



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

Date: 19 December 2013  
Contact: Mick McCarthy (08) 9364 0631  
Reference: SWG Submission – State Aviation Strategy

State Aviation Strategy  
Department of Transport  
PO Box C102  
PERTH WA 6839

Dear Sir

**SOUTH WEST GROUP SUBMISSION  
STATE AVIATION STRATEGY (AUGUST 2013)**

The South West Group welcomes the opportunity to lodge this submission on the Department of Transport's State Aviation Strategy and commends the Department of Transport in seeking to plan for the longer term needs of the aviation industry.

The South West Group, formed in November 1983, is a Voluntary Regional Organisation of Councils (VROC). It comprises the Cities of Cockburn, Fremantle, Kwinana, Melville, and Rockingham, and the Town of East Fremantle. The South West Group is managed by a Board consisting of the Mayors and CEOs of its member local governments.

The South West Group seeks to work with these six local governments and through cooperation with industry, community and the other spheres of government to capture a wide range of opportunities to enhance economic growth as well as supporting a diversity of quality lifestyles whilst servicing and sustaining cohesive, productive communities in an enviable environmental setting.

The comments provided below have been provided in response to issues with implications for the South West Metropolitan Region, particularly in regards to the planning and future land use associated with the Jandakot Airport.

The responses have been considered by the South West Group Board and draw from feedback provided by the Planning and Infrastructure Committee and Technical Directors Committee.

The South West Group appreciates the travel demand and freight challenges resulting from increased population growth in WA and the significant expansion of fly in - fly out services to support the mining industry.

In developing this submission, the South West Group has focussed on key issues:

- Part 8.2 – Perth Airport Planning
- Part 8.6 – A second Perth general aviation airport
- Part 9.8 – Additional runway capacity – implications for aircraft noise
- Part 15.2 – Aviation training in Western Australia

Further details are provided below in regards to these issues.

### **Part 8.2 – Perth Airport Planning**

Better engagement of local governments in airport master planning, particularly in regards to managing changes in land use on airport land and their impacts on adjacent areas and infrastructure, is required.

The expansion of commercial and light industrial uses on airport land not required for aviation uses has created significant impacts on adjacent areas and imposed additional costs on local governments in terms of traffic congestion, deterioration of road infrastructure and more rapid depreciation of these assets.

The Jandakot Airport Community Aviation Consultation Group (CACG) has a broad Terms of Reference that incorporates a range of community issues outside of the planning and land use process.

There is a need to establish a dedicated Planning and Land Use Consultative Group (PLUCG) with local government representation to collaboratively consider land use and development proposals within and surrounding Jandakot Airport.

It is understood that Perth Airport has established a Planning Coordination Forum, which undertakes a similar role.

The local government representation on the PLUCG will need to include officers or councillors with technical expertise in planning and engineering.

#### ***Recommendation 1***

That Jandakot Airport Holding Pty Ltd establish a Planning and Land Use Consultative Group (PLUCG) to specifically consider planning and coordination associated with development proposals and changes to land use on airport land.

### **Part 8.6 – A second Perth general aviation airport**

Jandakot is one of the busiest general airports in Australia and the community impacts from noise and road traffic related congestion in the general area requires improvement.

The South West Group supports investigations into the identification of a suite suitable for a second general aviation airport, noting that consultation with local governments is required to determine any future changes in land use associated with non-aviation land as a result of any proposed changes in the level of general aviation use of Jandakot Airport

**Recommendation 2**

That the Department of Transport and Jandakot Airport Holding Pty Ltd consult with local governments in regards to investigations to establish a second general aviation airport in metropolitan or regional areas. Any changes in land use associated with reduced aviation activity at Jandakot Airport and the transition to a second general aviation airport will require consultation with the relevant local governments.

**Part 9.8 – Additional runway capacity – implications for aircraft noise**

Any required consultation on aircraft noise associated with the proposed new parallel runway needs to include the Cities of Melville, Cockburn and Canning based on the noise data gathered from the proposed installation of additional aircraft noise monitoring stations in Perth's southern suburbs of Willetton, Canning Vale, Bibra Lake and Leeming.

**Recommendation 3**

That the consultation group established to over see the proposal to establish a new parallel runway include representation from the Cities of Cockburn, Melville and Canning.

**Part 15.2 – Aviation training in Western Australia**

The South West Group supports actions aimed at improving and developing aviation training at Jandakot Airport through a strategic assessment of aviation training needs.

Further investigations are required to determine the need for, likely demands and logistical requirements for the establishment of an Instrument Landing Systems (ILS) and Non Directional Beacons (NDB) at Jandakot Airport. This is particularly important given the role of Jandakot Airport as a major aviation training facility in the Perth metropolitan area.

**Recommendation 4**

That a Strategic Assessment of Aviation Training Needs to be undertaken, including the determination of the role of Jandakot Airport as a key aviation training centre in the Perth metropolitan area.

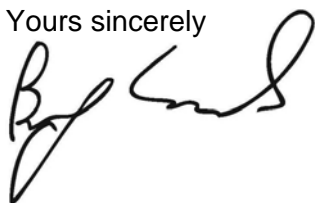
**Recommendation 5**

That investigation be undertaken to determine the costs and benefits associated with the establishment of an Instrument Landing Systems (ILS) and Non Directional Beacons (NDB) at Jandakot Airport to support increased aviation training in the region.

I trust that consideration will be given to the feedback provided in this submission.

If you have any queries regarding this correspondence, please contact the Director South West Group (Mick McCarthy) by email [director@southwestgroup.com.au](mailto:director@southwestgroup.com.au), phone on 9364 0631 or mob 0478 325 469.

Yours sincerely



**Barry Sammels**  
Chair South West Group