

Mr Robert Calaby  
Aerodrome Safety and Standards Manager  
Darwin International Airport Pty Ltd  
PO Box 40996  
Casuarina NT 0811

**Re: Objection to Rezoning of land on Lot 5182 from RD (Restricted Development) to SU (Specific Use).**

Dear Mr Calaby,

Members of the “Save the Darwin Green Belt” group congratulate you and the Darwin International Airport (DIA) on your strong stand against the proposed subdivision of land for a Light Industry estate on Lot 5182 between Fitzner Drive and Totem Road.

We heartily endorse your email to Adam Smith of Planit Consulting, dated 20 July 2012, objecting to the rezoning of Lot 5182 from RD (Restricted Development) to SU (Specific Use) on the basis of “aircraft noise, aircraft safety, bird and animal hazard, extraneous lighting and airspace protection”.

Referring to a letter from the CEO NT Airports dated 4 June 2010, you comment that the proposed rezoning was “a major departure from the safety net of the restricted zone designed to protect airport operations from incompatible land use”.

In your July 2013 email to Planit Consulting, you affirm that all matters listed above in the 2010 letter from the CEO NT Airports are “still pertinent”. You add: “Although air crashes are rare, most occur in the take-off or landing phase of flight. With the subject land being within 1000 metres of the western end of Runway 11/29 there is an increased likelihood of an aircraft crash and consequent risk to public safety.” This risk does not appear to have been taken seriously by the planning authorities.

Amongst the points listed in the CEO’s objection of June 2010 were that the Planit master plan shows roads on the subdivision that could be subjected to sudden and unexpected loud aircraft noise; negative effects on traffic flows on Bagot Road; and an “increased likelihood of an aircraft crash and consequent risk to public safety”. These are extremely serious objections to be considered.

Again, on 31 January, 2014, you wrote to Development Assessment Services (DAS), Department of Lands, Planning and Environment, stressing that the points raised with Planit Consulting in 2012 and 2010 were “still relevant”. In addition you note that a proposed subdivision road on Lot 5182 is “about 200 metres south and parallel to the extended centreline of Runway 29”.

Your January 2014 letter to DAS also states: “As noted on the attached height provisions with regard the *Airports (Protection of Airspace) Regulations 1996* also apply, as do extraneous lighting, bird hazard and public safety”. We do not have a copy of the attachment, but share your concerns.

According to copies of letters in our possession, on 10 October, 2014, you again wrote to Development Assessment Services (DAS) in response to Planit’s online exhibition on the Master Plan for Lot 5182. In the letter you pointed out that Darwin International Airport (DIA) had already provided feedback, as cited above, in July 2012 and January 2014, to what appears to be an identical proposal by Planit. There is a note of frustration that your objections do not appear to have been given the weight they deserve.

Your letter to DAS on 10 October, 2014, states that “It is understood that subdivision approval was refused”. This statement suggests to us that you may not be aware that approvals have been granted without due consideration of your submissions.

The Save the Darwin Green Belt members support all your concerns about the rezoning of land in the flight path and the subsequent proposed clearing of bushland, subdivision of land, **dumping of fill** and construction of a Light Industry estate on Lot 5182 between Bagot Road and Fitzner Drive.

Furthermore, plans by Planit Consulting for Citiland/Jape show high advertising signage in the flight path, with access roads in line with the main runway leading onto Bagot Rd and Dick Ward Drive, potentially needing traffic lights on both main roads.

When similar proposals were made by the leaseholders and Vysrose Pty Ltd in 1994, the RAAF and presumably the DIA vetoed the development on the same grounds outlined in your objections to Planit and the Department of Lands, Planning and Environment. What has changed?

The Save the Darwin Green Belt group, Ludmilla residents and Larrakia traditional owners are concerned that this is the Eleventh Hour. We are concerned that DAS and the Development Consent Authority (DCA) do not appear to have given the objections by DIA the consideration they deserve. In fact, we consider that the submissions by NT Airports and DIA are so serious they warrant an immediate halt to the proposed subdivision and a revoking of the rezoning of Lot 5182.

The land in question was granted as part of a 301 hectare Special Purpose Lease in 1979 after an in-depth hearing by the Interim Aboriginal Land Commissioner, Mr Justice Richard Ward in May 1975. Judge Ward found that the land and mangroves in the flight path were significant to Darwin

Aboriginal people as open space and recommended the land be held by a Trust for the “Larrakia and associated Aborigines”.

We ask that DIA and the RAAF use their influence and supporting regulations to stop this alienation of community land, for the benefit and safety of all future generations and the Larrakia people.

Yours sincerely,