



KMART DISTRIBUTION CENTRE

Major Development Plan
Site 501 Spartan Street - Jandakot Airport
January 2015



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Report Type	Major Development Plan

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The Hon Warren Truss MP

Deputy Prime Minister
Minister for Infrastructure and Regional Development
Leader of The Nationals
Member for Wide Bay

12 JAN 2015

PDR ID: MS14-001576

Mr John Fraser
Managing Director
Jandakot Airport Holdings Pty Ltd
16 Eagle Drive
JANDAKOT WA 6164

Dear Mr Fraser

Thank you for your submission dated 31 October 2014 seeking my approval of the draft Major Development Plan (MDP) for the proposed Kmart Distribution Centre at Jandakot Airport.

I am pleased to advise I have approved the MDP in accordance with section 94(2) of the *Airports Act 1996* (the Act).

In approving the MDP I have been mindful that Jandakot Airport is a valuable asset in the economic and transport infrastructure of Western Australia and that appropriate non-aeronautical developments underpin the viability of the airport's aviation operations.

I take this opportunity to emphasise that the primary role of leased federal airports is to provide aviation infrastructure that serves the Australian community. The Government is committed to supporting sustainable growth in civil aviation and accepts the necessity for an element of non-aviation land use at airports, provided these alternative uses do not compromise the current and future capacity of the airport to serve its primary aviation-related purpose.

I am satisfied the proposed development will not adversely impact on aviation operations and will provide significant employment opportunities and services at the airport.

In making my decision I have given regard to the views received during the consultation process including those provided by Airservices Australia (Airservices) and the Civil Aviation Safety Authority (CASA). It is my expectation Jandakot Airport Holdings Pty Ltd will continue to work closely with Airservices and CASA as this project proceeds. Airservices has noted that any associated plant and crane operations for the development will require separate assessment prior to construction commencing.

In accordance with Section 242 of the Act, an application may be made to the Administrative Appeals Tribunal for a review of my decision.

Publication of the approved MDP is required, under section 96(2) of the Act, within 50 business days of my approval. Please advise the Department of Infrastructure and Regional Development when this occurs.

Yours sincerely



WARREN TRUSS

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Executive Summary

Jandakot Airport Holdings Pty Ltd (JAH) plans to develop a Distribution Centre at Jandakot Airport on behalf of Kmart Pty Ltd (Kmart). This Major Development Plan has been prepared in accordance with the requirements of the *Airports Act 1996*. For the purposes of the *Airports Act 1996*, the Distribution Centre comprises the construction of a new building that is not wholly or principally for use as a passenger terminal; and the cost of construction exceeds \$20 million. Therefore the Distribution Centre is classified as a 'major airport development'. Accordingly, the development cannot be carried out except in accordance with this Major Development Plan.

Jandakot Airport Holdings Pty Ltd plan to build the Distribution Facility on a 97,366 m² site known as 'site 501' located on the corner of Berrigan Drive and Spartan Street. The proposed Distribution Centre is largely located in Precinct 5 of the *Jandakot Airport Master Plan 2009* (the Master Plan), with a small portion of the site located within Precinct 4b. The site will be used for the purpose of a Distribution Centre which will be the central handling point for the Kmart network in Western Australia and will co-ordinate deliveries to all outlets. No retail sales will occur from the Distribution Centre. The warehouse area of the Distribution Centre is 38,035 m² and consisting of the following elements:

- A general goods warehouse with a floorspace area of 38,035 m², with goods-in from the north-east and south-east, and goods out from the north-west, and bulk floor and racked storage with mechanical sorting in the centre
- 20 covered receiving bays (south-east side of the building), 46 covered container loading bays lanes (north-east side of the building), 35 recessed despatch docks (north-west side of the building)
- Outdoor container area
- A perishable goods coolroom
- Maintenance room and battery charge room
- Administration areas, being receiving office, despatch office and main office
- Staff and visitor car parking
- Pallet yard
- Sprinkler tank and pump room

Once fully operational, the Distribution Centre will support an immediate store network of 23 retail outlets within WA (consisting of 17 stores located within the Perth Metro region and 6 Regional stores), and will have the capacity to cater for planned growth of the store network (currently 3 metropolitan and 2 regional over the 15 year forward planning horizon). Following the completion of the construction period and once fully operational, the Distribution Centre is estimated to employ up to 120 staff, with a maximum of 80 staff being rostered on at any one time.

The development is proposed on a 9.736 hectare bespoke parcel of land that has been defined to meet the specific requirements of the Kmart Distribution Centre, and in consideration of the Master Plan. The location sits in the western corner of Jandakot Airport within the mixed business precinct, well clear of the airside services that are the predominate use of the Airport.

The subject land has already been cleared and is development ready with all services available, as expected within a quality business park. The site has significant separation from sensitive land uses, thus ensuring the required 24 hour operation can occur without impacting any existing or future uses in the locality. There will be no significant environmental impacts as a result of the proposed development.

Overall, the proposal is an example of modern transport and logistics development, and takes advantage of the exceptional location and convenient access to the state road network. The development is shown to be consistent with the established principles of the *Jandakot Master Plan 2009* and meets all of the statutory requirements of the *Airports Act 1996*.

The proposed Distribution Centre demonstrates clear compliance with the requirements of the Master Plan. Kmart have been working closely with Jandakot Airport Holdings Pty Ltd to ensure the development is in accordance with the requirements of their lease, the *Airports Act 1996* and the *Jandakot Master Plan 2009*. The site is located within the commercial development precinct identified under the Master Plan, is well removed from the airside activities and will not be required for aviation purposes.

This Major Development Plan has been prepared in consultation with key stakeholders and the general public through targeted engagement, as well as the public comment requirements specified under the *Airports Act 1996*.

Introduction

This Major Development Plan has been prepared by Urbis Pty Ltd on behalf of Jandakot Airport Holdings Pty Ltd (JAH) in support of the development of the Kmart Distribution Centre within the Jandakot Airport Commercial Precinct. Jandakot Airport is situated 16 kilometres south of the Perth Central Business District and provides aviation facilities for tourism, pilot training and other general aviation services.

The proposed Distribution centre represents the continuation of the development of the Commercial Precinct, complementing existing development. The building will be developed in a single stage and will meet the existing and foreseeable requirements for Kmart's distribution network in Western Australia, for the next 10-20 years.

Kmart opened its first discount department store in Burwood, Victoria in 1969. Since this time Kmart has become one of Australia's largest retailers, with over 190 stores throughout Australian and New Zealand. Kmart carries a range of general merchandise and apparel products and is focused on ensuring the business offers low prices on all products, every day.

The Distribution Centre consists of two key components, being a warehouse areas and administration areas. No retail activities occur from the site, with all retail sales occurring directly from Kmart's individual store retailers. The Warehouse incorporates predominantly dry storage areas, with a small amount of cold storage, as well as maintenance room, battery charging room, and ancillary plant and servicing areas. External to the Warehouse is a large container area, pallet yard and sprinkler tank and pump room. The office is split into three areas, being the main office, receiving office, despatch office, together these areas supports the operation and function of the Distribution Centre.

Integral to the operation and function of the site is truck manoeuvring, and providing access to the loading docks. All truck movements are via a single consolidated access point onto Spartan Street, at the south-east corner of the site. Car parking is provided for all staff (non-commercial vehicles) by two crossovers onto Spartan Street that do not provide for any heavy vehicle movements.

This Major Development Plan has been prepared in accordance with the *Airports Act 1996*, *Jandakot Airport Master Plan 2009* and is consistent with the *Jandakot Airport Leasing and Development Guidelines* and the *Landscape Design Guidelines*, reflecting the general high standard of development expected throughout the area.

The new Distribution Centre will enable Kmart to consolidate local operations and centralise the distribution hub for Western Australia, providing cost and operation efficiencies for the business in a new state-of-the-art facility that will facilitate the proposed growth of the store network. The location at Jandakot Airport offers significant locational advantages associated with efficient connections into the regional road network. Staff will be relocated from the existing facility in Canning Vale, and this location will assist in maintaining the existing and experienced workforce due to its relatively close proximity.

There is a close affinity with the values and vision set out in the *Jandakot Airport Master Plan 2009* and the location provides the opportunity to be part of an extremely high quality mixed business precinct with a diverse range of complementary users, including significant distribution facilities. The value that has been invested into Jandakot Airport by Jandakot Airport Holdings is clearly evident, and it provides a solid footing for a successful long term outcome.

The Preliminary Draft Major Development Plan was placed on public display for a period of 60 business days and the submissions received were addressed and forwarded to the then Minister for Infrastructure and Regional Development as a draft on 7 November 2014. The Minister approved the MDP in accordance with section 94(2) of the *Airports Act 1996* on 12 January 2015.

1 Legislative Framework

This section sets out the statutory framework that governs the development of the land within the Jandakot Airport and the mandatory requirements to be addressed by this Major Development Plan.

1.1 AIRPORTS ACT 1996

The *Airports Act 1996* (the Act) and associated Regulations are Commonwealth legislation that is responsible for the regulation of ownership, management and conduct of major Australian airports. Part 5 of the Act sets out the requirements for land use, planning and building controls.

In accordance with the Act, all '*major airport development*' requires a 'Major Development Plan'. The major development plan is submitted to the Minister of Infrastructure and Regional Development (the Minister) for assessment. The Minister has the power to approve or to refuse to approve the plan. Section 89 of the Act sets out all those activities defined as major airport development. The proposed development subject of the MDP is determined to be '*major airport development*' by pursuant to Section 89(1)(e):

Constructing a new building, where:

- (i) *The building is not wholly or principally for use as a passenger terminal; and*
- (ii) *The cost of construction exceeds \$20 million or such higher amount as is prescribed;"*

Based on the estimated construction cost in order of \$40 million (thereby exceeding the \$20 million threshold under the Act) the proposed development is considered a 'major airport development' thereby triggering the need for a Major Development Plan (MDP) to be prepared and submitted to the Minister for the Department of Infrastructure and Regional Development for approval.

Complementary legislation includes the Airports (Environmental Protection) Regulations 1997, the objectives of which are to establish a system of regulation and accountability for activities at airports that's generate or have the potential to generate pollution and/or excessive noise and to promote improved environmental management practices for activities carried out at airport sites.

1.2 JANDAKOT AIRPORT MASTER PLAN 2009

Under Section 69 of the Airports Act 1996, each airport is required to produce a master plan. Section 70 requires the master plan to specify, *inter alia*:

- Development objectives for the airport;
- Assessment of the future needs of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport;
- Proposals for land use and relayed development of the airport site, where the proposals embrace airside, landside, surface access and land planning/zoning aspects; and
- Assessment of environmental issues that might reasonably be expected to be associated with the implementation of the plan.

Under Section 94(5) of the Airports Act 1996, a major development plan cannot be approved unless it is consistent with the relevant final master plan (where one exists).

The matters to be addressed by the MDP are set out under Section 91 of the Act and are summarised the checklist provided in Table 1:

TABLE 1 – COMPLIANCE WITH MAJOR DEVELOPMENT PLAN REQUIREMENTS

ACT REF	MAJOR DEVELOPMENT PLAN REQUIREMENT	SECTION OF THIS MDP MATTER IS ADDRESSED
91(1)(a)	The proponents objectives for the development	3
91(1)(b)	The extent to which the development will meet the future needs of civil aviation uses of the Airport and other users of the Airport	3.1
91(1)(c)	A detailed outline of the proposed development	4
91(1)(ca)	Whether or not the development is consistent with the Airport's lease for the airport	2.2
91(1)(d)	Whether or not the development is consistent with the final master plan for Jandakot Airport	7
91(1)(e)	If the development could affect noise exposure levels at the airport and the effect the proposed development would have on noise exposure levels	9.1 and 9.2
91(1)(ea)	If the development could affect flight paths at the airport— the effect that the development would be likely to have on those flight paths	9.5
91(1)(f)	the proponents plans, developed following consultation with airport users, for managing aircraft noise intrusion in areas forecast to be subject to exposure above the significant ANEF levels (having regard for AS 2021-2000)	N/A – the development sits outside the identified ANEF contours
91(1)(g)	an outline of the approvals that the proponent has sought, is seeking or proposes to seek under Division 5 or Part 12 in respect of elements of the development	11.1
91(1)(ga)	The likely affect the proposed development would have on:	
	Traffic flows at the airport and surrounding the airport	6.3
	Employment levels at the Airport, and	3.2.1
	The local and regional economy and community, including an analysis of how the proposed development fits within the local planning schemes for commercial and retail development in the adjacent area	3.2.2
91(1)(h)	An assessment of environmental impacts that might reasonably be expected to be associated with the development	9.9
91(1)(j)	the proponents plans for ameliorating or preventing identified environmental impacts	9.9

ACT REF	MAJOR DEVELOPMENT PLAN REQUIREMENT	SECTION OF THIS MDP MATTER IS ADDRESSED
91(1)(k)	if the plan relates to a sensitive development—the exceptional circumstances that the proponent claims will justify the development of the sensitive development at the airport	N/A – the proposal is not for the purpose of a sensitive development.
91(1)(l)	such other matters (if any) as are specified in the regulations	N/A
91(4)	The proponents plan must demonstrate the extent of the consistency with planning schemes in force under a law of the State where the Airport is location; and identity and justify any inconsistencies	8

As demonstrated by the above checklist, this MDP addresses all of the required matters above in accordance with Section 91 of the Act.

1.3 JANDAKOT AIRPORT ENVIRONMENT STRATEGY

Under the terms of the lease agreement with the Commonwealth Government of Australia, Jandakot Airport Holdings Pty Ltd is required to prepare an Environment Strategy every five (5) years for approval by the Minister for Infrastructure and Regional Development. An Environment Strategy for the Jandakot Airport was approved by the then Minister for Infrastructure, Transport, Regional Development and Local Government in 2010.

The purposes of the Environment Strategy, as outlined in Section 71 of the Act are to identify:

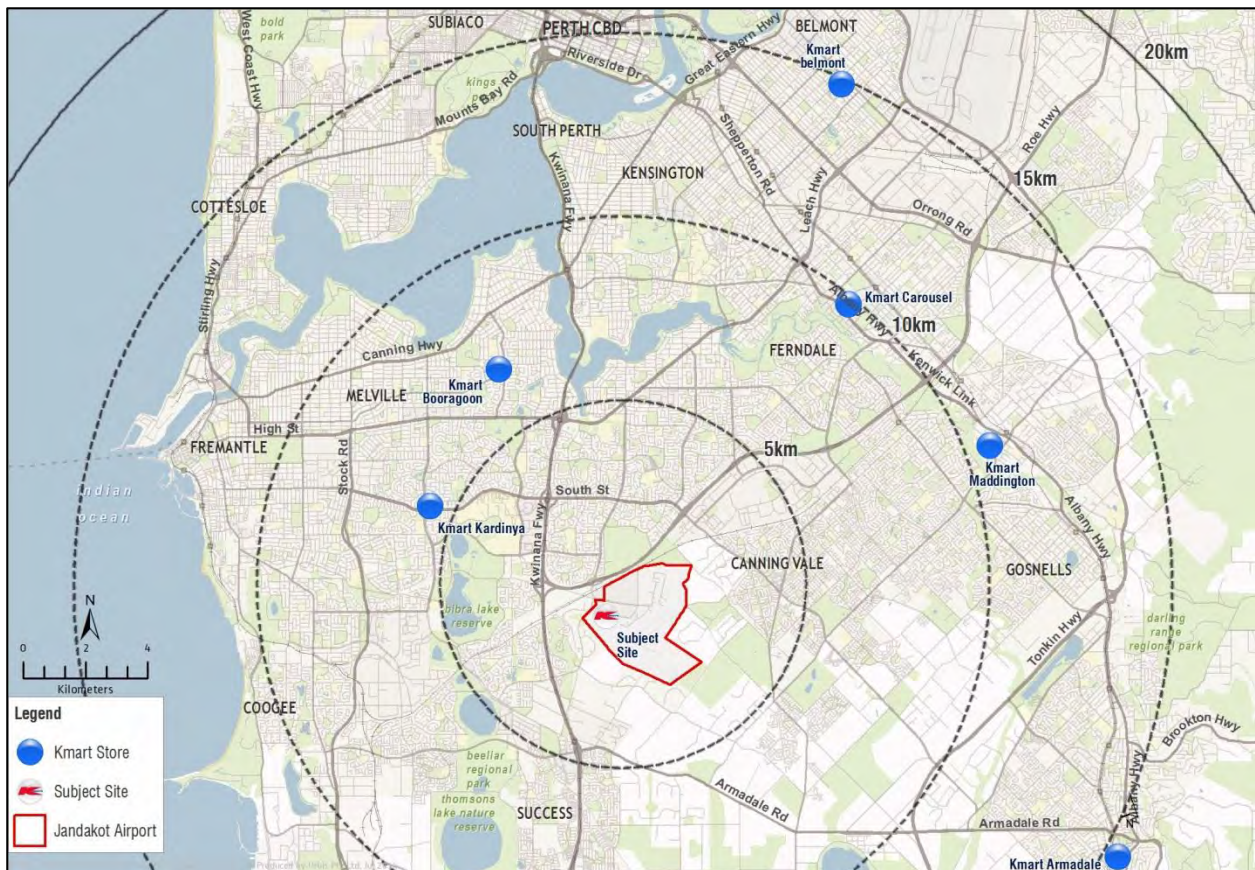
- The airport lessee company's objectives for the environmental management of the airport; and
- The areas (if any) within the airport site which the airport lessee company, in consultation with State and Federal conservation bodies, identifies as environmentally significant; and
- The sources of environmental impact associated with airport operations; and
- The studies, reviews and monitoring to be carried out by the airport lessee company in connection with the environmental impact associated with airport operations; and
- The time frames for completion of those studies and reviews and for reporting on that monitoring; and
- The specific measures to be carried out by the airport lessee company for the purposes of preventing, controlling or reducing the environmental impact associated with airport operations; and
- The time frames for completion of those specific measures; and
- Details of the consultations undertaken in preparing the strategy (including the outcome of the consultations); and
- Any other matters that are prescribed in the regulations.

2 Site Characteristics

2.1 SITE LOCATION

As depicted in Figure 1 below, Jandakot Airport is situated approximately 15 km south of the City of Perth, 13 km east of the Port of Fremantle (measured in a straight line), and in total occupies an area of 622 hectares. The proposed site that is subject to this Major Development Plan is 97,366 m² and is located in the western portion of the wider airport area, well clear of airside activities, within the Jandakot Non-Aviation Development Area. The site is located on the corner of Berrigan Drive and Spartan Street and has access to Roe Highway via Karel Avenue or access to Kwinana Freeway via Berrigan Drive.

FIGURE 1 – LOCATION PLAN



Source: Urbis, Navteq

2.2 JANDAKOT AIRPORT LEASE

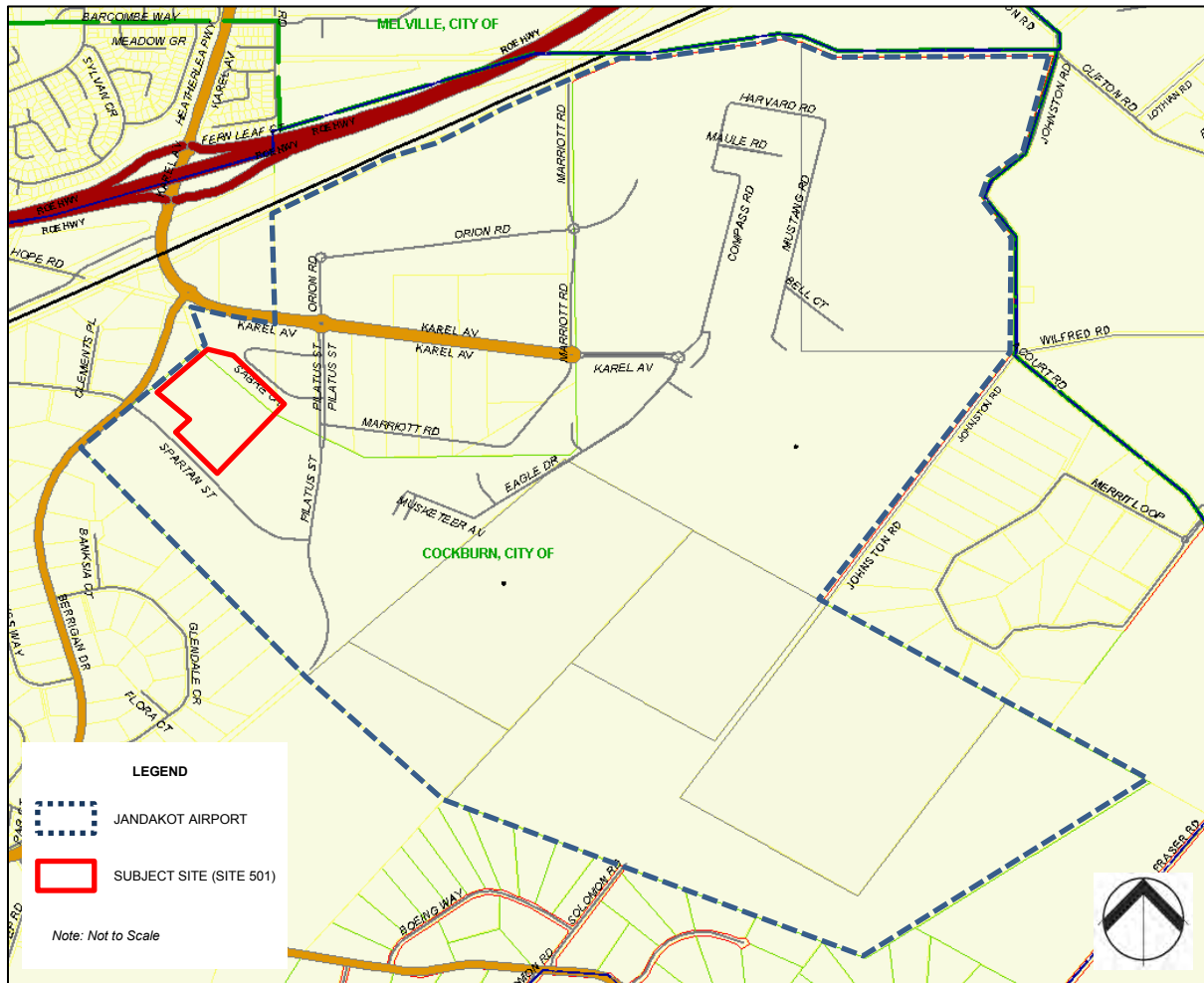
Jandakot Airport is located on Commonwealth Government land. On 1 July 1998 the Commonwealth Government sold a 50 year lease over Jandakot Airport, with an option of a 49 year lease extension, to Jandakot Airport Holdings Pty Ltd (JAH).

