



AGENDA

FOR POLICY AND PLANNING COMMITTEE MEETING TO BE HELD ON

18 MARCH 2024 AT 6.30 PM

**IN LITTLE PARA CONFERENCE ROOMS, SALISBURY COMMUNITY HUB,
34 CHURCH STREET, SALISBURY**

MEMBERS

Deputy Mayor, Cr C Buchanan (Chairman)
Mayor G Aldridge
Cr B Brug
Cr L Brug
Cr J Chewparsad
Cr A Graham
Cr K Grenfell
Cr D Hood
Cr P Jensen (Deputy Chairman)
Cr M Mazzeo
Cr S McKell
Cr S Ouk
Cr S Reardon

REQUIRED STAFF

Chief Executive Officer, Mr J Harry
Deputy Chief Executive Officer, Mr C Mansueto
General Manager City Infrastructure, Mr J Devine
General Manager Community Development, Mrs A Pokoney Cramey
General Manager City Development, Ms M English
Manager Governance, Mr R Deco
Team Leader Council Governance, Ms J O'Keefe-Craig
Governance Support Officer, Ms K Boyd

APOLOGIES

LEAVE OF ABSENCE

PRESENTATION OF MINUTES

Presentation of the Minutes of the Policy and Planning Committee Meeting held on 19 February 2024.

REPORTS

Administration

1.0.1 Future Reports for the Policy and Planning Committee..... 7

For Decision

1.1.1 Parafield Airport Master Plan 2024-2043 9

1.1.2 Submission - Inquiry into the Impact and Mitigation of Aircraft Noise 355

QUESTIONS ON NOTICE

There are no Questions on Notice.

MOTIONS ON NOTICE

There are no Motions on Notice.

OTHER BUSINESS

(Questions Without Notice, Motions Without Notice, CEO Update)

CLOSE



**MINUTES OF POLICY AND PLANNING COMMITTEE MEETING HELD IN
LITTLE PARA CONFERENCE ROOMS, SALISBURY COMMUNITY HUB,
34 CHURCH STREET, SALISBURY ON**

19 FEBRUARY 2024

MEMBERS PRESENT

Deputy Mayor, Cr C Buchanan (Chairman)
Mayor G Aldridge
Cr B Brug
Cr J Chewparsad
Cr A Graham
Cr K Grenfell
Cr D Hood
Cr P Jensen (Deputy Chairman)
Cr S Ouk
Cr S Reardon

STAFF

Chief Executive Officer, Mr J Harry
Deputy Chief Executive Officer, Mr C Mansueto
General Manager City Infrastructure, Mr J Devine
General Manager City Development, Ms M English
Manager Community Participation and Partnerships, Ms C Giles
Manager Governance, Mr R Deco
Governance Project Officer, Mrs M Woods
Governance Support Officer, Ms K Boyd
Team Leader Strategic Urban Planning, Ms S Jenkin
Assessment Manager, Mr C Zafiropoulos
Manager Infrastructure Delivery, Mr J Collins
Manager Urban, Recreation and Natural Assets, Mr J Foong
A/Manager Field Services, Mr S Bartosak

The meeting commenced at 6.30 pm.

The Chairman welcomed the Elected Members, Members of the public and Staff to the meeting.

APOLOGIES

Apologies were received from Cr L Brug, Cr M Mazzeo and Cr S McKell.

LEAVE OF ABSENCE

Nil

PRESENTATION OF MINUTES

Moved Cr K Grenfell
Seconded Cr S Ouk

The Minutes of the Policy and Planning Committee Meeting held on 11 December 2023, be taken as read and confirmed.

CARRIED

REPORTS

Administration

1.0.1 Future Reports for the Policy and Planning Committee

Moved Cr A Graham
Seconded Cr P Jensen

That Council:

1. Notes the report.

CARRIED

For Decision

1.1.1 State-Wide Bushfire Hazards Overlay Code Amendment

Moved Mayor G Aldridge
Seconded Cr S Reardon

That Council:

1. Approves the submission presented as Attachment 1 on the South Australian Planning Commission's State-Wide Bushfire Hazards Overlay Code Amendment (Attachment 1, Item No. 1.1.1, Policy and Planning Committee, 19 February 2024).
2. Delegates to the Chief Executive Officer or delegate the finalisation of the submission and forwarding the response to the State Planning Commission.

CARRIED

1.1.2 Provisional State Heritage listing of the former Salisbury Methodist Church by the SA Heritage Council

Moved Cr C Buchanan
 Seconded Mayor G Aldridge

That Council:

1. Approves to give in principal support for the draft representation to the State Heritage Council as provided in Attachment 1 (Item 1.1.2, Policy and Planning Committee, 19 February 2024).
2. Delegates to the Chief Executive Officer to finalise the letter in accordance with Council's deliberations on this matter and to forward the response to the State Heritage Council, subject to consultation with the land owner and a further information item being presented to the Council meeting.

CARRIED

1.1.3 Behavioural Management Policy

Moved Cr B Brug
 Seconded Cr K Grenfell

That Council:

1. Notes the Behavioural Management Policy Working Group met on 08/05/2023, 17/07/2023 and 20/11/2023 to review and consider recommendations on the Behavioural Management Policy, consistent with the December 2022 Council Resolution.
2. Adopts the updated Behavioural Management Policy (Attachment 1, Item No. 1.1.3, Policy and Planning Committee, 19 February 2024) with no additional Support Policy to be adopted, consistent with the recommendation from the Behaviour Management Policy Working Group.

CARRIED

QUESTIONS ON NOTICE

There were no Questions on Notice.

MOTIONS ON NOTICE

There were no Motions on Notice.

OTHER BUSINESS

(Questions Without Notice, Motions Without Notice, CEO Update)

There were no Other Business items.

The meeting closed at 6.38 pm.

CHAIRMAN.....

DATE.....

ITEM 1.0.1**POLICY AND PLANNING COMMITTEE****DATE** 18 March 2024**HEADING** Future Reports for the Policy and Planning Committee**AUTHOR** Michelle Whibley, PA to General Manager, City Development**CITY PLAN LINKS** 4.2 We deliver quality outcomes that meet the needs of our community**SUMMARY** This item details reports to be presented to the Policy and Planning Committee as a result of a previous Council resolution. If reports have been deferred to a subsequent month, this will be indicated, along with a reason for the deferral.**RECOMMENDATION**That Council:

1. Notes the report.

ATTACHMENTS

There are no attachments to this report.

1. BACKGROUND

- 1.1 Historically, a list of resolutions requiring a future report to Council has been presented to each committee for noting.

2. REPORT

- 3.1 The table below outlines the reports to be presented to the Policy and Planning Committee as a result of a Council resolution.

Meeting Item	- Heading and Resolution	Officer
25/07/2022 US-MON1	District Level Playground for Amsterdam Reserve 2. Requests Administration to provide the draft Master Plan and associated costings to the Policy and Planning Committee meeting in six months' time.	Jon Foong
Due:	May 2024	

28/08/2023 CNL-MON1	Motion on Notice: Major Events Waste Recycling 4. Requests the Administration to present a report to the Policy and Planning Committee on event waste management. Due: March 2024 Deferred: June 2024 Reason: Additional time required to consider options and impacts and develop report.	Amy Pokoney-Cramey
23/10/2023 OB1	Review of Council's Disability Access Inclusion Network 1. Requests the Administration to bring back a report to the Policy and Planning Committee reviewing Council's Disability Access Inclusion Network (DAIN). 2. The review to include exploring opportunities how we can increase the frequency and types of projects that Council consults on, encouraging more participation in DAIN. 3. Requests staff to invite Mr Damien Porter to join DAIN. Due: April 2024	Vesna Haracic
18/12/2023 MWON2	Royal Commission into Domestic, Family and Sexual Violence 3. Consider the recommendation of the Royal Commission and requests the administration to bring back a report for information regarding opportunities arising from the Royal Commission recommendations. Due: May 2024	Amy Pokoney-Cramey

4. CONCLUSION / PROPOSAL

- 4.1 Future reports for the Policy and Planning Committee have been reviewed and are presented to Council for noting.

