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Safeguards for airports and the communities around them.
Discussion Paper

Public Comment by the Jandakot Airport Chamber of Commerce

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Introduction

The Jandakot Airport Chamber of Commerce (JACC) commends the Commonwealth Government for producing the Discussion Paper. The JACC regards Jandakot Airport first and foremost as a public utility that should benefit of all members of the community. As the only General Aviation airport close to the City of Perth, it has a unique role to play in the commercial and recreational lives of many Western Australians.

Jandakot Airport opened in 1963 prior to urban development in the surrounding area. While the JACC's primary role is to represent the interests of airport tenants and users, the Chamber recognises that it has a broader responsibility to the community that now surrounds the airport, and to future generations whose lives will be either directly or indirectly affected by the presence of the airport.

The JACC draws attention to the physical and perceptual changes that have occurred at the airport since privatisation, many of which have created a sense of uncertainty about the future of the airport. Plans are afoot for still greater changes and it is these plans that the JACC will address in this response to the Discussion Paper.

Public Safety Zones and the 'reasonable amenity of areas surrounding airports.'

JACC supports the concept of Public Safety Zones (PSZ) for airports in Australia as described in the Discussion Paper and more particularly in the submission by the British company NATS (National Air Traffic Services).

JACC believes that a logical extension of the concept of PSZs is a Reasonable Amenity Area (RAA) for the region outside the PSZ, but still likely to be affected by activities at the airport. In large part, a notional RAA is covered by the current ANEF contours. It is the view of the JACC that while the intent of the ANEF is to provide some measure of enjoyment of life for both airport users and surrounding communities, the ANEF system doesn't go far enough in protecting or providing amenity for either party. In part this is due to the inability of the present ANEF system to protect airports from property developments approved in the past, but with obvious major negative implications for a nearby airport if the development continues. It is also due to the apparent inability of the ANEF system to take into account the constant sound of aircraft in high traffic areas.

Acourt Retreat Development

The Acourt Retreat Development is an excellent example of an approved property development that will have a major negative impact on the airport once people are living there. Understandably, the new residents will be unhappy with their close proximity to Jandakot Airport, see Appendix 1. Figure 1 is a promotional flyer from the real estate agents. The only reference to the proximity of Jandakot Airport is the small dotted line labeled Revised 30 ANEF that runs immediately on the airport side of the building envelopes of the blocks closest to the airport. There is no reference to the meaning of 30 ANEF line.

Superimposing the Acourt Retreat map on an Ultimate Movement Area map for Jandakot Airport, Figure 2, shows the close proximity of the development to the airport site and runways. JACC members estimate that the rear boundaries of some blocks are less than 200 metres from the end of runway 06R and the extended centre line of 06R/24L crosses the rear portion of several blocks within 500 metres of the end of the runway.

Superimposing the outline of the Acourt Retreat on the WA State Planning Policy 5.3 map, Figure 3, shows that approximately two thirds of the blocks are within the 20 ANEF contour. Added to this, aircraft instructed to “Over fly” when inbound from the training area and the southeast, via Forrestsdale Lake, track directly over Acourt Retreat. Circuit training on runways 06R/24L has the downwind leg near to the blocks on the eastern side of Acourt Retreat. When runway 12L/30R is built, the circuit traffic is likely to overfly or fly very close to the northern and eastern blocks of Acourt Retreat. Given the large amount of air traffic in the vicinity, there is heavy irony marketing by line, ‘Acourt Retreat, Your own private sanctuary.’

The JACC believes that the owners of these blocks will eventually object to the amount of aircraft noise in the vicinity of their homes. JACC judges that the safeguards in the ANEF system have failed to protect the interests of Jandakot Airport users and prospective home owners by allowing this development to proceed. The JACC considers that if the current ANEF system cannot stop the Acourt Retreat development before more blocks are sold, then a different mechanism should be developed to create a more realistic buffer between the airport and new home buyers. It is noteworthy that none of the houses in existing developments are as close to the airport as those proposed in Acourt Retreat, see Figures 2 & 4.

The JACC proposes a new system called Reasonable Amenity Areas that will include a mechanism to stop property development close to airports, no matter when it was approved. Such a system could be an extension of and work in conjunction with the proposed PSZs. The goal of the RAAs is to create a larger buffer around airports so that aircraft noise problems are either stopped before they can occur, or removed by compulsory purchase of buildings within the RAA.

Precinct 5

The JACC wishes to draw attention to the proposed development at Precinct 5 in the draft 2009 Master Plan for Jandakot Airport, Referral 4796 is still under consideration by the Department of Environment, Heritage, Water and the Arts. The location of Precinct 5 is shown on Figures 3,4 & 5. Figure 5 is taken from the draft 2009 Master Plan.

