



*Swan and Canning Rivers Management Act 2006*

**PART 5**

**DETERMINATION OF DEVELOPMENT APPLICATION**

FILE NUMBER : 2015/3520  
APPLICANT : Heliwest  
APPLICANT'S ADDRESS : Attn: Alan Bailey  
Heliwest  
2 Harvard Road  
JANDAKOT WA 6164  
LANDOWNER : Swan River Trust (Reserve 48325), City of Perth (Reserve 13012)  
LAND DESCRIPTION : Lot 301 on Plan 47451 (Reserve 48325, river) and Lot 641 on Plan 220947 (Reserve 13012, foreshore), near Riverside Drive between Barrack Street and Victoria Avenue  
DEVELOPMENT : Floating helipad on the Swan River and associated facilities  
VALID FORM 1 RECEIVED : 16 September 2015  
DETERMINATION : **APPROVAL WITH CONDITIONS**

The application for development of a helipad facility, as described in the initial information received on 3 September 2015 and the supplementary information received on 14 April 2016, at Lot 301 on Plan 47451 and Lot 641 on Plan 220947 is APPROVED subject to the following Conditions:

1. Approval to implement this decision is valid for four (4) years from the date of the approval. If the development is not substantially commenced within four years, this approval will lapse.

**Prior to commencement of works**

2. Prior to the commencement of works, a River Reserve Lease is required (see Advice Notes 1 & 2) to be granted in accordance with section 29 of the *Swan and Canning Rivers Management Act 2006*.
3. Prior to the commencement of works, final design plans for the helipad and any associated development or works (including operational access for facility management), certified by a qualified and practising engineer, shall be prepared to the satisfaction of the Department of Parks and Wildlife, on advice from the Civil Aviation Safety Authority, Department of Transport, City of Perth, Department of Planning and Department of Water (see Advice Note 3).
4. Prior to commencement of works, the applicant is to demonstrate that the helipad has been designed to meet all necessary safety standards and requirements (including suitable dimensions, buoyancy, and separation distances to public places) to the satisfaction of the Civil Aviation Safety Authority (see Advice Note 4).

5. Prior to commencement of works, final design plans for any land-based ancillary structures associated with passenger management shall be prepared to the satisfaction of the Department of Parks and Wildlife, on advice from the City of Perth (see Advice Note 5).
6. Prior to the commencement of works, the applicant is to demonstrate approval from the City of Perth and or/the Crown for any use of the adjacent foreshore Reserve 13012 associated with the helipad facility.
7. Prior to the commencement of works, a Construction Environment Management Plan shall be prepared to the satisfaction of the Department of Parks and Wildlife (see Advice Note 6).
8. The applicant shall notify the Department of Parks and Wildlife in writing at least thirty (30) days prior to the proposed commencement of works.

#### **During construction**

9. All works shall be undertaken in accordance with the plans endorsed under the various Conditions of Approval.
10. The construction works shall not obstruct or prevent public access along the walk and cycle paths on the adjacent foreshore unless closure is necessary for safety purposes and a safe alternative route is provided, to the satisfaction of the Department of Parks and Wildlife, on advice from the City of Perth.
11. The applicant shall rectify at its expense any damage to the foreshore, riverbank, or waterway (including infrastructure and vegetation) that occurs beyond the approved scope of works as a result of the works. The applicant shall take all precautions to ensure no damage occurs but should any damage occur, the applicant is required to notify the Department of Parks and Wildlife within 48 hours.
12. All works and modifications to the existing riverwall associated with the helipad including any fixing or attachments are to be undertaken at the cost of the applicant and to the satisfaction of the Department of Parks and Wildlife, on the advice of the City of Perth.

#### **Prior to first use of the facility**

13. Prior to first use of the facility, the applicant shall provide further certification that the helipad facility has been constructed in accordance with the plans required under Condition 3 & 4.
14. This approval does not include any signage. A separate permit application and approval for signage will be required from the Department of Parks and Wildlife.
15. Upon completion of the works, all waste materials shall be removed and the area cleaned-up to the satisfaction of the Department of Parks and Wildlife.

#### **Ongoing**

16. No fuel shall be stored and no refuelling or aircraft servicing facilities are approved as part of this application.
17. The helipad facility shall be made available to other helicopter flight operators (see Advice Note 8).

18. The area of existing riverwall associated with the helipad structure is to be monitored and maintained at the cost of the applicant and to the satisfaction of the Department of Parks and Wildlife, on the advice of the City of Perth.
19. No car parking or vehicle drop-off facilities for passengers associated with the helipad shall be located within the adjacent foreshore reserve. Any request or proposal for car parking alongside Riverside Drive (outside the Swan Canning Development Control Area) will require a separate application and approval by the City of Perth.

#### **Conditions specific to Heliwest proposal**

20. Prior to the commencement of works, the floating kiosk structure is to be redesigned to be sympathetic to its location and to have minimal impact on the amenity of the locality, with details of the design and materials of the structure being prepared to the satisfaction of the Department of Parks and Wildlife, on advice of the City of Perth.

#### **ADVICE TO APPLICANT**

1. In order to be able to undertake the development, a River Reserve Lease is required to be granted. The granting of approval under Part 5 of the *Swan and Canning Rivers Management Act 2006* should not be seen as a commitment that the lease will be granted. Only one lease may be granted and would be based on meeting the Department of Parks and Wildlife's leasing requirements and not on any other basis (such as the timing of the original development application). Both proponents are advised that the granting of a River Reserve Lease is not guaranteed and that no compensation or costs will be paid to a proponent that does not secure a lease. The lease terms are likely to address operational matters including rent, third party access, and environmental protection.
2. The River Reserve Lease required under Condition 2 will include provisions to manage the day-to-day operation of the helipad to reduce its impact on nearby residents, businesses, and users of the river and reserve. This will be achieved by addressing noise, hours of operation, and maximum number of flights per day. The helipad is to only operate during daylight hours and no helicopters are to remain parked on the helipad outside of daylight hours (including overnight). Given this is a new use of the river it is prudent and necessary to take a precautionary approach to the operation of the helipad, to demonstrate that the facility can be managed appropriately and is positively received by the community.
3. The applicant is advised to liaise with the relevant authorities in regard to the design drawings for the helipad being certified by a qualified and practising marine engineer/aeronautical engineer to demonstrate that the structures comply with Australian Standard 3962-2001 Guidelines for the Design of Marinas, CAAP 92-2(2) and CAAP 92-4(0), address the 1:100 flood event/storm surges/sea level rise/increased pressure on the riverwall from helicopter downwash and meet the requirements of emergency services. The drawings should also confirm the emergency systems (i.e. hydrocarbon capture system), spill management (prevention of contaminants entering the river), any exclusion zones (including to address potential spray during take-off/landing), details of any lighting (is to be limited to that required for navigational safety), details on the materials/colours/ finishes of the facility (to be sympathetic to the river location), safety signage and prevention of public access to the structure. The connecting gangway access is to be designed to satisfy disability access and safety requirements.
4. The applicant is advised to liaise with the Civil Aviation Safety Authority in regard to compliance with necessary safety and design standards, which may include ISO structural design and standards 19901-3:2014 Section 9 & 10 (Helidecks), CAAP 92-2(2), CAAP 92-4(0), Heliport Manual 9261, UK Annex 14 Vol 11 – Heliports, CAP 437, and industry best practice. Of particular consideration should be buoyancy, surface

pad materials, pad dimensions, clearance between pads, 30m clearance to people/public areas (as identified in 5.1 of CAAP 92-2(2)), and consideration of catastrophic events.

5. The plans required for any land-based ancillary structures associated with passenger management should including details on the materials/colours/finishes of the structures (to be sympathetic to the location), siting of the structures away from the shared pathways and as not to restrict access on the service road, and addressing any proposed removal and replacement of landscaping.
6. The Construction Environment Management Plan required under Condition 7 is to identify the environmental risks associated with the works and ensure that appropriate measures are taken to manage these risks. The Plan will need to address, but not be limited to:
  - (a) measures to be taken to minimise sediment disturbance and prevent any debris, building material, or other deleterious matter from entering the river;
  - (b) the works area being maintained in a clean and tidy state at all times;
  - (c) machinery/equipment details;
  - (d) details of the delivery of materials and equipment to the site;
  - (e) details of any storage and bunding of materials, equipment, and chemicals;
  - (f) appropriate spill response;
  - (g) waste management;
  - (h) public and navigational safety;
  - (i) complaints and incidents; and
  - (j) approximate programme of works, including work hours/days.
7. All plans required to be endorsed prior to commencement of works are to be submitted to the Department of Parks and Wildlife a minimum of 42 days prior to the intended commencement date.
8. The River Reserve Lease required under Condition 2 will include provisions to ensure that the helipad facility is made available to other helicopter flight operators, and may include the preparation of a commercial agreement. A separate arrangement should be agreed with relevant emergency services authorities (e.g. Police and Department of Fire and Emergency Services) to allow emergency services to use the helipad, as required.
9. This approval is for the installation of a helipad facility and the associated works on the adjacent foreshore only. A River Reserve Lease will be required prior to construction commencing to enable the preferred operator to accept tenure of the area. Additionally, any helicopter operators wishing to utilise the facility will require separate licence and permit approvals from the Department of Parks and Wildlife in accordance with the *Swan and Canning Rivers Management Act 2006* and the *Swan and Canning Rivers Management Regulations 2007*. These operators will be subject to separate controls and conditions regarding their operations.
10. The Department of Transport advises that a Temporary Notice to Mariners is to be promulgated to alert mariners of the works, with funding by the applicant. It is requested that the applicant forward relevant information outlining the scope of the works a minimum of three (3) weeks before the project is scheduled to commencement to: [navigational.safety@transport.wa.gov.au](mailto:navigational.safety@transport.wa.gov.au).
11. The Department of Transport advises that a jetty licence must be applied for and obtained from its Coastal Facilities Management branch prior to first operation of the helipad.

12. The Department of Aboriginal Affairs advises that the Swan River is a registered Aboriginal site but due to the nature of works, approval under the *Aboriginal Heritage Act 1972* is not required. If the scope of works is changed, such that pylons will be inserted into the bed of the Swan River, an approval under this legislation will be required. The Department of Aboriginal Affairs recommends the applicant consider liaising with the South West Aboriginal Land and Sea Council.
13. If granted a River Reserve Lease, the applicant will be required to prepare, implement and maintain an Environmental Management System, site specific safety procedures and an emergency management plan as part of the terms of the lease agreement.



Albert Jacob MLA  
**MINISTER FOR ENVIRONMENT; HERITAGE**

Date: 8/9/16

FILE No. : 2015/3520 (Heliwest)  
2015/3641 (Skyline Aviation Group)

## DEPARTMENT OF PARKS AND WILDLIFE REPORT

PROPOSAL : Floating helipad on the Swan River and associated facilities  
COST : \$750,000 Heliwest  
\$200,000 Skyline Aviation Group  
LOCATION : Lot 301 on Plan 47451 (Reserve 48325, river) and Lot 641 on  
Plan 220947 (Reserve 13012, foreshore), near Riverside Drive  
between Barrack Street and Victoria Avenue  
APPLICANT : 2015/3520 Heliwest  
2015/3641 Skyline Aviation Group  
OWNER : Swan River Trust (Reserve 48325)  
City of Perth (Reserve 13012)  
LOCAL GOVERNMENT : City of Perth  
MRS ZONE/RESERVE : Parks and Recreation and Waterways  
DECISION TYPE : Part 5, *Swan and Canning Rivers Management Act 2006* –  
Ministerial Determination  
ATTACHMENTS : 1. Location of development site  
2. Aerial photograph  
3. Heliwest updated proposal  
4. Skyline Aviation proposal  
5. Summary of public submissions  
RECOMMENDATION : **2015/3520 HELIWEST – APPROVAL WITH CONDITIONS**  
**2015/3641 SKYLINE AVIATION GROUP – APPROVAL WITH**  
**CONDITIONS**

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## REPORT

### 1.0 INTRODUCTION

- 1.1 The Department of Parks and Wildlife (Parks and Wildlife) has received applications from Heliwest and Skyline Aviation Group (Skyline) for the construction of a floating helipad in the Swan River, near Riverside Drive between Barrack Street and Victoria Avenue, Perth (**Attachments 1 and 2**).
- 1.2 The floating helipad is proposed to be located on Lot 301 on Plan 47451 (Reserve 48325) within the Swan River vested in the Swan River Trust (the Trust), and associated facilities (access point, passenger services) are proposed to be located within the adjacent Lot 641 on Plan 220947 (Reserve 13012), the Parks and

Recreation (P&R) foreshore reserve vested in the City of Perth (**Attachments 3 and 4**).

- 1.3 The proposed floating helipad and associated facilities are located wholly within the Swan Canning Development Control Area (DCA). The applications are therefore being processed pursuant to Part 5 of the *Swan and Canning Rivers Management Act 2006* (SCRM Act). The Director General of Parks and Wildlife will provide a recommendation on the proposals to the Minister for Environment.
- 1.4 These development applications are for the construction of a floating helipad facility and associated on-land facilities and infrastructure only, and do not address operation of the facility which will be dealt with through a separate Parks and Wildlife lease and licence/permit process. It is intended that only one helipad facility will be constructed, with a preferred applicant being determined through the lease process. Works cannot commence on the installation of the helipad facility until a River Reserve Lease has been granted. Helicopter operators would also require a licence and permit from Parks and Wildlife for the use of the helipad on a commercial basis in accordance with the SCRM Act and the *Swan and Canning Rivers Management Regulations 2007*. Approvals may also be required from the City of Perth in relation to works or activities on the adjacent foreshore.
- 1.5 Table 1 below summarises the key aspects of both development applications.

Table 1: Summary of key helipad proposal information for both applications. Note: Heliwest provided updated plans (at **Attachment 3**) during the public comment period on Parks and Wildlife's draft report which have been used to update Table 1.

Proposal information	Heliwest	Skyline Aviation Group
Number of landing pads	2 (pentagon)	2 (square)
Area of helipads	11m pentagon sided pads (20m from riverwall) + 2.8m wide gangways, 6m x 8m kiosk (ticketing, waiting area, office) and bracing anchoring the pads to concrete blocks near shore  Riverbed area 45m x 38m = 1710m <sup>2</sup>  (no exclusion areas have been identified in the proposal)	7.53m x 7.53m (56.7m <sup>2</sup> ) pads + gangway (20m from riverwall, adjustable if required)  Riverbed area 26.03m x 23.06m = 600m <sup>2</sup>  (no exclusion areas have been identified in the proposal)
Helicopter model(s)	Advised that up to AW139 (largest helicopter intended to operate in Perth, RAC rescue helicopter) can be accommodated.	Advised that the AS350B Squirrel (normal operations) and up to the largest helicopter Bell 412 VH-EWA for emergency services (helicopter weights up to 7 tonnes) can be accommodated.
Construction materials	Helipad: HDPE plastic pontoons + marine grade aluminium  Kiosk & waiting area: HDPE plastic pontoons + glazed windows	HDPE plastic "Cubisystem" (modular)

<b>Proposal information</b>	<b>Heliwest</b>	<b>Skyline Aviation Group</b>
Safety guideline/ Australian Standard compliance	Advised that proposal meets and/or exceeds CASA civil aviation advisory publications for establishment and operation of onshore and offshore helicopter landing sites CAAP 92-2(2) and CAAP 92-4(0) and relevant Australian Standards (AS-NZS 1664.1-1997 Aluminium Structures and AS 1657-1992 Fixed platforms, Walkways, Stairs and Ladders).	Advised that proposal meets all requirements in accordance with CASA Civil Aviation Advisory Publication (CAAP) documents 92-2 and 92-4; applicant has consulted with CASA to ensure compliance.
Weight rating for helipad	Advised that each individual helipad has an 8 tonne loading.	Advised that each individual helipad can take the static weight of up to 21.5 tonnes and dynamic weight of up to 64.5 tonnes.
Wave and flood planning	Wind and wave loading in line with 100 year ARI flood event.	Designed to withstand weather and ocean conditions greater than the expected larger storms within the Swan River. Advised that the joining lugs are rated to 3 tonnes each (4 per cube), and the floating helipad would be very flexible and follows the motion of waves (i.e. not like a more rigid structure). The helipad would also be removable during a heavy storm, upon request by Parks and Wildlife or City of Perth.
Method of attachment	Anchored to river walls (steel bracing connected to concrete blocks).	Anchored to river walls at gangway connection.
Emergency systems (spills, fire etc.)	Helipad drains to central fuel/oil separation sump.	None noted on plans.
Balustrades and security	Entry to non-passengers prevented by kiosk. Hand rails on gangway, 1.5m wide safety nets to all other edges.	Balustrading to Building Code of Australia (BCA) standards on gangway (not helipad). Chainlink or similar security gate across gangway. No safety nets.
Lighting	2 x flood lights directed at helipads, 4 x 180 degree LED lights on corners of helipad directed out to river and visible at 500m at water level.	Strip lighting (southern edge) for visibility to vessels.
Colour of finishes	Green and brown.	Black (or can be changed to another neutral colour).
Helicopter parking	Helipads designed for day operation only – helicopters not parked on helipad outside flight operations.	Helipads designed for day operation only – Helicopters not parked on helipad outside flight operations.

