

1 BACKGROUND AND CONTEXT

██████████ of Giannellisky Pty Ltd is a highly experienced skydiver who has worked in the adventure tourism industry for over 26 years. This includes 7 years in WA, offering recreational skydiving services in York, Rottnest Island, Jurien Bay, Rockingham Beach, and Langley Park.

The City of Cockburn contains stretches of coastline which are pristine, spectacular and highly accessible due to their proximity to Perth and connectivity via key transport links (ie Cockburn Road, Rockingham Road etc). For this reason, ██████████ has carefully selected two small areas at Woodman Point Beach (near ammunition jetty) and Jervoise Bay to establish small landing areas as part of a new, WA owned and operated skydiving operation.

If successfully established, these would be the closest beachside landing areas to Perth, making adventure tourism a much more convenient and accessible activity for locals, Australian tourists, and international tourists alike. Currently, the closest available beachside skydiving is in Rockingham.

Cockburn's tourism base is likely to be expanded as a result of this proposal, with spectacular photography and videos being produced of Cockburn's scenic coastline as adventure tourists gracefully land within the designated areas at Woodman Point Beach and Jervoise Bay.

An expanded social media presence and awareness of Cockburn's coastline is likely to result, which could create flow-on benefits for other recreational operations occurring on the coastline, as well as an increased recognition of the importance to preserve this natural asset for future generations.

2 DESCRIPTION OF PROPOSAL

The proposal involves the use of two separate areas at Woodman Point Beach (slightly north of the Ammunition Jetty) and Jervoise Bay for the purpose of recreational skydiving landing. Maps and plans are provided at **Appendix 1** which depict the areas, both at wider context and close up.

It is important to note that the landing areas are temporary in nature, and do not involve any permanent fixtures or structures. The areas are set up in the morning and then removed in the afternoon.

Skydiving is a seasonal activity which is highly regulated and only occurs when weather conditions meet regulatory criteria, with ongoing observations through the course of a day. Both landing areas would not be used at the same time – the purpose of having two areas is to ensure operations can occur in response to changing wind directions (noting one of the proposed beaches is north-south and the other beach is east-west).

Under the respective regulatory requirements, skydive instructors are required to adhere to various safety procedures and protocols. This includes skydiving operations only occurring within compliant wind conditions (less than 25 knots), and accurate/safe landing activity by instructors. In the unlikely/uncommon event of landing occurring outside a designated area, an incident report must be prepared and submitted to the Australian Parachute Federation for investigation and action.

The below table contains key details of the proposal, based on some specific questions asked by the City's officers during initial phases of the project:

City's questions	Applicant comment
Site plan/s showing landing zones and other requirements (gazebo area, parking requirements etc) including vehicles and equipment used	Refer to Appendix 1 which contains site plans depicting the landing sites and associated car parking, gazebos and other elements of the skydiving operation. Both landing areas are situated in close proximity to public car parking areas and beach access pathways. The public car park would contain: • A check-in area which would either be a gazebo or trailer. • Parking for a van or small people mover bus.
Description of the landing zone and how this will be managed	Description of landing areas as follows: • Both landing areas will not be operated at the same time. The purpose of having two areas is to ensure operations can occur in response to changing wind conditions (ie one beach is north-south orientated and the other is east-west orientated for this reason). • The landing areas will generally be 70m x 15m, and suitably positioned to have convenient access to the nearest road and/or car park via a beach access track. The size of landing areas will be determined by the extent of tides on the beach on any particular day. • The landing area will be enclosed by temporary posts and a red rope to clearly delineate the boundary and prevent public access during landing activity. • Public access will be maintained on either side of the landing areas, as depicted on the maps provided, to ensure public use of the beach is not hindered. • A Ground Control Assistant (GCA) will be present at the landing area at all times and will be responsible for: - Keeping the landing area free of the public and unrelated users of the beach - Monitoring wind and weather patterns around the landing area and providing regular updates to the plane crew via radio - Monitoring air traffic in the vicinity of the beach and providing regular updates to the plane crew via radio - Maintaining frequent communication with the other crew members through the course of the day • No jumping will occur unless the GCA has updated the plane by radio and given the all-clear that conditions on the ground are safe. • After landing the customers will return to their parked vehicles and leave the site. • If winds exceed 25 knots and/or there is significant cloud cover, operations must stop under regulatory requirements.
Description of expected use/operation (days of use, time, time of year)	Typical skydiving operations would occur as follows: <u>Summer</u> • On weekends, 6am to sunset (alternating between the two landing areas, depending on weather/wind conditions) • On weekdays, 8am to 4pm (alternating between the two landing areas, depending on weather/wind conditions) <u>Autumn</u>

