



Government
of South Australia

The Hon Stephan Knoll MP
Member for Schubert

Peter Malinauskas
Leader of the Opposition
Parliament House
North Terrace
ADELAIDE SA 5000

Dear Mr Malinauskas

I refer to your application to the Office of the Minister for Transport, Infrastructure and Local Government, Minister for Planning made under the *Freedom of Information Act 1991* (the Act) which was received 13 May 2019.

You have requested access to:

“Since 1 May 2019 copies of any and all documents (including but not limited to physical, electronic, or written briefs, minutes, emails, diary entries and any other correspondence) that relate to the Minister’s visit to locations in the State’s south east, including; 1. Daily diary for Wednesday 8 May 2019, 2. Briefings for meetings on Wednesday 8 May 2019, 3. Travel itineraries and costs for Wednesday 8 May 2019.”

The legislative prescribed timeframe to determine this application has expired and the agency is now deemed to have refused you access to all documents relevant to your application by section 19(2)(b) of the Act. However, I have determined to process the request as if the statutory time frame has been met.

A search of documents held by the Office of the Minister for Transport, Infrastructure and Local Government, Minister for Planning was undertaken. I wish to advise that 10 documents have been identified within the scope of your request.

Please refer to the attached schedule that describes each document and sets out my determination and reasons in summary form.

I have determined to grant partial access to document 1. The diary sheet includes details which are out of scope as they are not related to the Minister’s trip to the South East.

I have determined to grant partial access to documents 2-10. I have removed the personal contact details within these documents that I have determined is exempt in accordance with clause 6(1) of the Act which states:

6-Documents affecting personal affairs

(1) A document is an exempt document if it contains matter the disclosure of which would involve the unreasonable disclosure of information concerning the personal affairs of any person (living or dead.)

In addition, I have determined to grant partial access to documents 5, 7 and 9 in accordance with clause 5 (1) (a) (i) & (ii) of the Act which states:

5-Documents affecting inter-governmental or local government relations

(1) A document is an exempt document if it contains matter –

- (a) The disclosure of which-
 - (i) Could reasonably be expected to cause damage to intergovernmental relations; or
 - (ii) Would divulge information from a confidential intergovernmental communication;
- (b) The disclosure of which would, on balance, be contrary to the public interest.

In considering the grounds for granting partial access using clause 5 (1) (a) (i) & (ii), I am required to consider the public interest in disclosure or non-closure.

Factors in favour of release include:

- The public interest in fulfilling the objects of the FOI Act, and promoting openness and accountability within government
- The public interest in scrutiny of government decision making

Factors against release include

- Ensuring confidence and trust between governments, including through the preservation of confidentiality
- Negatively impacting upon the agency's participation in intergovernmental discussion.

In this case I find the factors against disclosure outweigh those in favour and therefore consider the documents partial released.

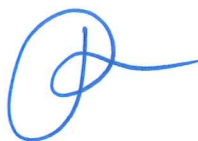
In relation to the part 3 of the application please note travel costs for the trip have been proactively disclosure and are available:

<https://dpti.sa.gov.au/open-government/proactive-disclosure>

Attached is an explanation of the provisions of the Act which details your rights to review and appeal this determination, and the process to be followed.

If you have any questions in relation to the matter, please contact Kimberly Davis, Freedom of Information Officer on telephone (08) 7109 7133 or via email at kimberly.davis@sa.gov.au.

Yours sincerely



Jenna Phillips-Wilkinson
Accredited FOI Officer

Office of the Minister for Transport, Infrastructure and Local Government
Minister for Planning

3 July 2019

Encl Schedule of documents
Documents 1 -10
Your rights to review and appeal this determination

SCHEDULE OF DOCUMENTS – FREEDOM OF INFORMATION APPLICATION NUMBER – SKNOLL173684

Document Number	Description	Date	Release Determination	Schedule Clause
1	Minister's Diary Sheet from Wednesday 8 May 2019		Partial Release	Out of scope
2	Minister's Itinerary from Wednesday 8 May 2019		Full Release	6(1) - Personal Affairs
3	Function Sheet – Dinner with Barker FEC		Partial Release	6(1) - Personal Affairs
4	Email chain titled – Media release for approval – Mount Gambier Regional Airport Upgrade	6 May 2019 at 3.05pm	Partial Release	6(1) - Personal Affairs
5	Email chain titled – Wednesday	6 May 2019 at 3.19pm	Partial Release	5(1) (a) (i) & (ii)– Inter-Governmental Affairs 6(1) - Personal Affairs
6	Email chain titled – Mount Gambier Airport – media	7 May 2019 at 5.06pm	Partial Release	6(1) - Personal Affairs
7	Email chain titled – RE: Tomorrow's itinerary	7 May 2019 at 3.55pm	Partial Release	5(1) (a) (i) & (ii)– Inter-Governmental Affairs 6(1) - Personal Affairs
8	Email chain titled – RE: Tomorrow's itinerary	7 May 2019 at 3.45pm	Partial Release	6(1) - Personal Affairs
9	Email chain titled – Wednesday	7 May 2019 at 1.29pm	Partial Release	5(1) (a) (i) & (ii)– Inter-Governmental Affairs 6(1) - Personal Affairs

10	Email titled – Mount Gambier Airport – media (with attachment – PWC – Final Report – Mount Gambier Airport Redevelopment Project	8 May 2019 at 8.38am	Partial Release	6(1) - Personal Affairs
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8 May 2019

Wednesday

May 2019							June 2019								
Mo	Tu	We	Th	Fr	Sa	Su	Mo	Tu	We	Th	Fr	Sa	Su		
				1	2	3	4	5				1	2		
6	7	8	9	10	11	12			3	4	5	6	7	8	9
13	14	15	16	17	18	19			10	11	12	13	14	15	16
20	21	22	23	24	25	26			17	18	19	20	21	22	23
27	28	29	30	31					24	25	26	27	28	29	30

WEDNESDAY	
8	← From 7 May
6 AM	
7	
8	8.00am - [Redacted]
	8.30am - [Redacted]
9	[Redacted]
10	South East & Mt Gambier Knoll, Stephan (DPTI)
11	
12 PM	
1	
2	
3	
4	
5	
6	
7	

Minister Knoll South East Visit

Wednesday 8 May

9.30am – 10.20am	Travel – MO to Monarto South <i>50 mins</i> Meet at Monarto exit (Ferries McDonald Road)
10.20am – 10.30am	Photo Op - Monarto South Blackspot <ul style="list-style-type: none"> • 6km east of Callington exit ramp • Install wire rope and seal shoulders • \$341,000 (max. funding amount the Cmwth may contribute)
10.30am – 12.45pm	Travel - Monarto South to Frances Road Blackspot 277 Frances Road, Bordertown <i>2hr 13mins</i>
12.45pm – 12.55pm	Photo Op - Frances Road Blackspot, Bordertown <ul style="list-style-type: none"> • 3km south of Naracoorte Road • Seal shoulders, improve delineation, remove hazards • \$782,000 (max. funding amount the Cmwth may contribute) • Nick McBride MP to attend
12.55pm – 1.50pm	Travel - 277 Frances Road to Naracoorte <i>50 mins</i> <ul style="list-style-type: none"> • Quick inspection of Naracoorte Road • Photo op: Riddoch Hwy • Nick McBride MP unavailable for the remainder of the day
1.50pm – 2.20pm	Lunch - Naracoorte
2.20pm – 3.30pm	Travel - Naracoorte to Millicent <i>1hr 9 mins</i>
3.30pm – 3.40pm	Photo op – Princes Highway (Near Millicent) **exact location TBA**
3.40pm – 4.10pm	Travel - Millicent to Carpenter Rocks Road, Compton <i>30 mins</i>
4.10pm – 4.20pm	Photo Op – Carpenter Rock Blackspot, Compton Near Skene Road <ul style="list-style-type: none"> • 10km west of Mt Gambier • 4km section RRD start 23.5-27.5 • Seal shoulders, improve delineation, remove hazards • \$653,000 (max. funding amount the Cmwth may contribute)
4.20pm – 4.40pm	Travel - Carpenter Rocks Road to Mount Gambier Airport <i>21 mins</i>
4.40pm - 4.55pm	Media Mt Gambier Airport
4.55pm – 5.10pm	Travel - Mount Gambier Airport to Tony Pasin's EO <i>12 mins</i>
5.10pm – 5.40pm	Meeting with [REDACTED] Tony Pasin's EO
7.00pm	Transport Industry Dinner 1862, 2 Commercial Street West - Mount Gambier

Thursday 9 May

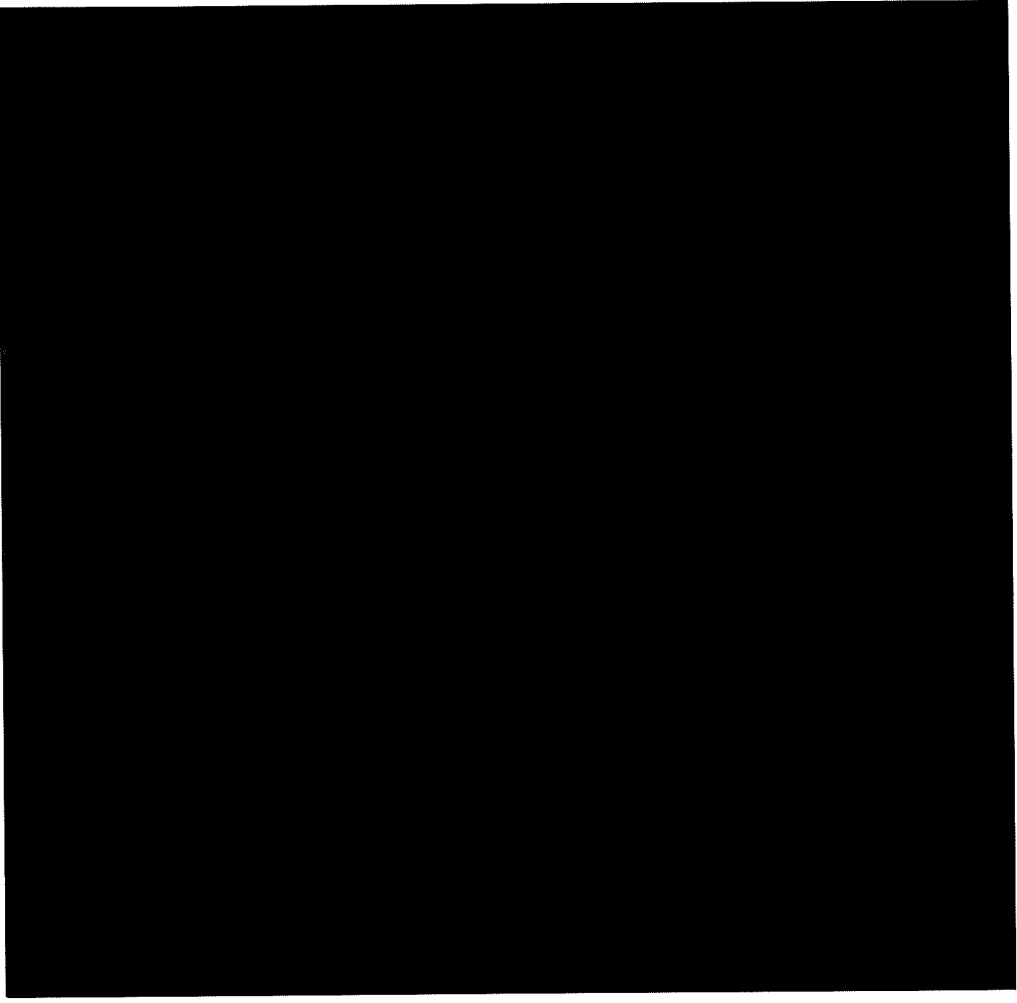
6.10am – 6.25am	Travel: The Lakes Resort to Mt Gambier Airport <i>15 mins</i>
6.55am – 8.05am	ZL4612 – Mt Gambier to Adelaide

