



## Nomination for Opportunity

### Airport Open Space, Adelaide



Corner of Morley and Trennery Streets, West Richmond – landing lights in street and gardens of houses. 12 Aug 2017 No 7540

The National Airports Safeguarding Advisory Group (NASAG) and the Australian Government Department of Infrastructure, Regional Development and Cities could establish restrictions on development in the path of Adelaide Airport runway.

When the Australian Government's Federal Airports Corporation controlled Adelaide Airport in 1996, the SA Government paid substantial sums to enable the runway to be lengthened by relocating Tapleys Hill Road. Subsidies were also provided for houses under the flight path to be soundproofed in 2000 but landing lights are located in the backyards of houses.

When Adelaide Airport was privatised in 1998, the land was under control of the Australian Government and therefore not subject to South Australian Government planning legislation, so large tracts were subleased out for commercial development at the edges along the main east-west runway, generating substantial windfall profits. Aircraft accidents generally occur at the end of runways but the opportunity to acquire land at the ends of the runways as it becomes available continued to be missed. This is in contrast to Queensland's proactive approach.

NASAG's identification of the danger zone in March 2018 and its suggestion to limit development intensity may spur the West Torrens Council to zone the land accordingly and the Adelaide Airport Ltd to start a program of purchasing property as it becomes available to turn it into open space.