Section 91 of the Airports Act requires that a major development is consistent with the airport lease. The proposal for the Kmart Distribution Centre is consistent with the Jandakot Airport lease which permits the land comprising Jandakot Airport to be used for lawful purposes that are not inconsistent with its use as an airport. The airport lease also requires that any development is in accordance with an approved Master Plan. As detailed in Section 7.1, the Kmart Distribution Centre is consistent with the Jandakot Airport Master Plan 2009 in terms of the nominated land uses for the precinct.

An essential term of the lease is that the lessee must comply with all legislation relating to the Airport site, including the Airports Act 1996. Whilst the Act requires that JAH operate the airport site as an airport, it also provides for the efficient economic development of the airport site and for its development for

additional uses. The non-aviation development of the Jandakot Airport estate serves a key function in ensuring the economic viability of Jandakot Airport and compliments its primary operation as an airport.

FIGURE 2 – CADASTRAL PLAN – JANDAKOT AIRPORT AND SITE



SOURCE: LANDGATE, URBIS

The subject site is identified by a red border in Figure 2, and is bound by Berrigan Drive to the west, Spartan Street to the south-west, Sabre Crescent to the north-, and 'development ready' land within the south-east. The subject site is referred to as 'site 501' for the purpose of the agreement between Kmart and Jandakot Airport Holdings.

The site is currently vacant, with clearing being finalised in 2012 for development. The site has now been graded and stabilised to create a level lot, fully serviced and ready for commercial development. No previous development approvals have been granted over the site. The closest development to the south-east of the site on Spartan Street was completed in early 2014.

TABLE 2 – SITE 501 LOT TITLE DETAILS

LOT	PLAN/DIAGRAM	VOL/FOLIO	REGISTERED PROPRIETOR
Part Lot 500	P7585	2228/474	Commonwealth of Australia
Part Lot 173	P226118	2228/471	Commonwealth of Australia
Part Lot 1	P27624	2228/471	Commonwealth of Australia

Copies of the Certificate of Title are attached at **Appendix B**.

2.3 EXISTING DEVELOPMENT AND SURROUNDING USES

The land surrounding the subject site forms part of the Jandakot Mixed Business Precinct that has been developed over the past decade, through significant capital works undertaken in accordance with the vision set out in the *Jandakot Airport Master Plan 2009*. The subject site is located in the south-western edge of the Jandakot Airport, effectively located outside of the direct flight paths of the existing runways as demonstrated in Figures 3 and 4 below.

The closest sensitive land use to the subject site is rural-residential development in the suburb of Jandakot to the west of the site with the nearest dwelling being less than 200 metres from the proposed Kmart Distribution Centre building. In order to create a level site ready for development, considerable earthworks have already taken place between the proposed Distribution Centre and Berrigan Drive. The level difference between the established ground level of the site and Berrigan Drive and residential development further to west creates a natural acoustic and visual barrier. This level difference, the setback distance to Berrigan Drive and existing and proposed landscaping result will ensure that there will be no undue impact on the amenity of the surrounding residential development (including from flashing lights and reversing beepers).

FIGURE 3 – SITE AERIAL PHOTO (FLOWN MARCH 2014)



SOURCE: URBIS, NEARMAP

TABLE 3 – SURROUNDING LAND USES

DIRECTION	IMMEDIATELY ADJACENT	FURTHER
North-East	Sabre Crescent and existing Commercial Development Precinct 4b	Roe Highway / Melville Glades Golf Club
South-East	Warehouse and Existing Commercial Development Precinct	Airside Services and Runway
South - West	Commercial Development (under construction) and Vacant land	Rural-residential development
North-West	Berrigan Drive	Rural-residential development.

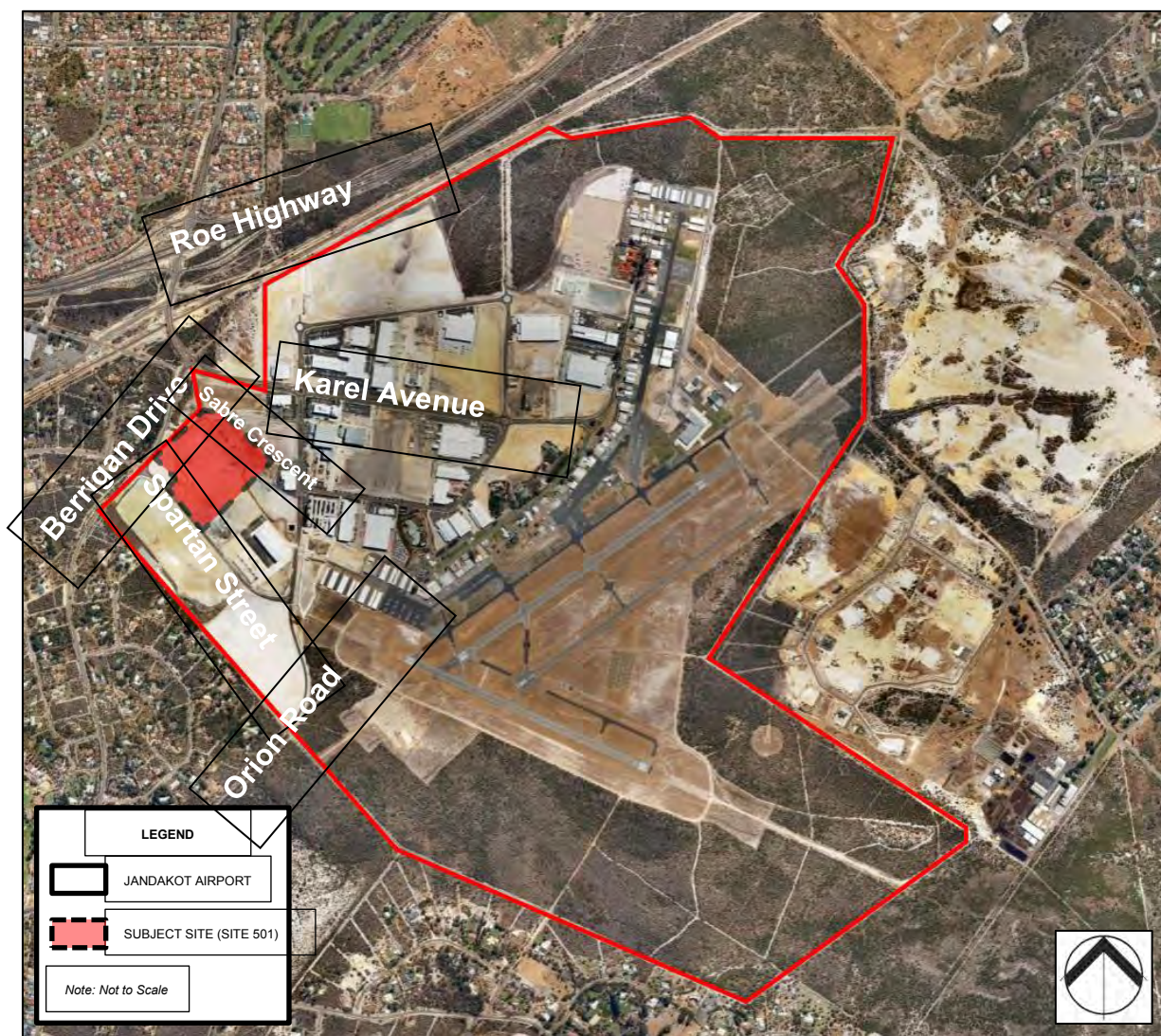


FIGURE 4 – LOCALITY AERIAL PHOTO (FLOWN MARCH 2014)

SOURCE: URBIS, NEARMAP

3 Development Objectives

JAH is seeking to establish a Distribution Centre to lease to Kmart, to support their Western Australian store network, which comprises 22 existing retail outlets and 3-4 additional stores in the short term. The Distribution Centre is required to provide a central logistics base to co-ordinate and stage the handling of products and merchandise, for distribution to the broader store network.

Kmart's principle objective is to maintain a business model that limits operating costs to ensure that the lowest possible price for its products can be passed onto its customers. The operation of the Distribution Centre and its relationship with the store network is clearly a critical part of ensuring operational costs are minimised. On this basis, the primary drivers of the Distribution Centre are safety and efficiency, without sacrificing quality or the length of its useful life.

The Distribution Centre operates on a basic goods-in, goods-out basis and requires pick 'n' pack and cross dock/flow through processing capabilities. The 'goods-in' are deliveries (orders) received from Kmart's suppliers, managed and controlled at one end of the Distribution Centre. The goods-out service is managed consignments based on the specific order requirements of each individual store. The pick 'n' pack and cross dock/flow through operations provides a continuous receiving, sorting, re-packaging and dispatching of merchandise in an unbroken sequence, reducing the need for storage. The Distribution Centre is designed to operate 24 hours a day, seven days a week from the first day of operation.

There is a requirement for the site to have unconstrained access to the regional road network, enabling a highly efficient reach to the store network. Accordingly, a relatively central location to provide a good proximity to the entire store network as well as excellent access and connectivity, was a key driver in the decision to establish the Distribution Centre at Jandakot Airport.

3.1 NEED AND JUSTIFICATION

Jandakot Airport commenced operation in 1963, and currently supports a wide range of air services, including flight training schools, the Royal Flying Doctor Service, Department for Fire and Emergency Services, WA Police and many other general aviation uses. In more recent times the land within the airport lease area has evolved into a more diverse precinct, with the development of a significant portion of the site for non-aviation purposes. Jandakot Airport represents a highly strategic location for transport-based uses that can operate without impacting on the core operations of the airside services.

The State Government's planning framework identifies Jandakot Airport as a 'Specialised Centre', intended to *'focus on regionally significant economic or institutional activities that generate many work and visitor trips, which therefore require a high level of transport accessibility'*. Specifically, the Jandakot Specialised Centre is identified as having a primary function of 'Aviation and Logistic Services'. The proposed development of the Distribution Centre is strongly aligned with this objective.

The Jandakot Master Plan 2009 was developed with the principle of enabling the diversification of the Airport, acknowledging that *'the development of non-aviation land is critical to the future delivery of aviation and environment outcomes on the Airport as the non-aviation land provides a strategic diversity of income to secure the sustainability of the Airport. The development will be guided by sound on-airport and off-airport planning principles'*.

The vision for Jandakot Airport, as set out in the approved 2009 Master Plan, is *'to successfully develop and manage Jandakot Airport as a strategically significant aviation hub with a supporting business campus'*. The vision is supported by specific development objectives that seek to ensure that proposed land uses and all resultant built form:

- *Integrates and has consideration for the aviation requirements, development strategy and conservation issues on the Airport*
- *Respects and integrates the current regional and local planning schemes and local governments surrounding the Airport with the non-aviation land uses and the Airport*
- *Supports the economic development of the region by providing a significant range of jobs*
- *Uses the latest 'best practice' planning solutions*
- *Ensures a pleasant working environment for the visitors and workers at the Airport.*

Kmart is seeking to relocate to Jandakot Airport due to the expiry of their current lease and as part of a broader suite of business productivity improvements. Specifically, the relocation of the existing facility to Jandakot Airport will provide for significant supply chain benefit in terms of location and facilitating future growth.

The land on which the Kmart Distribution Centre is proposed was specifically developed as a commercial estate, pursuant to the Master Plan to facilitate office/business and warehouse/storage development due to its connection to the regional road network. The resultant Kmart Distribution Centre responds strongly to the vision and development objectives established under the Master Plan. Overall the proposal will positively contribute to the commercial precinct within Jandakot Airport, complement the existing range of uses, support a diverse working population and provide a high quality built form. The proposed development will not impact the future operating capacity of the airport.

3.2 CONTRIBUTION TO ECONOMIC DEVELOPMENT

3.2.1 EMPLOYMENT

The *Jandakot Airport Master Plan 2009* recognises that non-aviation development is vital in ensuring the ongoing financial viability of the Airport, putting the land to productive use that takes advantage of the locational attributes and in particular commercial and logistical development. If this non-aviation use of land can improve the viability of aviation services without compromising their safe and effective operation into the future, it can be considered a prudent and responsible use of surplus airport land.

In 2006, the State Government adopted State Planning Policy 5.3 Jandakot Airport Vicinity (SPP 5.3). SPP 5.3 acknowledges the importance of Jandakot Airport as an element of transport infrastructure that services the State and that there is scope for it to be developed further – both for aviation and non-aviation uses.

Located centrally within Perth's southern suburbs, Jandakot Airport is an ideal employment destination with easy access to a broad range of suburbs, incorporating diversified demographics (and skillsets) due to its location on the Kwinana Freeway and Roe Highway.

Pursuant to the Department of Planning's Outer Metropolitan Sub-Regional Structure Plan, Jandakot is located in the South-West Sub-Region, which has an employment self-sufficient rate of 60%, as opposed to the desired 70%. Depending on population growth, this sub-region required 87,000 to 113,000 jobs by 2031 to achieve the desired employment self-sufficiency rate. Consistent with this objective, Jandakot Airport is identified as a key employment generating area, with potential to add to its contribution to local employment and the economic development of the State.

The employment benefits of the proposed Distribution Centre originate from:

- Construction Jobs – the construction cost for the facility is estimated at approximately \$40 million, an investment that will approximately 90 construction jobs.
- Direct Jobs – in the order of 120 staff will eventually be employed at the site, including in the office components, once fully operational (with approximately 80 staff working at any single time).
- Indirect Jobs – in addition to direct employment, a number of jobs can be expected to be created in the broader economy as suppliers to the new facility. Jobs created will be as diverse as cleaning, office supplies, goods-in deliveries, mechanical repairs and maintenance, etc.

The Distribution Centre will be the backbone the WA network of Kmart stores, which directly employs hundreds of Kmart staff and many more indirectly. The proposed development will elevate the status of Jandakot Airport as a location for establishing a business, providing a further catalyst for the development of new business opportunities in the locality.

In summary, the proposed Distribution Centre will:

- Create several hundred jobs during construction, and in its ongoing operation (although it is noted that most of the operational jobs will be relocated from the existing Distribution Centre in Canning Vale,
- Provide additional employment in the south-west sub-region and assist in achieving employment self-sufficiency goals set out in various State Government documents,
- Provide a range of full time and part time jobs accessible to the local workforce,
- Support additional employment at stores across the State and many more indirectly.

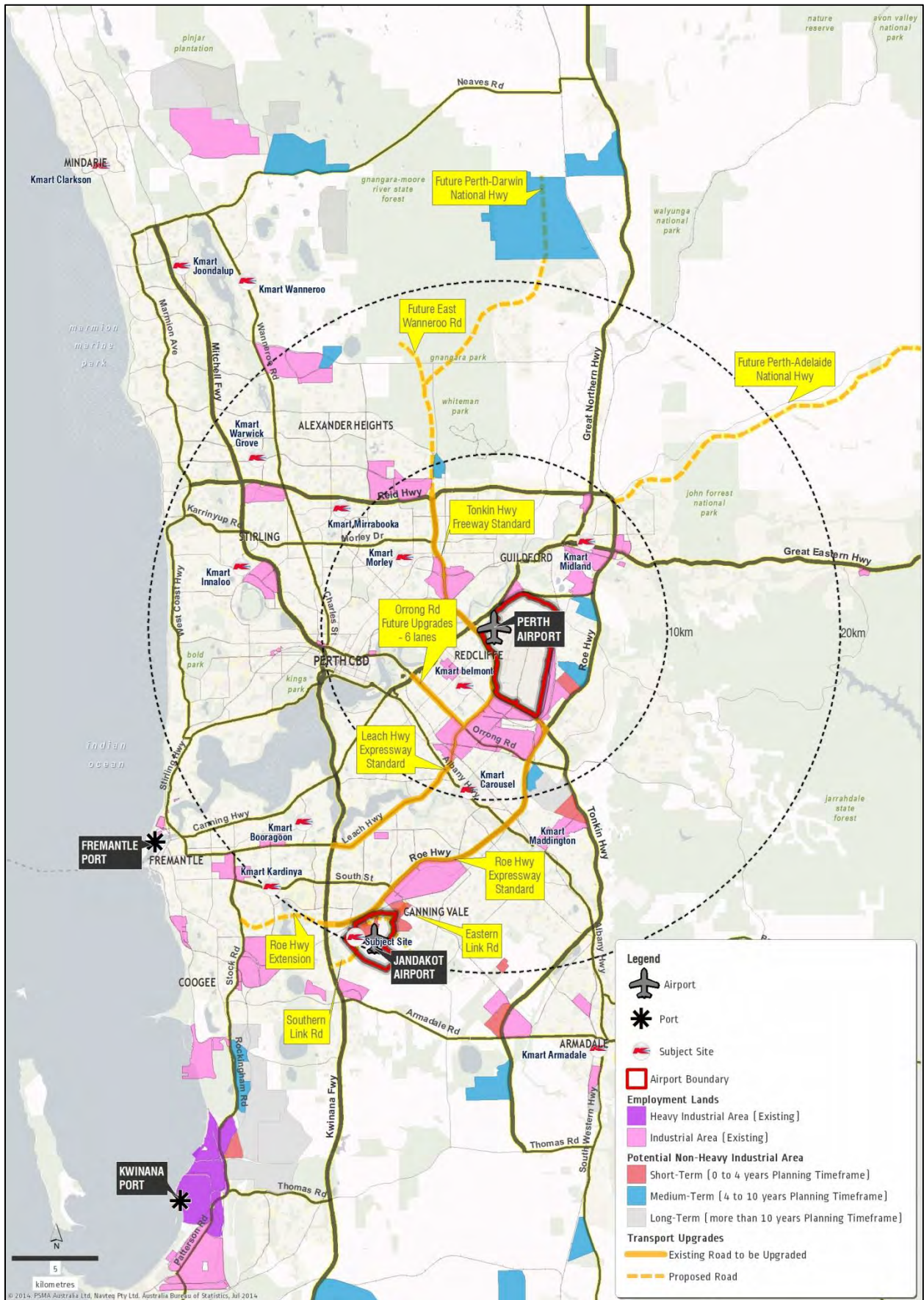
3.2.2 OTHER ECONOMIC BENEFITS

In addition to the significant employment benefits discussed above we expect the facility to provide a number of other economic benefits for the local area and broader region including:

- Providing local employment to the south-west sub-region and support to the wider retail sector across the State, as well as a diverse range of local services and suppliers. This will increase sub-regional employment self-sufficiency, as well as assist in the economic development of the State
- Increased sub-regional employment self-sufficiency will provide the nearby community increased access to employment, with shorter commute times to other centres
- Providing additional business and tax revenue for the Commonwealth and State
- Enhancing Western Australia's reputation as a safe and desirable place for foreign investment
- Providing an important "anchor tenant" for the Jandakot precinct that could stimulate further economic activity in the area
- Being a complementary land use in the Jandakot Airport mixed business precinct, with a similar level of intensity, visual presence and with no negative impact on the prioritised aviation uses.
- Assisting in meeting the employment and development intensity targets under the City of Cockburn *Local Commercial and Activities Centres Strategy*.
- Facilitating freight traffic on higher level roads, with efficient road access to other distribution locations such as Perth Airport, Kewdale Inter Modal, and Fremantle Port. It will also assist the State government to realise a genuine return on investment in terms of the infrastructure provision (for example East Link) and assist in the justification of the business case for infrastructure upgrades and new projects (for example Roe Highway Stage 8 and associated works proposed as part of the *Perth Freight Link*)
- Enhancing opportunities for a wide range of local suppliers to access the Kmart distribution network.
- Will not detrimentally impact or compete with any surrounding local businesses as the development does not include any retail operations.

Figure 5 provides a spatial context of the site at a metropolitan scale, identifying the regional road network as well as the existing and potential future industrial areas.

FIGURE 5 – REGIONAL LINKAGES AND CONNECTIONS



SOURCE: URBIS, NAVTEQ, WAPC

4 Proposed Development

4.1 KMART DISTRIBUTION CENTRE

The Kmart Distribution Centre will consist of a single level warehouse building constructed predominately of concrete and steel. The development will include a total site area of 9.736 ha and has a total internal floor area of 41,716m². The internal components of the Distribution Centre are as follows:

TABLE 4 – BUILDING AREAS

BUILDING COMPONENT	AREA (M ²)
Warehouse	38,035
Battery Charging	706
Maintenance Room	391
Coolroom	896
Main Office - Ground	531
Main Office – Level 1	544
Receiving Office	290
Despatch Office	299
Gatehouse	24
TOTAL	41,716

A number of awnings are provided externally and internally to the development, as detailed below:

- Turnstile awning – 34sqm
- Coolroom awning – 77sqm
- Despatch awning – 728sqm
- Receiving awning – 2,586sqm
- Container awning – 3,003sqm

The proposal is detailed in the plans prepared by *Commercial & Industrial Property* at **Appendix A**.

4.1.1 WAREHOUSE

The main components of the development are the 38,035m² warehouse areas for the purposes of sorting and storing Kmart products. These areas are supported by the provision of:

- 20 receiving docks on the south-east end of the warehouse,
- 46 covered container loading bays to the north-east end of the warehouse
- 35 recessed despatch docks on the north-west end of the warehouse, and
- 2 recessed goods docks attached to the coolroom.

Access to all loading and unloading docks will be provided via hardstand areas that support the movement and manoeuvring of large vehicles with container capable heavy duty pavement provided to external areas accessible for container stacking and loading. The layout of the site has been designed to accommodate the largest vehicle that is planned to access the site, being a Super B-Double.