<b>Proposal information</b>	<b>Heliwest</b>	<b>Skyline Aviation Group</b>
Location of check-in	On-water, kiosk as part of helipad design.	Mobile kiosk (van) parked in existing vehicle turn-around area on the foreshore.
Vehicle parking on foreshore	4 car bays on foreshore (Drawing T1502-2).	Drop-off/pick-up area only (2 bays) + mobile kiosk and passenger waiting area (2 bays) (drawing A1.03).
Passenger & other facilities	No public ablutions provided, no additional information included in application but presumably passengers would be referred to Barrack St Jetty or Elizabeth Quay for toilet access.  Passenger ticketing and waiting area provided in a floating kiosk accessed by gangway.	No public ablutions, passengers referred to Barrack St Jetty or Elizabeth Quay for toilet access.  Passenger ticketing and waiting are provided via a mobile kiosk (van parked on foreshore during hours of operation). Low temporary fence to separate from shared path users.
Refuelling	Refuelling offsite, however design of the helipad allows for emergency or disaster response refuelling.	Onsite at helipad, refuel from mobile kiosk which limits the need for refuelling flights. Temporary safety signage during refuelling.
Signage	Temporary/movable signage noted. Permanent signage shown on kiosk in diagrams.	Signage on mobile kiosk. Temporary signage displayed during operation (e.g. sandwich board). No permanent or prominent advertising, compliant with local laws.
Emergency services	Helipad accessible to emergency services.	Helipad accessible to emergency services (but not stated if weight rating is sufficient).
Cost of development	\$750,000	\$200,000

## 2.0 INITIAL REFERRAL OF APPLICATION UNDER SECTION 73 OF THE SCRM ACT

### City of Perth

- 2.1 The City of Perth (CoP) advised that as the two proposed helipads are very similar and differ only in regard to scale and land based facilities, it would address them simultaneously. The proposed helipad location was previously identified as a preferred location in a study undertaken by GHD consultants for the Department of Planning and CoP in 2006.
- 2.2 The proposal is located within lands reserved for Parks and Recreation and Waterways under the Metropolitan Region Scheme (MRS) and CoP's general policy for such areas is that their use and development should conform to the reservation. This area is CoP's preferred site as it provides a balance between operational and safety requirements, impacts on existing and future residential and commercial areas, and environmental constraints. The site has a comparatively

low noise impact on nearby existing residential and commercial areas and offers reasonably close proximity to public transport services and parking facilities.

- 2.3 The standards and requirements of CoP's Planning Scheme No 2 (CPS2) do not apply to the site, however, the objectives of CPS2 and in particular the relevant Precinct Statement of Intent should be given consideration. CoP advises that the provision of a helipad would assist in meeting general objectives of the CPS2 by reinforcing the role of Perth as the capital of WA (administrative, financial and political centre of the State) and catering for the diversity of demands, interest and lifestyles through facilitating and encouraging the provision of a wide range of choice in leisure, visitor attractions, transport and access opportunities. The subject foreshore area is located within the Foreshore Precinct (P8) under CPS2. The intent of the precinct is to be augmented as a dramatic setting for the city as well as an area of intensive interest for public recreation.
- 2.4 CoP acknowledges that the operation of a helipad will cause an increase in noise that will impact on the use and enjoyment of the foreshore reserve, however, it considers that as there will be sufficient break in between flights, that this would be considered acceptable.
- 2.5 Overall, the proposed helipad is considered compatible with the surrounding developments and uses and could have many positive outcomes for the city. On planning grounds it is considered that both applications can be supported in this location, although each should be subject to a different set of conditions reflecting the differences in the applications. It is considered that the proposed helicopter pads will not have a detrimental view of the city from the river and visa-versa.
- 2.6 CoP has identified a number of potential impacts of the proposed helipad:
  - 2.6.1 *Noise* – there is potential for noise impacts on the users of the foreshore reserve and the public, nearby sensitive premises along Terrace Road and on events at adjoining reserves including Langley Park, Supreme Court Gardens, Barrack Square and Elizabeth Quay. Hotels and apartments have been approved but not yet constructed at Barrack Square and Elizabeth Quay. No specific legislation controlling helicopter noise exists in Western Australia. As part of CoP's previous study into the provision of a Helipad, CoP used Australian Standard 2363 – 1999, "Acoustics – Measurement of noise from helicopter operations" and the Noise Control Manual (Guidelines), NSW State Pollution Control Commission, for reference and applied a further reduction of 5 decibels to reflect the "quieter" Western Australian conditions. Skyline used the above as a basis for its assessment, however did not apply any additional 5 decibel reduction as CoP did. Notwithstanding, the predicted contours contained in the report suggest that the noise from the helicopter will comply with the recommended maximum noise levels, and in most cases the average noise level required under the NSW Noise Control Manual guidelines. The assessment is based on the assumption of a specific helicopter and maximum number of flights being 30 per day; however the acoustic report doesn't specify operating days or times. The Heliwest proposal does not contain any specific information about noise thresholds at specified distances or locations.
  - 2.6.2 *Water spray from helicopter down-draft* – helicopters will have a downwash effect approximately 20m from the centre of the take-off/landing position and this could be detrimental to the use of the dual use and pedestrian paths and the amenity of the Parks and Recreation reserve within the vicinity of the helipads.

- 2.6.3 *Catastrophe (safety)* – unlikely but should be considered in planning.
- 2.6.4 *Visual amenity (helipads)* – the size, design of helipad and configuration have the potential to impact the visual amenity of the river and foreshore.
- 2.6.5 *Visual amenity (kiosk)* – the proposal for mobile kiosk (Skyline) would be less visually obtrusive in terms of views to the river and will be removed from the site at night time, but the parking of vehicles on the foreshore could obstruct river views from Riverside Drive and the city.
- 2.6.6 *Parking* – the parking configuration of the proposals could cause difficulties for the WA Rowing Club members delivering boats on extended trailers. Further, it is not considered appropriate for the existing vehicle turning bay to be used as drop off points for passengers due to the risk it poses to pedestrians using the foreshore reserve and dual use pedestrian and cycle path.
- 2.7 CoP anticipates that these impacts are manageable via the use of conditions, including the following:
  - 2.7.1 the approval being valid for 24 months from the date of commencement of the use of the helipad, after which all flights are to cease and the floating helipads and associated structures are to be removed and the site to be reinstated to the satisfaction of CoP, unless prior approval is obtained from the relevant planning authority for an extension of the approval period;
  - 2.7.2 the environmental impacts of the helicopter operations, including the impacts of noise and refuelling, being monitored and a complaints register being maintained by the relevant planning authority over the two year trial period, with this information being made available to CoP in the event an application is subsequently made for an extension of the time of the relevant approval or for a permanent helipad facility in this location;
  - 2.7.3 no refuelling being undertaken at the helipad unless the relevant authority is satisfied that adequate safeguards will be in place to prevent and manage fuel spills in this location and to protect the safety of the public in the immediate vicinity;
  - 2.7.4 all flight paths being planned to minimise noise impacts on sensitive uses;
  - 2.7.5 the helipad being made available for use by multiple operators with priority being given to emergency services with a Management Plan of the multipurpose use and availability being approved by the planning authority;
  - 2.7.6 the operating hours being restricted to 7am to 7pm Monday to Saturday, and 10am to 7pm Sunday and public holidays and a maximum of 30 flights per day, other than in respect to emergency use of the facility, unless otherwise approved by the planning authority in consultation with CoP;
  - 2.7.7 a maximum of two helipads being developed at the subject location with the helipads being located a minimum of 20 metres and a maximum of 45 metres from the river wall and with a maximum width of 45 metres along the river wall, with the gangway access being designed to satisfy disability access and safety requirements;
  - 2.7.8 any proposed signs for the helipad being the subject of a separate application for approval;
  - 2.7.9 the applicant entering into a lease arrangement with CoP and/or Crown for any use of the [foreshore] reserve/Lot 641 associated with the helipad;

- 2.7.10 no parking being provided on the [foreshore] reserve/Lot 641 associated with the helipad facility, with any request or proposal for parking alongside Riverside Drive being subject to a separate application for approval by CoP;
- 2.7.11 the applicant submitting a passenger management plan that includes, but is not limited to, passenger access to toilet facilities; location of ticketing and waiting areas and passenger shelter;
- 2.7.12 any works required to the river wall including any fixing or attachments to the river wall being to CoP's satisfaction, with all works and maintenance being undertaken at the cost of the applicant/operator to the satisfaction of the relevant authority and in consultation with CoP;
- 2.7.13 Conditions specific to the application by Skyline:
  - a) final details of the proposed vehicle drop-off zone and associated works to service the helipad including the provision of a transportable ticket office refuelling facility and including any removal and replacement of landscaping being submitted for approval by CoP, with all works and maintenance being undertaken to CoP's satisfaction at the cost of the applicant/operator;
  - b) all mobile facilities including the ticketing booth and servicing vehicle being removed from the site outside of the approved operating hours;
- 2.7.14 Conditions specific to the application by Heliwest:
  - a) the floating kiosk structure being redesigned to be sympathetic to its location and to have minimal impact on the amenity of the locality, with final details of the design and materials of the structure being prepared in consultation with CoP and being submitted for approval by the relevant authority prior to the commencement of any works on site.
- 2.8 In addition, the Council of the CoP advised that its preferred design is the simplicity of the Skyline proposal.

### **Department of Transport**

- 2.9 Department of Transport (DoT) Maritime Planning Coastal Infrastructure advised it has no objection to the proposals, provided only one facility is granted operational approval.
- 2.10 DoT Navigational Safety advises it has no objection to the proposals provided that helicopter landing and take-off activities do not impede vessel traffic in surrounding waters (including the adjacent Riverside Drive and Mends Street navigational channels) and a Temporary Notice to Mariners is issued prior to construction works commencing, with funding from the proponent.
- 2.11 Parks and Wildlife sought specific advice on whether or not a vessel exclusion zone around the helipads would be required and whether wake from vessels would inhibit helipad operations.
- 2.12 DoT Navigational Safety provided clarification by advising that a closed water exclusion zone was not necessary around the helipad as the proposed development is well outside the navigational channel which nearly all vessels use, and it is the vessel master's responsibility to avoid collisions. DoT also advised that the helipad structure should be built to withstand wake and wind chop and if this proves to be an issue in the longer term, the speed limit for vessels could potentially be adjusted.

### **Public Transport Authority**

- 2.13 The Public Transport Authority advised it has no objection to the proposals but requested that helicopter pilots maintain communications with the ferry and tour boat operators at Barrack Street Jetty.

### **Civil Aviation Safety Authority**

- 2.14 The Civil Aviation Safety Authority (CASA) did not consider there to be any current operational issues depicted in the proposals that would impact negatively on the proposed use of the site.
- 2.15 All helicopters must conduct their operations in accordance with the aviation safety requirements of CASA and meet the specific requirements of their Air Operators Certificate and Operations Manual.
- 2.16 CASA has also produced guidelines on suitable dimensions and clearance from obstacles for both land-based and offshore helicopter landing sites – CAAP 92-2(2) and CAAP 92-4(0).
- 2.17 CASA conducts surveillance of all air operations using the Swan River airspace below 1000 feet at the proposed helipad site. This is monitored by Perth Air Traffic Control, operated by Airservices Australia.
- 2.18 Helicopter operations are restricted to daylight hours (i.e. sun up to sun down, last light) and the number of flights per day is generally a matter for the operator. However if a review is triggered by air traffic control, this could result in a change to conditions of entry by CASA's Office of Airspace Regulations. Aircraft noise would be an issue covered by such a review.
- 2.19 CASA conducts safety audits and surveillance of operations.
- 2.20 Parks and Wildlife clarified with CASA whether the proposals contained sufficient information to determine if they meet the guidelines for acceptable landing sites. CASA advised that the guidelines are advisory and there are no established regulations nor standards for Heliports/Helidecks. However, a current review is exploring the development of dedicated Heliport/Helideck regulations and standards which will provide a method of certification. CASA further advised that the applicants should consider emergency response planning.
- 2.21 CASA refers owners/operators of a heliport for the purpose of "Regular Public Transport or Charter" to International Civil Aviation Organisation standards and recommended practices Annex 14 Aerodrome Volume II.
- 2.22 CASA further advised that the helicopter pilot in command is bound to ensure the landing area is both safe and suitable for purpose and approved by the land owner or relevant authority.

### **Airservices Australia**

- 2.23 Airservices Australia advised it has no objection on operational grounds with the location of the proposed helipad, and traffic would be managed using existing procedures. It was noted that "on-ground" VHF and radar contact would be required at the helipad location.

### **Department of Water**

- 2.24 The Department of Water (DoW) has a role in floodplain management and provides advice in order to minimise flood risk and damage. DoW did not object to the proposed helipad, but advised that the proposed helipad location is prone to both riverine and tidal/storm surge flooding. In this case, the 1:100 (1%) annual

exceedance probability flood level expected to be approximately 1.65m AHD. In addition, this is expected to rise to approximately 2.30m AHD when a 0.9m sea level rise by 2100 is taken into account (as per State Coastal Planning Policy 2.6).

- 2.25 A storm surge event in May 2003 resulted in flooding to sections of the foreshore reserve and Riverside Drive in the proposed helipad location.
- 2.26 DoW was not able to provide any comment on the structural adequacy of the proposed helipad in such events. DoW recommended that detailed design of the helipad structure should take into account potential wind and wave impacts and potential effects of storm surge.

### **Department of Planning**

- 2.27 Overall the Department of Planning (DoP), on behalf of the Western Australian Planning Commission (WAPC), found the proposed helipad to be consistent with the reservation of the land (in accordance with clause 30(1) of the MRS), and therefore the proposed development is supported.
- 2.28 DoP and WAPC did not support the proposed locations for vehicle set down and drop off bays, as they will likely conflict with pedestrian and cyclist movement through the area. An alternative drop off point was suggested (western side of the internal driveway between Riverside Drive and the existing cycle path), with vehicular ingress to be via the eastern-most crossover off Riverside Drive and the egress via the western crossover. Adequate signage should be displayed to alert vehicles to pedestrian and cyclist movements in the area. DoP and WAPC suggested that traffic could be managed via a traffic management plan to be approved prior to the operation of an approved helipad, and traffic and parking management subject to regulation by CoP as these areas are outside the DCA.

### **Main Roads WA**

- 2.29 Main Roads WA provided a submission that the proposed development should take into account the impact on the principal shared path on the foreshore reserve (particularly for pedestrians and cyclists), traffic control in this area should refuelling be allowed and vehicle parking.

### **Metropolitan Redevelopment Authority**

- 2.30 The Metropolitan Redevelopment Authority (MRA) was generally supportive of the proposal, provided that noise, flight paths and operating hours from the proposed operations have minimal impacts on the amenity of residential buildings and the public realm within Elizabeth Quay.

### **Tourism WA**

- 2.31 Tourism WA was supportive of the helipad facility and both proposals, however noted one of the applicants (Heliwest) has existing relationships with a number of leading tourism organisations and has suggested clarification on whether the other proponent also has similar relationships.