ITEM	1.1.1
	POLICY AND PLANNING COMMITTEE
DATE	18 March 2024
HEADING	Parafield Airport Master Plan 2024-2043
AUTHOR	Peter Jansen, Strategic Planner, City Development
CITY PLAN LINKS	3.1 Salisbury's businesses are successful and part of our community 3.4 Our urban growth is well planned and our centres are active
SUMMARY	Parafield Airport Limited (PAL) has released its 2024-2043 Master Plan for public consultation. It provides the framework for its aeronautical and commercial development over the next 20 years, with an emphasis on the first 8 years. The Airport is a significant economic contributor to the region, and indicates changes to a number of aspects which are considered to have a significant potential impact on the community and the City. It is considered that the draft Master Plan does not meet the information requirements of the <i>Airport Act 1996</i> and therefore it is recommended that Council does not support the Preliminary Draft.

RECOMMENDATION

That Council:

1. Approves the submission presented as Attachment 1, (Item No. 1.1.1, Policy and Planning Committee, 18 March 2024) to this report to the Parafield Airport Limited.
2. Delegates the Chief Executive Officer to finalise the submission in accordance with the resolution of Council, including any editorial amendments as deemed necessary.

ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Draft Response to Parafield Airport Master Plan 2024[🔗](#)
2. Comparison of 2024 and 2017 Master Plans[🔗](#)
3. Parafield Airport Master Plan 2024 -2043 Preliminary Draft (Circulated under separate cover)[🔗](#)

1. BACKGROUND

- 1.1 Parafield Airport is a Commonwealth owned, privately leased, general aviation airport that is required through the *Airports Act 1996* (the Act) to consult with the community on its development via Master Plans. The current Master Plan on consultation is the 2024 – 2043 Preliminary Draft Master Plan.
- 1.2 Versions of Master Plan have been prepared since 1996 with the current version being the 2017- 2024.

- 1.3 The current version will be replaced with the 2024 version if endorsed by the Federal Minister for Infrastructure, Transport, Regional Development and Local Government,
- 1.4 The Master Plan is the primary airport planning document for the next eight years, but also has a 20-year outlook for the aeronautical, commercial and environmental development directions.
- 1.5 This proposed Master Plan indicates it will focus on supporting the aviation industry, strive for innovative solutions, and will seek sustainable outcomes to underpin the day to day operations.
- 1.6 Consultation PAL began on the 6 January 2024 and will close on Thursday 4 April 2024. Open days were on:
 - Wednesday 7 February 2024 1.30pm – 4.30pm PAL, Building 18, Tigermoth Land, Parafield Airport.
 - Thursday 29 February 2024 4pm – 7pm Little Para Rooms Salisbury Hub.
 - Wednesday 6 March 2024 1.30pm – 4.30pm at PAL, Building 18, Tigermoth Lane, Parafield Airport.
- 1.7 The Master Plan and further information is available at the following link: [Parafield Airport Master Plan - Parafield Airport](#)
- 1.8 The Master Plan has been available for public viewing at the Salisbury Hub.
- 1.9 Submissions are to be made to PAL.

2. EXTERNAL CONSULTATION / COMMUNICATION

- 2.1 Prior to releasing the draft Master Plan, PAL received comments from Council staff on the confidential Exposure Draft.
- 2.2 PAL also presented to the Mayor, CEO and relevant staff on ANEF mapping in November 2023.
- 2.3 PAL presented to Council on the Master Plan on 4 March 2024.

3. DISCUSSION

3.1 Regulatory Framework

- 3.1.1 Aviation is a Federal controlled sector of the economy, and regulations are under the Act. Australia is a signatory to the Convention on International Civil Aviation, and therefore applies the international standards and recommended practices within Australia.
- 3.1.2 There are no State or local government controls over the aviation activities and land development, thereby Council does not undertake building or planning assessments of proposals on airport land.
- 3.1.3 The Federal Government initiated a National Airports Safeguarding Framework (NASAF) in 2009 to provide a coordinated regulatory environment for land use planning and development controls in and around airports. Commonwealth, State and Territory Ministers agreed to the Framework in 2021. Almost all of the Guidelines in the Framework have been prepared and accepted by the Ministers.

- 3.1.4 Airplane noise complaints are directed to Air Services Australia. There is a Federal Aircraft Noise Ombudsman. There is an Australian Standard (AS 2021) Acoustics- Aircraft Noise Intrusion – Building Siting and Construction, which is used in assessing building site acceptability and construction techniques.
- 3.1.5 The State has introduced a Ministerial Building Standard (MBS 010) to provide guidance for the Planning and Design Code assessments. This aligns with the AS2021.
- 3.1.6 The Greater Adelaide 30 Year Plan 2017 Update, the Integrated Transport and Land Use Plan, and the Greater Adelaide Regional Plan Discussion Paper recognised the role of airports in employment and industry.
- 3.1.7 The City of Salisbury City Plan supports job opportunities in a balanced approach. Airport operational safety requirements through the NASAF Guidelines have been incorporated into the previous planning policies prior to the introduction of the Planning and Design Code.

3.2 Economic Value

- 3.2.1 Since 2017 there has been an:
 - increase in the number of on-site businesses from 73 to 103;
 - reduction of on-site jobs from 1,100 to 970;
 - The modelled induced jobs has increased to 1,321 from 1,084 and forecast to increase to 3,535 in the year 2043; and
 - The contribution to the Gross State Product has increased from 0.26% to 0.3%., with a value forecast of \$740 million in 2043.
- 3.2.2 The aviation flight training has three main training companies, partnering with the University SA, RMIT, and Queensland University to train pilots for various airlines and special services such as search and rescue and border surveillance. There is onsite accommodation for almost 300 students. It is indicated that the international student pilots generate additional export revenue benefits, as well as relationship and reputational benefits for the State. An amount is not specified.
- 3.2.3 The Master Plan 8-Year Commercial Development Plan indicates an additional 49,900 sqm of retail and commercial development, while the 20 Year plan shows a potential increase in retail and commercial key developments of an additional 70,000sqm of activity.
- 3.2.4 It is not known how the impacts of this additional activity on the existing internal businesses or on the external businesses outside of the airport has been modelled.
- 3.2.5 The economic modelling has not been made available and it is not possible to interrogate the assumptions or inputs used in the modelling, and therefore unknown how the increases will impact on external business activity and centres. It also does not inform of the viability of the businesses located on the airport land of the modelled increase and its appropriateness.

- 3.2.6 It is considered that a rigorous public explanation and examination of the growth assumptions must occur in order to properly inform the community of their future economic impacts.

3.3 Airport Land Use

- 3.3.1 For the purposes of land use planning, the Airport has five precincts which have been established for some time that have not been changed – Runways, Airport Business, Commercial, Bennett and Enterprise.
- 3.3.2 Each precinct has desired outcomes, a desired character, assessment criteria, concept plan and categories of development as either performance assessed/envisaged development, restricted development, or a new category of sensitive development.
- 3.3.3 The definition of ‘sensitive development’ was introduced into the Act in 2017.
- 3.3.4 The Masterplan has made changes to the envisaged land uses for the precincts. Those that have a potential impact on Council are:
- The removal of shop floor limits and no limits on the total amount of shops. Previously shops were to be of a size only to meet the day to day needs of airport workers. This is a change in emphasis that will allow larger amounts of retail to be established.
 - There is no explanation of how much retail is acceptable in the precincts, or in total across the Airport. The 8- and 20-Year development program floor areas refers to key proposals only, not the incremental accrual of uses.
 - Advertising is identified as a performance assessed - envisioned development across the precincts. It is not defined and has no criteria for the size, location or type. This would allow for third party signs designs and numbers which have an impact on the main roads and character of the adjoining areas.
 - Expansion of the performance assessed - envisioned developments in the Airport Business Precinct to include bulky goods, conference and function facilities, restaurants and tourist accommodation.
 - Animal keeping and Animal keeping for Short Term Kennelling has been identified, with no restrictions on sizes, capacities, or interface considerations.
 - The importance of landscaped interface areas on the boundaries of airport has been further diluted.
 - The identification of a sensitive use is limited to the potential University use in the enterprise precinct. At the same time, other uses such as child care centre and tourist accommodation are identified as performance assessed – envisioned development. These two uses are considered to meet the definition of sensitive development and must be identified as such in this Precinct, and the other Precincts.