Goods from local deliveries will be via side load small vehicle, semi-trailers and B-doubles. Containers on semi-trailers, B-doubles and super-B-double vehicles will be used for the loading of goods from the covered area and rear load semi-trailers and B-doubles will be used for the transport operations at despatch. Goods-in operations are typically limited to 6:00am – 4:00pm, whilst goods-out operations occur across a longer period of day, generally between 5:30am – 8:00pm. A dedicated access (ingress and egress) for all heavy vehicles is proposed to the south-east corner of the site from Spartan Street, which will provide full movement in the first instance onto Spartan Street and Berrigan Drive and prevent any mixing with small vehicles and potential safety issues.

A control gate is located approximately 50 metres inside the property boundary, with two inbound lanes provided for the stacking of up to 4 B-doubles on site before the control point, ensuring that the Distribution Centre can handle a number of deliveries arriving at the same time to prevent any vehicles from standing/waiting within the road reserve. Kmart provides all suppliers with time-slot allocations, which generally ensures that deliveries are staggered, to allow unloading and handling to be undertaken in an efficient manner.

The key routes that the heavy vehicles associated with the Distribution Centre will use are:

- Roe Highway, via Spartan Street, Orion Road, and Karel Avenue;
- Kwinana Freeway, via Berrigan Drive;
- Ranford Road, via Orion Road, and a future eastern link road, and
- Kwinana Freeway, via Orion Road, and a future southern link road and Berrigan Drive.

The appointed traffic engineers, *Transcore*, have assessed the internal road network (as outlined above) and confirmed that a 27.5m B-double truck can traverse all roads and intersections required to access the desired routes. Accordingly no upgrades are required to facilitate the safe and efficient access of the maximum design vehicle associated with the Distribution Centre.

4.1.2 OFFICE

The proposed development will also provide for 1,075m² of main office floor area over two levels. The office will provide for the administrative activities associated with the logistics and operations of the Distribution Centre and the coordination of goods requirements for the Kmart store network throughout Western Australia.

The office building will provide a high quality built form and act as the 'front door' for the development. The office has been designed to provide a direct connection with the warehouse, as well as projecting a large proportion of building out beyond the main built form of the warehouse to enable glazing to the perimeter of the office and create a high quality internal environment with natural light and thermal comfort for employees. The upstairs working area façade treatment includes glazing to provide an open and inviting appearance to the street and to provide a natural light to the building. A double glazed viewing window is also provided to the first floor of the office to provide surveillance over the warehouse floor.

An independent access point is provided to a staff/visitor area at the front of the office building, with the crossover located over to the west of the heavy vehicle access. 250 car bays (including three (3) universal bays) are provided on the site, which is more than sufficient to cover the busiest time of year (lead up to Christmas). The car parking area will be landscaped to a higher standard than the general periphery of the site, with the inclusion of indigenous vegetation and trees to provide shade, in accordance with the Jandakot Airport Landscape guidelines.

In addition to the car parking bays provided, 20 bicycle parking bays and associated end-of-trip facilities are provided. Bike lanes are provided throughout the Jandakot Mixed Business Precinct, including along Orion Road to the entry of the site. This connects into the wider regional bike path network, including quality bike paths provided along the Kwinana Freeway and Roe Highway. Accordingly, end-of-trip facilities (change rooms, staff lockers, showers and drying racks) are proposed to enable staff to ride if they choose. Overall, the Main Office will include two separate change rooms (one female and one male) which will include 120 lockers combined. Further, both the female and male change rooms have their own individual shower facilities comprising 1 shower cubicle each.

The detailing and appearance of the office building, combined with high quality landscaping to the staff/visitor parking, will create an amenable development outcome and provide a contrast to the scale and appearance of the remainder of the warehouse building.

4.1.3 ANCILLARY COMPONENTS

The proposed development will include a range of ancillary functions required to support the ongoing operation of the Distribution Centre.

Refuse

The refuse area is a crucial activity in Kmart's day-to-day activity and closely relates to the operations of the warehouse. Therefore the proposed refuse is conveniently located relevant to these areas, whilst maintaining separation from the office to avoid any odour impacts that may be detectable in the immediate vicinity of the refuse area.

Typical waste includes:

- Damaged goods;
- Cardboard, plastic wrapping to be recycled; and
- Waste associated with warehouse and office

Control of hygiene, cleaning, odour and vermin is essential to the refuse area and to Kmart's operations and is therefore maintained to the highest standard. There is little waste from the operation that will cause odour.

There will also be office based refuse that will be created by the three office spaces. This will be cleared to cover front load bins, which will be collected by a commercial contractor a minimum of twice weekly, to minimise any vermin and odour issues.

A refuse/pallet yard is provided for the storage of empty pallets awaiting use internally or transport back to the supplier.

4.1.4 SIGNAGE

Signage provided to the site will include all statutory and regulatory signage (i.e. fire house reels, hydrants). Business identification signage will also be required.

Generally, signage will be provided to the warehouse as follows:

TABLE 5 – SUMMARY OF SITE SIGNAGE

ELEMENT	SIGN TYPE	DETAILS
Corporate Building Signage	Illuminated	2x large corporate signs to the Distribution Centre facade
Traffic Management Signage	Back lit signage	2.9m high by 1.8m wide double sided signs to be provided to the car park entry, car park exit and truck entry/exit
Site Identification	Back lit Pylon	1x large pylon to be provided to the site.
Authority Signs	As required by Statutory Authorities	
Dock Signage	Number sign	Dock number signage to be provided adjacent to all dock areas (on-grade and recessed). 1x sign is to be provided both internally and externally to the door. Letter height to be a minimum of 250mm.
Container Pad Locations	Number sign	Dock number signage adjacent to all dock areas (on-grade and recessed) to be provided. 1x double sided sign to be provided on the fascia of the canopy above the container pad location. Letter height to be a minimum of 250mm.

Details of all signage will be developed further once the MDP has been finalised, and assessed against the relevant signage guidelines by JAH during the development approval and building permit process.

4.2 SITE LAYOUT AND DESIGN

The spatial arrangement of the site is carefully designed to provide for the needs of Kmart in the safest and most efficient manner possible, as well as ensuring a quality street appeal for the main office of the Distribution Centre.

The facility has been orientated in a manner that ensures that the loading docks, container stacking and truck parking areas are not located between the building and Spartan Street. For the most part, the Distribution Centre building screens the activities behind thereby provide a high quality interface with the public realm, with the exception being the two loading docks to the coolroom.

The office component provides a clearly defined entry to the south-west front facade, whilst still having exposure to natural lighting and ventilation through the installation of floor to ceiling glazing. The office also provides good visual coverage both internally over the goods-in, and externally over the front car park and truck access and marshalling area.

The site layout is intended to mitigate potential impacts associated with strong weather events by orientation away from prevailing winds and protection gained from the bunded land to the rear (north). The prevailing winds for Perth suburbs are generally a morning easterly (warm) throughout the drier months, with typically a south west (cool) breeze through the afternoon. Inclement weather through the winter months is typically from the north-west to south-west, which is protected from by batter area on the north-western boundaries. An artist impression of the proposed development is provided in Figure 6 below.

FIGURE 6 – ARTIST IMPRESSION



SOURCE: KMART

4.3 DRAINAGE

Overland flow management strategies necessary for the protection of the property from flood are to consider a rain fall event of no less than 1:100 year and will conform to Jandakot Airports Design Guidelines.

Roof water will be disposed of via soakwells on site. Hardstand stormwater will be piped into the precinct stormwater system in accordance with the specification of the Jandakot Airport Design Guidelines.

4.4 LANDSCAPING

The Jandakot Airport Landscape Design Guidelines contain guidance on detailed landscape treatments for the airport in order to achieve an environmentally appropriate outcome with a high level of amenity and integrated appearance.

The landscape design for the Kmart Distribution Centre will be implemented in accordance with the Jandakot Airport Landscape Design Guidelines through the planting of water-wise indigenous vegetation to the building setback areas, complementary to the nearby conservation and natural bushland areas. Species will in the first instance be chosen from the approved list contained within the Guidelines, suitable to the location and the intended use.

Trees will become an important aspect of the development, particularly throughout the car park to provide shade, reduce urban heat island effect and assist in softening the visual impact of the parking area on the streetscape.

The landscape plan responds to the need for water sensitive design through the implementation of water wise principles. This includes minimal application of turf and use of drought tolerant planting that requires little to no water once established. The proposal results in a low maintenance landscape that provides space for staff to work and recreate, whilst also meeting key environmental needs. Maintenance of landscaping and planting will be in accordance with the Guidelines.

5 Site Conditions and Servicing

5.1 ENVIRONMENTAL

A small portion of the site is located within Precinct 4 of the *Jandakot Airport Master Plan 2009*. In July 2013 environmental consultant group ENV Australia was commissioned by JAH to undertake a Preliminary Site Inspection (PSI) for Precinct 4, to assess environmental conditions and constraints.

The report notes that prior to 2012, the site had been undeveloped with a cover of native vegetation. However, subsequent development works associated with the creation of the mixed business precinct have resulted in the removal of all remnant vegetation from the subject site. The site remains cleared of all significant vegetation. As such the proposed Kmart Distribution Centre does not propose any clearing or vegetation removal and therefore will not have any adverse impacts on the vegetation qualities of the subject site.

The Department of Environment and Regulation's 'Potentially Contaminating Activities, Industries and Land Uses' guideline document lists a number of common contaminants associated with various industries, activities and land uses. However, due to the site never having been developed or used prior to the site works that commenced in 2012, the potential for soil contamination can be discounted.

The ENV report conducted in 2013 found no evidence of contamination within the subject site and that the land is suitable for the development of commercial/industrial land uses.

No significant impacts are expected as a result from the construction or operation of the proposed development. The site has already been cleared (Environment Protection Biodiversity Conservation (EPBC) (2009/4796) and does not constitute fauna habitat. A Construction Environmental Management Plan (CEMP) will be required as a condition of building approval. The CEMP will address issues including:

- acid sulphate soil management associated with excavation and dewatering
- erosion and sediment control
- noise
- dust
- waste management
- soil disposal
- hazardous materials management
- onsite hydrocarbon management and refuelling; and
- vehicle/plant servicing.

5.1.1 ENVIRONMENTAL PROTECTION AND BIODIVERSITY ACT 1999

The *Environmental Protection and Biodiversity Act 1999* (EPBC Act) provides a level of protection for matters of national environmental significance. Specifically the EPBC Act protects the environmental qualities on Commonwealth land; and regulates the actions of Commonwealth departments and agencies that may have significant environmental impacts. Jandakot Airport is located on land leased from the Commonwealth and therefore is subject to the Provisions of the EPBC Act.

The *Jandakot Airport Master Plan 2009* and Environment Strategy have included a rigorous assessment of the environmental qualities of the subject land and set out the planning framework to reflect the findings. EPBC referral 2009/4796 (Jandakot Airport Expansion, Commercial Development and Clearance of Native Vegetation, WA) was approved with conditions by the then Minister for Environment, Water, Heritage and Arts in March 2010. This approval allows for clearing and commercial development as detailed in the Master Plan 2009, and includes the Kmart development site.

The works detailed within this MDP are consistent with EPBC 2009/4796 conditions of approval in that:

- No clearing (outside of what has occurred in preparation for lot development) is required.
- The area cleared for the purpose of undertaking works detailed within this MDP, along with other areas cleared for development elsewhere on the airport, will not exceed 167 ha.
- No clearing of remnant or regrowth vegetation within other precincts (including Conservation Precincts) is required.

All clearing has occurred under a Construction Environment Management Plan (CEMP) that has been approved by the former Minister for Environment, Water, Heritage and Arts. The site is currently vacant and devoid of vegetation.

5.1.2 JANDAKOT AIRPORT ENVIRONMENTAL STRATEGY 2009

Flora surveys were conducted as part of the 2009 Master Plan and Environmental Strategy, and subsequently Precinct 5 has been identified for commercial development forming a logical extension of the existing commercial area of Precinct 4. As the site has been cleared and the current Master Plan has taken the environmental qualities of the site into account, including the requirement to conserve the most important areas of vegetation, it is considered that a further environmental assessment and reporting will not be required. Ultimately, the MDP is consistent with the approved *Jandakot Airport Master Plan 2009* and therefore in accordance with the intended development outcome for the site.

5.2 HERITAGE

5.2.1 EUROPEAN HERITAGE

No European heritage sites are recorded within the site boundary. There are however, surrounding sites in the wider locality of heritage significance and are listed on the City of Cockburn Municipal Inventory specifically:

- Dutch Windmill
- Jandakot Hall
- Jandakot School and Farm Quarters, and
- Jandakot Wool Scours

The proposed Distribution Centre is not located within close proximity and does not have any visual connection with any of these places.

5.2.2 INDIGENOUS HERITAGE

The *Jandakot Airport Heritage Management Plan* was prepared to ensure that JAH conducts its developments in a manner that complies with the Airports Act 1996 and other statutory requirements in relation to areas of Aboriginal cultural significance. The management plan states that there are no known areas of Indigenous Significance at Jandakot Airport.

Conservation Management Plan attached as appendix I of the Jandakot Airport Heritage Management Plan identifies heritage site 4309 – Prinsep Road mapped by the Department of Indigenous Affairs in the vicinity of site 501.

The Conservation management Plan goes on to state:

(Site 4309 Prinsep Road is an) 'artefact scatter site is mapped by the DAA as being located in Precinct 5 of the Jandakot Airport. This site was not identified during the archaeological survey due to its removal by the West Australian Museum in 1974. It is no longer a site within the meaning of Section 5 of the AHA. It will not be impacted by development associated with the implementation of Master Plan 2009'.

The proposed Distribution Centre is not located on or within close proximity of any indigenous heritage sites, and that there are no known areas of Indigenous Significance at Jandakot Airport.

5.3 CONTAMINATION

The *Contaminated Sites Act 2003* (CS Act) aims to provide transparent and up to date information on contamination within Western Australia. The Act is administered by the Department of Environment Regulation (DER) (formally the Department of Environment and Conservation). DER classifies sites as reported to them within one of seven classifications, being:

- Report not substantiated
- Possibly contaminated – investigation required
- Not contaminated – unrestricted use
- Contaminated – restricted use
- Contaminated – remediation required
- Remediated – restricted use
- Decontaminated

Contamination is defined as the existence of substances at levels above that of background concentrations that present a risk to human health or the environment.

Jandakot Airport is no longer listed on the WA Contaminated Sites Database. The contaminated Site which was the basis of the initial listing has been remediated. The WA Department of Environment Regulation advised on 20 November 2013 that, on the basis of evidence provided to and reviewed by DER, the site has been decontaminated and has been removed from the Contaminated Sites Database.

Being Commonwealth Land, any existing (known and potential) and future contaminated sites will be managed under the *Airports (Environmental Protection) Regulations 1997* and documented within the Airport's Contaminated Sites Register. Further, the Environmental Scientists conducting the investigations concluded that no evidence was obtained from a site walkover or review of historic aerial photographs to indicate the potential for contamination at the site, particularly as it was undeveloped remnant native vegetation until 2012.

5.4 GEOTECHNICAL

It is noted that the site is generally level, and will simply need to be shaped to facilitate the development of the Distribution Centre. No significant excavation is required, with the exception of the trenching for the sewer and the underground stormwater soak wells.

The Department of Environment and Regulation's Acid Sulphate Soils (ASS) risk mapping indicates that the site is classified as a moderate to low risk of occurrence. There is an underlying assumption that ASS are manageable in the majority of cases. Therefore, the identification of ASS is not expected to limit development, rather requires monitoring, with a contingency in place in the event of ASS being encountered. A CEMP will be required to be developed and implemented as a condition of building approval, which will address issues management of Acid Sulphate Soils.

5.4.1 RISK MITIGATION

A Construction Environmental Management Plan (CEMP) will be required to be developed and implemented as a condition of building approval, which will address management factors that will have the potential to impact groundwater quality, including hazardous material management, waste management and acid sulphate soil management. Kmart will be required to develop an Operational Environmental Management Plan (OEMP) prior to occupation of the new facility that will demonstrate how potential risks to groundwater quality will be managed.

5.5 SERVICES

5.5.1 WATER SUPPLY

The location of the proposed development will allow for direct connection to the existing water main, located along Spartan Street. This water main provides for a 150mm diameter water connection for both combined domestic and fire water services. Prior to the development progressing, testing of the flows and pressures will be undertaken for the fire hydrants and fire sprinklers. If there is insufficient water, the installation of fire pumps and water storage tanks will be required.

5.5.2 POWER

The subject site allows for the direct connection of the proposed Distribution Centre development to the existing underground power located in Spartan Street. Jandakot Airport Holdings have allocated 1 megavolt ampere (mva) for the Kmart Distribution Centre.

5.5.3 TELECOMMUNICATIONS

The proposed development will be connected to the existing telecommunications infrastructure provided by Telstra in Spartan Street. There is an existing telecommunications pit at the front boundary of the subject site which will provide a connection to the Distribution Centre.

5.5.4 GAS

The proposed development is capable of connection to the existing high pressure gas main running along Spartan Street. Atco Gas has advised that the network is capable of supplying 3,700 megajoule per hour (mj/hr) at 100 kilopascals (kpa). Gas is not currently required for the Kmart operation.

5.5.5 SEWERAGE

The subject site has access to a sewer connections from the existing sewer main located in Spartan Street, which discharge into a main prior to further discharging to a pump station, eastward on Marriot Road.

5.5.6 DRAINAGE

The proposed drainage has been designed to meet the applicable stormwater standards set out in the Jandakot Leasing and Development Guidelines:

- Earthworks design should allow for a 1:20 year stormwater occurrence to be retained and disposed of on site, without ponding.
- Earthworks design should allow for a 1:100 year storm event to be retained and disposed of onsite, without any buildings being flooded.

The sands at the site are considered suitable for on-site disposal of stormwater by infiltration, using soakwells.

6 Access and Traffic Management

6.1 EXISTING ROAD NETWORK

The existing road network connecting the proposed Distribution Centre consists of Spartan Street, Orion Road, Karel Avenue and Berrigan Drive as depicted in Figure 7 below.

FIGURE 7 – EXISTING ROAD NETWORK



SOURCE: URBIS, NEARMAP

Spartan Street – Spartan Street, is a single carriageway, two-lane road and classified as an Access Street in the Main Roads WA Functional Road Hierarchy. Spartan Street is constructed in a boulevard style with a mix of solid and painted 3m wide central medians. This basically reflects the current daily traffic volumes of less than 3,000 vehicles per day (vpd) and the current function of this road as part of the local distribution network.

Orion Road – Orion Road, south of Karel Avenue, is a single carriageway, two-lane road and is classified as an Access Street in the Main Roads WA Functional Road Hierarchy between Karel Avenue and Marriott Road. This basically reflects the current daily traffic volumes of less than 3,000vpd and the current function of this road as part of the local distribution network.

Karel Avenue – Karel Avenue runs east-west within the Jandakot Airport site, then turns northward and connects to Roe Highway, South Street and Leach Highway. Karel Avenue, south of Roe Highway, comprises variable cross sections, changing from a single-carriageway, two-lane road (west of Berrigan Drive and east of Marriott Road) to a four-lane, dual carriageway road with a wide median. Karel Avenue forms the main access road into the Jandakot Airport Mixed Business Precinct.

Berrigan Drive – Berrigan Drive is a single carriageway two-lane road from Karel Avenue south to Jandakot Road, and then a two-lane boulevard west of Jandakot Road. Berrigan Drive is classified as a District Distributor A road and forms an interchange with Kwinana Freeway, approximately 2.5 kilometres southwest of Karel Avenue and provides a district distributor road link between and across Kwinana Freeway and Roe Highway.

Existing weekday traffic counts on Karel Avenue, Berrigan Drive and Jandakot Road have been obtained from the City of Cockburn and are summarised in the table below.

TABLE 6 – EXISTING TRAFFIC VOLUMES

ROAD	LOCATION	AVERAGE WEEKDAY TRAFFIC	DATE
Karel Ave	E of Berrigan Dr	10,076 vpd	April 2013
Karel Ave	W of Berrigan Dr	17,820 vpd	August 2012
Berrigan Dr	S of Karel Ave	14,784 vpd	November 2012
Berrigan Dr	N of Jandakot Rd	12,130 vpd	May 2011
Berrigan Dr	W of Jandakot Rd	15,740 vpd	Oct 2012
Jandakot Rd	E of Berrigan Dr	11,987 vpd	August 2013

SOURCE: *TRANSCORE TRANSPORT REPORT*

The *Jandakot Airport Master Plan 2009* identifies a number of road improvements that are planned to be implemented by 2016. These include:

- the extension of Orion Road south to the Berrigan Drive/Jandakot Road intersection, providing major southern access route to Kwinana Freeway
- the extension of Orion Road east providing access route to Ranford Road
- upgrade of Karel Avenue/Berrigan Drive intersection to a signalised T-junction

While the plans for the construction of these upgrades are well progressed, they have not been assumed in the interim Scenario (2018) modelling outlined below. It has been assumed that all upgrades will have been completed by the Full Operation Scenario (2031).

6.2 ESTIMATED TRAFFIC GENERATION AND FLOW

A traffic assessment has been undertaken by *Transcore* to estimate the impact of the proposed development of the Distribution Centre on traffic flow. The traffic generation estimates are considered to be highly reliable as they are based upon existing logistics and warehouse data from Kmart's supply chain department.

It is noted that the proposal has been assessed on an interim (2016/2018) and strategic Equilibrium Model/Multimodal Equilibrium (EMME) model (2031) timescale, as the proposed Distribution Centre will be built to its ultimate capacity between 2016 and 2018 and the full development of Jandakot Airport is forecast for 2031.

The traffic that will be generated by the proposed development would comprise three components as shown in Table 7 below.