### **Department of Aboriginal Affairs**

- 2.32 The Department of Aboriginal Affairs (DAA) advised that the Swan River is a registered Aboriginal site but due to the nature of the works, approval under the *Aboriginal Heritage Act 1972* is not required. However, if the scope of works change, such that pylons will be inserted into the bed of the Swan River, an approval under this legislation will be required. DAA also suggests that the

proposal be sent to the South West Aboriginal Land and Sea Council for opportunity to comment.

### Swan River Trust

- 2.33 In accordance with section 75(3A) of the SCRM Act, the Trust considered the draft report at its meeting on 8 December 2015, 'out of session' in February 2016 and again at its meeting on 8 March 2016.

#### Policy context

- 2.34 At the time of considering the application the Trust had a policy on floatplanes and other aircraft – SRT/D17 – *Floatplanes and Other Aircraft* (SRT/D17) – that was adopted in 2007. The policy stated: "The Trust will not support applications for approval to operate floatplanes or other aircraft within the Swan River Trust Development Control Area because such activities detract from the amenity of the river and interfere with other recreational activities."
- 2.35 The Trust had not supported the operation of commercial aviation services on the river due to the principle that commercial seaplanes were fundamentally incompatible with the character and existing, more traditional, uses of the river. However in November 2013, an applicant for aircraft services (i.e. a floatplane operator) was granted approval on a one-year trial basis given the Trust considered there was a sense that the community may be more amenable to the use of the river for such a purpose. In July 2015, this approval was extended for a further two years.
- 2.36 Notwithstanding the broad policy position, the Trust considered that the nature and character of the Swan Canning Riverpark in the Perth environs has changed significantly since Policy SRT/D17 was adopted in 2007. Since that time, Perth Water has undergone significant change, with the creation of Elizabeth Quay, new development at Barrack Square, Point Fraser and other major projects proceeding at Trinity Foreshore, Perth Major Stadium and the Belmont Racecourse. In this context, access and the intensity of use have fundamentally changed and a commercial helipad operation on Perth Water adjacent to the city centre, subject to appropriate approval conditions and management, is supported within this highly activated and dynamic capital city riverfront setting.
- 2.37 The Trust requested in 2014 that SRT/D17 be reviewed. Parks and Wildlife commenced a review of all of the Trust's policies in July 2015. In August 2016, SRT/D17 was rescinded, with commercial aviation now being addressed in the new Corporate Policy Statement No. 46 *Planning for Commercial Operations in the Swan Canning Development Control Area* (Policy 46). The policy now indicates that aircraft activity may be supported within the Perth Water area.
- 2.38 State Planning Policy 2.10 *Swan-Canning River System* (SPP 2.10) has also been considered in assessing this application. An objective of the policy is to ensure that activities, land use and development maintain and enhance the health, amenity and landscape values of the river, including its recreational and scenic values.

#### Planning factors including amenity, environment and public use

- 2.39 Both applications are for a helipad to be located in Perth Water adjacent to Perth city. This central city area is rapidly being transformed through the development of major projects and it is considered that a helipad facility, subject to appropriate management, is compatible with this ongoing development and intensification. The Trust considers that the establishment of a helipad (subject to the proposed development approval conditions) is consistent with proper and orderly planning.

- 2.40 The Trust considers that the helipad's impact on the amenity and ecology of the river as well as potential conflicts with other river uses and activities is capable of being managed through future approvals, including leasing and licencing. In respect to amenity, noise is a key consideration and it is considered that impacts can be managed by restrictions. The helipad is not proposed to be developed in an area of high ecological value, in terms of nearby riparian and foreshore vegetation and habitat. The Trust considers that adverse impacts on the waterway attributed to a helipad operation can also be managed through approvals processes as can the impacts on nearby existing recreation uses and public access.
- 2.41 The Trust resolved to endorse the draft report and the recommendations prepared by Parks and Wildlife.

### **Early Correspondence from Community Members**

- 2.42 While the proposals were not formally advertised for public comment under section 74 of the SCRM Act prior to Parks and Wildlife's assessment of the applications, a number of early correspondence was received from community members on the proposals. Those who wrote to Parks and Wildlife were concerned with the potential noise impact of a helipad proposal and this issue is discussed in Section 7.8 of this report.

### **3.0 PUBLIC COMMENT – SUBMISSIONS ON DRAFT REPORT UNDER SECTION 75 OF THE SCRM ACT**

- 3.1 In accordance with the requirements of Part 5 of the SCRM Act a copy of the draft report and proposed recommendation was provided to the applicant, CoP and other referral agencies. A copy was also published on the Parks and Wildlife website for a period of 28 days between 17 March 2016 and 14 April 2016 with an invitation for public submissions.
- 3.2 At the close of the public comment period 37 submissions had been received. Two late submissions were also received. A summary of the submissions and how each comment has been addressed is at **Attachment 5**.
- 3.3 Nine submissions either objected to or raised concerns with the proposals, primarily associated with noise, the design and safety of the helipads, and affordability surrounding third-party use of the facility. These submissions were generally lodged by nearby residents and members of the aviation industry – those likely to be most affected by the proposals. A further submission recommended that the facility be located at Burswood. These issues are discussed further in Section 7.0 below.
- 3.4 Nine neutral submissions were received, seven from referral agencies confirming or clarifying previous comments and one each from the two applicants. Heliwest provided updated plans (at **Attachment 3**) in response to the comments outlined in Section 2.0 above and the draft conditions of approval. This report has been amended to reflect the updated plans.
- 3.5 A total of 12 submissions were supportive of the helipad applications/concept, three of which preferred Skyline's proposal given it is likely to have less visual impact and three preferred Heliwest's proposal. A further eight submissions endorsed the applicants and their proposals, and were lodged primarily by past or present clients.
- 3.6 Due to the concerns raised during the public comment period around the design and safety of the helipads, Parks and Wildlife sought specific advice from CASA

on these matters. CASA provided clarification on its guidelines and requirements and it was agreed that design and safety could be satisfactorily assessed through a condition on the approval. Section 7.0 below further discusses these matters.

#### **4.0 RELEVANT POLICIES AND PLANS**

- ◆ State Planning Policy 2.10 *Swan-Canning River System*
- ◆ SRT/EA1 – *Conservation, Land Use and Landscape Preservation*
- ◆ SRT/D17 – *Floatplanes and Other Aircraft*
- ◆ SRT/D18 – *Signage*
- ◆ SRT/D21 – *Jetty Structures*
- ◆ SRT/DE9 – *Commercial Development – General*

In mid-2016, following a review, Parks and Wildlife and the Trust adopted a new policy suite, replacing the above mentioned Trust policies. Both sets of policies were used in the assessment of these applications.

- ◆ Corporate Policy Statement No. 42 *Planning for Land Use, Development and Permitting Affecting the Swan Canning Development Control Area*
- ◆ Corporate Policy Statement No. 44 *Planning for Jetties in the Swan Canning Development Control Area*
- ◆ Corporate Policy Statement No. 45 *Planning for Miscellaneous Structures and Facilities in the Swan Canning Development Control Area*
- ◆ Corporate Policy Statement No. 46 *Planning for Commercial Operations in the Swan Canning Development Control Area*

#### **5.0 ENVIRONMENTAL AND PLANNING CONSIDERATIONS**

- ◆ Land/water use
- ◆ Noise
- ◆ Safety and use conflicts
- ◆ Community benefit
- ◆ Flooding
- ◆ Ecological health
- ◆ Visual amenity
- ◆ Riverbed and riverbed protection
- ◆ Car parking, access and passenger facilities
- ◆ Signage

#### **6.0 BACKGROUND**

- 6.1 Several land-based helipads have operated at various locations around Perth city since the mid-1980s. The first was located at the eastern end of Riverside Drive. In 2002, the helipad was relocated slightly east to enable construction of Point Fraser Stage 1. With the continued development of Point Fraser this helipad was eventually closed. Between March 2006 and April 2011, a temporary helipad operated near Trinity Avenue within the East Perth Redevelopment Area. The helipad was ultimately closed due to the commencement of the Waterbank development. Helicopter operators were then using a site at Burswood. However, it is understood that the lease for that facility expired on March 2013.
- 6.2 Since then no government agency has been willing to develop and operate a helipad facility in Perth city. As such, in August 2013, CoP invited expressions of interest from six companies for the development of a new helipad either in the

Swan River or on the Perth foreshore. Three proposals were received, however no 'preferred' proponent was identified through this process. The following year, a meeting was held between numerous stakeholder agencies in August 2014 to discuss a floating helipad, and it was agreed that only one such facility should be established and that, when constructed, it would be available to other operators via commercial arrangement. The Trust ratified this position at its meeting in April 2015.

- 6.3 The Trust received a licence and permit application from one proponent for commercial helicopter operations in early 2015. This was initially referred for comment, pending receipt of the Part 5 development application for the facility itself, and CoP then resolved to recommend conditional approval at a Council meeting on 7 April 2015.
- 6.4 At this time, there was substantial interest by a number of different proponents in establishing a helipad facility, and a number of further enquiries and applications were made to the Trust. In order to fairly and equitably manage the assessment process, the Trust placed all existing applications on hold and commenced an investigation into a suitable decision-making process.
- 6.5 The Trust considered the helipad issue at its meeting on 14 April 2015 and decided to choose a preferred applicant via an equitable, open and competitive expression of interest process.
- 6.6 Having considered the matter within the scope of its powers under the SCRM Act, Parks and Wildlife wrote to those who had previously expressed an interest in developing a helipad proposal and advised them to address 10 considerations as part of a development application. These considerations were in addition to usual planning considerations for any other development within the DCA:
  1. That the facility is available to other helicopter operators;
  2. That, if a water-based facility is proposed, it is land-backed rather than a floating pontoon moored away from the shore;
  3. That, if an in-river facility is proposed, it predominantly promotes the use and enjoyment of the Riverpark (i.e. private helicopter taxi uses alone are unlikely to be supported);
  4. That the facility is a short-turnaround helipad rather than a heliport where helicopters are 'parked' for the long term;
  5. That, if a floating facility is proposed, the details of the load-bearing capacity and suitability of the design for the proposed use have been demonstrated;
  6. That the applicant's proposed development, including the colour scheme and materials selected, maintain or improve the visual amenity of the proposed development area;
  7. That the operational details of the proposal provided include (but are not limited to): nature, location and frequency of flights, access, services, security and car parking;
  8. That the preliminary details of the proposed construction methodology provided demonstrate that risks to the environment and the river can be managed during construction;
  9. That the preliminary details provided (e.g. refuelling procedures) of how the facility will be managed demonstrate the protection of the environment and the river during operations; and

10. That the proposed helipad and associated flights can be managed to ensure they do not adversely affect the use and enjoyment of the Riverpark for other users, as well as nearby residential and commercial areas (e.g. management of noise and wind impacts).
- 6.7 Two development applications were received in September 2015, from Heliwest and Skyline.

## 7.0 DISCUSSION

- 7.1 The two helipad development applications have been lodged in accordance with Part 5 of the SCRM Act. The features of each proposal are summarised in Table 1 (above) and the applicants' response to the 10 planning considerations mentioned in Section 6.5 are outlined below in Table 2. As mentioned above, these Part 5 development applications are for the construction of a floating helipad and any associated infrastructure required to enable the facility to function. The applications do not include any operational aspects for the facility, which will be dealt with through a separate Parks and Wildlife lease and licence/permit process. Overall both proposals are considered to be similar, with the two applications including the following elements:
- same location in the Swan River and adjoining foreshore reserve;
  - floating helipad;
  - anchoring of helipad to the river wall;
  - access to shore via a gangway;
  - helicopter parking offsite (overnight);
  - provision of passenger ticketing and waiting facilities onsite; and
  - vehicle access from Riverside Drive.
- 7.2 The Trust has previously indicated, with the agreement of other public agencies, that only one helipad should be established, with access available to more than one operator.
- 7.3 SPP 2.10 aims to ensure that activities, land use and development maintain and enhance the health, amenity and landscape values of the river, including its recreational and scenic values. Policy SRT/EA1– *Conservation, Land Use and Landscape Preservation* and Corporate Policy Statement No. 42 *Planning for Land Use, Development and Permitting Affecting the Swan Canning Development Control Area* (Policy 42) aims to ensure that land use and development on and adjacent to the river system maintains and enhances the quality and amenity of the river environment and encourage a range of recreation and tourism opportunities and facilities that reflect and complement the natural and built environment of the river. Policy SRT/DE9 – *Commercial Development – General* and Policy 46 notes the possible adverse impacts on neighbouring residential areas from noise, traffic and parking. These policies have been given due consideration in assessing the two applications. Relevant environmental and planning factors are discussed in detail below.

Table 2: Summary analysis against ten planning considerations

<b>Planning consideration</b>	<b>Heliwest</b>	<b>Skyline</b>	<b>Comments</b>
i) That the facility is available to other helicopter operators	Yes (capacity for 2 helicopters)	Yes (capacity for 2 helicopters)	Both applicants have noted that the helipad would be open to other operators for commercial and emergency services use. No details have been provided about proposed landing fees and access for other commercial operators and this needs to be further examined as part of the River Reserve Lease process to ensure fair access.
ii) That, if a water-based facility is proposed, it is land-backed rather than a floating pontoon moored away from the shore	Yes, floating helipad with gangway.	Yes, floating helipad with gangway.	Both applicants have advised the design of floating helipad and gangway can be modified as required.
iii) That, if an in-river facility is proposed, it predominantly promotes the use and enjoyment of the Riverpark (i.e. private helicopter taxi uses alone are unlikely to be supported)	Yes, commercial operator has a focus on facilitating joy flights and transport.	Yes, commercial operator has a focus on facilitating joy flights and transport.	Both applicants will have flights available to the public for enjoyment of the Riverpark and wider Perth, and transport to airports or other tourism destinations.
iv) That the facility is a short-turnaround helipad rather than a heliport where helicopters are 'parked' for the long term	Yes, proposal notes helicopters will not be parked overnight.	Yes, proposal notes helicopters will not be parked overnight.	Both applicants have advised that the helipad will be used during daylight hours only and parked offsite overnight. Other helicopter parking issues can be addressed as part of the River Reserve Lease and licence/permit process.
v) That, if a floating facility is proposed, the details of the load-bearing capacity and suitability of the design for the proposed use have been demonstrated	Yes	Yes	Both applicants have provided technical details about load bearing capacity of the design, however Parks and Wildlife needs specific advice on the merits and flaws of the design. Both applicants have advised that their proposal meets CAAP 92-2(2) and CAAP 92-4(0).

<b>Planning consideration</b>	<b>Heliwest</b>	<b>Skyline</b>	<b>Comments</b>
vi) That the applicant's proposed development, including the colour scheme and materials selected, maintain or improve the visual amenity of the proposed development area	HDPE plastic pontoons + marine grade aluminium + kiosk is primarily floor to ceiling glazed windows. Green and brown finishes, potentially more obvious with larger design and kiosk incorporated into the helipad.	HDPE plastic "Cubisystem" (modular). Lower profile proposal, black finishes, smaller design, mobile kiosk.	Both applicants have advised the proposal can be modified as required.
vii) That the operational details of the proposal provided include (but are not limited to): nature, location and frequency of flights, access, services, security and car parking	Yes, details provided.	Yes, details provided.	Both applicants have provided details of the proposal. The developments/works proposed on the foreshore (including car parking bays) will need to be addressed through this development application. All other operational aspects of the proposal will be addressed through the River Reserve Lease and licence/permit process.
viii) That the preliminary details of the proposed construction methodology provided demonstrate that risks to the environment and the river can be managed during construction	Yes, preliminary details provided.	Yes, preliminary details provided.	Both applicants have provided enough detail to assure Parks and Wildlife that the environment can be adequately protected during and after construction of the helipads. Further details about construction and risk management will be required prior to commencement of works onsite.

