

***DRAFT MAJOR DEVELOPMENT PLAN  
HOTEL COMPLEX, ADELAIDE AIRPORT***

***(ADELAIDE AIRPORT LIMITED)***

***CONDITIONS OF MINISTERIAL APPROVAL***

## DEFINITIONS

In this document, unless the contrary intention appears:

**AAL** means Adelaide Airport Limited and any future lessee company for Adelaide Airport.

**ABC** means the Airport Building Controller for the Airport appointed by the Secretary of the Department (or his/her delegate) under the Act.

**Act** means the *Airports Act 1996* as amended from time to time.

**Airport** means Adelaide Airport.

**AEO** means an Airport Environment Officer for the Airport appointed under the AEPR.

**AEPR** means the Airport (Environment Protection) Regulations 1997 as amended from time to time.

**AHD** means Australian Height Datum

**CASA** means Civil Aviation Safety Authority.

**CEMP** means the Construction Environmental Management Plan for the Development.

**construction period** means the period beginning at the commencement of construction of the Development and ending on the day a certificate of use is issued for the Development under the Airports (Building Control) Regulations 1996.

**the Department** means the Department administered by the Minister.

**Development** means the development proposed in the MDP.

**Minister** means the Minister administering the Act.

**MDP** means the Major Development Plan: Adelaide Airport Hotel Complex.

**Terminal** means Adelaide Airport Terminal 1

## INTERPRETATION

In this document, unless the contrary intention appears:

- (i) if a word or phrase is given a particular meaning above, other parts of speech and grammatical forms of that word or phrase have corresponding meanings; and
- (ii) a term that is defined in the Act or in regulations made under the Act has the same meaning when it is used in this document.

### ***Conditions about Air Safety***

- 1 Prior to the commencement of the construction period, AAL must prepare and submit to CASA a risk analysis to demonstrate compliance with the Safety Management System for the Airport required under regulation 139.250 of the Civil Aviation Safety Regulations 1998.
- 2 AAL must meet the requirements of the CASA Manual of Standards (MOS) 9.21 “lighting within the vicinity of aerodromes” within the proposed Development area.

### ***Conditions about the environment***

- 3 At least 28 business days prior to commencement of the construction period, AAL must ensure that a CEMP is prepared and submitted to the AEO for approval.

The CEMP must include, but is not limited to:

- a. A Stormwater Management Plan to mitigate any potential impacts associated with the Development. This plan should include both short term and long term measures;
  - b. A Noise and Vibration Management Plan. The plan is to be developed in accordance with the Airports (Environment Protection) Regulations 1997, the South Australian Environmental Protection Noise Policy 2007 under the *Environment Protection Act 1993* and relevant Australian Standards; and
  - c. A contaminated soils management plan.
- 4 AAL must ensure the CEMP is implemented.
  - 5 AAL must provide to the AEO a report on the last business day of each quarter on compliance with the CEMP.
  - 6 AAL must seek approval from the AEO for any variation to the CEMP. If the AEO approves a variation to the CEMP, AAL must ensure the variation is implemented.
  - 7 AAL must implement measures to reduce waste, water and energy consumption during the construction period and for the Development.

These measures may include:

- a. Capture and store rain water for use within the precinct;
- b. Treat and reuse grey water, particularly for in-building and landscape purposes;
- c. Introduce waterless toilet (urinal) facilities;
- d. Adopt low energy lighting and other electrical devices for use in building and landscape purposes;
- e. Reduce external and in building lighting (other than for security and OH&S reasons) outside trading hours; and

- f. Adopt recycling procedures for water products, such as paper, containers and biodegradable items such as food scraps.

***Conditions about traffic***

- 8 AAL must develop a Traffic Management Plan which incorporates measures to reduce any potential impacts during construction and for the development to surrounding road transport networks and plans for parking on the airport site.
- 9 AAL must implement the Traffic Management Plan.

***Conditions about the final design***

- 10 AAL must ensure the footprint covered by the Development remains within the Blue Zone set out in Attachment A, that the Development be within the shadow of the Terminal with respect to RADAR area of sensitivity and the Development remain below a maximum height of 37m AHD.
- 11 AAL must ensure the final design of the Development is consistent with one of the two options presented by AAL in Attachment B; being a tower or linear model, and be consistent with the conceptual drawings in Attachment C.





## **Adelaide Airport**

1 James Schofield Drive  
Adelaide Airport, South Australia 5950  
Telephone +61 (0)8 8308 9211  
Facsimile +61 (0)8 8308 9311  
Website: [www.aal.com.au](http://www.aal.com.au)

Our Reference 3/9/6/1  
Date : 22 August 2008

Alexandra Waldren  
Airports Branch  
Department of Infrastructure, Transport,  
Regional Development and Local Government  
GPO Box 594  
CANBERRA ACT 2601

Dear Alexandra

I refer to our recent telecom in regard to the proposed hotel and the draft Major Development Plan and Addendum currently under Ministerial review and provide hereunder additional material as requested.

### **Proposed Development – size and location**

The proposed hotel development at Adelaide Airport will partially occupy the existing short term car park for Terminal 1 (T1) and lie within walking distance of T1 slightly north west of the main terminal entrance.

