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## The Plan for Parafield Airport

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# **PART C**

## **The Plan for Parafield Airport**

### **Section 7. Land Use Plan**

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

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### **Section 8. Aviation Development**

Describes the Aviation Development Plan for the airfield.

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### **Section 9. Commercial Development**

Outlines the proposed airport commercial developments within the next eight years through to 2031 and the 20-year planning period through to 2043.

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### **Section 10. Ground Transport**

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

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### **Section 11. Services Infrastructure**

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

### **Section 12. Safeguarding the Airport**

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

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### **Section 13. Aircraft Noise**

Outlines current and future aircraft noise exposure for areas surrounding Parafield Airport and details the approach to aircraft noise management.

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### **Section 14. Environment Strategy**

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



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# Land Use Plan

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# 7

## 7.1 Introduction

Parafield Airport plays an important role as a major economic and employment hub in Northern Adelaide. Realisation of the airport's maximum potential to support aviation and non-aviation activities requires a planned approach.

Land use planning is a critical element of the Master Plan as it provides the overall planning intent for Parafield Airport. It includes land use strategies and objectives for development and considers the planning policies surrounding the airport as outlined in the South Australian Planning and Design Code.

This Land Use Plan is a revision and update of the plan contained in the Master Plan 2017. These changes ensure that Parafield Airport continues to meet the needs of the local area, while aligning with the recent changes to the South Australian planning system, where feasible. In addition to the introduction of new legislation in South Australia, individual local government development plans have been replaced by the Planning and Design Code, which is a single state-wide set of planning rules. The implications of this change on land use planning and on the structure of the South Australian policy organising layers is described in Section 4.

## 7.2 Planning Framework

The planning framework used to guide development at Parafield Airport is structured in a way that considers the broad overarching desired outcomes for the airport site, while also enabling distinct outcomes to be achieved in particular locations.

This is achieved through guiding principles which apply to the entire Parafield Airport site and additional precinct specific guiding principles which together inform how development may occur at Parafield Airport.

### 7.2.1 Parafield Airport Estate

Previously known as the Airport (Parafield) Zone, the Parafield Airport Estate covers the entire 433-hectare area of land leased to Parafield Airport Limited (PAL).

Future land use and development occurring across the Parafield Airport Estate will continue to provide positive benefits by:

- Maintaining and promoting the role of Parafield Airport as South Australia's principal general aviation and pilot training airport.
- Enhancing the airport as a key element of South Australia's transport infrastructure.
- Continuing the development of Parafield Airport as a major northern Adelaide economic and employment hub, supporting a range of non-aviation development and activities which contributes to the viability of the airport.
- Considering sustainability from the outset and designing for innovative solutions where relevant.

To ensure quality and consistency, development is to align with applicable PAL design and infrastructure guidelines (as amended from time-to-time), such as the Parafield Airport Design Guidelines and Landscape Guidelines.

## 7.2.2 Precinct Structure and Interpretation

The Parafield Airport Estate is divided into five separate precincts (smaller sub-areas of the airport), each with a distinct development intent. Details of each precinct are shown in Table 7-1 and Figure 7.1.

To guide development, each precinct is defined by the following:

- **Desired Outcomes:** describe the purpose and intended use for the precinct.
- **Desired Character:** statement expressing how the precinct could look and feel in the future.
- **Assessment Criteria:** guides development within the precinct.
- **Concept Plan:** spatial representation of the precincts extent and critical information used to guide development of the precinct.
- **Categories of Development:** guides the types of land uses appropriate to the precinct. The categories of development include:
  - Performance Assessed – Envisaged Development (suitable form of development)
  - Restricted Development (generally incompatible forms of development).

The different precincts are delineated on a plan and used for airport planning, development and identification purposes. For proposed developments located close to the boundary of another precinct, the development intents of the adjoining precinct may be applied.

PRECINCT	AREA	PERCENTAGE OF AIRPORT
Runways Precinct	222 hectares	51%
Airport Business Precinct	68 hectares	16%
Commercial Precinct	48 hectares	11%
Bennett Precinct	13 hectares	3%
Enterprise Precinct	82 hectares	19%

**Table 7-1: Parafield Airport estate precincts**





**LEGEND**

- |                          |                           |
|--------------------------|---------------------------|
| Runways & Taxiways       | Future Aviation Zone      |
| Drainage/Water Body      | Management Zone           |
| Arterial Roads           | Greenways/Buffer          |
| Local Roads              | Airport Boundary          |
| Current Airside Boundary | Air Traffic Control Tower |

**PARAFIELD AIRPORT PRECINCTS**

- |                  |
|------------------|
| Runways          |
| Airport Business |
| Commercial       |
| Bennett          |
| Enterprise       |

**Figure 7.1: Parafield Airport precincts**

## 7.3 Runways Precinct

### 7.3.1 Desired Outcomes

The Desired Outcomes for the Runway Precinct are to provide:

- Maintenance of safe and secure aircraft landing, take-off, taxiing and parking activities for both fixed wing and rotary wing operations.
- Accommodation of navigational aids, communications equipment/facilities and meteorological facilities.
- Accommodation of aviation-related support industries, operational facilities, training and education and emergency response services.
- Retention of aquifer storage and recovery and water harvesting activities in suitable locations.
- Accommodation of ground-based transport infrastructure providing connectivity between precincts in a manner that retains safe airport operations.
- Retention of land to accommodate a future freight railway spur line. Decision on the need and/or timing for a spur line will be reviewed as demand requires.

### 7.3.2 Desired Character

The Runways Precinct supports the safe and secure operation, movement and parking of fixed wing aircraft and helicopters, and ancillary activities and facilities such as navigation aids.

