PIA POSITION

PIA believes that airports provide excellent opportunities for metropolitan business and commercial centres but is opposed to the current system that allows for non-airport related development on airport land to occur outside the context of local, metropolitan or state government planning.

PIA strongly believes that all Commonwealth land sold, leased or otherwise transferred to the private sector for airport development should operate under the same rules as other private developers.

Metropolitan planning processes must integrate airports into their economic strategies but this cannot occur without certainty about development intentions on airports.

PIA requires the following urgent action to address the current concerns about development on airport land:

- To ensure co-ordination and integration of development on airport land, the Commonwealth Government must enter into a binding agreement with airport owners that requires non-airport development on airport land to comply with state planning legislation, processes and strategies.

- Recognising that airports will evolve as multi-use transport nodes and attract development, Metropolitan Plans must recognise and build airport development into their strategies, including infrastructure requirements.

POLICY PRINCIPLES

Airports are significant economic and social assets for a region; generally have good road and rail access and a large supply of unencumbered land. They act as commercial hubs for airport related activities which generate and create significant employment opportunities.

The Commonwealth Government has now transferred most of Australia’s city and regional airports to private operators.
In recent times there has been an increase in non-related airport activities such as hardware stores and discount outlets which do not require any reference to state or local planning strategies. This activity is undermining metropolitan business centre planning and in some cases increasing road congestion where demand has exceeded capacity.

The affect of large scale development on smaller regional airports will have severe impacts on the ability of local communities to properly plan and coordinate development.

PIA believes that the current system whereby privately managed land (formerly Commonwealth) can operate outside of any state or local government planning jurisdictions has no place in the current business climate that fosters National Competition Policy (competitive neutrality).

**Urgent action is required to ensure airport development is integrated into metropolitan planning processes that are currently underway in most capital cities.**

**PIA ACTION**

PIA will lobby the Commonwealth Government to ensure that processes are put in place that require development on airport land to integrate and comply with state planning legislation and planning processes.

**THIS POSITION STATEMENT DERIVES FROM**

PIA Liveable Communities (2004) – support for National Competition Policy