So as not to pre-empt Ministerial approval for the proposed hotel, Adelaide Airport Limited (AAL) will not seek any specific developer's design and construct plans until Ministerial approval or otherwise is obtained.

Accordingly, the building is purely conceptual at this time with the intent of allowing any successful proponent to make the most of the identified site parameters in either a linear or tower style, dependant on their specific corporate design. To that end we have sought the advice of Eddie Typek, Director, Walter Brooke and Associates Pty Ltd who had provided the following detail.

#### **Tower Model**

Based on a footprint of a building of this size and function, (i.e. to adequately accommodate a 200 room hotel to 4.5 star status including support facilities such as foyer and check-in area, conference rooms, gymnasium, bars and dining facilities, while remaining under the Obstacle Limitation Surface), a 'guestimate' of the areas for this building would be, say:-

- Ground floor footprint (1500 - 1600 m2) - probably consisting of, double volume space with atrium space to main podium level.

- Ground Floor would have entry foyer off carpark entry and drop off zone, vertical transportation to podium level and hotel tower, including escalators to podium level and lifts to podium level and tower.
- The Ground level footprint could also have some ancillary facilities such as car rental offices, luggage pick up / drop off and storage facilities for the hotel.
- Hotel services such as laundry and other services requiring loading facilities could also be at ground level.
- Podium Level (2400 - 2500 m<sup>2</sup>) - is the level envisaged to be the same as the main level of T1 departures and arrivals.
- The podium level would consist of the main hotel lobby and reception areas and could also possibly have bars, cafes, function rooms and serviced office space.
- This level could also possibly be linked to T1 via a podium or plaza over the main car park.
- Typical Hotel Floor plan (1400 - 1500 m<sup>2</sup>) - 25 hotel rooms per floor , over 8 floors
- There could also be a top floor with Restaurant , pool , gymnasium etc

#### Linear Model

With a linear or lower scale hotel, we assume it could be done within a 5 storey structure. Ground level plus 4 levels of hotel rooms:-

- The ground level would consist of the entry foyer, lobby, hotel reception, hotel services and loading facilities as well as meeting rooms and serviced office spaces and cafe etc.
- In this instance a Ground Floor Footprint of say 3000 - 3500 m<sup>2</sup> would be sufficient.
- The hotel rooms would be contained on 4 levels above the Ground Floor and with each floor have 50 rooms.
- Each of these floor plates would be approx. 2400 m<sup>2</sup> each.

A linear type hotel with all its major reception, lobby and ancillary functions on Ground Level would obviously only be suitable if it were in a location that was not reliant on linking directly into and with the T1 arrivals and departures level.

Please refer to the "fine tuned" possible concept location on Fig 1 attached.

#### Car Parking

Murray F Young and Associates provided us with draft suggested content paragraphs (copy attached). The content of this information was transposed into the MDP.

Given that our latest strategic planning has "narrowed" the area for the development, a summary of car park requirement is that the proposed development will include its own dedicated car parking facilities which could be up to as much as 400 as described in the dMDP and is dependant on the style and format of whoever the ultimate preferred operator is.