The Chamber is concerned about the proximity of buildings proposed for Precinct 5 to the flight path of aircraft operating off existing runway 12/30 and the future runway 12R/30L. The Discussion Paper states that proposed PSZs will be instituted outside airport boundaries only, and that it is the responsibility of the airport operator to have a Safety Management System (SMS) to assess on-airport risks and mitigation approaches proposed, including for on-airport development.

The JACC has been assured by Jandakot Airport Holdings (JAH) General Manager, Mr John Fraser, that JAH has an SMS. It behooves all stakeholders to ensure that the safety plan adequately assesses risks for the projected development at Precinct 5. JACC members are particularly keen to ascertain if any provision has been made in the risk assessment to cater for larger aircraft if the existing runway 12/30 is lengthened.

JACC believe JAH's desire to create a large commercial development at Jandakot Airport may outweigh a more prudent approach to safety that would leave Precinct 5 as bush. JACC are of the opinion that part of the warehouse complex proposed for Precinct 5 would fall within a PSZ if Precinct 5 were outside that airport boundary and the remainder would fall within a RAA buffer zone. If warehouses are built, staff occupying the premises will become disenchanted with the constant aircraft noise and will eventually become dissatisfied neighbours. This situation is not in the long term interests of either the airport users or of the people potentially employed in the warehouses.

Appendix 1 Figure 1 Acourt Retreat Development



ACOURT RETREAT
JANDAKOT

YOUR OWN PRIVATE SANCTUARY



*All sizes subject to final survey

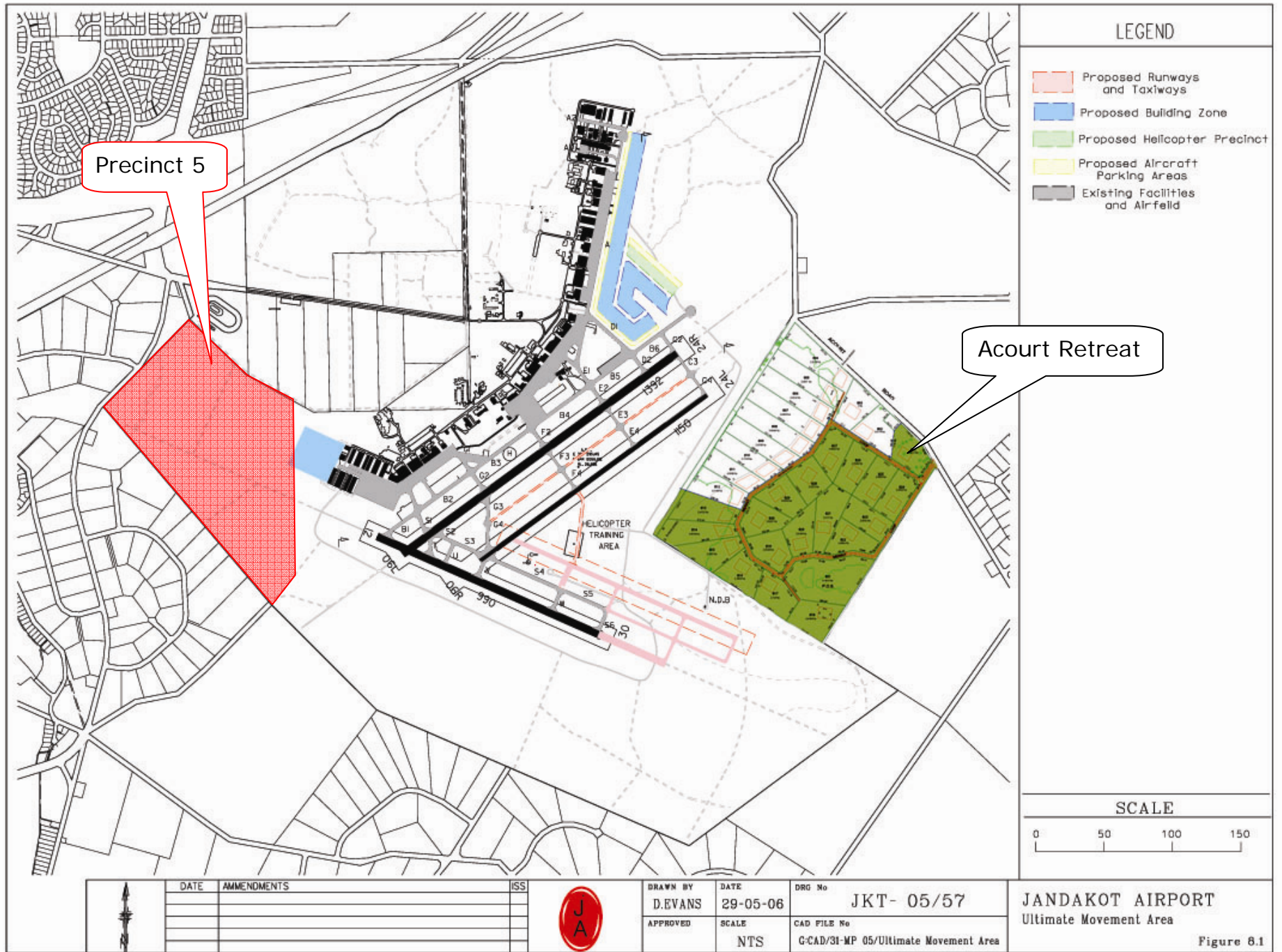
STAGE 1: LOTS 801, 813-831
ON DP 57545
STAGE 2: LOTS 802-812

