

McMahon, Rosalind (SEN)

From: Robert Noga [RobertNoga@hiapl.com.au]
Sent: Tuesday, 13 February 2007 10:43 AM
To: RRAT, Committee (SEN)
Subject: Airports Amendment Bill - Submission
Importance: High

Committee Secretary
Senate Rural and Regional Affairs and Transport Committee
Department of the Senate

Dear Sir, Madam,

I refer to the recent submissions received by, and hearings before, the Committee, in relation to the above Bill.

Our Company has read the submissions and transcripts, and notes with concern that an inaccurate portrayal of the issues surrounding the development of a shopping centre at Hobart Airport appears to have been created.

Please find attached an electronic copy of a letter being posted today. We would be pleased if the letter and attachments could be distributed to the Committee members.

We remain of the view that a discussion with the Committee may be beneficial to elaborate on the points made, and any other areas of concern the Committee may have.

Yours sincerely,

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13/02/2007

Representations by Relevant Local Governments

In its submission (page 2) the Council of Capital City Lord Mayors (CCLM) states that: *"...perpetuation of cost shifting onto local government through current arrangements relating to DFOs on airport land sorely tests the spirit of this Agreement..."* (CCLM Inter-governmental Agreement).

The submission appears to represent that the Hobart City Council is an aviation municipality.

The Hobart City Council is not the local authority for Hobart Airport. The City of Clarence is the relevant local authority. The City of Clarence and the other Council adjoining Hobart Airport (Municipality of Sorell) are home to 33% of the residents of the Greater Hobart Area, and a substantial commercial centre (Rosny) whose future growth is severely constrained by a lack of developable land.

In actual fact the CCLM and the Hobart City Council have no authority to speak on behalf of the Clarence City Council, or the Municipality of Sorell. Neither the Clarence City Council nor the Municipality of Sorell has voiced opposition to any aspect of the shopping centre development on Hobart Airport, and in fact strongly supports such development (see attachments).

Rates and Infrastructure

In its submission (page 1) the CCCLM states that *"...CCCLM encourages the Committee to consider the matter of charging commercial developments on airport land the equivalent of rates and developer charges..."*

HIAPL has always regarded the payment of rates to the Clarence City Council as a sign that both organisations are prospering. The parties have a long standing written agreement to have new developments pay rates immediately on completion.

The proposed shopping centre development at Hobart Airport does not require any headworks to be undertaken by the Clarence City Council. HIAPL and the developer Austexx Pty Ltd are meeting all infrastructure costs, which incidentally have the benefit of allowing the Clarence City Council to open significant privately owned land parcels, adjacent to the Airport, for development.

HIAPL and the Clarence City Council consistently work together, promoting regional economic and financial growth in the Greater Hobart Region. For example, the Cambridge area in which Hobart Airport is located is not sewered. Hobart Airport is sewered, with its own treatment plant. The Clarence City Council and HIAPL have agreed to jointly fund (capital and recurrent) a wastewater treatment plant and effluent re-use scheme for the Cambridge District, *on the Airport*. This will enable the Council to further develop its District, extend its effluent re-use scheme, and enable the Airport to decommission its treatment plant and use a Class A facility (with the consequent environmental benefits). Contrary to mainland experience, HIAPL and its local Council work together.

There are a number of issues raised in the Hobart City Council Submission that the Hobart International Airport wishes to discuss.

Major Development Plans

In its evidence to the public hearings, the representatives of the Hobart City Council (HCC) stated that the position of the Clarence City Council was “betwixt and between”. The attached media extracts belie this assertion.

In its evidence to the Committee (page 27 transcript) Hobart City Council stated that *“the information to be provided (in the draft exposure of the MDP)...is inadequate to make an informed assessment...about particular aspects of the development”* Hobart City Council does not support this assertion with any evidence as to what exactly was inadequate. The Council’s submission to Hobart International Airport Pty Ltd is also unhelpful in this aspect.

Hobart City Council claims this *“represents a denial of natural justice”*. What was not explained to the Committee is that HIAPL offered to provide the Hobart City Council with a copy of all consultant reports (apart from the Economic Impact Statement), and to make a briefing on the draft MDP for the proposed development, to the Council’s management and Aldermen. This opportunity was not accepted.

Secondly, Hobart City Council raised the issue of regional impacts, however, we would draw the Committee’s attention to our earlier comments as to what exactly constitutes “the region”, in the compact area that is Greater Hobart.

Thirdly, Hobart City Council stated (page 27) *“submissions to a major development plan are made to the proponent to the development (who) has the opportunity to summarise all submissions before forwarding that summary to the department...this represents a conflict of interest and a denial of natural justice and introduces concerns of bias”*.

