industry	
Medical centre	
Office	
Office/warehouse	
Recreation	
Renewable energy generation facility	
Scientific research facility	
Shop	
Store	
Technology and Research centre	
Telecommunications tower facility	
Temporary uses and structures	

* Note: Except within 40 metres of Sir Donald Bradman Drive.

Table 7-4: Terminals & Business Precinct Uses (Burbridge Business Park Policy Area) Procedural Matters



7.3.3. Torrens Precinct

The objective of the Torrens Precinct is to provide:

- An area primarily accommodating a range of recreation, leisure and sporting opportunities in an open space environment
- Residential development for the aged, community housing or like activity, in a suitable location

7.3.3.1. Desired Character

The Torrens Precinct is located to the west of Tapleys Hill Road and to the south of Burbridge Road. Residential development is immediately adjacent the precinct.

In addition to providing a relatively open approach to the runway system to the east of Tapleys Hill Road, Torrens Precinct may be developed with recreation and sporting facilities and accommodation for the aged or community housing. Development will not impact on the continued operations of the airport.

Any development should include sufficient on-site car parking to meet the needs of the development.

Residential development for the aged, or community housing should:

- Be designed to provide safe, attractive, convenient and comfortable living conditions for residents
- Be provided with pleasant and functional open space and landscaping to meet the needs of residents
- Be of a form and scale that is residential rather than intensively institutional in character
- Incorporate any noise-control features, consistent with AS 2021-2015 as appropriate

Any lighting associated with night-time usage (including recreation activities and car-parking areas) should be located and designed in a manner that promotes the safety of aviation and users of the facilities and avoids excessive light spill beyond the site.

Where practicable, recreation areas and associated facilities should be irrigated with or serviced using treated stormwater runoff and/or treated effluent from the Glenelg Waste Water Treatment Plant.

7.3.3.2. Principles of Development Control – Structure Plan

Development should generally be in accordance with the Torrens Precinct Structure Plan (Figure 7-4) and the uses listed as Envisaged Development (Table 7-5).

For commercial developments adequate on-site car parking should be provided.





LEGEND

- | | | |
|-------------------|----------------|----------------------|
| Airport Boundary | Watercourses | Access |
| Precinct Boundary | Arterial Roads | Aged Care/Retirement |
| | Local Roads | Recreation |

Figure 7-4: Torrens Precinct Structure Plan



7.3.3.3. Procedural Matters

Envisaged and Non-Complying Developments for the Torrens Precinct are identified in Table 7-5.

TORRENS PRECINCT USES	
ENVISAGED DEVELOPMENT	NON-COMPLYING DEVELOPMENT
Advertisement	Air traffic control tower
Aged care/retirement*	Area approach control centre
Ancillary development	Brand outlet centre
Car parking and storage	Bus terminal
Clubroom and associated community facility (associated with recreation facilities)	Caravan park
Conference facilities (associated with recreation facilities)	Dwelling (other than aged care facility, retirement village or community housing)
Consulting rooms	Firefighting and rescue facilities
Earthworks or engineering works	Helicopter landing and parking
Environmental protection works	Industry
Indoor recreation centre and associated facilities	Motor repair station
Medical centre	Petrol filling station
Outdoor recreation	Restaurant (not associated with recreational facilities)
Restaurant (associated with recreation facilities)	Retail showroom
Retirement village or group or community housing of a similar nature	Service trade premise
Temporary uses and structures	Shop
	Warehouse

* Note: Any aged care/retirement development should only be considered on the portion of Airport site located south of Burbridge Road – as shown on Figure 7-4. Such development is classified as a Sensitive Development under Section 71A(2) of the Airports Act (see Chapter 7.5).