- A new signalised intersection on Kings Road to service the Airport Business Precinct is proposed and is to cater for large vehicles such as B Double trucks and trailers. The precinct is to cater for freight and distribution centres, bulky goods outlets, conference and function centres, data centres, restaurants and tourist accommodation which are all designated as Performance Assessed – Envisioned Development.
- There is no traffic / transport modelling available to investigate the need, capability and impacts on Kings Road and the adjoining area. Modelling is indicated to have been done for the internal road network only.
- It is not possible to interrogate the assumptions or inputs used in the modelling, and therefore unknown how the increases will impact on the external road network. Council has been seeking a grade separation for the Kings Road rail crossing for some time, and it must not be jeopardised with additional crossings.

3.3.5 It is considered that a rigorous public explanation and examination of the transport and traffic assumptions for the Airport as a result of the change in land uses in the precincts and impacts outside the Airport must occur in order to properly inform the community of the justification and future impacts.

3.3.6 It is also considered that a detailed public explanation, examination and capacity and impact modelling of the total retail to be allowed in the Airport precincts must occur in order to properly inform the existing businesses inside the Airport and those outside the Airport of the anticipated impacts and justification.

3.4 Aeronautical Matters

3.4.1 Parafield Airport is a general aviation airport, that has over 90% of aircraft movements attributed to circuit flight training. Forecasts suggest that the world aviation industry will need to supply over 600,000 commercial airline pilots between the years 2033 and 2041.

3.4.2 The forecast fixed wing plane movements for the Master Plan period are over 209,000 in 2022 to over 329,000 in 2043. These numbers are a decrease from the previous Master Plan forecasts. Helicopters account for 5% of movements.

3.4.3 The existing runway system is considered to have sufficient capability and capacity to handle the forecast volumes for the Master Plan horizon.

3.4.4 Electric aircraft take-up rate is anticipated to be faster for the pilot training sector with the estimated proportion of movements to be 17% in 2031, up to 69% in 2043. There are still challenges in the technology that need resolution.

3.4.5 The key matters that are considered to impact on the Community are:

- The aircraft movements have been reduced from the last Master Plan. This may be due to the Covid rebound, and increased use of simulators. It needs to be noted there is no curfew for Parafield Airport, but there is a voluntary Fly Friendly Program.

Opportunities to add or adjust the Fly Friendly Program should be considered.

- Runway allocation has changed from the previous Master Plan with no explanation of why. There are no wind measurements included in this Master Plan except for a notation that it is based on the 2013-2023 period. If this is so, there is no justification provided for the change of runway allocation and its implications.
- The CASA Runway Usability factor was indicated in the previous Master Plan to be greater than 95% with a practice aim of 99.5% based on a maximum cross wind component of 10 knots. The assessment of Parafield showed the usability to be below the standard and based on 15 knot crosswinds. There is no discussion of this matter in the proposed Master Plan. It must be asked as to what is the status of this issue and has CASA accepted it and if so, what requirements and conditions apply?
- The noise modelling now uses a different computer design tool developed by the US Federal Aviation Administration, and specified for use in the Master Plan by the Commonwealth Government. There are differences in the outputs of each new computer design tool. It is not discussed or identified what the changes attributed to the computer design tool changes are in the proposed Master Plan.
- The circuit training flight paths are elongated compared to the previous circuits, and runways 08L and 26R have significant infill usage identified in the circuit maps. There is no identification of this change, nor the reasons for it.
- The newly modelled Australian Noise Exposure Forecast (ANEF) map is significantly different to the 2017 version. It is shorter in the north-south areas at the end of the runways, but wider in the east and west ends of the runways. There is a significant additional area affected by the 20 ANEF and 25 ANEF in the Parafield Gardens area.
- The Master Plan does not discuss the public safety areas that exist on private property at the northern and southern end of the airport land. PAL stated at the CEO Briefing that this is because the State has not released its preferred method of identifying the safety area. The need to identify these is still the responsibility of PAL as it significantly limits development on adjoining strategic land parcels and should be discussed just as the other NASAF Guidelines are identified.
- There is no information, explanation or justification provided on these matters. It is considered that a detailed public explanation of the changes to circuit flight paths, and their impacts on the ANEF modelling must occur in order to properly inform the public, and allow a rigorous examination of the proposed changes.
- In addition to this submission on the Master Plan, there is a separate report to the Policy and Planning Committee with a proposed submission to the Rural and Regional Affairs and

Transport Reference Committee on its Inquiry into the Impact and Mitigation of Aircraft Noise.

3.5 Environment Strategy

- 3.5.1 The PAL Master Plan has developed its Environmental Strategy under the *Airports Act 1996* and the *Airports (Environmental Protection) Regulations 1997*.
- 3.5.2 The Environment Strategy identifies the measures needed to prevent, control or reduce environmental impacts associated with airport operations and their timeframe.
- 3.5.3 There are no threatened ecological communities or species listed in the *Environment Protection and Biodiversity Conservation Act 1999*, and no Aboriginal cultural heritage, historic and natural significance within the airport that are listed on the National Heritage or Commonwealth Heritage List.
- 3.5.4 The Strategy identifies the management and procedures associated with ground-based noise, local air quality, stormwater, soil and groundwater, land and heritage (including the Vernal Pools Management Plan), wildlife, energy and climate change, water resources and waste.
- 3.5.5 PAL has undertaken a number of initiatives including Level 3 Accreditation under the Airport Carbon Accreditation Program, used an electric vehicle and hybrid vehicle on site, developed energy efficiency guidelines for tenants to measure emissions and reduce energy consumption, installed a solar photovoltaic system, and adopted a climate adaptation plan.
- 3.5.6 PAL recognises the need for solutions to decarbonize the aviation sector, and identifies the take-up of electric powered aircraft as the limitations around the technology are overcome, along with their advantage for emissions reductions.
- 3.5.7 There are a number of actions within its 8-year Action Plan for energy and climate change. It is considered that a focus should be added on the Heat Island effect that the airport experiences, and how it will seek to overcome or minimise the impacts for the airport itself and the surrounding areas.
- 3.5.8 PAL recognises the connection and importance of the airport land with the Kaurua. There are two sites within the Bennett Precinct that contain artefacts, and a site in the Airport Business Precinct. Construction Environmental Management Plans include protection measures to control developments.
- 3.5.9 A Community Engagement Framework has been developed for PAL which includes the need to build relationships with the Kaurua and other First Nations Peoples. This action is within the 8 Year Action Plan for Land and Heritage. It is considered that the City of Salisbury can assist in this matter.

3.6 Airports Act Requirements

3.6.1 The *Airports Act 1996* has requirements for Airports Master Plans. Sections 70, 71, and 81 specify that:

- There is a need to ensure airport uses are compatible with surrounding areas
- It must identify the ANEF for the surrounding areas. The ANEF contours must be modelled correctly, and that the due regard has been given to all the issues raised by State and Local Government authorities in relation to the ANEF. (The *Manner of Endorsement for Australian Noise Exposure Forecasts*, approved the then Minister for Infrastructure and Transport, 18 April 2017)
- Linkages of the road network in and outside the airport
- Likely effect on the ground transport system and traffic flows, at and surrounding the airport
- The likely effect on employment levels at the airport, and
- The effect on the local and regional economy and community, including the commercial and retails zones adjacent the airport
- The Minister must have regard to the proposed Master Plan effect on the use of the land within the airport and in the areas surrounding the airport.

3.6.2 The proposed Master Plan is significantly lacking in any analysis of the effect of the proposed uses on the airport land and the surrounding areas. There has been no analysis provided, and therefore there is no ability to interrogate the assumptions used and the inputs for:

- Traffic and transport linkage at Kings Road, including the wider benefit of employee and visitor public transport, cycling and walking.
- No economic assessment of the retail and commercial use capacity of the airport, and its impacts on the existing businesses within the airport, and of the impacts on businesses outside of the airport.
- There has been no identification or justification to the flight training circuits, runway allocations, and their impacts on the ANEF contours.

4. FINANCIAL OVERVIEW

4.1 No direct impact as a result of the submission.

5. CONCLUSION

5.1 While the airport's economic activity brings benefits to the Salisbury community, this Master Plan has not explained many critical matters including the:

- 5.1.1 resultant impacts from the expansion of retail and commercial activities.
- 5.1.2 impact on residents from the flight path changes and ANEF modelling.

- 5.2 The draft submission indicates that the proposed Master Plan cannot be supported by Council, and states that based on the Acts requirements it should not be approved by the Minister in its current form.



