

# **Submission from the City of Cockburn**

## **Economic Issues**

While noting the economic importance of airports, there is a clear need to impose a certain level of control on non-airport related development. For instance, in the case of Jandakot airport within the City of Cockburn, it is proposing a very significant commercial expansion to the extent that it will likely become a major drawcard destination for the southern Perth Metropolitan Area. To concur with the issues which this Bill identifies, it is very important to ensure that (in Jandakot airport's case) its major retail and commercial development does not undermine the viability of existing or planned centres within the City of Cockburn. Across Australia we are seeing the lines between commercial and retail development become very blurred, so it is vitally important that floorspace controls and economic impact assessments be done so as to not cause the demise of other pre-existing centres especially. This would be in no one's interest.

In terms of WA, it is acknowledged that State planning policy is changing so as to 'remove' the anti-competitiveness of restricting retail and commercial floorspace across the Perth Metropolitan Area. However this is tempered by a clear caveat in terms of undertaking an economic impact assessment in order to demonstrate that major retail or commercial development can coexist and remain viable in conjunction with other existing or planned centres. To date Jandakot airport has not prepared such, and accordingly it will be important to ensure this requirement is imposed and able to be made immediately retrospective so that Jandakot airport does undertake this. Associated changes to its approved master plan may also result.

The nature of most, if not all, airports across Australia is that they are becoming 24 hour powerhouses of activity. This is particularly in terms of the commercial logistics industry, which benefits from having excellent access to airport services as well as the transport linkages which have already been developed by Local and State Government. But they do exist in an existing urban environment, and in the case of Jandakot airport within close proximity of existing residential and rural residential development.

Noting the tension between balancing economic imperatives with public amenity objectives, it is essential that a continued protocol occur in terms of dealing with the detailed planning of airport and associated retail and commercial areas especially. This needs to cover the preparation and adoption of structure plans for the precincts, development standards, zones and permitted uses and specifications for roads, drainages and other infrastructure. This collaborative approach is strongly supported by the City of Cockburn and the operators of Jandakot airport. The objectives for this under the Bill are also supported.

## **Traffic and Transport Issues**

The need for appropriate analysis of on and off site traffic and transport considerations is vital. In respect of proposed access and development at all airports, there are a number of issues in terms of the traffic, transport and road system which need to be addressed. These include:

- That airport roads typically function as public roads, and must therefore integrate with and complement the existing surrounding road system. They consequently should be designed and constructed to a minimum standard, particularly for public safety;
- Traffic generation associated with airports can be tremendous, especially in terms of their objectives at becoming economic 'powerhouse'. Accordingly it is important to understand the off site impacts associated with traffic, and when airport operators should be required to significantly upgrade transport infrastructure which exists outside airport sites;
- Detailed traffic studies must accompany master plans, their amendment as well as major development proposals. At the least, this should model traffic, access requirements and upgrades to accommodate the traffic generation and transport impacts on the road feeder system and the freeway/highway system which are associated with an airport's expansion.

### **Environmental Issues**

Similar to the State and Federal processes of environmental impact assessment, it is appropriate that the environmental acceptability of any proposal be determined relatively independent of non-environmental related matters. While this Bill seeks to integrate the environmental strategy aspects of the current Act to form part of the master planning process of airports, it is important that non-environmental priorities don't cloud judgement about whether or not environmental acceptability can be achieved. That is, a proposal is either environmentally acceptable or not, and that an impartial environmental assessment can stand up to scrutiny where it has been based on environmental issues.

Should you require clarification regarding the above, please don't hesitate to contact Andrew Trosic, Manager of Strategic Planning on (08)9411 0375.

Regards,

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