Table 7-5: Torrens Precinct Use Procedural Matters





7.3.4. West Beach Precinct

The objective of the West Beach Precinct is to provide:

- An area accommodating commercial facilities, capitalising on the exposure to Tapleys Hill Road and West Beach Road
- Recreation activities in support of the adjoining sporting and recreation activities of the West Beach Trust (operating as West Beach Parks)
- Linkage of the Patawalonga Creek as a passive recreation area adjoining nearby pedestrian and bike pathways
- Stormwater drainage systems emanating external to the precinct to control flood risk to the airport land east of the Patawalonga Creek, with some allowance for overflow onto recreation land
- Stormwater-detention areas servicing the West Beach residential area

7.3.4.1. Desired Character

The West Beach Precinct is located to the west of Tapleys Hill Road and to the north and south of West Beach Road. The precinct extends to the west to Military Road.

The eastern side of the West Beach Precinct has an arterial road frontage and therefore exposure to significant traffic volumes along Tapleys Hill Road. This section of the precinct can accommodate commercial development and service trade premises suitable to the arterial road frontage, with access for such uses mainly limited to the existing access points or from West Beach Road and Military Road.

The West Beach Precinct is an area for commercial development, while also being reserved for a future parallel runway. AAL will include resumption clauses in any lease agreement over land reserved for a future parallel runway.

The promotion of event activities, passive and active recreation and sporting activities, and car parking within the precinct is desirable, incorporating suitable pedestrian and bike pathways. New development in the recreation area should, where practical, be clustered and be located to accommodate existing and future stormwater drainage arrangements.

7.3.4.2. Principles of Development Control – Structure Plan

Development should generally be in accordance with the West Beach Precinct Structure Plan (Figure 7-5) and the uses listed as Envisaged Development (Table 7-6).

For commercial developments adequate on-site car parking should be provided.



LEGEND

- | | | | |
|-------------------|----------------|----------------------|-------------------|
| Airport Boundary | Watercourses | Access | Commercial |
| Precinct Boundary | Arterial Roads | Aged Care/Retirement | Recreation/Sports |
| Runways | Local Roads | Buffers/Greenways | |

Figure 7-5: West Beach Precinct Structure Plan





7.3.4.3. Procedural Matters

Envisaged and Non-Complying Developments for the West Beach Precinct are identified in Table 7-6.

WEST BEACH PRECINCT USES	
ENVISAGED DEVELOPMENT	NON-COMPLYING DEVELOPMENT
Advertisement	Brand outlet centre
Ancillary development	Bus terminal
Aged care/retirement (Mountbatten Grove site only)*	Helicopter landing and parking
Amusement Park	Industry
Aquifer storage and recovery/stormwater harvesting	Passenger terminals
Aviation fuel pipeline	
Car parking and storage	
Consulting rooms	
Earthworks or engineering works	
Emergency services facility	
Environmental protection works	
Event activities	
Fast food outlet	
Farming	
Horticulture / community gardens	
Indoor recreation centre	
Motor repair station	
Petrol filling station (with associated convenience store and car wash facilities)	
Recreation	
Retail showroom	
Service trade premises	
Shop	
Sporting activities and complexes	
Store	
Stormwater detention	
Telecommunications facility	
Temporary uses and structures	

* Note: Any aged care/retirement development should only be considered on the portion of Airport site located between Mountbatten Grove and Patawalonga drain (north of West Beach Road). Such development is classified as a Sensitive Development under Section 71A(2) of the Airports Act.

Table 7-6: West Beach Precinct Use Procedural Matters





7.3.5. Tapleys Precinct

The objective of the Tapleys Precinct is to provide:

- A highway activity centre primarily accommodating large-scale retailing facilities such as a brand outlet centre and associated support retail activities, supermarket and liquor store, bulky goods retailing, retail showrooms and other shops – such as those which service the western region of Adelaide or have a metropolitan-wide catchment
- Accommodation for aviation services such as air-traffic control, air-approach control centre, meteorological activities, general aviation and helicopter support activities including aviation retrieval facilities and emergency services

7.3.5.1. Desired Character

The Tapleys Precinct is located to the east of Tapleys Hill Road, generally opposite the intersection of West Beach and Tapleys Hill Roads.

The Tapleys Precinct has an arterial road frontage and therefore exposure to significant traffic volumes along Tapleys Hill Road. Primary access to the precinct is gained from the signalised intersection of Tapleys Hill Road and West Beach Road.