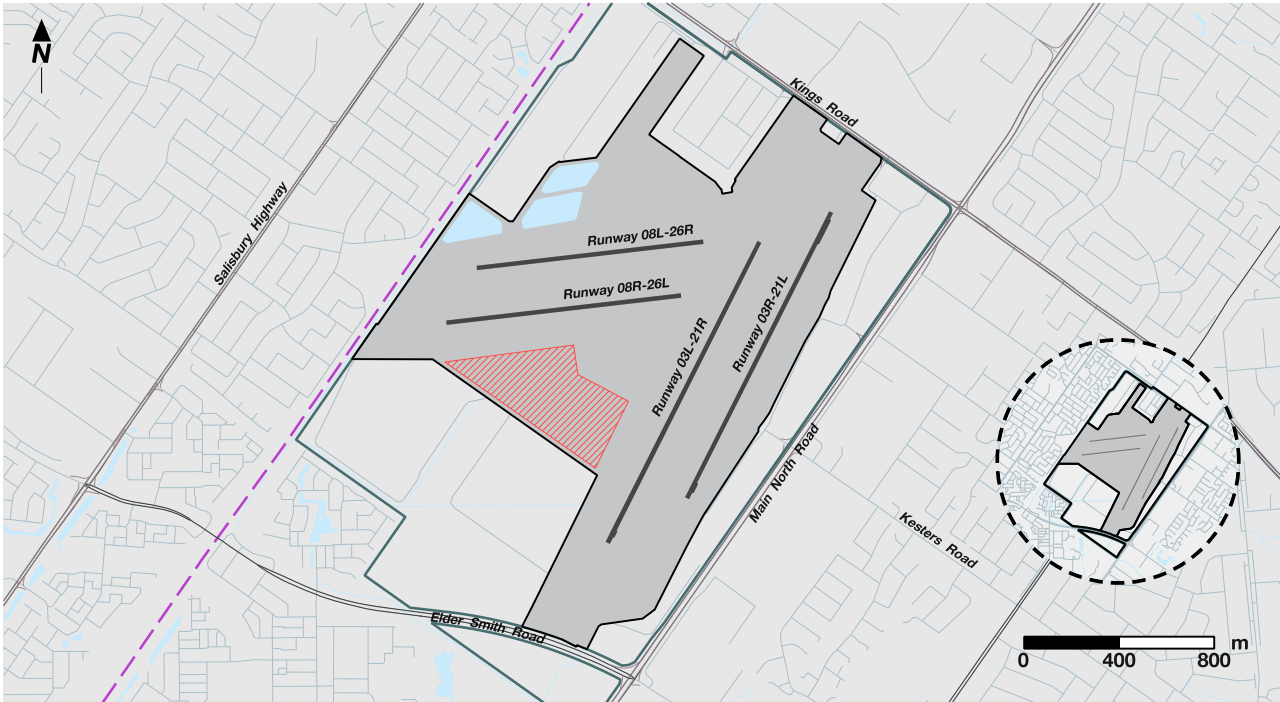
Development within the precinct focuses on aviation needs with ancillary or associated development and support facilities such as infrastructure and utilities, enhancing the airport's operation.

An area of the precinct is set aside to support the development of a future aviation zone. This zone is intended to accommodate operational activities, aviation-related support industries and related education establishments or academies and associated facilities.

### 7.3.3 Assessment Criteria

Development within the Runway Precinct should:

- Generally, be in accordance with the Runways Precinct Concept Plan (Figure 7.2) and the Land Uses listed as Performance Assessed – Envisaged Development in the Categories of Development Table (Table 7-2).
- Align with applicable design and infrastructure guidelines (as amended from time-to-time).



**LEGEND**

- Airport Boundary
- Precinct Boundary
- Runways
- Drainage/Water Body
- Arterial Roads
- Local Roads
- Railway
- Future Aviation Zone

**Figure 7.2: Runways Precinct**

<b>RUNWAYS PRECINCT</b>	
<b>Performance Assessed – Envisaged Development</b>	<b>Restricted Development</b>
Aircraft washdown	Brand outlet centre and associated support retailing
Aircraft operations and parking	Bulky goods outlet
Air traffic control tower/area approach control centre	Caravan and tourist park
Ancillary development where associated with a listed Envisaged Development	Child care centre
Aquifer storage and recovery/stormwater detention and harvesting	Consulting rooms
Aviation attractions	Hotel, tavern and liquor outlet
Aviation education establishment or academy	Industry
Aviation-related support industry	Motor repair station
Communication facilities	Office *
Earthworks and engineering works	Quick service restaurant
Emergency services facility	Restaurant
Emergency staging area	Service trade premises
Environmental protection works	Shop *
Fixed base operations	Tourist accommodation
Fuel depot	Waste transfer station
Helicopter landing and parking	
Navigational aid	
Rail transport terminal and rail lines	
Remotely piloted aircraft services	
Soil treatment facility where associated with airport operations	
Temporary uses and structures where associated with a listed Envisaged Development	
Utilities and/or infrastructure	
Weather and atmospheric testing facilities	

**Table 7-2: Runways Precinct categories of development**

\* May be envisaged when associated with Envisaged Development in the future aviation zone

## 7.4 Airport Business Precinct

### 7.4.1 Desired Outcomes

The Desired Outcomes for the Airport Business Precinct are to provide:

- The development of aviation related support industries which leverage existing and future airside access and facilities.
- A mix of commercial developments which support the viability of the airport and are sited in a manner that does not impact upon the safe operation of the airport.
- Development undertaken in line with the intent of each Policy Area.

### 7.4.2 Desired Character

The Airport Business Precinct forms the north-west corner of the Parafield Airport Estate and has frontage to Kings Road to the north, the railway corridor to the west and the Runways Precinct to the east and south. The precinct is the historical heart of the airport and as such has been developed for a range of aviation-related support industries, associated uses such as aviation student accommodation and compatible community, emergency services and commercial activities which support the success of the airport.

The precinct is divided into 3 policy areas (as shown in Figure 7.3 below):

- Aviation Related Activities Policy Area
- Flight Training Accommodation Policy Area
- Business Policy Area.

#### 7.4.2.1 Aviation Related Activities Policy Area

The Aviation Related Activities Policy Area will incorporate the aviation related businesses that front onto, and capitalise on, the airport aprons. This includes hangars, flight schools and academies, aircraft maintenance operations and aviation related businesses. Non-aviation related activities should be small scale and not detrimentally impact upon airport operations.

Additional area is set aside to the west to provide opportunities for further expansion of the western apron and aviation related support industries as demand arises.

#### 7.4.2.2 Flight Training Accommodation Policy Area

The Flight Training Accommodation Policy Area incorporates accommodation and associated activities, such as simulator centre, cafeteria and office/administration connected to the operation of an aviation academy.

This policy area will continue to provide for and enable the expansion of these activities. Reservation is made for this policy area to support future business/commercial activities aligned with the Business Policy Area, should demand for this scale of accommodation no longer be required.

#### 7.4.2.3 Business Policy Area

The Business Policy Area incorporates both the mixed-use business/commercial area at the heart of the aviation operations and a large undeveloped portion of the Parafield Airport Estate which shares a boundary with the railway corridor, Kings Road and the Aviation Related Activities Policy Area.

Development of the existing mixed-use area has an important role to play in supporting the activities occurring in the adjoining Aviation Related Activities Policy Area, while also enabling diversification of land uses. Development should be sited in a manner that protects the core aviation activities while maximising the policy areas frontage to Kings Road.