TABLE 7 – ESTIMATED TYPICAL WEEKDAY TRAFFIC GENERATED FROM THE PROPOSED DEVELOPMENT (FULL OPERATION SCENARIO)

VEHICLE TYPE	TRIP GENERATION ON A TYPICAL WEEKDAY
Freight traffic (i.e. heavy vehicle traffic)	56
Employee traffic (light vehicles)	240
Visitor traffic (light vehicles)	20
TOTAL	316

SOURCE: TRANSCORE TRANSPORT REPORT

The distribution of traffic to and from the proposed development was investigated and a directional traffic split applied for the assessment years at 2016/2018 and 2031 based on the road network available in that year. The resulting traffic movements generated by this development during typical weekday in 2016/2018 (shown in brackets) and 2031 are shown in Figure 8.

FIGURE 8 – ESTIMATED TYPICAL WEEKDAY TRAFFIC MOVEMENTS FROM THE PROPOSED DEVELOPMENT



SOURCE: TRANSCORE, GOOGLE

The estimated traffic generation outlined in Figure 8 (above), has been assessed to determine the impact on the existing flows (Table 6) under the Interim Scenario, and is illustrated in Table 8.

TABLE 8 – IMPACT ON MAJOR SURROUNDING ROADS – INTERIM SCENARIO (2016/2018)

ROAD	LOCATION	AVERAGE WEEKDAY TRAFFIC		LEVEL OF INCREASE
		EXISTING	DEVELOPMENT	
Karel Ave	E of Berrigan Dr	9,840 vpd	9,940 vpd	1.0%
Karel Ave	W of Berrigan Dr	17,820 vpd	18,020 vpd	1.1%
Berrigan Dr	S of Karel Ave	13,680 vpd	13,780 vpd	<1.0%
Berrigan Dr	N of Jandakot Rd	12,130 vpd	12,170 vpd	<1.0%
Berrigan Dr	W of Jandakot Rd	15,740 vpd	15,825 vpd	<1.0%
Jandakot Rd	E of Berrigan Dr	9,210 vpd	9,240 vpd	<1.0%

SOURCE: TRANSCORE TRANSPORT REPORT

6.3 FUTURE ROAD CONNECTIVITY

Transcore has developed a strategic EMME transport model for the airport precinct for year 2031, which provides daily traffic forecast for the Jandakot Airport internal road system as well as major external routes to and from the precinct.

The estimated traffic generation outlined in Figure 8, has been assessed to determine the impact on the forecast flows at 2031, and is illustrated in Table 9.

TABLE 9 – IMPACT ON KEY INTERNAL JANDAKOT AIRPORT MIXED BUSINESS PRECINCT ROADS – FORECAST 2031

ROAD	LOCATION	AVERAGE WEEKDAY TRAFFIC		LEVEL OF INCREASE
		EMME FORECAST	PROPOSED DEVELOPMENT	
Karel Ave	W of Berrigan Dr	31,500 vpd	172 vpd	<1.0%
Karel Ave	E of Berrigan Dr	13,400 vpd	84 vpd	<1.0%
Berrigan Dr	N of Spartan St	18,800 vpd	86 vpd	<1.0%
Berrigan Dr	S of Spartan St	16,100 vpd	43 vpd	<1.0%
Spartan St	Fronting site	3,300 vpd	316 vpd	9.6%
Orion Rd	N of Spartan St	11,200 vpd	111 vpd	1.0%
Orion Rd	S of Spartan St	10,300 vpd	74 vpd	<1.0%

SOURCE: TRANSCORE TRANSPORT REPORT

Considering the interim scenario (2016/2018) and the assessment year 2031, it is concluded that the proposed Kmart distribution centre would not have significant impact on the operation of Jandakot Airport's road network or the immediately surrounding road network, generating a fraction of future traffic on the relevant roads.

A detailed Transport Report is attached at Appendix C.

6.4 TRUCK PARKING AND MANOEUVRING

The trucks associated with Kmart's distribution do not remain on site when not in service. Appropriate operational strategies are in place to ensure that vehicles making deliveries arrive when there is sufficient manoeuvring and parking space and warehouse staff available to unload the goods. The control gate is located well within the property boundary and allows stacking of up to 4 B-doubles (in a 2 by 2 configuration). Therefore, all vehicles associated with the Distribution Centre can be accommodated on site, which will eliminate any on-street parking or layover.

On site manoeuvring has been reviewed during the design process, with the swept paths for movement scenarios being tested for the relevant vehicles accessing the site (Super B-Double, Semi-Trailers, and emergency service vehicles).

6.5 PUBLIC TRANSPORT

There is currently a lack of public transport within the subject locality; however there is provision due to the expansion of the Jandakot Airport Mixed Business Precinct to increase the services in the area, in the form of a dedicated bus route or through modification/extension of the existing routes operating in the vicinity. In order to facilitate this type of service, the Public Transport Authority has outlined that:

- Internal road network must meet the minimum standard required to accommodate bus movements;
- The demand for public transport service must reach critical level;
- Eastern road connection to Ranford Road needs to be constructed to provide a through link to residential areas east of Jandakot Airport

7 Jandakot Airport Master Plan

Section 70 of the *Airports Act 1996* requires each airport to produce a Master Plan to be submitted and approved by the Minister. The *Jandakot Airport Master Plan 2009* (the Master Plan) was approved by the Federal Minister for Infrastructure and Regional Development on 9 March 2010. Generally, the Master Plan provides the framework for the future development of the Airport, taking into account aviation operations, the environment, non-aviation land use, services infrastructure and access.

Specifically, the purpose of the Master Plan is to:

- Establish the strategic direction for efficient and economic development at the airport over the forward planning period of the plan
- Provide for the development of additional uses of the Airport site
- Indicate to the public the intended uses of the Airport site
- Provide improved environmental outcomes within the Airport
- Reduce potential conflicts between uses of the Airport site and to ensure that uses of the Airport site are compatible with the areas surrounding the Airport
- Ensure that all Airport operations are undertaken in accordance with the relevant environmental legislation and standards
- Ensure that the development of the Airport is compatible with the surrounding area
- Promote the continual improvement of environmental management at the Airport

The Master Plan generally determines the strategic framework for the Airport for a period of 20 years and is reviewed every 5 years.

7.1 CONSISTENCY WITH JANDAKOT AIRPORT MASTER PLAN 2009

A key aspect of the *Airports Act 1996* and the Master Plan is to ensure that development within the commercial precincts does not conflict with aviation operations and can satisfy the requirements of the Environment Strategy. The Master Plan takes a view of a 20 year time horizon.

The 'Airport Vision', as stated at section 2.1 of Master Plan is as follows:

'Jandakot Airport Holding's vision is to successfully development and manage Jandakot Airport as a strategically significant aviation hub with a supporting business campus'.

This proposal adheres to this vision in that is it constitutes a development proposal that will work towards the creation of the business campus that will have a logistics focus and be compatible with the aviation uses.

The Master Plan also sets out a number of objectives, with the objectives that are relevant to this MDP are addressed in Table 10 below.

TABLE 10 – CONSISTENCY OF PROPOSAL WITH JANDAKOT AIRPORT MASTER PLAN OBJECTIVES

THEME	OBJECTIVE	PROPOSED DEVELOPMENT		
		Achieves	Relevant Section MDP	Comments
ENVIRONMENTAL AND SUSTAINABILITY CAPABILITY	Implementing and maintaining airport and tenant Environmental Management Plans	Yes	5.1 and 7.2	Environmental Management Plans for construction and operation will be required to be developed and implemented as a condition of building approval. The EMP's will address issues including: <ul style="list-style-type: none"> ▪ acid sulphate soil management associated with excavation and dewatering; ▪ erosion and sediment control; ▪ noise; ▪ dust; ▪ waste management; ▪ soil disposal; ▪ hazardous materials management; ▪ onsite hydrocarbon management and refuelling; ▪ vehicle/plant servicing; and ▪ ground water monitoring
	Commitment to the principles of sustainability in terms of reducing the Airport's overall use of energy, water, waste, high embodied energy materials and private vehicle use.	Yes	4.1, 5.1, 5.5 and 6.4	The development has been designed with sustainability in mind. Where practical, sustainability measures will be built into the proposal.
	Ensuring that the principles of sustainability are implemented both in land development and the built form of the estate.	Yes	4.1 and 5.1	The development is designed to a green star specification and will demonstrate a high level of sustainability across a range of principles.
DEVELOPMENT	Integrates and has consideration for the aviation requirements, development strategy and conservation issues on the Airport.	Yes	7.0, 7.2 and 9.0	The proposal is suitably located within Precinct 5 which encourages commercial development and specifically, land uses relating to the storage of goods and warehouse operations. The location of the proposal within this sub-precinct takes advantage of existing and future access, low potential for any environmental impact, and no

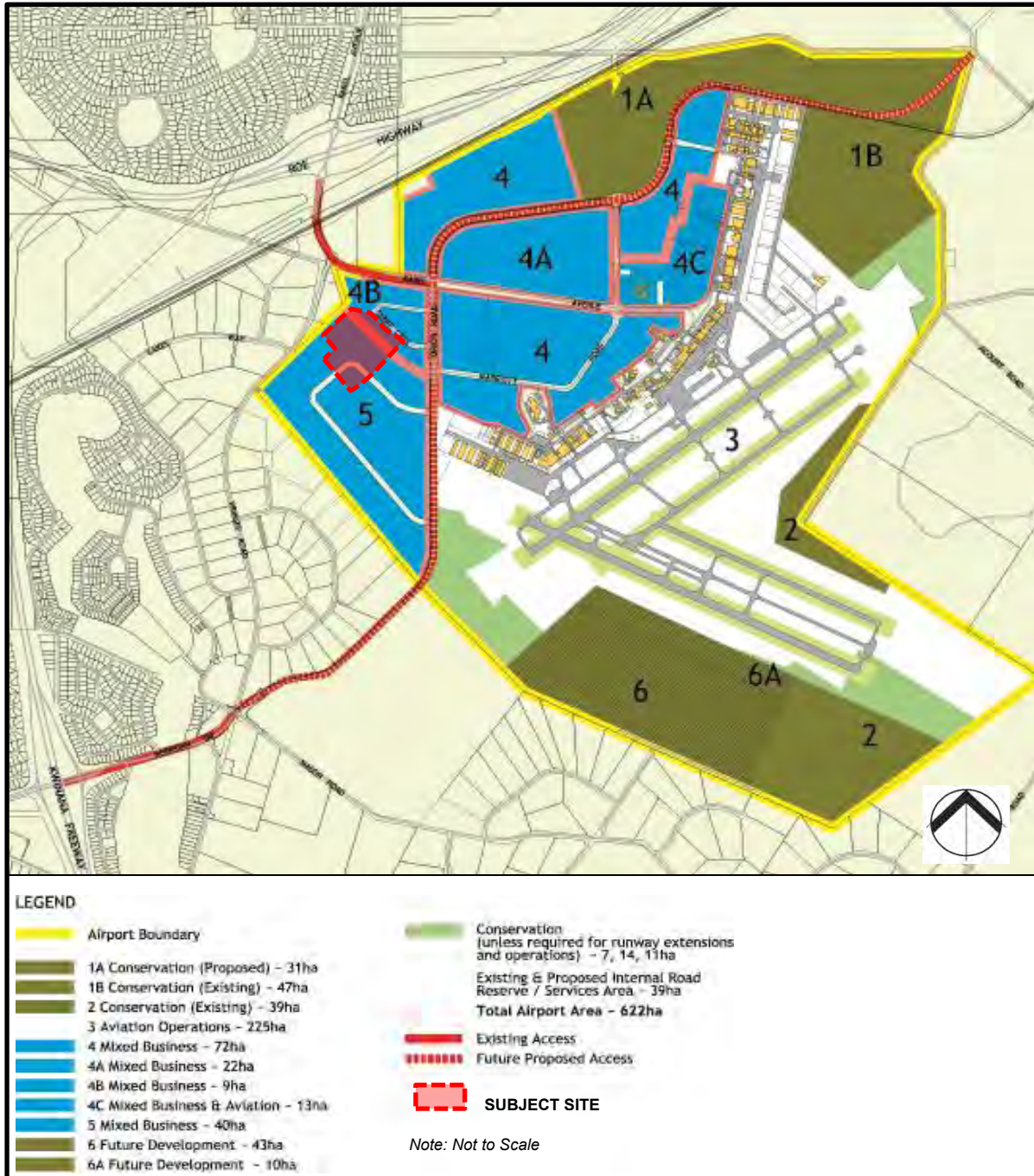
THEME	OBJECTIVE	PROPOSED DEVELOPMENT		
				adverse impacts on aviation activities.
	Respects and integrates the current regional and local planning schemes and local governments surrounding the Airport with the non-aviation land uses and the Airport.	Yes	8.1, 8.2, 8.3, 8.4 and 8.5	An assessment of the proposed Kmart Distribution Centre in relation to the state and local planning framework has demonstrated the proposal is generally consistent with the strategic objectives of Directions 2031 and other state planning documents, and the provisions of the City of Cockburn Local Planning Scheme No. 3 (the Scheme) and subsidiary documents. Further, the proposed Kmart Distribution Centre will provide several benefits aligned with the issues identified by the LCACS.
	Supports the economic development of the region by providing a significant range of jobs for the local area	Yes	3.2	The Distribution Centre will result in a significant number of direct jobs for the local area, including construction, operation and jobs resulting from indirect links with the Kmart business.
	Uses the latest 'best practice' planning solutions	Yes	4.1, 4.2, 4.3 and 8.5	The proposal has been developed with a high degree of consideration for the land use planning direction set by both the Master Plan and the City of Cockburn LCACS. Further, the proposal aims to provide a high quality development and environmental outcome for the site in accordance with the vision for the Jandakot Airport.
	Ensures a pleasant working environment for the visitors and workers at the Airport.	Yes	4.1	In addition to high quality design, the proposal also includes a high level of landscaping and amenities. Specifically, some of the key amenities for employees will include the provisions of change rooms, shower facilities and lockers.
FINANCIAL VIABILITY	Diversifying revenue streams.	Yes	3.1 and 3.2	The proposal will provide local employment to the south-west sub-region and support to the wider retail sector across the State, as well as a diverse range of local services and suppliers. This will increase sub-regional employment self-sufficiency, as well as assist in the economic development of the State.

THEME	OBJECTIVE	PROPOSED DEVELOPMENT		
	Marketing the Airports attractiveness and competitive advantages.	Yes	3.1	The proposal represents an important “anchor tenant” for the Jandakot precinct that could stimulate further economic activity in the area.
	Increasing revenues through increasing aviation and commercial activity.	Yes	3.2	In addition to aiding in the ongoing diversification of income streams, the Kmart Distribution Centre will result in an increase in commercial activity within the airport and will not detrimentally impact or compete with any surrounding local businesses as there will be no retail operations.
	Sustainable commercial development of surplus land	Yes	3.1, 4.1 and 7.1	The Master Plan identifies this land for commercial development and not required for use as part of aviation operations. The Distribution Centre will be the backbone of the Kmart network, including the development of new stores throughout the metropolitan region and represents a long term commercial operation for the Jandakot Airport.

The Master Plan consistently emphasises the critical importance of non-aviation development to the delivery of a range of economic and environmental outcomes for Jandakot Airport. Further, the recent delivery of commercial land in this desirable location has led to increase interest from various industries with specific logistical requirements. Critically, this development does not impact on any of the airside and airspace plans as set out in the Master Plan and is located within an area that has been set aside for non-aviation uses.

The *Jandakot Airport Master Plan 2009* includes five Commercial Precincts and an additional future commercial precinct, as shown in Figure 9 below. These Commercial Precincts provide for a number of commercial opportunities that are considered to have no impact on the aviation activities of the airport.

FIGURE 9 – JANDAKOT AIRPORT MASTER PLAN 2009 MAP



SOURCE: JAH PTY LTD

7.1.1 NON AVIATION DEVELOPMENT

The most relevant section on the Master Plan is Section 11 – Non Aviation Development. The Master Plan identifies the areas of the Airport that are surplus to the long term aviation requirements, and identifies possible uses that would be suitable for these areas. The Master Plan outlines the following in respect to commercial development:

Section 11.2.2 Commercial Opportunities

Commercial activities on the development areas are designated to be warehouse, business, office bulk retail and storage uses. These types of activities are best suited to the constraints of the site including constraints from the Airport and the Jandakot underground water pollution control area.

Whilst development on airport land is not subject to either State or Local planning processes or provisions, the Master Plan has adopted nomenclature consistent with the City of Cockburn's Town Planning Scheme (TPS3). The 'permissibility' of land uses across the site varies from each individual commercial precinct. The definitions of land uses outlined within the Master Plan are described in the City of Cockburn Town Planning Scheme No.3.

A "Warehouse" and "Storage" use is defined under TPS 3 as follows:

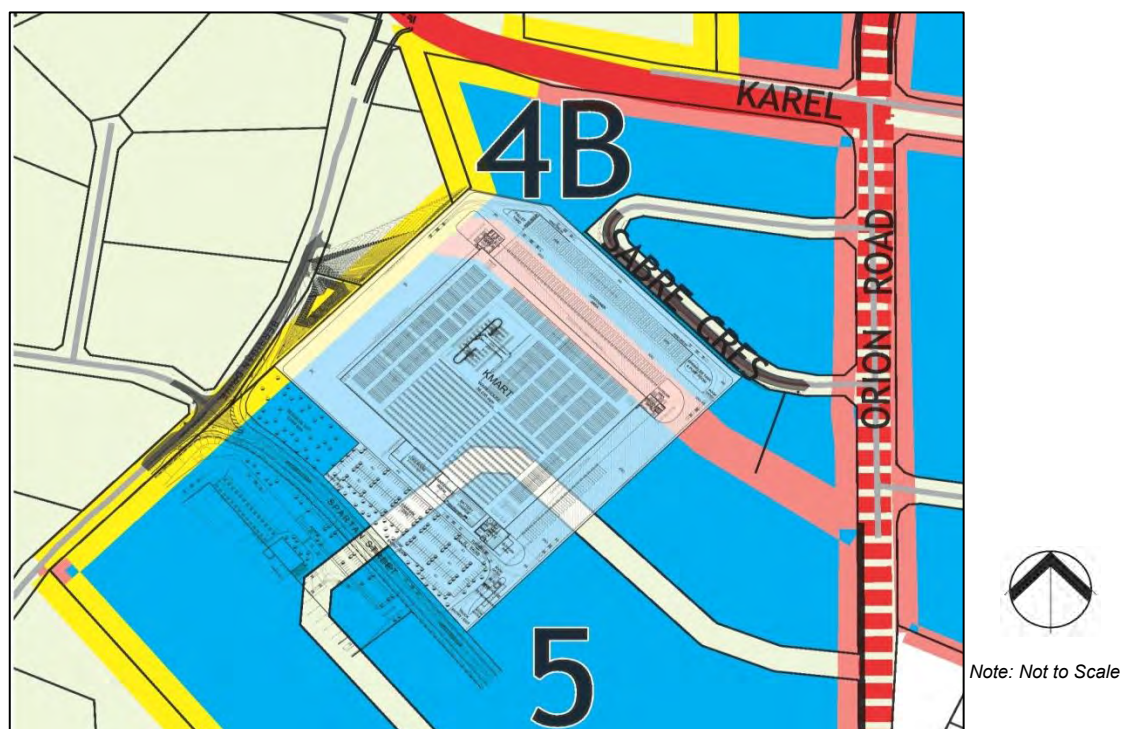
"Warehouse: means premises used to store or display goods and may include sale by wholesale"; and

"Storage: means premises used for the storage of goods, equipment, plant or materials".

The use of the site for the purpose of a Kmart Distribution Centre is considered to fall within the definition of a 'Warehouse' and/or 'Storage' under TPS 3 and is closely aligned with the above identified opportunities. The proposed Distribution Centre will however not include any retail sale of goods.

The opportunities are further broken down and detailed in the sub-precincts. The subject site straddles two precincts, while it is predominately within Precinct 5, a small portion of the site is within Precinct 4b as illustrated in Figure 10 below. Both Precincts however have been identified for Mixed Business development.

FIGURE 10 – MASTER PLAN OVERLAY



SOURCE: URBIS, JAH

7.1.1.1 PRECINCT 5

Precinct 5 logically connects with the commercial area of Precinct 4, forming the most western boundary of the Airport. This precinct supports warehouse and storage land uses consistent with the City of Cockburn's 'Mixed Business' zone. The suitability of land uses within Precinct 5 is generally guided by the potential impact the development may cause on the Jandakot Water Mound. For these reasons commercial development such as storage and warehouse is preferred over the development of aviation support facilities.

A 'Storage – Warehouse' land use is a 'P' use (meaning the use is permitted) within a Mixed Business zone under Appendix B of the Master Plan and is therefore not considered to compromise the ultimate development intent of Precinct 5 in the short or long term.

7.1.1.2 PRECINCT 4B

Precinct 4b is identified under the Master Plan as being developed for office/business with primary uses catering for office, business and professional services. Notwithstanding, Clause 11.4 of the Master Plan stipulates that permissible uses within the precinct are to be in accordance with the permitted and discretionary land uses for the Mixed Business zone from the City of Cockburn's TPS 3 and as listed in Appendix B of the Master Plan. Precinct 4b is located at the main entrance to the Airport and due to this exposure to the key road network, those uses that generate activity are highly encouraged. The proposed Kmart Distribution Centre is more closely aligned to a 'Storage - Warehouse' land use classification and is not generally affiliated with activity generation, however as the site does not front Karel Avenue, it is not considered to impact on the ability for sites abutting this boulevard to be developed for activity generating land uses such as office and business services.

A 'Storage – Warehouse' land use is a 'P' use (meaning the use is permitted) within a Mixed Business zone under Appendix B of the Master Plan and is therefore not considered to compromise the ultimate development intent of Precinct 4B in the short or long term.

Overall, the proposed Distribution Centre demonstrates an extremely high level of consistency with the intent for the Precinct 4B and Precinct 5, Mixed Business zone and overall requirements of the Jandakot Master Plan 2009.

7.2 ENVIRONMENT STRATEGY

The purpose of the Environment Strategy is to ensure Jandakot Airport meets the environmental management requirements of the *Airports Act 1996*. The current Environment Strategy for Jandakot Airport was approved by the Federal Minister for Infrastructure and Regional Development and Local Government on 19 March 2010. Broadly, the Environment Strategy identifies areas within Jandakot Airport which are considered to have environmental significance and designated these areas as conservation under the Master Plan. Further, Jandakot Airport also has an Environmental management System in place which was approved in 2004 and certified to the international standard 14001.

