

# 11

## Development Program

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### 11.1 Introduction

**As one of the largest private commercial land holders within the northern Adelaide metropolitan area, PAL is taking advantage of the opportunity to add value to the traditional business activity by maximising the property development opportunities of airport land not required for aeronautical purposes in the short to medium term.**

Such development will complement and enhance future airport operations, support the delivery of the wide range of services and facilities demanded by airport users, improve accessibility to the airport, create employment, and contribute to the Gross State and Regional Product.

This section is consistent with sub-sections 71 (2) (gb) and 71 (2) (gc) of the Airports Act 1996 relative to the inclusion of the proposed airport developments within the first five years of the Master Plan, including detail on the scale, the effect on employment levels at the airport, the impact on the local and regional economy and possible community impacts.

Commentary is not limited to non-aviation developments, but is also given for those with aviation connotations, given the possible inter-relationship of these with one another in several precincts at the airport, and particularly toward supporting inter-related activities such as emergency services and community initiatives.

In addition, this section discusses the environmental attributes of the possible developments consistent with the Airport Principles of Development Control included in Chapter 7 and the Environment Strategy, as specified under subsection 71(2) (g) of the *Airports Act 1996*. Additionally, there are traffic management issues that are more specifically detailed in the Ground Transport Plan.

In keeping with the 20-year planning horizon of the Master Plan, a broader indication is given of possible projections of development after the fifth year, with these projections to progressively be updated for each succeeding 5-yearly Master Plan.

The development projections within a 5-year horizon, or the extended period of 20 years, do not constitute any firm commitment toward development on-airport. Economic fluctuations and uncertainties in the aviation and property market prevent a regimented approach to airport development against any specific fixed schedule.

However, when the Structure Plans and the inherent development themes in Chapter 7 for each precinct are considered, a level of planning direction is forecast for community and stakeholder clarity.

## 11.2 Potential Future Key Developments —Planning Horizon 0 to 5 Years

Within this 5-year planning horizon, it has been estimated that the total direct and indirect increases to Gross State Product associated with PAL's future developments will be in the region of \$342 million. Given the following projected range of possible developments, both the direct and indirect increases to employment have been estimated to be around 1350 full time equivalent employees. For comparison purposes, Tables 11.1 and 11.2 provide a base case break up of these figures from 2016 to 2021 and 2036 according to the PAL's land use precincts.

Table 11.3 outlines the various possible future developments in the next 5 years, along with the possible scale of development, a possible range of increased employment levels, and if relevant, potential customer extent. The likely trigger for development is also included, in recognition of need for any development to be based not only upon airport requirements, but business viability and economic constraints.

Consistent with the planning processes and procedural matters included in Chapter 7, it is notable that further developments could ensue in each precinct, but in this event, it will be consistent with the prescribed Structure Plans (also in Chapter 7), and the specified Development Decision Matrix (Figure 7.5).

**Table 11.1 Possible Future Developments and their Expected Impacts on Employment**

Location	Employment (Number of jobs)				
	2016	2021	Change	2036	Change (from 2016)
Direct (On-precinct)					
Airport Business Precinct	569	643	74	900	331
Commercial Precinct	792	867	75	950	158
Enterprise Precinct	0	606	606	1082	1082
<b>Direct Totals</b>	<b>1361</b>	<b>2116</b>	<b>755</b>	<b>2932</b>	<b>1571</b>
Induced (Off-precinct)	1084	1685	601	2335	1251
<b>TOTAL</b>	<b>2445</b>	<b>3801</b>	<b>1356</b>	<b>5266</b>	<b>2821</b>

**Table 11.2 Possible Future Developments and their Expected Impacts on Gross State Product**

Location	GSP (\$million)				
	2016	2021	Change	2036	Change (from 2016)
Direct (On-precinct)					
Airport Business Precinct	85.10	95.60	10.50	133.70	48.60
Commercial Precinct	51.00	94.56	43.56	106.12	55.12
Enterprise Precinct	0	123.25	123.25	170.10	170.10
<b>Direct Totals</b>	<b>136.10</b>	<b>313.40</b>	<b>177.31</b>	<b>409.96</b>	<b>273.86</b>
Induced (Off-precinct)	126.70	291.76	165.06	381.65	254.95
<b>TOTAL</b>	<b>262.80</b>	<b>605.17</b>	<b>342.37</b>	<b>791.61</b>	<b>528.31</b>