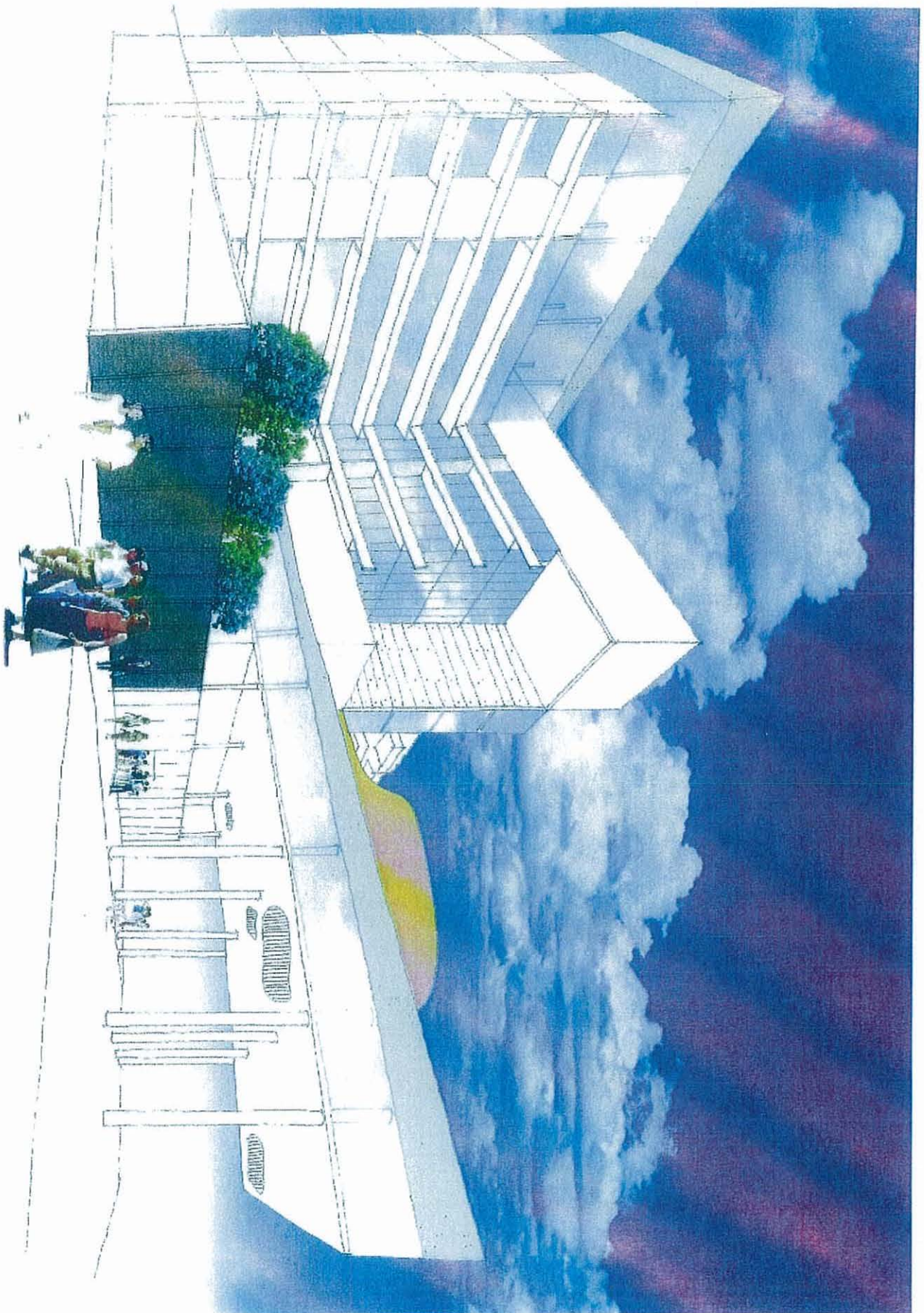
However, the hotel is expected to have an impact on the current short term car park of less than 150 car park spaces.

The hotel impact and the planned development of a Plaza concept to recognise the Office of Transport Security's front of house security concerns, will be adequately covered by AAL relocating the current valet parking currently adjacent to T1, to the area vacated by the relocation of helicopter operations and to utilize the land west of T1 vacated by the Airport Club as long term parking.

I look forward to our meeting on 10 September 2008 at which time we would be able to provide any further detail or information you might require.

