

LEGISLATIVE COUNCIL

Question on notice

Thursday, 3 May 2012

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5550. Hon Robin Chapple to the Leader of the House representing the Minister for State Development.

I refer to the Barrow Island Act 2003, Chevron Gorgon developments and WA Oil production facilities on Barrow Island, and I ask --

- (1) Is it proposed to realign the Barrow Island airport runway?
- (2) If yes to (1), will this realignment actually increase the size of the airstrip?
- (3) If yes to (2), what is the width and length of the current strip?
- (4) If yes to (2), what is the proposed width and length of the proposed strip, realignment and extension?
- (5) Has this realignment been referred to the Environmental Protection Authority for assessment?
- (6) If no to (5), why not?
- (7) Will the increased size of the airstrip be considered to be part of the Gorgon development?
- (8) Is the airstrip expansion being presented as the need by WA Oil to help combat some drainage issues?
- (9) Have these drainage issues been in existence since the airport was commissioned?
- (10) Have these drainage issues caused any major concerns when to former proponents using this airstrip?
- (11) Have these drainage issues caused any major environmental concerns?
- (12) If no to (10) and (11), what is the purpose of these extensions?
- (13) Who is the proponent behind this proposed extension, is it the Chevron Gorgon developments or the WA Oil production facilities?



Department of State Development advises:

(1) No, the proposal is to extend the existing runway increasing the size of the airport.

(2) No realignment is required. An increase to the size of the airstrip is proposed.

(3) The current runway is 1900 metres long and 30 metres wide.

(4) The proposed runway is 2150 metres long and 30 metres wide.

(5) The runway extension proposal has not been referred to the Environmental Protection Authority for formal assessment.

(6) The runway extension proposal is subject to the approval of a clearing permit application that is currently being considered by the Native Vegetation Assessment Branch of the Department of Mines and Petroleum, subject to section 51E of the *Environmental Protection Act 1986*.

(7) The matter is to be assessed and a determination is yet to be made.

(8) Yes.

(9) Yes.

(10) The clearing permit application states that flooding of the runway has caused flight cancellations and has raised safety concerns.

(11) No.

(12) Heavy rain has caused flooding of the northern section of the runway resulting in degradation of the strip and the cancellation of flights. An upgrade of the runway design together with a 250 metre extension to the south is proposed to mitigate flooding events caused by heavy rain, improve drainage and provide better access.

(13) The airstrip is a WA Oil asset and a clearing application has been lodged by Chevron Australia Pty Ltd as operator on behalf of WA Oil.