**Table 11.3 Potential Future Key Developments at Parafield Airport (0-5yrs)**

Precinct	Development	Scale	Additional Employees/ Customers	Trigger/Comment
Runways Precinct	Airport Services: Upgrade and possible extension of 03L/21R and associated aircraft movement areas together with apron expansions	20 000- 33 000 m <sup>2</sup>		Aviation need
	Development of helicopter operational/ maintenance/ training zone	55 000- 88 000 m <sup>2</sup>		Prior or simultaneous industrial development essential in Enterprise Precinct to enable access viability
	Non-Airport Services None expected			
Airport Business Precinct	Airport Services: Development of Fixed Base Operations/ Emergency Services	3000 m <sup>2</sup>	13 employees	Aviation need
	Non- Airport Services: Ancillary Services for Aviation Trainees e.g. (Retail, Recreation and Emergency Services Facility)	2000 m <sup>2</sup>	20 employees	Airport and community demand, and likely to entail re-use of upgraded existing facilities
Commercial Precinct	Airport Services: None expected			Physically segmented from Runways Precinct
	Non-Airport Services: Showrooms/Bulky Goods/Shops Brand Outlet Centre completed	30 000 m <sup>2</sup>	1 to 1.5 million customers per annum 75 employees	Recognised Bulky Goods and Shopping Centre Market Demand/ Economic Viability Driven
	Home Display Centre	10 to 20 displays		Existing Home Display activity
	Motor Vehicle Auction/Sales	1 ha to 2 ha		Demand
Bennett Precinct	Airport Services: None expected			
	Non-Airport Services: Upgrade of vernal pools/wetlands Provision of Public Access to Vernal Pools, interpretative facilities and associated shop Field Solar Arrays		Small number of Educational and Environmental visitors	Segmented from Runways by Elder Smith Road Possible City of Salisbury care and control
Enterprise Precinct	Airport Services: Road Access to Future Helicopter operational zone within Runways Precinct			Road access between Elder Smith Road & future helicopter developments may be dependent upon prior or simultaneous industrial development
	Non-Airport Services: Combined infrastructure development for ground access with aviation access Freight Distribution Centre Office/Warehousing & Industrial	81 000 m <sup>2</sup>	606 employees	Market demand from Industrial Distribution and Warehousing Manufacturing Businesses

### 11.3 Possible Future Airport Development – Planning Horizon Up to 20 Years

Outlined in Table 11.4 is a schedule of possible Parafield Airport developments that could occur within the Master Plan period up to 20 years. It is possible that, given demand and economic circumstances, some of these could be advanced within 5 years or extended past the Master Plan time duration.

### 11.4 Scope of the Development Assessment

The development options envisaged for each of the Parafield Airport Precincts, encompassing the Objectives, Desired Character, and Principles of

Development Control for the Airport (Parafield) Zone overall and individually for each precinct consistent with the respective precinct Structure Plans, are detailed in Chapter 7.

While Table 11.3 summarises the proposed or possible developments in the next 5 years, the following discussion in Section 11.5 to 11.9 describes the existing development at each precinct, the situations relevant to State/Local Planning and surrounding development, plus economic factors.