The Hon. Stephan Knoll MP
State Minister for Transport, Infrastructure and Local Government

Organisation	Barker FEC		
Name of Function	Dinner with Minister Hon. Stephan Knoll		
Point of Contact	J [REDACTED]		
Phone	0 [REDACTED] 0 [REDACTED]	Email	J [REDACTED]
Venue	1862, 2 Commercial Street West Mount Gambier		
Date of Function	Tuesday 8 th May 2019	Time of Function	7.00pm
Arrival Time	7.00pm		
Place	1862 Function Room – Mount Gambier Hotel		
Greeted by	[REDACTED] Office of Tony Pasin MP		
Speech Required	Yes	Speech length	15 mins
Speech Topic	Minister's Choice		
Questions	Yes	10 mins	
Federal Member	Tony Pasin MP		
Electorate	Barker		
VIPs in attendance	[REDACTED] [REDACTED]		
No of guests expected	50	Running Sheet attached?	Yes
Comments	Attendees List attached Main Meals Served Alternate Drop (Chicken and Beef)		

Running Sheet

- 7.00pm Guests arrive
- 7.15pm Minister and Mr Pasin arrive
Mingle with guests on arrival – Pre Drinks
- 7.30pm Mr Pasin welcomes Minister and invites guests to move thru to private dining room to be seated for dinner
Casual discussion throughout Dinner
- 7.45pm Dinner to be served
- 8.15pm Mr Pasin will formally introduce the Minister to address the guests followed by question and answer
- 8.45pm Dessert to be served
- 8.50pm Auction of items
- 9.00pm Continued mingling with guests
- 9.30pm Minister and Mr Pasin to depart venue



Davis, Kimberly (DPTI)

From: [REDACTED]
Sent: Monday, 6 May 2019 3:05 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Media release for approval - Mount Gambier Regional Airport Upgrade

Not yet.

[REDACTED] – is the Wednesday trip to the SE happening?

From: [REDACTED]
Sent: Monday, 6 May 2019 1:14 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Media release for approval - Mount Gambier Regional Airport Upgrade

Hi, is this one ok to go?

[REDACTED]
[REDACTED]
[REDACTED]
Department of Planning, Transport and Infrastructure
[REDACTED]
[REDACTED]
PO Box 1533, Adelaide SA 5001 • DX 171 • www.dpti.sa.gov.au



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From: [REDACTED]
Sent: Thursday, 2 May 2019 2:57 PM
To: [REDACTED] >
Cc: [REDACTED]
Subject: FW: Media release for approval - Mount Gambier Regional Airport Upgrade

Hi [REDACTED] District Council of Grant has sent through the attached for our approval. It has been approved by the Commonwealth and DPTI.

Note this is a grant through DPTI and council are undertaking the works themselves. The funding was announced by the previous Minister in 2017.

Are you ok for the council to put it out?

Cheers

[Redacted]
[Redacted]
[Redacted]
Department of Planning, Transport and Infrastructure
[Redacted]

[Redacted]
[Redacted]
PO Box 1533, Adelaide SA 5001 • DX 171 • www.dpli.sa.gov.au



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Davis, Kimberly (DPTI)

From: [REDACTED]
Sent: Monday, 6 May 2019 3:19 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Wednesday

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Thoughts see below:

9.30am	Ground travel – City to Monarto (50mins)
10.20am – 10.30am	Photo Op - Monarto South Blackspot Meet at Monarto exit (Ferries McDonald Road)
10.30am – 1.00pm	Ground travel - Monarto South to Bordertown (2hr 30mins)
1.00pm – 1.15pm	Photo Op - Frances Road Blackspot, Bordertown **Inc. Nick McBride MP**
1.15pm – 2.15pm	Ground travel - Bordertown to Frances Road, Penola (1hr)
2.15pm – 2.45pm	Lunch Stop – Penola
	Ground travel – Penola to Millicent (40 mins)
2.45pm – 3.30pm	Photo op – Princes Highway (Near Millicent) **exact location TBA**
3.30pm – 4.00pm	Ground travel - Millicent to Carpenter Rocks Road, Compton (30 mins)
4.00pm – 4.15pm	Photo op – Carpenter Rock Blackspot, Compton
4.15pm – 4.30pm	Ground travel - Carpenter Rocks Road to Mount Gambier (15 mins)
TBA	Meeting with [REDACTED] Mount Gambier EO
TBA	Radio Interview - ABC Drive ** Knoll office to arrange**
7.00pm	Transport Industry Dinner , 1862, 2 Commercial Street West - Mount Gambier

From: [REDACTED]
Sent: Monday, 6 May 2019 3:02 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: Wednesday

[REDACTED]

[REDACTED]

The 19/20 projects haven't been announced yet and this section is near where Nick has received a lot of correspondence on. [REDACTED]

Get [Outlook for iOS](#)

On Mon, May 6, 2019 at 2:43 PM +0930, [REDACTED] wrote:

[REDACTED]

From: [REDACTED]
Sent: Monday, 6 May 2019 2:42 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Re: Wednesday

Hi [REDACTED]

We need to do Frances Rd earlier as Nick needs to be in Naracoorte at 2.

[REDACTED]

Get [Outlook for iOS](#)

On Mon, May 6, 2019 at 2:31 PM +0930, [REDACTED] wrote:

[REDACTED]

See reworked programme. How does this look?

[REDACTED]

9.30am	Ground travel – City to Monarto (50mins)
10.20am – 10.30am	Photo Op - Monarto South Blackspot Meet at Monarto exit (Ferries McDonald Road)
10.30am – 12.45pm	Ground travel - Monarto South to Bordertown (2hr 15mins)
12.45pm – 1.15pm	Lunch – Morning Loaf Bakery, North Terrace, Bordertown
1.15pm – 1.30pm	Ground travel - Bordertown to Frances Road, Bordertown (15 mins)
1.30pm – 1.45pm	Photo Op - Frances Road Blackspot, Bordertown
	Ground travel - Bordertown to Millicent (1hr 45 mins)
3.30pm – 3.45pm	Photo op – Princes Highway (Near Millicent) **exact location TBA**
3.45pm – 4.15pm	Ground travel - Millicent to Carpenter Rocks Road, Compton (30 mins)

4.15pm – 4.30pm	Photo op – Carpenter Rock Blackspot, Compton
4.30pm – 4.40pm	Ground travel - Carpenter Rocks Road to Mount Gambier (10 mins)
TBA	Meeting with ██████████ Mount Gambier EO
TBA	Radio Interview - ABC Drive ** Knoll office to arrange**
7.00pm	Transport Industry Dinner , 1862, 2 Commercial Street West - Mount Gambier

From: ██████████
 Sent: Friday, 3 May 2019 5:55 PM
 To: ██████████
 Subject: Wednesday

I've been messing around, in the end Stephan won't be able to do his meetings in town or at least not for long.

10.20am – 10.25am	Monarto South Blackspot Meet at Monarto exit (Ferries McDonald Road)
10.25am – 12.35pm	Travel: Monarto South to Frances Road Blackspot Approx. 2hrs 10mins
12.35pm – 12.45pm	Frances Road Blackspot (also spent \$2.6m recently further along the road)
12.45pm – 2.15pm	Travel: Frances Road to Penola Photo on Riddoch Hwy **Nick McBride needs to be in Naracoorte for a 2pm**
1.5hrs	
45mins-1hr	Lunch at Penola Suggest for bypass Could street walk also
	Travel: Penola to Mt Gambier Detour for a photo on Princes Hwy
	Meeting re Northern Gateway
	Meeting with ██████████
	Knoll office will arrange a ABC Drive interview
7.00pm	Dinner

██████████
 ██████████
 Minister for Transport, Infrastructure and Local Government
 Minister for Planning

██████████ • GPO Box 1533 Adelaide SA 5000 • DX171 • www.dpti.sa.gov.au



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Davis, Kimberly (DPTI)

From: [REDACTED]
Sent: Tuesday, 7 May 2019 5:06 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Mount Gambier Airport - media

Hey [REDACTED]
We're you confirming this time with the Council or were we?

From: [REDACTED]
Sent: Tuesday, 7 May 2019 3:10 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Mount Gambier Airport - media

Hi [REDACTED]

Thank you for your time on the phone earlier.

As discussed, I've cc'd [REDACTED] from Minister Knoll's Office and [REDACTED] from Mr Pasin's Office who will be best placed to discuss logistics.

As mentioned, I understand around 4:30 – 4:45pm would work but I'll leave [REDACTED] and [REDACTED] to advise.

We will invite local media along to speak with the Minister and Mr Pasin.

Thank you very much for facilitating this – greatly appreciated.

Also, attached is the draft release that DPTI sent through for background.

Many thanks

[REDACTED]

[REDACTED]

[REDACTED]

Office of the Premier of South Australia



Office of the Premier
of South Australia

Level 15, State Administration Centre, 200 Victoria Square Adelaide
E: [REDACTED] | W: www.premier.sa.gov.au

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Davis, Kimberly (DPTI)

From: [REDACTED]
Sent: Tuesday, 7 May 2019 3:55 PM
To: [REDACTED]
Subject: RE: Tomorrow's itinerary
Attachments: 080519 Knoll Dinner MTG.docx

Just use this one I made some other changes now I looked at it.

From: [REDACTED]
Sent: Tuesday, 7 May 2019 3:53 PM
To: [REDACTED]
Subject: RE: Tomorrow's itinerary

All good!

From: [REDACTED]
Sent: Tuesday, 7 May 2019 3:52 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Tomorrow's itinerary

I didn't notice - Ok thanks.

From: [REDACTED]
Sent: Tuesday, 7 May 2019 3:50 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Tomorrow's itinerary

Thanks, will add that to tomorrow's folder.

Have just put an 'a' in his name at the top of the 3rd page

From: [REDACTED]
Sent: Tuesday, 7 May 2019 3:45 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Tomorrow's itinerary

Thanks [REDACTED]

[REDACTED] has also put together some details for SK for dinner. See attached.

[REDACTED]

From: [REDACTED]
Sent: Tuesday, 7 May 2019 3:05 PM
To: [REDACTED]

Cc: [REDACTED]

Subject: Tomorrow's itinerary

Hi both,

See below final itinerary – have now pushed [REDACTED] meeting back to 5.10pm to allow for media at the airport now.