Yours sincerely

**John McArdle**  
**General Manager Corporate Affairs**  
**Adelaide and Parafield airports**

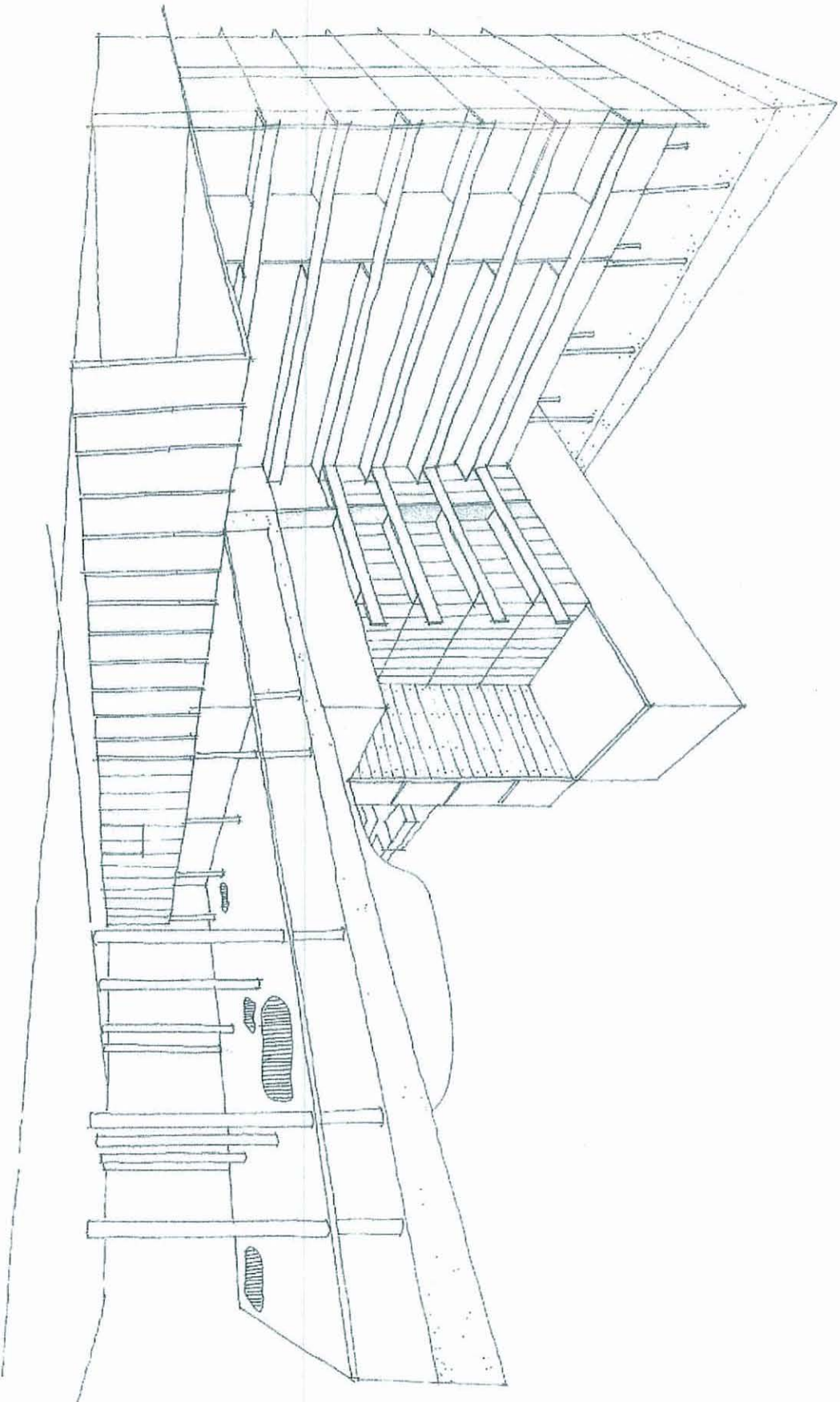


22-09-08 APPROACH FROM T1

AAL ADELAIDE AIRPORT HOTEL

SK08 06-434TH

Walter Brooke