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XX March 2024

Mr T Ganley
Executive General Manager
Parafield Airport Ltd
PARAFIELD AIRPORT SA 5108

Contact: Peter Jansen

palmasterplan2024@aal.com.au

Dear Mr Ganley

Re: Submission - Parafield Airport 2024-2043 Master Plan

The City of Salisbury thanks Parafield Airport Ltd for the opportunity to provide comment on the 2024-2043 Parafield Airport Master Plan. Council considered the Preliminary Draft Master Plan 2024 at its 25 March 2024 meeting.

Council is aware of aviation matters through its dealings over many years with Parafield Airport and RAAF Base Edinburgh, and the policy considerations over the years of matters such as the National Aviation Policy, the National Airports Safeguarding Framework, the 30 Year Plan for Greater Adelaide and its successor, the Greater Adelaide Regional Plan, and the previous Master Plans for Parafield Airport of 1998, 2004, 2009, 2011, 2012, 2017.

Council has supported many aspects of these matters over the years to provide a framework for investment certainty while balancing the needs of airport users and the surrounding communities. Council has however continued to have concerns about aircraft noise and intrusion on our community particularly from the flight training circuits. In the past, Council has made a number of suggestions to the Federal Ministers and Departments on circuit training, the noise attenuation program, fly friendly program, ANEF modelling, and the previous Master Plans.

However, it is considered by the City of Salisbury that the time has come for the voluntary Fly Friendly program to be extended to a Curfew control with stronger restrictions on flight training hours. Circuit training ceiling heights and Sunday training time slots should be included in the controls, along with alternative track options to spread the flight circuits and their noise impacts on the community. There must be a legislative trigger in the Master Plans that sets a maximum usage of flight training movements at an airport, and if it is exceeded, an alternative is provided to stop the overflights of the community, such as relocation of the flight training schools.

The implications of the flight impacts are substantial. Currently, there is a housing crisis in South Australia, and the State Government is seeking increased residential densities in locations close to shops, services and frequent public transport. The areas surrounding the airport meet all of these criteria yet its development is constrained due to the airport requirements, especially aircraft noise. The changing noise contour is concerning, as it is difficult for the community to understand the effects of airport on liveability and the changing requirements will cause confusion and add costs for those planning developments. In addition, the changes increase the complexity and resourcing of development assessment due to additional construction requirements.

Council notes the following key changes in the new draft Master Plan:

- the increased reliance on retail opportunity within the precincts;

- the need for another intersection on Kings Road that may require signalisation in the long term; and
- changes to the circuit flight paths and the changed ANEF contours.

It is considered that the Master Plan does not provide sufficient information for the community and Council to be properly informed of the onsite and external impacts.

Economic Value

1. There must be a rigorous public examination of the growth assumptions used to identify the economic growth scenarios in the Master Plan. The economic modelling has not been made available and it is not possible to interrogate the assumptions or inputs used, and therefore impacts on internal and external businesses and centres and their viability.

Environmental Strategy

1. The City of Salisbury commends PAL on the Environmental Strategy and its various actions and identified management plans.
2. It is suggested by Council that the Heat Island effect is more prominently discussed as the airport is a significant land holding that has a significant impact on the heat production. The management and the response to the issue should be identified and discussed.
3. The City of Salisbury is willing to be involved and assist in developing the Kurna and First Nations Peoples relationships.

Airport Land Use

1. The removal of shop floor limits and no limits on the total amount of shops. Previously shops were to be of a size only to meet the day to day needs of airport workers. This is a change in emphasis that will allow larger amounts of retail to be established.
2. There is no explanation of how much retail is acceptable in the precincts, or in total across the Airport. The 8- and 20-Year development program floor areas refer to key proposals only, not the incremental accrual of uses.
3. Advertising is identified as a performance assessed - envisioned development across the precincts. It is not defined and has no criteria for the size, location or type. This would allow for third party signs designs and numbers which have an impact on the main roads and character of the adjoining areas.
4. Expansion of the performance assessed - envisioned developments in the Airport Business Precinct to include bulky goods, conference and function facilities, restaurants and tourist accommodation is not explained.
5. Animal keeping for Short Term Kennelling has been identified, with no restrictions on sizes, capacities, or interface considerations and how the difference is meant to apply.
6. The importance of landscaped interface areas on the boundaries of airport has been diluted.
7. The identification as a sensitive use is limited to the potential University use in the enterprise precinct. At the same time, other uses such as child care centre and tourist accommodation are identified as performance assessed – envisioned development. These two uses are considered to meet the definition of sensitive development and must be identified as such in this Precinct, and the other Precincts.
8. A new signalised intersection on Kings Road to service the Airport Business Precinct is proposed and is to cater for large vehicles such as B Double trucks and trailers. The precinct is to cater for freight and distribution centres, bulky goods outlets, conference and function centres, data centres, restaurants and tourist accommodation which are all designated as Performance Assessed – Envisioned Development.
9. There is no traffic / transport modelling available to investigate the need, capability and impacts on Kings Road and the adjoining area. Modelling is indicated to have been done for the internal road network only.

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10. It is not possible to interrogate the assumptions or inputs used in the modelling, and therefore unknown how the increases will impact on the external road network. Council has been seeking a grade separation for the Kings Road rail crossing for some time, and it must not be jeopardised with additional crossings.
11. These matters above are considered to create a scenario that requires a rigorous public explanation and examination of the transport and traffic assumptions for the Airport as a result of the change in land uses in the precincts and impacts outside the Airport must occur in order to properly inform the community of the justification and future impacts.
12. It is also considered that a detailed public explanation, examination and capacity and impact modelling of the total retail to be allowed in the Airport precincts must occur in order to properly inform the existing businesses inside the Airport and those outside the Airport of the anticipated impacts and justification.

Aeronautical Matters

1. The runway allocation has changed from the previous Master Plan with no explanation of why. There are no wind measurements included in this Master Plan except for a notation that it is based on the 2013 -2023 period. If this is so, there is no justification provided for the change of runway allocation and its implications.
2. The CASA Runway Usability factor was indicated in the previous Master Plan to be greater than 95% with a practice aim of 99.5% based on a maximum cross wind component of 10 knots. The assessment of Parafield showed the usability to be below the standard and based on 15 knot crosswinds. There is no discussion of this matter in the proposed Master Plan. It must be asked as to what is the status of this issue and has CASA accepted it and if so, what requirements and conditions apply?
3. The noise modelling now uses a different computer design tool developed by the US Federal Aviation Administration, and specified for use in the Master Plan by the Commonwealth Government. There are differences in the outputs of each new computer design tool. It is not discussed or identified what the changes attributed to the computer design tool changes are in the proposed Master Plan.
4. The circuit training flight paths are elongated compared to the previous circuits, and runways 08L and 26R have significant infill usage identified in the circuit maps. There is no identification of this change or the reasons for it.
5. The newly modelled Australian Noise Exposure Forecast (ANEF) map is significantly different to the 2017 version. It is shorter in the north-south areas at the end of the runways, but wider in the east and west ends of the runways. There is a significant additional area affected by the 20 ANEF and 25 ANEF in the Parafield Gardens area.
6. There is no information, explanation or justification provided on these matters. It is considered that a detailed public explanation of the changes to circuit flight paths, and their impacts on the ANEF modelling must occur in order to properly inform the public, and allow a rigorous examination of the proposed changes.
7. There is no discussion about public safety zones and their impact on the development of strategic land of Council. It is acknowledged that the State has not identified the requirement in the Planning and Design Code, but it is considered that these should be identified in the Master Plan as the information impacts on the adjoining areas and should be properly understood by current and potential landowners. The Public Safety Zones are a significant impost on land outside the airport and come as a result of aviation policy from the Federal Government along with the many other Guidelines in the National Airports Safeguarding Framework.

The *Airports Act 1996* requires the Master Plan to attend to the many aspects that impact on the community internal and external to the airport. It is considered that the proposed Master Plan is significantly lacking in analysis of the effects of the proposed uses on the airport land and the surrounding areas. There has been no analysis provided, and therefore there is no ability to interrogate the assumptions and inputs used and compare against the outcomes proposed in the Master Plan for the following:

- Traffic and transport linkage at Kings Road, including the wider benefit of employee and visitor public transport, cycling and walking.
- No economic assessment of the retail and commercial use capacity of the airport, and its impacts on the existing businesses within the airport, and of the impacts on businesses outside of the airport.
- There has been no identification or justification of the flight training circuits, runway allocations, and their impacts on the ANEF contours.