The Tapleys Precinct will continue to accommodate large-scale retailing facilities of a regional or metropolitan-wide catchment, with supporting shops and services. Airport-related activities, including general aviation, emergency services facilities and helicopter operations will continue to be developed in the precinct.

The southern section of Tapleys Precinct, while currently accommodating aviation services, could allow future retail or commercial expansion along with aviation-related support industries and emergency services.

The existing landscaped buffer along Tapleys Hill Road will be retained.

Development should be set back from the Tapleys Hill Road boundary to enable the progressive remodelling of the open unlined drain to accommodate drainage swales and to maintain an attractive landscape.

7.3.5.2. Principles of Development Control – Structure Plan

Development should generally be in accordance with the Tapleys Precinct Structure Plan (Figure 7-6) and the uses listed as Envisaged Development (Table 7-7).

For commercial developments adequate on-site car parking should be provided.





LEGEND

- | | | | |
|-------------------|----------------|--------------------------|---------------------|
| Airport Boundary | Watercourses | Access | Aviation Activities |
| Precinct Boundary | Arterial Roads | Potential New Road Links | Buffers/Greenways |
| Runways | Local Roads | | Retail/Commercial |

Figure 7-6: Tapleys Precinct Structure Plan



7.3.5.3. Procedural Matters

Envisaged and Non-Complying Developments for the Tapleys Precinct are identified in Table 7-7.

TAPLEYS PRECINCT USES	
ENVISAGED DEVELOPMENT	NON-COMPLYING DEVELOPMENT
Advertisement	Dwelling
Ancillary development	Motel
Area approach control centre	Industry
Aviation-related support industry	
Brand outlet centre and associated support retailing	
Bulky goods retailing	
Car parking and storage	
Conservation activities	
Earthworks or engineering works	
Emergency services facility	
Environmental protection works	
Firefighting and rescue facilities	
Helicopter landing and parking facility	
Hotel	
Kennel management facility	
Meteorological services	
Office	
Office/warehouse	
Petrol filling station and convenience store	
Renewable energy generation facility	
Retail showroom	
Runway-related activities	
Service trade premises	
Shop	
Supermarket and liquor store	
Telecommunications facility	
Temporary uses and structures	
Weather and atmosphere testing facility	

Table 7-7: Tapleys Precinct Use Procedural Matters



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7.3.6. Morphett Precinct

The objective for the Morphett Precinct is to provide:

- An area accommodating a mix of activities, including industry, office/warehouse, commercial and aviation-related support industries
- An area accommodating a small portion of interim uses of recreation, leisure and sporting activities
- A linear park and shared-use pedestrian/bike path linking Tapleys Hill Road and Watson Avenue in Netley

7.3.6.1. Desired Character

The Morphett Precinct is located east of Tapleys Hill Road, with frontages to Warren Avenue, James Melrose Road and the northern end of Morphett Road. The precinct is adjacent the City of West Torrens Waste Transfer Station and the industrial areas of North Plympton and Camden Park.

The Morphett Precinct may include a mix of industrial and aviation-related support industries, bisected by the drainage channel and linear park of the Brown Hill and Keswick Creeks. The linear park provides for passive recreation and accommodates a pedestrian/bike path linking Tapleys Hill Road and Watson Avenue.

Interim activities within Morphett Precinct may be for recreation, leisure, sport and horse keeping; with future development to comprise commercial activities, including aviation support facilities.

The land also provides stormwater harvesting associated with aquifer storage and recovery systems.

Development will consider potential impacts on residential areas located to the south of the precinct.

Development having a frontage to James Melrose Road should incorporate landscaping to enhance the amenity of the area and to provide a screening effect when viewed from the road or the residential area to the south.

Development should be designed and operated and/or incorporate acoustic treatments and equipment to minimise potential noise exposure and air quality impacts on adjoining developments and residential areas.

Development should be compatible with and enhance the establishment of a park-like setting within the buffer/linear park adjacent to the drainage channel of the Brown Hill and Keswick Creeks.

Where possible, development should provide access to the buffer/linear park and the shared use bike and pedestrian path.

