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Services and Infrastructure

8.1 Introduction

The major utilities, including SA Power Networks, Envestra, Telstra and SA Water, have services located within, or in close proximity to, the airport. These utilities are able to service the current and future developments described in this Master Plan to cater for equitable service delivery to businesses on-airport. As a result, there are a number of easements contained within the airport site that must be taken into consideration when contemplating the development of new structures.

8.2 Existing Interests and Easements

PAL inherited several ongoing leases pursuant to the *Airports (Transitional) Act 1996*, which were issued prior to the transition of the management of the airport from the Federal Airports Corporation to PAL. Some of these leases continue and their uses have been generally incorporated into the respective zones as 'envisaged activities'. Any uses that might be now categorised as non-complying, or not separately identified, are able to continue as existing activities while remaining within their current locality on-airport. Similarly, any uses now in existence, or which have been duly approved under the processes of the *Airports Act 1996*, or where there may be some anomalies in planning terminology definitions, are to be categorised as 'envisaged activities' within the various airport precincts.

In any proposal for future development on airport land, PAL will act consistently with any such obligations or interests that exist at the relevant time. Details of registered easements over the airport land are included on the Certificates of Title available from the State Government Lands Titles Office.

A map of the easements on the airport thought to be in existence at privatisation in 1998 is shown in Figure 8.1.

8.3 External Services

The major utilities, including SA Power Networks, Australia Gas Networks, Telstra and SA Water have services located in close proximity to the airport. These utilities are able to service the current and future developments described in this MP and past and approved Minor Variations to the Master Plan (2004) and Major Development Plans.

Engineering services infrastructure will require new connections, extensions and/or realignment as each precinct is developed.

8.3.1 Electricity

Electricity within the Airport Business Precinct is obtained at High Voltage from SA Power Networks along Kings Road, and distributed internally by a network managed by PAL. In the Commercial Precinct, SA Power Networks provides power direct to the individual business and allotments through Horrie Miller Avenue and Laurence Hargrave Way.

SA Power Networks has indicated it can service proposed developments along Main North Road and Kings Road from its existing high voltage electricity network, and will be able to supply power into the Enterprise Precinct along the Elder Smith

Road from Parafield Gardens, and to the Commercial Precinct. An electricity substation could be developed on airport land if required. Augmentation and additional feeders by SA Power Networks may be required depending upon the final strategy against detailed development design.

8.3.2 Potable Water

Existing potable water supply to Airport Business Precinct is obtained from Kings Road mains, and then distributed internally under PAL Services. Through directly managed pipelines in the Commercial Precinct, SA Water distributes the water direct to individual business allotments.

SA Water has indicated there is a sufficient network of water mains to service developments along Main

North Road and Kings Road, and from existing easements located within Parafield Airport itself.

8.3.3 Sewerage

Existing sewerage services in the Airport Business Precinct are connected to the SA Water system, and are maintained by PAL. In the Commercial Precinct, SA Water arranges the direct sewerage service to individual business allotments.

SA Water has a main sewer line running along both Kings Road and Main North Road and within the Runways Precinct under an easement on airport land. It may be necessary to pump sewerage from some developments to the SA Water sewer mains.



Figure 8.1 Easements present in 1998

8.3.4 Telecommunications

There are sufficient telecommunication services surrounding the airport to meet the expanding need of all master plan developments, and a fibre optic cable runs along the former Cross Keys Road alignment within the Enterprise Precinct.

8.3.5 Gas

Australian Gas Networks has high-pressure gas mains at Kings Road/Cross Keys Road and at the intersection of Kings Road/Main North Road. Australian Gas Networks has indicated it would provide a gas supply to any development on the airport if anticipated demand makes it economically viable.

8.3.6 Stormwater Drainage and Flow Paths

The stormwater drainage channels on and surrounding Parafield Airport are shown in Figure 8.2. Throughout the airport movement area, a number of open, unlined

drains have been constructed to take water run-off to the Salisbury Council drainage system both abutting the airport or within prescribed Council drainage easements.

An easement has been created over airport land in respect of a diversion drain parallel to Main North Road along the eastern side of the airport for the City of Salisbury. The first section of the drain is through the Commercial Precinct where it is piped underground. Thereafter, the drain connects into an open unlined drain across the airport site and flows into a drain under the Salisbury Council’s responsibility alongside the Bennett Road alignment.