An assessment is also expressed in relation to any environmental considerations such as noise, land and heritage management (including remnant vegetation and fauna), possible soil and groundwater contamination, stormwater quality and local air quality. A broader description of the existing environment

**Table 11.4 Potential Future Key Developments at Parafield Airport (5-20yrs).**

Precinct	Development	Trigger/Comment
Runways Precinct	Airport Services Ongoing development of helicopter zone including new helipad & expansion of apron areas and Aircraft Parking Railway Spur and alternate freight transport  Non-Airport Services: None expected	Aviation need Industrial growth
Airport Business Precinct	Airport Services: New Hangar Development Expansion of aviation training facilities  Non-Airport Services: None expected	Aviation need
Commercial Precinct	Airport Services: None expected  Non-Airport Services: Showrooms/Bulky Goods/Retail Office/Warehousing/Industry Service Trade Premises	Market Demand
Bennett Precinct	Airport Services: None expected  Non-Airport Services: Continuing rehabilitation of Vernal Pools	State/Local Government/PAL
Enterprise Precinct	Airport Services: Aviation Related Support Industry  Non-Airport Services: Ongoing development of Enterprise Park	Aviation need  Market demand

at Parafield and environmentally significant areas is included in the Environment Strategy of this Master Plan.

Where relevant, some reference is included on traffic accessibility, with this more comprehensively covered in the Ground Transport Plan of this Master Plan.

## 11.5 Runways Precinct

Information on the airfield infrastructure that occurs predominately in the Runways Precinct is detailed in Chapter 6 Aviation Infrastructure, including both existing and future development.

## 11.6 Airport Business Precinct

### Development Extent – Existing

Existing development consist of hangars, aviation-related buildings, offices, and flight training classrooms and accommodation. Total existing built form development with direct airside access consists of approximately 26,800 m<sup>2</sup> and total built form development without direct airside access is approximately 18,000 m<sup>2</sup>.

Existing aged assets and infrastructure are undergoing progressive improvement, including structured repairs to hangars from termite infestation, asbestos removal, electrical enhancements to match relevant codes and the retrofitting of aviation training accommodation and hangar space. Condition audits have also been conducted to determine the optimum future strategy for ongoing occupancy, modifications or building removal and replacement as appropriate.

### Development Extent – Projected

During the first 5 years of the Master Plan, future development could include expansion of aviation-related buildings, offices and flight training classrooms and accommodation facilities together with further student support service facilities such as car parking; plus, emergency services facilities and business-related fixed base operations using either turbo-prop or small jet aircraft. As part of these overall developments, there is envisaged further offices, either stand alone, or within existing refurbished aviation related facilities such as hangars or aviation training facilities.

This is likely to entail enhancement and upgrading of existing building structures together with the possible removal of older hangars and outbuildings in poor condition or which otherwise no longer meet the standards (both industry and legislative) consistent with modern commercial aviation operations. This will allow for new hangars and general aviation engineering services in time.

Within the next 5 years, the reservation for a park and ride car park adjacent to the Parafield railway station is being maintained, with also limited aviation hangars and associated infrastructure. Industrial development is forecast to occur subsequent to the full development of Enterprise Precinct.

### Scale of Development 0-5 Years

It is envisaged that 5000 m<sup>2</sup> of new built form space could be developed over the next 5 years. The need for these developments will be principally based on future airport aviation growth and aviation-related support industry demands. Any park and ride would occur consistent with State and Local Government criteria.

### Employment Aspects 0-5 Years

Given the above scale and nature of these developments it is anticipated that there will be an increase in the number of aviation and non-aviation related employees of around 74 full time equivalent employees.

### Economic Analysis 0-5 Years

Given the above scale and nature of these developments, the direct contribution to Gross State Product of aviation related industry has been forecast to be in the region of \$10.5 million.

### Environmental Considerations 0-5 Years

There is the potential for varied waste streams that could be generated from expanded developments. PAL will require waste management plans and mitigation actions from any tenants with a risk of increasing pollution levels and attracting birds.

Equally, stormwater runoff could marginally increase proportionate with increases in the paved surface areas. However, much of this precinct is confined by existing roadways and stormwater drainage.

Proposed developments have the potential to contaminate stormwater resulting from additional vehicle operations leaking hydrocarbons, so wherever practical, stormwater will be directed from vehicle pavements into interceptor units.

The existing control tower currently owned by Airservices Australia is Commonwealth heritage listed, and is to be retained and maintained consistent with the historic nature of the premises. It forms the primary focal point of the precinct.