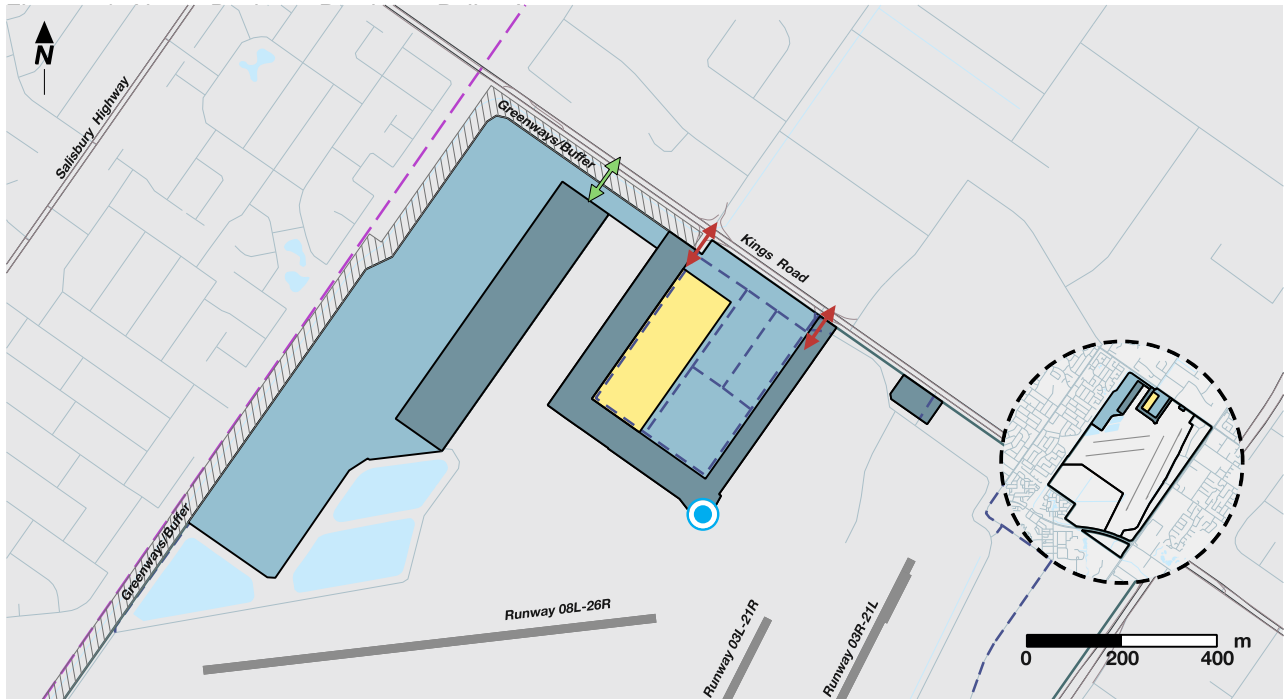
Development of the western portion of the policy area will comprise a mix of land uses of varying scale and intensity, undertaken in a manner that preserves the future expansion of aviation activities to the west.

There also remains opportunity for further development of aviation related support industries where this precinct interfaces with the Runways Precinct.

### 7.4.3 Assessment Criteria

Development within the Airport Business Precinct should:

- Generally, be in accordance with the Airport Business Precinct Concept Plan -Policy Areas (Figure 7.3) and the Land Uses listed as Performance Assessed – Envisaged Development in the Categories of Development Table (Table 7-3).
- Aligned with applicable design and infrastructure guidelines (as amended from time-to-time).



**LEGEND**

- |                       |                             |                               |
|-----------------------|-----------------------------|-------------------------------|
| — Airport Boundary    | — Local Roads               | — Railway                     |
| — Precinct Boundary   | ▨ Greenways/Buffer          | - - - Landside Roads          |
| ■ Runways             | ↔ Existing Access           | ■ Business                    |
| ■ Drainage/Water Body | ↔ Potential Access          | ■ Aviation Related Activities |
| — Arterial Roads      | ● Air Traffic Control Tower | ■ Flight Training Acomodation |

**Figure 7.3: Airport Business Precinct**

## AIRPORT BUSINESS PRECINCT

### Aviation Related Activities Policy Area

Performance Assessed – Envisaged Development	Restricted Development
Accommodation (for students involved in aviation education/training)	Special industry
Advertising	Waste transfer station
Air traffic control tower/area approach control centre	
Aircraft apron	
Aircraft operations and parking	
Ancillary development where associated with a listed Envisaged Development	
Aviation attractions	
Aviation-related support industry	
Aviation education establishment or academy	
Car parking and/or storage	
Cold storage facilities where associated with an aviation activity	
Consulting room	
Earthworks and engineering works	
Fixed base operations	
Freight and/or distribution centre	
Fuel depot	
Office	
Passenger terminal	
Remotely piloted aircraft services	
Shop	
Store where associated with an aviation activity	
Temporary uses and structures where associated with a listed Envisaged Development	
Utilities and/or infrastructure	

**Table 7-3: Airport Business Precinct categories of development**

## AIRPORT BUSINESS PRECINCT

### Flight Training Accommodation Policy Area

Performance Assessed – Envisaged Development	Restricted Development
Animal keeping in the form of short term dog kennelling occurring within an enclosed managed environment	Special industry
Aviation attractions	Waste transfer station
Accommodation (for students involved in aviation education/training)	
Ancillary development where associated with a listed Envisaged Development	
Aviation-related support industry	
Car parking and/or storage	
Earthworks and engineering works	
Office	
Temporary uses and structures where associated with a listed Envisaged Development	
Utilities and/or infrastructure	

**Table 7-3: Airport Business Precinct categories of development (continued)**



## Business Policy Area

Performance Assessed – Envisaged Development	Restricted Development
Animal keeping in the form of short term dog kennelling occurring within an enclosed managed environment	Special industry
Aviation attractions	Waste transfer station
Aviation education establishment or academy	
Aviation-related support industry	
Bulky goods outlet	
Child care centre	
Cold storage facilities	
Community facility	
Conference and function centre	
Consulting room	
Data centre	
Earthworks and engineering works	
Emergency services facility	
Freight and/or distribution centre	
Fuel depot	
Indoor recreation facility	
Industry	
Office	
Public service depot	
Quick service restaurant where sharing an interface with Kings Road	
Recreation area	
Remotely piloted aircraft services	
Research and development facility	
Restaurant	
Retail fuel outlet	
Service depot	
Service trade premises	
Shop	
Store	
Telecommunications and communications facility	
Temporary uses and structures where associated with a listed Envisaged Development	
Tourist accommodation	
Transport depot	
Utilities and/or infrastructure	
Vehicle parking and/or storage	
Warehouse	

**Table 7-3: Airport Business Precinct categories of development (continued)**

# 7.5 Commercial Precinct

## 7.5.1 Desired Outcomes

The Desired Outcomes for the Commercial Precinct are to provide:

- A range of commercial, service trade, large format retail and associated development activities.
- Buildings, through design and siting, that are compatible with the continued safe operation of aircraft and contribute to the enhancement of the precinct's amenity.