	- On weekends, 8am to 4pm (alternating between the two landing areas, depending on weather/wind conditions) - On weekdays, 8am to 1pm (alternating between the two landing areas, depending on weather/wind conditions) <u>Spring</u> - On weekends, 8am to 4pm (alternating between the two landing areas, depending on weather/wind conditions) - On weekdays, 8am to 1pm (alternating between the two landing areas, depending on weather/wind conditions) <u>Winter</u> - Operations not as frequent due to poor weather conditions. When weather conditions are conducive, days are short (ie 8am-1pm at a maximum) <u>School Holidays</u> 6am to sunset everyday (alternating between the two landing areas, depending on weather/wind conditions)
Description of the 'flow of activities' (e.g. arrive on-site, check-in, induction, transfer, aircraft and jump, landing etc)	Flow of activities as follows: <u>Start of day:</u> - Most suitable landing area is selected based on observation of weather conditions and forecast for the day. - GCA and other staff (up to 4) attend site to set up check-in gazebos and landing area, and general preparation. <u>Operational flow:</u> - Patrons attend the site based on their booking time, parking their vehicles in the public parking areas near the check-in area. - At arrival, patrons will check in at the gazebo, receive a safety briefing from instructors, and be provided a jumpsuit. - A van or small bus will transport patrons to Jandakot Airport. Plane takes off within 10 minutes of arrival at Jandakot. - Jumping and landing occurs at the landing area. - Patrons and instructors return to check-in area to remove gear and allow parachute re-packing for the next jump. - One jump 'load' occurs every hour, whereby this process is repeated. <u>End of day:</u> - Landing area and gazebos are removed, placed into the van and/or bus and returned to HQ.
Description of the ancillary activities (checking in, selling, advertising, photography etc)	- Advertising and sales is predominantly undertaken online and offsite. Passers by can enquire about services and receive a pamphlet or short explanation of the service. - Any bookings made on-site are for future days (ie no walk-ins are permitted for same-day jumps). - Photos and videos are made by the skydive instructors during jumping and landing. For extra cost, photos and videos can be made by an additional skydiver filming during landing. A social media page will be set up, where snippets of videos and/or photos can be published. - Merchandise will be available for purchase online and/or from check-in gazebos.
Statement/description on expected impact on community (use of	Small areas on the beach up to 70m x 15m would be cordoned off for a portion of the day, however public access on either side of the landing areas will be maintained (therefore limited community

beach, parking, environment)	traffic, local	impact is expected as a result of usage of the beach). The GCA will ensure beach users are aware of this. • Both beaches have access to significant public car parking and bay usage for patrons is limited to approx. 1.5 hours maximum. Staff will be instructed to park at the most inconvenient locations. • Jumping loads are maximum 20 people (10 patrons and 10 instructors), therefore conservatively assuming a maximum of 20 bays at any one time. Patrons will occupy bays for up to an hour, however instructors and staff will utilise bays all day. However, skydive patrons rarely attend alone (either in groups of friends or couples), hence an average ratio of 1 bay / 2 patrons is reasonable. • The activities do not produce any waste. Any waste produced would be recyclable (ie paper and plastic associated with check-in). Waste will be collected by the instructors over the course of a day and taken offsite for disposal. Skydiving operations will not result in any remnant materials onsite, and the conditions of the beach will be the same as they were before operations commenced. • Landing activity will only occur within the designated landing areas shown on the maps, therefore no disturbance to the dune systems will occur. • Giannellisky intends to maintain close relations with other regular recreational users of the beach (ie kite surfing association and local walkers/community members), to ensure smooth and harmonious operations.
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3 OTHER INFORMATION

Business composition

The skydiving business will be operated by [REDACTED] as owner/operator. [REDACTED] owns Giannellisky Pty Ltd, which is the entity underpinning the business. The name of the business itself is not yet confirmed.

