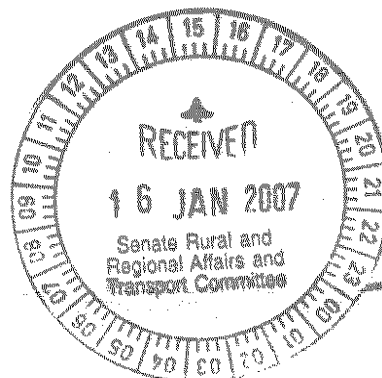




CITY OF
HOLDFAST BAY

10 January 2007

Ms Jeanette Radcliffe
Committee Secretary
Senate Rural & Regional Affairs & Transport Committee
Department of the Senate
PO Box 6100
Parliament House
CANBERRA ACT 2600



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Dear Ms Radcliffe

Re: Airports Amendments Bill 2006

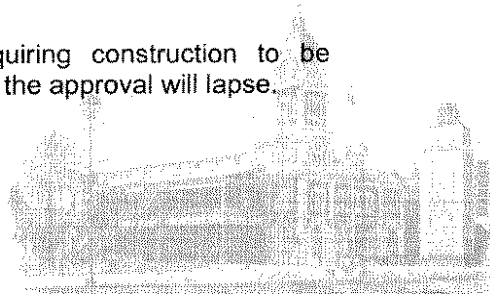
I refer to the Airports Amendments Bill 2006, which was introduced to Parliament on 30 November 2006.

While the Adelaide Airport is not within the local government boundaries of the City of Holdfast Bay, the Council area is located to the immediate southwest of the aviation facility. Accordingly, residents of Holdfast Bay are affected by aviation noise and the traffic, infrastructure and other impacts of development on the airport site.

You may be aware that Council made a submission to the Department of Transport and Regional Services in early 2003 regarding the review of the Airports Act that commenced in late 2002. In this submission, Council raised concerns that if the non-airport development of airport land is to continue to be exempted from the operation of State development control legislation, then the local government and community consultation processes associated with Airport Master Plan preparation and Master Plan variations, should ensure that relevant opportunities for response are provided and that responses are given genuine consideration in a transparent process. Further, it was Council's view that airport operators, relevant Commonwealth agencies and respective State Government agencies should work proactively and collaboratively to define the critical role of airports, and non-airport development capacity in particular, in the Metropolitan economic and physical development context, to ensure that there is a consistent expression of policy about airport development and the processes by which it occurs.

Council has now reviewed the Airports Amendment Bill 2006 in the context of its earlier comments in relation to the Airports Act review and is broadly supportive of the following aspects of the proposed legislation:

1. Requiring airport lessee companies to make their planning and development documents readily available in an electronic format "free of charge" to:
 - (a) provide for timely public access;
 - (b) facilitate distribution between interested parties; and
 - (c) assist in analysis of the documents by allowing the use of electronic search tools to locate particular words and phrases.
2. Making provision to ensure that the community and local planning authorities are provided with improved information regarding aircraft noise exposure levels and indicative data as to the location of close-in flight paths used to develop noise exposure forecasts.
3. Where a proposed major development has been approved, requiring construction to be substantially completed within five years of the approval being given or the approval will lapse.



Notwithstanding the above and consistent with its previous concerns, Council is not supportive of the following provisions of the Bill:

1. The proposal to reduce the statutory public comment and assessment periods for airport master plans, major development plans and environment strategies.

If the Government has experienced difficulties in comprehensively assessing and responding to proposals within the current legislative timeframes, the proposed decrease of assessment periods will exacerbate the problem.

Further, the proposal to reduce the public consultation periods is inconsistent with the Bill's intent and provisions for improving public awareness of development proposals (eg. electronic format of documents). The proposed reduction of public comment periods will also hinder the ability of an organisation such as local government to adequately assess, report and submit comments via the regular, internal meeting processes, thus interfering with the ability of councils to represent their communities.

2. The increase in the monetary threshold for requiring major development plans from \$10 million to \$20 million, and an appropriate cost inflator being included in the supporting regulations so that the Airports Act does not need to be amended periodically to adjust the threshold.

This provision, which provides a substantial increase in the 'value' for defining a major development, appears to seek to circumvent the need for appropriate public consultation for large scale developments on airport land.

The City of Holdfast Bay remains concerned about the lack of State legislative and Metropolitan strategy integration which results from the airports leases and Airports Act approach. Furthermore, while the proposed new 'consultation guidelines' are noted, Council remains concerned that in practice there will likely be limited change in response to Local Government authorities' objections to specific non-aviation development proposals.

The City of Holdfast Bay would appreciate these issues being taken into consideration during the debate and second reading of the Airports Amendment Bill 2006 in Parliament.

Should you have any query regarding this matter, please do not hesitate to contact the undersigned or Strategic Planner (Policy), Bronwyn O'Shea, on (08) 8229 9951.

Yours sincerely



Rob Donaldson
CHIEF EXECUTIVE OFFICER



Ken Rollond
MAYOR

cc:

- The Hon Mark Vaile MP, Deputy Prime Minister, Minister for Transport and Regional Services
- Dr Duncan McFetridge MP – Member for Morphett
- Steve Georganas MP – Member for Hindmarsh
- Chloe Fox MP – Member for Bright
- Dr Andrew Southcott MP- Member for Boothby
- Bronwyn Halliday - Executive Director, Planning SA
- Trevor Starr - Chief Executive Officer, West Torrens City Council
- Sandie Starr - Acting Chief Executive, City of Charles Sturt
- Andy Hrast - Director Transport Policy, Australian Local Government Association
- Victoria Gailit - Local Government Association of South Australia