<b>Planning consideration</b>	<b>Heliwest</b>	<b>Skyline</b>	<b>Comments</b>
ix) That the preliminary details provided (e.g. refuelling procedures) of how the facility will be managed demonstrate the protection of the environment and the river during operations	Yes, preliminary details provided.	Yes, preliminary details provided but refuelling is proposed on-site.	Both applicants have provided enough detail to assure Parks and Wildlife that the environment can be adequately protected. Further details about the mechanisms designed into the facility to address environmental risk (e.g. fuel leaks) will be required prior to commencement of works. The management of the facility in an environmentally sensitive manner on a day-to-day basis will be addressed through the River Reserve Lease. Skyline has proposed refuelling within the DCA and this aspect of the proposal would need to be modified.
x) That the proposed helipad and associated flights can be managed to ensure they do not adversely affect the use and enjoyment of the Riverpark for other users, as well as nearby residential and commercial areas (e.g. management of noise and wind impacts)	Specific information on noise impacts was not provided, but information about flight paths, codes of conduct and risk management to manage noise were included.	Yes, a noise study was included in the proposal. Information about flight paths, codes of conduct and risk management to manage noise were included.	Noise management is an operational issue and will therefore be addressed through the River Reserve Lease and licence/permit process.

### **Land/water use**

- 7.4 SPP2.10 indicates that proposals for development should be considered in the context of the extent to which the development is pertinent to the Swan and Canning rivers. The proposed helipads will predominantly facilitate the operation of scenic flights over the Riverpark, but may also support flights that are not related to the Riverpark. It is not necessary for a helipad to be located in the Swan Canning DCA to provide aerial access to the Riverpark. In the past, there were land-based helipad facilities on the Swan River foreshore at Point Fraser, Burswood and East Perth. However, for various reasons these facilities have all closed.
- 7.5 In 2006, CoP and DoP engaged GHD to undertake an investigation into the most suitable location to site a helipad in the Perth CBD. Fourteen locations were considered, with an emphasis on urban and access issues (rather than environmental issues) in the evaluation criteria. The study identified a river structure east of Barrack Square as the most suitable location.

- 7.6 Submissions lodged during the public comment period on the draft report expressed both support for and objection to the location of the helipad. Of the nine objections, four were made by residents in the vicinity of the proposed helipad – the members of the public who will be most impacted by the operation of the helipad. Noise was a major concern, identified by eight submitters on the draft report, and is discussed further in Section 7.8 below. Some of the public comments suggested alternative locations for the helipad including at Burswood given that a helipad has operated in that location previously, between Elizabeth Quay and the Narrows Bridge, on Heirisson Island, at Point Fraser, in Kings Park, or moored away from shore on the south side of the Riverside Drive channel. It was also suggested that the 2006 GHD report on the helipad location is out-of-date and should be reinvestigated in the context of current and upcoming development projects. Recent consultations with CoP, DoP, MRA, and Tourism WA have indicated however that the availability of suitable land locations in the Perth CBD to locate a helipad is limited. The Trust has indicated that it prefers a land-backed facility rather than one moored away from shore.
- 7.7 During the public comment period, CoP suggested that the floating helipad be installed on a three-year trial basis with monitoring of impacts and complaints during this time to inform whether an extension to operations should be approved. Parks and Wildlife has considered this option but found that a trial would not provide adequate tenure for the helipad operator or allow the operator adequate time to recover its investment given the initial financial outlay required to install the floating structure and the expected return on investment. Time restrictions will not be applied to this development application, rather an acceptable operating term will be determined through a lease. Parks and Wildlife leases are performance based and there is the capacity to grant extensions to the initial lease period subject to performance measures being met.

## **Noise**

- 7.8 Policy SRT/D17 indicates that applications to operate aircraft in the DCA will not be supported because such activities detract from the amenity of the river. While this policy and the community's concerns have been considered, in this case Parks and Wildlife is of the view that impacts on amenity due to the operation of the helipad can be adequately managed. This is consistent with Parks and Wildlife's updated policy position as outlined in Policy 46. Noise, hours of operation, and maximum number of daily flights and the resultant impact on the amenity and accessibility of the area for nearby residents, businesses (including the Supreme Court and Family Court), and general users of the river and foreshore reserve will be a key consideration when preparing a potential lease and licence/permit for the operation of the helipad.

## **Safety and use conflicts**

- 7.9 Policy SRT/D17 indicates that applications for aircraft operations within the DCA will not be supported because such activities interfere with other recreational activities. However, updated Policy 46 indicates that that aircraft activity may be compatible with intensity of use and character of the Perth Water area. Consideration of safety and use conflicts remain however as an important assessment factor.
- 7.10 The proposed helipad location is considered to have minimal risk of collision or near misses with vessels – it is located within the 130m stretch of water between the foreshore and Riverside Drive navigation channels through Perth Water used by motorised vessels. The general area is however used by rowers (primarily from the WA Rowing Club) and other smaller vessels such as catamarans, dinghies

and kayaks. The risk of damage or collision is addressed by the onus being on the pilot to only land when they consider it safe. Additional provisions to manage conflicts can also be included in the River Reserve Lease and licence/permit, including controls over operating hours.

- 7.11 The WA Rowing Club raised concerns about the visibility of the helipad in darkness as many of its activities occur in the early morning. Both applicants have indicated that lighting will be installed on the outer edge of the helipad. The helipad will need to have sufficient lighting to enable other river users to avoid collisions, however the lighting should also not interfere with navigation or cause adverse ecological consequences. It is therefore recommended that lighting be limited to that required to satisfy navigation safety requirements. This can be addressed through detailed design plans required as a condition of approval.
- 7.12 It is essential that the helipads meet all necessary design and safety standards and are certified by a qualified and practising engineer. While both applicants state that their proposals meet CASA's CAAP 92-2(2) and CAAP 92-4(0) guidelines for the operation of onshore and offshore helicopter landing sites, some comments received from members of the aviation industry during the public consultation period indicate that this is not the case. It was also indicated that there are a range of other design standards that need to be considered beyond CAAP 92-2(2) and CAAP 92-4(0). Parks and Wildlife does not have the expertise to determine compliance, particularly from an aircraft safety perspective and will therefore defer to CASA on these matters. Both applicants have advised that the proposed helipad would be available for use by emergency services, if required. The applicant will be responsible for determining whether the emergency services agencies wish to use the facility and it being designed accordingly (dimensions, load bearing etc.). A condition specifically to address aircraft related safety in design, including for a catastrophic event, can be included on the approval.
- 7.13 The helipad facility will also need to be designed to address any relevant DoT marine design standards. The conditioned final design plans should address this matter. DoT also notes that wind down drafts in the immediate vicinity of the proposed helipad will occur during take-off and landing, however DoT's opinion is that the effects would be similar to boat wake and wind chop, and the proposed helipad should be designed to withstand such waves. The potential impacts from spray on people using the foreshore pathways during the take-off and landing of helicopters should also be considered.
- 7.14 In accordance with CAAP 92-2(2) Section 5.1, a 30m clearance to people/public areas is required from the helicopter landing site. Currently neither application meets this separation distance from the foreshore pathway (20m proposed) or includes any exclusion zone, and no explanation has been provided for this discrepancy. This can be addressed through the final design plans for the facility and will need to be reflected in the exclusive use area in the River Reserve Lease. From a marine safety perspective, DoT has advised that a further closed water exclusion zone would not be necessary.
- 7.15 The public safety risk of refuelling at the proposed helipad is likely to be significant. Parks and Wildlife does not usually allow refuelling of commercial vessels within the DCA. Skyline's proposal includes storage of fuel inside the mobile kiosk (van parked on foreshore) which is transported to the helipad when required. Parks and Wildlife considers fuel storage and refuelling to be a safety and environmental risk. This risk can be addressed through a condition of approval requiring storage and refuelling of helicopter operations to occur outside the DCA. This is covered more substantially in Section 7.24 below.

- 7.16 Site specific safety procedures and an emergency management plan can be required through the future River Reserve Lease.

### **Community benefit**

- 7.17 SPP 2.10 specifies that the river is a public resource which should be available to the community in perpetuity, and therefore any proposal for a use within the public realm that may affect the river and its settings should demonstrate a clear benefit to the community.
- 7.18 SPP 2.10 also advises that appropriate development is encouraged in locations identified as recreational, commercial nodes (Perth Water is identified as one such node), provided that public access and enjoyment is improved and the long term health, amenity and landscape values of the river are maintained.
- 7.19 Information provided by Tourism WA and CoP indicates that there is community demand for the proposed helipad, although there are also concerns particularly regarding noise of multiple helicopter take-offs and landings daily.
- 7.20 The helipad is expected to be a tourist attraction and assist in enabling visitors to appreciate access and enjoy the Riverpark and its surrounds. It will add to the range of uses and experiences for tourists, visitors and the local community. The helipad is also intended to be available to emergency services.

### **Flooding**

- 7.21 The proposed helipad location is within the waterway and floodplain, and DoW has advised that the structure must be built to withstand riverine and tidal/storm surge flooding. Both applicants have stated that their proposals can withstand a 1:100 year flood event, however it is considered appropriate to confirm this through a condition of approval that requires the final design plans for the over-water structures to be certified by a qualified and practising engineer. In particular it is not clear if Skyline's design, which does not include any bracing structures, and Heliwest's kiosk can withstand a large flood event. This is consistent with the approach in Policy SRT/D21 – *Jetty Structures* and Corporate Policy Statement No. 44 *Planning for Jetties in the Swan Canning Development Control Area* which requires structures over water to be certified by a qualified practising engineer.

### **Ecological health**

- 7.22 SPP2.10 indicates that the long term health of the river should be ensured when planning land use and development. Both applicants have provided preliminary information on environmental management, however further detailed information in regard to managing environmental impacts during construction is required. This can be addressed through a site and project specific Construction and Environmental Management Plan (CEMP) as a condition of approval.
- 7.23 The environmental risks associated with fuel leaks and contaminated runoff also needs to be clarified in the plans for the facility. Heliwest has indicated that its helipads will drain to a central fuel/oil separation sump, however specific details have not been provided. Skyline is yet to address this matter. This can be addressed through final design plans as a condition of approval.
- 7.24 The Skyline proposal includes refuelling within the DCA, as this will limit the number of non-passenger flights undertaken. The proposal includes technical details of pumps, refuelling equipment, fuel storage, spill kits and firefighting procedures, however Parks and Wildlife considers the risk of fuel spill to be significant and avoidable. Such refuelling facilities for the helipad within the DCA are not supported and this this can be addressed through a condition of approval.

- 7.25 The float material is HDPE plastic, which is non-toxic and does not require antifouling paint.
- 7.26 The proposed helipad is located in an area where the riverbank is highly modified and devoid of any fringing vegetation. A riverwall retains the foreshore with a footpath running along the top of the wall. The P&R reserve is narrow (18m) and characterised by manicured lawn and mature exotic trees. Heliwest has proposed to install four hardstand car parking bays in areas currently grassed, however CoP does not support this development. No further modifications to the P&R reserve have been proposed. The proposed helipad location is also not considered significant for benthic primary producers (e.g. seagrasses).
- 7.27 Both proposed helipads are 'fixed' to the riverwall and float on top of the water and are therefore not anticipated to have any adverse impacts on aquatic fauna.
- 7.28 The applicants will also be required to demonstrate sound ongoing environmental management during the day-to-day operation of the facility to prevent pollution or other adverse impacts as part of any future lease and licence/permit.

### **Visual amenity**

- 7.29 SPP2.10 indicates that development should maintain and enhance the quality and setting of the river and external finishes and materials should generally be based on materials and hues naturally occurring or predominantly used in the locality.
- 7.30 Both proposed helipads are constructed of floating HDPE plastic, but the designs are significantly different. The Skyline design is substantially smaller and involves a less obtrusive mobile kiosk (ticket van and open-air waiting area enclosed in a 1m high temporary fence – overall a 5.15m x 5.5m area) to be erected on the foreshore reserve each day. If designed to a high visual standard, the mobile kiosk option has significant amenity benefits as it can be moved when not in use. The low profile, less visual impact of Skyline's proposal was identified as a positive by three members of the community during the public comment period. The Heliwest proposal includes a fully-enclosed kiosk structure (ticket counter, waiting area and office) which forms part of the floating helipad facility. It is larger (8m x 6m x unspecified height), 'permanent', and by virtue of it being fully-enclosed and location over the water will have a significantly greater visual impact. The Heliwest kiosk has been designed to allow emergency vehicles to drive through the kiosk to access the helipads, which is a key aspect of its design (2.8m wide thoroughfare required). Full height glazed windows to three sides of the kiosk are also proposed in an effort to reduce the visual impact of the structure, however details on the reflectivity and material of the fourth wall is yet to be provided.
- 7.31 Both applicants have advised of their willingness to modify the proposals as required to ensure that the structures are sympathetic to the river setting, and to address visual impacts. It is considered appropriate to address the final design, colours, materials and finishes for the structures through conditions on the approval.
- 7.32 Both applications indicate that helicopters are to be parked offsite overnight. This arrangement is supported by Parks and Wildlife as it will reduce the visual impact of the facility when it is not in use. A provision prohibiting overnight parking on the helipad can be included in the River Reserve Lease.

### **Riverbank and riverbed protection**

- 7.33 The foreshore at the proposed helipad site is retained by a riverwall. Both proposals require anchoring of the helipad to the riverwall rather than securing the structures with piles into the riverbed – Skyline's design currently anchors where

the gangway joins the foreshore and Heliwest's proposal includes two large concrete blocks adjacent to the riverwall/sitting on the riverbed. The design of the anchoring systems is only conceptual at this stage and it is unclear what form and extent of anchoring will actually be required. As discussed above, final design plans are to be made a condition of approval and are expected to include sufficient details on the anchoring arrangement. Given that modifications will be made to the riverwall, it is considered appropriate to condition that the applicant monitor the riverwall for stability/erosion over time and carry out maintenance as needed. Any disturbance to the riverbed during the construction phase can be managed through a condition requiring a CEMP.

- 7.34 It is not clear if downwash from helicopters taking-off and landing on the helipad will put increased pressure on the riverwall in the immediate area. This matter will need to be addressed through the conditioned final design plans.

### **Car parking, access and passenger facilities**

- 7.35 Adjacent to the proposed helipad location is a footpath running near to the riverwall, an additional cycle path, and a service road from Riverside Drive which crosses both pathways. The service road is used by CoP for foreshore access and by the WA Rowing Club to access the adjacent boatshed with trailered vessels. The footpath and cycle path are both heavily patronised and this area is one of the major routes around the CBD.
- 7.36 Both proposals include using the service road for vehicle access to the helipad. Heliwest's proposal includes the installation of four new hardstand car parking bays and a passenger drop-off/collection point on the foreshore. Skyline amended its application during the public comment period (the plans at **Attachment 4** are yet to be updated) to remove the proposed guest vehicle parking bay and pick-up/drop-off point, and is now only proposing the use of a ticketing van and passenger waiting area on the foreshore.
- 7.37 Both CoP and DoP have objected to the continuous use of the service road for vehicle access to the helipad due to safety concerns for users of the pathways. Parks and Wildlife supports recreation activities on the shared path and access to the river by pedestrians and cyclists and agrees that if vehicles were to continuously cross the pathways it would represent a risk to shared path users. As such, customer related vehicle access to the helipads is not supported and will be addressed through a condition on the approval.
- 7.38 Public transport and parking facilities (Terrace Road carpark is 80m away) are available in the local area and vehicle access should be limited to that required for facility management purposes, including Skyline's proposed ticketing van which will only cross the pathways at the start and end of each operational day. No parking, drop-off or ablution facilities can be provided at this site. The closest public toilet is located at the Terrace Road Carpark approximately 170m from the helipad, and are also available at the east and west pavilions at Barrack Square. Generally this lack of passenger facilities would not be supported, however the proposed siting of the helipad at this location has been driven by other factors such as proximity to the CBD rather than the ability to provide a self-supporting facility.
- 7.39 Parks and Wildlife has no objection to the use of a mobile kiosk (i.e. van) and removable furniture (such as tables and chairs) for use by passengers as a waiting area in the foreshore reserve adjacent to the proposed helipad, provided these facilities are located away from the shared pathways and are removed from the site outside of the approved operating hours. The exact location and components of any land-based ancillary structures associated with passenger management

can be addressed through a condition on the approval. Approval for any land-based structures may also be required from CoP as the vested authority for the foreshore reserve.

### **Signage**

- 7.40 Parks and Wildlife supports the use of signage within the DCA, provided it is consistent with Policy SRT/D18 – *Signage* and more recently Corporate Policy Statement No. 45 *Planning for Miscellaneous Structures and Facilities in the Swan Canning Development Control Area*. Details of signage have not been provided with the application and this approval therefore does not include signage, which requires future permit approval.