Noise emissions from proposed developments are not expected to be significant, taking into consideration the adjacent railway corridor that provides an additional buffer between the airport and Parafield Gardens residents. Acoustic modelling will be undertaken as necessary.

#### **Community – Relationships to State/Local Planning**

Parafield Airport has been considered in the past under State Government's planning as a Specialist Activity Centre and is to be retained in recognition of its importance as a training airport. Notably these operations are intensely reliant upon business diversity for industrial and retail development in the other airport precincts.

#### **Road Transport Integration**

The existing roadway access into the Airport Business Precinct is suitably catered for by both a signalised intersection on Kings Road with Dakota Drive, plus a further junction at Anderson Drive. No alterations to these external links are expected over the next 5 years, however enhancements to the road surface to the western side of the apron in the Runways Precinct is to be made through bitumen sealing as future developments occur.

A further access way has previously been accepted by DPTI closer to the nearby Parafield railway station. This would be expected to be constructed only in conjunction with a possible State Government park and ride car park servicing this railway station.

## **11.7 Commercial Precinct**

### **Development Extent – Existing**

Existing development within the Commercial Precinct consists of showrooms, shops and bulky goods retailing, hotel, restaurant and petrol filling station. Total existing built form development for this precinct consists of approximately 35,000 m<sup>2</sup> and total projected current visitors to this precinct are estimated to be around 2 million people per annum.

### **Development Extent – Projected**

Future developments will include continuing bulky goods and retail showroom expansion, including a brand outlet centre, plus retail shops and service trade premises, indoor and outdoor recreation and home displays.

During the first 5 years of the Master Plan the development of the brand outlet centre is to be completed, along with the further shops, showrooms, and service trade activities consistent with its nature as a recognised specialised 'Retail Centre'. The expanded development includes the relocation of the existing home display centre to the southern end of the precinct, thus separating the overall facilities into specific retail, home display and recreation groupings.

### **Scale of Development 0-5 Years**

It is envisaged that around 30,000 m<sup>2</sup> of new built form space might be developed over the next 5 years. The need for these developments will be principally based on market driven demand and economic viability.

### **Employment Aspects 0-5 Years**

Given the above scale and nature of these developments, it is anticipated that there will be an increase in the number of employees and customers visiting and working at the airport. It is projected that this customer increase could be between 1.0 million and 1.5 million people per annum, with increased non-aviation employment numbers amounting to approximately 75 full time equivalent employees.

### **Economic Analysis 0-5 Years**

Given the above scale and nature of these developments, the direct contribution to Gross State Product has been forecasted to be around \$44 million.

### **Environmental Considerations 0-5 Years**

There is the potential for varied waste streams that could be generated from expanded developments. PAL will require waste management plans and mitigation actions from any operations that present a risk of attracting birds.

Equally, stormwater runoff will increase proportionately with increases in the paved surface area. Proposed developments have the potential to contaminate stormwater resulting from additional vehicle operations leaking hydrocarbons. Where necessary, stormwater will be directed from vehicle pavements into interceptor units before being directed into the adjoining stormwater easement located along the western perimeter of the precinct.

A potential relocation of the petrol filling station may pose an increased risk of groundwater contamination. However, given the current risk mitigants and environmental practices that prevail in this industry such risk is felt to be low. Additionally, PAL requires that strict site remediation protocols are followed and ensures that any new sites must meet the relevant regulatory requirements and associated Australian Standards.

There is little chance of any noise concerns as there are no sensitive receptors in close proximity to this precinct. Industrial and commercial facilities (e.g. car sales yards) are located to the east across Main North Road and open fields to the north

### **Community – Relationships to State/Local Planning**

The Commercial Precinct is strategically at the intersection of Main North Road and Kings Road and therefore ideally located for the existing and further expansion of shops along the major transport highway. It has ideal accessibility for all envisaged developed notably through existing traffic access

points, both signalised and un-signalised over the recent past.

