

City of Kalamunda – Perth Airport – Submissions Summary Table

	Internal Department	City Response
1	Planning Consideration	Grogan Road is proposed to be closed which will result in traffic being diverted through the City’s existing road network and in proximity of the City existing and developing industrial areas in Forreestfield. Regional level traffic modelling from Main Roads WA will need to take into consideration the impact of this closure and be accounted for in the planning and upgrades of the applicable road network.
2	Planning Consideration	<p>Noise impacts (projected ANEF contours) including the construction of the new runway were taken into consideration prior to the finalisation of Scheme Amendment 82 – Dual Density Areas and in accordance with State Planning Policy 5.1 Land Use Planning in the Vicinity of Perth Airport (SPP5.1). Upon advice from Perth Airport, areas affected by future ANEF contours due to the proposed expansion were accounted for and in some cases withdrawn from the Dual Density zoning, to protect residents from undue noise exposure.</p> <p>While the ANEF contours provide a basis for the consideration of land use proposals, a more accurate reflection of aircraft noise is the N65 noise contours. This was expressed to the City and Council by Perth Airport in their presentation in April 2018. Consideration needs to be given to both ANEF and N65 noise contours when assessing the noise impacts to existing and future land uses.</p>
3	Engineering Consideration	<p>In relation to the construction activities identified in Volumes A Section 6 and Volume B section 18, among others, a Construction Management Plan is required prior to commencing work and is required to include the following impacts as they relate to the City of Kalamunda:</p> <ol style="list-style-type: none"> 1. Construction vehicle movements and parking. 2. Site signage. 3. Control of access to site. 4. Management and prevention of debris on the road. 5. Drainage, groundwater and dewatering including Dewatering Management Plan. 6. Dust, vibration and noise management. 7. Operating times including presence on the road network.

4	Engineering Consideration	<p>Volume B Section 18 proposes access during the construction period, as coming via Dubs Close, Hudswell Road, and Grogan Road, within the City of Kalamunda. The City requests close consultation to ensure that connections to the road network are to be designed and constructed to the specification and satisfaction of the City of Kalamunda to ensure safe access and egress for construction vehicles.</p>
5	Engineering Consideration	<p>The City requests a Haulage Management Plan be provided, detailing the haulage routes to be used within the City's boundary, volumes and tonnages of materials including subgrade, pavement, runway surface and demolition materials, preventative measures to prevent contaminated materials from leaving haulage vehicles, road capacity, and road safety. The plan should be:</p> <ul style="list-style-type: none"> a) Prepared and submitted by Perth Airport to the City of Kalamunda to allow due consideration to occur prior to the commencement of associated works, and b) Implemented subject to endorsement of the plan. <p>Works should not proceed if the plan has not been reviewed and endorsed.</p> <p>In addition, it is requested that Perth Airport contributes to the cost of road wear arising from the Haulage Management Plan and associated activities (referenced above), through payment to the City at a cost per tonne-kilometre rate independently calculated for the haulage based on the WALGA User Guide titled "Estimating the Incremental Cost Impact on Sealed Local Roads from Additional Freight Tasks – May 2015/Version No: 1".</p> <p>It is suggested at least 30 days prior to the commencement of haulage activities that Perth Airport enters into a Financial Agreement with the City which establishes the method of recording tonnages and volumes, submitting payment claims, and timing of payment.</p>
6	Engineering Consideration	<p>Part B Section 10 Hydrology in relation to dewatering indicates that a Dewatering Management Plan will be developed for the construction activities.</p> <p>Section 10.7.6 Environmental Impacts states (page 97) "<i>Any dewatering activities that are required during the construction phase are likely to cause localised groundwater levels to decline.</i>" and (page 98) "<i>It should be noted that a DMP would typically outline a regime of groundwater level and quality monitoring for comparison to a set of acceptance criteria. Where these criteria are not met, the mitigation is typically to</i></p>