Any new developments within all precincts will be designed to comply with various elemental capacity issues and requirements and in particular low-level

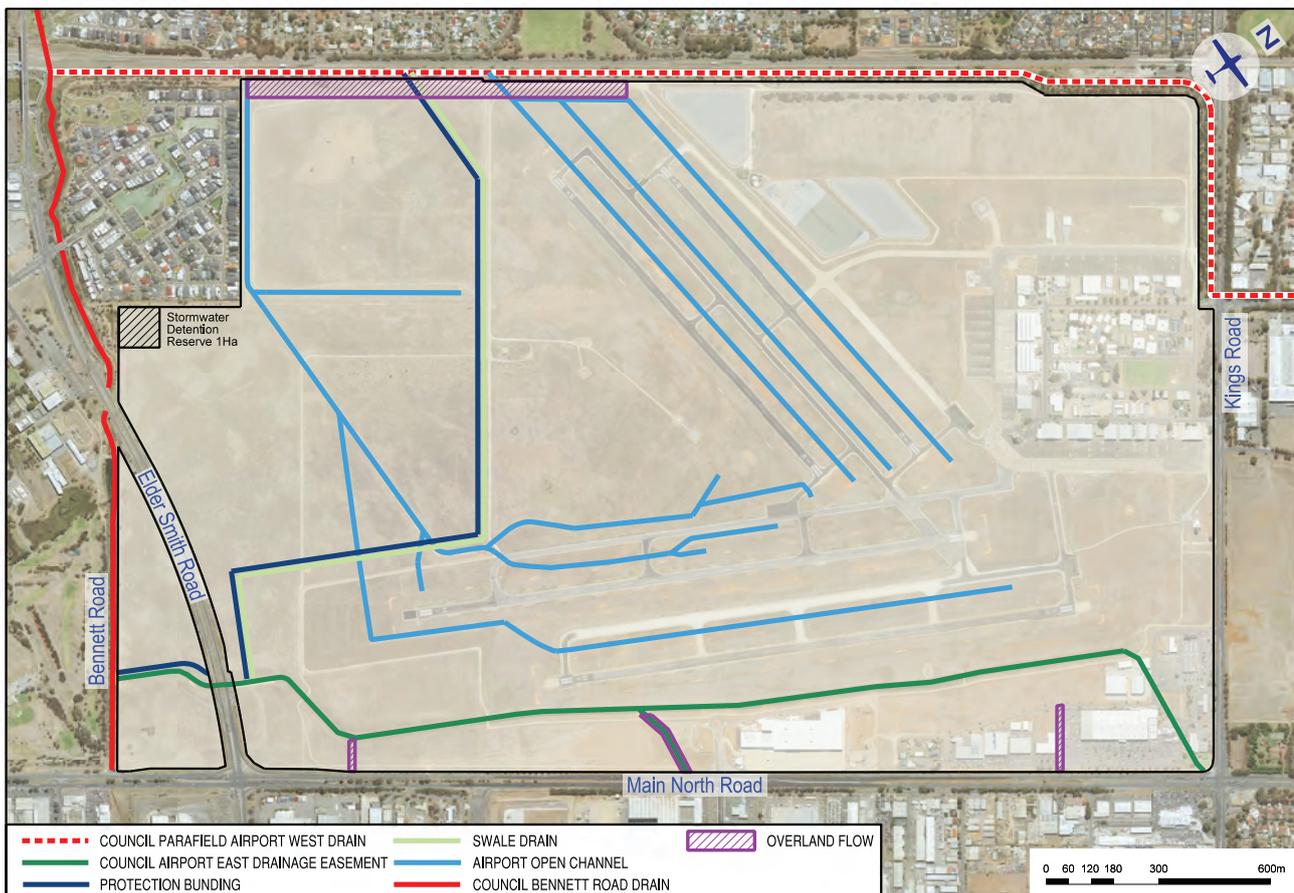


Figure 8.2 Stormwater Drainage and Flow Paths

bunds and associated drainage channels will surround the Enterprise Precinct.

The City of Salisbury has planned that excess stormwater events along Main North Road will be directed through a number of passages on airport land to flow into the Council drainage easement through established drainage systems and along roadways. It will then flow into the Bennett Road drain leading to Dry Creek in Mawson Lakes. The Commercial Precinct drains into this eastern-most Council drainage easement from a number of points and the construction of a new roadway entrance road at Kesters Road will complement this City of Salisbury Flood Mitigation Strategy, by acting as an emergency water flow path linking to this easement. This is consistent with PAL policy that airport land, including internal drains should not be used as flood water storage or flow paths for off-airport stormwater except in the case of existing easements or the identified flow paths shown in Figure 8.2.