[REDACTED]

9.30am – 10.20am	Travel – MO to Monarto South <i>Meet at Monarto exit (Ferries McDonald Road)</i> 50mins
10.20am – 10.30am	Photo Op - Monarto South Blackspot <ul style="list-style-type: none">• 6km east of Callington exit ramp• Install wire rope and seal shoulders• \$341,000 (max. funding amount the Cmwth may contribute)
10.30am – 12.45pm	Travel - Monarto South to Frances Road Blackspot <i>277 Frances Road, Bordertown</i> 2hr 13mins
12.45pm – 12.55pm	Photo Op - Frances Road Blackspot, Bordertown <ul style="list-style-type: none">• 3km south of Naracoorte Road• Seal shoulders, improve delineation, remove hazards• \$782,000 (max. funding amount the Cmwth may contribute)• Nick McBride MP to attend
12.55pm – 1.50pm	Travel - 277 Frances Road to Naracoorte 50mins <ul style="list-style-type: none">• Quick inspection of Naracoorte Road• Photo op: Riddoch Hwy• Nick McBride MP unavailable for the remainder of the day
1.50pm – 2.20pm	Lunch - Naracoorte
2.20pm – 3.30pm	Travel - Naracoorte to Millicent 1hr 9mins
3.30pm – 3.40pm	Photo op – Princes Highway (Near Millicent) **exact location TBA**
3.40pm – 4.10pm	Travel - Millicent to Carpenter Rocks Road, Compton 30 mins
4.10pm – 4.20pm	Photo Op – Carpenter Rock Blackspot, Compton Near Skene Road <ul style="list-style-type: none">• 10km west of Mt Gambier• 4km section RRD start 23.5-27.5• Seal shoulders, improve delineation, remove hazards• \$653,000 (max. funding amount the Cmwth may contribute)
4.20pm – 4.40pm	Travel - Carpenter Rocks Road to Mount Gambier Airport 21 mins
4.40pm - 4.55pm	Media Mt Gambier Airport
4.55pm – 5.10pm	Travel - Mount Gambier Airport to Tony Pasin's EO 12 mins

5.10pm – 5.40pm	Meeting with [REDACTED] Tony Pasin's EO
7.00pm	Transport Industry Dinner 1862, 2 Commercial Street West - Mount Gambier

[REDACTED]
[REDACTED]
Minister for Transport, Infrastructure and Local Government
Minister for Planning

[REDACTED]
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Davis, Kimberly (DPTI)

From: [REDACTED]
Sent: Tuesday, 7 May 2019 3:45 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Tomorrow's itinerary
Attachments: 080519 Knoll Dinner MTG.docx

Thanks [REDACTED]

[REDACTED] has also put together some details for SK for dinner. See attached.

[REDACTED]

From: [REDACTED]
Sent: Tuesday, 7 May 2019 3:05 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: Tomorrow's itinerary

Hi both,

See below final itinerary – have now pushed [REDACTED] meeting back to 5.10pm to allow for media at the airport now.

[REDACTED]

9.30am – 10.20am	Travel – MO to Monarto South <i>Meet at Monarto exit (Ferries McDonald Road)</i> 50mins
10.20am – 10.30am	Photo Op - Monarto South Blackspot <ul style="list-style-type: none"> • 6km east of Callington exit ramp • Install wire rope and seal shoulders • \$341,000 (max. funding amount the Cmwth may contribute)
10.30am – 12.45pm	Travel - Monarto South to Frances Road Blackspot <i>277 Frances Road, Bordertown</i> 2hr 13mins
12.45pm – 12.55pm	Photo Op - Frances Road Blackspot, Bordertown <ul style="list-style-type: none"> • 3km south of Naracoorte Road • Seal shoulders, improve delineation, remove hazards • \$782,000 (max. funding amount the Cmwth may contribute) • Nick McBride MP to attend
12.55pm – 1.50pm	Travel - 277 Frances Road to Naracoorte 50mins <ul style="list-style-type: none"> • Quick inspection of Naracoorte Road • Photo op: Riddoch Hwy • Nick McBride MP unavailable for the remainder of the day
1.50pm – 2.20pm	Lunch - Naracoorte

	<ul style="list-style-type: none"> • 3km south of Naracoorte Road • Seal shoulders, improve delineation, remove hazards • \$782,000 (max. funding amount the Cmwth may contribute) • Nick McBride MP to attend
12.55pm – 1.50pm	Travel - 277 Frances Road to Naracoorte <i>50mins</i> <ul style="list-style-type: none"> • Quick inspection of Naracoorte Road • Photo op: Riddoch Hwy • Nick McBride MP unavailable for the remainder of the day
1.50pm – 2.20pm	Lunch - Naracoorte
2.20pm – 3.30pm	Travel - Naracoorte to Millicent <i>1hr 9mins</i> <ul style="list-style-type: none"> • Minister and CN to travel with TP from here (Driver beforehand)
3.30pm – 3.40pm	Photo op – Princes Highway (Near Millicent) **exact location TBA**
3.40pm – 4.10pm	Travel - Millicent to Carpenter Rocks Road, Compton <i>30 mins</i>
4.10pm – 4.20pm	Photo Op – Carpenter Rock Blackspot, Compton <ul style="list-style-type: none"> • 10km west of Mt Gambier • 4km section RRD start 23.5-27.5 • Seal shoulders, improve delineation, remove hazards • \$653,000 (max. funding amount the Cmwth may contribute)
4.20pm – 4.35pm	Travel - Carpenter Rocks Road to Mount Gambier <i>15 mins</i>
TBC 4.35 - 5.00pm	Media – TBW & ABC
5.00pm – 5.30pm	Meeting with [REDACTED] Mount Gambier EO
7.00pm	Transport Industry Dinner 1862, 2 Commercial Street West - Mount Gambier

From: [REDACTED]

Sent: Tuesday, 7 May 2019 9:26 AM

To: [REDACTED]

Subject: RE: Wednesday

Ok well I didn't have the exact location you amend programme as you see it and we will just go with it I don't have time to go back and forth. As long as TP gets in what he needs I am happy. Just need to ensure there is fat in the programme as I don't want them rushing then behind time.

I need them back in MTG at 4.45pm/ 5pm for the [REDACTED] meeting pls.

I still also think we should have made time for [REDACTED] also and [REDACTED] Would have been good look for TP and SK. But you have made your call on that.

From: [REDACTED]
Sent: Tuesday, 7 May 2019 8:38 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Wednesday

I've looked on google maps and Monarto South to the blackspot location (277 Frances Road) is 2hr 13mins.

Nick also wanted a photo/or just show the Naracoorte-Bordertown Road and I'd like a photo of a Riddoch sign for future use.

Therefore it could be a few minutes earlier at Frances Road i.e.

12.45pm – 12.55pm at 277 Frances Road

12.55pm – 1.50pm travel to Naracoorte (50 mins) allow quick stop at Naracoorte Rd and Riddoch Hwy sign

We can always do lunch in Naracoorte instead.

From: [REDACTED]
Sent: Monday, 6 May 2019 3:19 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Wednesday

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Thoughts see below:

9.30am	Ground travel – City to Monarto (50mins)
10.20am – 10.30am	Photo Op - Monarto South Blackspot Meet at Monarto exit (Ferries McDonald Road)
10.30am – 1.00pm	Ground travel - Monarto South to Bordertown (2hr 30mins)
1.00pm – 1.15pm	Photo Op - Frances Road Blackspot, Bordertown **Inc. Nick McBride MP**
1.15pm – 2.15pm	Ground travel - Bordertown to Frances Road, Penola (1hr)
2.15pm – 2.45pm	Lunch Stop – Penola
	Ground travel – Penola to Millicent (40 mins)
2.45pm – 3.30pm	Photo op – Princes Highway (Near Millicent) **exact location TBA**
3.30pm – 4.00pm	Ground travel - Millicent to Carpenter Rocks Road, Compton (30 mins)
4.00pm – 4.15pm	Photo op – Carpenter Rock Blackspot, Compton
4.15pm – 4.30pm	Ground travel - Carpenter Rocks Road to Mount Gambier (15 mins)
TBA	Meeting with [REDACTED], Mount Gambier EO

TBA	Radio Interview - ABC Drive ** Knoll office to arrange**
7.00pm	Transport Industry Dinner , 1862, 2 Commercial Street West - Mount Gambier

From: [Redacted]
Sent: Monday, 6 May 2019 3:02 PM
To: [Redacted]
Cc: [Redacted]
Subject: Re: Wednesday

[Redacted]

[Redacted]

[Redacted]

[Redacted]

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On Mon, May 6, 2019 at 2:43 PM +0930, [Redacted] wrote:
 [Redacted]

From: [Redacted]
Sent: Monday, 6 May 2019 2:42 PM
To: [Redacted]
Cc: [Redacted]
Subject: Re: Wednesday

Hi [Redacted]

We need to do Frances Rd earlier as Nick needs to be in Naracoorte at 2.

[Redacted]

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On Mon, May 6, 2019 at 2:31 PM +0930, [Redacted] wrote:
 [Redacted]

See reworked programme. How does this look?

[Redacted]

9.30am	Ground travel – City to Monarto (50mins)
10.20am – 10.30am	Photo Op - Monarto South Blackspot

	Meet at Monarto exit (Ferries McDonald Road)
10.30am – 12.45pm	Ground travel - Monarto South to Bordertown (2hr 15mins)
12.45pm – 1.15pm	Lunch – Morning Loaf Bakery, North Terrace, Bordertown
1.15pm – 1.30pm	Ground travel - Bordertown to Frances Road, Bordertown (15 mins)
1.30pm – 1.45pm	Photo Op - Frances Road Blackspot, Bordertown
	Ground travel - Bordertown to Millicent (1hr 45 mins)
3.30pm – 3.45pm	Photo op – Princes Highway (Near Millicent) **exact location TBA**
3.45pm – 4.15pm	Ground travel - Millicent to Carpenter Rocks Road, Compton (30 mins)
4.15pm – 4.30pm	Photo op – Carpenter Rock Blackspot, Compton
4.30pm – 4.40pm	Ground travel - Carpenter Rocks Road to Mount Gambier (10 mins)
TBA	Meeting with [REDACTED] Mount Gambier EO
TBA	Radio Interview - ABC Drive ** Knoll office to arrange**
7.00pm	Transport Industry Dinner , 1862, 2 Commercial Street West - Mount Gambier

From: [REDACTED]
Sent: Friday, 3 May 2019 5:55 PM
To: [REDACTED]
Subject: Wednesday

I've been messing around, in the end Stephan won't be able to do his meetings in town or at least not for long.