### **Decision-making process**

- 7.41 Parks and Wildlife has considered the process by which the establishment of only one facility is regarded as transparent, fair and equitable.
- 7.42 The assessment process under Part 5 of the SCRM Act cannot be used to filter and select a preferred development. Rather, development control processes are to assess whether the proposal in question should be supported on its merits from a planning and environmental perspective, not whether it is the best possible development for a particular site. If both applications currently being considered are appropriate on their merits, each application should be supported under Part 5.
- 7.43 In the present case, neither applicant at the time of making the application has tenure of the land in question. As required by section 29(4) of the SCRM Act, only after the development application has been approved under Part 5, will a River Reserve Lease be granted. Commencement of construction of the helipad should not occur until the lease has been finalised.
- 7.44 The granting of development approval which includes a condition requiring a subsequent lease to be issued under section 29 does not impose an obligation to subsequently grant a lease. The granting of a lease is a separate process from the Minister's decision regarding development approval.
- 7.45 A development application is assessed having regard to relevant land use considerations. A lease, on the other hand, is a commercial transaction whereby land is, in effect, hired for a specified duration on certain conditions.
- 7.46 In making a decision as to whether to grant a lease of the River Reserve it is appropriate to consider, among other matters, the identity of the operator, the relevant experience of the operator, the financial capacity of the operator to undertake the development the subject of the lease and the terms on which the lessee will agree to with respect to third party access.
- 7.47 It is permissible to grant a lease to one operator and decline another, provided the decision is only based on relevant considerations. These considerations may include applicant attributes, economic and financial performance, environmental and social impacts and design.
- 7.48 The granting of development approval from the Minister does not mean that a subsequent lease has to be granted by the Parks and Wildlife CEO. In this instance, based on broader policy considerations, only one helipad is supported and therefore only one lease will be granted.
- 7.49 To ensure transparency and to manage expectations, both proponents have been made aware that only one helipad may be established and that the lease for the helipad may be granted to the preferred operator. The preferred operator will be

identified through a separate 'Request for Proposal' process prior to the lease negotiations occurring.

- 7.50 Licence and permit approvals for the acts and activities associated with the helipad facility (e.g. aircraft activity, commercial operations, signage) are also required in accordance with the SCRM Act and Regulations.

## **Conclusion**

- 7.51 It is apparent that both proposals are similar in terms of the proposed land use and development intent. Although Policy SRT/D17 indicates that applications for aircraft operations in the DCA will not be supported, Perth Water has recently been activated through major developments which have significantly changed the intensity of use and character of the locality. As such, if a floating helipad is to be approved on the Swan-Canning River, Perth Water is the most appropriate location. This position is reflected in Parks and Wildlife's updated commercial operations policy (Policy 46). It is also considered that construction of the proposed helipad facility can be adequately managed through conditions of approval. Potential detrimental effects from the operation of the facility, including noise and impacts on amenity will be managed through the River Reserve Lease and licence/permit process.
- 7.52 Consistent with the SCRM Act, the 'Request for Proposal' process associated with the lease process to follow should be used as the mechanism to distinguish between the two proposals if they are approved by the Minister. This will enable one lease to be granted that can take into account a wider range of issues than is appropriate through the Part 5 assessment process.
- 7.53 Any conditions imposed at this stage of the process should relate to the design and establishment of the helipad facility and the associated facilities on the adjacent foreshore reserve (Reserve 13012). The subsequent lease will provide the tenure for the operation of the facility and helicopter operators wishing to utilise the helipad infrastructure will require a separate licence and permit from Parks and Wildlife for the commercial and aircraft activity. Appropriate conditions will be placed on these separate approvals to manage the impact and operation of these activities.

## **RECOMMENDATION –**

### **2015/3520 HELIWEST – APPROVAL WITH CONDITIONS**

### **2015/3641 SKYLINE AVIATION GROUP – APPROVAL WITH CONDITIONS**

That the Director General of the Department of Parks and Wildlife advises the Minister for Environment that the development of a helipad facility, as described in the applications proposed by Heliwest and Skyline Aviation Group for Lot 301 on Plan 47451 and Lot 641 on Plan 220947, be approved, subject to the following Conditions:

1. Approval to implement this decision is valid for four (4) years from the date of the approval. If the development is not substantially commenced within four years, this approval will lapse.

#### **Prior to commencement of works**

2. Prior to the commencement of works, a River Reserve Lease is required (see Advice Notes 1 & 2) to be granted in accordance with section 29 of the *Swan and Canning Rivers Management Act 2006*.

3. Prior to the commencement of works, final design plans for the helipad and any associated development or works (including operational access for facility management), certified by a qualified and practising engineer, shall be prepared to the satisfaction of the Department of Parks and Wildlife, on advice from the Civil Aviation Safety Authority, Department of Transport, City of Perth, Department of Planning and Department of Water (see Advice Note 3).
4. Prior to commencement of works, the applicant is to demonstrate that the helipad has been designed to meet all necessary safety standards and requirements (including suitable dimensions, buoyancy, and separation distances to public places) to the satisfaction of the Civil Aviation Safety Authority (see Advice Note 4).
5. Prior to commencement of works, final design plans for any land-based ancillary structures associated with passenger management shall be prepared to the satisfaction of the Department of Parks and Wildlife, on advice from the City of Perth (see Advice Note 5).
6. Prior to the commencement of works, the applicant is to demonstrate approval from the City of Perth and or/the Crown for any use of the adjacent foreshore Reserve 13012 associated with the helipad facility.
7. Prior to the commencement of works, a Construction Environment Management Plan shall be prepared to the satisfaction of the Department of Parks and Wildlife (see Advice Note 6).
8. The applicant shall notify the Department of Parks and Wildlife in writing at least thirty (30) days prior to the proposed commencement of works.

#### **During construction**

9. All works shall be undertaken in accordance with the plans endorsed under the various Conditions of Approval.
10. The construction works shall not obstruct or prevent public access along the walk and cycle paths on the adjacent foreshore unless closure is necessary for safety purposes and a safe alternative route is provided, to the satisfaction of the Department of Parks and Wildlife, on advice from the City of Perth.
11. The applicant shall rectify at its expense any damage to the foreshore, riverbank, or waterway (including infrastructure and vegetation) that occurs beyond the approved scope of works as a result of the works. The applicant shall take all precautions to ensure no damage occurs but should any damage occur, the applicant is required to notify the Department of Parks and Wildlife within 48 hours.
12. All works and modifications to the existing riverwall associated with the helipad including any fixing or attachments are to be undertaken at the cost of the applicant and to the satisfaction of the Department of Parks and Wildlife, on the advice of the City of Perth.

#### **Prior to first use of the facility**

13. Prior to first use of the facility, the applicant shall provide further certification that the helipad facility has been constructed in accordance with the plans required under Condition 3 & 4.

14. This approval does not include any signage. A separate permit application and approval for signage will be required from the Department of Parks and Wildlife.
15. Upon completion of the works, all waste materials shall be removed and the area cleaned-up to the satisfaction of the Department of Parks and Wildlife.

#### **Ongoing**

16. No fuel shall be stored and no refuelling or aircraft servicing facilities are approved as part of this application.
17. The helipad facility shall be made available to other helicopter flight operators (see Advice Note 8).
18. The area of existing riverwall associated with the helipad structure is to be monitored and maintained at the cost of the applicant and to the satisfaction of the Department of Parks and Wildlife, on the advice of the City of Perth.
19. No car parking or vehicle drop-off facilities for passengers associated with the helipad shall be located within the adjacent foreshore reserve. Any request or proposal for car parking alongside Riverside Drive (outside the Swan Canning Development Control Area) will require a separate application and approval by the City of Perth.

#### **Conditions specific to Heliwest proposal**

20. Prior to the commencement of works, the floating kiosk structure is to be redesigned to be sympathetic to its location and to have minimal impact on the amenity of the locality, with details of the design and materials of the structure being prepared to the satisfaction of the Department of Parks and Wildlife, on advice of the City of Perth.

#### **Conditions specific to Skyline Aviation proposal**

21. Further to Condition 5, final details of the proposed location, operation and access of the transportable ticket office and any other temporary structures on the foreshore are to be prepared to the satisfaction of the Department of Parks and Wildlife, on advice from the City of Perth. All works and maintenance are to be undertaken to the City of Perth's satisfaction at the cost of the applicant (see Advice Note 5).
22. All mobile and temporary facilities including the ticketing booth shall be removed from the site outside of the approved operating hours.

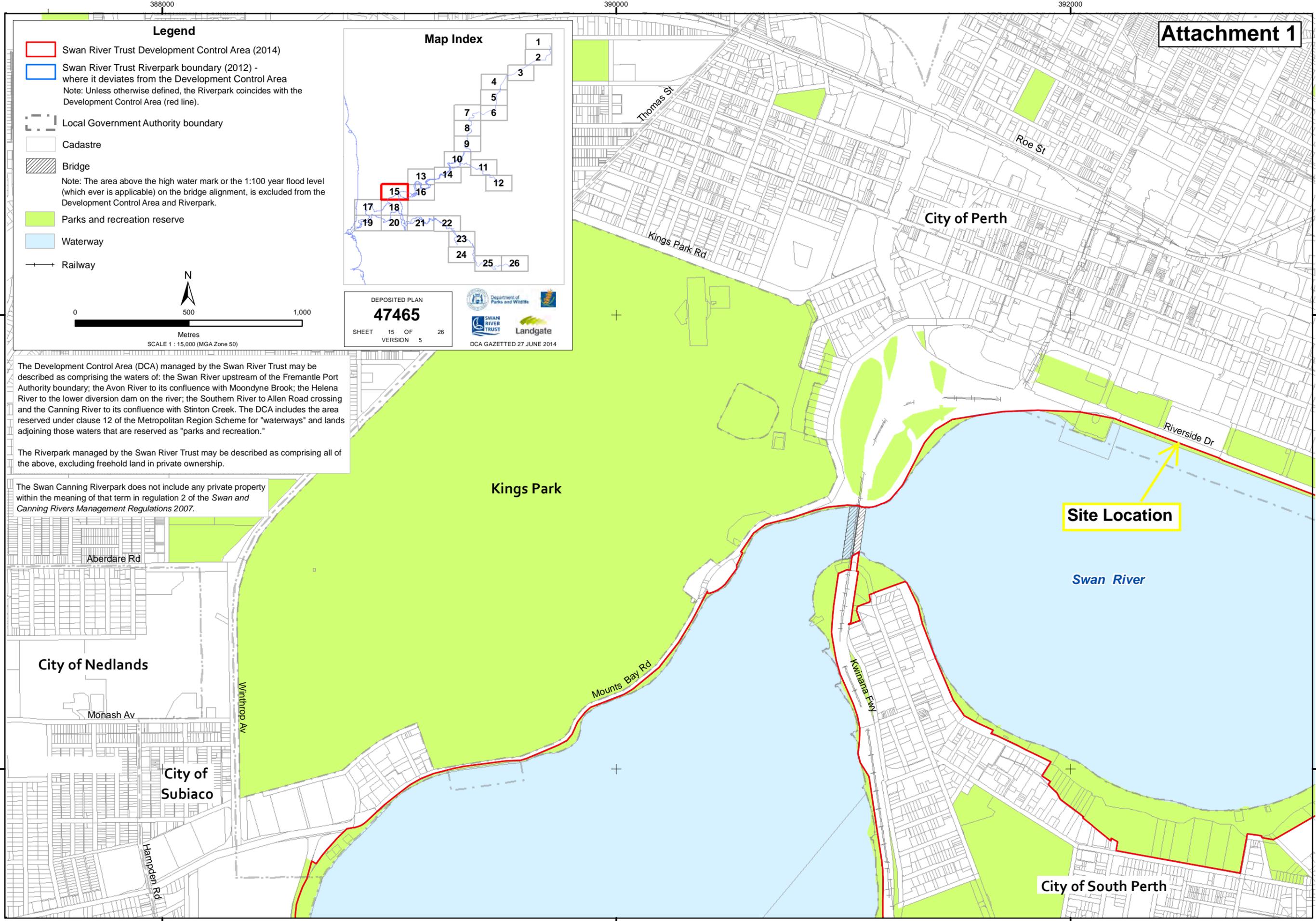
#### **ADVICE TO APPLICANT**

1. In order to be able to undertake the development, a River Reserve Lease is required to be granted. The granting of approval under Part 5 of the *Swan and Canning Rivers Management Act 2006* should not be seen as a commitment that the lease will be granted. Only one lease may be granted and would be based on meeting the Department of Parks and Wildlife's leasing requirements and not on any other basis (such as the timing of the original development application). Both proponents are advised that the granting of a River Reserve Lease is not guaranteed and that no compensation or costs will be paid to a proponent that does not secure a lease. The lease terms are likely to address operational matters including rent, third party access, and environmental protection.
2. The River Reserve Lease required under Condition 2 will include provisions to manage the day-to-day operation of the helipad to reduce its impact on nearby residents, businesses, and users of the river and reserve. This will be achieved by addressing

noise, hours of operation, and maximum number of flights per day. The helipad is to only operate during daylight hours and no helicopters are to remain parked on the helipad outside of daylight hours (including overnight). Given this is a new use of the river it is prudent and necessary to take a precautionary approach to the operation of the helipad, to demonstrate that the facility can be managed appropriately and is positively received by the community.

3. The applicant is advised to liaise with the relevant authorities in regard to the design drawings for the helipad being certified by a qualified and practising marine engineer/aeronautical engineer to demonstrate that the structures comply with Australian Standard 3962-2001 Guidelines for the Design of Marinas, CAAP 92-2(2) and CAAP 92-4(0), address the 1:100 flood event/storm surges/sea level rise/increased pressure on the riverwall from helicopter downwash and meet the requirements of emergency services. The drawings should also confirm the emergency systems (i.e. hydrocarbon capture system), spill management (prevention of contaminants entering the river), any exclusion zones (including to address potential spray during take-off/landing), details of any lighting (is to be limited to that required for navigational safety), details on the materials/colours/ finishes of the facility (to be sympathetic to the river location), safety signage and prevention of public access to the structure. The connecting gangway access is to be designed to satisfy disability access and safety requirements.
4. The applicant is advised to liaise with the Civil Aviation Safety Authority in regard to compliance with necessary safety and design standards, which may include ISO structural design and standards 19901-3:2014 Section 9 & 10 (Helidecks), CAAP 92-2(2), CAAP 92-4(0), Heliport Manual 9261, UK Annex 14 Vol 11 – Heliports, CAP 437, and industry best practice. Of particular consideration should be buoyancy, surface pad materials, pad dimensions, clearance between pads, 30m clearance to people/public areas (as identified in 5.1 of CAAP 92-2(2)), and consideration of catastrophic events.
5. The plans required for any land-based ancillary structures associated with passenger management should including details on the materials/colours/finishes of the structures (to be sympathetic to the location), siting of the structures away from the shared pathways and as not to restrict access on the service road, and addressing any proposed removal and replacement of landscaping.
6. The Construction Environment Management Plan required under Condition 7 is to identify the environmental risks associated with the works and ensure that appropriate measures are taken to manage these risks. The Plan will need to address, but not be limited to:
  - (a) measures to be taken to minimise sediment disturbance and prevent any debris, building material, or other deleterious matter from entering the river;
  - (b) the works area being maintained in a clean and tidy state at all times;
  - (c) machinery/equipment details;
  - (d) details of the delivery of materials and equipment to the site;
  - (e) details of any storage and bunding of materials, equipment, and chemicals;
  - (f) appropriate spill response;
  - (g) waste management;
  - (h) public and navigational safety;
  - (i) complaints and incidents; and
  - (j) approximate programme of works, including work hours/days.
7. All plans required to be endorsed prior to commencement of works are to be submitted to the Department of Parks and Wildlife a minimum of 42 days prior to the intended commencement date.