Existing sporting and recreation activities and horse keeping may continue, provided they comply with relevant Standards and Codes, but further intensification of these activities should be limited.

Aquifer storage and recovery systems are provided, adjacent to the Brown Hill Creek easement and opposite the Glenelg Golf Club and designed and operated to avoid any increase in bird populations.

Development should have an attractive appearance when viewed from Warren Avenue and James Melrose Drive; and should be sited and designed to minimise the potential for adverse impact on adjoining residential areas.

Provision is made for a possible future road link between Morphett Road and Richmond Road through the south-eastern corner of the airport.

7.3.6.2. Principles of Development Control – Structure Plan

Development should generally be in accordance with the Morphett Precinct Structure Plan (Figure 7-7) and the uses listed as Envisaged Development (Table 7-8).

For commercial developments adequate on-site car parking should be provided.



LEGEND

- | | | | |
|-------------------|----------------|--------------------------|-----------------------------------|
| Airport Boundary | Watercourses | Access | Buffers/Greenways |
| Precinct Boundary | Arterial Roads | Potential New Road Links | Commercial |
| Runways | Local Roads | | Office/Warehousing/Industry |
| | | | Aviation Related Support Industry |

Figure 7-7: Morphett Precinct Structure Plan





7.3.6.3. Procedural Matters

Envisaged and Non-Complying Developments for the Morphett Precinct are identified in Table 7-8.

MORPHETT PRECINCT USES	
ENVISAGED DEVELOPMENT	NON-COMPLYING DEVELOPMENT
Advertisement	Brand outlet centre
Aircraft washdown	Bus terminal
Ancillary development	Caravan park
Aquifer storage and recovery/stormwater harvesting	Dwelling
Aviation-related support industry	Educational establishment
Car parking and storage	Hotel
Clubrooms and associated sporting facilities	Place of worship
Depot	Shop (other than to service the day-to-day needs of the workforce and visitors to the Precinct)
Earthworks or engineering works	Special industry
Emergency services facility	
Emergency staging area	
Environmental protection works	
Equestrian area	
Farming*	
Fire-fighting and rescue facilities	
Freight and distribution centre	
Horse keeping	
Horticulture	
Industry (except special industry)	
Office/warehouse	
Plant nursery (including wholesale plant nursery)	
Recreation	
Service trade premises	
Telecommunications facility	
Temporary uses and structures	
Renewable energy generation facility	
Warehouse	

* Note: Trialling and developing crops as environmental improvements for runway performance through lowered temperatures.

Table 7-8: Morphett Precinct Use Procedural Matters





7.3.7. Airport East Precinct

The objective for the Airport East Precinct is to provide:

- An area accommodating a consolidated freight and logistics hub to meet current and future demand from the aviation industry, along with other freight distribution and storage activities that supports the vision of the Commonwealth National Freight and Supply Chain Strategy

7.3.7.1. Desired Character

The Airport East Precinct is within the eastern sector of the airport and is surrounded largely by industrial development consisting of freight logistics and distribution facilities, along with office/warehousing and storage activities.

The Airport East Precinct will be a focus for a major freight, transport and logistics hub. The precinct may also accommodate aircraft-maintenance facilities, aircraft hangars, and ancillary aviation-support activities. The Airport East Precinct presents a logical expansion to consolidate existing on-airport freight operations, adjoining off-airport industrial, warehouse, distribution and logistics operations and general transport related uses; and may provide for uses that have a relationship to the airport or benefit from an airport location.

In addition to the landscaped buffers, developments will seek to minimise impacts on nearby residential areas to the north, east and south of the precinct by considering:

- the design and style of buildings and the layout of vehicle parking areas
- the provision of landscaped earthen mounds in buffer areas facing Watson Avenue and landscaped parks fronting Beare Avenue
- the provision of landscaped acoustic treatments facing Morley Street
- the orientation of loading bays to be positioned and operated away from residential areas

Lighting servicing industrial facilities should be positioned to minimise any impact on surrounding residential development and to be compatible with aviation services.