Contact Almando Deluca
on 0413 746 440

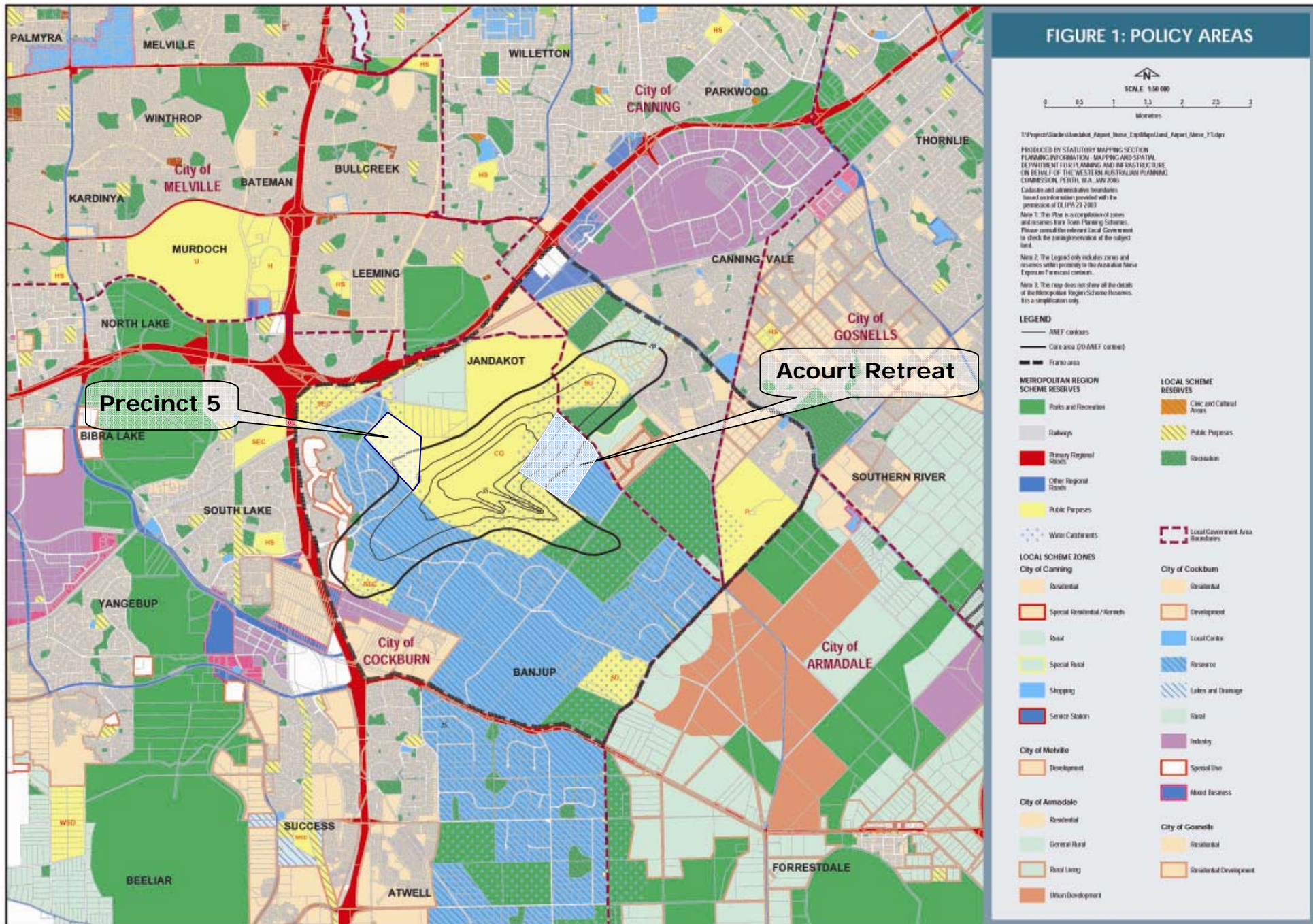


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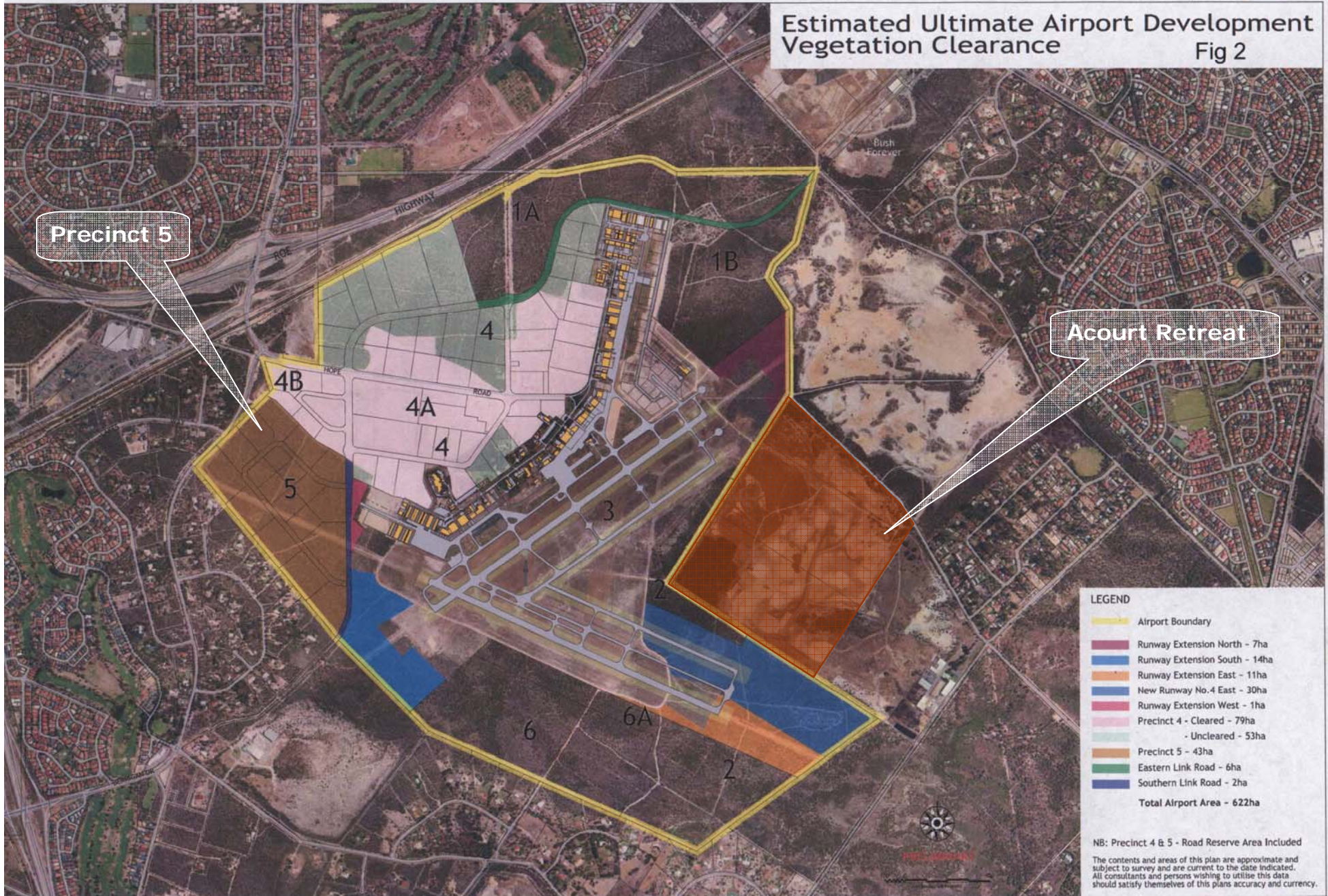
Appendix 1, Figure 2 Jandakot Airport proximity to Acourt Retreat and Precinct 5 Compiled by Bruce Ivers



Appendix 1, Figure 3 Acourt Retreat Location, Precinct 5 & WA State Planning Policy No 5.3



Estimated Ultimate Airport Development
Vegetation Clearance
Fig 2



LEGEND

- █ Airport Boundary
- █ Runway Extension North - 7ha
- █ Runway Extension South - 14ha
- █ Runway Extension East - 11ha
- █ New Runway No.4 East - 30ha
- █ Runway Extension West - 1ha
- █ Precinct 4 - Cleared - 79ha
- █ - Uncleared - 53ha
- █ Precinct 5 - 43ha
- █ Eastern Link Road - 6ha
- █ Southern Link Road - 2ha
- Total Airport Area - 622ha**

NB: Precinct 4 & 5 - Road Reserve Area Included
The contents and areas of this plan are approximate and subject to survey and are current to the date indicated. All consultants and persons wishing to utilise this data should satisfy themselves of this plans accuracy and currency.