22-09-08

APPROACH FROM T1

AAL

ADELAIDE AIRPORT HOTEL

SK08

06-434111

Walter Brooke

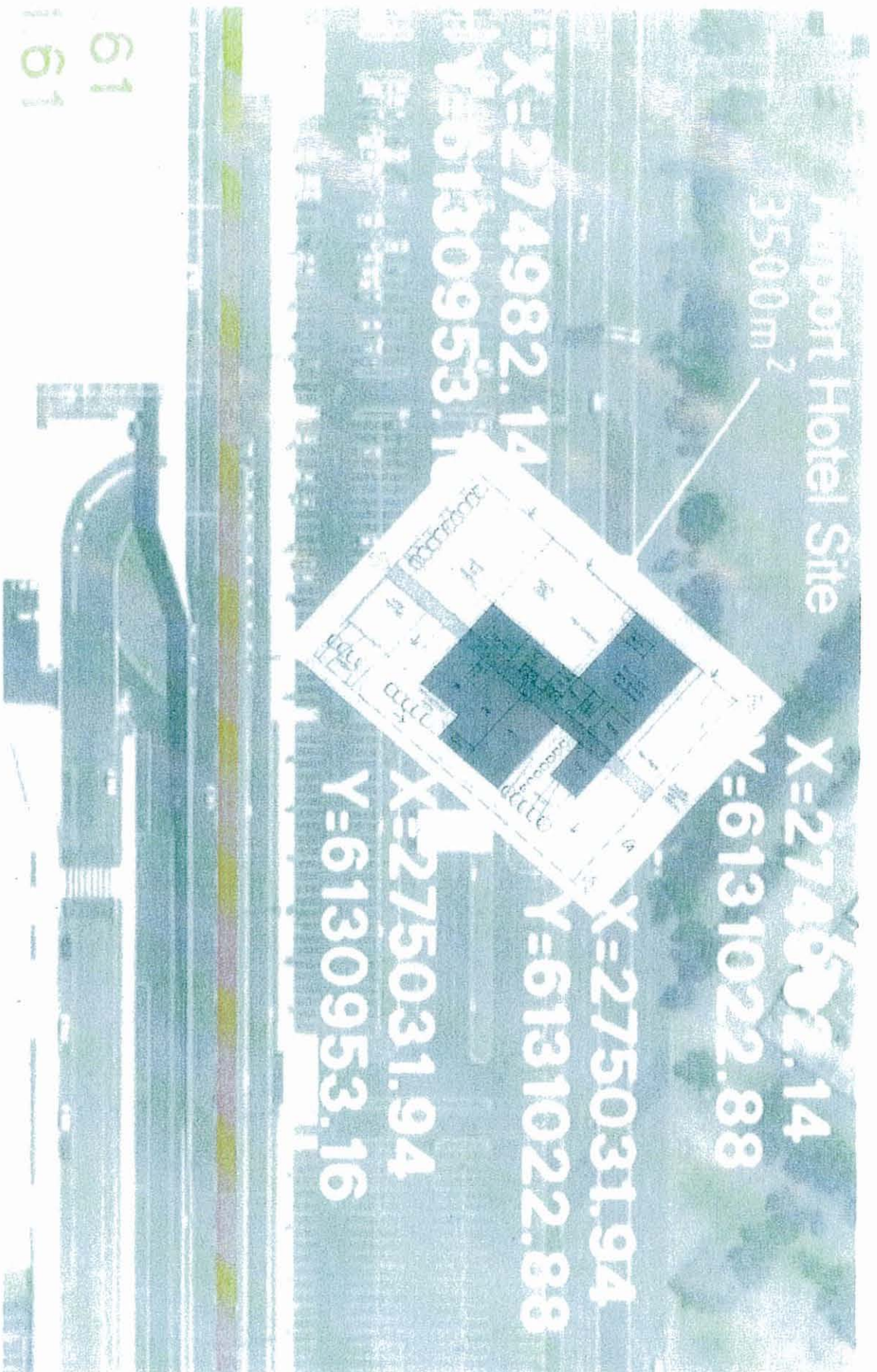


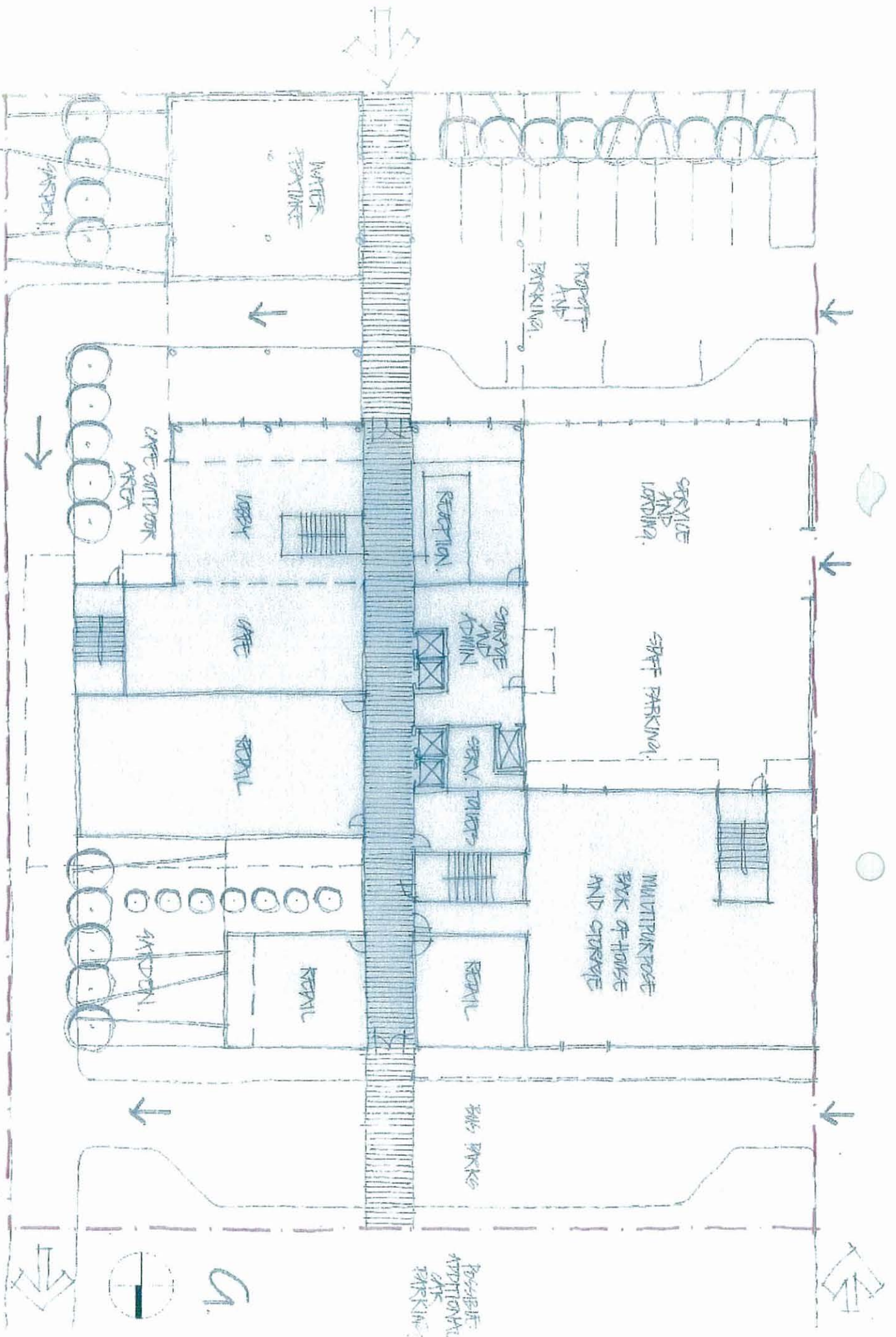
# ADELAIDE AIRPORT MAJOR DEVELOPMENT PLAN Airport Hotel Aerial Photo Site