The *Jandakot Airport Master Plan 2009* and Environment Strategy have included a rigorous assessment of the environmental qualities of the subject land and set out the planning framework to reflect the findings. EPBC referral 2009/4796 (Jandakot Airport Expansion, Commercial Development and Clearance of Native Vegetation, WA) was approved with conditions by the then Minister for Environment, Water, Heritage and Arts in March 2010. This approval allows for clearing and commercial development as detailed in the Master Plan 2009 and includes the Kmart development site.

The works detailed within this MDP are consistent with EPBC 2009/4796 conditions of approval in that:

- No clearing (outside of what has occurred in preparation for lot development) is required.
- The area cleared for the purpose of undertaking works detailed within this MDP, along with other areas cleared for development elsewhere on the airport, will not exceed 167 ha.
- No clearing of remnant or regrowth vegetation within other precincts (including Conservation Precincts) is required.

7.2.1 RELEVANT ENVIRONMENTAL CONSIDERATIONS

The Jandakot Airport Environment Strategy maps a large number of environmental constraints across the airport in Figure 5 to 12. We have reviewed and identified the relevance of each of these issues to the subject site:

TABLE 11 – ENVIRONMENTAL CONTRASTS MAPPING

FIGURE IN ENVIRONMENT STRATEGY	RELEVANCE TO SUBJECT SITE
Figure 5: Wetlands	No wetland mapped within the vicinity of the subject site.
Figure 6 Jandakot Underground Water Pollution Control Area	The majority of the site is located within the Jandakot Underground Water Protection Control Area (JUWPCA)
Figure 7 Vegetation Communities	N/A - site is cleared of all vegetation.
Figure 8 Vegetation Condition	N/A - site is cleared of all vegetation.
Figure 9 Rare and Priority Flora	No Rare and Priority Flora mapped over the subject site.
Figure 10 Dieback Affected Areas	No dieback affected areas mapped within the vicinity of the subject site.
Figure 11 Ecological Linkage	No ecological linkage mapped within the vicinity of the subject site.
Figure 12 Carnaby's Cockatoo Foraging and Roosting Habitat	N/A - site is cleared of all vegetation.

In summary, the only mapped environmental constraints across the airport that has any relevant to the subject site or proposed use is the Underground water pollution control area.

7.2.2 JANDAKOT UNDERGROUND WATER POLLUTION CONTROL AREA

The western and southern extent of Jandakot Airport is located within the Jandakot Underground Water Pollution Control Area (JUWPCA). The subject site is located within the Priority 1 (P1) area, being the highest priority area established under the powers of the *Metropolitan Water Supply, Sewerage, and Drainage Act 1990*.

Groundwater modelling was undertaken by CyMod Systems in 2009 to determine the risk posed by a potential spill in Precinct 5 to the JUWPCA. Modelling indicated that any spill within Precinct 5 would take in the order of 10 years to flow to Water Corporation production bores. In the unlikely event of a spill, this would allow for remediation measures to be under taken before groundwater contamination of supply areas occurred.

The EPBC Act Approval Conditions required the Jandakot Ground Water Management Plan (GWMP) to be developed. Associated with the GWMP, Jandakot Airport has a number of control measures in place in order to protect groundwater quality from the impact of land use operations; these include, but are not limited to:

- Operational and Construction Environmental Management Plans;
- Regular audits of tenant operations;
- Installation of piped sewerage system;
- Development and implementation of a Local Water Management Strategy; and
- Installation of groundwater monitoring bores and undertaking groundwater quality monitoring.

The proposed Kmart Distribution Centre will be required to prepare a Tenant Operation Environmental Management Plan which will further ensure that the appropriate groundwater protection measures are in place.

7.2.3 MANAGEMENT PLANS

Each of the tenants at Jandakot Airport is responsible to comply with the JAH Environment Strategy. The *Environment Strategy 2009* and the Jandakot Airport Tenant Environmental Risk Allocation and Auditing Frequency Criteria detail the requirements for the development of various Management Plans. Plans required by this development area details below:

- Clearing Environmental Management Plan (NOT REQUIRED)
- Construction Environmental Management Plan (REQUIRED)
- Operational Environmental Plan (REQUIRED)
- Demolition Environmental Management Plan (NOT REQUIRED)

A Construction Environmental Management Plan (CEMP) will be prepared as part of the Building Permit Application and will be required to be implemented during the construction phase. An Operational Environmental Management Plan (OEMP) will be required prior to Occupation, and will be required to be implemented on an on-going basis once construction has been completed. Both the CEMP and OEMP will be prepared in accordance with the Environment Strategy and include relevant reporting requirements, included a requirement for incident reporting. Importantly, as no clearing or demolition are proposed as part of this MDP, no Management Plans are required relating to these activities. The specific requirements for both of the aforementioned management plans will be provided by JAH as part of the Development Application (or required as a condition of approval).

The Environment Strategy identifies the key areas of concern associated with environmental risk from the activities of non-aviation tenants as:

- Fuel and oil storage and usage;
- Energy and water usage;
- Domestic wastewater disposal
- Vehicle washdown
- Fire control

These matters will be addressed in the Construction Environmental Management Plan and Operational Environmental Management Plan.

8 Consistency with State and Local Government Planning

Jandakot Airport is a 'Commonwealth Place', and accordingly is covered by Commonwealth legislation, not State legislation. The *Airports Act 1996* sets out how planning controls operate over these sites with respect to both airside services as well as the landside services (peripheral land adjoining the airside area). Whilst the subject site is not intended to be used for the purposes of aviation, it is impacted upon by the operations of the airport, and therefore the Act provides the head of power that guides the co-ordination of land uses in areas affected by the operations of the Airport.

It is however important to note that pursuant to the *Airports Act 1996*, the prevailing planning framework (*Jandakot Airport Master Plan 2009*) guiding development on the Airport to show consistency with State and Local planning legislation. Where there is an inconsistency, justification is required. On this basis, an outline of the key components of the State and Local Government planning framework are provided.

8.1 STATE PLANNING FRAMEWORK

8.1.1 DRAFT STATE PLANNING STRATEGY

The Draft State Planning Strategy was released in 2012 and sets out a broad framework for the integration and coordination of strategic planning across various State, Regional and Local jurisdictions, to the year 2050. The Draft State Planning Strategy provides a vision, set of principles, strategic goals and strategic directions by which sustained prosperity will be delivered.

The Strategy anticipates an increase in the State's population from the current of 2.4 million people to between 3.5 million and 5.4 million by 2056. The Strategy is broad in nature, setting the following broad principles:

- **Community:** Enable diverse, affordable, accessible and safe communities
- **Economy:** Facilitate trade, investment, innovation, employment and community betterment
- **Environment:** Conserve the State's natural assets through sustainable development
- **Infrastructure:** Ensure infrastructure supports development
- **Regional Development:** Build the competitive and collaborative advantages of the regions
- **Governance:** Build community confidence in development processes and practices

The Draft State Planning Strategy does not outline any specific plans for the Perth Metropolitan Region; rather identifies the big picture objectives. Importantly, it does identify the need to provide an integrated transport network. Specifically the Draft Strategy seeks to provide for a coordinated freight logistics and transport network incorporating road, rail, air and sea transport.

Consistency with Draft State Planning Strategy:

The proposed Distribution Centre is consistent with the Draft State Planning Strategy in that it does contribute to the broad principles of the Strategy, with particular the contribution of the Distribution Centre to the local and wide community through the facilitation of employment opportunities, increasing opportunities for suppliers to access the Kmart distribution network and contributing to a competitive retail environment.

8.1.2 DIRECTIONS 2031 AND BEYOND

Directions 2031 and Beyond - Spatial Framework for Perth and Peel (Directions 2031) was released by the Western Australian Planning Commission (WAPC) in August 2010. This is the highest level strategic spatial plan establishing a vision for the future expansion of the Perth and Peel area, which is expected to grow from 1.65 million people to 2.2 million people by 2031.

In response to the predicted population growth, Directions 2031 sets out to provide a framework in which to plan for the provision of the required land supply, services and infrastructure (physical and social) to facilitate a consolidated and high quality form of urban expansion. Directions 2031 identifies the major employment centres across the metropolitan area and the key transportation linkages between them.

Jandakot Airport is identified as a 'specialised activity centre' and located within the 'South-West Sub-Region' under Directions 2031. Generally, specialised centres are centres that have strong specialised roles based around major institutions or airports. The logistical roles performed by these centres are some of the most important and high level in the metropolitan area. It is therefore important that the centres have a form that optimises a dynamic and robust mix of uses within places of overall high amenity and infrastructure provision.

Consistency with Directions 2031 and Beyond:

The proposed Distribution Centre is consistent with Directions 2031 and Beyond in that it furthers the role of Jandakot Airport as a Specialised Activity Centre by providing a logistical role consistent with its aviation/industry focus.

8.1.3 OUTER METROPOLITAN PERTH – SUB-REGIONAL STRATEGY

The Draft Outer Metropolitan Perth and Peel Sub-Regional Strategy is a subsidiary document that supports Directions 2031 vision by an additional level of detail. The Sub-Regional Strategy provides a framework for delivering the objectives of Directions 2031, outlining important activity centres, key transportation linkages and specific areas for development and intensification based on the projected levels of population growth and highlights key development opportunities. The subject site is located within the 'South-East' sub-region. This sub-region is anticipated to grow from the current population of 170,000 by 58,000 people, resulting in a total population of 228,000 people by 2031.

Consistency with Outer Metropolitan Perth – Sub-Regional Strategy

Jandakot Airport is identified as a specialised centre in recognition of the strategic significance of its aviation functions as well as its non-aviation operations and associated land uses that contribute to local employment and the economic development of the State. The proposal directly works towards to achievement of the objectives of the Other Metropolitan Sub-Regional Strategy through its significant contribution to employment and economic development.

8.1.4 METROPOLITAN REGION SCHEME

The subject land is reserved for Public Purpose: Commonwealth Government under the Metropolitan Region Scheme (MRS). The MRS reserves land for broad purposes, however it does not determine specific land use permissibility. The Jandakot Airport is located within a 'Public Purpose – Commonwealth Government' reserve of the Metropolitan Region Scheme (MRS).

Consistency with the Metropolitan Region Scheme:

The proposal is consistent with the requirements of the Metropolitan Region Scheme in that it does not reduce the operational capacity of the airport, and is consistent with the types of uses commonly co-located at airports.

8.2 STATE PLANNING POLICIES

The following State Planning Policies are considered to be relevant to the development of the subject site.

8.2.1 STATE PLANNING POLICY NO 2: ENVIRONMENT AND NATURAL RESOURCES

State Planning Policy No. 2 (SPP 2) sets out the principles and considerations which apply to the sustainable use and development of resources in Western Australia. SPP 2 identifies the key principles in integrating ecological, economic and social considerations which should be taken into account in development, whilst balancing the need to protect the air, land and water resources within the State.

Consistency with State Planning Policy 2:

The proposed Distribution Centre does not adversely impact on the protection of water resources or the quality of air, soil and land. The Distribution Centre is therefore consistent with the principles and objectives of SPP 2.

8.2.2 STATE PLANNING POLICY NO.2.3: JANDAKOT GROUNDWATER PROTECTION POLICY

State Planning Policy No. 2.3 (SPP 2.3) was developed in response to the expansion of the urban footprint over and in proximity to the Jandakot Groundwater Mound. The Jandakot Groundwater Mound is identified by the Department of Water as an important public groundwater supply for human consumption. SPP 2.3 establishes a Policy Area comprising three categories of protection priority. The key aim of SPP 2.3 is to manage development and land uses within the policy area to ensure the ongoing protection of groundwater.

The key objectives of SPP 2.3 are:

- to ensure that all changes to land use within the Policy Area are compatible with long-term protection and maintenance of groundwater for public supply and maintenance of associated ecosystems;
- to prevent land uses likely to result in contamination of groundwater through nutrient or contaminant export;
- to balance environmental protection with the economic viability of the existing land uses;
- to maintain or increase natural vegetation cover over the Policy Area; and
- to protect groundwater quality and quantity in the Policy Area in order to maintain the ecological integrity of important wetlands hydraulically connected to that groundwater, including wetlands outside the Policy Area.

The subject site is located within a 'Priority 1 Source Protection Area' (Priority 1) under SPP 2.3. The Master Plan and Environment Strategy was developed in accordance with the above objectives and the Priority 1 designation. A groundwater pollution risk assessment and management strategy was presented to the Department of Water (DoW) as part of the Environment Strategy and Master Plan. Further, The EPBC Act Approval Conditions require the preparation and submission of a Jandakot Groundwater Mound Management Plan (GWMP) prior to the commencement of any construction within Precinct 5.

Consistency with State Planning Policy 2.3:

The implementation of the GWMP, including ongoing groundwater monitor and liaison with the DoW, assists in ensuring consistency with SPP 2.3. The proposal is consistent with the requirements under the Master Plan and subsidiary documents with regard to effluent disposal and stormwater management. Given the rigour involved in developing the Master Plan and the land use permissibility it is considered that the proposal will not have any detrimental impacts on the groundwater resources.

8.2.3 STATE PLANNING POLICY NO. 3: URBAN GROWTH AND SETTLEMENT

State Planning Policy No. 3 (SPP 3) sets out the principles and considerations which apply to planning for urban growth and settlements in Western Australia. The overall aim of the policy is to facilitate sustainable patterns of urban growth and settlement, by outlining the requirements of sustainable settlements and communities and the broad policy in accommodating urban growth and change.

Consistency with State Planning Policy No.3:

The proposed Distribution Centre works to further the objectives of SPP 3 in that it is assisting in the creation of sustainable communities by consolidating a significant number of jobs in an established area of the south metropolitan region and underpins a significant network of retail stores contributing to the growth of the State's economic base. It also assists in maximising the effective use of the existing and future infrastructure, most particularly the regional road network and service infrastructure.

8.2.4 STATE PLANNING POLICY NO.4.2: ACTIVITY CENTRES FOR PERTH AND PEEL

State Planning Policy 4.2 (SPP 4.2) was developed in response to regional planning for the activity centres network, specifically in order to implement Directions 2031. SPP 4.2 provides guidance on the distribution, function, land use, broad urban design principles and accessibility (transport) of activity centres. The Policy replicates the hierarchy of centres as outlined in Directions 2031, however the Policy is focused on retail centres and limited reference is made to development within industrial or commercial centres.

- The Policy does however discuss the appropriate locations for commercial (office) and industrial development within the context of activity centres, in particular the Policy states: Offices, unless incidental to or servicing industrial developments, should not be located on land zoned for industry under the region or local planning schemes
- The encroachment of bulky goods retail into residential and industrial zones should be avoided
- Shops and office development should only be permitted on land zoned 'Industrial' under region and local planning schemes where:
 - shops provide a local convenience service predominantly for people employed in the locality and are confined to a local centre
 - offices are ancillary to the predominant industrial use of the premises or are confined to a local or small-scale centre that services industrial developments

The policy also outlines the functions and characteristics of 'specialised centres'. Specifically, table 1 of this policy identifies the 'primary function' of the Jandakot Airport Specialised Centre as being 'aviation and logistic services'. Additionally the policy states that 'Specialised centres focus on regionally significant economic or institutional activities that generate many work and visitor trips, which therefore require a high level of transport accessibility'.

The use of the subject site for the purpose of a Distribution Centre is intended under the policy.

Consistency with State Planning Policy 4.2:

The use of the subject site for the purpose of a Distribution Centre is not inconsistent with the objectives of SPP 4.2. The office component of the Distribution Centre is incidental to the warehouse development and is therefore consistent with the locational recommendations of land uses under SPP 4.2.

8.2.5 STATE PLANNING POLICY 5.3: JANDAKOT AIRPORT VICINITY

The purpose of State Planning Policy 5.3 (SPP 5.3) is to manage the use of land which is, or may in the future, be affected by aircraft noise associated with movements at Jandakot Airport; and thereby protect the airport from encroachment by incompatible land use and development.

The policy applies to two main areas, the:

- 'Core Area' – defined by the 20 ANEF contour
- 'Frame Area' – defined by the area bounded by Roe Highway, Ranford Road, Warton Road, Armadale Road and Kwinana Freeway (excluding the land within the 20 ANEF contour).

The Policy provides guidance regarding building site acceptability within various Australian Noise Exposure Forecast (ANEF) areas. Specifically, the Policy provides guidance in relation to noise sensitive premises land uses within specific ANEF ranges, as well as limiting rezoning, subdivision and development that would result in additional residential dwellings.

Consistency with State Planning Policy 5.3:

The subject site is located within the Frame Area, however, due to the nature of the use not being of a 'noise-sensitive' nature, the policy has no direct application. Further Appendix 1 of the policy identifies that 'Industry, warehouse, storage, transport depot' uses (including any ancillary components such as office) are 'Acceptable' in both the Core and Frame areas. As such it can be concluded that the proposal is strongly compliant with this policy.

8.2.6 DRAFT STATE PLANNING POLICY 5.3: JANDAKOT AIRPORT VICINITY

A Draft State Planning Policy 5.3 (Draft SPP 5.3) was released for public comment in July 2013, and once adopted will replace the existing SPP5.3. There are no substantive changes to the policy that relate to the proposed land use, and overall the draft policy represents a refinement to the existing policy. It is worth noting that the Draft SPP 5.3 policy maintains Appendix 1 which identifies that 'Industry, warehouse, storage, transport depot' uses (including any ancillary components such as office) are 'Acceptable' in both the Core and Frame areas.

Consistency with Draft State Planning Policy 5.3:

The proposed Distribution Centre is consistent with the objectives of Draft SPP 5.3 in that a warehouse uses is identified as being 'Acceptable' in the 'Frame' area.

8.3 ECONOMIC AND EMPLOYMENT LANDS STRATEGY: NON-HEAVY INDUSTRIAL: PERTH METROPOLITAN AND PEEL REGIONS

The Economic and Employment Lands Strategy is one of the key documents guiding industrial development in Western Australia. The document identifies and de-constrains land suitable for industrial activity in the long term, facilitating industrial land use development. Figure 5 provides a summary of the land identified under the strategy.

The Economic and Employment Land Strategy, released by the WAPC in conjunction with LandCorp, the Department of State Development and the Department of Environment and Conservation in April 2012, provides the vital framework to ensure ongoing economic growth and sustainability for the Perth and Peel regions, and Western Australia as a whole.

Specifically the strategy identifies the areas, type and locations of general and light industrial land required over the next 20 years, identifies and evaluates the suitability of locations for new general and light industrial estates, and develops a strategy to facilitate the delivery of industrial land to assist in the restoration of the Government's long-term general and light industrial land bank.

Jandakot Airport is identified as being in the 0 to 4 year development pipeline. The study breaks down the delivery of the area, identifying 65ha available as at 2009, an additional 45ha available between 2009 and 2015 and a further 40ha available between 2015 and 2025.

Consistency with Economic and Employment Lands Strategy:

The creation of land at Jandakot Airport for industrial/commercial uses is encouraged by the Economic and Employment Lands Strategy. The development of the subject site for a Distribution Centre will assist in the delivery of this important economic and employment land in line with the timeframes set out in the strategy.

8.4 WESTERN AUSTRALIAN DRAFT STATE AVIATION STRATEGY

The Western Australian State Aviation Strategy is the first developed for WA in response to the growing economic and social development of the state and proposes a suite of actions in collaboration with airports, airlines and the resources and energy sector to ensure adequate services continue to meet the State's demands. The strategy was developed by the Department of Transport in conjunction with key government agencies.

The strategy outlines the scale and growth of both Perth airport and WA regional airport's infrastructure, providing findings and actions to assimilate development with the projected forecasts. The strategy identifies the need to provide a more coordinated approach to airport planning and outlines the State Government's requirement to engage and cooperate with Perth Airport, other major airports and the resources industry in coordinating aviation infrastructure planning across the State's aviation network, as well as the introduction of a policy and regulatory framework.

Jandakot Airport is identified as being subject to SPP 5.3 which is the primary planning instrument for land use control in the vicinity of Jandakot Airport. The strategy identifies the lack of State Government involvement in aviation activity and airports' airside infrastructure development plans for Jandakot. It is outlined that Jandakot Airport is one of the busiest airports in Australia in need of further co-ordination with Perth Airport for improved efficiency. This heavy utilisation has led to the Department of Planning and Department of Transport undertaking a preliminary investigation to identify a suitable site for the development of a second Perth metropolitan general aviation airport, even though it is anticipated that it will not be required for around 50 years.

Consistency with WA Draft State Aviation Strategy:

The development of the subject site for the intended purpose does not compromise the intent of the Western Australian State Aviation Strategy as the land has been demonstrated to be surplus to the long term aviation requirements of the airport.

8.5 LOCAL PLANNING FRAMEWORK

Whilst the local planning framework has no formal control or jurisdiction over development within the Jandakot Airport, an assessment of the broad planning parameters has been undertaken to demonstrate the proposed Kmart Distribution Centre is generally consistent with the provisions of the City of Cockburn Local Planning Scheme No. 3 (the Scheme) and subsidiary documents, particularly as they relate to commercial and retail development.

8.5.1 CITY OF COCKBURN LOCAL COMMERCIAL AND ACTIVITIES CENTRES STRATEGY

The City of Cockburn's *Local Commercial and Activities Centres Strategy* (LCACS) sets out the strategic planning framework for the planning and development of the City's activity centres over the next 15 years. The LCACS was developed in line with the principles from the WAPC's Directions 2031 and State Planning Policy 4.2 Activity Centres for Perth and Peel, which sets out the activity centre hierarchy.

Similarly, the LCACS sets out an activity centre hierarchy for the local government area which also includes other centres such as Industrial and Employment.

The subject site is located within the Jandakot Airport Industrial Area, which is identified under the LCACS as a Strategic Specialised Centre. It is recognised with the LCACS and State Planning Policy 4.2 that Strategic Specialised Centres present unique opportunities for complementary development. Specifically the LCACS has identified development intensity, diversity and employment as the key factors affecting the centres economic performance. Further, the LCACS has identified an employment gap (shortfall) for the Jandakot Airport Centre of 1,953 to 3,568 jobs depending on population growth over the next 20 years.

