



PERTH
AIRPORT

MEDIA RELEASE

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ANNOUNCEMENT OF ROSEHILL GOLF COURSE DEVELOPMENT APPROVAL

Perth Airport has today expressed its disappointment at the State Government's announcement that it has approved the rezoning of Rosehill Golf Course in South Guildford from 'rural' to 'residential'.

Perth Airport Chief Executive Officer, Brad Geatches said the airport has consistently voiced its strong objection to the development over the past 18 months, including with the WA Planning Commission and the Minister for Planning.

"It is simply not in the public interest that this development has been approved when it is so close to Perth Airport's main runway and the new runway, which will be constructed in the near future."

"While we acknowledge that the Minister has imposed some strong conditions on the development, this is further evidence to suggest that the residences will be significantly impacted by aircraft noise immediately after they are built."

While the State Government participated in the development of the Commonwealth lead *National Airport Safeguarding Framework (NASF)*, which aims to minimise aircraft noise-sensitive developments near airports, Western Australia is the only jurisdiction in Australia that has chosen not to comply with the guidelines. The approval of the Rosehill Golf Course land, which is within 2.3 kilometres of Perth Airport's main runway, is inconsistent with the NASF guidelines.

"It is extraordinary that the State which is arguably the most dependent on commercial aviation has chosen not to apply these important guidelines."

"In providing advice to the Minister, the WA Planning Commission has failed to consider the impact associated with aircraft noise on those residents living close to the airport. This decision will result in 800 residences – or 2000 people – living under the flight path of the existing or new runway," Mr Geatches said.

Mr Geatches said if these types of housing developments continued to be approved near Perth Airport, ultimately, there could be pressure to place operational restrictions on the airport, which would have a significantly detrimental effect on the State and National economies, as well as the price of air travel.

"Any operational restrictions would have an impact on the airport's ability to service the resource sector's workforce deployment, drive ticket prices higher with airlines unable to offer cheaper fares to international and eastern states routes and reduce the choice consumers currently have," he said.

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“Perth Airport operates 24 hours, seven days a week and provides an essential link for business and leisure travel; maintaining this operational flexibility is critical in continuing to support Western Australia’s economy and tourism business,” Mr Geatches said.

He also pointed out that a decision not to rezone the land now is not a decision forever. Sensible local government urban planning would recognise that the time will come when those areas can be developed, once aircraft technology develops to a point where noise is no longer an issue.

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Attachment: Aerial photograph

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