The overall management of stormwater is critical to the efficient use of airport land and controlling the potential bird hazard to aircraft operations in the vicinity, with this closely monitored by both Council for its drainage channels and PAL for its internal system of open drains.

8.3.7 Stormwater Harvesting and Recycled Water

Arrangements are possible under partnership with the City of Salisbury for future airport developments to use recycled water from the aquifer recharge system located at Parafield, depending upon actual location. Figure 8.3 shows a plan outlining the supply points, along with the locality of the netted Stormwater Harvesting Facility, which has been leased to the City of Salisbury by PAL for the purpose of collecting and cleansing stormwater before injecting the water into underground aquifers, and then reticulating the water for irrigation and use by local business in the region.

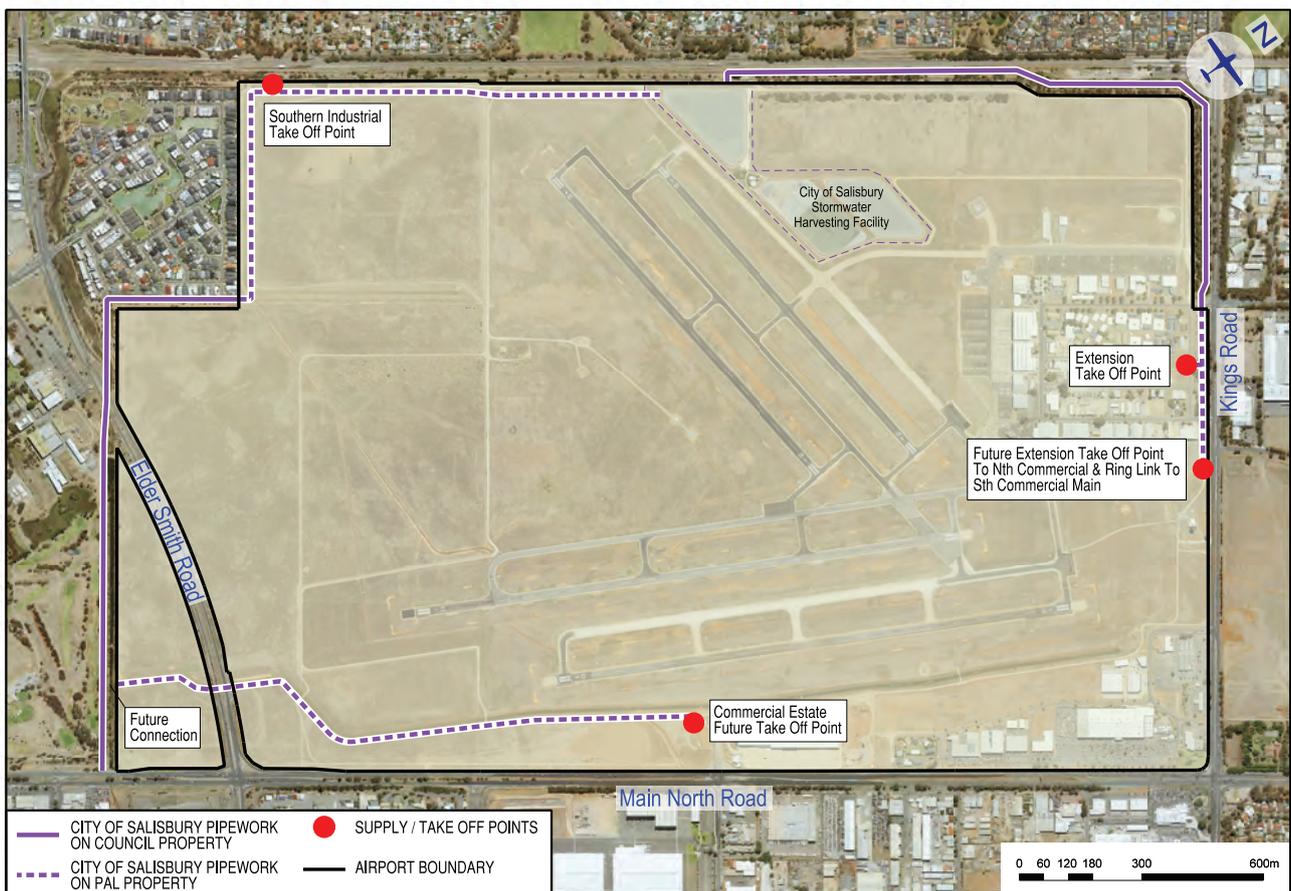


Figure 8.3 Recycled Water Supply Points