These statements either distort the truth or reveal a misunderstanding of the planning regime under the current Airports Act. There is no denial of natural justice. The Act requires ALCs to prepare and advertise, in effect, a planning application. The public have the opportunity to comment on it. Given that it is the ALC’s draft MDP, natural justice (as indeed does the Act itself) dictates that the ALC should have the right to respond to the public comments. When eventually sent to the Ministers for Environment and Heritage and Transport and Regional Services, the draft MDP remains just that, a draft. It is the Minister for Transport and Regional Services, following expert advice, who gives the draft MDP any status, if accepted.

Hobart City Council appears to fail to understand that when the draft MDP is forwarded to the Minister it goes with the Council’s comments and the ALC’s response. The ALC has no participation in the formal assessment process or approval.

In his evidence, Hobart City Council failed to indicate to the Committee that HIAPL had directly advised the Council (**twice**) that we would be forwarding all the public submissions received to the Minister (**in full**). We have no objection to the Act being changed to make this compulsory. After all, HIAPL and Austexx Pty Ltd have nothing to hide.

The Hobart City Council’s submission and evidence indicates that we may not treat the public submissions seriously. We would inform the Committee that it is now over 4 months since the

Conclusion

HIAPL is very concerned about the quality of information presented at the public hearings regarding Hobart Airport, and seeks this opportunity to present a view from the airport perspective, and address the numerous errors in other submissions.

We are aware of the united approach by some local governments and associations across Australia to seek additional rate revenues, and try to control land use planning at Commonwealth leased airports. It would appear such an agenda has been taken up by the Hobart City Council when quite clearly the Council responsible the Airport (Clarence City Council) fully supports HIAPL in its desire to promote the region, develop the aviation infrastructure as the major aviation gateway to Tasmania, and provide much needed local infrastructure, such as a regional sewerage scheme.

We trust this letter of clarification provides sufficient information regarding the major development issues surrounding the Airport. We also request that, if possible, we would like to elaborate on any of these points with the Chairman and Committee members. If time is not available for a direct meeting in Canberra, we would appreciate the opportunity for a short telephone conference to address these responses and any additional queries.

We thank the Committee for its deliberations and the chance to submit this letter of clarification to it.

Yours sincerely,

Wayne Tucker
Chief Executive Officer
Hobart International Airport Pty Ltd

Eastlands work unveiled soon

A NEW Eastlands Shopping Centre mall and entrance from the Kangaroo Bay car park are on track for opening on September 19.

Centre manager Craig Connell said the new mall on the lower level of the Rosny Park centre would eventually have 17 retail stores, including a new Kmart, which would reopen in November.

He said the development would add a whole new shopping dimension to Eastlands, Tasmanian's largest shopping centre.

"The new mall will be a fantastic addition to the already great retail environment at Eastlands, with the first stage opening on September 19 to include national retail chains Sainsbury, Telstra Shop and Allphones," Mr Connell said.

"Existing retailers Price-Lincs, Wendy's, Fone Zone and Eastern Shore Fishing and Tackle will all relocate to the mall area at the same time."

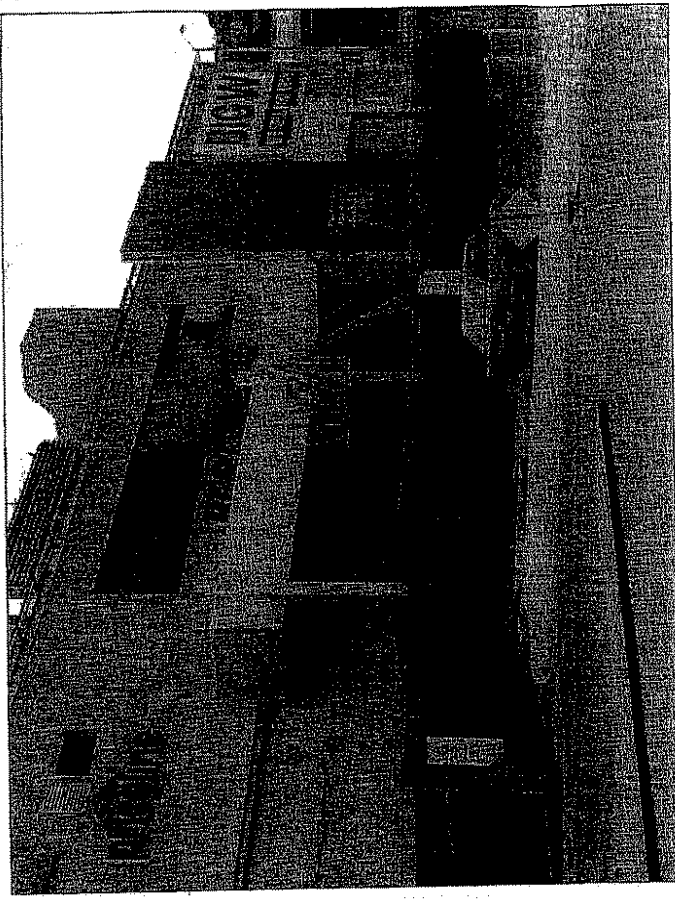
He said as well as providing an improved shopping experi-

ence, the new mall gave Eastlands a "grand entrance" complete with dual pedestrian and disabled access and great views of the Derwent River.