On this basis, it is considered that although the Master Plan has much to commend, further consideration is required of the background investigations that have used to promulgate the documents, and therefore cannot be supported by the City of Salisbury.

Yours faithfully

Yours faithfully

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Parafield Airport Master Plans Summary comparison

Topic	2024 – 2043 Proposed	2017 – 2037 Current	comment
Economic			
Businesses on site	103	Commercial 34 Aviation 39 Total 73	Increase.
Jobs on Site	970	Aero 451 Non aero 649 Total 1100	Covid impacted
Jobs induced	1321 (Yr 2022) 3535 (Yr 2043)	1084 (yr 2017) 2932 (yr2037)	Covid impacted
Economic Contribution	0.3% Gross State Product \$354 million (2022) \$740 million (2043)	0.26% Gross State Product \$262 million (2016)	Covid impacted
Air Traffic Movements			
Runway Capacity	Not stated.	450,000 movements	Master Plan indicates that runways have sufficient capacity for the forecast volume of aircraft movements
Runway Movement allocations	Main North Road side runway R03 has 33% of movements R21 has 55% of movements Diagonals – R08 has 4% of movements R26 has 9% Wind measurements are not included in the document but indicated to be based on 2013 to 2023.	R03 – 32% R21 – 62% R08 – 0.7% R26 – 4% CASA useability factor of runways is to be greater than 95%, with a usual practice to aim for 99.5%, and maximum permissible cross wind component to be 10 knots. Parafield assessment showed the useability to be below the standard and is based on 15 knot crosswinds.	Significant Increase in usage of runways 08 and 26 Justification for reallocation of runways use is not provided, but same weather data used with different outcomes for this Master Plan. How is the airport approved to meet the identified requirements for pilot safety? What is the situation compared to previous Master Plan commentary? Has CASA approved this useability factor?
Aircraft Movements Fixed wing	209,038 (2022)	213,990 (2016)	A Movement is a landing, or a departure.

	329,068 (2043)	345,437 (2037)	<p>A Circuit is a touchdown and immediate takeoff for training, and is counted as 2 movements</p> <p>Total movements forecast down from the Current Master Plan figures and estimates.</p>
Helicopter	10,074 (2022) 13,278 (2043)	14,000 (2016) 11,200 (2036)	Mainly associated with pilot training. Accounts for 5% of movements.
Circuits and flight paths	As presented in Master Plan	As presented in Master Plan	<p>Circuit training is based on a 1000' height. A question to be asked is if there is the potential for any increase or variation in heights.</p> <p>Observations were made of circuits over Salisbury Oval at presumably the 1000' limit on a Sunday morning and lunchtime, and if there is potential to change the Fly Friendly procedures to increase the heights of circuits on such days when there is limited apparent conflict.</p>
Training	Over 90% movements	Not stated.	3 main training companies, partnering with Uni SA, RMIT, and Queensland Uni to train pilots for Cathay Pacific, IndiGo, China Airlines, Starlux, Sky Airline, J Air, Leidos, and special services such as border surveillance and search and rescue. There is accommodation on site for almost 300 students
Aircraft Noise Metrics			
Circuit Training Flight Paths	<p>Elongation to the north and south of 03L and 03R.</p> <p>Elongation to the north and south of 21L and 21R.</p> <p>Elongation at eastern and western ends of 08L and 08R. 08L widened to the north. Circuits now extend across Pt Wakefield Road.</p> <p>Elongation at Western end of 26L and 26R. Shortened path at eastern end for 26L and 26R. Circuit 26R widened to the north. Circuits now extend across Pt Wakefield Road.</p>	As presented in Master Plan.	<p>Significant changes.</p> <p>Simplified mapping. Amalgamated engine types into one image.</p> <p>Generally, there has been an elongation of the circuits. They now reach Salisbury City Centre at the eastern end and extend across Pt Wakefield Road at the western end.</p>

	Helicopter tracks 08/26 extended to Bridge Road Helicopter Tracks 03/21 extended to Frost Road.		
ANEF contours	<p>As mapped below. Significant difference in contours between 2017 and 2024 forecasts.</p> <p>Reshaped contours: Contracted in the north and south, and expanded east and west.</p> <p>The 25 ANEF contour expands east to the edge of housing at Para Hills West, and west into Parafield Gardens. It has significantly contracted in the north and is generally the same as the previous Master Plan in the southern end.</p> <p>The 30 ANEF contour has significantly contracted in the north. It no longer intrudes into any residential area, and only affects non-residential areas. The 35 and 40 ANEF are contained within the airport boundary.</p>	As mapped below.	<p>Noise modelling now uses a different computer design tool developed by the US Federal Aviation Administration and specified by the Commonwealth Government. (Inherent differences with each model)</p> <p>There is a significant retraction in the northern area particularly for the 25 ANEF contour. However, there are still dwellings on Frost Road that will be affected.</p> <p>There will now be a significant number of dwellings in the west in Parafield Gardens that will be affected as they will be in the 20 - 25 and 25-30 ANEF contour areas.</p> <p>It is considered the Master Plan should provide expanded commentary on the reasons for the modelled 2043 ANEF.</p> <p>Explanations are required for:</p> <ul style="list-style-type: none"> • How is the highest percentage of movements (being circuit training) as mapped for each of the runways and their full extent not being represented in the ANEF maps. • The expansion of the east and west contour extent. • The significant change in the 20 and 25 ANEF contours from runways 08 and 26 over the Parafield Gardens housing area that arises from the low percentage of total usage allocated to those runways. How does such a low number of movements register such a change when the north and south runways in contrast contracts the contours? • How are these comments to be taken into account by Air Services Australia when the

			<p>Agency has already endorsed the ANEF?</p> <ul style="list-style-type: none"> How has the Agency considered the community impacts of the changes to the mapped elongation of the flight circuits and the runway allocations results for the ANEF endorsement?
N70 contours	<p>As presented in Master Plan.</p> <p>Likely to be more representative of the movements.</p>	As presented in Master Plan.	Alternative modelling map to communicate noise exposure to the community and shows the number of noise events above 60dBA and 70dBA.
Aviation Infrastructure			
Runways and taxiways	Runways and taxiways unchanged. Capable of servicing Code 2B aircraft.	Identified upgrade and extension to main runway to meet anticipated Code 3C aircraft.	<p>Current runways capable of servicing forecast aircraft traffic for the 20 yr forecast term. Maintenance upgrades only possibly needed, such as surface treatments and lighting. Taxiway extension required.</p> <p>Runway extensions not required in the 2024-2043 Master Plan.</p>
Aprons and Hangers			Forecast increase in electric aircraft will require electrical services within apron areas for charging.
Helicopter and Drone Location	<p>Relocation of helicopter landing facility to centre of site.</p> <p>A Drone and Vertical Takeoff and Landing aircraft facility is set aside adjacent to the future helicopter site and the northeast boundary of the Enterprise Precinct.</p>	Future Helicopter area shown in centre of site	<p>Helicopter relocation programmed for beyond 8yr development schedule but identified within the 20-year schedule.</p> <p>The need for the Drone area to have ongoing reviews.</p> <p>The new position has been included in the noise modelling.</p>
Airport Land Use			
Precincts	5 Precincts Names may change after completion of this Master Plan.	5 Precincts	<p>Simplified assessment criteria, desired outcomes and principles in the 2024-2043 Master Plan.</p> <p>Decisions on land developments by the Airport/ Commonwealth Minister for Infrastructure. The Council is not the authority in these matters.</p>
Runways	Aligns with previous intended function and envisioned developments	As described	