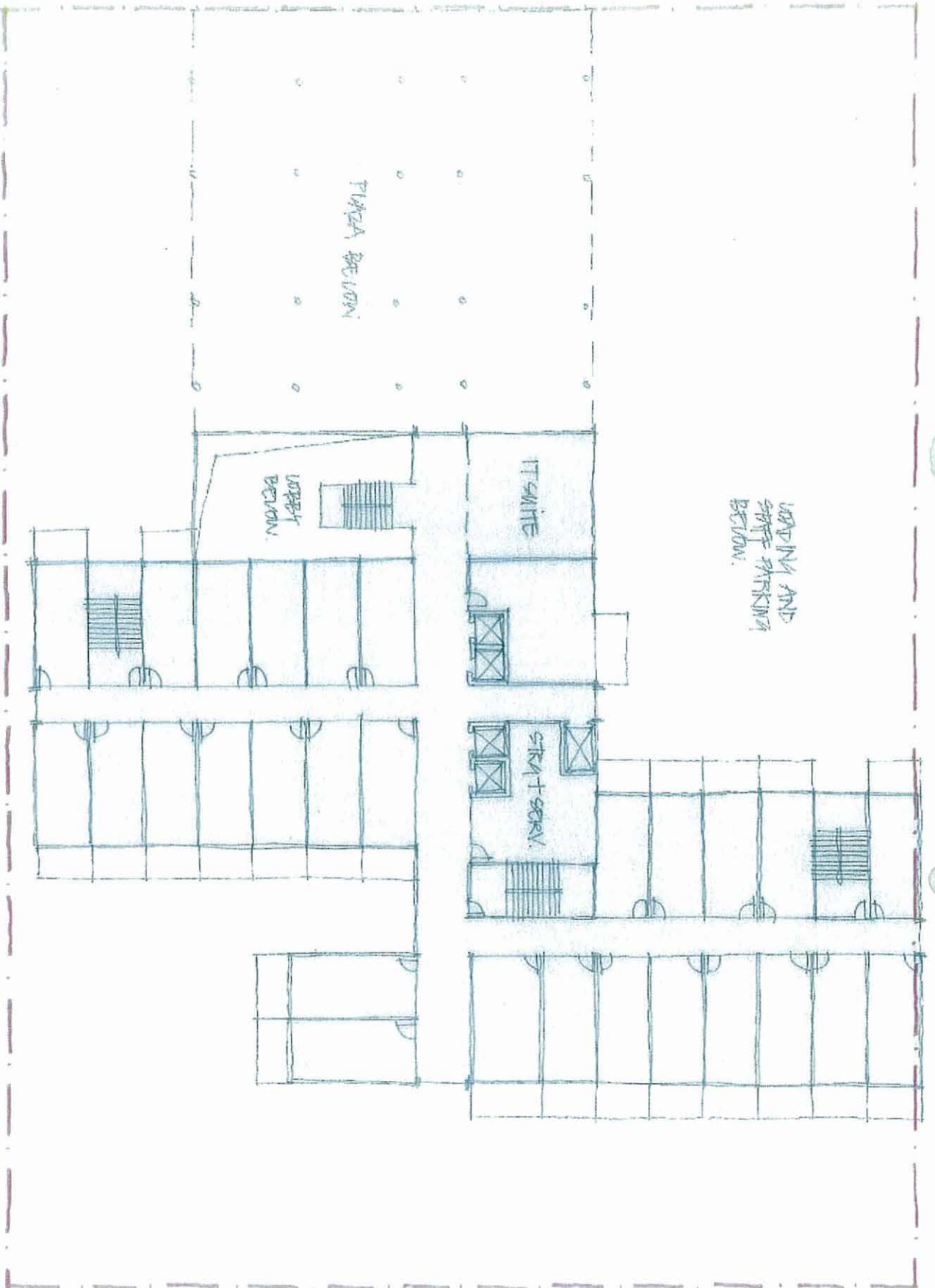
Figure 1



DESIGN STATISTICS	
site area	3500sqm
site footprint	
1	1147
2	1034
3	1502
4-7	1185
8	984
	627
total floor area (excluding base and plant)	6478sqm
height	36.0 metres
hotel rooms	203 rooms