		<p><i>cease dewatering until such a time as the construction dewatering can be carried out without causing the potential impacts'.</i></p> <p>This appears to present an unknown risk to both the construction project and the short and long term impact on the environment. The MDP needs to include further assessment of the groundwater level impacts that can be managed within an accepted range without impacting the local environment, and further, to identify whether this affects the viability of construction overall. Refer also to the submission item regarding the Stormwater Management Plan.</p>
7	Engineering Consideration	<p>The impact of the proposed closure of Grogan Road has not been adequately modelled within the local area, nor have the local businesses and residents been suitably engaged to manage the impact.</p> <p>To determine impact on local traffic it is recommended a local Transport Impact Assessment is submitted to the City in accordance with the WAPC Transport Impact Assessment Guidelines. The recommendations of the assessment should be prepared in liaison with the City and should include reference to:</p> <ul style="list-style-type: none"> c) The closure of Grogan Road, and d) The local road network including Abernethy Road bounded by Tonkin Highway and Kalamunda Road, and all access streets adjoining Abernethy Road. <p>It is also recommended that a public consultation and engagement plan be prepared and implemented, specifically addressing the impact of the closure of Grogan Road. The consultation should include the businesses within the area bounded by Tonkin Highway, Dundas Road, Kalamunda Road, and Perth Airport. The purpose of the consultation is to ensure the businesses are well informed of the impacts of the closure and options for alternative routes. The consultation could also include the residents within the suburbs of High Wycombe, Forrestfield and Wattle Grove.</p> <p>Crossovers and access ways from Dubs Close, Hudswell Road, and Grogan Road, within the City boundary should be designed and constructed to the City of Kalamunda's specifications. It is requested that Perth Airport liaise with the City prior to any works commencing on roads and intersections within the boundaries of the City.</p>

8	Health/Planning Consideration	<p>The N65 noise events within the City will more than double in the western suburbs and become prevalent in other suburbs previously unaffected (Wattle Grove and Lesmurdie). The airport is requested to employ an independent consultant to conduct noise monitoring and forecasting within affected dwellings to determine the true extent of the noise impacts upon residents. Furthermore, Perth Airport is requested to provide a list of sensitive land uses (eg. child care, schools, aged care etc) that will be affected by the N65 contours and address the N65 impact on these sensitive land uses accordingly.</p> <p>Concurrently, the airport is recommended to explore opportunities to obtain funding for the implementation of an insulation scheme for the worst affected residences based on independent monitoring and analysis.</p> <p>The ground noise modelling indicates High Wycombe residents may experience increased noise from engine run ups and testing. The City recommends keeping these activities to the western side of the airport to eliminate any potential issues arising from this activity.</p>
9	Environment Consideration	<p>In relation to Volume B Section 10, there are a number of aspects of the Hydrology study that require additional analysis to manage the risks and impacts. The City of Kalamunda requires the following actions to address this, via a Stormwater Management Plan or similar:</p> <ul style="list-style-type: none"> a) Demonstrate the effective management of water volume received from eastern catchments including Crumpet Creek (flowing into Southern Main Drain) and Poison Gully (flowing into Northern Main Drain). b) In respect of the design stormwater and flood levels, demonstrate that no net negative impact to the waterway environment will be experienced upstream of the Northern and Southern Main Drains. c) In respect to Munday Swamp, demonstrate how runway earthworks and inflows will be managed to limit scouring and negative water chemistry impacts on the swamp form, flora and fauna. <p>Part B Section 10 Hydrology in relation to runoff from the runway, Page 97 states "<i>The current runway designs also propose that some stormwater from the taxiway network is directed towards Munday Swamp. This water can carry particulate contaminants including hydrocarbons, surfactants, nutrients and sediments, which, if not intercepted and treated, will impact on the water quality within Munday Swamp and degrade habitat quality.</i>"</p> <p>The scope of potential treatment needed has not been identified, and there is a possibility that the proposed bio-filtration swales or similar would not provide suitable treatment and protection for both the groundwater</p>