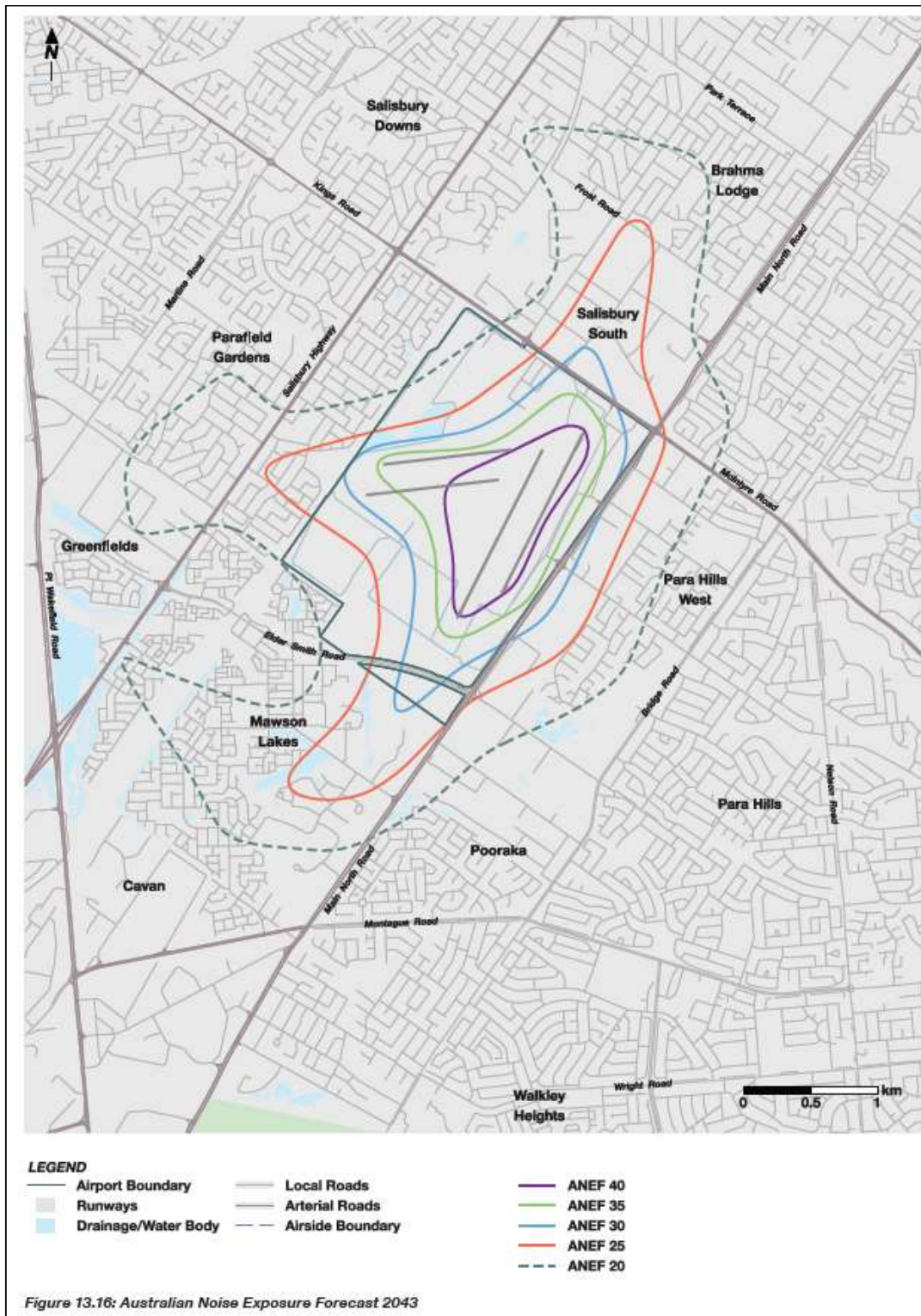
Airport Business	<p>Generally, aligns with intended function and envisioned developments but additional uses identified.</p> <p>3 Policy Areas created- Aviation related activities, Flight Training Accommodation, Business Policy Area.</p> <p>Freight and Distribution Centre identified as envisaged development</p> <p>Shop identified as envisioned development. Changed from 2017 Master Plan which restricted retail to a level that served the day to day needs of the workforce, students, visitors.</p> <p>Bulky Goods Outlet, Conference and Function Centre, Data Centre, Quick Service Restaurant, Restaurant, Tourist Accommodation identified as new types of envisaged Development.</p> <p>Includes Animal Keeping for Short Term dog Kennelling as an Envisaged Development.</p> <p>New Potential vehicle access onto Kings Road</p>	As described	<p>New allowance for uses requiring larger vehicles (B double), and unrestricted shop use.</p> <p>Note that Advertising is not included in Envisaged Development.</p> <p>Why are retail shops now unlimited in floor area and number? This would result in a mix of passenger vehicles and industrial vehicles which is not supported by the intention to introduce a new connection to Kings Road (as argued in the Ground Transport section 10.9.3.1)</p> <p>The new proposed signalised intersection at Kings Road will have a potential impact on Kings Road traffic and grade separation over the rail line.</p> <p>Also refer to the Ground Transport section.</p>
Commercial	<p>Generally, aligns with intended function and envisaged uses.</p> <p>identifies many similar envisaged commercial and retail uses as the Business Policy Area, including Tourist accommodation.</p> <p>Includes Animal Keeping as Envisaged Development. (note difference to Business Policy Area)</p>	As described	<p>Diluted reference to precinct amenity, and no reference to links outside the airport for landscaping and presentation.</p> <p>Note that Advertising is listed as an Envisaged Development. Suggest this could include third party advertising unrelated to the use or be of size and position and design that has an impact on the surrounding area and traffic.</p> <p>Animal Keeping does not restrict size, impacts, animal type, or suitability with adjoining uses.</p>

Enterprise	<p>Generally, aligns with intended function and envisaged uses.</p> <p>Recognises adjacent uses and interface with the residential area and other airport precincts, including the Vernal Pools.</p> <p>Retains a future freight rail spur link into the precinct.</p> <p>Includes Animal Keeping in the form of short-term dog kennelling</p> <p>Includes Aviation Education Establishment and academy</p> <p>Includes Bulky Goods outlet.</p> <p>Includes Child Care Centre, Consulting Room, Data Centre, Indoor recreation facility, Quick Service Restaurant, Research facility, recreational area, Restaurant, Retail Fuel Outlet.</p> <p>Includes Shop with no floor limits. (this is a change from previous Master Plan)</p>	As described	<p>The Airports Act now requires identification of Sensitive Development in the Master Plan. This is defined as residential, community care, education facilities, hospital. (There are exclusions for aviation related accommodation and education)</p> <p>Sensitive development is permitted in exceptional circumstances and to be demonstrated before Commonwealth Minister agrees to a Major Development Plan being prepared for the sensitive activity.</p> <p>A potential sensitive development is indicated within the Enterprise Precinct – tertiary education. This is due to its proximity to Uni SA and limited opportunity for expansion.</p> <p>Also listed in the precinct as Envisaged Development are Child Care Centre, Consulting Room and Tourist Accommodation. It is questioned as to why these uses are also not identified as Sensitive Developments. This applies to these identified uses in the other precincts.</p> <p>There is also a question of why retail shop uses are now to be unlimited in floor area.</p>
Bennett	<p>Generally, aligns with the intended function and envisaged uses.</p> <p>References Vernal Pools, with greater detail in the Environment Strategy.</p> <p>Does not reference First Nations Significant Sites in the Precinct.</p>	As described	<p>Vernal Pools and First Nations Significant Sites further discussed in the Environment Strategy.</p> <p>Error in diagram reference in Assessment Criteria. (section 7.6.3 and Figure 7.5)</p> <p>Shop envisaged use does not have any size restrictions.</p>