## 7.5.2 Desired Character

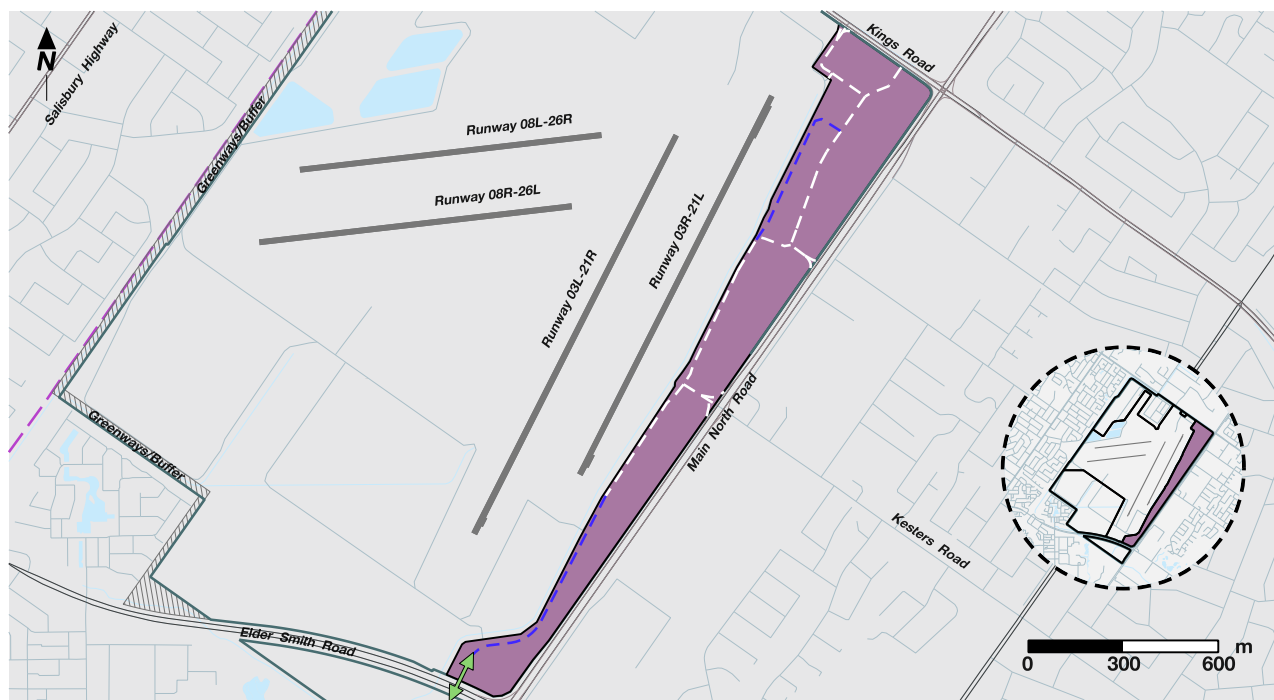
The Commercial Precinct forms the eastern extent of the airport and has frontage to Kings Road, Main North Road and Elder Smith Road. The precinct supports a range of commercial, service trade, large-format retailing and associated activities that maximise the precincts exposure to Main North Road and Kings Road.

The precinct will continue to be the focus for the development of significant retail and commercial offerings, with buildings sited and designed to avoid impacting airport operations.

## 7.5.3 Assessment Criteria

Development within the Commercial Precinct should:

- Generally, be in accordance with the Commercial Precinct Concept Plan (Figure 7.4) and the Land Uses listed as Performance Assessed – Envisaged Development in the Categories of Development Table (Table 7-4).
- Align with applicable design and infrastructure guidelines (as amended from time-to-time).



**LEGEND**

- |                       |                       |                    |
|-----------------------|-----------------------|--------------------|
| — Airport Boundary    | — Local Roads         | ▨ Greenways/Buffer |
| — Precinct Boundary   | — Railway             |                    |
| ■ Runways             | - - - Potential Roads |                    |
| ■ Drainage/Water Body | ↔ Potential Access    |                    |
| — Arterial Roads      | — Landside Roads      |                    |

Figure 7.4: Commercial Precinct

## COMMERCIAL PRECINCT

Performance Assessed – Envisaged Development	Restricted Development
Advertising	General industry
Ancillary Development where associated with a listed Envisaged Development	Road transport terminal
Animal keeping in the form of short term dog kennelling occurring within an enclosed managed environment	Special industry
Brand outlet centre and associated support retailing	Waste transfer station
Bulky goods outlet	
Community facility	
Consulting room	
Data centre	
Earthworks and engineering works	
Emergency services facility	
Home display and building centre	
Hotel, tavern and liquor outlet	
Indoor recreation facility	
Motor repair station	
Office	
Outdoor recreation and amusements	
Quick service restaurant	
Recreation area	
Retail fuel outlet	
Restaurant	
Service trade premises	
Shop	
Store	
Telecommunications and communications facility	
Temporary uses and structures where associated with a listed Envisaged Development	
Tourist accommodation	
Utilities and/or infrastructure	
Vehicle parking and/or storage	
Warehouse	

**Table 7-4: Commercial Precinct categories of development**

# 7.6 Bennett Precinct

## 7.6.1 Desired Outcomes

The Desired Outcomes for the Bennett Precinct is to provide:

- Development compatible with the vernal pools environmental management zone as identified in the Environment Strategy.
- Land uses within the precinct that are compatible with the precinct’s location in relation to runway centrelines and appropriately consider risk.
- Buildings, through design and siting, that are compatible with the continued safe operation of aircraft and contribute to the enhancement of the precinct’s amenity.

## 7.6.2 Desired Character

The Bennett Precinct is located to the southern extent of the Parafield Airport Estate and divided from the balance of the site by Elder Smith Road.

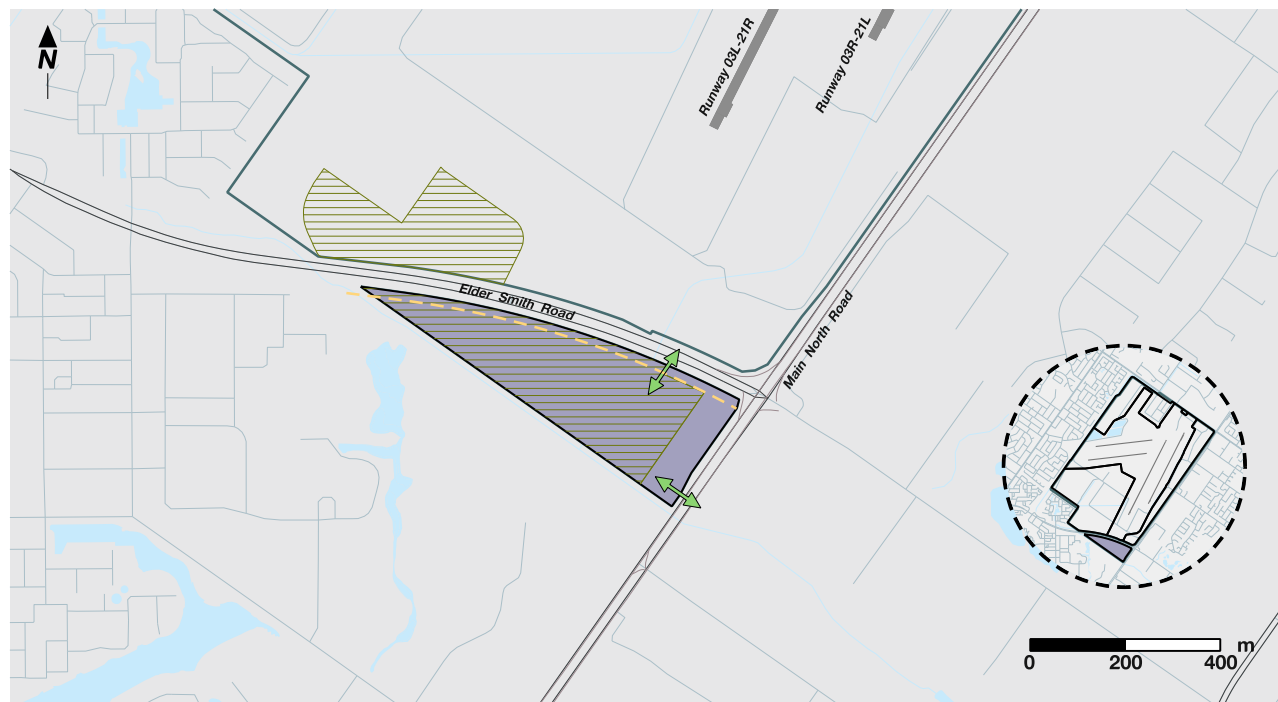
The precinct comprises the vernal pools environmental management zone and will continue to be a focus for actions associated with the management and interpretation of this area. Development is encouraged which is of a scale and type that is compatible with the precinct’s relationship with the runway centrelines and does not detrimentally impact upon the environmental management zone.

