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Thursday 28th January 2010

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

Dear Sir/Madam,

RE: INQUIRY INTO AIRSERVICES AUSTRALIA'S MANAGEMENT OF AIRCRAFT NOISE

I refer to your letter dated 17th December 2009 regarding a request for comment from the City of Swan on the above topic. Please be advised that the City of Swan has the following comments to provide for assistance with your inquiry:

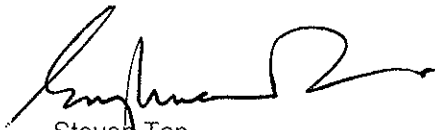
- a) The Perth domestic and international airport is located adjacent to and within the southern section of the City of Swan. The Australian Noise Exposure Forecast (ANEF) contours that air traffic generate around Perth Airport strongly influence land use and development within the City of Swan, with approximately 3,000 properties directly beneath the flight paths. The relevant impact of ANEF contours on the City of Swan is shown in the attached Figure 1.
- b) It is understood that the recent mining boom in Western Australia has increased the amount of air flight traffic through Perth Airport due to 'fly-in, fly-out' work schedules, potentially increasing the impact of aircraft noise on surrounding properties.
- c) The Western Australian Planning Commission (WAPC) provides guidance on land use and development adjacent to the Perth Airport through the *State Planning Policy 5.1: Land Use Planning in the Vicinity of Perth Airport*. This policy dictates that certain types of noise sensitive development are inappropriate within areas above the 20 ANEF contour. Inappropriate development is regulated through zoning and sub-division controls via the relevant Local Planning Scheme and the *Planning and Development Act 2005*.
- d) The policy also dictates that noise insulation is recommended within the 20-25 ANEF contours, and mandatory within areas above the 25 ANEF contour. The requirement or recommendation for noise insulation is to be directed through development conditions, subdivision control and/or notification on title. The City of Swan's Local Planning Scheme 17 encompasses the ANEF contours within a 'Special Control Area', which ensures that development approvals that are influenced by aircraft noise are conditioned on a rational and consistent basis. It is worth noting that the 'Special Control Area' also encompasses properties influenced by the ANEF contours that are generated from the RAAF Base Pearce in Bullsbrook.
- e) The City considers that the guidance provided by *State Planning Policy 5.1* and the use of controls through the Local Planning Scheme and the *Planning and Development Act* represent adequate tools for the control of development within areas influenced by flight paths.
- f) The development of the areas around the Perth Airport is critical to both the City of Swan and the Western Australian economy, due to the high amount industrial,

residential and commercial growth in these urban areas. The additional imposition of noise mitigation measures on developers can in some cases make a development cost prohibitive, particularly during periods of economic boom when construction costs are already high.

- g) It is the City's position that the Commonwealth government has a responsibility to provide some form of subsidy or re-imbusement for the costs of noise mitigation measures to those properties influenced by the ANEF contours. Although the City has not completed any detailed calculations on the approximate cost of such a subsidy scheme, it is assumed that this would be capped at a certain amount per development, and would only be applicable to certain types of mitigation measures.

If you have any questions or require any further information on any of the above matters, please do not hesitate to contact me on (08) 9267 9225 or email steven.tan@swan.wa.gov.au.

Yours sincerely



Steven Tan
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