10.20am – 10.25am	Monarto South Blackspot Meet at Monarto exit (Ferries McDonald Road)
10.25am – 12.35pm	Travel: Monarto South to Frances Road Blackspot Approx. 2hrs 10mins
12.35pm – 12.45pm	Frances Road Blackspot (also spent \$2.6m recently further along the road)
12.45pm – 2.15pm	Travel: Frances Road to Penola Photo on Riddoch Hwy **Nick McBride needs to be in Naracoorte for a 2pm**
1.5hrs	
45mins-1hr	Lunch at Penola Suggest for bypass Could street walk also
	Travel: Penola to Mt Gambier Detour for a photo on Princes Hwy
	Meeting re Northern Gateway
	Meeting with [REDACTED]
	Knoll office will arrange a ABC Drive interview

7.00pm

Dinner

[REDACTED]
[REDACTED]
Minister for Transport, Infrastructure and Local Government
Minister for Planning

[REDACTED]
[REDACTED] • GPO Box 1533 Adelaide SA 5000 • DX171 • www.dpti.sa.gov.au



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Davis, Kimberly (DPTI)

From: [REDACTED]
Sent: Tuesday, 7 May 2019 1:29 PM
To: [REDACTED]
Subject: RE: Wednesday

Ok if you need privacy in your car that's fine offer there.

From: [REDACTED]
Sent: Tuesday, 7 May 2019 1:07 PM
To: [REDACTED]
Subject: Re: Wednesday

No worries. I'll be with him

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On Tue, May 7, 2019 at 1:04 PM +0930, [REDACTED] wrote:

Yeah a beer at the pub would be good if we have time. Let's just do that organically if we have time.
 Your driver could leave you at Monarto South we only have [REDACTED] and TP in the car – who is travelling with SK.

From: [REDACTED]
Sent: Tuesday, 7 May 2019 12:54 PM
To: [REDACTED]
Subject: RE: Wednesday

How do the below timings look?

Happy to visit a pub in between the 5pm and dinner to get out and about if there'd be people around?

We're going to go with our driver for some of the day then we'll get him to head back and so we'll go with TP for the rest of the day.

FYI, we're staying at the Lakes resort

9.30am – 10.20am	Travel – MO to Monarto South Meet at Monarto exit (Ferries McDonald Road) 50mins
10.20am – 10.30am	Photo Op - Monarto South Blackspot <ul style="list-style-type: none"> • 6km east of Callington exit ramp • Install wire rope and seal shoulders • \$341,000 (max. funding amount the Cmwth may contribute)
10.30am – 12.45pm	Travel - Monarto South to Frances Road Blackspot 277 Frances Road, Bordertown 2hr 13mins
12.45pm – 12.55pm	Photo Op - Frances Road Blackspot, Bordertown

	<ul style="list-style-type: none"> • 3km south of Naracoorte Road • Seal shoulders, improve delineation, remove hazards • \$782,000 (max. funding amount the Cmwth may contribute) • Nick McBride MP to attend
12.55pm – 1.50pm	Travel - 277 Frances Road to Naracoorte <i>50mins</i> <ul style="list-style-type: none"> • Quick inspection of Naracoorte Road • Photo op: Riddoch Hwy • Nick McBride MP unavailable for the remainder of the day
1.50pm – 2.20pm	Lunch - Naracoorte
2.20pm – 3.30pm	Travel - Naracoorte to Millicent <i>1hr 9mins</i> <ul style="list-style-type: none"> • Minister and CN to travel with TP from here (Driver beforehand)
3.30pm – 3.40pm	Photo op – Princes Highway (Near Millicent) **exact location TBA**
3.40pm – 4.10pm	Travel - Millicent to Carpenter Rocks Road, Compton <i>30 mins</i>
4.10pm – 4.20pm	Photo Op – Carpenter Rock Blackspot, Compton <ul style="list-style-type: none"> • 10km west of Mt Gambier • 4km section RRD start 23.5-27.5 • Seal shoulders, improve delineation, remove hazards • \$653,000 (max. funding amount the Cmwth may contribute)
4.20pm – 4.35pm	Travel - Carpenter Rocks Road to Mount Gambier <i>15 mins</i>
TBC 4.35 - 5.00pm	Media – TBW & ABC
5.00pm – 5.30pm	Meeting with [REDACTED] Mount Gambier EO
7.00pm	Transport Industry Dinner 1862, 2 Commercial Street West - Mount Gambier

From: [REDACTED]

Sent: Tuesday, 7 May 2019 9:26 AM

To: [REDACTED]

Subject: RE: Wednesday

Ok well I didn't have the exact location you amend programme as you see it and we will just go with it I don't have time to go back and forth. As long as TP gets in what he needs I am happy. Just need to ensure there is fat in the programme as I don't want them rushing then behind time.

I need them back in MTG at 4.45pm/ 5pm for the [REDACTED] meeting pls.

I still also think we should have made time for [REDACTED] also and [REDACTED] Would have been good look for TP and SK. But you have made your call on that.

From: [REDACTED]
Sent: Tuesday, 7 May 2019 8:38 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Wednesday

I've looked on google maps and Monarto South to the blackspot location (277 Frances Road) is 2hr 13mins.

Nick also wanted a photo/or just show the Naracoorte-Bordertown Road and I'd like a photo of a Riddoch sign for future use.

Therefore it could be a few minutes earlier at Frances Road i.e.

12.45pm – 12.55pm at 277 Frances Road

12.55pm – 1.50pm travel to Naracoorte (50 mins) allow quick stop at Naracoorte Rd and Riddoch Hwy sign

We can always do lunch in Naracoorte instead.

From: [REDACTED]
Sent: Monday, 6 May 2019 3:19 PM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Wednesday

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

[REDACTED]

Thoughts see below:

9.30am	Ground travel – City to Monarto (50mins)
10.20am – 10.30am	Photo Op - Monarto South Blackspot Meet at Monarto exit (Ferries McDonald Road)
10.30am – 1.00pm	Ground travel - Monarto South to Bordertown (2hr 30mins)
1.00pm – 1.15pm	Photo Op - Frances Road Blackspot, Bordertown **Inc. Nick McBride MP**
1.15pm – 2.15pm	Ground travel - Bordertown to Frances Road, Penola (1hr)
2.15pm – 2.45pm	Lunch Stop – Penola
	Ground travel – Penola to Millicent (40 mins)
2.45pm – 3.30pm	Photo op – Princes Highway (Near Millicent) **exact location TBA**
3.30pm – 4.00pm	Ground travel - Millicent to Carpenter Rocks Road, Compton (30 mins)
4.00pm – 4.15pm	Photo op – Carpenter Rock Blackspot, Compton
4.15pm – 4.30pm	Ground travel - Carpenter Rocks Road to Mount Gambier (15 mins)
TBA	Meeting with [REDACTED], Mount Gambier EO

TBA	Radio Interview - ABC Drive ** Knoll office to arrange**
7.00pm	Transport Industry Dinner , 1862, 2 Commercial Street West - Mount Gambier

From: [Redacted]
 Sent: Monday, 6 May 2019 3:02 PM
 To: [Redacted]
 Cc: [Redacted]
 Subject: Re: Wednesday

[Redacted]

[Redacted]

[Redacted]

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On Mon, May 6, 2019 at 2:43 PM +0930, [Redacted] wrote:
 [Redacted]

From: [Redacted]
 Sent: Monday, 6 May 2019 2:42 PM
 To: [Redacted]
 Cc: [Redacted]
 Subject: Re: Wednesday

Hi [Redacted]

We need to do Frances Rd earlier as Nick needs to be in Naracoorte at 2.

[Redacted]

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On Mon, May 6, 2019 at 2:31 PM +0930, [Redacted] wrote:
 [Redacted]

See reworked programme. How does this look?

[Redacted]

9.30am	Ground travel – City to Monarto (50mins)
10.20am – 10.30am	Photo Op - Monarto South Blackspot

2.20pm – 3.30pm	Travel - Naracoorte to Millicent 1hr 9mins
3.30pm – 3.40pm	Photo op – Princes Highway (Near Millicent) **exact location TBA**
3.40pm – 4.10pm	Travel - Millicent to Carpenter Rocks Road, Compton 30 mins
4.10pm – 4.20pm	Photo Op – Carpenter Rock Blackspot, Compton Near Skene Road <ul style="list-style-type: none"> • 10km west of Mt Gambier • 4km section RRD start 23.5-27.5 • Seal shoulders, improve delineation, remove hazards • \$653,000 (max. funding amount the Cmwth may contribute)
4.20pm – 4.40pm	Travel - Carpenter Rocks Road to Mount Gambier Airport 21 mins
4.40pm - 4.55pm	Media Mt Gambier Airport
4.55pm – 5.10pm	Travel - Mount Gambier Airport to Tony Pasin's EO 12 mins
5.10pm – 5.40pm	Meeting with [REDACTED] Tony Pasin's EO
7.00pm	Transport Industry Dinner 1862, 2 Commercial Street West - Mount Gambier

[REDACTED]

[REDACTED]

Minister for Transport, Infrastructure and Local Government
Minister for Planning

[REDACTED]

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Davis, Kimberly (DPTI)

From: [REDACTED]
Sent: Wednesday, 8 May 2019 8:38 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: RE: Mount Gambier Airport - media

For today [REDACTED]

From: [REDACTED]
Sent: Wednesday, 8 May 2019 8:22 AM
To: [REDACTED]
Cc: [REDACTED]
Subject: FW: Mount Gambier Airport - media

Hi [REDACTED] there isn't a briefing per se on the project, but the attached PPWC report has all the necessary background for the Minister.

In regards to the grant, we are in the final steps of a Funding Deed with the Council.

The Deed will ensure there is appropriate oversight by DPTI in regards the expenditure of State Govt funding, but the delivery (and risks) associated with the project rests with the Council.

Cheers

[REDACTED]
[REDACTED]
[REDACTED]
Department of Planning, Transport and Infrastructure
[REDACTED]
[REDACTED]
PO Box 1533, Adelaide SA 5001 • DX 171 • www.dpti.sa.gov.au



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From: [REDACTED]
Sent: Tuesday, 7 May 2019 3:10 PM
To: [REDACTED]
Subject: Mount Gambier Airport - media

Hi [REDACTED]

Thank you for your time on the phone earlier.



FINAL REPORT

**MOUNT GAMBIER AIRPORT
REDEVELOPMENT PROJECT**

16th Report of the 54th Parliament

PUBLIC WORKS COMMITTEE

Tabled in the House of Assembly and ordered to be published, 21 March 2019

First Session, Fifty-Fourth Parliament

EXECUTIVE SUMMARY

The Public Works Committee has considered a proposal from the Department of Planning, Transport and Infrastructure (DPTI) for the Mount Gambier Airport Redevelopment Project.

The Mount Gambier Airport is a major regional airport for people travelling to the region for business or tourism purposes and for air freight logistics.

The airport currently has operational limitations due to its runway length, which limits the type of aircraft able to use the airport. Industry trends are towards larger and heavier aircraft with greater carrying capacity for increased efficiency.

The proposed project will increase the capacity of the Mount Gambier Airport to cater for larger and heavier aircraft, and therefore capitalise on thriving international tourism markets, and increase demand for high value products from the region (stemming from recently signed Free Trade Agreements). The Mount Gambier Airport Redevelopment Project will act as a catalyst to unlock the latent potential of the Limestone Coast region.

The Mount Gambier Airport Redevelopment Project is jointly funded by the Australian and South Australian Governments, the District Council of Grant and the City of Mount Gambier. The Project will be delivered by the District Council of Grant.