**Legend**

- Swan River Trust Development Control Area (2014)
- Swan River Trust Riverpark boundary (2012) - where it deviates from the Development Control Area  
Note: Unless otherwise defined, the Riverpark coincides with the Development Control Area (red line).
- Local Government Authority boundary
- Cadastre
- Bridge
- Note: The area above the high water mark or the 1:100 year flood level (which ever is applicable) on the bridge alignment, is excluded from the Development Control Area and Riverpark.
- Parks and recreation reserve
- Waterway
- Railway

0 500 1,000  
Metres  
SCALE 1 : 15,000 (MGA Zone 50)

**Map Index**

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DEPOSITED PLAN  
**47465**  
SHEET 15 OF 26  
VERSION 5

Department of Parks and Wildlife  
SWAN RIVER TRUST  
Landgate  
DCA GAZETTED 27 JUNE 2014

The Development Control Area (DCA) managed by the Swan River Trust may be described as comprising the waters of: the Swan River upstream of the Fremantle Port Authority boundary; the Avon River to its confluence with Moondyne Brook; the Helena River to the lower diversion dam on the river; the Southern River to Allen Road crossing and the Canning River to its confluence with Stinton Creek. The DCA includes the area reserved under clause 12 of the Metropolitan Region Scheme for "waterways" and lands adjoining those waters that are reserved as "parks and recreation."

The Riverpark managed by the Swan River Trust may be described as comprising all of the above, excluding freehold land in private ownership.

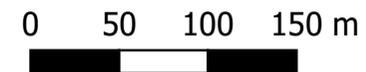
The Swan Canning Riverpark does not include any private property within the meaning of that term in regulation 2 of the *Swan and Canning Rivers Management Regulations 2007*.

**Legend**

-  Swan River Trust - DCA
-  Perth Central Cadastre (Land Parcels)  
Virtual Mosaic (LGATE-V001)



**Site Location**



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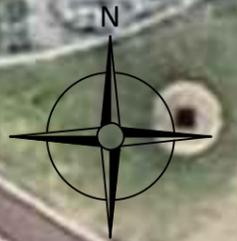
Projection: MGA Zone 50  
Datum: GDA94



**Department of  
Parks and Wildlife**



Produced by Rivers and  
Estuaries Division, Department  
of Parks and Wildlife



RIVERSIDE DRIVE

STEEL SHORE TIE BAR TO CONCRETE BLOCK

GATE

RAMP WITH RAILING AND STRIP LIGHTING

KIOSK

ILLUMINATED WIND SOCK

FLOOD LIGHT

PERTH 1  
8.0T

FLUSH MOUNT LOCK BOX

PERTH 2  
8.0T

HELIPAD DRAINS TO CENTRAL FUEL/OIL-WATER SEPERATION SUMP

DESIGNED TO ACCEPT AW139 (RAC CHOPPER), THE LARGEST TO SOON OPERATE IN WA

180° WHITE LED POSITION LIGHT, VISIBLE AT 500m AT WATER LEVEL

LOW PROFILE SAFETY NETTING

NON-REGULAR HELIPAD OUTLINE FROM MODULAR, REPEATABLE SHAPE



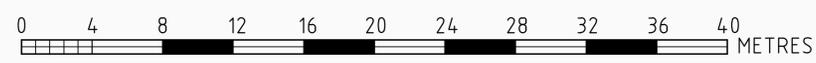
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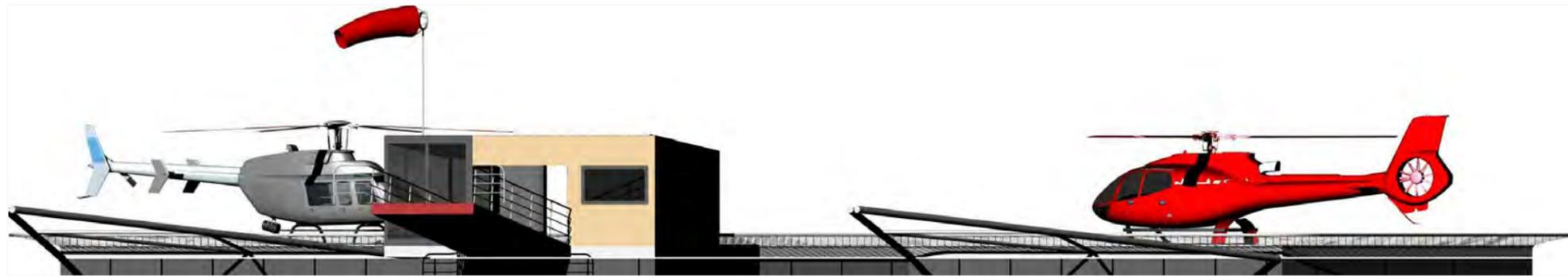
Global Marine Design Pty Ltd  
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Naval Base, Western Australia 6165  
T: +61 (0)8 9437 1319 F: +61 (0)8 9437 2030  
globalmarinedesign.com  
ABN: 11 101 353 851

DRN	GMD	CLIENT	HELIWEST
CKD		VESSEL	
APPD		BUILDER	SHORELINE
DATE	14-04-16	DESIGN No.	T1502

TITLE	HELIWEST SWAN RIVER CONCEPT	
SCALE	1:200	DRG No T1502-2
SHEET	1	OF 4
REV		E



		Global Marine Design Pty Ltd 5 / 43 Burlington Street Naval Base, Western Australia 6165 T: +61 (0)8 9437 1319 F: +61 (0)8 9437 2030 globalmarinedesign.com ABN: 11 101 353 851	
DRN GMD CKD APPD DATE 14-04-16 <small>UNLESS OTHERWISE STATED ALL DIMENSIONS ARE IN MILLIMETRES</small>	CLIENT HELIWEST	VESSEL SHORELINE	TITLE HELIWEST SWAN RIVER CONCEPT
DESIGN No. T1502	DRG No. T1502-2	SCALE 1:200	SHEET 2 OF 4



NORTH ELEVATION



SOUTH ELEVATION



EAST ELEVATION



WEST ELEVATION

REV | REVISION DESCRIPTION | DATE | APPD

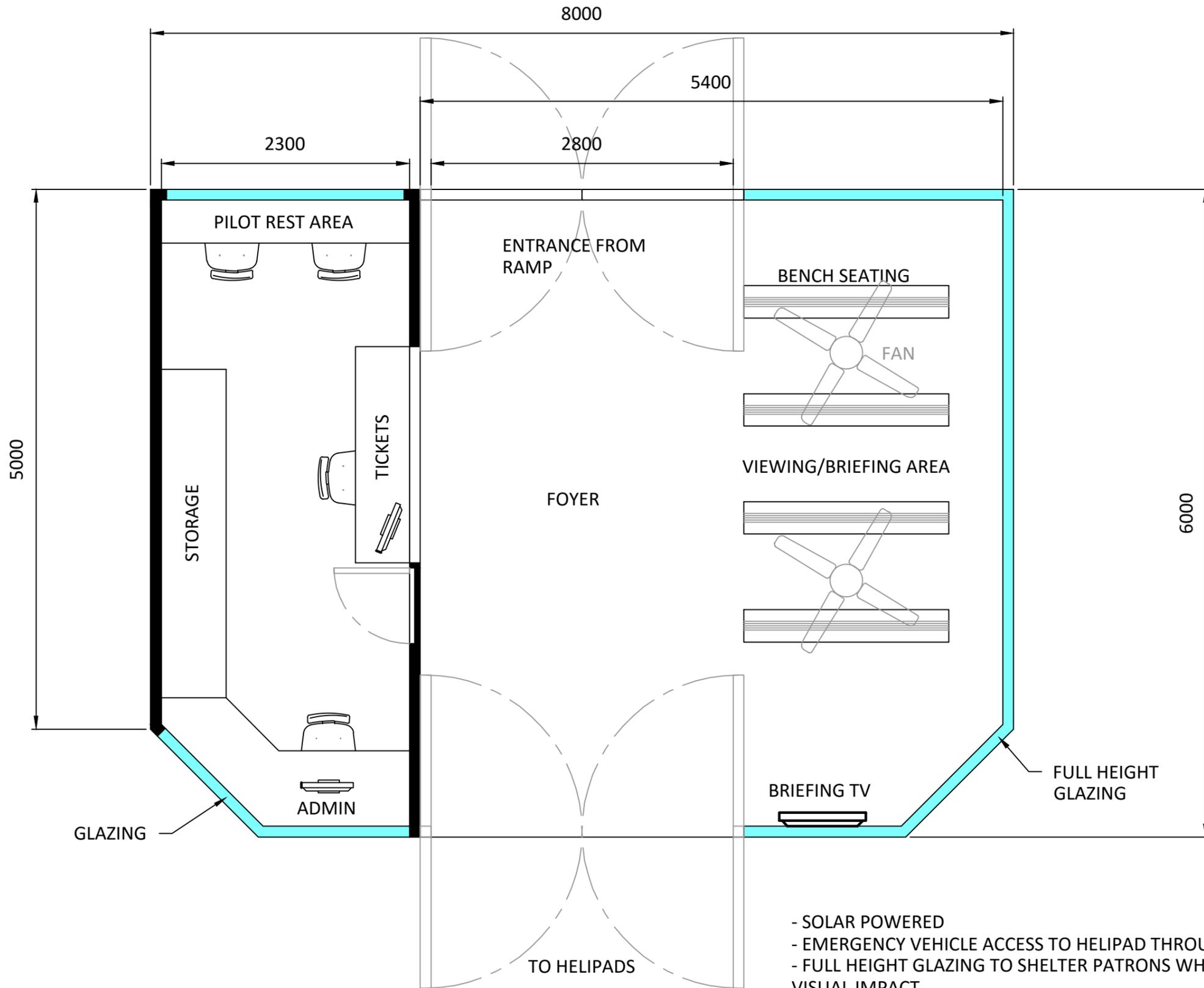


**GLOBAL MARINE DESIGN**  
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[globalmarinedesign.com](http://globalmarinedesign.com)  
 ABN: 11 101 353 851

DRN	GMD	CLIENT	HELIWEST	TITLE	HELIWEST SWAN RIVER CONCEPT ELEVATIONS		
CKD		VESSEL		SCALE	NTS	DRG No	T1502-3
APPD		BUILDER	SHORELINE	SHEET	3	OF	4
DATE	14-04-16	DESIGN No.	T1502	REV			A



SHORELINE  
MARINE FABRICATION



- SOLAR POWERED
- EMERGENCY VEHICLE ACCESS TO HELIPAD THROUGH FOYER
- FULL HEIGHT GLAZING TO SHELTER PATRONS WHILE REDUCING VISUAL IMPACT
- COMFORTABLE WAITING AREA WITH BRIEFING FACILITIES

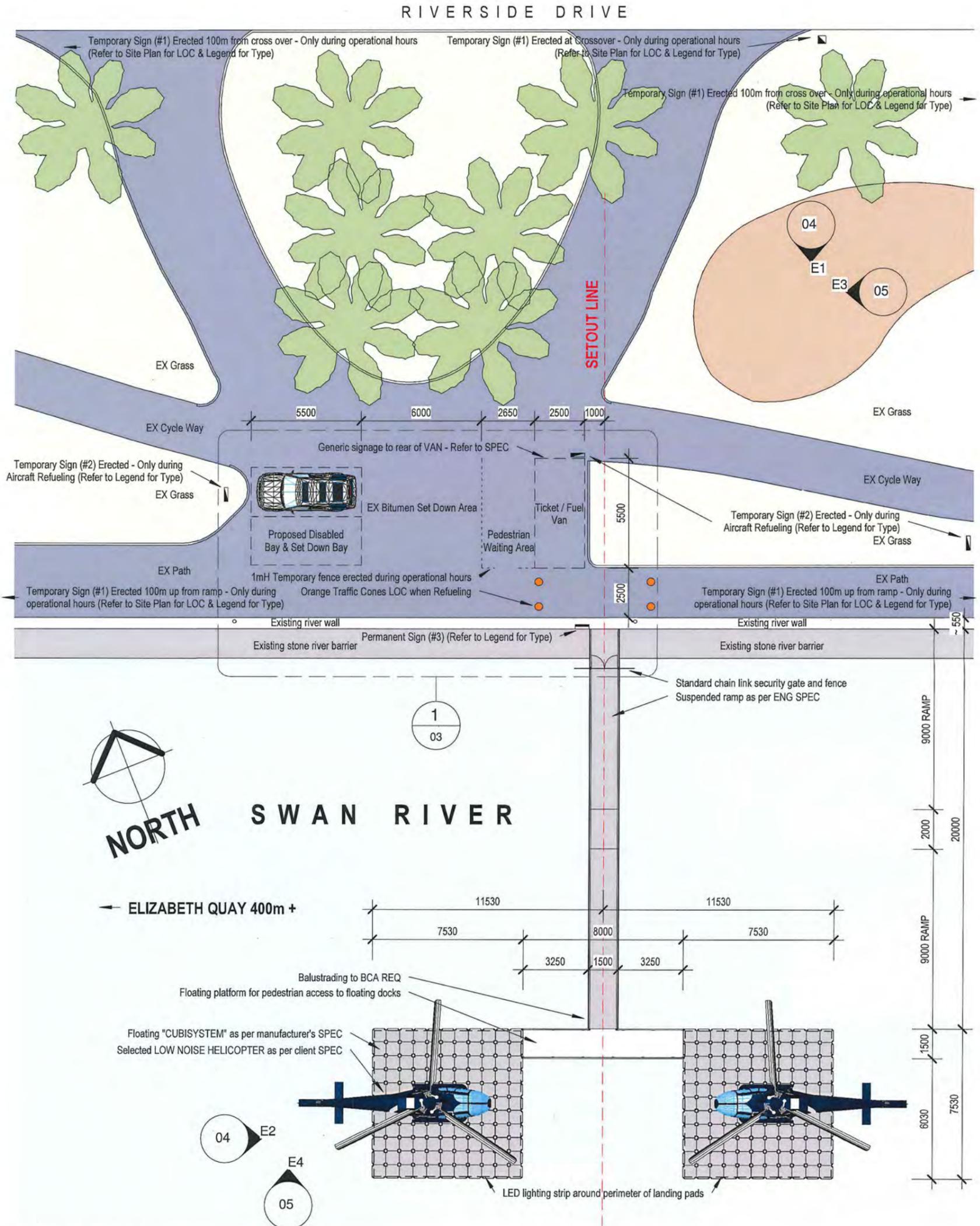
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	Global Marine Design Pty Ltd 5 / 43 Burlington Street Naval Base, Western Australia 6165 T: +61 (0)8 9437 1319 F: +61 (0)8 9437 2030 globalmarinedesign.com ABN: 11 101 353 851	DRN <b>GMD</b> CKD APPD DATE <b>14-04-16</b>	CLIENT <b>HELIWEST</b> VESSEL BUILDER <b>SHORELINE</b> DESIGN No. <b>T1502</b>	TITLE <b>HELIWEST SWAN RIVER CONCEPT KIOSK</b> SCALE <b>1:40</b> DRG No <b>T1502-4</b>	SHEET <b>4</b> OF <b>4</b> REV
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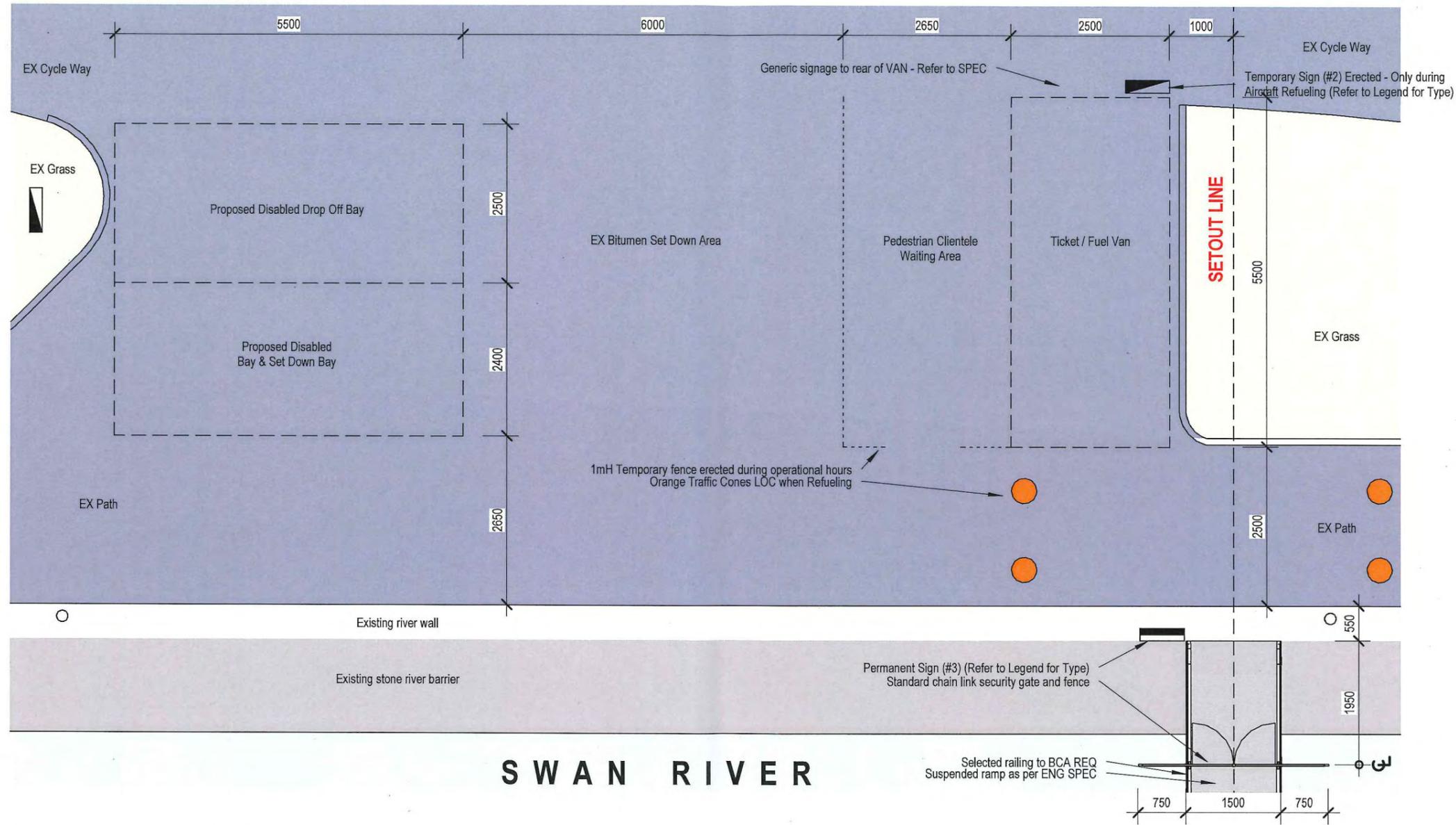
SKYLINE AVIATION GROUP PROPOSED FLOATING HELIPORT LOT #641 CROWN RES PERTH FORESHORE	<b>PLANNING APPLICATION</b>	SITE PLAN																		
		Dwg No: <b>A1.01</b>																		
J141033	SCALE: 1 : 2000 SHEET SIZE: A3	<table border="1"> <tr> <td>REV</td> <td>DATE</td> <td>DESCRIPTION</td> <td>DRAWN</td> </tr> <tr> <td>B</td> <td>15.08.21</td> <td>SRT - EOI</td> <td>MW</td> </tr> <tr> <td>A</td> <td>14.11.14</td> <td>Amended LOC</td> <td>MW</td> </tr> <tr> <td></td> <td>14.11.04</td> <td>Council Meeting 14.11.05</td> <td>MW</td> </tr> </table>	REV	DATE	DESCRIPTION	DRAWN	B	15.08.21	SRT - EOI	MW	A	14.11.14	Amended LOC	MW		14.11.04	Council Meeting 14.11.05	MW	ISSUE DATE: 21/08/2015 13:40:05	www.buildinglines.com.au 1300 550 848
REV	DATE	DESCRIPTION	DRAWN																	
B	15.08.21	SRT - EOI	MW																	
A	14.11.14	Amended LOC	MW																	
	14.11.04	Council Meeting 14.11.05	MW																	



