

JANDAKOT AIRPORT — RUNWAYS EXPANSION

**103. Hon LYNN MacLAREN to the minister representing the Minister for Planning:**

I refer to Directions 2031 and the key strategic theme of a responsible city in which a key principle was to prioritise the development and use of land that is already zoned as urban or urban deferred.

- (1) Does the clearing of 167 hectares of native vegetation for the recently approved Jandakot Airport expansion by the federal government, which includes the clearing of 96 hectares for a commercial precinct that will be used primarily for warehousing, storage of bulky goods and furniture sales, fit this policy?
- (2) If not, did the minister highlight this contradiction in the state government submission to the federal government on the Jandakot Airport expansion?
- (3) How is it possible that the federal government can override the state government's strategic planning vision for the metropolitan area; and, what, if any, representations has the minister made to this effect?
- (4) How much land within the south metropolitan region is already zoned for urban, urban deferred or industrial and special industrial purposes?
- (5) How much land within the south west subregion, as identified in Directions 2031, is already zoned for urban, urban deferred and industrial and special industrial purposes?

**Hon ROBYN McSWEENEY replied:**

I thank the honourable member for some notice of this question.

- (1) Jandakot Airport is on land reserved for public purposes in the metropolitan region scheme. As such, it is not incorporated in any urban or urban deferred zone. Directions 2031 acknowledges that Jandakot Airport is a regional specialist centre. The document states that it is principally focused on the provision of aviation services; however, it is anticipated that it will also incorporate a significant commercial development precinct for mixed business and light industrial uses.
- (2) In the state government submission to the federal government on the Jandakot Airport master plan, support was given for aviation-related development subject to appropriate mitigation measures to minimise potential adverse impacts. Acknowledgement was also made of the importance of non-aviation development to assist with the funding of the proposed aviation infrastructure, on the basis that it would not restrict the long-term growth of aviation.
- (3) The state government has no legislative control over the development of Jandakot Airport, which is owned by the federal government. The government made a comprehensive submission to the commonwealth on the draft Jandakot Airport master plan in 2009.
- (4) In the south metropolitan region—south east and south west subregions—there is a total of 6 500 hectares of undeveloped urban-zoned land, and a further 3 400 hectares of urban deferred-zoned land that is undeveloped. These zones could be used for industrial or special industrial purposes, depending on the specific designations under the respective local government town planning schemes.
- (5) In the south west subregion there are 2 300 hectares of undeveloped urban-zoned land and 2 200 hectares of undeveloped urban deferred-zoned land. These zones could include land for industrial or special industrial purposes, depending on the specific designations under the respective local government town planning schemes.