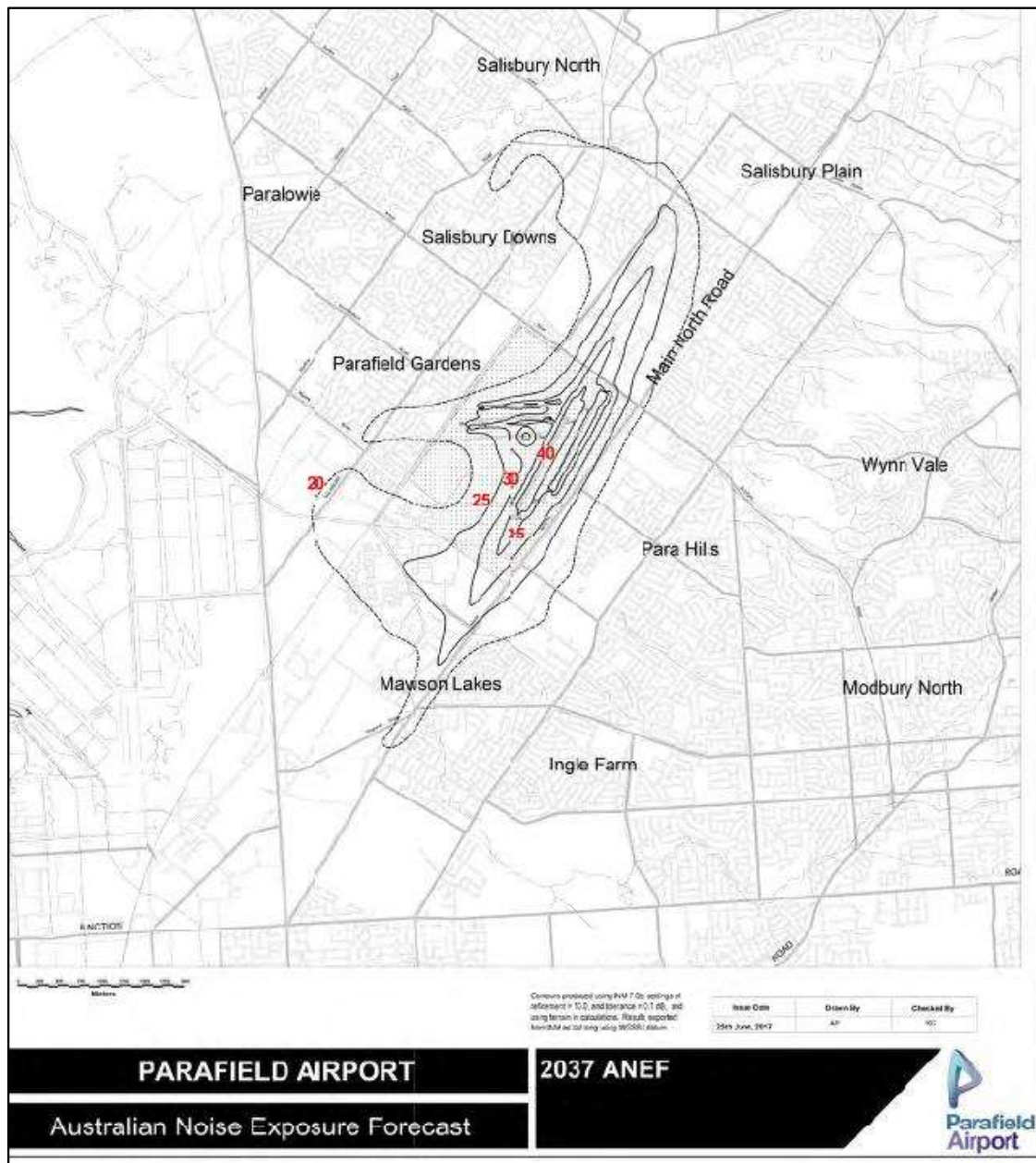
	<p>Envisaged use of Shop no longer has a size restriction of 50sqm. (This is a change from previous Master Plan)</p> <p>Note that Advertising remains an envisioned development.</p> <p>Precinct Figure identifies the Management Zone and includes the portion within the Enterprise Precinct.</p>		
Services Infrastructure			
	As described.	As described	<p>Upgrading as programmed.</p> <p>Retention of the Council Stormwater Harvesting Facility</p>
Ground Transport			
	<p>Internal road extensions in precincts.</p> <p>Potential new intersection on Kings Road for industrial traffic to serve the Business Precinct. Future signalisation of this intersection and at the Elder Smith Road connection for the Enterprise Precinct.</p>		<p>Traffic modelling reviewed in Master Plan process for validity for internal requirements and with external DIT road networks.</p> <p>The industrial traffic using the new access onto Kings Rd would cater for heavy vehicles such as B doubles.</p> <p>Retention of potential freight rail link into the Enterprise Precinct.</p>
National Airports Safeguarding Framework			
	As described	As described	<p>Nine Federal Guidelines apply to Regulated airports. The State Govt has not adopted all of the Guidelines to date.</p> <p>Aircraft operations to be protected from off airport activities. Master Plan describes that inappropriate developments outside airport can impact on operations. No commentary in the Master Plan on the reverse impacts.</p>
Environment Strategy			
	<p>Manages and mitigates:</p> <ul style="list-style-type: none"> Ground based noise Local air quality from on airport operations Stormwater quality 	As described	<p>Covers ground based environmental aspects with the airport operations using ISO 14001:2015.</p> <p>PFAS investigation and monitoring.</p>

	<ul style="list-style-type: none">• Contaminated site management and groundwater• Vernal Pool management Wildlife hazards• Energy and carbon management• Climate change• Water resources• Waste management		<p>Commonwealth investigation program commenced in 2021 for a 6 yr period.</p> <p>Two stone artifact sites in Bennet Precinct, and one site in the Airport Business Precinct.</p> <p>PAL manages the vernal pools in Bennet Precinct.</p> <p>The Air Traffic Control Tower is a Commonwealth Heritage item.</p> <p>A Parafield Aviation Heritage Centre was opened in 2018.</p>

2024 Master Plan modelled chart for the ANEF 2043 forecast



Airservices endorsed Chart showing the 2017 Master Plan ANEF 2037 forecast



Australian Standard 2021

BUILDING TYPE	ACCEPTABLE	CONDITIONALLY ACCEPTABLE	UNACCEPTABLE
House, home unit, flat Caravan Park	Less than 20 ANEF (Note 1)	20 to 25 ANEF (Note 2)	Greater than 25 ANEF
Hotel, motel, hostel	Less than 25 ANEF	25-30 ANEF	Greater than 30 ANEF
School, university	Less than 20 ANEF (Note 1)	20 to 25 ANEF (Note 2)	Greater than 25 ANEF
Hospital, nursing home	Less than 20 ANEF (Note 1)	20-25 ANEF	Greater than 25 ANEF
Public building	Less than 20 ANEF (Note 1)	20-30 ANEF	Greater than 30 ANEF
Commercial building	Less than 25 ANEF	25-35 ANEF	Greater than 35 ANEF
Light Industrial	Less than 30 ANEF	30-40 ANEF	Greater than 40 ANEF
Other Industrial	Acceptable in all ANEF zones		

Table 13-3: AS2021 Table of Building Site Acceptability Based on ANEF Zones

Notes:

- (1) The actual location of the 20 ANEF contour is difficult to define accurately, mainly because of variation in aircraft flight paths. Because of this, the procedure of Clause 2.3.2 in AS2021: 2015 may be followed for building sites outside but near to the 20 ANEF contour
- (2) Within 20 ANEF to 25 ANEF, some people may find that the land is not compatible with residential or educational use. Land-use authorities may consider that the incorporation of noise-control features in the construction of residences or schools is appropriate (see also Figure A1 of Appendix A in AS2021: 2015)
- There will be cases where a building of a particular type will contain spaces used for activities which would generally be found in a different type of building (e.g. an office in an industrial building). In these cases, Table 12-1 should be used to determine site acceptability but internal design noise levels within the specific spaces should be determined by Table 3.3 in AS2021: 2015
- This Standard does not recommend development in unacceptable areas. However, where the relevant planning authority determines that any development may be necessary within existing built-up areas designated as unacceptable, it is recommended that such development should achieve the required aircraft-noise reduction determined according to Clause 3.2 in AS2021: 2015. For residences, schools etc., the effect of aircraft noise on outdoor areas associated with the building should be considered.
- In no case should new development take place in greenfield sites deemed unacceptable because such development may impact airport operations

ITEM 1.1.2**POLICY AND PLANNING COMMITTEE****DATE** 18 March 2024**HEADING** Submission - Inquiry into the Impact and Mitigation of Aircraft Noise**AUTHOR** Peter Jansen, Strategic Planner, City Development**CITY PLAN LINKS** 1.2 The health and wellbeing of our community is a priority
3.4 Our urban growth is well planned and our centres are active**SUMMARY** A Federal Inquiry has been instigated into the Impact and Mitigation of Aircraft Noise. The Inquiry consultation closes on 5 April 2024. It is considered timely for Council to make a submission. The proposed submission is attached to this report for endorsement.**RECOMMENDATION**That Council:

1. Approves the submission to the Rural and Regional Affairs and Transport References Committee on the Inquiry into the Impact and Mitigation of Aircraft Noise (Attachment 1, Item No. 1.1.2, Policy and Planning Committee, 18 March 2024,).
2. Delegates to the Chief Executive Officer the finalisation of the submission.