		<p>and surface runoff. More information is needed to demonstrate the level of potential contaminants coming off the hardstand areas, and the type of treatment that can be introduced, thus preventing adverse impacts on the Munday Swamp, upper and downstream catchments that ultimately flow into the Swan River</p> <p>It is suggested Perth Airport demonstrate the level of potential contaminants carried by overland flow as an outcome of the New Runway Project and detail the type of treatment that will be required to manage and minimise impacts to the receiving environment.</p> <p>In regards to the proposed dewatering it is suggested Perth Aiport undertake further assessment of the groundwater level impacts that can be managed within an accepted range without impacting the local environment, and further, ensure that this does not adversely affect the viability of the overall construction of the New Runway Project.</p>
10	Environment Consideration	<p>Volume B: Section 11 Flora and Vegetation outlines the removal of 293 hectares of vegetated habitat, of which 129 hectares is assessed as good to better. The loss of this habitat is a significant impact on the local environment and will result in increased fragmentation and limits long term survival of species. In this context, the following is requested:</p> <ul style="list-style-type: none"> a) The offset proposals for TEC and listed species is considered a priority, and it is requested that Perth Airport acquire local bushland identified in the draft Forrestfield North Residential Precinct Local Structure Plan (the LSP) as Environmental Conservation. The LSP identifies priority species of national and state significance including <i>Conspermum undulatum</i>, TEC Banksia Woodland and Black Cockatoo habitat. This localised acquisition within the neighbouring catchment will contribute to more successful ecological outcomes for local flora and fauna. b) Detailed information regarding the listed species and quantum of TEC impacted quantum is requested to determine the proportion of direct offset acquisition vegetation types and areas required. It is anticipated that at a one to one ratio, the City can accommodate all environmental offset acquisitions and restoration programs, including addressing residual impacts through restoration, research and educational programs.

		<p>c) The City requests that the Australian Minister for Environment and Energy support Perth Airport in acquiring environmental offsets within the locality which is in keeping with the EPBC Act 1999 which encourages offsets to be sourced within the local environment to which it is lost. The City proposes that the land acquisition occur within the LSP area rather than land being purchased remotely from the Airport. Localised offsets is a superior outcome for the long term viability of priority species, the vegetation complexes that support them, and maintains, as best as possible, retention of local environmental benefits for the broader community.</p>
11	Environment Consideration	<p>With regard to Volume B: Sections 11 and 12 Flora and Vegetation, and Fauna:</p> <p>a) The contribution to habitat enhancement within the Forrestfield area of the City in keeping with the Commonwealth Environmental Offsets Policy will assist with reserve and biodiversity corridor protection and restoration to offset loss of vegetated communities within the NRP.</p> <p>b) The City suggests collaboration in shared environmental education and community engagement programs to improve local environmental stewardship and knowledge. The delivery of shared projects and engagement of the local community will strengthen the protection and ongoing management of these important wetland and natural areas.</p> <p>c) The City advises that conservation areas in Forrestfield North are zoned urban under the Metropolitan Region Scheme and therefore worth more as an offset compared to rural zoned land. This means the amount of land Perth Airport requires as an offset may be reduced, thus saving cost and time locating alternative sites.</p> <p>d) The City requests Perth Airport to purchase any offsets required as part of the MDP within the Forrestfield North District Structure Plan precinct.</p> <p>e) The City also requests that a more recent flora and fauna survey be undertaken to fully understand the impacts to existing native flora and fauna and appropriately ascertain offset requirements.</p>
12	Environment Consideration	<p>With regard to Volume B: Section 15 Landscape and Visual, the City requests more information as to how visual amenity is to be addressed through landscaping and built form to the eastern boundary. It is suggested a vegetation buffer be installed on the eastern boundary, including the retention of cockatoo habitat trees and upgraded landscaping to the streetscape be considered in future works.</p>