The estimated total cost for the Project is \$9.2 million (GST exclusive) and it is expected to be completed in late 2020. The Project is part of a broader strategy outlined in the Mount Gambier Airport Master Plan 2016 – 2026, to improve air access to Mount Gambier and the wider region through a staged development process.

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THE PUBLIC WORKS COMMITTEE

The Public Works Committee is established pursuant to sections 12A, B and C of the *Parliamentary Committees Act 1991*, proclaimed February 1992. The members of the twentieth Public Works Committee are:

- **Mr Dan Cregan MP (Presiding Member)**
- **Mr Steve Murray MP**
- **Mr Stephen Patterson MP**
- **Hon Tom Koutsantonis MP**
- **Hon Tony Piccolo MP**

Staff assisting the Committee are:

- Parliamentary Officer: **Mr Patrick Dupont**
- Research Officer: **Ms Kate Bryson**

FUNCTIONS OF THE COMMITTEE

Section 12C of the *Parliamentary Committees Act 1991* defines the functions of the Public Works Committee as:

- (a) to inquire into and report on any public work referred to it by or under this Act, including-
 - (i) the stated purpose of the work;
 - (ii) the necessity or advisability of constructing it;
 - (iii) where the work purports to be of a revenue-producing character, the revenue that it might reasonably be expected to produce;
 - (iv) the present and prospective public value of the work;
 - (v) the recurrent or whole-of-life costs associated with the work, including costs arising out of financial arrangements;
 - (vi) the estimated net effect on the Consolidated Account or the funds of a statutory authority of the construction and proposed use of the work;
 - (vii) the efficiency and progress of construction of the work and the reasons for any expenditure beyond the estimated costs of its construction;
- (b) to perform such other functions as are imposed on the Committee under this or any other Act or by resolution of both Houses.

TERMS OF REFERENCE AND FURTHER REPORTING

Parliamentary Committees

Parliamentary Committees have the specific task of examining individual initiatives, projects or policies of the government of the day, or issues of importance to society more broadly. Standing Committees are created by an Act of Parliament and charged with the ongoing examination of subject categories such as public works.

Parliamentary Committees are made up of both government and opposition members, with numbers of each determined according to rules which reflect the numbers of seats each group holds in the Parliament. Much of the Committee process is open to the public and completed reports are public documents.

This Project

The DPTI has referred the Mount Gambier Airport Redevelopment Project to the Public Works Committee pursuant to the requirements of the *Parliamentary Committees Act 1991*. Please refer to the "Functions of the Committee" on the previous page for the full description of the Committee's tasks.

Further Reporting

The DPTI must notify the Committee immediately in writing should there be substantial changes to the nature of the Project or the evidence provided to the Committee. To enable appropriate monitoring of the Project, DPTI must also provide quarterly reports to the Committee on the progress of construction. Pursuant to section 12C (vii) of the Act, these reports must outline the efficiency and progress of construction and provide an explanation of any expenditure beyond the estimated costs quoted in this report. Evidence of any substantial changes to, or the withdrawal of, any approval (provisional or otherwise) must also be relayed to the Committee immediately with an appropriate explanation, and an assessment of the probability of a suitable resolution.

In addition, the Committee requires that it be notified of the proposed date for the commissioning of the works.

The Committee has the authority under Section 16 (1)(c) of the *Parliamentary Committees Act 1991* to re-open investigations into any project for the purposes of further examination and monitoring.

1 INTRODUCTION

1.1 Scope of This Report

This report examines the history of the proposal and the efficacy of the application of South Australian taxpayer funds to the Mount Gambier Airport Redevelopment Project. The report structure is guided by, and largely limited to, the terms of the *Parliamentary Committees Act 1991*. It describes, in summary, the evidence presented to the Committee and concludes with a brief summary incorporating findings and recommendations.

Detailed evidence upon which the Committee's decision is based is held in Parliament and, in most cases, can be examined by making an application to the Committee Parliamentary Officer.

1.2 Project Background

The Limestone Coast region covers over 21,000 square kilometres with a population of around 65,000 residents. Over a third of the population reside in Mount Gambier, South Australia's largest regional city.

The Mount Gambier Airport services a catchment area covering a 150 kilometre radius from the Airport, and services a population exceeding 80,000 from this catchment. It is a major regional airport for people travelling to the region for business or tourism purposes and for air freight logistics.

Mount Gambier Airport has been located at its current location since 1 July 1936. The Airport operated as a civil airfield with regular flights to Adelaide and Melbourne until 1939, when the Royal Australian Air Force (RAAF) assumed control of the facility to establish No.2 Air Observers School, RAAF Mount Gambier.

The existing runway configuration was established during this period with all three runways sealed in 1946, and the main runway extended in 1956. Since the Second World War, the Airport has been an active facility with Regular Public Transport (RPT) flights.

The Airport was handed over to the then District Council of Mount Gambier from the Commonwealth on 18 June 1989, under the Aerodrome Local Ownership Plan.

The Airport currently has operational limitations due to its runway length, which limits the type of aircraft able to use the Airport. Industry trends are towards larger and heavier aircraft with greater carrying capacity for increased efficiency.

The proposed Mount Gambier Airport Redevelopment Project will increase the capacity of the Mount Gambier Airport to cater for larger and heavier aircraft, and therefore capitalise on thriving international tourism markets, and increasing demand for high value products from the region (stemming from recently signed Free Trade Agreements).

The Project is part of a broader strategy outlined in the Mount Gambier Airport Master Plan 2016 – 2026, to improve air access to Mount Gambier and the wider region through a staged development process.

1.3 The Current Proposal

The Mount Gambier Airport Redevelopment Project will cater for larger aircraft and future air freight, and act as a catalyst to unlock the latent potential of the Limestone Coast region.

The key aims of the Project are to:

- provide critical air transport infrastructure, including enabling infrastructure for air freight logistics, as a platform for future regional growth, and to maintain future RPT services;
- upgrade and extend the Mount Gambier Airport to cater for larger aircraft, and facilitate air freight logistics;
- stimulate new investment that will drive economic activity and growth;
- provide more efficient access to international markets, both inbound and outbound;
- provide timely movement of goods and people, enhancing supply chains;
- create sustainable jobs; and
- assist to build and strengthen the Limestone Coast regional community for the long term.

The Project is jointly funded by the Australian and South Australian Governments, the District Council of Grant and the City of Mount Gambier. A locality plan of the Airport is included as Attachment 1, and Attachment 2 provides artist impressions of the proposed works.

The Project will be delivered by the District Council of Grant. A governance framework will be established and will provide a formal project framework defining all key roles, obligations, responsibilities and accountabilities. The governance framework will include a Project Control Group, which will include representation from DPTI, as well as the District Council of Grant.

2 PRE-CONSTRUCTION ASSESSMENTS

2.1 Consultation

The District Council of Grant will implement a proactive communications plan to inform and consult with the community, visitors, and business and funding partners on how the Project is evolving and stages of development. A communications schedule will be managed by Council's Community Development Coordinator.

This plan will:

- prepare the project team for the duration of the project;
- establish a long-term direction and approach;
- establish a specific image and key message relating to the Project;
- present a coordinated approach to communications, achievement of project milestones or objectives, promote opportunities and minimise negative external commentary;
- reduce incorrect information from other sources;
- engage a variety of stakeholders and enhance community support; and
- meet requirements of funding partners.

Methods of engagement will include:

- project information updates on the Council's website - www.dcgrant.sa.gov.au/AirportProject ;
- comment and feedback links to Council's online feedback form - www.dcgrant.sa.gov.au/contact ;
- visual display at the Mount Gambier Airport, the District Council of Grant Principle Office (324 Commercial Street West), the Port MacDonnell Community Complex and suitable public spaces in the Mount Gambier community;
- media releases regarding projects works or significant milestones;
- project communications materials such as fact sheets and updates;
- project signage;
- meetings and updates with stakeholders; and
- social media updates on the Council's and Mount Gambier Airport's Facebook page.

Communication activities will continue to be undertaken throughout the delivery of the works to ensure the community and other key stakeholders are informed about the Project. The District Council of Grant will ensure issues or potential issues are identified early and managed appropriately.

The proposed airport redevelopment is being undertaken in an Airfield Zone and is compliant with Council's Development Plan. A development application has been lodged with the District Council of Grant for the terminal redevelopment building work.

A Method of Work Plan will be developed as required by the Civil Aviation Safety Authority, prior to works commencing to lengthen the existing runway.

The necessary acquittals have been obtained from the Department for Environment and Water, the Crown Solicitor's Office and the Department of Treasury and Finance.

2.2 Aboriginal Heritage

The Airport is within the area covered by the First Nations of the South East native title claim. A determination is yet to be made on the claim, however the airport and land to be developed is held in fee simple by the District Council of Grant and it is therefore likely that native title has been extinguished across this land.

The majority of land where works will be undertaken has been previously disturbed by development of the site as an airport. There are no known sites of Aboriginal heritage significance within the development area and the risk of encountering Aboriginal heritage has been assessed as low.

2.3 Heritage Buildings

There are no national, state, local or contributory heritage listed places adjacent or in close proximity to the Project site. As such, the Project is not anticipated to impact any non-Aboriginal heritage listed places.

2.4 Ecological Sustainability

A Sustainability Management Plan (SMP) has been prepared by the District Council of Grant for the Project and reviewed by the DPTI. The SMP (refer Attachment 3) outlines the Ecologically Sustainable Development objectives, principles and provision of example actions and opportunities. The sustainability issues assessed in the SMP cover biological, physical and social environment. The Project is considered to pose minimal sustainability issues and opportunities for incorporation of sustainable design and construction initiatives have been identified and will be implemented where possible.

Consultation with the Department for Environment and Water has been undertaken, with the necessary acquittal obtained.

3 DISCUSSION

3.1 Project Justification

In 2017, the District Council of Grant engaged SED Advisory to develop a business case for a runway extension and associated works for submission to the Australian Government's Building Better Regions Fund. Through a competitive process, \$3.51 million (GST exclusive) was secured from the Fund.

Four options were explored. The chosen option develops airside infrastructure to the minimum standard required, catering for up to Fokker 100 size aircraft, and also actively seeks to support the tourism and RPT segments through improved terminal development and access. This option reduces the risk associated with overinvestment of infrastructure, provides the best economic outcome (highest Benefit Cost Ratio) and increases the likelihood that the Airport will be financially self-sufficient over the longer term.

The proposed treatment is to:

- extend the main runway length with grooving, for increased safety and jet aircraft capability;
- provide a new heavy aircraft and fire bomber apron area;
- provide increased fire-fighting water bomber aircraft refilling capability;
- provide three new floodlight towers, apron with seven new floodlights and fifteen taxiway centreline lights for Heavy Aircraft Apron;
- provide an extended and upgraded terminal building with increased space, and visual and amenity upgrades including a 20kwh solar system;
- provide a new covered Passenger Drop Off Zone with new road pavement and new paving, modified signage, landscaping, security fencing and new external lighting;
- provide a recalibrated GPS approach system; and
- provide jobs and new employment opportunities for the region, by supporting approximately 40 full time equivalent jobs during construction, and ongoing employment in the region beyond the construction phase.

