



A Co-operative venture of the municipalities of:
Cockburn, East Fremantle, Fremantle, Kwinana, Melville & Rockingham

Date: July 30, 2010
Contact: Chris Fitzhardinge (08) 9364 0631
Reference: SWG Airport Amendment Bill 2010

The Committee Secretary
Senate Standing Committee on Rural and Regional Affairs
And Transport
PO Box 1600
Parliament House
CANBERRA ACT 2600

AIRPORTS AMENDMENT BILL 2010

The South West Group acknowledges the important contribution that the Airports have made and should continue to make to the Australian economy. The South West Group also accepts that non aviation development should support the operation and expansion of Airports.

There are however important matters that should be resolved within the Airports Amendment Bill 2010 and that should be explicitly addressed by providing a statutory role for local governments to oversight development. This is required to adequately deal with a wide range of concerns have been identified by local governments in the South West Corridor which reflect similar positions of local governments around Australia.

The National Aviation Policy Green Paper (December 2008) identified the following key action areas:

- 1) Improving consultation with state and local authorities and cooperation between airport operators and state and local governments on land use planning
- 2) Integrating investment on airports with improved road and rail links to and from airports
- 3) Improving mechanisms for guiding development around airports to ensure that aircraft noise issues are fully addressed in planning and
- 4) Developing mechanisms for effective dialogue between airport operators and their local communities

The National Aviation Policy Green Paper included the proposal that non aviation

developments on airports be subject to local planning laws and the introduction of developer contributions for infrastructure support costs. The Paper also included the establishment of community consultation groups for each major airport with an independent chair.

The amended Aviation Act does not appear to provide the basis for statutory engagement in local planning processes for non aviation developments.

The following explicit provisions action should be included in the new Aviation Amendment Bill:

- 1) Mandating establishment of a community consultative committee with an independent chair to assist with resolving community issues with the operation and development of Airports. Selection of the chair should require consultation with state and effected local governments
- 2) Statutory provisions requiring non aviation development to be subject to local planning laws
- 3) Mandatory costing of the impacts of Airport development beyond the Airport boundary and identification of the funding sources for the additional costs including noise attenuation, transport infrastructure and provision of buffers
- 4) Amendment of the Region Scheme Plans to have the entire area within the Airport boundary zoned "Public Purposes Commonwealth Government" or equivalent.
- 5) Clear identification within the legislation to require negotiation of effective access to the Airport Precinct including assessment of a direct connection to major roads and negotiation with the Local and State Governments to identify cost sharing arrangements. The timing of the provision additional access should be provided in parallel with Airport development
- 6) Identification of clear time frames for the aviation and non aviation development so that impacts can be assessed within the context of adjoining development
- 7) Clear identification of the impact of expanded noise generating activity such as helicopter activity on adjoining residents
- 8) Requiring economic impact assessment for the airport land and the adjoining local government areas and providing objective evaluation and guidance on the viability and sustainability of options for retail and commercial activities, traffic and transport, infrastructure, the natural environment and environmental health issues for the Airport, the adjoining Local Governments and the subregion, including in particular the impacts on commercial centres in the vicinity.

Whilst the Explanatory Memorandum discusses many of these issues there does not appear to be sufficient strength in the Bill to resolve the issues.

The Airports (Building Control) Regulations 1996 provide for the Airport Building Controller to be a local government body amongst other options. This should be the first option considered.

Many of these issues would be resolved if the Airport Building Controller appointed was the local government or a body comprising a group of local governments impacted by the Airport.

Irrespective of which entity is appointed as the Airport Building Controller there should be an obligation on the Airport Building Controller to consult affected local governments on any development that would normally be submitted to that local government if the land was under the control of that local government.

There appears to be a flaw within the existing Airports Regulations 1997 where each Airport site is defined by the alienated land excluding any road ways. Does this provide confusion where the Airport Building Controller is approving works within road ways such as those that appear to exist in the attached Region Scheme relating to Jandakot Airport?

Background on the South West Group is attached.

Yours sincerely

Chris Fitzhardinge
Director South West Group

2009 METROPOLITAN REGION SCHEME