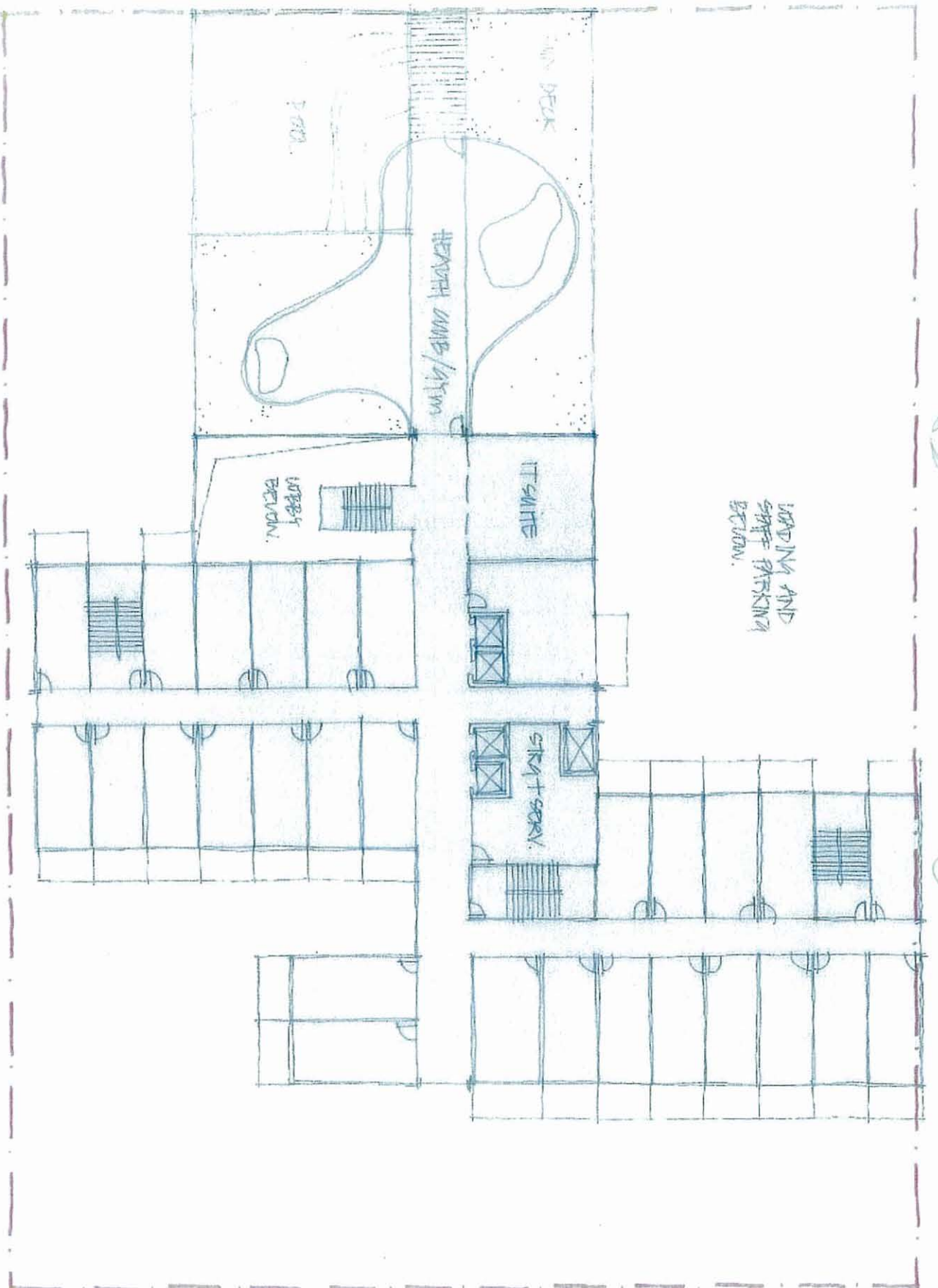




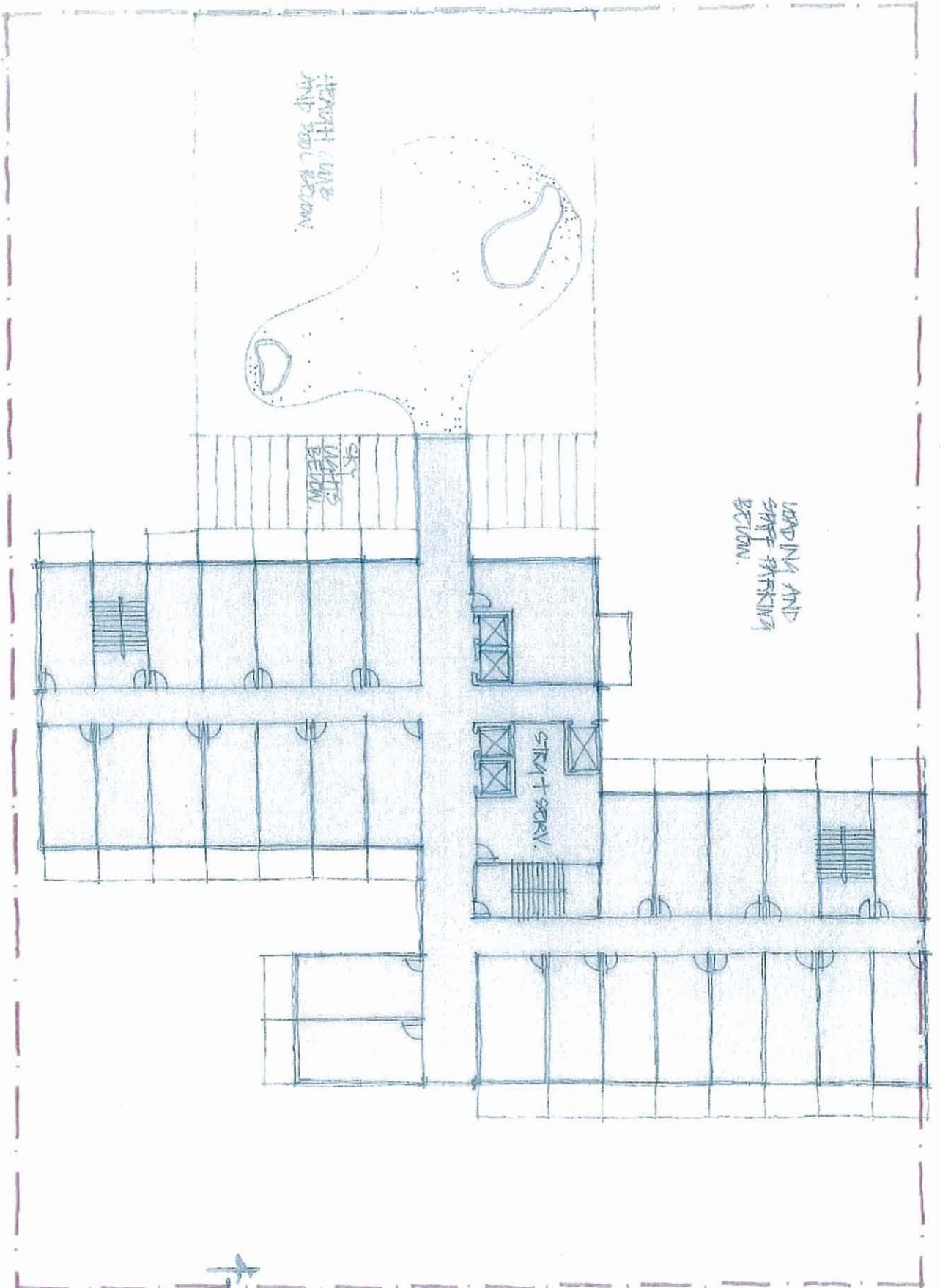