The Airport currently has operational limitations due to its runway length, which limits the type of aircraft able to use the Airport. As such, the key aims of the Mount Gambier Airport Redevelopment Project are to:

- provide critical air transport infrastructure, including enabling infrastructure for air freight logistics, as a platform for future regional growth, and to maintain future RPT services;
- upgrade and extend the Mount Gambier Airport, to cater for larger aircraft, and facilitate air freight logistics;
- stimulate new investment that will drive economic activity and growth;
- provide more efficient access to international markets, both inbound and outbound;
- provide timely movement of goods and people, enhancing supply chains;
- create sustainable jobs; and
- assist to build and strengthen the Limestone Coast regional community for the long term.

3.2 Public Value of the Proposed Project

The expected benefits/outcomes of the Mount Gambier Airport Redevelopment Project include:

- lengthening of the existing main runway by 120 metres, from 1524 metres to 1644 metres;
- installing additional airfield ground lighting to the runway, taxiway and apron;
- establishing a new heavy aircraft and fire bomber apron area to accommodate the larger Code aircraft (Fokker 100);
- installing additional water fill point for fire-bombing aircraft;
- extension of the existing terminal building, including improved drop-off and pick-up access, future security requirements including screening and segregation of secure and non-secure passengers and airport users, and a 20kwh solar system;
- recalibrating the GPS approach system; and
- a new Genset and main Switchboard.

3.3 Whole of Life Costs of the Project

The estimated total cost of this Project is \$9.2 million (GST exclusive). The South Australian Government is contributing \$4.036 million (GST exclusive), the City of Mount Gambier is contributing \$0.5 million (GST exclusive), and the District Council of Grant is contributing \$1.154 million (GST exclusive) and has successfully obtained \$3.51 million (GST exclusive) from the Australian Government's Building Better Regions Fund. The current cash flows in line with the approved budget for the Project is outlined in Table 1. The estimated value of the capital costs (GST exclusive) for the Project is included in Table 2.

Table 1: Approved expenditure budget (\$ millions, GST exclusive) for the Mount Gambier Airport Redevelopment Project

	2018-19
State contribution ^(a)	4.04
Commonwealth contribution	3.51
Council contribution	1.65
Total approved expenditure	9.20

- (a) Note that \$2.95 million of the State Contribution is funded from the South East Forestry Partnership Program administered by Primary Industries and Resources SA.

Table 2: Estimated value of Project capital costs (GST exclusive)

Item	(\$ million)
Construction and design	\$9.115
Project and Contract Management	\$0.085
Total	\$9.2

Note: The project and contract management figure shown above is the cost included in the terminal design contract. All other project and contract management will be undertaken by the District Council of Grant and will be provided on an in-kind basis.

Operating costs

Operating costs resulting from the completed Project are the responsibility of the District Council of Grant as the Airport owner.

3.4 Estimated Net Effect of the Work, and its use, on Public Funds

SED Advisory, as part of the business case submitted to the Australian Government for funding by the District Council of Grant, undertook an economic evaluation of the Project. SED identified the following benefits flowing from the Project:

- travel time savings to business travellers travelling to and from Adelaide and Melbourne;
- tourism industry benefits associated with greater visitor numbers to the region;
- growth in the agricultural industry associated with more efficient supply chains and improved market access; and
- increased revenue to the Airport through higher passenger fee receipts.

Using a nominal discount rate of 6.5% and an appraisal period of 25 years, SED found that the Project has a net present value of \$36.7 million. At DPTI's request, SED provided supplementary information regarding this economic assessment which identifies a benefit cost ratio ranging from 3.1 to 4.6.

During construction the Project is expected to support approximately 40 full time equivalent jobs. The project will also contribute to ongoing employment growth in the region, specifically in the tourism and agriculture industries.

3.5 Revenue Earning Capacity of Proposed Project

Airport revenue is determined by passenger numbers and future passenger growth underpins the investment case for the Project. The number of passenger movements required for a self-sustaining operation is approximately 75,000 per annum.

The Mount Gambier Airport had 80,487 revenue passengers in 2017-18. Passenger numbers have been declining since a peak of 115,365 in 2007-08. Given the improved infrastructure will be able to accommodate larger aircraft and the increasing demand for high value products from the region (stemming from recently signed Free Trade Agreements), it is expected that the Project will result in an increase in passenger numbers.

3.6 Project Delivery

Table 3 presents the broad implementation program for the project. The ongoing operation of the Airport during the construction phase is a priority for the aerodrome owner and operator, the District Council of Grant.

Table 3: Mount Gambier Airport Redevelopment Project milestones

Project Phase	Activities	Time frame
Planning, design and investigations	<ul style="list-style-type: none"> • Development of concept designs • Preliminary field investigations 	Late 2017 to early 2019
Pre-construction and construction	<ul style="list-style-type: none"> • Referral to Parliamentary Public Works Committee • Commence early works • Construction (main works) 	Early 2019 to late 2020
Operation	<ul style="list-style-type: none"> • Operation and maintenance 	2021 onwards

Procurement

The District Council of Grant is managing the procurement for this Project. Construction works will be undertaken by a private contractor appointed through a competitive tender process. All project procurement will be in accordance with the Council's Procurement Policy, which is in accordance with the *Local Government Act 1999*, Sections 48 and 49. Where required, external specialist resources are being engaged.

The District Council of Grant are working with the Office of the Industry Advocate and the Department for Industry and Skills to ensure that the requirements of the South Australian Industry Participation Policy are complied with as part of the Project, including the requirement for an Industry Participation Plan.

Tenders were publicly advertised for the design of the Mount Gambier Airport Terminal with a contract subsequently awarded to Ashley Halliday Architects.

Separate tenders for the construction of the runway extension and Heavy Aircraft Apron have been advertised and closed on 11 January 2019.

Project Management

Project management will be undertaken by the District Council of Grant, in accordance with the Mount Gambier Airport Redevelopment Project Management Plan which incorporates Council's project management framework and guidelines as well as its contract management procedures. External specialist resources will be engaged as required.

The DPTI will appoint a representative to the Project Control Group, which will be a high-level steering committee responsible for ensuring that the project outcomes are achieved, and that project budget, time and quality criteria are achieved. Other members of the Project Control Group will include the Chief Executive Officer of the District Council of Grant and Council members as required.

In addition to the Project Control Group, the Project Working Group will be responsible for the management of detailed issues related to the Project and to provide recommendations to the Project Control Group on key project issues. Membership will be the Project Manager, a DPTI representative (as required), Contractors/Consultants, Council staff (as required), Lead Professional Service Contractor and the Cost Manager.

The DPTI is in the process of establishing a Funding Deed between the Minister for Transport, Infrastructure and Local Government and the District Council of Grant for the State Government contribution to the project. The funding will be paid in three instalments, with the final instalment being upon construction completion. A DPTI General Manager is the Minister's representative for this Deed.

Risk management

Risk management is undertaken on an ongoing basis as an integral part of the project management process, to identify and assess risk and ensure appropriate management or mitigation measures are incorporated into the delivery of the Project. Table 4 summarises the key risks and mitigation strategies identified by the District Council of Grant.

Table 4: Key risk and mitigation strategies for the Mount Gambier Airport Redevelopment Project

Risk description	Mitigation
Community concerns	<p>A communication plan will be developed by the District Council of Grant and all relevant stakeholders will be engaged. Upgrade works will not impact on the active runway during construction and terminal upgrade works will be clearly communicated.</p> <p>Council will ensure issues or potential issues are identified early and managed appropriately.</p>
Runway incursion during construction	<p>Design has ensured adequate separation and clearance for aircraft from personnel and equipment. Entrance to construction will be via new perimeter gate to avoid transiting any aircraft manoeuvring areas. Safety Officer to be in attendance at all times during construction.</p>
Project budget	<p>The budget includes an adequate contingency allowance, and the construction market is currently competitive. The Project Manager will closely monitor the Project budget, to ensure budget rigour throughout the Project is maintained.</p> <p>The District Council of Grant will be responsible for any potential cost overruns associated with all stages of the Mount Gambier Airport Infrastructure Upgrade Project.</p>
Failure to achieve planned economic benefit	<p>Additional recommendations in the SED Advisory business case will be implemented by the District Council of Grant to complement the Redevelopment Project, for example a regional tourism strategy and a review of the Airport business model.</p>
Construction delays due to adverse weather	<p>The program schedule will be developed to facilitate the delivery of the majority of key weather dependant construction activities during the summer months.</p>

3.7 Efficiency and Progress of the Project and Justification of Expenditure Beyond Estimated costs

The Committee will monitor the progress of the Mount Gambier Airport Redevelopment Project as required by the *Parliamentary Committees Act 1991* through the regular reports the DPTI is required to provide prior to completion of construction (refer to section 1.2 of this Report "Further Reporting to the Committee").

The Committee will provide a further statement to Parliament in the event that subsequent information provided renders this report inaccurate or misleading.

4 CONCLUSION AND RECOMMENDATION

The Public Works Committee has examined written and oral evidence in relation to the Mount Gambier Airport Redevelopment Project. It has also been assured by officials from the DPTI that acquittals have been received from the Department of Treasury and Finance, Premier and Cabinet and the Crown Solicitor that the works and procedures are lawful. The Committee is satisfied that the proposal has been subject to the appropriate agency consultation and meets the criteria for examination of projects as set out in the *Parliamentary Committees Act 1991*.

Based upon the evidence considered, and pursuant to Section 12C of the *Parliamentary Committees Act 1991*, the Public Works Committee reports to Parliament that it recommends the proposed public work.



Mr Dan Cregan MP

PRESIDING MEMBER

21 March 2019

APPENDIX A: LIST OF WITNESSES

14 February 2019 – Kingston Room, Old Parliament House

1. Mr Phil Lawes, A/Director, Planning & Transport Policy, Department of Planning, Transport and Infrastructure;
2. Mr Scott Cooper, Director, Infrastructure Planning and Investment, Department of Planning, Transport and Infrastructure;
3. Mr Nick McBride MP, Member for MacKillop; and
4. Mr Troy Bell MP, Member for Mount Gambier.