ATTACHMENTS

This document should be read in conjunction with the following attachments:

1. Attachment 1 - Submission Federal Inquiry into Airport Noise[↓](#)

1. BACKGROUND

- 1.1 On 6 February 2024 an Inquiry into the Impact and Mitigation of Aircraft Noise was referred to the Rural and Regional Affairs and Transport References Committee by the Federal Parliament.
- 1.2 The Committee is charged with reporting on the topic by 8 October 2024, and has opened the consultation until Friday 5 April 2024.
- 1.3 The particulars of the Inquiry are:
 - 1.3.1 The effect of aircraft noise on amenity, physical and mental wellbeing and everyday life of residents
 - 1.3.2 The effect of aircraft noise on small business
 - 1.3.3 Any proposals for the mitigation and limitation of aircraft noise, including flight curfews, changes to flight paths and alternatives to air travel
 - 1.3.4 Any barriers to the mitigation and limitation of aircraft noise
 - 1.3.5 Any other related matters.

2. EXTERNAL CONSULTATION / COMMUNICATION

2.1 Nil

3. DISCUSSION

- 3.1 Two significant airports are located within the City of Salisbury, including the RAAF Base Edinburgh and the Parafield Airport.
- 3.2 Historic dealings with the two airports over many years has resulted in the City of Salisbury having significant knowledge on aviation matters as they relate to impacts on the public.
- 3.3 This is a timely Inquiry considering the release of the Preliminary Draft of the Parafield Airport Master Plan. A separate report and draft submission on the Master Plan are also being considered at the March Policy and Planning Committee meeting.
- 3.4 A draft submission to the Inquiry has been prepared based on the content of the draft submission on the Parafield Airport Master Plan as well as the Aviation Green Paper – towards 2050, and previous letters to Federal Ministers on the impacts on residents of the flight circuit training.

4. CONCLUSION

- 4.1 It is considered timely for Council to make a submission to the Federal Committee on the impacts and mitigation of aircraft noise.
- 4.2 The draft submission is provided for Council's consideration.



XX March 2024

Committee Members
Rural and Regional Affairs and Transport References Committee
CANBERRA ACT 2600

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Dear Committee Members

Re: City of Salisbury submission - Inquiry into the Impact and Mitigation of Aircraft Noise

The City of Salisbury, South Australia thanks you for the invitation to submit to the Inquiry.

The City of Salisbury is a suburban Council in Metropolitan Adelaide, South Australia and is well versed in aviation policy through its dealings with Parafield Airport, a significant general aviation and flight training airport under the management of Adelaide Airport Ltd, and the RAAF Base Edinburgh. These have required Council to consider a number of master plans and ANEF contours revisions over the years, and relevant aviation policy changes through the State and Federal Government agencies, the most recent being on the Aviation Green Paper – Towards 2050.

The City of Salisbury has generally supported aviation and planning reforms in order to have an improved outcome for the community. This has been achieved through the adoption of various planning policies and NASAF Guidelines, including the Public Safety Zones in its policy deliberations as opportunities arose. It supports the initiatives to better explain aircraft noise through the alternative mapping process.

Comments for the Inquiry are as follows:

1. Council understands the complexity of the airport operations and breadth of impacts of how aircraft noise is measured, controlled and explained to the public. Council therefore supports any initiative to improve the framework for these matters, but it must be recognised that there are multiple stakeholders affected by airport operations, and that the response must be based on multiple responsibilities.
2. The impact of aviation policies particularly through the application of the NASAF Guidelines is significant on our Council area which is a middle ring council and pre-dominantly urban. The airports create significant constraints on land owners and limits growth. Given the current housing crisis this is particularly concerning because much of the land is ideally located near services for increased density. It must be recognised that when setting increased aviation controls around airports, this Council and its community is especially impacted.

3. There is a lack of clear and concise information for the public especially land owners about the offsite impacts and controls from airports. Information can also differ depending on the source of information. It is considered that a single source of information and relevant agency control extent should be explored for the public awareness and accessibility. This should include guide sheets and explanations. Given the significance of the issue there should be investment in GIS systems and visualisation technologies that can better inform the public.
4. It is acknowledged that the noise metrics are complex and that only airports and their associated agencies can measure level of noise. It is a concern that there is no ability (given cost constraints) for stakeholders including councils to undertake an independent measurement.

As such, there is limited ability for the City of Salisbury to comment to the Inquiry on the technical promulgation of the noise metrics. The City of Salisbury submission is generally based on the various positions previously put forward as a result of public dissatisfaction made known to the Elected Members and the media, and the Council considerations of the legislative frameworks and Master Plans.

5. The revised Masterplan for Parafield Airport is proposing new ANEF contours based on the required 20-year forecast using a different model. The community bears the cost for this:
 - a. some land owners have previously had to pay for noise attenuation in their development and now the requirement is not necessary.
 - b. others have purchased properties that didn't have the requirement and now do have the extra costs imposed on them.
 - c. It is Local Government that has to work with this issue with the community.

The legislation framework must change to require airport master plans to reflect the Ultimate Capacity Noise Exposure capability. Should this not be accepted, it at least must be discussed in a public document as to the reasons why it is not suitable, and how the changing alignment of the ANEF is an acceptable outcome for the community.

6. The legislation framework has shifted over the last 10 – 15 years in such a manner that the airports operations are now to be protected. This is understood in the name of aviation safety, but a recent dealing with a proposed Master Plan for Parafield Airport has resulted in the language and intent of a shared responsibility being more overtly changed so that all outside airport matters must have regard to airport operations, and no recognition that internal airport operations have an external impact. The framework must be reinforced so that airports must recognise areas and impacts external of the airports.
7. Parafield Airport is a flight training airport that has 90% of its movements attributed to circuit training. A voluntary Fly Friendly (FF) program has been introduced that has been adapted with the agreement of the Airport Operator to respect ANZAC day and RSL events. The circuit training however continues to be a source of friction, and Council considers that the FF program be extended to a curfew control with stronger restrictions on flight training hours. Circuit training ceiling heights and Sunday training time slots should be included in the controls, along with alternative track options to spread the flight circuits and their noise impacts on the community. There must be a legislative trigger in the Master Plans that sets a maximum usage of flight training movements at an airport, and if it is exceeded, an alternative is provided to stop the overflights of the community, such as relocation of the flight training schools.

8. The ANEF contours that underpins the noise framework and building standards are based on a major socio-acoustic study that assessed the impacts of aircraft noise on residential communities in Australia. This was completed in 1979. The parameters and considerations have changed significantly since the last study was done and it is recommended that an up to date study should be undertaken. Communities now live denser than in 1979 and the impact of noise is likely to have differed.
9. The most recent Parafield Airport Preliminary Master Plan has presented a number of aspects on land use developments, economic growth, traffic changes and aircraft noise metrics. There were no supporting reports or documentation of the economic modelling, the transport impacts and modelling and justification for its additional works, the changes to flight circuits or the ANEF mapping. It is considered that the proposed Master Plan did not meet the relevant provisions of the *Airports Act 1996*. It is considered inappropriate to present to the public such a proposal that has no ability for the public and Council to interrogate the assumptions, studies, and proposed outcomes. This must be changed in the legislation so that the public has an appropriate input.
10. The engagement process for Master Plan is not adequate and does not meet current expectations of the community and the Councils. Adequate engagement is only genuine, when the information can be understood by those being consulted. Engagement processes need to explain the changes clearly and justify the reasons for change. In addition, there should be a response document that outlines how issues raised during consultation were considered and any changes as a result.

The release of each Draft Master Plan must be drafted in such a manner that provides clear and concise information used to justify the Master Plan aspects that impact on the community. This includes when there are changes to circuit flight paths from the previous Master Plan. Comparison diagrams with location references and dimensions, aligned in directions and mapping must be provided. By not doing so, it makes comparisons resource intensive and impossible for the public to understand.

Council's experience with the last Masterplan process was:

- The Exposure Draft remained confidential and did not provide ANEF contours for review.
- The CEO and Mayor meeting on the revised ANEF contours were a 'sighting' only and there was no ability to interrogate what was presented. However, it is understood that the ANEF mapping has been endorsed by Airservices Australia, based on the '*...proponent has demonstrated it has paid due regard to all issues raised by State and Local Government Authorities in relation to the ANEF...*' (Endorsement of Australian Noise Exposure Forecasts, Minister for Infrastructure and Transport 18th April 2017). Council did not get an opportunity to review.

The City of Salisbury considers the above comments are important aspects that must be considered by the Committee.

The City of Salisbury wishes the Committee well in its endeavours and consideration.

Yours faithfully

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DRAFT