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25 June 2008

Submission: National Aviation Policy Statement  
Department of Infrastructure, Transport, Regional Development and Local  
Government  
GPO Box 594  
CANBERRA ACT 2601

Dear Sir/Madam

**A Submission in regard to the National Aviation Policy Statement by the  
Wakefield Group**

The Wakefield Group is made up of the Local Governments that comprise the Federal  
Seat of Wakefield.

- City of Playford (part);
- City of Salisbury (part);
- Town of Gawler;
- District Council of Clare and Gilbert Valleys;
- District Council of Mallala;
- Light Regional; and
- Wakefield Regional (part)

The Wakefield Group composition involves the Mayors and Chief Executive Officers  
of the Councils and it was formed in June 2004.



The Wakefield Group prepares a “Strategic Priorities Submission” which has the following functions:

- To provide the Member for the Federal Seat of Wakefield with an overview of the potential impact of regional growth on infrastructure and the priority projects that will address these infrastructure needs.
- To indicate partnering opportunities between Federal and local government in relation to specific action projects and the targeting of infrastructure funding in the Wakefield Electorate area.
- To provide a rational and coordinated approach to announcements of funding opportunities.

The Wakefield Group notes with interest the commitment by the Australian Government in developing a comprehensive National Aviation Policy Statement which will provide greater planning and investment certainty for the industry, and provide clear commitments for users of aviation services and communities affected by aviation activity.

The Wakefield Group wishes to respond to the invitation by the Minister for consultation and engagement regarding the Aviation Policy Statement, April 2008.

The following are considered important matters for consideration:

Regional and General Aviation (section 1.3)

In particular the Policy Statement asks the question:

- “What role should all levels of government have in protecting secondary airport infrastructure and in providing for new infrastructure?”

Airport Planning and Development (section 2.1)

In particular the policy statement asks the questions:

- “Are the planning and development mechanisms under the Airports Act working effectively?”
- “How can we improve consultation with State and local authorities and with the community?”
- “Could the regulatory regime better facilitate genuine long-term co-operation between airport operator companies and state and local governments on land use planning?”
- “How can we better integrate investment on airports with the funding and construction of improved road and rail links to and from airports?”
- “What mechanisms might be used to ensure an effective ongoing dialogue between airport operators and their local communities?”

The Wakefield Group considers that there is a strong case for the involvement of all levels of Government and regional considerations in the provision of airport infrastructure. As this submission indicates there are strong concerns with the present location of the Parafield Airport and significant opportunities for new infrastructure provision involving its re-location in the Wakefield region. It is considered that there

are major advantages in Government cooperation to find a beneficial solution to this situation and to set up a model for this action to be adopted in other cases where there are similar concerns.

It is understood the City of Salisbury will be making its own submission in regard to planning and land use matters that concern the Parafield Airport at its current location.

The Wakefield Group in this submission is focussed on drawing attention to the consideration of a new airport location in the region directly north of metropolitan Adelaide which can accommodate the relocation of Parafield Airport. Importantly it is considered such a move would provide benefits in redevelopment of existing airport land and the lessening of impact on the surrounding community as well as a greater economic and employment multiplier for the Wakefield Electorate. It is considered that formal consideration of this relocation proposal should be undertaken which recognises the airport as a valuable economic asset in the region and better development outcomes can be achieved from the vacated site.

It is considered that there are some significant reasons for a new regional airport to the north of Adelaide and in particular:

- The northern areas are accessible to the metropolitan area by major arterial roads including Port Wakefield and Main North Road. Much of the area is within a one hour trip time from the northern suburbs of Adelaide and the CBD.
- An airport facility that is unencumbered by nearby urban activities will have the potential to operate on a 24/7 basis and can have the opportunity to cater for freight movements in keeping with market demands. Industry in the northern suburbs of Adelaide and the northern fringe have specialised freight movement needs that can benefit from accessibility to airport services. New investment in airport related infrastructure will create a more efficient and safer facility with major benefits for agriculture and industry in the region
- Regional economic growth in South Australia and particularly the expansion of mining brings with it the fly in/fly out potential for workers using the airport to commute between the mine and their residential base.
- The growth of the northern fringe of Adelaide will be significant over the next twenty years with considerable population moving into the Council areas of Gawler, Light, Barossa and Mallala. This growth will bring with it new demands for not only airport activities but the multiplier impacts that an airport can have on employment.
- As mentioned above it would serve to replace the existing Parafield facility which is considered to have a major impact on its surrounding area and indeed is being hampered in achieving its full potential by urban growth on its boundary. The shift of the airport to a regional location north of Adelaide would allow the current site to be re-developed for purposes that are much more in keeping with the surrounding residential/commercial areas. The sale of the airport land will provide an opportunity to re-coup much of the cost of relocation and reinstatement.
- The training functions that currently exist at Parafield would still be close to Adelaide and therefore accessible for students attending the aviation colleges. The State Government has identified in its State Planning Strategy the importance of the aviation colleges to the economic growth of the State and Region. A new airport can provide the opportunity to better co-locate facilities on site and in

particular those functions (eg accommodation) that will support training programmes.

- A current limited airport facility near Gawler will be significantly impacted by the Northern Adelaide Expressway (Nexy) and it is considered that a new facility will overcome this loss.

A number of previous plans and studies have identified suitable sites for airports in the region and it is considered that there are no major impediments relating to topography or other physical conditions. Due consideration would need to be given to the operations of the RAAF facility at Edinburgh.

There is a need to obtain State Govt support to relocate, and as yet informal feedback has been neutral and non committal. It is understood that any idea of new airport infrastructure and re-location from Parafield has not been fully discounted nor has it received any concerted support.

It is therefore **recommended** that, as a model project based on inter-government cooperation and sponsored by the Wakefield Group. Federal and State Government support is required to undertake a Feasibility Study for the establishment of a new airport and/or re- location of the Parafield Airport and the provision of necessary infrastructure within the Wakefield Region. This task should involve key stakeholders. The support of the current lessee, Adelaide Airports Limited, is vital to the feasibility study and will need to be sought

A concerted effort should be made to find a new airport location within easy commuting distance of Adelaide and close to the major road network. Groundwork has already been done in this regard and investigations and discussions have taken place on the location for a regional airport to improve accessibility and provide advantages for the local economy.

The Federal Government should play a major part in promoting this action and provide funding towards the cost of the Feasibility Study. This direction as a part of aviation policy fits closely with the aim of developing a comprehensive aviation policy in particular to guide decision making by providing greater planning and investment certainty for industry as well as certainty for users of aviation services and the communities affected by aviation activity. A policy of a cooperative, inter-government model involving a partnership with of the private sector can have direct benefits in this regard. The Wakefield Group commends consideration of this initiative for consideration within the guidelines of the National Aviation Policy Statement.

Any matters of clarification and further discussion can be referred to Mr Terry Bell, Executive Officer, Wakefield Group (0417 016 147).

Yours faithfully



**Allan Aughey**  
Mayor, District Council of Clare and Gilbert Council



**Brian Sambell**  
Mayor, Town of Gawler



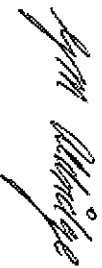
**Steve Kennedy**  
Mayor, District Council of Mallala



**Robert Hornsey**  
Mayor, Light Regional Council



**Martin Lindsell**  
Mayor, City of Playford



**Gillian Aldridge**  
Mayor, City of Salisbury



**James Maitland**  
Mayor, Wakefield Regional Council

(cc **Nick Champion** Federal Member, Wakefield)

