



8 April 2011

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Our Reference: 2456484

Economic Regulation of Airport Services
Productivity Commission
GPO Box 1428
Canberra City ACT 2601

Attention Mr Adam Sheppard

[Email: airport-regulation@pc.gov.au](mailto:airport-regulation@pc.gov.au)

Dear Sir/Madam

PRODUCTIVITY COMMISSION INQUIRY - ECONOMIC REGULATION OF AIRPORT SERVICES 2011

The City of Melville wishes to submit its comments on the Productivity Commission's Inquiry - Economic Regulation of Airport Services 2011.

In July 2010 the City of Melville contributed a submission to the *Airports Amendment Bill 2010 – Senate Inquiry* focusing on issues relating to the Jandakot Airport's impact on local government authorities in its immediate vicinity, as well as on the broader sub-region.

The City of Melville also submitted comments on the *Jandakot Airport Master Plan 2009 Preliminary draft*.

The City acknowledges that the Productivity Commission's inquiry focuses on factors associated with Australia's major capital city airports. Nevertheless the City recognizes that a number of non-aeronautical activities and associated impacts are common to the commercial operations of major airports and secondary airports within or adjacent to capital city metropolitan regions.

The City's issues of concern and the comments to the *Productivity Commission's Inquiry - Economic Regulation of Airport Services* are consistent with those raised in previous submissions.

In August 2010 *State Planning Policy 4.2 Activity Centres for Perth and Peel* was published under *Part 3 of the Planning and Development Act 2005*. This policy defines in more detail the network of activity centres established in the new Perth metropolitan framework, Directions 2031 and beyond (WAPC August 2010).

This provides the salient point to the City's submission to the *Productivity Commission's Inquiry - Economic Regulation of Airport Services*.

In the *Activity Centres Hierarchy*, the SPP 4.2 formally recognizes Jandakot Airport's role as a *Specialised Centre*, within the network of major commercial centres in the Perth and Peel metropolitan region.

In this context the City emphasizes that the Jandakot Airport is approximately 5kms from its major and emerging sub-regional centre of Murdoch.

The Murdoch activity centre was initially defined by the *Murdoch Activity Centre Structure Plan Part A (2007)*, a joint project of the Department of Planning and the Department of Health (Western Australia).

The Murdoch activity centre is now the focus of a recently commenced, broader and more detailed structure planning study, the *Murdoch Activity Centre Structure Plan Part B*.

The broader scope of this project includes portions of the City of Melville abutting the Murdoch train station precinct, state government land adjoining the southern boundary of the Murdoch activity centre precinct, the rapidly developing Fiona Stanley Hospital, the Murdoch University and the St John of God hospital.

This convergence at Murdoch of high value technical, professional, employment and services infrastructure is also within the operational catchments of the Melville City Centre (Booragoon) and the City of Perth.

It is in this context that the City seeks to express its concerns on the additional impacts of emergent non-aeronautical activities based within airports adjoining major commercial and residential centres.

The City believes that airports should participate in the strategic planning, governance and financial regimes necessary for establishing and maintaining the increasingly complex and costly infrastructure associated with the establishment of new, major metropolitan centres.

This highlights, in particular, the cumulative roles and impacts of transport and traffic, and of the airports' non-aeronautical commercial activities, on a range of infrastructure, facilities and services.

The development of new metropolitan centres requires adequate provision of infrastructure, facilities and services, of a scale of magnitude commensurate to the viability of a high-level health-education-commercial and residential centre such as Murdoch.

The City therefore hopes that pro-active partnerships between airports and local governments in general, and in this context with Jandakot Airport in particular, leads to a more balanced input of resources and a better integrated outcome for all agencies contributing to new major centres.

The City of Melville appreciates the opportunity to contribute its submission to the *Productivity Commission's Inquiry - Economic Regulation of Airport Services 2011*.

Copies of our previous submissions on airport related issues are attached for your information.

Yours sincerely

Gavin Ponton
Manager Strategic Urban Planning

Encs. Submission to Senate Standing Committee on Rural & Regional Affairs & Transport
Council Minutes –Jandakot Airport Master Plan

cc: Perth Airports Municipalities Group
South West Group – Director