

## SUBMISSION

Towards a National Aviation Policy; Issue Paper 2008.

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We wish to comment on the following sections of the Issue Paper.

### 2.1 Airport Planning & Development

*n “are the planning & development mechanisms under the airport act working effectively?”*

Clearly the answer is NO. There have arisen numerous small bodies of residents who live near airports, formed to try and get some input into airport planning and development issues. These bodies have formed because of a lack of input from regulated government departments. Little notice is taken of these concerned groups, by airport lease holders and developers, because they have no “teeth” in terms of regulations or planning controls.

*n “How can we improve consultation with local & State authorities and with the community?”*

At the very LEAST, planning controls for non aviation development must be vested in Local government and, to a lesser extent, State government. It is ridiculous to have developers constructing buildings on airport land that Councils do NOT consider appropriate for the area. They ignore State legislation [eg Green wedge zoning] and local residents have no say at all. Attempting to get the Federal government to understand the local issues involved is invariably a waste of time!. Non aviation developments at airports are best overseen by Local government which has an overall view for appropriate, balanced development in the whole municipality, not just the airport. Off airport commercial competition issues can be more effectively handled by Councils if they have control over on airport development

### 3. Airport Safety

Adequate open space MUST be preserved on airport land. The pressure from developers to commercially exploit all available airport land must be resisted. There are already many reports of aircraft [ mainly light aircraft/helicopters] either crashing or emergency landing in and around suburban airports.

Developments such as golf courses, on airport land, allow some commercial use and still provide open space in an emergency. Building wall to wall factories does NOT. We refer specifically to the imminent loss of the Moorabbin Airport golf course to commercial development and the subsequent increased likelihood of more serious aviation related accidents in the airport precinct

While we recognize the airport owners desire to supplement their income with non aviation development, there needs to be some balance in the type of non aviation development allowed on airports which promotes or preserves valuable public assets such as golf courses.

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