**FLOOR PLAN**

1 : 200

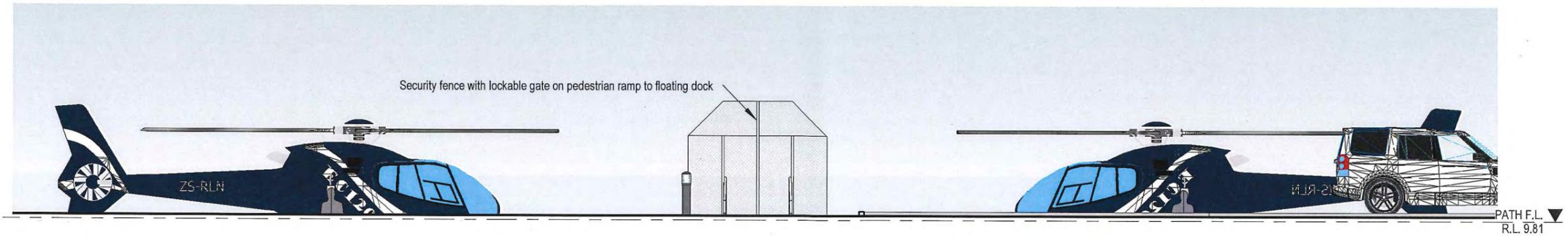
SKYLINE AVIATION GROUP PROPOSED FLOATING HELIPORT LOT #641 CROWN RES PERTH FORESHORE	PLANNING APPLICATION	B 15.08.21 SRT - EOI MW	FLOOR PLAN A1.02	
		A 14.11.14 Amended LOC MW 14.11.04 Council Meeting 14.11.05 MW		
J141033	SCALE: 1 : 200 SHEET SIZE: A2	REV DATE DESCRIPTION DRAWN	Dwg No: A1.02	ISSUE DATE: 21/08/2015 13:44:15
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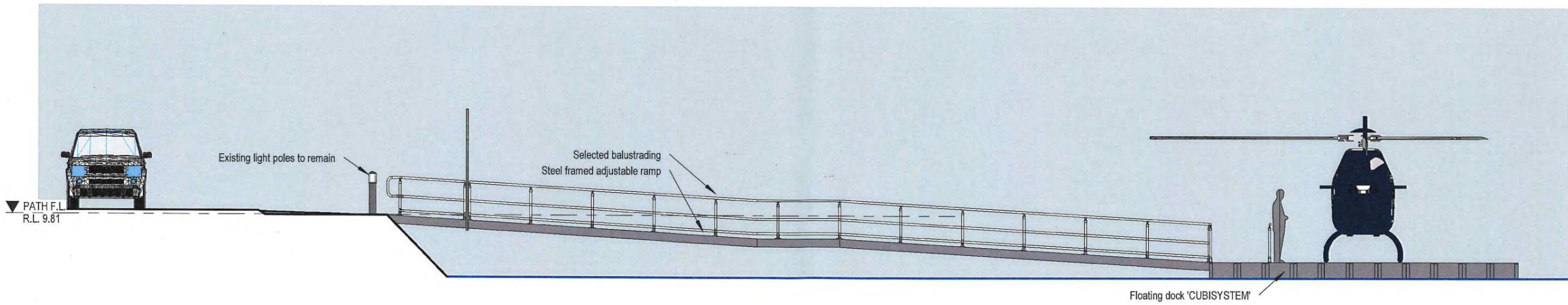
# LAND OPERATIONS

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SKYLINE AVIATION GROUP PROPOSED FLOATING HELIPORT LOT #641 CROWN RES PERTH FORESHORE J141033	<b>PLANNING APPLICATION</b>					LAND OPERATIONS Dwg No: <b>A1.03</b> ISSUE DATE: 21/08/2015 13:40:07 www.buildinglines.com.au 1300 550 848	
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		A	14.11.14	Amended LOC	MW		
			14.11.04	Council Meeting 14.11.05	MW		
SCALE: 1:75 SHEET SIZE: A3	REV	DATE	DESCRIPTION	DRAWN			

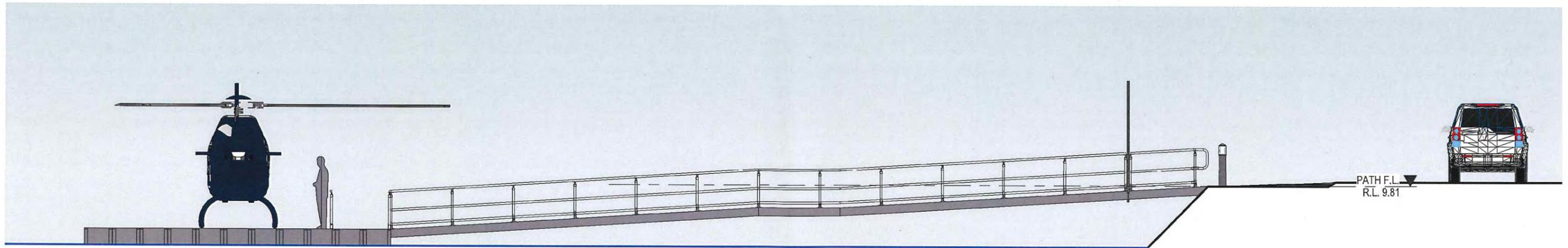


**E1** NORTH  
1 : 100

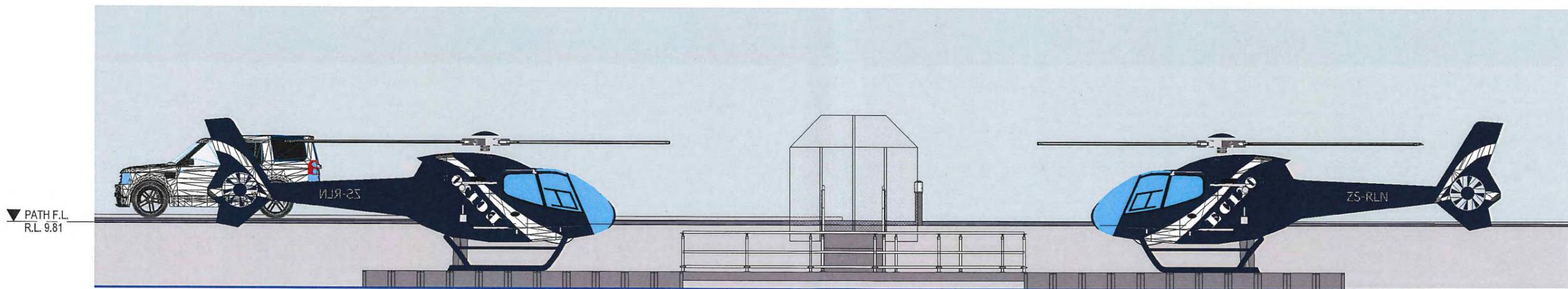


**E2** WEST  
1 : 100

SKYLINE AVIATION GROUP PROPOSED FLOATING HELIPORT LOT #641 CROWN RES PERTH FORESHORE J141033	<b>PLANNING APPLICATION</b>	B 15.08.21 SRT - EOI MW	ELEVATIONS Dwg No: <b>A1.04</b>	
		A 14.11.14 Amended LOC MW 14.11.04 Council Meeting 14.11.05 MW		
SCALE: 1 : 100 SHEET SIZE: A3	REV DATE DESCRIPTION DRAWN	ISSUE DATE: 21/08/2015 13:40:09	www.buildinglines.com.au 1300 550 848	



**E3** EAST  
1 : 100



**E4** SOUTH  
1 : 100

SKYLINE AVIATION GROUP PROPOSED FLOATING HELIPORT LOT #641 CROWN RES PERTH FORESHORE J141033	<b>PLANNING APPLICATION</b>					ELEVATIONS Dwg No: <b>A1.05</b> ISSUE DATE: 21/08/2015 13:40:11 www.buildinglines.com.au 1300 550 848	
		B	15.08.21	SRT - EOI	MW		
		A	14.11.14	Amended LOC	MW		
		14.11.04	Council Meeting 14.11.05	MW			
	SCALE: 1 : 100 SHEET SIZE: A3	REV	DATE	DESCRIPTION	DRAWN		



SKYLINE AVIATION GROUP PROPOSED FLOATING HELIPORT LOT #641 CROWN RES PERTH FORESHORE		<b>PLANNING APPLICATION</b>		ARTIST IMPRESSION		
J141033				Dwg No: <b>A1.06</b>		
SCALE: SHEET SIZE: A3	REV	DATE	DESCRIPTION	DRAWN	www.buildinglines.com.au 1300 550 848	
	B	15.08.21	SRT - EOI	MW		
	A	14.11.14	Amended LOC	MW		
		14.11.04	Council Meeting 14.11.05	MW		

	Group	Comment	Further action	Changes to report (other than noting)
1	Past client	<ul style="list-style-type: none"> <li>Supportive of a helipad facility; supportive of <b>Skyline</b> as an operator.</li> </ul>	Noted.	Not required.
2	Community member	<ul style="list-style-type: none"> <li>Supportive of a helipad facility, particularly one in a central location and close to several forms of public transport;</li> <li><b>Skyline's</b> mobile ticketing facility appears more aesthetically pleasing, and a less permanent structure is favourable; and</li> <li>Skyline's proposal appears less imposing.</li> </ul>	Noted.	Not required.
3	Department of Transport	<ul style="list-style-type: none"> <li>Requests that the final report include "The proponent shall apply for and obtain a jetty licence from the Department of Transport, Coastal Facilities Management".</li> </ul>	Noted.	Added Advice Note 11.
4	Community member	<ul style="list-style-type: none"> <li>Supportive of both applications being approved;</li> <li>requests that the helipads be made available to all helicopter operators, including private operators which often host VIPs; and</li> <li>notes that the Melbourne city helipad has been operating for years.</li> </ul>	Noted.	Not required.
5	Main Roads WA	<ul style="list-style-type: none"> <li>No further comment beyond Main Roads WA's original submission summarised in Section 2.29 of the draft report.</li> </ul>	Noted.	Not required.
6	Aviation industry	<ul style="list-style-type: none"> <li>Supportive of a helipad facility and of <b>Heliwest's</b> application, and as a company.</li> </ul>	Noted.	Not required.
7	Community member	<ul style="list-style-type: none"> <li>Supportive of <b>Heliwest's</b> application, and as a company.</li> </ul>	Noted.	Not required.
8	Community member	<ul style="list-style-type: none"> <li>Supportive of a helipad facility at Burswood, given that Heliwest has operated from Burswood in the past, it will provide tourism and VIP opportunities, it will provide an alternative location for emergency services to land, could possibly be used as a drone platform.</li> </ul>	Siting of helipad is discussed in Section 7.4-7.6.	Not required.
9	Community member	<ul style="list-style-type: none"> <li>Supportive of helipad facility for tourism.</li> </ul>	Noted.	Not required.
10	Department of Aboriginal	<ul style="list-style-type: none"> <li>Notes that the plans for the helipad are not yet finalised, and should the updated plans include any alterations to the Swan River (including piling) then the proponent should be referred to the Department of Aboriginal Affairs for</li> </ul>	Already addressed in Advice Note 12.	Not required.

	Group	Comment	Further action	Changes to report (other than noting)
	Affairs	advice regarding the <i>Aboriginal Heritage Act 1972</i> .		
11	Community member	<ul style="list-style-type: none"> <li>Supportive of <b>Heliwest</b>'s application, and as a company</li> </ul>	Noted.	Not required.
12	Nearby resident	<ul style="list-style-type: none"> <li>Objects to a helipad in this area; and</li> <li>has concerns about noise and its impact on amenity, people's enjoyment of the outdoors, and wildlife.</li> </ul>	Noted. Noise is an operational issue and will be addressed through a separate River Reserve Lease and licence/permit process.	Section 7.6 & 7.8.
13	Nearby residents – strata group	<ul style="list-style-type: none"> <li>Objects to proposal, primarily due to noise concerns.</li> </ul>	Noted. Noise is an operational issue and will be addressed through a separate River Reserve Lease and licence/permit process.	Section 7.6 & 7.8.
14	Existing associate	<ul style="list-style-type: none"> <li>Supportive of <b>Heliwest</b>, as a company.</li> </ul>	Noted.	Not required.
15	Tourism industry	<ul style="list-style-type: none"> <li>Supportive of helipad facility for servicing tourists and VIPs.</li> </ul>	Noted.	Not required.
16	Applicant – Brett Campany	<ul style="list-style-type: none"> <li><b>Skyline</b> Director;</li> <li>to reduce noise impacts from the operation of the helipad it is proposed to require that joy flights are at minimum 20 minutes long (2 flights per hour) to reduce the number of aircraft movements, use larger helicopters to take more passengers on each flight and therefore reduce the total flights each day, all flights are planned to take off and approach into the middle of the Swan River;</li> <li>to address point 2.31, Skyline became members of Tourism WA in May 2015 as well as Experience Perth and the Tourism Council of WA;</li> <li>to address point 2.28, guest vehicle parking and pick-up/drop-off will not be available at the helipad site due to the large amount of bicycle and pedestrian traffic, people will be directed to the Barrack Square and Terrace Road parking areas;</li> <li>Skyline has met with the Western Australian Rowing Club and agreed that helicopter operations would commence after the morning rowing activities</li> </ul>	Noted.	Section 7.36 updated to note changes to proposed guest vehicle access to the helipad site.