## 7.6.3 Assessment Criteria

Development within the Bennett Precinct should:

- Generally, be in accordance with the Bennett Precinct Concept Plan (Figure 7.5) and the land uses listed as Performance Assessed – Envisaged Development in the Categories of Development Table (Table 7-5).
- Align with applicable design and infrastructure guidelines (as amended from time-to-time).

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**LEGEND**

- |                       |                              |
|-----------------------|------------------------------|
| — Airport Boundary    | — Local Roads                |
| — Precinct Boundary   | ↔ Potential Access           |
| ■ Runways             | ▨ Potential Shared User Path |
| ■ Drainage/Water Body | ▨ Management Zone            |
| — Arterial Roads      |                              |

Figure 7.5: Bennett Precinct

<b>BENNETT PRECINCT</b>	
<b>Performance Assessed – Envisaged Development</b>	<b>Restricted Development</b>
Advertising	Industry
Ancillary Development where associated with a listed Envisaged Development	Waste transfer station
Recreation area	
Shop**	
Store**	
Temporary uses and structures where associated with a listed Envisaged Development	
Utilities and/or infrastructure	
Vehicle parking and/or storage	
Warehouse**	

**Table 7-5: Bennett Precinct categories of development**

\*\* Subject to airport safeguarding considerations

## 7.7 Enterprise Precinct

### 7.7.1 Desired Outcomes

The Desired Outcomes for the Enterprise Precinct are to provide:

- A range of retail, commercial, industrial, warehousing/logistics land uses to make the best use of land, facilities and services.
- Buildings, through design and siting, that are compatible with the continued safe operation of aircraft and contribute to the enhancement of the precinct's amenity.
- Provide a suitable interface between development within the precinct and the surrounding areas (residential, education and Future Aviation Zone).
- Siting of development in a manner that recognises the precinct's proximity to vernal pools management zone.

### 7.7.2 Desired Character

The Enterprise Precinct is located between Elder Smith Road in the south, the Runways Precinct to the east and north and the railway corridor to the west, taking access from Elder Smith Road. The southern portion of the precinct also comprises a number of vernal pools.

The Enterprise Precinct supports a range of land uses including commercial, industrial and logistics type activities of varying scale. It is anticipated that the precinct also enables the establishment of retail type uses as opportunities arise.

Development occurring within the Enterprise Precinct is to be sited and operated in a manner that manages potential interface conflict. Potential ground-based noise sources are considered as part of the development assessment process described in section 7.13, and lease agreements require tenants to take all reasonable and practicable measures to minimise noise generated at their premises as well as comply with the noise criteria specified in the Airports (Environment Protection) Regulations 1997 (Cth).

Capacity should be retained for a future freight rail spur parallel to the existing railway corridor. The need and timing of any future rail spur will be informed by demand.

Section 7.3.2 notes that capacity is retained for the development of a future aviation zone within the Runways Precinct. The exact location of the boundary of the future aviation zone in relation to the Enterprise Precinct is not determined. As such, in circumstances where development occurs near the boundary between the Runways Precinct and Enterprise Precinct, the land uses contained in the Performance Assessed – Envisaged Development for the Enterprise Precinct will be considered. Particular attention will be paid to ensuring that land uses and development do not impact upon, or limit, future expansion of aviation operations.

### 7.7.3 Assessment Criteria

Development within the Enterprise Precinct should:

- Generally, be in accordance with the Enterprise precinct Concept Plan (Figure 7.6) and the land uses listed as Performance Assessed – Envisaged Development in the Categories of Development Table (Table 7-6).
- Align with applicable design and infrastructure guidelines (as amended from time-to-time).



- LEGEND**
- Airport Boundary
  - Precinct Boundary
  - Runways
  - Drainage/Water Body
  - Arterial Roads
  - Local Roads
  - ▨ Management Zone
  - Airside Boundary
  - ↔ Existing Access
  - ⊙ Future Signalised Intersection
  - Potential Railway (Freight)
  - Railway (Freight)
  - Railway (Metro)
  - ▨ Greenways/Buffer

Figure 7.6: Enterprise Precinct

ENTERPRISE PRECINCT	
Performance Assessed – Envisaged Development	Restricted Development
Accommodation (for students involved in aviation education/training)	Special Industry
Advertising	Waste transfer station
Aircraft operations and parking	
Ancillary development where associated with a listed Envisaged Development	
Animal keeping in the form of short term dog kennelling occurring within an enclosed managed environment	
Aviation education establishment and academy	
Aviation-related support industry	
Bulky goods outlet	
Child care centre	
Cold storage facilities	
Consulting room	

Table 7-6: Enterprise Precinct categories of development

<b>ENTERPRISE PRECINCT</b>	
<b>Performance Assessed – Envisaged Development</b>	<b>Restricted Development</b>
Data centre	
Earthworks and engineering works	
Freight and/or distribution centre	
General industry	
Indoor recreation facility	
Light industry	
Motor repair station	
Navigational aid	
Office	
Outdoor recreation and/or amusements	
Public service depot	
Quick Service restaurant	
Rail transport terminal and rail lines	
Remote piloted aircraft services	
Recreational area	
Research, innovation and/or incubation facility	
Restaurant	
Retail fuel outlet	
Road transport terminal	
Runway-related activities/facilities	
Service depot	
Service trade premises	
Shop	
Store	
Telecommunications and communications facility	
Temporary uses and structures where associated with a listed Envisaged Development	
Tourist accommodation	
Utilities and/or infrastructure	
Vehicle parking and/or storage	
Warehouse	
Weather and atmospheric testing facilities	
<b>Sensitive Development</b>	
Tertiary Education	

**Table 7-6: Enterprise Precinct categories of development (continued)**

## 7.8 Alignment with Surrounding Land Uses

Land uses surrounding Parafield Airport are varied. Notwithstanding the introduction of a new South Australian planning system in 2021, there have been limited changes to the zoning or nature of land uses surrounding the airport since 2017.