Industrial buildings, including associated activities such as forklift services, freight-loading vehicles or aircraft engine testing, are to be constructed to prevent noise emissions external to the premises or from the airport site that would exceed relevant acoustic standards and controls, consistent with the *Airports (Environment Protection) Regulations 1997*.

Development of the Airport East Precinct should provide for a possible future road link between Richmond and Morphett/Deeds Roads, and also between Richmond Road and the Terminals & Business Precinct.

7.3.7.2. Principles of Development Control – Structure Plan

Development should generally be in accordance with the Airport East Precinct Structure Plan (Figure 7-8) and the uses listed as Envisaged Development (Table 7-9).

For commercial developments adequate on-site car parking should be provided.





LEGEND

- | | | | |
|-------------------|----------------|-----------------------------|-----------------------------------|
| Airport Boundary | Watercourses | Access | Aviation Related Support Industry |
| Precinct Boundary | Arterial Roads | Potential New Road Links | Buffers/Greenways |
| Runways | Local Roads | Potential New Airside Roads | Office/Warehousing/Industry |
| Airport Terminal | | | |

Figure 7-8: Airport East Precinct Structure Plan



7.3.7.3. Procedural Matters

Envisaged and Non-Complying Developments for the Airport East Precinct are identified in Table 7-9.

AIRPORT EAST PRECINCT USES	
ENVISAGED DEVELOPMENT	NON-COMPLYING DEVELOPMENT
Aircraft hangar	Brand outlet centre
Ancillary development	Caravan park
Animal agistment for export purposes	Clubrooms
Aviation-related support industry	Community centre
Bus terminal	Dwelling
Car parking and vehicle storage/holding area	Helicopter landing and parking
Earthworks or engineering works	Hotel
Environmental protection works	Motel
Firefighting and rescue facilities	Shop (other than to service the day-to-day needs of the workforce and visitors to the precinct)
Freight and distribution centre	Special industry
Industry	
Motor repair station	
Office	
Office/warehouse	
Runway-related activities and facility	
Service trade premises	
Shop (to service the day-to-day needs of the workforce and visitors to the precinct)	
Store	
Technology facilities	
Telecommunications facility	
Temporary uses and structures	
Warehouse	
Weather and atmosphere testing facility	

Table 7-9: Airport East Precinct Use Procedural Matters



7.4. Alignment with Surrounding Land Uses

Since 2014, there have been limited changes to the zoning of land or nature of existing land use/developments surrounding the airport.

The main land-use zones surrounding the Adelaide Airport site are Residential, Industry, Community and Recreation uses.

The airport site is surrounded by several large areas of open space incorporating the West Beach Parks complex to the west, Kooyonga Golf Club to the north, and the Glenelg Golf Club to the south.

Two key industrial areas are adjacent Adelaide Airport:

- The Netley industrial area located immediately to the east of the Airport East Precinct
- The North Plympton industrial area, located immediately to the south-east of the airport

The North Plympton industrial area includes the City of West Torrens waste-transfer station. While this activity poses potential risks to aviation due to attraction of birdlife, AAL actively engages with the site operator on management strategies to minimise such risks.

The remaining land surrounding the airport is primarily zoned Residential and includes the suburbs of West Beach, Lockleys, Mile End, West Richmond, Plympton, North Plympton and Glenelg North. These residential areas are all within the three council areas of West Torrens, Charles Sturt and Holdfast Bay.

AAL will continue to monitor off-airport development, including the preparation of planning policies and master plans, affecting the ongoing airport operations. Specific issues for consideration relate to the location of sensitive land uses, along with height and scale of development, which may negatively impact upon airport operations now and into the future.

Further information on airport safeguarding is provided in Chapter 12.

Figure 7-9 illustrates the land uses surrounding the airport.