	Group	Comment	Further action	Changes to report (other than noting)
		<p>have been completed; and</p> <ul style="list-style-type: none"> <li>notes that Skyline is open to make any changes needed to ensure that the helipad operation has very little negative impact on residents and businesses.</li> </ul>		
17	Aviation industry	<ul style="list-style-type: none"> <li>Questions safety standards, compliance and buoyancy limitations of helipad designs (particularly <b>Skyline's</b> Cubi System); and</li> <li>questions whether advice has been sought on the minimum requirements relating to helipad legislation, ISO structural design and standards 19901-3:2014 Sec 9.5 &amp; 10 (Helidecks), CAAP 92-4, CAP 437.</li> </ul>	Parks and Wildlife defers to CASA on design standards related to aircraft safety.	Added Condition 4 & Advice Note 4.
18	Aviation industry	<ul style="list-style-type: none"> <li>Raises a number of safety concerns;</li> <li>based on past helipad incidents, believes that both proposals have non-complaint aspects with regard to world-wide helicopter standards (the surface of the pad proposed by <b>Skyline</b> in particular for wheeled undercarriage aircraft such as Perth's rescue helicopters, handrail and aircraft proximity design shortcomings which would allow tail-rotor strikes upon aircraft manoeuvring in both proposals);</li> <li>CASA guiding document CAAP 92-4 (for on water facilities);</li> <li>CAA, FAA &amp; ICAO guiding documents CAP 437, Heliport Manual 9261, and the UK Annex 14 Vol 11 – Heliports; ISO 19901-3 2014(E) is very specific as to what a helipad deck should be made of (Section 9 &amp; 10);</li> <li>based on CAAP 92-4, a pad of between 17.13m and 14.3m would be required to land Perth's rescue helicopter the Bell 412 and a 13m pad required to land the majority of Perth's helicopters (including Skyline's AS350 Squirrel) – <b>Skyline's</b> proposal is currently for a 7.53m pad;</li> <li><b>Skyline's</b> pads do not have any safety netting around the pad extremities, as is 'industry best practice';</li> <li><b>Skyline's</b> current proposal and has the mandatory 8m clearance between pads, however in both proposals the balustrading may pose a risk to tail-rotor strikes and may need 'hatching markings' or the widening of the walkways, removal of the rails, use of pedestrian guidance paint and the installation of safety netting below deck level;</li> <li>raised concerns about noise and the affordability of use of the facility by third</li> </ul>	<p>Parks and Wildlife defers to CASA on design standards related to aircraft safety.</p> <p>Noise and third-party access to the helipad are operational issues and will be addressed through a separate River Reserve Lease and licence/permit process.</p>	<p>Added Condition 4 &amp; Advice Note 4.</p> <p>Not required.</p>

	Group	Comment	Further action	Changes to report (other than noting)
		<p>parties (the cost provided by <b>Heliwest</b> appears to be economically prohibitive without charging third party users prohibitive landing fees and therefore creating a monopoly);</p> <ul style="list-style-type: none"> <li>▪ the number of joy flights proposed would create noise issues (as previously occurred with the Heliwest pad at Burswood);</li> <li>▪ joy fights are already available from Jandakot and Hillarys, the city helipad would therefore be of greater benefit by providing a pick-up and drop-off facility; and</li> <li>▪ neither proposal embraces the ‘new technology’/‘quit-tailrotor’ helicopters which are 30% more quiet than the aircraft currently operated by the proponents.</li> </ul>		
19	Community member	<ul style="list-style-type: none"> <li>▪ Supportive of <b>Skyline’s</b> application due to its lower profile design and ability to be easily removed in case of emergency/flooding.</li> </ul>	Noted. Section 7.30.	Not required.
20	WA Rowing Club	<ul style="list-style-type: none"> <li>▪ Raises a number of safety and operation concerns, and suggestions on how they can be managed;</li> <li>▪ notes that the area is used for rowing training including pre-dawn and post dusk, consequently recommends that the helipad be well lit and clearly visible at night and a lighting strategy be agreed with the West Australian Rowing Club;</li> <li>▪ due to the training times and numbers of rowers (over 300) using the area, recommends that the helipad hours of operation be restricted to 8:30am-6pm on weekdays and 9:30am-5pm weekends;</li> <li>▪ notes that school rowing programs are run in this area, consequently recommends that an agreed operating charter is needed to protect the safety of the children;</li> <li>▪ notes that access on the service road along the riverwall needs to be maintained as it is frequently used to bring in boat trailers for loading/unloading; and</li> <li>▪ given that the West Australian Rowing Club is a teaching facility, it is recommended that noise be monitored to ensure that it does not impact on the teaching program, and if it does, the operation be reviewed to lessen the</li> </ul>	<p>Lighting is already highlighted to be addressed as part of the final design plans for the helipad facility at Condition 3 and Advice Note 3.</p> <p>Noise and hours of operation of the helipad are operational issues and will be addressed through a separate River Reserve Lease and licence/permit process.</p> <p>No car parking within the foreshore reserve is already addressed in Condition 20. Ensuring that the final location of any land-based ancillary structures associated with the helipad is not restricting access</p>	<p>Not required.</p> <p>Not required.</p> <p>Added Condition 5 and Advice Note 5.</p>

	Group	Comment	Further action	Changes to report (other than noting)
		impacts.	on the service road can be addressed through a condition of approval.	
21	Community member	<ul style="list-style-type: none"> <li>Supportive of <b>Heliwest</b>'s application; concerned with Skyline's proposed on-site refuelling</li> </ul>	Noted. Condition 17 already restricts refuelling from occurring on the helipad.	Not required.
22	Community member	<ul style="list-style-type: none"> <li>Supportive of helipad facility.</li> </ul>	Noted.	Not required.
23	Aviation industry	<ul style="list-style-type: none"> <li>Supportive of helipad facility.</li> </ul>	Noted.	Not required.
24	Aviation industry	<ul style="list-style-type: none"> <li>Comments on use of area by both seaplanes and helicopters;</li> <li>notes that the applications fail to address passenger services (toilet facilities, car parking), and recommends that a standard be maintained comparable to the Barrack Street Jetty commercial operation;</li> <li>considers that noise may be an issue particularly in combination with the seaplanes using the area, and recommends that maximums should be set for the area in regard to number of flights per day and acceptable noise levels and these be distributed/met between the various operators/aircraft types;</li> <li>raises concerns about the proximity of the helipad to the foreshore pathway and the risk to safety in the event of an emergency landing or crash, and recommends that the helipad be located on the south side of the Riverside Drive channel, the helicopters be fitted with pop-out floats to allow emergency landings on water and an emergency marine vessel be provided;</li> <li>notes that intended flight paths and timings have not been provided;</li> <li>raises concerns about the risk of collision and control of airspace over the river, noting that between the two applicants a total of 62 flights per day have been proposed and in combination with the seaplane operation this equates to 70 flights per day, recommends that the government decides how many flights in and out of the river are acceptable and these be allocated between the operators;</li> <li>advises that long delays can be experienced waiting for Air Services Australia to</li> </ul>	<p>Passenger facilities are discussed in Section 7.35-7.39.</p> <p>Noise, maximum number of daily flights and hours of operation of the helipad are operational issues and will be addressed through a separate River Reserve Lease and licence/permit process.</p> <p>Parks and Wildlife defers to CASA on design standards related to aircraft safety (including separation distances to public places).</p>	<p>Section 7.38 updated.</p> <p>Not required.</p> <p>Added Condition 4 &amp; Advice Note 4.</p>

	Group	Comment	Further action	Changes to report (other than noting)
		<p>give clearance for take-off and that having multiple operators in the area will likely further exacerbate this issue, so recommends that one operator be allowed to control all aircraft/pilots/flight schedules in the area; and</p> <ul style="list-style-type: none"> <li>▪ notes that the applications specify use of twin engine aircraft which generate high levels of noise, so recommends that only single engine aircraft be allowed to operate from the helipad.</li> </ul>		
25	Nearby residents - Council of owners	<ul style="list-style-type: none"> <li>▪ Objects to proposal ;</li> <li>▪ argues that the 2006 GHD study is out-of-date and that significant residential development, and an increase in the residential population, has occurred in the last 10 years and that the helipad is too close to these developments;</li> <li>▪ argues that there is no need for an emergency helicopter landing facility as Langley Park is already used for this purpose and is closer to RPH;</li> <li>▪ argues that the hours of operation are too long and that the noise from 30 flights a day will result in reduced enjoyment and use of outdoor areas;</li> <li>▪ argues that the noise and water spray will impact on the recreational use of the river and foreshore in the area, particularly the shared pathway on top of the riverwall;</li> <li>▪ notes that no consultation with residents has been undertaken;</li> <li>▪ considers that refuelling on the helipad risks public safety; argues that the facility will impact on the habits of the river's resident dolphins; suggests that the facility be refused;</li> <li>▪ suggests that if approval is inevitable, construct the facility between Elizabeth Quay and the Narrows Bridge or on Heirisson Island, at Point Fraser or in Kings Park; and</li> <li>▪ suggests that if approval is inevitable at the current location, the operating hours be restricted to 8.30-11.30am, 2.30-5pm weekdays and 9.30-11.30am, 2.30-4pm weekends to allow for quiet periods during the day.</li> </ul>	<p>Siting of helipad is discussed in Section 7.4-7.6.</p> <p>Noise, maximum number of daily flights and hours of operation of the helipad are operational issues and will be addressed through a separate River Reserve Lease and licence/permit process.</p> <p>Parks and Wildlife defers to CASA on design standards related to aircraft safety (including separation distances to public places).</p> <p>Condition 17 already restricts refuelling from occurring on the helipad. Section 7.35 discusses potential impacts to aquatic fauna.</p>	<p>Not required.</p> <p>Not required.</p> <p>Added Condition 4 &amp; Advice Note 4.</p> <p>Not required.</p>
26	Community member	<ul style="list-style-type: none"> <li>▪ Supportive of helipad facility; and</li> <li>▪ favours <b>Skyline's</b> application due to it having overall less visual impact, with the temporary kiosk design allowing views to the river to be retained and the helipad design being simpler and with a smaller footprint, and noise modelling</li> </ul>	Noted. Section 7.27.	Not required.

	Group	Comment	Further action	Changes to report (other than noting)
		already showing impacts will be within acceptable levels.		
27	Aviation industry	<ul style="list-style-type: none"> <li>▪ Unsupportive of privately run floating helipad, as the high cost of construction necessitates the need to conduct large numbers of joy flights and charge high rates to other operators using the facility;</li> <li>▪ notes that operations in Perth city have been closed down in the past due to noise complaints, and suggests that there are too many residences in Perth city to run constant joy flights from the city; and</li> <li>▪ suggests that a better alternative would be a council-run land-based facility for pick-ups and drop-offs only (no joy flights), which would ensure that all operators are treated equitably (including fair access and landing charges).</li> </ul>	<p>Noise and third-party access to the helipad are operational issues and will be addressed through a separate River Reserve Lease and licence/permit process.</p> <p>Background to helipad applications discussed in Section 6.</p>	<p>Not required.</p> <p>Not required.</p>
28	Chief Justice of WA	<ul style="list-style-type: none"> <li>▪ Raised helicopter noise as a potential issue on the operations of the Supreme Court and Family Court;</li> <li>▪ an expert advised that noise levels were likely to approach, but probably not exceed, the maximum levels which are generally regarded as acceptable with respect to an activity of this kind, on an operating court; and</li> <li>▪ notes that the precise levels of noise likely to be experienced within each court building was unable to be predicted with absolute certainty, therefore requested that the licensee be made aware of the position of the courts, in order for them to undertake their own assessment of the risk of noise on court operations.</li> </ul>	Noise from the helipad is an operational issue and will be addressed through a separate River Reserve Lease and licence/permit process.	Not required.
29	Aviation industry	<ul style="list-style-type: none"> <li>▪ Supportive of <b>Heliwest</b>'s application for a technically superior facility.</li> </ul>	Noted.	Not required.
30	Current lessor	<ul style="list-style-type: none"> <li>▪ Recommended <b>Heliwest</b> for the helipad project; and</li> <li>▪ confirmed the group's financial capacity and that as a tenant the group has met and complied with all its obligations.</li> </ul>	Noted.	Not required.
31	Tourism industry	<ul style="list-style-type: none"> <li>▪ Supportive of <b>Heliwest</b>'s application, and the overall helipad concept.</li> </ul>	Noted.	Not required.
32	Past client	<ul style="list-style-type: none"> <li>▪ Supportive of <b>Heliwest</b>'s application, and as a service provider; and</li> <li>▪ Prefers a West Australian owner company being granted operational rights to</li> </ul>	Noted.	Not required.

	Group	Comment	Further action	Changes to report (other than noting)
		the helipad.		
33	Community member	<ul style="list-style-type: none"> <li>Supportive of the proposed helipad.</li> </ul>	Noted.	Not required.
34	City of Perth	<ul style="list-style-type: none"> <li>Noted that the proposed conditions of approval include minor differences to some of the City's recommendations; and</li> <li>the City accepts a three year, rather than a two year, trial period; the draft report does not limit the maximum number of helicopter trips per day – the City is of the view that 30 trips as a maximum should be conditioned, as a modification to the condition can be applied for at any stage.</li> </ul>	Discussed in Section 7.7.	Not required.
35	Applicant – Alan Bailey	<ul style="list-style-type: none"> <li><b>Heliwest</b> CEO;</li> <li>in response to draft report, the helipad design has been updated to a two pad system and the kiosk made almost 20% smaller, with glass forming 75% of the external wall area;</li> <li>safety has been given further consideration; the helipads have been upgraded to accommodate larger aircraft (possible future Police &amp; DFES aircraft);</li> <li>the lighting design has been updated;</li> <li>oil/water separation system added to design; and</li> <li>advised that a preliminary noise assessment is currently being conducted.</li> </ul>	Report updated to reflect these changes.	Report updated to reflect these changes.
36	Tourism WA	<ul style="list-style-type: none"> <li>supportive of, and willing to be involved in, the endorsement of the preferred proponent through a lease process; and</li> <li>requests that tourism opportunities, existing relationships and established networks be investigated as an important consideration when awarding the lease.</li> </ul>	Noted.	Not required.
37	Metropolitan Redevelopment Authority	<ul style="list-style-type: none"> <li>notes that noise, flight paths and operating hours have been addressed to ensure that impacts on the amenity of the public realm and residential buildings within Elizabeth Quay will be minimised.</li> </ul>	Noted.	Not required.
Late submissions				
38	Department of Planning	<ul style="list-style-type: none"> <li>Recommends that Condition 18 be clarified to “No car parking or the vehicle drop off of passengers associated with the development shall be located within</li> </ul>	Noted. Condition 18 now Condition 20.	Condition 20 updated as

	Group	Comment	Further action	Changes to report (other than noting)
		the Foreshore Reserve”; and ■ recommends that Condition 12 be reworded to “The works shall not obstruct or prevent public access along the walk and cycle paths on the adjacent foreshore unless closure is necessary for safety purposes and a safe alternative route is provided, to the satisfaction of the Department of Parks and Wildlife, on advice from the City of Perth”.	Noted. Condition 12 now Condition 10.	requested.  Condition 10 updated as requested.
39	Existing client	■ Supportive of <b>Heliwest</b> ’s application, and as a service provider.	Noted.	Not required.

Supportive of a helipad application/concept	12
Endorsement of applicant and proposal	8
Objects to application	4
Raises concerns with application	6
Neutral comments on text of draft report	9