



**30 July 2010**

Enquiries: Peter Camilleri – 9364 0642  
Our Reference: 2293195

The Committee Secretary  
Senate Standing Committee on Rural and  
Regional Affairs and Transport  
PO Box 6100  
Parliament House  
CANBERRA ACT 2600

Dear Sir / Madam

**CITY OF MELVILLE COMMENTS ON THE AIRPORTS AMENDMENT BILL 2010 –  
SENATE INQUIRY JULY 2010**

The City of Melville's south-eastern boundary abuts the northern boundary of the Jandakot Airport and the City of Cockburn.

In October 2009 the City of Melville submitted comments in response to the *Jandakot Airport Master Plan 2009 Preliminary Draft*. A copy of the City's report to the Ordinary Meeting of Council is attached for your information.

The City's submission covered a range of substantial issues including governance, land use/activities planning, infrastructure and cost recovery/management.

The City's submission also highlighted the need for an update of governance, planning and cost-contributions parameters for airport corporations so as to ensure a more precise definition of the airports' responsibilities and their participation in and contributions to, the regulatory, planning and management frameworks of State and Local Government Authorities (LGA).

The City acknowledges that the proposed *Airports Amendment Bill 2010* recognises and in general addresses the main points of concern for LGAs abutting airports.

However the City also wishes to express concern that neither the *Airports Amendment Bill 2010* nor the accompanying *Explanatory Memorandum* provide sufficient definition of the instruments and processes needed to ensure the airports' regulatory or legislative basis for full and effective contribution to State and LGA planning and cost-management processes.

The City of Melville's submission on the *Jandakot Airport Master Plan Preliminary Draft 2009* acknowledged -

Jandakot Airport's positive contribution to the sub-region's economic development through its role as a Regional Specialised Activity Centre.

Nevertheless the submission also indicates that a number of proposals in the *Preliminary Draft* are likely to generate significant impacts for both the City of Melville and the sub-region.

In this context the submission recommends that Jandakot Airport work co-operatively with the City of Melville and other key stakeholders to ensure co-ordinated and mutually beneficial outcomes.

In general it is noted that the *Airport Amendment Bill 2010* and the *Explanatory Memorandum* specify provisions that have been the basis of local government concern in the context of strategic urban centres and transport planning.

In particular local governments have highlighted the significant inconsistencies arising between the scale and intensity of non-aeronautical developments, the flow-on impacts on LGAs of management and costs and the limitations imposed on integrated governance by the separate State / Commonwealth jurisdictions.

These management/costs impact particularly on major planning and infrastructure issues at both the district and sub-regional levels including for example -

- The impacts of traffic volumes and transport categories on local and regional transport infrastructure, as well as the equitable apportionment of responsibility for contributions for flow-on infrastructure maintenance costs.
- Commercial, retail, industrial and employment impacts of un-planned activity centres. This is partially addressed in recent draft Western Australian Planning Commission (WAPC) policies wherein Jandakot Airport is classified as a *Regional Specialised Activity Centre*. However no reciprocal mechanism (Commonwealth or airport corporations) exists to effectively implement the integration of the airports' planning and management framework with district and sub-regional planning and infrastructure management processes.
- Environmental management – the integration of environmental reporting is acknowledged however the proposed section 71(2)(h) and 71(3)(h) sub-section (h) should include an addition specification as follows -
  - (vii) the specific measures (if any) to be carried out by the airport-lessee company outside the airport site, in consultation with the relevant landholder, for the purposes of preventing, controlling or reducing the environmental impact associated with airport operations.
- It should be noted that the current *Airports (Building Control) Regulations 1996* provide for the appointment of an *Airport Building Controller* (Part 4 Airport building controller) and that this may be either
  - (a) an authority of the Commonwealth, or of the State or (b) a local government body.

This provision should be explored as a means of establishing the mechanism for managing the implementation of Commonwealth, State and LGA governance, planning, infrastructure, environmental and contributions-to-costs decisions. For example this agency could be a regional organization of councils.

The City of Melville appreciates the opportunity to provide this input and looks forward to contributing to processes as may be appropriate.

Please contact Peter Camilleri at [peter.camilleri@melville.wa.gov.au](mailto:peter.camilleri@melville.wa.gov.au) or on 08 9364 0642 should you require additional information.

Yours sincerely

A handwritten signature in black ink that reads "KYM DAVIS". The signature is written in a cursive style with a long horizontal stroke extending to the right.

**KYM DAVIS**  
**MANAGER STRATEGIC URBAN PLANNING**

Enc.

cc. Perth Airports Municipalities Group