7.5. Sensitive Development

Section 71A of the Airports Act requires the Master Plan to identify any proposed sensitive developments. A Sensitive Development is defined as the development of, or a redevelopment that increases the capacity of, any of the following:

- Residential dwelling
- Community-care facility
- Pre-school
- Primary, secondary, tertiary or other educational institution
- Hospital

Sensitive developments do not include:

- Aviation educational facility
- Accommodation for students studying at an aviation educational facility at the airport
- A facility with the primary purpose of providing emergency medical treatments which does not have in-patient facilities
- A facility with the primary purpose of providing in-house training to staff of an organisation conducting operations at the airport

Sensitive developments are permitted under exceptional circumstances. The exceptional circumstances must be demonstrated before the Commonwealth Minister agrees to a Major Development Plan being prepared for the proposed development.



LEGEND		LAND USES	
Airport Boundary	Arterial Roads	Commercial	Golf
Freehold Land	Local Roads	Retail Commercial	Recreation
Runways	Watercourses	Food Industry	Residential
Airport Terminal		Education	Utilities/Industrial
		Public Institution	Vacant

Figure 7-9: Surrounding land uses

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7.6. Pre-Existing Interests

There are several leases which existed prior to AAL taking over the management of Adelaide Airport in 1998 that continue to operate. These pre-existing interests are listed in Table 7-10.

There are several existing easements over the airport site which are discussed in Chapter 11. In any proposal for future development on airport land, AAL will act consistently with the obligations or interests that exist with pre-existing interests and service providers.

ORGANISATION	PURPOSE	LOCATION
Airservices Australia	Operations Complex	Tapleys Precinct
Airservices Australia	Fire Station	Runways Precinct
Airservices Australia	Transmitter NDB Site	Runways Precinct
Airservices Australia	Glide Path Site	Runways Precinct
Airservices Australia	Control Tower Site	Runways Precinct

Table 7-10: Pre-Existing Interests

7.7. Development and Building Assessment Process

7.7.1. Development Assessment

Under the Airports Act, control over land-use planning and development on the airport remains with the Commonwealth Minister for Infrastructure, Transport and Regional Development. AAL is required to make decisions on development proposals that are consistent with the approved Master Plan.

The development assessment process prescribed in this Master Plan closely aligns with the current South Australian planning system.

Figure 7-10 indicates the development decision matrix for specific forms and types of development at Adelaide Airport. The decision-making steps in this process include:

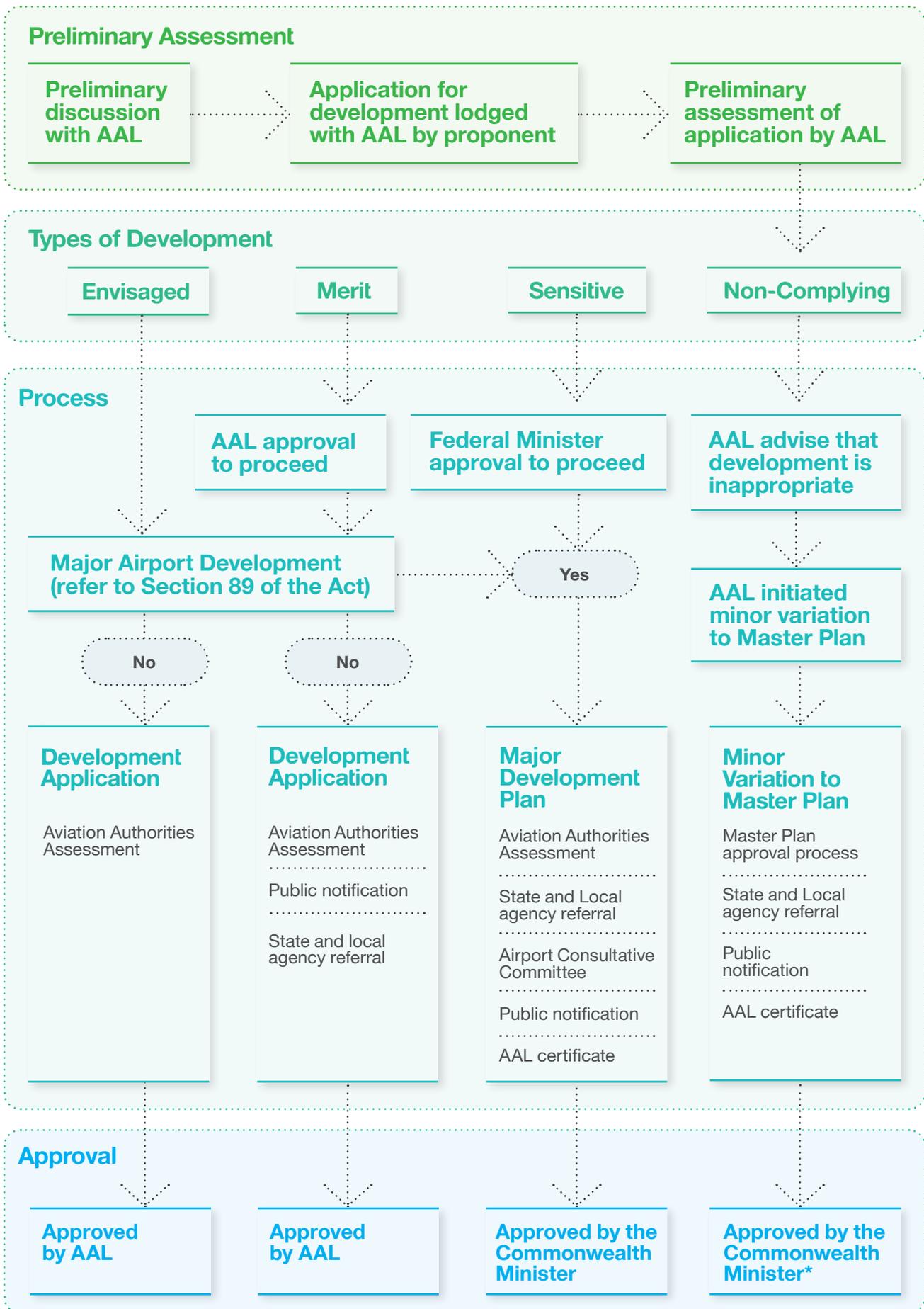
- The decision of AAL to lease land for particular forms of development
- The decision of airport authority regulators (such as DITRDC, Airservices and CASA) to accept development which will not unduly impact upon airport and aviation activities and operations, such as Air Traffic Control (ATC) line of sight and Aviation Rescue Fire Fighting Services (ARFFS) operations.
- The decision of AAL as to the appropriateness (or otherwise) of the development against the approved Master Plan. This discretionary decision considers:
 - The Adelaide Airport Business District Objectives and Principles of Development Control
 - The relevant Precinct Objectives and Principles of Development Control
 - The general consistency with the Structure Plans for the relevant Precinct
- Considering whether the proposed development is classified as a Sensitive Development as defined by the Airports Act
- Considering whether the proposed development triggers a Major Development as defined under the Airports Act and includes development which may have a significant impact to the community

If a development proposal is not identified within the relevant Precinct as Envisaged or Non-Complying it will be processed as a 'Merit' use development and may be subject to an agency referral and public consultation process prior to a decision being made by AAL on whether to approve the proposal. This is detailed in the Development Decision Matrix at Figure 7-10.

Should an application be subject to the Public Notification process, AAL may place a notice of the proposed development in a newspaper circulating within the region and provide advice to the members of the Adelaide Airport Consultative Committee and the Adelaide Airport Planning Coordination Forum with regard to the proposed development. Such a process will assist in informing key groups/affected persons of the proposed development and allow 10 business days for written submissions to be submitted. Written submissions will be considered by AAL prior to any decision being made on the proposed development.

If a development proposal is identified as being Non-Complying within the relevant Precinct, and the proposal is considered by AAL to have merit, such an application could trigger a Minor Variation to the Adelaide Airport Master Plan under Section 84A of the Airports Act for a decision by the Minister.

Development Decision Matrix



*Subsequent to the approval of a Minor Variation to the Master Plan, the proposed development will then be assessed in accordance with the relevant type of development (Envisaged or Merit).

Figure 7-10: Development Decision Matrix

7.7.2. Building Assessment Process

All development on airport land is subject to building approvals consistent with the provisions of the Airports (Building Control) Regulations 1996. This process is similar to the Building Rules Assessment process under the South Australian planning system.