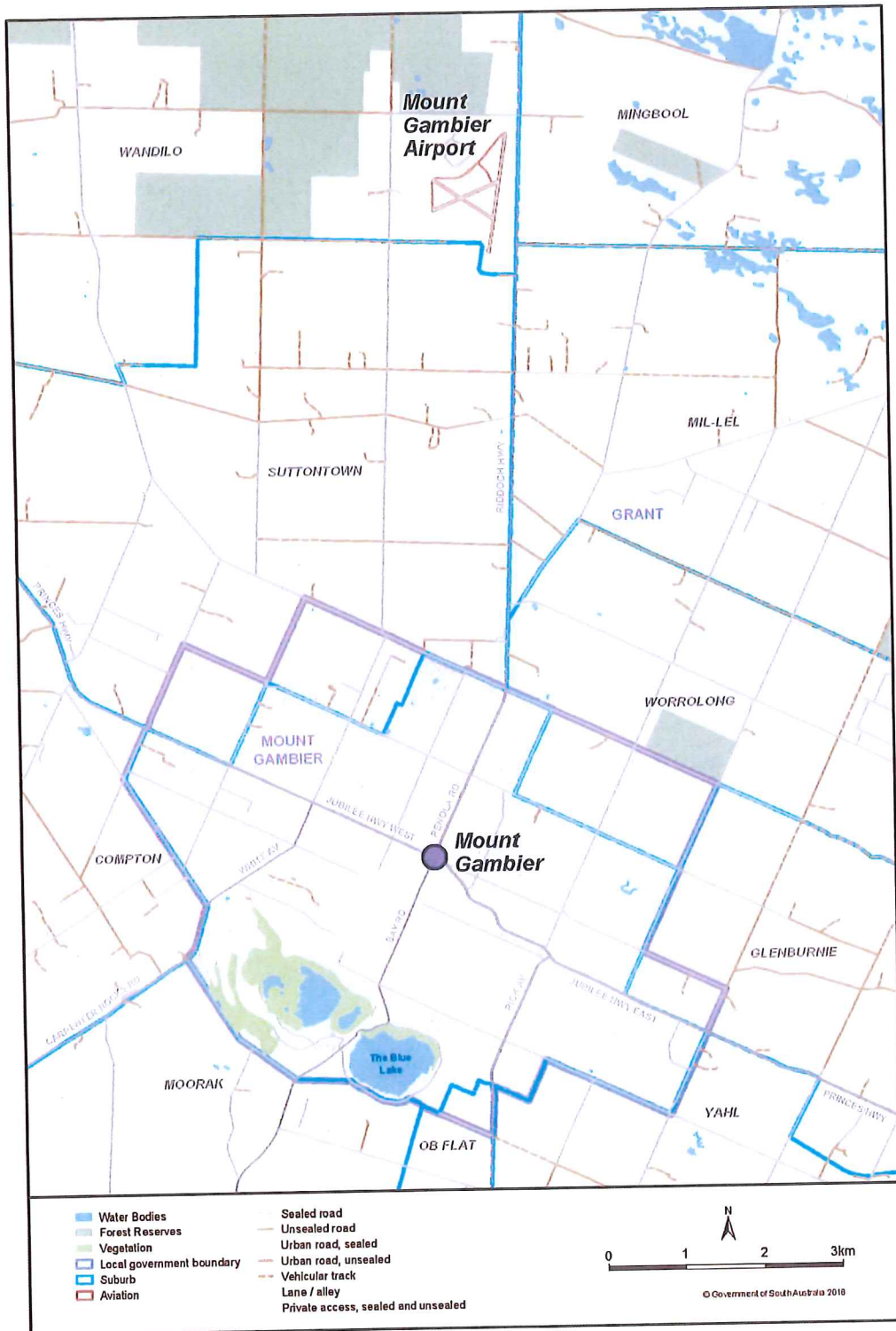
APPENDIX B: LIST OF SUBMITTERS

No.	Name	Date received
1	Department of Planning, Transport and Infrastructure, Mount Gambier Airport Redevelopment Project	1 February 2019

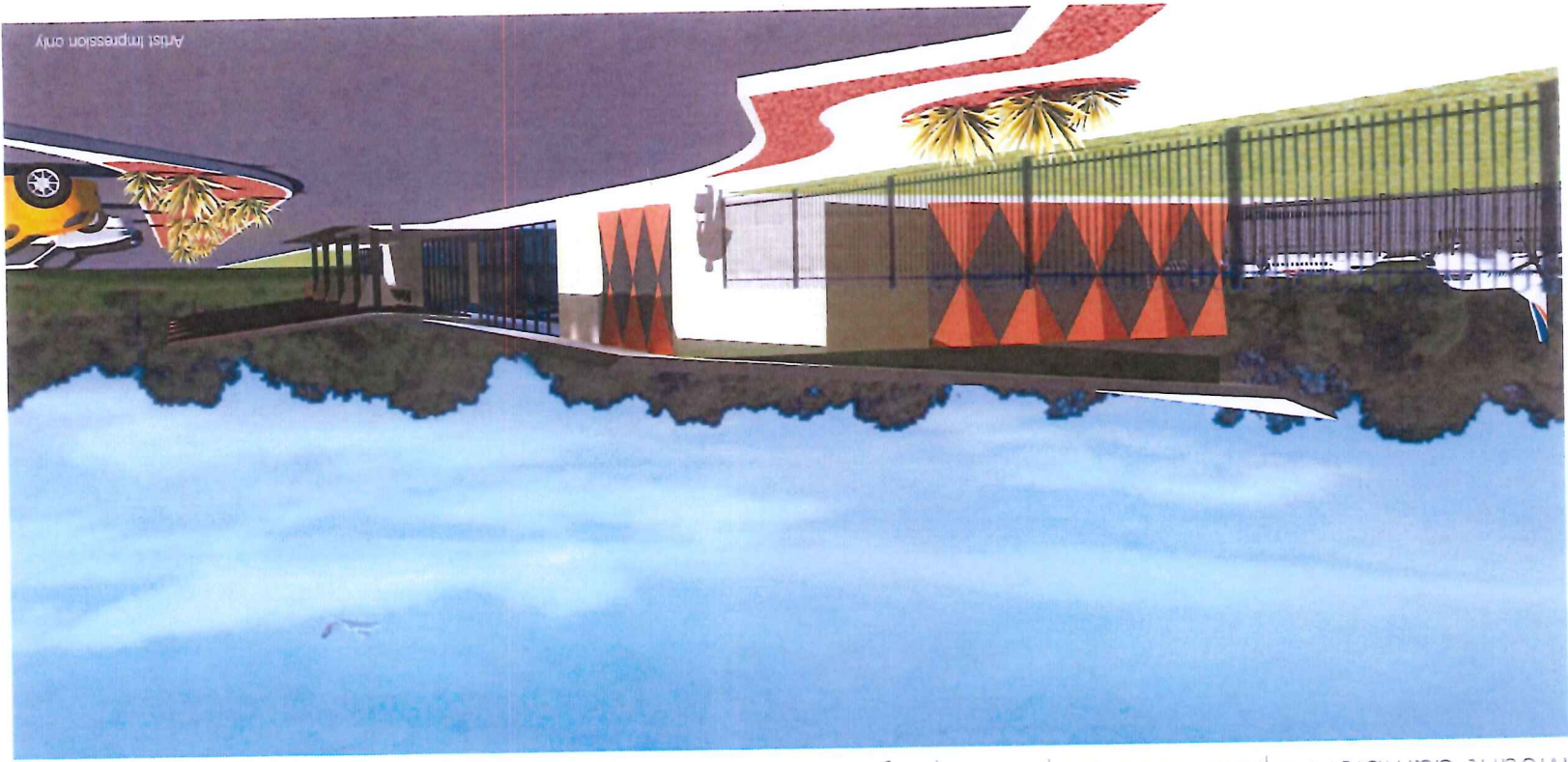
APPENDIX C: OTHER ATTACHMENTS

No.	Description
Attachment 1	Locality plan – Mount Gambier Airport
Attachment 2	Artist impressions – Mount Gambier Airport Redevelopment Project
Attachment 3	Sustainability Management Plan – Mount Gambier Airport Redevelopment Project

Attachment 1: Locality plan – Mount Gambier Airport



Attachment 2: Artist impressions – Mount Gambier Airport Redevelopment Project



Mount Gambier Airport Redevelopment project - terminal upgrade

Mount Gambier Airport Redevelopment project - terminal upgrade



Attachment 3: Sustainability Management Plan – Mount Gambier Airport Redevelopment Project

MOUNT GAMBIER AIRPORT REDEVELOPMENT

SUSTAINABILITY MANAGEMENT PLAN

December 2018



Government of South Australia
Department of Planning,
Transport and Infrastructure

1. Project Description

1.1 Project Scope, Location and Background

The Mount Gambier Airport Redevelopment Project involves a major upgrade of existing assets at the current site, but does not propose changes of land use, with the proposed development located in an Airfield Zone.

The project is jointly funded by the Australian and South Australian Governments', the District Council of Grant and the City of Mount Gambier.

The project will be delivered by the District Council of Grant.

The location of the proposed project is the Mount Gambier Airport, Airport Road Wandilo, South Australia, 5291 wholly on land owned by the District Council of Grant. The airport is located approximately 10 kms north of the City of Mount Gambier, the largest regional city in South Australia.

Project outputs include:-

- Lengthened main runway by 120 metres to 1644 meters to cater for larger aircraft up to F100 capability.
- Grooving of runway to increase safety of runway and cater for jet aircraft.
- A Heavy Aircraft Apron to cater for parking of larger and heavy aircraft, increased fire bomber capability with extension of fire-fighting main and increased freight capability.
- Three new floodlight towers, apron with seven new floodlights and fifteen taxiway centreline lights for Heavy Aircraft Apron.
- An extended and upgraded terminal building with improved space, visual and amenity upgrades including a 20kwh solar system.
- New covered Passenger Drop-Off Zone with new road pavement and new paving, modified signage, landscaping, security fencing and new external lighting.
- New edge, turning node and centreline lights at southern runway extension.
- Eight new centreline taxi lights on apron.
- Upgraded airfield lighting control system.
- New Genset and main Switchboard
- Recalibrated GPS approach

The redevelopment of the Mount Gambier Airport will cater for larger aircraft and future air freight and act as a catalyst to unlock the latent potential of the Limestone Coast region.

It will provide critical air transport infrastructure as a platform for future regional growth. An upgraded terminal and increased transportation efficiency will enable the Limestone Coast to better capitalise on thriving international tourism markets and increasing interest in high value products from the region stemming from recently signed Free Trade Agreements.

Resulting new investment will drive economic activity and growth, creating sustainable jobs and assisting to build and strengthen the Limestone regional community for the long term.

1.2 Proposed timeframe

Indicative timeframes for the Mount Gambier Airport Redevelopment Project are shown in the table below.

Project Phase	Activities	Time frame
Planning, design and investigations	<ul style="list-style-type: none"> • Development of concept designs. • Preliminary field investigations. 	Late 2017 to early 2019.
Pre-construction and construction	<ul style="list-style-type: none"> • Referral to Parliamentary Public Works Committee. • Commence early works. • Construction (main works). 	Early 2019 to late 2020
Operation	<ul style="list-style-type: none"> • Operation and maintenance. 	2021 onwards

The project is at pre-construction stage, with a contract having been executed with the Federal Government for contributory funding for the project, a tender let for the design of the terminal and tenders advertised for the runway construction.

1.3 Limitations

The following sections have been completed based on the project information currently available. There may be some changes to the scope of works and therefore the sustainability impacts as the design is developed.

2. Summary

The Mount Gambier Airport Redevelopment Project is considered to pose minimal sustainability issues.

Key sustainability issues from an environmental perspective have been summarised below:

- Construction:
 - o Vegetation - The majority of the project site has been previously disturbed as part of the development of the existing airport. Vegetation likely to be impacted consists of amenity grasses only.
 - o Heritage -
 - Aboriginal heritage - Given the sites previous disturbance the risk of encountering Aboriginal heritage is considered low.
 - Non-aboriginal heritage - There are no places of National, State or Local heritage in close proximity to the project site that could be impacted by the works.

