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Master Planning Process

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2.1 Purpose of the Master Plan

The purpose of an airport Master Plan is to summarise the planning framework for the development of an airport over a planning period of 20 years, within the context of the airport's ultimate development potential.

The Master Plan provides the airport operator, the three tiers of Government, Commonwealth, State and Local, the local community, aviation industries and interests, commercial users and investors with confidence to plan for the future development of the airport and its environment. It provides the basis for planning of aviation activities, land and commercial development, environmental management and infrastructure delivery in an integrated and timely manner.

The implementation of the planned activities at Parafield Airport and the triggers for the implementation are detailed in Chapter 11 of this Master Plan covering the first five years in some detail, the following five to twenty years in summary and including an ultimate planning option.

An approved Master Plan remains in force for a period of five years unless the Airport Lessee Company (i.e. PAL) is directed by the Minister to replace it. This 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 aviation industry, and the airport and local communities.

2.2 Background Studies

The Master Plan is based on a number of detailed studies undertaken in recent years, concerning airport planning, land use planning and environmental and socio-economic issues. These studies include:

- Parafield Airport Master Plan (2012) endorsed by the then Federal Minister for Infrastructure and Transport;
- Air Traffic Forecasts for Parafield Airport prepared from the following sources:
 - Aircraft Billing System;
 - Airservices Australia Short-Term Noise Monitoring Program database;
 - Airservices Australia Tower Operating Hours Movement Data;
 - Major Tenants Operational Movement data;
 - Gross State Product (GSP); and
 - Industry market assumptions;
- Road Traffic Studies (AECOM 2017);
- Assessment of the Socio-Economic Drivers of Parafield Airport on the Community of South Australia (Hudson Howell 2017); and
- Review of the Capacity Analysis of Parafield Airport (AIRBIZ 2017).

These and other background documents are listed in the references section (Chapter 12) of this 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 is responsible for the administration of the *Airports Act 1996* (the Act). 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* and the *Civil Aviation Regulations 1988*;
- aviation security controls of the *Aviation Transport Security Act 2004* and Regulations administered by Department of Infrastructure and Regional Development;
- 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*;
- the *Australian Heritage Council Act 2003*;
- Quarantine Inspection Services of the Department of Agriculture;
- competitive policy arrangements, including pricing oversight administered by the Australian Competition & Consumer Commission 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

PAL is required under Section 76 and Section 78(1) of the Act to submit a new draft Master Plan to the Commonwealth Minister prior to the expiry of the original master plan approved under Sect 81 of the Act.

Section 77 of the Act advises that the approved airport 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, a Preliminary 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 Draft Master Plan has been prepared, it is then to be placed on public display for 60 business days to allow for the interested public to review and make written comment on its content. At the end of the 60 business day review period, PAL is required to prepare a response document which lists all persons or organisations who commented on the Preliminary Draft Master Plan, the issues raised, and how PAL showed due regard to those issues, including where changes to the Plan have been made. The revised Plan is then referred to as the Draft Master Plan.

The response document, together with the Draft Master Plan is submitted to the Commonwealth Minister for Infrastructure and Transport 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, PAL 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 Parafield Airport Master Plan remains in force during that time.

If the Minister approves the Draft Master Plan, PAL completes the amendments to the draft document and issues a Final Master Plan for the airport, which becomes the Parafield 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 PAL decides to submit a new Draft Master Plan to the Minister before the end of the five-year period.

The Final 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 Act and Regulations specify that a full consultation program is required prior to the preparation and submission of a Draft Master Plan to the Minister for approval. This consultation program is to include (as a minimum):

- newspaper advertisements;
- circulation of draft plans for public and stakeholder inspection;
- a 60 business day comment period; and
- a summary of how comments have been addressed.

PAL has involved the community and stakeholders in the formative stages of the development of this Master Plan and, through the Parafield Airport Consultative Committee and Planning Consultative Forum, invited comments and ideas at an early stage. These

comments were collated and appropriate recognition made in this Master Plan to reflect planning in harmony with the State's guidelines. The State's planning principles and guiding documentation are detailed in Section 7.3.

The following consultation program and development timetable was prepared to enable PAL to meet the legislative timetable (Table 2.1).

This program was designed to ensure that interested parties had the opportunity to advise and influence the development of the Master Plan prior to presentation to the public as prescribed by the legislation.

This early involvement at both a strategic and operational level helped to develop a Master Plan that is relevant to the needs and requirements of the South Australian community at large and the airport stakeholders.

Details of consultation undertaken with stakeholders is presented in Appendix A.

Table 2.1 Consultation and Master Plan Preparation Timetable

Timeframe	Target	Action	Consultation	Outcome
September 2016 to February 2017	Preparation of Exposure Draft Master Plan			
March 2017	Advice to State/Local Government of Master Plan Intent <ul style="list-style-type: none"> State Minister for Planning State Department of DPTI City of Salisbury City of Tea Tree Gully City of Playford City of Port Adelaide Enfield 	Consistent with Section 79 of the <i>Airports Act 1996</i> , PAL is required to provide notification to specified authorities and parties of its intention to supply to the Minister of Infrastructure and Transport a draft Master Plan for the Parafield Airport in late 2017		
March and April 2017	Consultations with: <ul style="list-style-type: none"> DPTI (Planning & Ground Transport) City of Salisbury City of Tea Tree Gully City of Playford City of Port Adelaide Enfield Air Services Australia/CASA Flight Training GA Technical Working Group Commonwealth & State MPs/ State Ministers 	Refer to Table A1 in Appendix A	Meeting	
May 2017	Airport Planning Co-ordination Forum, PACC Parafield Airport Consultative Committee	Refer to Table A1 in Appendix A	Meeting	
June 2017	Provision of Exposure Draft to DIRD	Refer to Table A1 in Appendix A	Meeting	
July 2017	DIRD Clearance of Exposure Draft Master Plan			
July, August, September 2017	Public Commentary Period			
October 2017	Review of Public Comments			
November 2017	Supply to Minister			
January 2018	Approval by Minister			