The Kmart store temporarily closed at the weekend and will reopen on November 16 but lay-by payments and collections will continue to be accepted at the store's delivery dock in the car park and the Kmart Tyre and Auto service will continue to trade as normal.

The Kmart store would be totally redeveloped, Mr Connell said, and would be significantly refurbished, featuring a new ceiling, flooring and improved lighting to reflect the latest store layout trends.

Mr Connell said the Eastlands redevelopment was a huge vote of confidence in the Tasmanian economy on behalf of Colonial First State Property Management (formerly Gerald Retail Management), Kmart and 100 retailers in the centre.



NEW LOOK: Work continues at the entrance of the Eastlands Shopping Centre.

Picture: KIM EISZELE

Mercury 10 September

November 27, 2005

SUNDAY TASMANIAN — 11

Sorell boom hopes ride on retail project

By LINDA SMITH

A PROPOSED \$100 million factory outlet and home-maker development near Hobart airport would be a boon to Sorell, the municipality's mayor says.

It would lead to job growth, tourism opportunities, improved public transport and provide a niche marketing tool for the area, Mayor Carmel Turenus said yesterday.

PLUS: Carmel Turenus says it will be great for Sorell.



The 150,000 square metre development, which is expected to open in early 2007, has attracted much criticism

from Hobart retailers and the Property Council of Tasmania. They say it will suck the lifeblood from the Hobart business district and lead to store closures, job losses and vacant retail spaces.

But Cr Turenus said she could see far more positive spin-offs from the giant development, which will be bigger than Hobart's retail centres and more than twice the

size of Eastlands at Rosny. She believed it will not only provide construction and retail jobs for Sorell locals, and improve public transport to the area, but allow Sorell to have its own aesthetics and draw more people to the area.

"If we market this properly then I think this is our opportunity to shine," Cr Turenus said.

"The fact that we are only

10 minutes from the airport could be a real marketing point for Sorell, and with this development we can play on that even more.

"It's going to bring people that fits fit further from the city and closer to Sorell. If they come that far, I can offer them something else that we could be on a winner."

She said she didn't expect the development to affect

local businesses too badly, but she understood why retailers and councillors in some other areas were hesitant about the development.

"Other areas are very concerned about the impact the development could have and I appreciate that," she said.

"It could be a little selfish, but I've got to think of my area, and I think it will benefit from this development."

Movies spark fight champ

By MERYL MANDOO

AS a young girl, Joanna Krug was inspired by martial arts star Jackie Chan.



Storms cut off power

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It's never have done
 Ballarat and it's in
 me a lot more inde
 dent", she said.

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Cambridge's new look

Building projects in full swing

LINDA SMITH

CAMBRIDGE has become a hive of activity, as several major developments begin to take shape.

Excavators, trucks and other heavy machinery are a permanent feature on the land beside the Tasman Highway where a \$90 million Home-maker Centre, Hydro Tasmania offices and a multi-million-dollar state centre are being built.

Earthworks for the Home-maker Centre and Hydro offices have been completed and water pipes have been laid, with construction of the actual buildings about to start.

The Hydro's consulting offices will be a one-level, open-plan, state-of-the-art design, housing about 160 staff.

The building and its surrounds will include a number of eye-catching features, including water fountains and a cycle/running track.

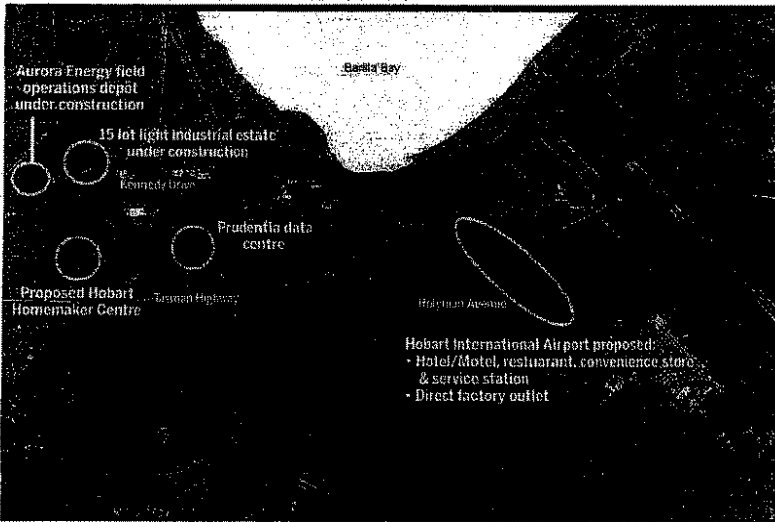
The Home-maker Centre will include about four major retailers as well as a dozen smaller stores — most of which are not yet in the Tasmanian marketplace.