### **Road Transport Integration**

The existing signalised junctions and direct access points into the precinct are suitable for existing retailing activity with some possible streamlining of ingress into new shop development south of the Kesters Road/Main North Road intersection to better spread traffic flows throughout the locality.

## **11.8 Bennett Precinct**

### **Development Extent – Existing**

Although the land within the Bennett Precinct has been previously cleared, areas of conservation value are present. These have been delineated within the Bennett Precinct Conservation and Buffer Zone Plan. Unpaved road infrastructure exists for vehicular access to this site. External access to this precinct is from Main North Road and Elder Smith Road.

### **Development Extent – Projected**

Future development is expected to provide for public access to the vernal pools conservation area to cater for interpretative and educational services, and ancillary services such as retail kiosks, amenities and some advertising. Access will also be possible for possible development of field solar arrays.

At the time of approval of the Elder Smith Road in December 2002, the City of Salisbury advised of its interest to undertake the care, control and management of the vernal pools in the nominated conservation zone, and, in principle, consistent with a Sanctuary Agreement with the National Parks and Wildlife Service. This interest continues, including the possible access enhancements mentioned above.

### **Scale of Development 0-5 Years**

It is not envisaged that a significant amount of new built form space will be developed over the next 5 years with the need for any development principally based on environmental or sustainability pursuits (e.g. of field solar arrays), including possible kiosk, conveniences and limited car parking.

### Employment Aspects 0-5 Years

Direct employment prospects are expected to be minimal.

### Economic Analysis 0-5 Years

Any direct or indirect contribution to Gross State Product is expected to be minimal.

### Environmental Considerations 0-5 Years

The vernal pools continue to be adequately protected from overland water run-off (i.e. 1:20 ARI events) either from Elder Smith Road or Main North Road in non-extreme events.

Minor buffer mounding is proposed to protect the vernal pools from overland flows carrying sediment in extreme events. The development of minor traffic access and car parking would occur simultaneously. The buffer will also control public access to the vernal pools and associated catchments to prevent flora damage and fauna disturbance.

Vernal pools are 'patch habitats' dependent upon winter/spring surface water run-off and are positively correlated with plant species diversity and are ideally suited to small scale restoration efforts where the reserved/mitigated area need be no larger than the pools themselves and their associated upland pool catchments. The size of the pools can vary between 200 m<sup>2</sup> to 1000 m<sup>2</sup>, with catchment areas generally having radii of around 30 to 40 m, varying with the land contours.

At Parafield, the vernal pools are located in groups on both sides of Elder Smith Road in a nominated conservation zone incorporating the Bennett Precinct (approx. 13 ha) and Enterprise Precinct (approx. 7 ha). This conservation zone includes grasslands containing mainly introduced plant species such as clovers representative of past intense cultivation and animal grazing uses. The conservation zones under suitable management can contain other compatible activities including walking trails and interpretative signage, and it is proposed that any ancillary promotional, research and commercial activities will be suitably buffered from the vernal pool localities.

The Buffer and Conservation Areas Plan (Figure 7.3) identifies the extent and location of the vernal pools and their associated catchments, within suitably sized grassland conservation space, which acts as a buffer to prevent human interaction and potential ecological degradation.

The *Wetland Inventory for the Mount Lofty Ranges* (Seaman 2002) identifies the vernal pools as containing species of state and regional significance, as well as being a threatened habitat. However, there are no nationally significant flora species under the *EPBC Act 1999*.

### Road Transport Integration

Current access into the Bennett Precinct is from the access point along the southern perimeter of the land, being one originally constructed for Bennett Road (physically closed public road, but retained as a service road to allow maintenance access to the adjoining Bennett Road drain).

This access point is to be retained and can be improved to allow small volumes of traffic that may visit the locality for environmental interpretative/education purposes associated with the vernal pools (ephemeral wetlands) or possible maintenance of field solar arrays. A minor service road access point is also in place along Elder Smith Road.

## 11.9 Enterprise Precinct

### Development Extent – Existing

The Enterprise Precinct has been substantially cleared and there is unpaved road infrastructure for vehicular access to this site. Road intersection access points have been constructed off Elder Smith Road since 2007.