The chief skydiving instructor who will be responsible for overseeing, carrying out and managing landing operations is [REDACTED]. This includes overseeing other skydiving instructors who must be accredited by the Australian Parachute Federation, through the course of operations.

Giannellisky Pty Ltd will rent a light aircraft, which will remain situated at Jandakot airport for skydiving use. Giannellisky Pty Ltd will also hire a pilot who will operate the light aircraft during operations.

Ground control staff will be employed by Giannellisky Pty Ltd as required to manage the 'on the ground' tasks and requirements on a day to day basis.

Accreditation

Refer to **Appendix 2**, which contains confirmation of Australian Parachute Federation accreditation of Paul Morton, who will operate as the chief skydive instructor for this operation. Paul will carry out jumps himself, while also managing/overseeing other accredited instructors.

[REDACTED] is also a highly experienced skydive instructed and a full Australian Parachute Federation member, evidenced in the materials supplied as part of this package.

Insurance

Refer to **Appendix 3**, which contains correspondence from the Australian Parachute Federation confirming that all federation members, including clubs, are covered under combined liability insurance with an upper limit of \$20,000,000.

Giannellisky Pty Ltd will need to make an application to the APF to open a skydiving operation. Once approved, a certificate of currency will be issued which can be provided to the City.

National police clearance / working with children

Refer to **Appendix 4**, which contains CV check and confirms [REDACTED] ability for unsupervised contact with vulnerable persons, as well as a police check.

4 CONCLUSION

This application seeks approval for a Recreation and Leisure Traders Licence, for Giannellisky Pty Ltd to establish a skydiving operation where adventure tourists would land within two small, designated areas on Woodman Point Beach and Jervoise Bay.

This proposal is likely to enhance Cockburn's tourist base and create opportunities for Cockburn's pristine beaches and oceanic character to be celebrated, not only through user experience but also through imagery and videos captured during landing activity. This would allow Cockburn to compete with other parts of WA where skydiving is allowed, for example Rockingham Beach, Rottnest Island, Langley Park (Perth CBD) and Jurien Bay.

The operation would be managed by properly accredited and experienced skydiving instructors, and the landing areas (which are temporary in nature) still allow use of the beach by the wider public with no reduction or diminishment of enjoyment by others.

The application is acceptable we request the City's favourable consideration, through the issuance of a licence.

APPENDIX 1

MAPS AND PLANS

Ammunition Jetty (Woodman Point) - overall map

Location of landing area

Gazebo location (indicative)

Beach/camp access

Car parking for:
- intermittent van access
- office / check-in trailer
- parking for patrons and staff

1:3325@A3 70 m

Ammunition Jetty (Woodman Point) - landing area map

Landing area:

- controlled by one ground staff during jumping/landing activity
- constant communication with plane and office staff
- cordoned off with rope to prevent public access (through access is maintained on either side of the landing area)
- installed from 6am (subject to wind conditions)



Jervoise Bay - overall map

Gazebo location
(indicative)

Preferred patron car parking
along parts of Woodman
Point View

Bench access

Location of landing
area

Car parking for:
- intermittent van access
- parking for patrons (not staff)

Car parking for:
- intermittent van access
- parking for patrons and staff

1:6650@A3 140 m

Jervoise Bay - landing area map

Landing area:

- controlled by a Ground Control Assistant during jumping/landing activity
- constant communication with plane and office staff
- cordoned off with rope to prevent public access (through access is maintained on either side of the landing area)
- installed from 6am (subject to wind conditions)
- signposted at both ends during landing to advise users of the beach

Beach/car park access

Public through access

Landing area

Public through access

15m

70m