- Noise and vibration - There are no residences in close proximity and therefore construction noise and vibration on neighbouring properties is likely to be negligible.
 - Air quality - Potential negative impacts to air quality from construction works (dust and emission) will be short term and can be managed.
 - Resource use - The project will require materials and result in the generation of waste materials. The use of materials with low embodied energy will be maximised where possible.
 - Contamination – While not expected to be an issue, works will be managed to ensure there is no introduction of potentially contaminating activities
- Operation:
- Noise and vibration - The project is not anticipated to result in significant increases in operational noise and vibrations for sensitive receivers as the air traffic volumes utilising the airport which are currently below historical levels, are expected to remain similar to present or increase modestly following the redevelopment.
 - Air quality - The project is not anticipated to contribute to decreased air quality as the air traffic volumes utilising the airport which are currently below historical levels, are expected to remain similar to present or increase modestly following the redevelopment.

Opportunities for incorporation of sustainable design and construction initiatives have been identified and will be implemented where possible. The lead architect's design philosophy promotes a balance approach to environmental, social and economic sustainability. Key opportunities that have been identified and are proposed to be incorporated are summarised below:

- Construction:
- Resource use - Excavated material is proposed to be reused as fill on site and in nearby housing developments pending verification of suitability.
 - Water - The airport utilises bore water as its water supply and it is not connected to mains water. The bore water is proposed to be utilised where possible during construction.
- Operation;
- Resource use - Incorporation of solar power system and LED lighting (terminal building only).
 - Water - The airport utilises bore water as its water supply and it is not connected to mains water. The bore water will continue to be used in the redeveloped airport.
 - Access and amenity - The redeveloped terminal building will provide improved access and amenity upgrades including new paving, modified signage, landscaping, security fencing and new external lighting.

3. Environmental Impact Assessment, Legislative Compliance & Contract Management

The *Environment Protection Act 1993* (EP Act) provides the regulatory framework to protect South Australia's environment, including land, air and water. No external environmental approvals are required for the proposed project scope under the EP Act or any other Acts, however it should be noted Section 25 of the *Environment Protection Act 1993* legislates a duty of care to not pollute the environment.

The project is being managed by the District Council of Grant and will be delivered in accordance with their environmental management system.

Contractors will be required to submit details of their environmental management system and plans that detail mitigation measures to minimise environmental impacts and ensure compliance with environmental legislation. These will be reviewed as part of the tender evaluation process and Contractors will be audited during construction to review compliance with any environmental conditions.

4. Overview Table

The Overview Table outlines the ESD objectives, principles and example ESD actions and opportunities for the project and uses arrows to demonstrate whether the action could be classed as heading towards or away from sustainability (or maintaining status quo).

The overview table outlines ESD objectives and provides a framework and tool for assessing how a project/action or option is contributing towards sustainability, maintaining status quo or moving away from a sustainable outcome. The table includes assessment criteria (bold) for each objective as well as principles and example actions/measures that a project may adopt during planning, design and/or construction phases. In assessing a project the assessment should be against the 'do nothing' option (which may assume a certain level of existing impact).

	← Reducing Sustainability (Adverse impacts)	Neutral – Status quo or Mitigating Project Impacts	→ Enhancing Sustainability – (Positive impact)
Guiding Assessment Criteria (Bold) and example actions/opportunities (dot points) for incorporation into project			
ESD Objective (focusing on "Attaining Sustainability")			
Protection of Water Quality	Detrimental impact on water body - decline of health of receiving environment	No net change to water quality	Contributes to improved health of waterways and water quality
		<ul style="list-style-type: none"> No water bodies affected by the project Appropriate storage of hazardous substances used during construction Compliance with relevant water quality guidelines and Codes of Practices Methods incorporated for controlling contaminated runoff from site works 	
Water Conservation and Reuse	Ongoing or large increase in water consumption during life of project	No net change in water consumption patterns over life of project and / or Minimisation of potable water consumption during construction and maintenance	Reduction in use of potable water consumption during operation
		<ul style="list-style-type: none"> Any increases in consumption short term e.g. during construction Measures taken to minimise consumption Compliance with state water conservation measures and restrictions Water efficient landscape design utilising natural mown grassland Use of alternate water sources (non mains) where available and feasible for construction and landscape irrigation (use of airport bore water supply). 	<ul style="list-style-type: none"> Use of alternate water sources (non mains) where available and feasible for construction and landscape irrigation. Use of airport bore water supply
Minimisation of energy consumption, use of renewable energy sources	Large increase in energy use over life of project with no measures taken to mitigate or reduce	No significant increase/change in energy use, any impacts short term only and / or minimisation of energy consumption over the life of the project and/or use of renewable energy resources	Reduction in energy consumption and/or use of renewable energy resources
		<ul style="list-style-type: none"> Impacts limited to construction phases – short term Management measures in place to manage e.g. use of plant/equipment that is electrically and/or fuel efficient Use of Solar powered lighting or signs Use of plant/equipment that is electrically and/or fuel efficient Maximise use of materials with low embodied energy Minimise transport distances involved in the demolition, recycling, construction of the project e.g. use of locally sourced materials Taking a holistic lifecycle approach to energy management 	<ul style="list-style-type: none"> Use of Solar powered lighting or signs Utilises opportunities for using renewable energy sources and incorporating renewable energy technologies LED lighting used on all new construction (except runway lighting) More energy efficient Airport Lighting Control System to be installed
Minimisation contribution to greenhouse gas emissions	Significant contribution to increased GHG emissions over life of project with no measures taken to mitigate or reduce	No net change and / or minimising project contribution to GHG emissions	Reductions in GHG emissions
		<ul style="list-style-type: none"> No net change 	<ul style="list-style-type: none">
Minimisation of Air Emissions (To be considered for urban projects)	Increase in air emissions and their impacts in local environment	No significant change or ongoing impact due to project and / or minimisation of air emissions and impacts on a local scale	Reduction in air emissions and impacts on a local scale
		<ul style="list-style-type: none"> Short term increase or generation of air emissions during construction. Air emission control measures in place to manage (dust control, machinery maintained), development and implementation of Environment Management Plan and/or sub plans 	<ul style="list-style-type: none">
Waste Minimisation and use of recycled materials	No control measures to minimise Project Construction Waste to Landfill and/or incorporate recycled or recyclable materials	Control measures in place to manage waste and / or minimisation of waste to landfill.	Use of Recycled and Recyclable Materials
		<ul style="list-style-type: none"> Development of a waste management plan Generation of waste avoided or minimised Minimising material quantities where practicable 	<ul style="list-style-type: none"> Maximise recycling/reuse of construction and demolition waste e.g. soil cut from runway extension re-used to level low areas on airport, cut soil from apron re-used in new sub-divisions in Mount Gambier. Minimising new building requirements and maximising the reuse and redevelopment of existing built infrastructure
Protection of terrestrial and aquatic Biodiversity	Loss of areas of biodiversity value, significant impact on population or species of conservation significance	No ongoing impacts on biodiversity and or protection of significant areas of biodiversity or conservations significance	Significant environmental benefit / improvement to significant areas of biodiversity or conservation significance
		<ul style="list-style-type: none"> No areas of native vegetation, sites of ecological significance/value or fauna habitat affected by the project 	
Management of Land Degradation and Contamination	Project contributes to land degradation or creation/mobilisation of contamination	Minimise land degradation or impacts associated with Contamination	Remediation of site contamination
		<ul style="list-style-type: none"> Minimise land degradation including erosion control especially during construction-slope angles designed not to erode or scour No introduction of potentially contaminating activities to previously un-impacted/undisturbed areas 	<ul style="list-style-type: none"> Post construction rehabilitation of land (re-grass area)
Reduction in Transport Noise Impacts	Increased noise levels likely to create ongoing impact on sensitive receptors	No ongoing impact on noise sensitive receptors and / or minimisation of impacts of road traffic noise on noise sensitive landuses	Reducing impacts of road traffic noise on noise sensitive land uses

The overview table outlines ESD objectives and provides a framework and tool for assessing how a project/action or option is contributing towards sustainability, maintaining status quo or moving away from a sustainable outcome. The table includes assessment criteria (bold) for each objective as well as principles and example actions/measures that a project may adopt during planning, design and/or construction phases. In assessing a project the assessment should be against the 'do nothing' option (which may assume a certain level of existing impact).

	Reducing Sustainability (Adverse impacts) ←	Neutral – Status quo or Mitigating Project Impacts	→ Enhancing Sustainability – (Positive impact)
ESD Objective (focusing on "Attaining Sustainability")	Guiding Assessment Criteria (Bold) and example actions/opportunities (dot points) for incorporation into project		
		<ul style="list-style-type: none"> No or minor increases in noise. Implementation of noise mitigation strategy during construction Low impact, with no immediate houses near construction 	
Support and Encouragement of Social and Community Involvement and Consultation	Community disengagement and alienation	Informed community and stakeholders	Establishment of relationships with community, stakeholders, customers and suppliers
			<ul style="list-style-type: none"> Community and stakeholder consultation, involvement and participation in planning Incorporation of consultation outcomes into project planning Involvement of full range of stakeholders Development of a consultation strategy/Communications Plan
Minimisation of Social Impacts of Projects and infrastructure		Minimisation of Social Impacts of Projects and infrastructure	Positive Social Impacts
		<ul style="list-style-type: none"> Project impacts offset through mitigation measures Site selection that minimises social impacts, improves access etc Identification and retention of items of value to local community 	<ul style="list-style-type: none"> Provision of new public transport end of journey facilities Improved access including disabled access or improved access for mobility impaired Improved user and pedestrian safety and security Improvements in traffic network/social and community benefits
Contribution to the Concepts of Urban Design / Regeneration (For urban projects)	Degrades urban character and/or contributes to community isolation	No improvement or degradation of urban design / regeneration	Contributes to improved urban environment and/or lifestyle of local community
			<ul style="list-style-type: none"> Contributing to upgrade and redevelopment of airport. Improved visual amenity Facilitation of further public space upgrades within the airport. Enhancement of visual amenity through landscaping, improvements to access areas.
Enhancement of Visual Amenity	Contributes to loss or decline of Visual Amenity in area	No net change	Improvement and Enhancement of Visual Amenity
			<ul style="list-style-type: none"> Improving visual aspects by consideration during planning, incorporating improved terminal design and aesthetic appeal. Increased visual access to natural vistas.
Preservation of Cultural Heritage	Contributes to loss of Cultural Heritage sites/objects/areas	No net change	Ensuring conservation and protection of Cultural Heritage
		<ul style="list-style-type: none"> Mitigation measures to address any proposed impacts (e.g. relocation of monuments, significant objects/artefacts) No impact to sites of cultural significance Protection measures implemented to protect or conserve cultural heritage sites/objects 	<ul style="list-style-type: none"> Relocation of World War 2 monument and incorporation into terminal building design.
Growing Prosperity contribute to competitive freight transport logistics and networks			Maximise the value of existing and future transport assets through more efficient use, targeted upgrades
			<ul style="list-style-type: none"> Contributes to improved productivity/growth of State's export markets/attracts investment.