The primary land uses occurring on land within proximity of Parafield Airport are industrial, commercial, residential, recreational and educational in nature. These uses are occurring on land held across a range of employment, neighbourhood and recreational type zones. Figure 7.7 illustrates the use of land surrounding the airport.

Land to the immediate north-east (Salisbury South) and south-east (Para Hills West and Pooraka) is zoned Strategic Employment and Employment and used for industrial and commercial purposes. There remains a large area of vacant land to the immediate north-east of Parafield Airport, (fronting Kings Road and Main North Road) which is within a Retail Activity Centre Subzone. This Subzone is intended to accommodate large format retail and commercial activities. This land is subject to a number of airport safeguarding considerations.

Land to the south of Parafield Airport accommodates the Mawson Lakes golf course, University of South Australia and the Mawson Lakes City Centre.

The remaining land surrounding the airport is primarily zoned General Neighbourhood, Urban Neighbourhood and Housing Diversity Neighbourhood (residential-type zones) and includes the suburbs of Mawson Lakes, Green Fields, Parafield Gardens, Salisbury Downs, Salisbury East and Para Hills West.

PAL will continue to monitor off-airport development, including proposals to amend policy or rezone land, which affects ongoing operation of the airport. Specific issues for consideration relate to the location of new land uses in relation to aircraft flight paths and, along with siting, height and scale of development which may negatively impact airport operations now and into the future. Further information on airport safeguarding is provided in Section 12.

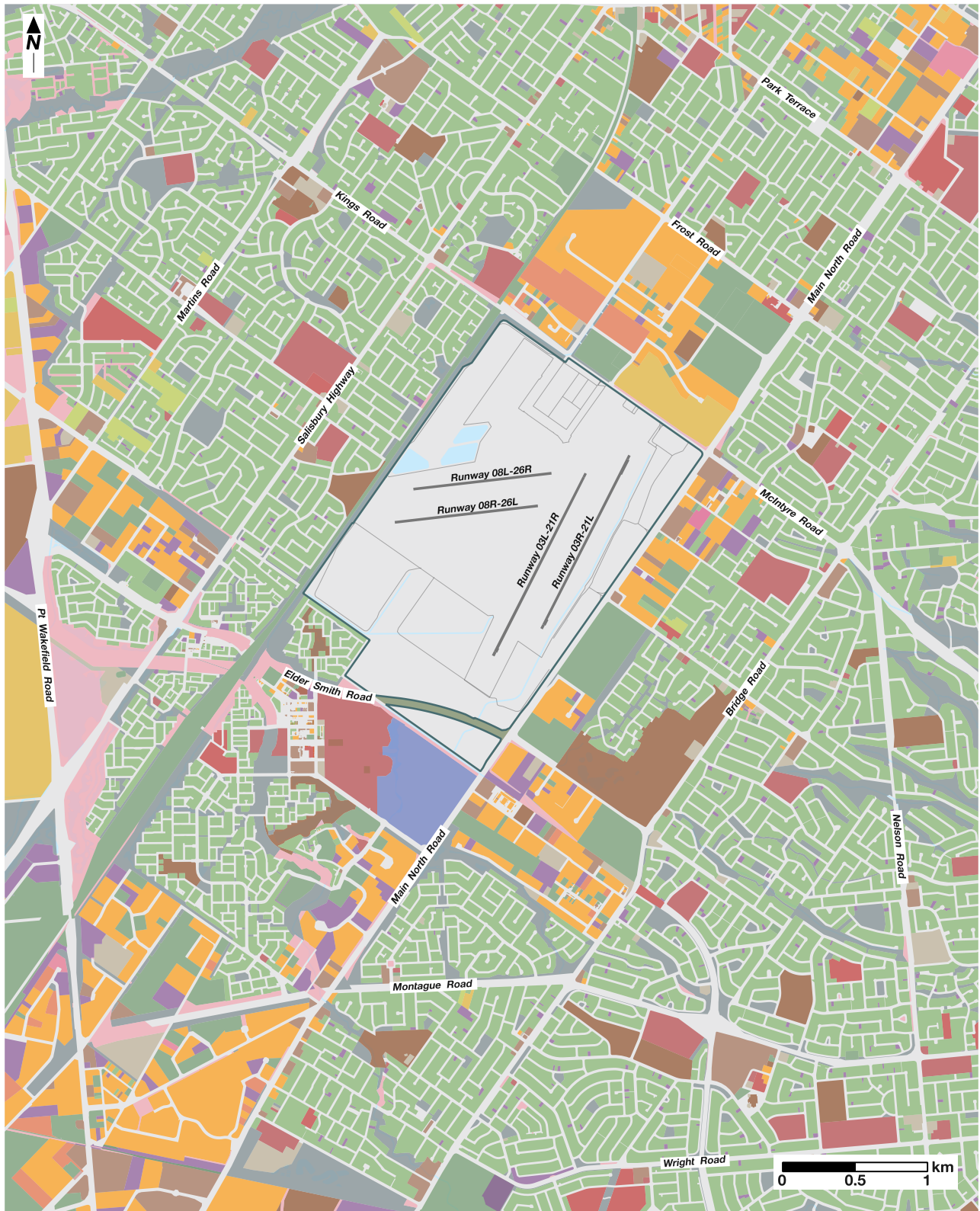
## 7.9 Consistency with State and Local Planning Framework

This Land Use Plan has, where feasible, been developed using terminology consistent with the *Planning, Development and Infrastructure Act 2016* (SA) and complements the South Australian Planning and Design Code as it applies to land surrounding the Parafield Airport Estate.

The land uses listed in the categories of development tables for each precinct (Tables 7-2 to 7-6) are generally based on the definitions contained in the Planning and Design Code, with additional uses that are specific to Parafield Airport, for example aviation related support industry. PAL will apply these land uses and interpret all definitions as required for the operation and development of Parafield Airport.

**PAL will continue to monitor off-airport development, including proposals to amend policy or rezone land, which affects ongoing operation of the airport.**

**Specific issues for consideration relate to the location of new land uses in relation to aircraft flight paths and, along with siting, height and scale of development which may negatively impact airport operations now and into the future.**



**LAND USES**

- |               |                         |                    |                    |
|---------------|-------------------------|--------------------|--------------------|
| Agriculture   | Golf                    | Public Institution | Retail Commercial  |
| Commercial    | Horticulture            | Recreation         | Rural Residential  |
| Education     | Livestock               | Reserve            | Utility Industry   |
| Food Industry | Mine Quarry             | Residential        | Vacant             |
|               | Non Private Residential |                    | Vacant Residential |

**LEGEND**

- |                     |                  |
|---------------------|------------------|
| Railway             | Local Roads      |
| Airport Boundary    | Arterial Roads   |
| Runways             | Airside Boundary |
| Drainage/Water Body |                  |

**Figure 7.7: Land uses surrounding Parafield Airport: Source: Land Use Generalised 2022 – Data.SA**

## 7.10 Sensitive Development

Section 71A of the *Airports Act 1996* requires the Master Plan to identify any proposed sensitive developments. A sensitive development is defined as development, or redevelopment that increases capacity of the following:

- A residential dwelling
- A community care facility
- A pre-school
- A primary, secondary, tertiary or other educational institution
- A hospital.