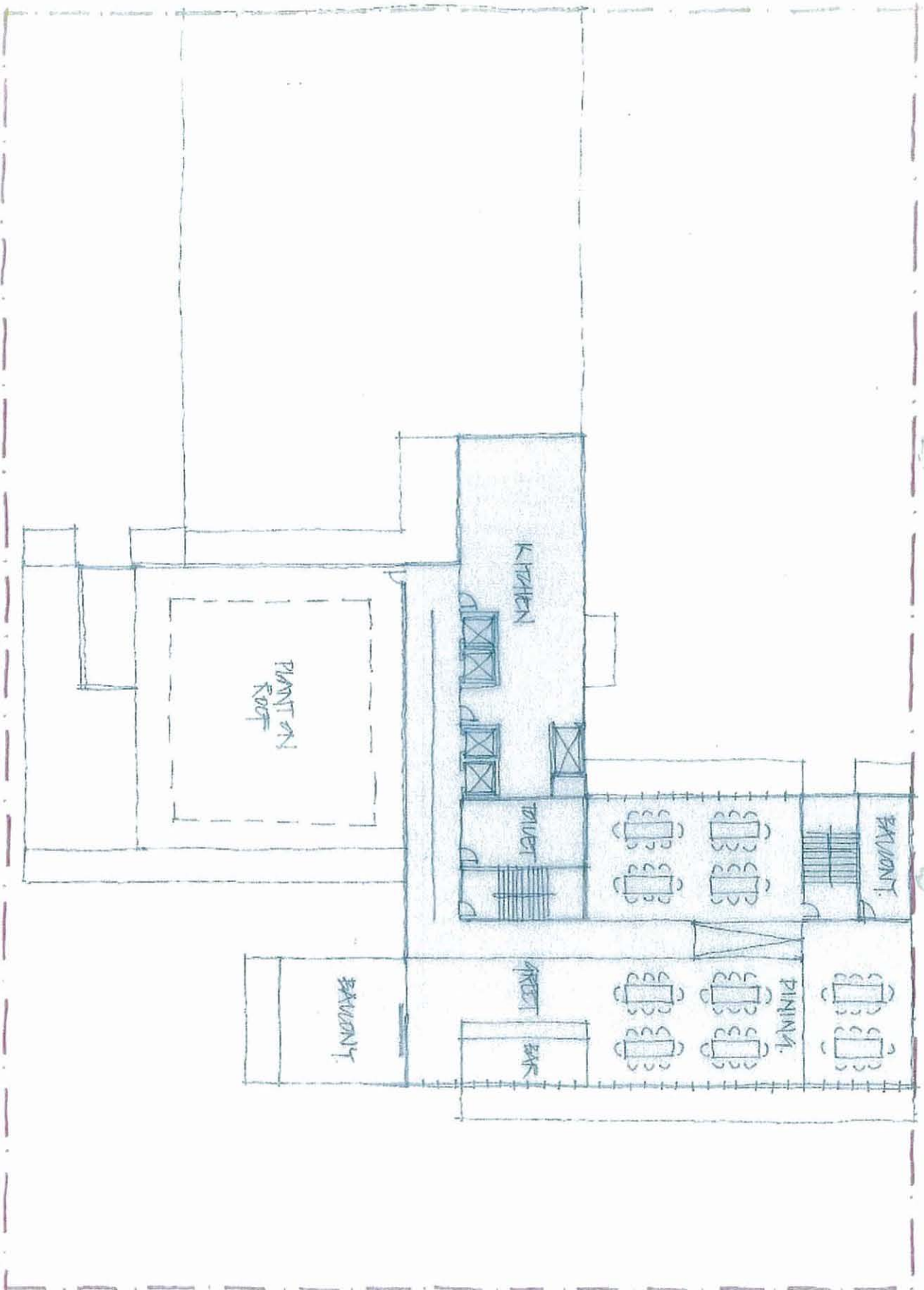


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3.





8.

