



Government of **Western Australia**
Department of **Planning**

State Strategic Policy

Enquiries: Ashley Wilson 9264 7714

28th July 2010

Committee Secretary
Senate Rural and Regional Affairs and Transport Legislation Committee
PO Box 6100
Parliament House
Canberra ACT 2600
Australia

Dear Jeanette Radcliffe

Inquiry into Airports Amendment Bill 2010

Thank you for the invitation to make a submission regarding the proposed *Airports Amendments Bill 2010*. The Department of Planning (DoP) has reviewed the Bill and provides the following comments for your consideration.

Paragraphs 71(2)(h) and 71(3)(h)

The DoP is concerned with the five year planning timeframe for the matters outlined in (ga), (gb). The road network and public transport systems outside the airport are significant infrastructure items. Longer planning timeframes will be required to ensure adequate integration with the surrounding networks and the capacity of such networks are developed in a timely manner and not unduly impacted by development at airports.

The DoP suggests omitting point (ga)(iv) and replacing it with:

the arrangements for working with the State or local authorities or other bodies responsible for the road network and the public transport system and the relevant endorsed strategic plans.

It should be noted that the DoP is of the opinion that airport lessee companies and/or the Federal Government should take responsibility for capital and re-current funding agreements for private passenger, public transport and the freight demands they generate.

Regarding (h)(ii), the DoP suggests clarification be given as to who has the authority to declare what areas within the airport site are identified as environmentally significant.

Regarding (h)(iii), the DoP is concerned that the sources of environmental impact associated with airport operations are not specified. The DoP suggests that as a minimum the following environmental aspects associated with the operation of the airport are addressed:

- Environmental Management and Community Engagement
- Climate Change and Energy Management
- Water Management (stormwater quality, groundwater quality and water conservation)
- Air Quality
- Ground Transport
- Ground-Based Noise
- Biodiversity and Conservation Management



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- Cultural Heritage
- Waste and Resource Management
- Soil and Land Management
- Spills Response

The DoP suggests omitting point (h)(vi) and replacing it with:

the specific measures to be carried out by the airport-lessee company for the purposes of preventing, controlling or reducing the environmental impact associated with any operations located within the airport precinct.

The DoP is also concerned that the effects of proposed developments within master plans on employment levels and the local and regional economies should be considered over the long term and not just the first 5 years of the master plan as proposed in (gc)(i) and (ii). This will ensure that adequate measures can be taken to address any issues and long term and irreversible impacts are avoided.

Subsection 71(6)

DoP supports the view that if a draft or final master plan is not consistent with planning schemes in force under a law of the State in which the airport is located there should be a justification for the inconsistencies. In addition to this, DoP suggests that a condition be put in place that ensures adequate discussions have taken place with relevant government agencies and stakeholders to mitigate any such inconsistencies.

Paragraph 83(A)(4)

The DoP suggests a contravention of subsection (2) or (3) is an offence.

Section 88

The DoP is concerned that the term 'exceptional circumstances' is not defined and suggests further clarification be given to this phrase.

I hope this information is of assistance. If you have any further queries please contact Ashley Wilson on 9264 7714.

Yours sincerely

A handwritten signature in black ink that reads "Bruce Macdonnell".

Bruce Macdonnell
A/Director General