Consistency with Local Commercial and Activities Centres Strategy:

The proposed Kmart Distribution Centre will provide several benefits aligned with the issues identified by the LCACS. The proposal will aid the intensification of the locality as well as providing for the further diversification of land use activities surrounding the airport with the addition of almost 42,000m² of floorspace, creating up to 120 new jobs in the Jandakot Strategic Specialised Centre. Importantly, the proposed Distribution Centre is complementary to the overall intent of the Jandakot Strategic Specialised Centre and will make excellent logistical use of the location.

8.5.2 CITY OF COCKBURN TOWN PLANNING SCHEME NO.3

The *Jandakot Airport Master Plan 2009* was developed in consultation with the City of Cockburn and was based on the provisions and operation of the City of Cockburn Town Planning Scheme No3 (TPS3). The land uses identified for consideration in each of the commercial precincts of the Master Plan are therefore consistent with the Scheme. The proposed development is located within Precinct 5 and Precinct 4b which is identified for mixed use business in a park like setting, with land uses such as office, business, bulk retail, show room, warehouse and storage.

The Master Plan is the guiding statutory documents for development on the airport land, and it has adopted the same zoning nomenclature as the City of Cockburn’s TPS3. The subject site is identified as being within the ‘Mixed Business’ zone, and therefore for the purposes of considerations against the City of Cockburn planning framework, the land provision applicable to the Mixed Business zone is the same.

8.5.3 LAND USE

The City of Cockburn TPS 3 sets out the land use permissibility of each use within the Mixed Business zone. The uses that are most relevant to the proposed Kmart operations are set out below.

The most appropriate definitions that relate to Kmart’s intended purpose for the use of the site is:

Distribution Centre: *means land and buildings used for the storage of goods, the breaking down and making up of lots of goods for transfer onto commercial vehicles for distribution to other warehouses, showrooms, shops or other retail outlets, but does not include the display or sales of goods*

Warehouse: *means premises used to store or display goods and may include sale by wholesale*

TABLE 12 – LAND USE TABLE – MIXED BUSINESS ZONE

LAND USE	PERMISSIBILITY
Distribution Centre	Not Listed
Warehouse	P (Permitted)

On the basis that TPS3 does not apply any land use permissibility for a Distribution Centre or other general development controls, it is believed that Warehouse is the most appropriate definition.

If an application was made under TPS3 for Planning Approval involves a “P” use (As-Of-Right), the Council cannot refuse the application by reason of the unsuitability of that use.

8.5.4 DEVELOPMENT STANDARDS

The City of Cockburn TPS3 (and subsidiary polices) set out development standards that must be met as part of any development application. Detailed assessment against the applicable development standards is not warranted due to the provisions under the *Jandakot Airport Master Plan 2009* and *Jandakot City Leasing and Development Guidelines* prevail.

8.5.5 LOCAL PLANNING POLICIES

The City of Cockburn has a suite of planning policies that apply in a range of circumstances for application made within the City’s boundaries. The following policies will be relevant for the use of the subject site for the purpose of a Kmart Distribution Centre. It is important to note that, unlike the City of Cockburn’s Planning Scheme, the policy provisions are not strictly enforced and variations to any prescribed standards are possible, provided that the purpose and intent of the policy has been addressed.

8.5.5.1 APD71 – INDUSTRIAL DEVELOPMENT

This policy outlines supplementary requirements for the development of industrial land which includes both the industrial and mixed business zones. The policy aims to provide for a consistent set of controls focused on the delivery of appropriate built form. These controls provide further guidance on the various considerations required pursuant to the City of Cockburn TPS 3. Again, detailed assessment against the applicable development standards is not warranted due to the provisions set out in the *Jandakot Airport Master Plan 2009* and *Jandakot City Leasing and Development Guidelines* prevailing.

8.5.5.2 APD72 – SIGNS AND ADVERTISING

This policy supplements the requirements of the City of Cockburn TPS3 and the City of Cockburn Local Law under Part VIII – Signs, Hoarding and Bill Posting. The purpose of the policy is to regulate the display of advertising to ensure that the amenity of the surrounding area is not adversely impacted.

Generally, a sign licence and planning approval is required for all advertising signage located on zoned or reserved land. However, given that Jandakot Airport has its own signage application process, including signage design guidelines, it is not considered that a sign licence and planning application is necessary in accordance with this policy or the City of Cockburn TPS3.

8.5.5.3 APD69 – UNIFORM FENCING

This policy sets out the requirements for the provision of uniform fencing where the development of land abuts the public domain including roads and public open space. The policy aims to provide guidance for the use of fencing that is visually suitable for the surrounding area. The Kmart Distribution Centre should have regard for these requirements; however fencing requirements for the subject site will be set out under the *Jandakot City Leasing and Development Guidelines* and the *Jandakot City Landscaping Guidelines*.

9 Noise and Flight Path Impacts

9.1 NATIONAL AIRPORTS SAFEGUARDING FRAMEWORK

The current and future safety of aircraft operations and long term sustainability and viability of the airport can be adversely impacted by inappropriate land use and activities in areas surrounding the airport.

The National Airports Safeguarding Advisory Group (NASAG) was established to prepare a National Airports Safeguarding Framework (NASF). The NASF is a national land use planning framework that aims to:

- improve community amenity by minimising aircraft noise-sensitive developments near airports including through the use of additional noise metrics and improved noise-disclosure mechanisms; and
- improve safety outcomes by ensuring aviation safety requirements are recognised in land use planning decisions through guidelines being adopted by jurisdictions on various safety-related issues.

The draft NASF was released for public comment in March 2012, and endorsed by Commonwealth, State and Territory Ministers at the Standing Council on Transport and Infrastructure (SCOTI) meeting in May 2012. The national land use planning framework will ensure future airport operations and their economic viability are not constrained by incompatible residential development.

The proposed development satisfies the NASF guidelines as outlined in Table 13 below.

TABLE 13 – NASF GUIDELINES

NASF GUIDELINE	RESPONSE
Guideline A: Measures for Managing Impacts of Aircraft Noise	See 9.2 Noise Exposure.
Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports	See 9.6 Building Generated Windshear. The proposed development will not impact on runway operations.
Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports	See 9.7 Bird & Animal Hazard Management.
Guideline D: Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation	Not applicable to the proposed development.
Guideline E: Managing the Risk of Distractions to Pilots from Lighting in the Vicinity of Airports	See 9.3 Lighting Restrictions.
Guideline F: Managing the Risk of Intrusions into the Protected Airspace of Airports	See 9.4 Protection of Airspace .

9.2 NOISE EXPOSURE

Section 91(1)(e) of the Airports Act 1996 requires an MDP to identify whether the proposed development will affect noise exposure levels.

For land use planning purposes in Australia, noise impact is illustrated using the Australian Noise Exposure Forecast (ANEF). An ANEF chart displays the predicted noise exposure levels for aircraft movements 20 years into the future. The ANEF chart illustrates noise contours plotted at 20, 25, 30, 35 and 40 ANEF units. The contour plot is the calculated total noise energy at that given point on the ground on an annual average day. The higher the ANEF value, the greater the expected exposure to aircraft noise in that area.

The ANEF is referenced in Australian Standard AS2021-2000 'Acoustics - Aircraft Noise Intrusion – Building Siting and Construction' that provides land use planning and building treatment guidance in the vicinity of airports. Table 14 below displays the restrictions that AS 2021-2000 places on the types of new developments which can be built within various ANEF contours.

TABLE 14 – BUILDING TYPE ACCEPTABILITY IN ANEF ZONES

BUILDING TYPE	ACCEPTABLE	CONDITIONAL	UNACCEPTABLE
House, home, unit, flat, caravan park	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Hotel, motel, hostel	Less than 25 ANEF	25 to 30 ANEF	Greater than 30 ANEF
School, university	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Hospital, nursing home	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Public building	Less than 20 ANEF	20 to 30 ANEF	Greater than 30 ANEF
Commercial building	Less than 25 ANEF	25 to 35 ANEF	Greater than 35 ANEF
Light industrial	Less than 30 ANEF	30 to 40 ANEF	Greater than 40 ANEF

The Kmart Distribution Centre is located outside of the ANEF 20 contour on the Jandakot Airport 2029/30. With reference to AS 2021-2000, the proposed development is classified as a Commercial Building and is therefore deemed to be acceptable for aircraft noise intrusion. AS 2021-2000 recommends that the maximum noise level from aircraft noise inside commercial buildings and offices should be reduced to 75 decibels (dBA). The location, design and construction of the proposed distribution centre will be consistent with the provisions of this standard.

The National Airports Safeguarding Framework 'Guideline A: Measures for Managing Impacts of Aircraft Noise' acknowledges that the 20 ANEF and 25 ANEF zones do not capture all high noise affected areas around an airport and proposes consideration of calculated average daily aircraft noise events for new developments. The 2029/30 N60 Contours, as prepared for Master Plan 2009, shows that the development site is located within the contours for 100 average daily noise events exceeding 60 dB(A).

The proposed Distribution Centre is located close to the existing runway 12 and future runway 12L approach paths, and existing runway 30 and future runway 30R departure paths. Use of the runway 12 direction is required mainly during the spring/summer months when east to south-east winds are experienced (usually in the morning periods), while the runway 30 direction is required when frontal systems approach from the west. Due to the circuit capacity restrictions of single runway operations, use of the 12 or 30 runway directions is currently only implemented when cross-winds exceed 12 knots. This accounts for 15% of annual aircraft movements, or based on current movement volume, 37,500 aircraft (both fixed-wing and helicopter) movements per annum. Once the proposed fourth runway 12L/30R is operational (anticipated by 2018), the standard Australian and international 10 knot cross-wind criteria will be applied and the use of the 12 and 30 runway directions is expected to increase to 25% of all movements. Based on the maximum ultimate airfield capacity of 514,650 fixed wing and 76,000 helicopter movements per annum identified in Master Plan 2009, this would amount to 147,660 movements per annum in the 12 and 30 runway directions. Movements are split fairly evenly between arrivals and departures, and as the distribution centre will be mainly impacted by runway 12 arrivals and runway 30 departures, this results in 73,830 movements per annum or an average of 202 movements per day when the airport is operating at its maximum flight capacity.

Given the nature of the distribution centre operations to be conducted at the site, these aircraft noise events are not expected to disrupt warehouse activities.

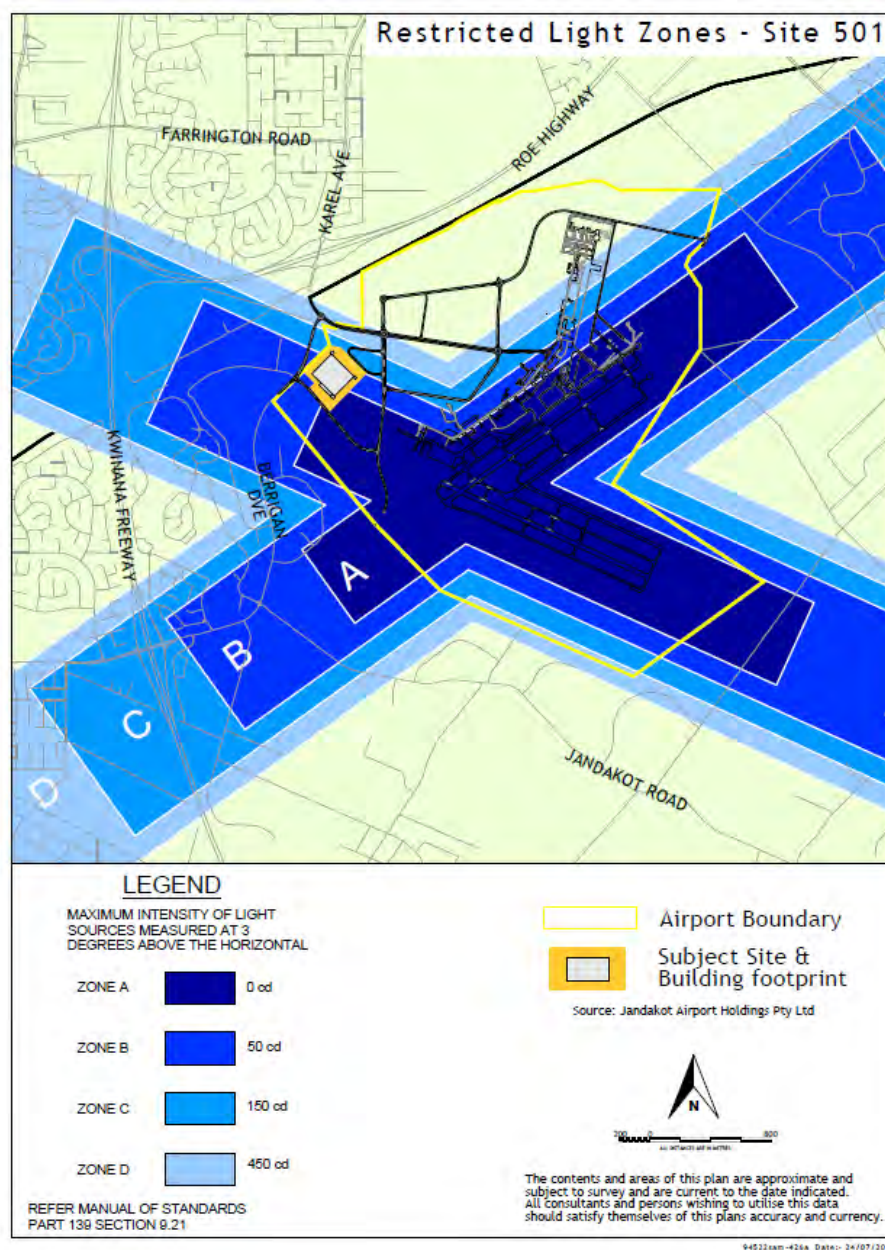
9.3 LIGHTING RESTRICTIONS

The Civil Aviation Safety Authority has the authority, under the Civil Aviation Regulations 1988, to control ground lights where they have the potential to cause confusion or distraction (from glare) to pilots in the air. CASA has established guidelines (Manual of Standards Part 139 Section 9.21 - Lighting in the Vicinity of Aerodromes) on the location and permitted intensities of ground lights within a 6km radius of an airport.

The development site is located across Restricted Light Zones B and C. This limits the maximum intensities of ground lights to 50 candela (cd) in Zone B and 150 cd in Zone C. These luminosity restrictions ensure no interference for pilots approaching to land. All external light fittings and temporary lighting used during the construction of the proposed development will comply with the Restricted Light Zone requirements and CASA guidelines. In line with the National Airports Safeguarding Framework 'Guideline E: Managing the Risks of Distractions to Pilots from Lighting in the Vicinity of Airports', any proposals for coloured lights will be referred to CASA for detailed guidance.

Figure 11 identifies the location of the subject site within the Restricted Lighting Zones.

FIGURE 11 – RESTRICTED LIGHTING ZONES



SOURCE: JAH PTY LTD

9.4 PROTECTION OF AIRSPACE

The Department of Infrastructure and Regional Development protects the airspace around leased Federal airports under the *Airports Act 1996* and the *Airports (Protection of Airspace) Regulations 1996*. Obstructions and obstacles in the vicinity of an airport have the potential to create air safety hazards and to seriously limit the scope of current and future aviation operations into and out of an airport.

International and national standards have been adopted that define two sets of invisible surfaces to delineate the various airspace obstacle protection areas: the Obstacle Limitation Surface; and Procedures for Air Navigation Services - Aircraft Operations surfaces. Prescribed airspace is the airspace above any part of either of these surfaces.

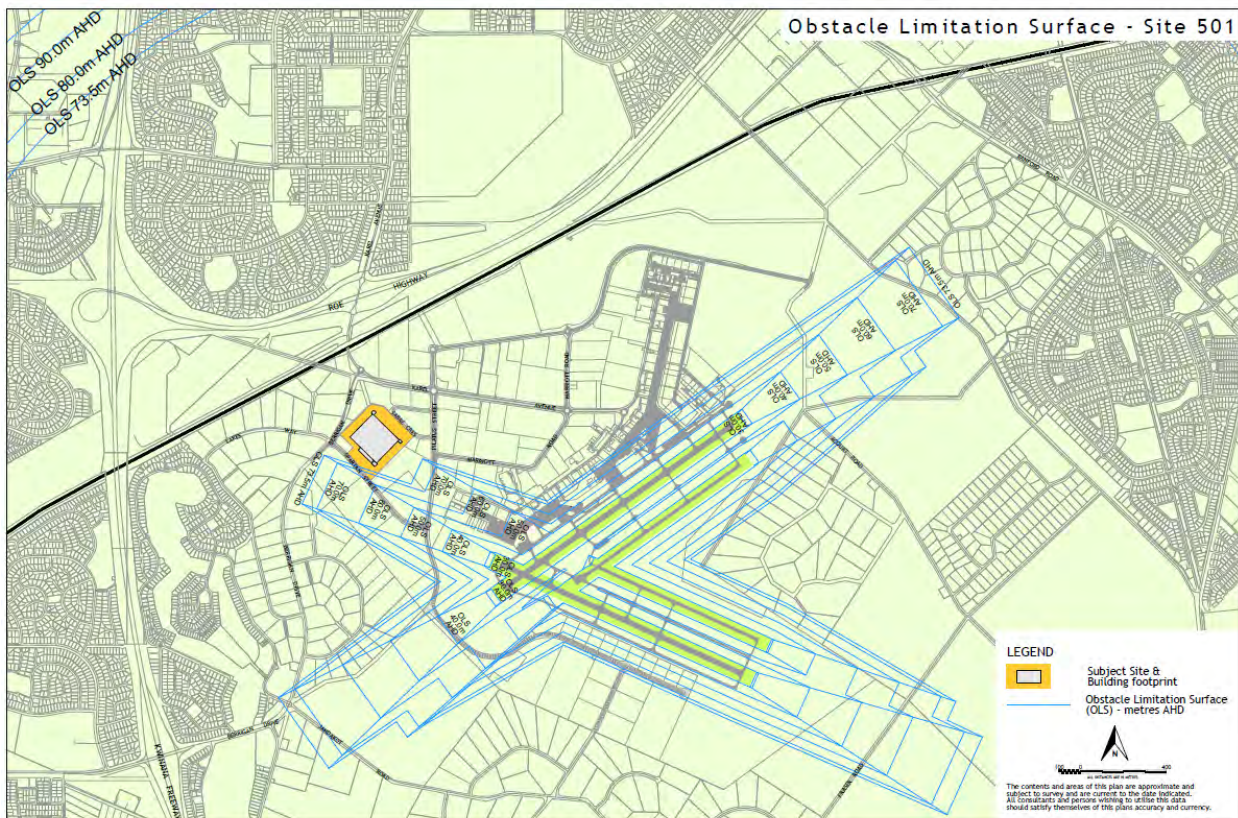
9.4.1 OBSTACLE LIMITATION SURFACE

The Obstacle Limitation Surface (OLS) is a defined area of airspace designed to provide protection for visual flying (VFR) operations, where the pilot is flying by sight. The OLS identifies the conceptual surfaces which have been determined to be the lower limits of the airspace requirements for aircraft operations in visual flight conditions. It is possible to have some penetration of the OLS provided that approval includes appropriate risk mitigations.

Airspace requirements have been considered for the construction and operation of the distribution centre. The development site is subject to an OLS of 73.5 metres Australian Height Datum (AHD). The maximum height of the proposed Distribution Centre is 13.7m metres above the established ground level at 33.5 metres AHD; therefore the maximum overall height of the development is 47.2 metres AHD which will not impact the OLS.

Figure 12 below identifies the location of the subject site in context of the OLS.

FIGURE 12 – OBSTACLE LIMITATION SURFACE FOR SITE 501

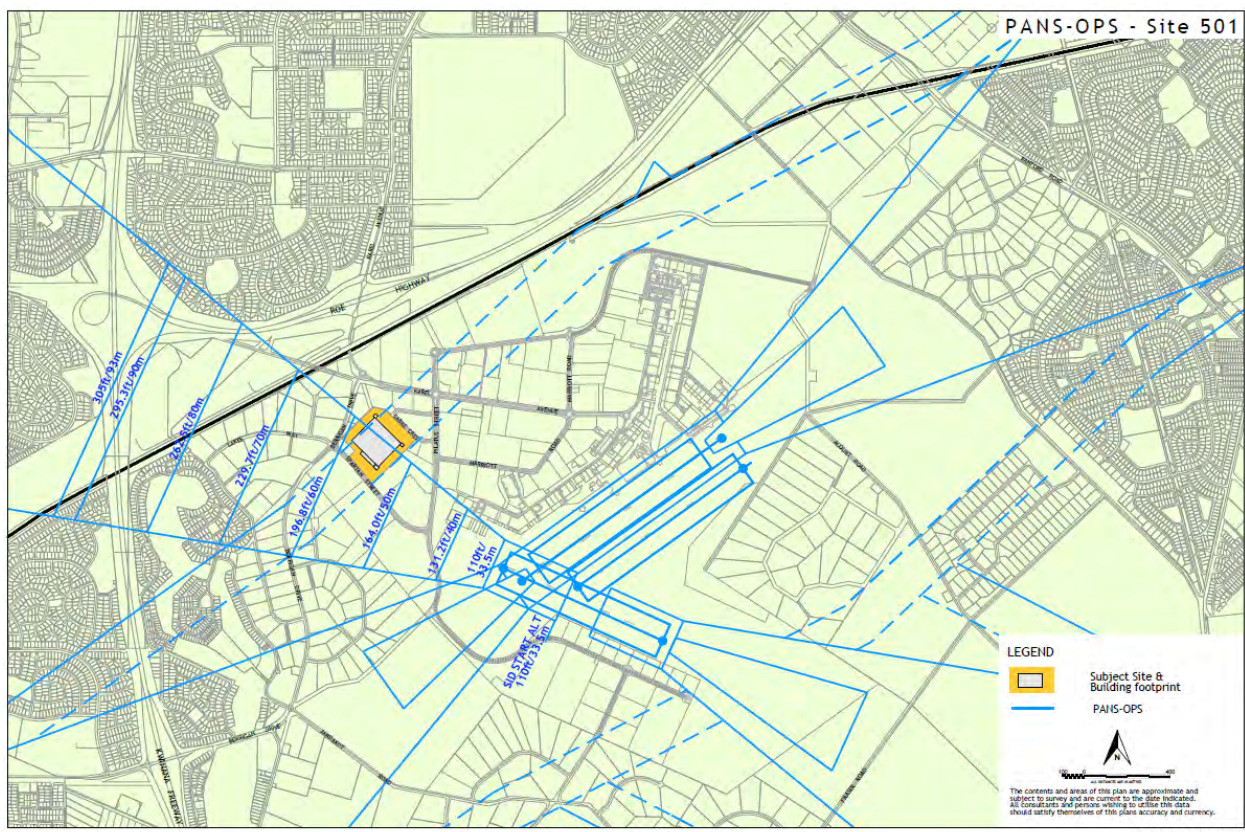


9.4.2 PANS-OPS

Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) is a second defined area of airspace, usually positioned above the OLS surface, which protects aircraft operating in instrument flying (IFR) conditions whereby the pilot is relying entirely on the information derived from cockpit navigation instruments. These surfaces are established by instrument procedure designers approved by CASA under Civil Aviation Safety Regulations (CASR) Part 173 to ensure that an aircraft will have a specified minimum clearance above any accountable obstacle. Since the PANS-OPS are a function of the underlying obstacle environment, no penetrations are permitted.