Figure 7-11 provides an outline of the Development and Building Approvals process.

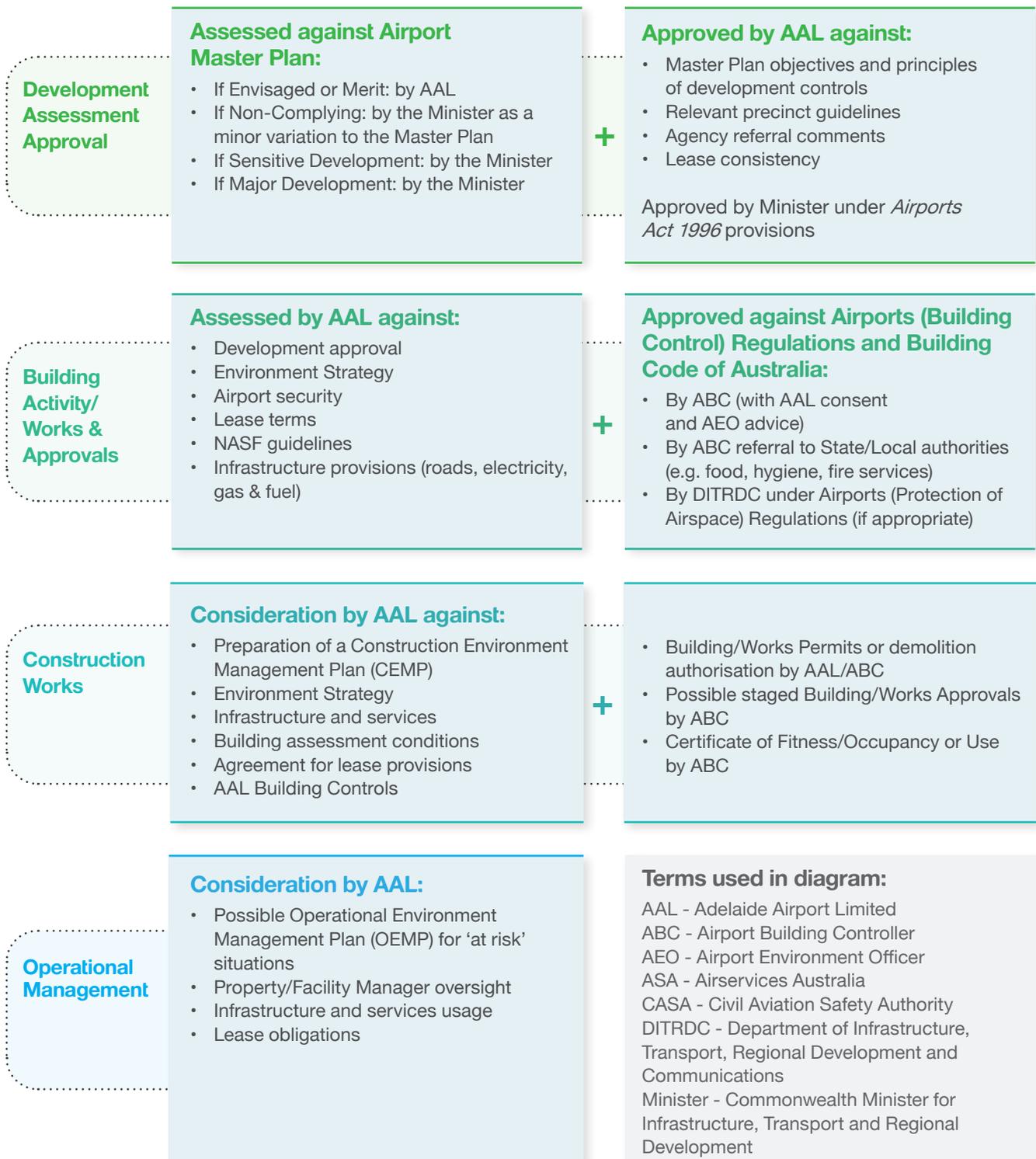


Figure 7-11: Development and Building Approvals Process Diagram