### Development Extent – Projected

Future development is to focus on industrial activity such as freight distribution, warehousing and storage and other technological industry consistent with the aim of establishing an Enterprise Park.

In the 5-year period of the Master Plan, envisaged developments are freight and distribution activities, and other similar industrial uses such as technology and manufacturing business and a possible road transport terminal and office/ warehousing, and associated infrastructure including roads, water, power and telecommunication services. The precinct has been previously classed as key employment lands in a State Government *Industrial Land Strategy* (date) and the then Cross Keys Enterprise Park was accepted in 2004, in association with the construction by the State Government of Elder Smith Road in 2007.

#### Scale of Development 0-5 Years

It is envisaged that around 81,000 m<sup>2</sup> of new built form space may occur over the next 5 years. The need for these developments is principally based on the limited availability of industrial and employment lands in Adelaide. The precinct was recognised as a prime development-ready site in the *Housing and Employment Land Supply Program 2010—Greater Adelaide*.

#### Employment Aspects 0-5 Years

Given the above scale and nature of the developments, it is anticipated that there will be an increase in the number of employees of around 755 full time equivalent employees working at the airport.

#### Economic Analysis 0-5 Years

Given the above scale and nature of the developments the direct contribution to Gross State Product has been forecast to be in the region of \$123 million.

#### Environmental Considerations 0-5 Years

To reduce reliance on potable water, PAL will seek to arrange interconnection to the recycled water suppliers adjoining the land, which is available in Mawson Lakes and the on-airport Aquifer Storage Facility constructed by the City of Salisbury.

Specialist acoustic consultants have completed detailed noise modelling, and all industrial activity is forecast to comply with both Commonwealth and State acoustic criteria. The protective earth buffer adjacent to the Mawson Lakes residential area has

also been designed and constructed to keep noise levels within regulatory criteria. New developments however will be subject to possible reviewed noise modelling depending on their activity to assess the adequacy of the installed buffers and fences, and suitable enhancements undertaken as necessary. The Structure Plan for the locality has embodied development preferences that are expected to readily comply with the relevant acoustic modelling.

The conservation zone outlined in Figure 7.3 within this precinct contains environmentally significant vernal pools, which can be readily managed, consistent with the detailed discussion on this situation referenced for the Bennett Precinct.

Proposed developments have the potential to contaminate soil, groundwater and stormwater resulting from the storage and handling of fuels, waste and chemicals. Stormwater runoff may increase proportionately with paved surface area. Car parks and other vehicle traffic areas associated with developments have the potential to contaminate stormwater and such water runoff and will be directed into interceptor units to assist in reducing contaminant loads into the off-airport drainage system. Clean stormwater from development runoff is to be separately collected, wherever practical, at the request of the City of Salisbury so that it might be included as part of the water harvesting project on airport in the Runways Precinct.

Industrial and manufacturing facilities may house machining, painting or other processes that generate air emissions. Controls of point source emissions will be designed to ensure regulatory air quality criteria are met and all facilities constructed to the Building Code of Australia.

#### Community–Relationships to State/Local Planning

The Enterprise Precinct industrial land has been specified as development-ready employment land in the State's *30-Year Plan for Greater Adelaide and the Housing and Employment Land Supply Program 2010—Greater Adelaide*. It comprises some 60-70 ha of land that is deemed as important to be promoted for industrial purposes.

### Road Transport Integration

The construction of Elder Smith Road in 2007 was designed to accommodate the industrial nature of the Enterprise Park, including B-Double transport accessibility into an already constructed access point. This access point is located with already constructed slip lanes and ready for future signalisation. The feeder roads into the Enterprise Precinct are also suitably located adjacent to nominated vernal pools in the land fronting Elder Smith Road.

A secondary access point is accepted for all vehicles also onto Elder Smith Road being a left in, left out access point suitable for passenger vehicles and controlled usage for articulated trucks including B-Doubles in emergencies. This can be suitably developed around vernal pool catchments.