Sensitive developments do not include the following:

- Aviation education facility
- Accommodation for students studying at an aviation education 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 for Infrastructure agrees to a Major Development Plan being prepared for the proposed development.

This Master Plan 2024 identifies one potential future sensitive development within the Enterprise Precinct for tertiary education. While no specific site within the Enterprise Precinct has been identified for this land use, there is recognition that this precinct is in close proximity to the existing University of South Australia campus at Mawson Lakes, and there are limited opportunities available for the university to expand in its current location.

This is particularly relevant within the context of the planned amalgamation of the University of South Australia and University of Adelaide in the coming years. There are areas within this precinct which are either outside the Australian Noise Exposure Forecast (ANEF) contours or located within the lowest ANEF noise contours. Based on Australian Standard AS2021:2015 (Acoustics – Aircraft noise intrusion – Building siting and construction), development of an education establishment is acceptable in areas outside of the ANEF contours and conditionally acceptable in areas within the 20 to 25 ANEF contours, enabling the siting of an education establishment with certain design outcomes.

The potential future land use for an education establishment is aligned with the zoning and land uses anticipated on off-airport land to the immediate south. If a decision is made to proceed with a sensitive development, PAL must apply to the Minister, outlining the exceptional circumstances as per section 89A of the Airports Act, and seek approval to prepare a draft Major Development Plan.

## 7.11 Changes from Master Plan 2017

The land use plan described in this Master Plan 2024 has evolved from the land use plan contained in the Master Plan 2017, with the following changes:

- Updating the structure of precinct land use plans, categories of development tables, and procedural approach to bring the land use plan into alignment (where feasible) with the changes to the South Australian planning system made in 2021 (see Section 4).
- Inserting new Policy Areas within the Airport Business Precinct which delineate specific area and provide additional protection and expansion of aviation interests.
- Renaming the Airport (Parafield) Zone to the Parafield Airport Estate.
- Updating the approach within each precinct to reduce repetition and duplication.
- Reflecting amendments made in the Environment Strategy (Section 14) related to the future management of the vernal pools located in the Bennett and Enterprise Precincts.
- Inclusion of several additional Performance Assessed- Envisaged Development uses based on current and anticipated SA market trends as well as indicative market interest and complimentary uses.

## 7.12 Pre-Existing Interests

There are several leases which existed prior to PAL taking over the management and operation of Parafield Airport in 1998. These pre-existing interests are listed in Table 7-7.

ORGANISATION	PURPOSE	LOCATION
Airservices Australia	Control Tower Site	Airport Business Precinct
Fun Trading	Tavern/hotel	Commercial Precinct
Bruce Hartwig Flying School	Flying School and Hangar	Airport Business Precinct
SAATAS Pty Ltd	Hangar	Airport Business Precinct
Bunnings Building Supplies	Hardware	Commercial Precinct
Maltara Holdings	Retail/bulky goods	Commercial Precinct

**Table 7-7: Pre-Existing Interests**

There are several existing easements over the Parafield Airport Estate which are discussed in Section 11. In any proposal for future development of land, PAL will act consistently with the obligations or interests that exist with pre-existing interests and service providers.

## 7.13 Development Assessment Process

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

The development assessment process described in this Master Plan 2024 aligns with the current South Australian planning system (see Section 4).

Figure 7.8 indicates the development decision matrix for specific forms and types of development at Parafield Airport. The decision-making steps in this process include:

- The decision of PAL to lease land for particular forms of development.
- The decision of airport regulators (such as the Department of Infrastructure, Transport, Regional Development, Communications and the Arts, Airservices Australia and the Civil Aviation Safety Authority) to accept development which is compatible with airport operations.
- The decision of PAL as to the appropriateness (or otherwise) of the development against the approved Master Plan. This discretionary decision considers:
  - The desired character, desired outcomes and assessment criteria for the relevant precinct.
  - The general consistency with the concept 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 the requirement for a major development plan, as defined under the Airports Act, including developments which may have a significant impact on the community.

If a development proposal is not identified within the relevant Precinct as 'Performance Assessed – Envisaged' or 'Restricted', it will be processed as 'Performance Assessed - Merit' use. A Performance Assessment – Merit use application means that PAL will assess the proposal based on its merits. The assessment pathway for a Performance Assessment – Merit application is similar to that of Performance Assessed – Envisaged land uses, however, the merit proposal may be subject to an agency referral and public consultation process prior to a decision being made by PAL on whether to approve the application. This ensures that where a proposal has not been expressly identified as envisaged or restricted, appropriate consideration is given to the potential impacts. This is detailed in the development decision matrix at Figure 7.8.

Should an application be subject to the public notification process, PAL may invite written submissions by placing a notice of the proposed development on the PAL website and in a digital copy of a newspaper circulating within the region and provide advice to the members of the Parafield Airport Consultative Committee and the Parafield Airport Planning Coordination Forum with regards to the proposed development. Such a process will assist in informing key groups/affected persons of the proposed development and a period of 10 business days will be provided for the lodgement of written submissions. Submissions will be considered by PAL prior to any decision being made on the proposed development.

If a development proposal is identified as being restricted within the relevant precinct, and the proposal is considered by PAL to have merit, consideration of an application could trigger a Minor Variation to the Parafield Airport Master Plan under Section 84A of the Airports Act. An application for a Minor Variation to the Master Plan would be subject to a public comment period and consideration and decision by the Minister.

New developments at Parafield Airport are also required to comply with the *Disability Discrimination Act 1992 (Cth)*, with consideration of building accessibility, signage and other information and facilities to assist people with disabilities.