The proposed development covers a site area of 97,366 m². At the south-east corner of the development site, the PANS-OPS surface has a lower limit of 52 metres AHD while the south-west of the development area is under a PANS-OPS lower limit of 60 metres AHD. The maximum building height is 47.2 metres AHD and therefore the building will not impact the PANS-OPS. It is further noted that any container stacking and pallet storage will not exceed maximum permitted heights or impact on the PANS-OPS. Figure 13 shows the PANS-OPS surface heights applicable to the development site.

FIGURE 13 – JANDAKOT AIRPORT PANS-OPS SURFACE HEIGHTS



SOURCE: JAH PTY LTD

9.4.3 CONTROLLED ACTIVITY

The Airports (Protection of Airspace) Regulations 1996 establishes the system for the protection of airspace. Any activities that could result in an intrusion of prescribed airspace are referred to as 'controlled activities' that can only be carried out with approval. Controlled activities include:

- permanent structures, such as buildings;
- temporary structures, such as cranes; and
- any activities causing intrusions into the protected airspace through glare from artificial light or reflected sunlight, air turbulence from stacks or vents, smoke, dust, steam of other gasses or particulate matter.

Cranes and equipment to be used during the construction phase and operation of the Distribution Centre will be subject to a Controlled Activity assessment by JAH, with any activities that may result in an intrusion of the OLS to be further assessed by Airservices and CASA and approved by the Department of Infrastructure in accordance with the *Airports (Protection of Air Space) Regulations 1997*. As part of the JAH development approval process, JAH will require the construction arrangements to include appropriate equipment and methods to ensure there is no penetration of the PANS-OPS

The *Airports (Protection of Air Space) Regulations 1997* and the National Airports Safeguarding Framework 'Guideline F: Managing the Risk of Intrusions into the Protected Operational Airspace of Airports' acknowledge that intrusions into the operational airspace can result from activities that cause the emission of steam, other gas, dust or other particulate matter, or otherwise cause air turbulence. The development will operate as a distribution warehouse for goods in and goods out, and there are no proposed activities that could cause an intrusion into operational airspace.

9.5 EFFECT ON FLIGHT PATHS

Section 91 of the Airports Act requires an MDP to outline if a development could affect flight paths. The 47.5m AHD elevation of the building is below the lowest airspace surface of 52m metres AHD as described in section 9.4 and thus the proposed development will not affect any existing or future approach and departure paths at Jandakot Airport.

9.6 BUILDING GENERATED WINDSHEAR

The location of a significant obstacle, such as a building, in the path of a cross-wind to an operational runway can pose a safety risk to aircraft operations by creating windshear and turbulence. The National Airports Safeguarding Framework 'Guideline B: Managing the Risk of Building Generated Windshear and Turbulence at Airports' notes that windshear poses the greatest risk on approach, landing and take-off when the aircraft's speed is low and pilot's ability to respond is limited.

Guideline B provides a conservative test to rule out buildings that will clearly not pose a risk. This test, referred to as the '1:35 rule', states that any building with a distance to the runway centre-line that is less than 35 times the height of the building should be subject to aerodynamic modelling. The Distribution Centre building is located 900m west of the runway 12 threshold and 1,070m west of the runway 06L threshold, which are greater distances than the building height of 13.7m times 35 (479.5m) and thus the building will not create unsafe wind effects.

9.7 BIRD AND ANIMAL HAZARD MANAGEMENT

Birds and other animals can pose a serious safety risk to aircraft operations. JAH is required to monitor and control the presence of birds and animals on, or in the vicinity, of the airport in accordance with Civil Aviation Safety Authority requirements. JAH has a comprehensive Wildlife Hazard Management Plan that defines the methods applied to control birds and animal hazards on airports, as well as a Feral Animal Management Plan to address overabundant native species.

The National Airports Safeguarding Framework 'Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports' acknowledges that new land uses in the vicinity of an airport can significantly influence the risk of wildlife hazards to aircraft operations, with food garbage disposal noted as being a high risk wildlife attractant. Management of all waste, including food, is addressed through an Operational Environmental Management Plan to prevent wildlife being attracted to the Kmart Distribution Centre site,

9.8 NAVIGATION AIDS

Airservices Australia provides a Non-Directional Beacon (NDB) at Jandakot Airport to facilitate location navigation for aircraft arrivals and departures. In addition, a microwave communication link exists between the Jandakot and Perth Air Traffic Control Towers. These navigation and communication links provide for transmission of radio waves that must be protected from structures or obstacles that could cause signal refraction or interference. Information will be provided to Airservices Australia to allow an assessment to be made to ensure that the Distribution Centre does not impact on the navigation and communication aids (including flashing lights of vehicles).

9.9 AIR TRAFFIC CONTROL TOWER LINE OF SIGHT

The Air Traffic Control Tower is required to be sited in a location that enables clear lines of sight, unimpaired by direct or indirect external light sources such as apron lights, car parking lights, surface traffic and street lights and reflective surfaces. The proposed Distribution Centre will not compromise the ATC line of sight to any of the aircraft movement areas.

9.10 PUBLIC SAFETY ZONES

The purpose of a runway safety zone is to identify an area adjacent to the end of a runway where special considerations might be applied to new developments to minimise the risk of damage by aircraft during landing or take off. Currently, neither the Australian Commonwealth Government nor the Western Australian Government requires the provision of a public safety area or runway protection zone at the ends of runways. The National Airports Safeguarding Advisory Group (NASAG) is considering additional safeguarding guidelines, such as Public Safety Zones, for inclusion in the National Airports Safeguarding Framework, but these additional guidelines have not yet been released for public comment. A review of existing key requirements for provision of a PSZ was undertaken as it is expected that PSZ will become a defined requirement in the future and, as such, should be taken into consideration for new developments. The proposed Distribution Centre site is located 840m from the end of runway 12 and 1.35km from the end of proposed runway 12L and will therefore not impact on any future PSZ requirement.

9.11 NOISE GENERATED FROM PROPOSAL

All of the activities associated with the Distribution Centre occur within the internal areas of the building, with the expectation of the manoeuvring of vehicles in and around the site. No manufacturing or fabrication is proposed, the overall noise generated from the site will be minimal and it will not impact on the operations of the Airport.

The layout of the site ensures that all layover, parking, and manoeuvring of vehicles occurs on site. Light vehicles are contained within the parking area to the south of the distribution centre and will not create any significant noise impacts. The heavy vehicles are all limited to the eastern and northern sides of the distribution centre. The context of the site (such as the significant separation to any residents, the incidence of the Freight Rail line and Roe Highway, and the earth bund to the north and east providing a natural acoustic barrier) ensures all noise will be contained on-airport. Accordingly no noise amelioration measures are required or proposed during construction or once in operation.

10 Consultation

In accordance with the Act, the Draft MDP was subject to a period of public comment for 60 business days. A schedule of submissions, including a summary of the comments and the manner in which they have been addressed, were included with the Draft MDP submitted to the Minister.

Pursuant to section 92 of the *Airports Act* 1992, the following were notified in writing of the intention to submit the Draft MDP to the Minister:

- Minister for Planning (State)
- Department of Planning
- City of Cockburn
- City of Melville
- City of Canning

A schedule of submissions, including a summary of the comments and the manner in which they have been addressed, was included with the draft MDP submitted to the Minister for approval.

11 Approvals

11.1 APPROVAL SOUGHT

Kmart have received approval from the Minister for Infrastructure and Regional Development, to construct a Distribution Centre on site 218 Orion Road for a cost of approximately \$40 million, exceeding the \$20 million threshold for the preparation of a Major Development Plan (MDP). The Minister approved the MDP in accordance with section 94(2) of the Airports Act 1996 on 12 January 2015.

11.2 APPROVAL PROCESS

11.2.1 DEVELOPMENT

Development within Jandakot Airport is a two part process; the Minister for Infrastructure and Regional Development consider applications and determines Major Development Plans, whilst the appointed Airport Building Controller is the approving authority for the issue of Building Permits. Jandakot Airport and the Department provide the equivalent functions of a 'Local Government' authority for all development on the Airport land. The process is designed to ensure Federal Government oversight of major development on federally leased airport lands.

The MDP is subject to a referral process and takes into account comments from the public, including Local and State planning authorities, in addition to the Civil Aviation Safety Authority and Airservices Australia. The Commonwealth Minister for Infrastructure and Regional Development is responsible for making decisions in respect the MDP. Jandakot Airport Holdings would then provide consent to the proposed development through a Development Application assessed against the Development Guidelines established for the Jandakot Airport.

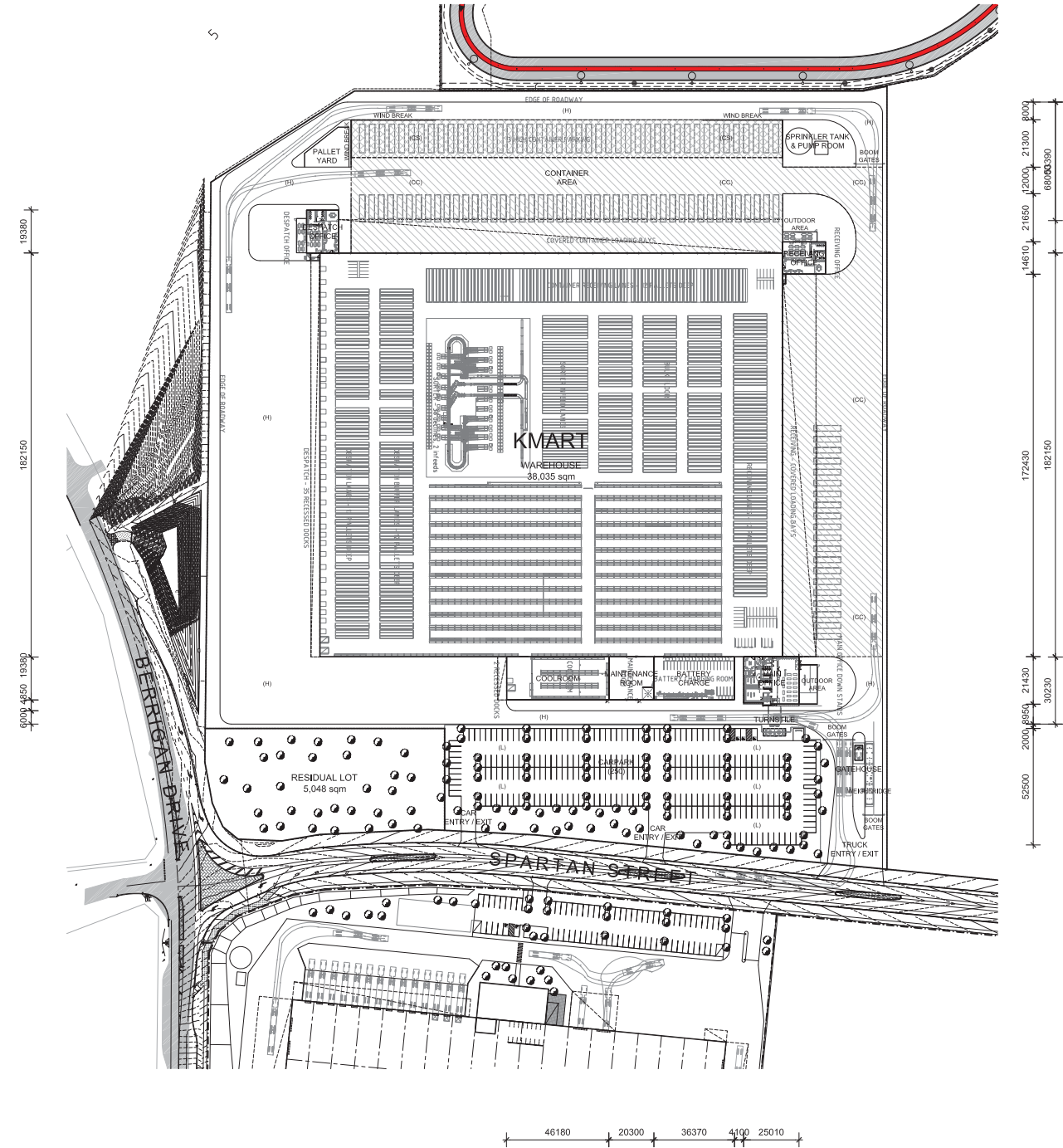
12 Summary

This Major Development Plan (MDP) has been prepared to support the proposed Distribution Centre to support the Kmart Store network. This MDP has assessed the proposal against all of the requirements of the *Airports Act 1996*, and demonstrated clear compliance with the statutory requirements. The proposed Distribution Centre is in accordance with the approved *Jandakot Airport Master Plan 2009* and represents a significant investment in the locality that will provide an economic stimulus through the delivery of up to 120 jobs at the Jandakot Airport and many more indirectly. Overall the proposal will contribute to the intended form of development associated with the non-aviation uses intended to occur within the commercial development precinct of Jandakot Airport.

Appendix A

Proposal Plans

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REVISIONS

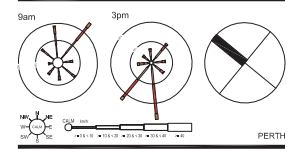
A	ALTERNATIVE TRUCK DRIVEWAY, CARPARK REVISED & AREA TABLE UPDATED	26.02.14
B	GATHOUSE & BOOM GATES SHIFTED TO CREATE MORE TRUCK ENTRY QUEUING, PALLET YARD RELOCATED OPP. DESPATCH OFFICE & PAVEMENT AREAS UPDATED	12.05.14
C	SITE AREA REDUCED & RESIDUAL SITE ADDED	13.05.14

PAVEMENT LEGEND

	CONTAINER CAPABLE HEAVY DUTY PAVEMENT (CC)
	CONTAINER STACKING HEAVY DUTY PAVEMENT (CS)

DEVELOPMENT SUMMARY

SITE AREA	97,366 sqm
WAREHOUSE	38,035 sqm
BATTERY CHARGING	706 sqm
MAINTENANCE ROOM	391 sqm
COOLROOM	896 sqm
MAIN OFFICE - GROUND	531 sqm
MAIN OFFICE - LEVEL 1	544 sqm
RECEIVING OFFICE	290 sqm
DESPATCH OFFICE	299 sqm
GATHOUSE	24 sqm
TOTAL BUILDING AREA	41,716 sqm
EFFICIENCY	42.8 %
TURNSTILE AWNING	34 sqm
COOLROOM AWNING (4m)	77 sqm
DESPATCH AWNING (4m)	728 sqm
RECEIVING AWNING (15m)	2,586 sqm
CONTAINER AWNING (15m)	3,003 sqm
CARPARKING PROVIDED	250 spaces
STANDARD HDP (H)	18,973 sqm
CONTAINER CAPABLE HDP (CC)	17,218 sqm
CONTAINER STACKING HDP (CS)	3,309 sqm
LIGHT DUTY PAVEMENT (L)	6,466 sqm



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PROJECT
KMART
 PRECINCT 5
 JANDAKOT AIRPORT, WA

DRAWING TITLE
**PROPOSED SITE PLAN
 OPTION 2**

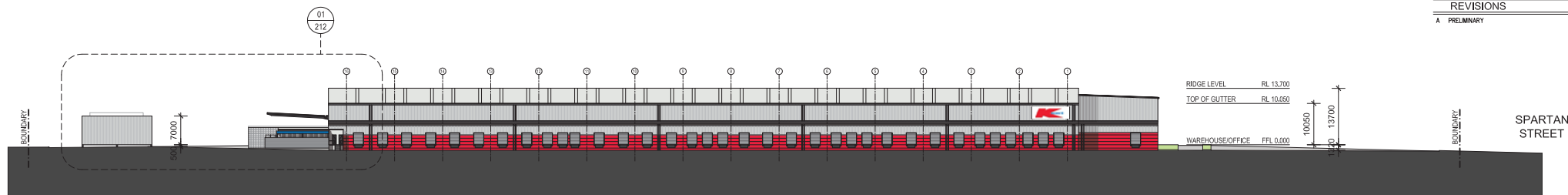
SCALE: 1:2000 @ A3

CREATE DATE: 26.02.2014 PLOT DATE: 22.03.2012
 LAST SAVED BY: abillmart

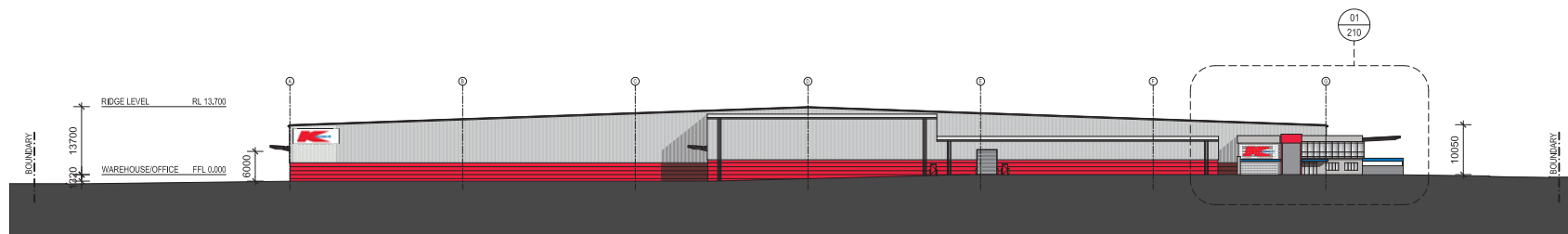
6-055-616401-FS05-002

REVISIONS

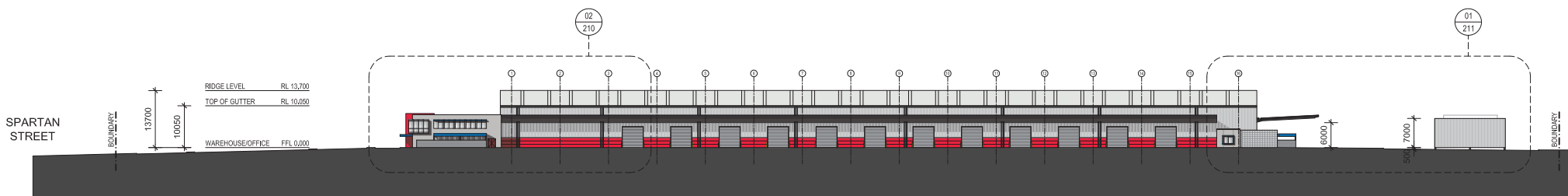
A PRELIMINARY 04.03.14



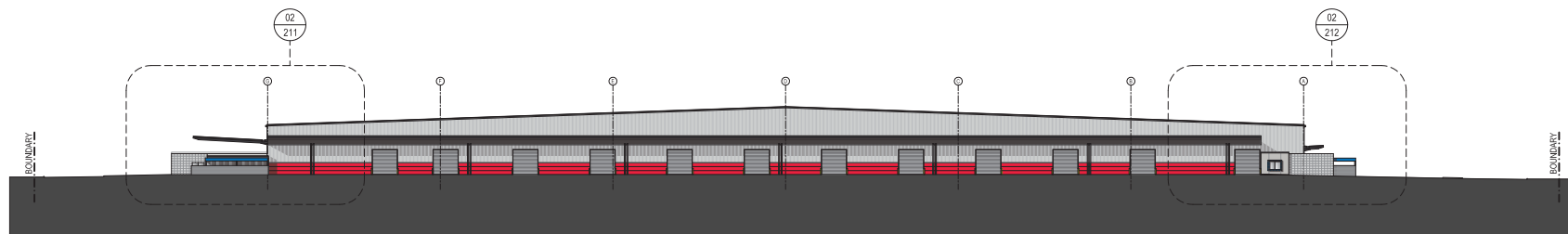
01 NORTH WEST ELEVATION
BERRIGAN DRIVE



02 SOUTH WEST ELEVATION
SPARTAN STREET



03 SOUTH EAST ELEVATION
SPARTAN STREET



04 NORTH EAST ELEVATION
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PROJECT
KMART
PRECINCT 5
JANDAKOT AIRPORT, WA

DRAWING TITLE
OVERALL ELEVATIONS



CREATE DATE: 25.02.2014 PLOT DATE: 22.03.2012
LAST SAVED BY: abulliant

6-055-616401-FS04-200 A

Appendix B

Certificate of Title

WESTERN



AUSTRALIA

REGISTER NUMBER
500/P7585DUPLICATE
EDITION
N/ADATE DUPLICATE ISSUED
N/A

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME
2228FOLIO
474

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

REGISTRAR OF TITLES

**LAND DESCRIPTION:**

LOT 500 ON PLAN 7585

REGISTERED PROPRIETOR:
(FIRST SCHEDULE)

COMMONWEALTH OF AUSTRALIA

(A H105096) REGISTERED 11 MAY 1999

LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)

1. E377895 SUBJECT TO CERTAIN MINERAL AND OTHER RESERVATIONS WHICH ARE RESERVED IN THE ORIGINAL GRANTS AND CONTAINED IN VOLUME 1878 FOLIO 301. REGISTERED 8.6.1990.
2. TITLE EXCLUDES THE LAND SHOWN ON DIAGRAM 33555.
3. *E898998 CAVEAT BY AUSTRALIAN AND OVERSEAS TELECOMMUNICATIONS CORPORATION LTD AS TO PORTION ONLY. LODGED 4.6.1992.
4. G284653 LEASE TO AIRSERVICES AUSTRALIA OF 25 CONSTITUTION AVENUE, CANBERRA CITY, AUSTRALIAN CAPITAL TERRITORY EXPIRES: SEE LEASE. AS TO PORTION ONLY. REGISTERED 19.9.1996.
5. G396753 LEASE TO AIRSERVICES AUSTRALIA OF 25 CONSTITUTION AVENUE, CANBERRA CITY, AUSTRALIAN CAPITAL TERRITORY EXPIRES: SEE LEASE. AS TO PORTION ONLY. REGISTERED 13.2.1997.
6. H105095 LEASE TO CIVIL AVIATION SAFETY AUTHORITY OF 73 NORTHBOURNE AVENUE, CANBERRA, AUSTRALIAN CAPITAL TERRITORY EXPIRES: SEE LEASE. AS TO PORTION ONLY. REGISTERED 11.5.1999.
- H988705 TRANSFER OF LEASE H105095 , LESSEE NOW MINISTER FOR TRAINING OF CARE OF DEPARTMENT OF TRAINING AND EMPLOYMENT, 151 ROYAL STREET, EAST PERTH REGISTERED 17.1.2002.
7. H105097 LEASE TO JANDAKOT AIRPORT HOLDINGS PTY LTD OF 4 HART STREET, LESMURDIE EXPIRES: SEE LEASE. REGISTERED 11.5.1999.
- *H712846 CAVEAT AFFECTING LEASE H105097 , CAVEAT BY NATIONAL AUSTRALIA BANK LTD LODGED 4.4.2001.
- *1991158 CAVEAT AFFECTING LEASE H105097 . CAVEAT BY HUTCHISON 3G AUSTRALIA PTY LTD AS TO PORTION ONLY. LODGED 19.8.2004.
- *J467647 CAVEAT AFFECTING LEASE H105097 , CAVEAT BY WESTPAC BANKING CORPORATION AS TO PORTION ONLY. REGISTERED 12.10.2005.

