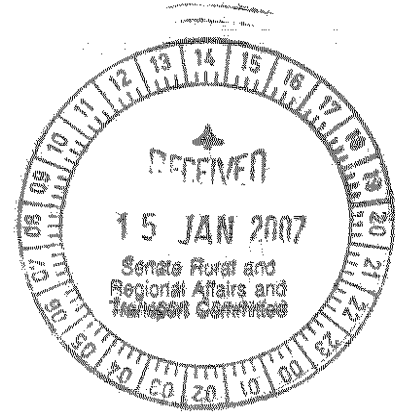


Senate 9/1

586 Sir Donald Bradman Drive
Lockleys S.A. 5032
Ph 83569821
9/1/7

Committee Secretary
Senate and Regional Affairs and Transport Committee
Department of the Senate
PO Box 6100
Canberra
ACT 2600



Dear Sir,

Airports amendment bill

I should like to respond to the above described notice as appeared in the Australian newspaper on Dec 12th 2006

I wish to lodge my objection to the proposal

The proposal

'The amended bill will permit non aeronautical development at leased airports'

This brings into focus two very important points of democratic principle, these are;

- 1 The Commonwealth Government should not compete commercially with its own citizens
- 2 The Commonwealth should respect and uphold Australia's system of land use regulation, and should therefore abide by all local government rules and regulations.

The proposal to allow non aeronautical development on Commonwealth land, should only proceed subject to compliance with all local planning requirements. Without this, there is the potential for complete urban disruption.

This has already, and is continuing to occur, at Adelaide airport.

The Airports Act 1996 as originally set out incorporated the above principles by saying quite clearly that ;

An airport should be run as an airport and

An airport operator must not carry on any non airport business

The violation of these principles can;

Result in a loss of confidence by both the local business and domestic community

By allowing non aeronautical development on C/W owned land, the Commonwealth will be using, however tenuously, its unique position for commercial advantage

By permitting its tenant, the airport operator, to claim Government immunity from local government rules and regulations when carrying on non aero developments the Government creates a ' state within a state'.

In addition there is the following point.

This proposal will permit airports to carry on non aero business secondary to their main function purely to increase financial returns. It is to be expected that other businesses will seek to do the same citing airports as an example. This will make complete nonsense of all planning regimes in this country.

I oppose this proposal and would recommend adherence to the Act as it exists

Or

Some mechanism be found to place non aero airport development firmly within the sphere of local government planning rules so as to get effective urban integration of non aero airport development

Finally, all proposals and business dealings on airport land should be totally transparent, there should be no calling for public comment, and then keeping those comments secret as was the case with the Master Plan in Adelaide

Submitted for your information

Frederick H Craven.