# Development Decision Matrix

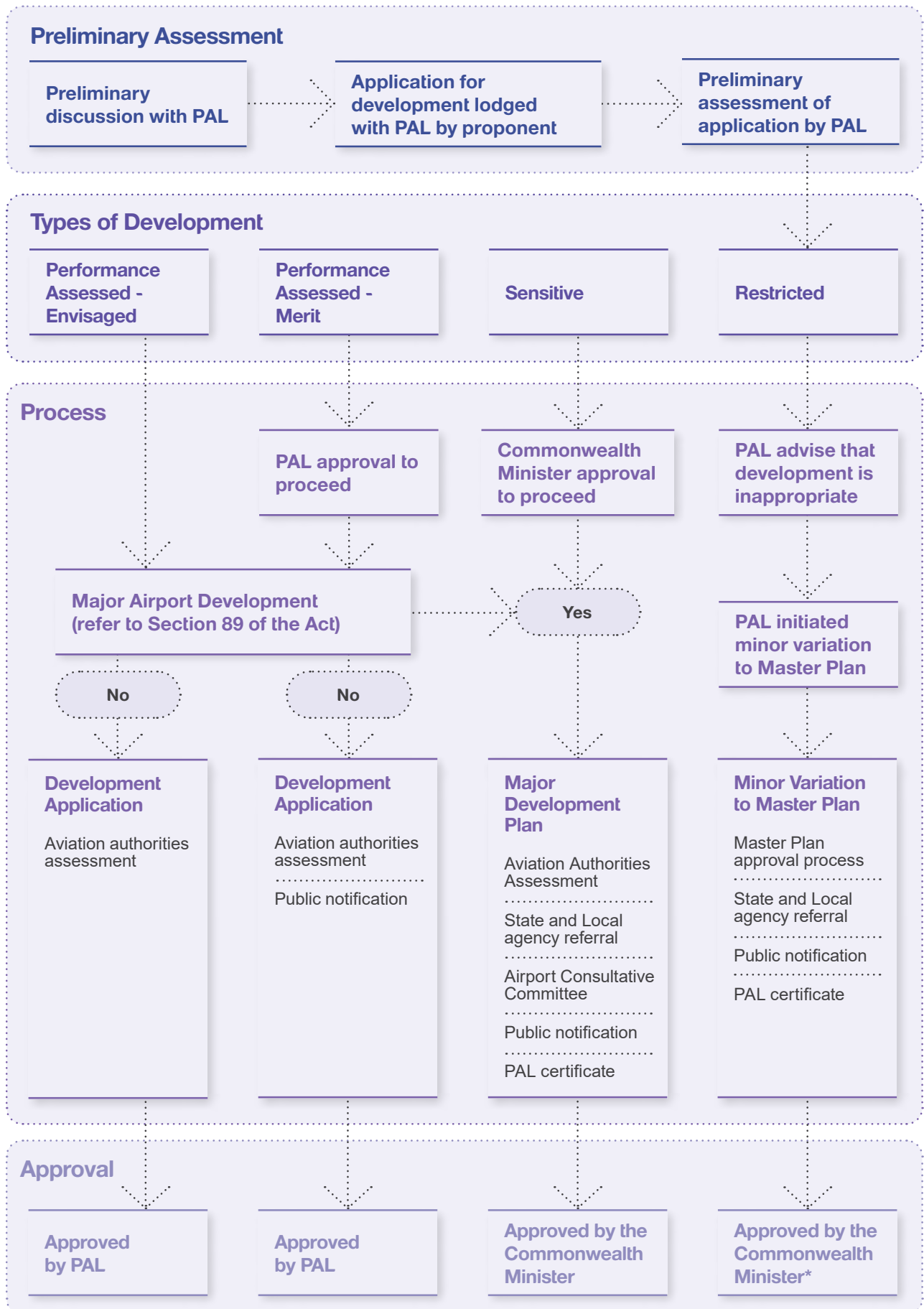


Figure 7.8: Parafield Airport development assessment matrix

# 7.14 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 7.9 provides an outline of the Development and Building Approvals process.

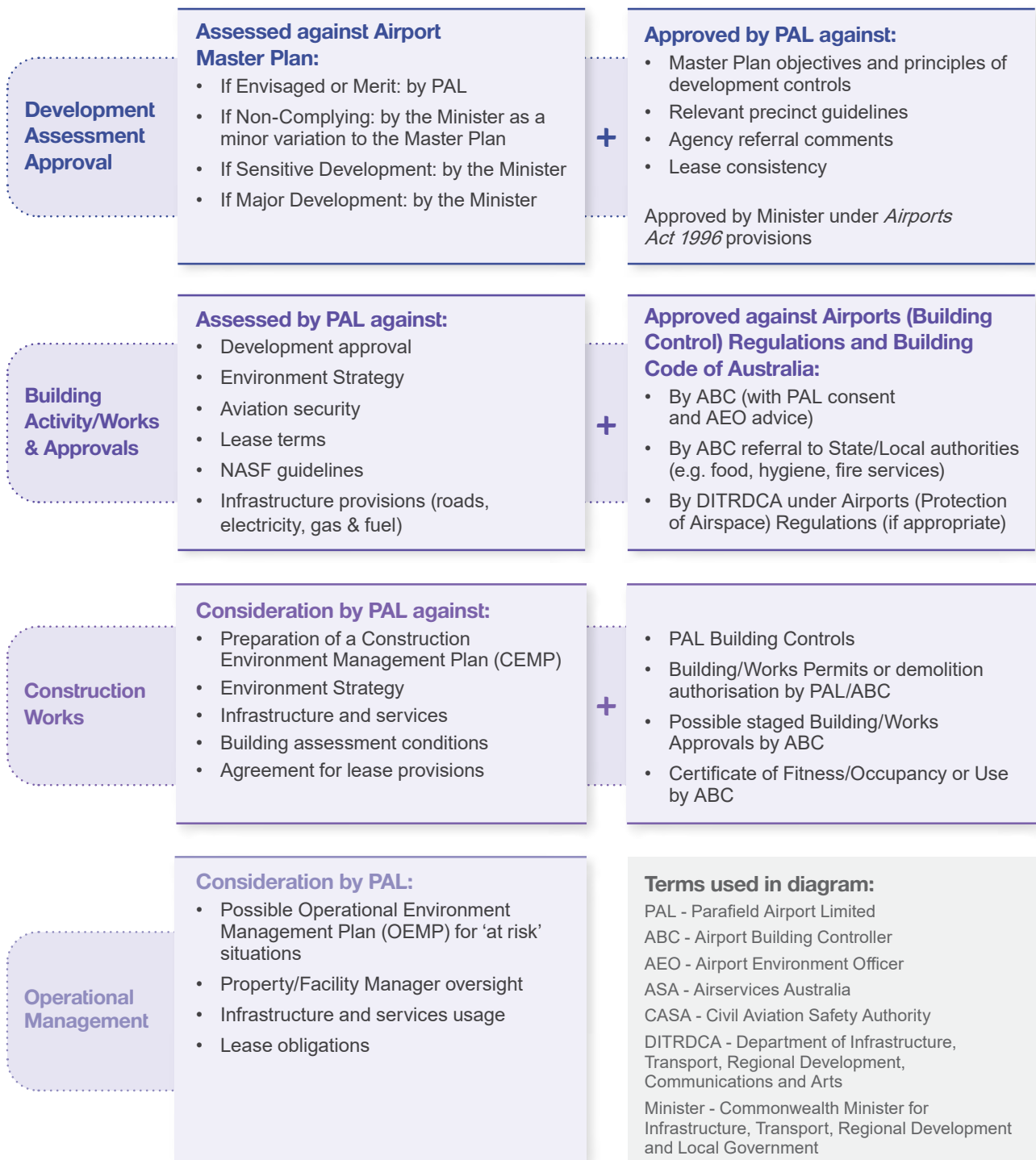


Figure 7.9: Development and building approvals process