Developer Prudentis Investments expects the two adjoining developments to be completed by the end of the year, while work on the nearby data centre is also expected to start soon.

Beside these developments work is also well under way on new \$18.5 million Aurora offices along the old Cambridge Highway and is due for completion by July.

Aurora corporate affairs group manager Adrian Will said work on Aurora's two main store and administration buildings was well advanced with painting, fit-out and landscaping under way.

DEVELOPMENT BOOM IN THE WORKS



The new buildings — on track to be completed by the end of June — will house about 200 maintenance, construction and field staff, who will transfer from the Moonah offices.

The developments are part of a massive boom in the Cambridge area, with giant developments also planned for Holyman Ave near Hobart Airport.

Work is set to begin in April on an \$8 million motel, caravan park, petrol station and restaurant under Tas-

manian developer Ali Sultan. Work on the four-star, 60-room hotel-motel, caravan park, restaurant, cafe, convenience store, service station and car-wash venture was due to begin last October.

Mr Sultan said yesterday that despite delays, the development would still go ahead, with work to start in April. It is expected to be completed by April 2008.

His development will be only a stone's throw from a planned \$100 million factory outlet and home-maker centre.

Melbourne-based developer Austaxx plans to build a direct factory outlet the size of nine football fields, with 160 fashion brands as well as a trade do-it-yourself centre, a home-maker centre and bulky goods centre.

Retailers contracted for the centre — which is expected to open next year — include Pita, Siggitt, Conover, Tommy Hilgert, Sheridan, Jig, Villa and Hut, Sandler Shoes, Nuse West, Winchery, Joanne Meeker, Events and Ojay.



MOVING AHEAD: Heavy equipment at Cambridge.

Alzheimer's patch possible

A vaccination patch found to be safe and effective in clearing brain-clearing plaques in mice with Alzheimer's Disease has been greeted with caution by Australia's peak advocacy group for the neurological disorder.

APOLOGY

On page 2 of this week's Kmart "The % Off Sale" catalogue we advertised the Magnavox 68cm Television for \$249 save \$49 (that's 35% off). We regret to advise that the save claim stated is incorrect. The correct save claim should read 'that's 15% off'.

We apologise for any inconvenience caused as a result of this copy error.



Hobart nurse facing battle to unseat Kerr

PHILIPPA DUNCAN

HOBART nurse Paul Hiscutt is set to attempt the near impossible — knock Duncan Kerr out of his very safe Labor seat at the Federal election.

Liberal Party nominations for candidates closed yesterday and Mr Hiscutt, the only nomination, is almost guaranteed the spot unless the party can woo a star candidate.

Mr Hiscutt, 41, ran as an independent in the Legislative Council election last May and joined the Liberal Party a few months later.

Yesterday he said fan-

ly voices had attracted him to the party, figuring he had more to offer as a party member.

"I think the Liberal Party is going to be in government for a few more years," he said.

Mr Hiscutt said he had a "fair" chance against Mr Kerr, who has held the seat for 10 years and successfully contested seven straight elections.

"I am fairly well known and have a good reputation in Hobart," he said.

He said he was interested in improving health care, especially for the elderly who were "shuffled into nursing homes" and education.

The Liberal Party approached Hobart lawyers Fabian Dixon and Elise Archer and local marketing and sales manager Richard Lowrie, who all ran for the Liberals for Denham in the same election, but none were interested. It is understood Federal Health's Brendon Burnomey and Health Minister Eric Abetz, were also spoken to.

Mr Hiscutt is from a prominent North West family and his father Hugh and uncle Desmond represented the region in the Legislative Council in the 1980s and 1990s.

Crowded House confirms rumours

POP-ROCK group Crowded House has confirmed they will reunite.

The band also said they planned to release a new studio album this year and embark on a world tour.

Frontman and founder Neil Finn said last night that he had agreed to the move after talking with fellow founding member Nick Seymour and "spending most of last year making music".

Kids Love Drama Parents Love the Results!