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RECORD OF CERTIFICATE OF TITLE

REGISTER NUMBER: 500/P7585

VOLUME/FOLIO: 2228-474

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L123519 SUB-LEASE OF LEASE H105097 TO CROWN CASTLE AUSTRALIA PTY LTD OF LEVEL 1, 754 PACIFIC HIGHWAY, CHATSWOOD, NEW SOUTH WALES EXPIRES: SEE SUB LEASE. AS TO PORTION ONLY. REGISTERED 30.10.2009.

*L236107 CAVEAT AFFECTING LEASE H105097 , CAVEAT BY MINISTER FOR EDUCATION AS TO PORTION ONLY. LODGED 18.2.2010.

L303292 SUB-LEASE OF LEASE H105097 TO B P AUSTRALIA PTY LTD OF LEVEL 29, THE TOWER, MELBOURNE CENTRAL, 360 ELIZABETH STREET, MELBOURNE, VICTORIA EXPIRES: SEE SUB LEASE. AS TO PORTION ONLY. REGISTERED 3.5.2010.

L403400 SUB-LEASE OF LEASE H105097 TO JANDAKOT CITY PTY LTD OF 16 EAGLE DRIVE, JANDAKOT AIRPORT, WESTERN AUSTRALIA EXPIRES: SEE SUB LEASE. AS TO PORTION ONLY. REGISTERED 17.8.2010.

*L453795 CAVEAT AFFECTING LEASE H105097 , CAVEAT BY MINISTER FOR WORKS AS TO PORTION ONLY. LODGED 14.10.2010.

L488235 SUB-LEASE OF LEASE H105097 TO JANDAKOT CITY PTY LTD OF 16 EAGLE DRIVE, JANDAKOT AIRPORT, WESTERN AUSTRALIA EXPIRES: SEE SUB LEASE. AS TO PORTION ONLY. REGISTERED 24.11.2010.

L488235 THE CORRECT ADDRESS OF THE SUB-LESSOR IS NOW 16 EAGLE DRIVE, JANDAKOT AIRPORT, WESTERN AUSTRALIA REGISTERED 24.11.2010.

*L534751 CAVEAT AFFECTING LEASE H105097 , CAVEAT BY WESTPAC BANKING CORPORATION LODGED 20.1.2011.

*L656391 CAVEAT AFFECTING LEASE H105097 , CAVEAT BY VET (WA) MINISTERIAL CORPORATION AS TO PORTION ONLY. REGISTERED 17.6.2011.

*L488236 MORTGAGE OF LEASE L488235 TO NATIONAL AUSTRALIA BANK LTD REGISTERED 24.11.2010.

*L724612 SUB-LEASE OF LEASE H105097 TO JANDAKOT CITY PTY LTD OF 16 EAGLE DRIVE, JANDAKOT AIRPORT EXPIRES: SEE SUB LEASE. AS TO PORTION ONLY REGISTERED 2.9.2011.

*L724613 MORTGAGE OF LEASE L724612 TO NATIONAL AUSTRALIA BANK LTD REGISTERED 2.9.2011.

*L902853 SUB-LEASE OF LEASE H105097 TO JANDAKOT CITY PTY LTD OF 15 EAGLE DRIVE, JANDAKOT AIRPORT, WESTERN AUSTRALIA EXPIRES: SEE SUB LEASE. REGISTERED 5.4.2012.

*L902854 MORTGAGE OF LEASE L902853 TO NATIONAL AUSTRALIA BANK LTD AS TO PORTION ONLY REGISTERED 5.4.2012.

*M052788 CAVEAT AFFECTING SUB-LEASE L403400. CAVEAT BY CSR BUILDING PRODUCTS LIMITED AS TO PORTION ONLY REGISTERED 20.9.2012.

*M116528 SUB-LEASE OF LEASE H105097 TO JANDAKOT CITY PTY LTD OF 16 EAGLE DRIVE, JANDAKOT AIRPORT EXPIRES: SEE SUB LEASE. AS TO PORTION ONLY. REGISTERED 28.11.2012.

*M116529 MORTGAGE OF LEASE M116528 TO NATIONAL AUSTRALIA BANK LTD REGISTERED 28.11.2012.

*M191255 SUB-LEASE OF LEASE H105097 TO JANDAKOT CITY PTY LTD OF 16 EAGLE DRIVE, JANDAKOT AIRPORT EXPIRES: SEE SUB LEASE. AS TO PORTION ONLY. REGISTERED 20.2.2013.

*M191263 SUB-LEASE OF LEASE H105097 TO JANDAKOT CITY PTY LTD OF 16 EAGLE DRIVE, JANDAKOT AIRPORT EXPIRES: SEE SUB LEASE. AS TO PORTION ONLY REGISTERED 20.2.2013.

*M191264 MORTGAGE OF LEASE M191263 TO NATIONAL AUSTRALIA BANK LTD REGISTERED 20.2.2013.

*M191256 MORTGAGE OF LEASE M191255 TO NATIONAL AUSTRALIA BANK LTD REGISTERED 20.2.2013.

*M247964 CAVEAT AFFECTING LEASE , CAVEAT BY TELSTRA CORPORATION LTD AS TO PORTION ONLY LODGED 22.4.2013.

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RECORD OF CERTIFICATE OF TITLE

REGISTER NUMBER: 500/P7585

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PAGE 3

- *M301752 CAVEAT AFFECTING LEASE H105097 , CAVEAT BY NATIONAL AUSTRALIA BANK LTD AS TO PORTION ONLY, LODGED 11.6.2013.
- *M301753 CAVEAT AFFECTING LEASE H105097 , CAVEAT BY WEST STAR PROPERTIES PTY LTD AS TO PORTION ONLY, LODGED 11.6.2013.
- *M337280 SUB-LEASE OF LEASE H105097 TO PREMIAIR AVIATION PTY LTD OF 24 COMPASS ROAD, JANDAKOT EXPIRES: SEE SUB LEASE. AS TO PORTION ONLY REGISTERED 10.7.2013.
- *M426685 SUB-LEASE OF LEASE H105097 TO JANDAKOT CITY PTY LTD OF 16 EAGLE DRIVE, JANDAKOT AIRPORT EXPIRES: SEE SUB LEASE. AS TO PORTION ONLY REGISTERED 9.10.2013.
- *M426689 SUB-LEASE OF LEASE H105097 TO JANDAKOT CITY PTY LTD OF 16 EAGLE DRIVE, JANDAKOT AIRPORT EXPIRES: SEE SUB LEASE. AS TO PORTION ONLY REGISTERED 9.10.2013.
- 8. *K042416 CAVEAT BY OPTUS MOBILE PTY LTD AS TO PORTION ONLY, LODGED 2.1.2007.
- 9. *K042417 CAVEAT BY OPTUS MOBILE PTY LTD AS TO PORTION ONLY, LODGED 2.1.2007.
- 10. *L279832 CAVEAT BY JONATHAN BRIAN WILES, LESLEY ANNE WILES AS TO PORTION ONLY, LODGED 7.4.2010.
- 11. *L313258 CAVEAT BY DEPARTMENT OF ENVIRONMENT AND CONSERVATION AS TO PORTION ONLY, LODGED 12.5.2010.
- 12. *L598271 CAVEAT BY MINISTER FOR WORKS AS TO PORTION ONLY, LODGED 8.4.2011.
- 13. *L919332 CAVEAT BY MINISTER FOR WORKS AS TO PORTION ONLY, LODGED 16.7.2012.
- 14. *L994834 CAVEAT BY MINISTER FOR WORKS AS TO PORTION ONLY, LODGED 17.7.2012.
- 15. *M001995 CAVEAT BY TELSTRA CORPORATION LTD AS TO PORTION ONLY, LODGED 25.7.2012.
- 16. *M054208 CAVEAT BY MINISTER FOR HEALTH AS TO PORTION ONLY, LODGED 21.9.2012.
- 17. *M137044 CAVEAT BY NATIONAL AUSTRALIA BANK LTD AS TO PORTION ONLY, LODGED 18.12.2012.
- 18. *M137045 CAVEAT BY PREMIAIR AVIATION MAINTENANCE PTY LTD AS TO PORTION ONLY, LODGED 18.12.2012.
- 19. *M426686 MORTGAGE TO NATIONAL AUSTRALIA BANK LTD REGISTERED 9.10.2013.
- 20. *M426690 MORTGAGE TO NATIONAL AUSTRALIA BANK LTD REGISTERED 9.10.2013.
- 21. *M493045 CAVEAT BY MINISTER FOR WORKS, LODGED 12.12.2013.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
 * Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
 Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: P7585.
 PREVIOUS TITLE: 1878-302.
 PROPERTY STREET ADDRESS: JANDAKOT AIRPORT, 16 EAGLE DR. JANDAKOT.
 LOCAL GOVERNMENT AREA: CITY OF COCKBURN.
 RESPONSIBLE AGENCY: COMMONWEALTH OF AUSTRALIA.

- NOTE 1: L724612 DUP CT NOT PRODUCED FOR DOCUMENT L724612
- NOTE 2: L902853 DUP C/T NOT PRODUCED FOR DOCUMENT L902853
- NOTE 3: M169421 DEPOSITED PLAN (INTEREST ONLY) 74658 LODGED
- NOTE 4: M116529 DUP CT NOT PRODUCED FOR DEALING M116529
- NOTE 5: M191264 DUP CT NOT PRODUCED FOR DEALING M191264
- NOTE 6: M191256 DUP CT NOT PRODUCED FOR DEALING M191256
- NOTE 7: M337280 DUP CT NOT PRODUCED FOR DEALING M337280

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RECORD OF CERTIFICATE OF TITLE

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VOLUME/FOLIO: 2228-474

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NOTE 8:	M426685	DUP C/T NOT PRODUCED FOR DOCUMENT M426685
NOTE 9:	M426686	DUP C/T NOT PRODUCED FOR DEALING M426686
NOTE 10:	M426689	DUP C/T NOT PRODUCED FOR DOCUMENT M426689
NOTE 11:	M426690	DUP C/T NOT PRODUCED FOR DOCUMENT M426690

WESTERN



AUSTRALIA

REGISTER NUMBER N/A	
DUPLICATE EDITION N/A	DATE DUPLICATE ISSUED N/A

RECORD OF CERTIFICATE OF TITLE
UNDER THE TRANSFER OF LAND ACT 1893

VOLUME
2228

FOLIO
471

The person described in the first schedule is the registered proprietor of an estate in fee simple in the land described below subject to the reservations, conditions and depth limit contained in the original grant (if a grant issued) and to the limitations, interests, encumbrances and notifications shown in the second schedule.

REGISTRAR OF TITLES



THIS IS A MULTI-LOT TITLE

LAND DESCRIPTION:

LOT 173 ON DEPOSITED PLAN 226118
LOTS 1, 2, 3, 4, 5, 6, 7 & 8 ON DIAGRAM 27624

**REGISTERED PROPRIETOR:
(FIRST SCHEDULE)**

COMMONWEALTH OF AUSTRALIA

(AL I933601) REGISTERED 28 JUNE 2004

**LIMITATIONS, INTERESTS, ENCUMBRANCES AND NOTIFICATIONS:
(SECOND SCHEDULE)**

1. *THE LAND THE SUBJECT OF THIS CERTIFICATE OF TITLE EXCLUDES ALL PORTIONS OF THE LOT DESCRIBED ABOVE EXCEPT THAT PORTION SHOWN IN THE SKETCH OF THE SUPERSEDED PAPER VERSION OF THIS TITLE. SEE VOLUME 2228 FOLIO 471 AS TO LOTS 6, 7, 8 AND 173 ONLY.
2. H105097 LEASE TO JANDAKOT AIRPORT HOLDINGS PTY LTD OF 4 HART STREET, LESMURDIE COMMENCING 01.07.1998 TOGETHER WITH AN OPTION FOR RENEWAL.. EXPIRES: SEE LEASE. REGISTERED 11.5.1999.
 - *H712846 CAVEAT AFFECTING LEASE H105097 , CAVEAT BY NATIONAL AUSTRALIA BANK LTD LODGED 4.4.2001.
 - *J467647 CAVEAT AFFECTING LEASE H105097 , CAVEAT BY WESTPAC BANKING CORPORATION REGISTERED 12.10.2005.
 - *L488227 SUB-LEASE OF LEASE H105097 TO JANDAKOT CITY PTY LTD OF 16 EAGLE DRIVE, JANDAKOT AIRPORT EXPIRES: SEE SUB LEASE. AS TO PORTION ONLY REGISTERED 24.11.2010.
 - *L488228 MORTGAGE OF LEASE L488227 TO NATIONAL AUSTRALIA BANK LTD REGISTERED 24.11.2010.
 - *L488231 SUB-LEASE OF LEASE H105097 TO JANDAKOT CITY PTY LTD OF 16 EAGLE DRIVE, JANDAKOT AIRPORT EXPIRES: SEE SUB LEASE. AS TO PORTION ONLY REGISTERED 24.11.2010.
 - *L488232 MORTGAGE OF LEASE L488231 TO NATIONAL AUSTRALIA BANK LTD REGISTERED 24.11.2010.
 - *L488227 THE CORRECT ADDRESS OF THE SUB-LESSOR IS NOW 16 EAGLE DRIVE, JANDAKOT AIRPORT REGISTERED 24.11.2010.
 - *L488347 CAVEAT AFFECTING LEASE , CAVEAT BY GENERAL ELECTRIC INTERNATIONAL

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REGISTER NUMBER: N/A

VOLUME/FOLIO: 2228-471

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- L508276 INC AS TO PORTION ONLY LODGED 25.11.2010.
SUB-LEASE OF LEASE H105097 TO JANDAKOT CITY PTY LTD OF 16 EAGLE DRIVE, JANDAKOT AIRPORT EXPIRES: SEE SUB LEASE. AS TO PORTION ONLY AS TO LOTS 6 & 8 ON D 27624 ONLY REGISTERED 15.12.2010.
- *L724611 MORTGAGE OF LEASE L508276 TO NATIONAL AUSTRALIA BANK LTD AS TO LOTS 6 & 8 ON D 27624 ONLY REGISTERED 2.9.2011.
- *L962864 SUB-LEASE OF LEASE H105097 TO JANDAKOT CITY PTY LTD OF 16 EAGLE DRIVE, JANDAKOT AIRPORT EXPIRES: SEE SUB LEASE. AS TO PORTION ONLY AS TO LOTS 2 & 3 ON D 27624 ONLY REGISTERED 14.6.2012.
- *L962865 MORTGAGE OF SUB-LEASE L962864 TO NATIONAL AUSTRALIA BANK LTD AS TO LOTS 2 & 3 ON D 27624 ONLY REGISTERED 14.6.2012.
- *M035089 SUB-LEASE OF LEASE H105097 TO JANDAKOT CITY PTY LTD OF 16 EAGLE DRIVE, JANDAKOT AIRPORT EXPIRES: SEE SUB LEASE. AS TO PORTION ONLY AS TO LOTS 3 & 4 ON D 27624 ONLY REGISTERED 31.8.2012.
- *M035090 MORTGAGE OF SUB-LEASE M035090 TO NATIONAL AUSTRALIA BANK LTD. AS TO LOTS 3 & 4 ON D 27624 ONLY REGISTERED 31.8.2012.
- *M191259 SUB-LEASE OF LEASE H105097 TO JANDAKOT CITY PTY LTD OF 16 EAGLE DRIVE, JANDAKOT AIRPORT EXPIRES: SEE SUB LEASE. REGISTERED 20.2.2013.
- *M191260 MORTGAGE OF SUB-LEASE M191259 TO NATIONAL AUSTRALIA BANK LTD REGISTERED 20.2.2013.
- *M426685 SUB-LEASE OF LEASE H105097 TO JANDAKOT CITY PTY LTD OF 16 EAGLE DRIVE, JANDAKOT AIRPORT EXPIRES: SEE SUB LEASE. AS TO PORTION ONLY AS TO LOTS 2 & 3 ON D 27624 ONLY REGISTERED 9.10.2013.
- 3. *L842195 CAVEAT BY SILVER CHAIN NURSING ASSOCIATION INC AS TO PORTION ONLY AS TO LOT 1 ON D 27624 ONLY LODGED 25.1.2012.
- 4. *L919332 CAVEAT BY MINISTER FOR WORKS AS TO PORTION ONLY LODGED 16.7.2012.
- 5. *L994834 CAVEAT BY MINISTER FOR WORKS AS TO PORTION ONLY LODGED 17.7.2012.
- 6. *M054208 CAVEAT BY MINISTER FOR HEALTH AS TO PORTION ONLY LODGED 21.9.2012.
- 7. *M426686 MORTGAGE TO NATIONAL AUSTRALIA BANK LTD AS TO LOTS 2 & 3 ON D 27624 ONLY REGISTERED 9.10.2013.
- 8. *M493045 CAVEAT BY MINISTER FOR WORKS LODGED 12.12.2013.

Warning: A current search of the sketch of the land should be obtained where detail of position, dimensions or area of the lot is required.
* Any entries preceded by an asterisk may not appear on the current edition of the duplicate certificate of title.
Lot as described in the land description may be a lot or location.

-----END OF CERTIFICATE OF TITLE-----

STATEMENTS:

The statements set out below are not intended to be nor should they be relied on as substitutes for inspection of the land and the relevant documents or for local government, legal, surveying or other professional advice.

SKETCH OF LAND: D27624,DP226118.
PREVIOUS TITLE: 1516-700.
PROPERTY STREET ADDRESS: LOT 2 KAREL AV, JANDAKOT (2/D27624).
LOT 3 KAREL AV, JANDAKOT (3/D27624).
LOT 4 KAREL AV, JANDAKOT (4/D27624).
LOT 7 KAREL AV, JANDAKOT (7/D27624).
514 KAREL AV, JANDAKOT (173/DP226118).
1 SABRE CR, JANDAKOT (1/D27624).
LOCAL GOVERNMENT AREA: CITY OF COCKBURN.
RESPONSIBLE AGENCY: COMMONWEALTH OF AUSTRALIA.

NOTE 1: K949610 LAND PARCEL IDENTIFIER OF JANDAKOT AGRICULTURAL AREA LOT 527 CHANGED TO LOTS 1, 2, 3, 4, 5, 6, 7, 8 ON DIAGRAM 27624 AND PORTION OF

END OF PAGE 2 - CONTINUED OVER

RECORD OF CERTIFICATE OF TITLE

REGISTER NUMBER: N/A

VOLUME/FOLIO: 2228-471

PAGE 3

JANDAKOT AGRICULTURAL AREA LOT 173 CHANGED TO LOT 173 ON DEPOSITED PLAN 226118 TO ENABLE ISSUE OF A DIGITAL CERTIFICATE OF TITLE

NOTE 2: THE ABOVE NOTE MAY NOT BE SHOWN ON THE SUPERSEDED PAPER CERTIFICATE OF TITLE OR ON THE CURRENT EDITION OF DUPLICATE CERTIFICATE OF TITLE.

NOTE 3: L488227 DUPLICATE C/T NOT PRODUCED FOR DOCUMENT L488227

NOTE 4: L488228 DUPLICATE C/T NOT PRODUCED FOR DOCUMENT L488228

NOTE 5: L488229 DUPLICATE C/T NOT PRODUCED FOR DOCUMENT L488229

NOTE 6: L488230 DUPLICATE C/T NOT PRODUCED FOR DOCUMENT L488230

NOTE 7: L488231 DUPLICATE C/T NOT PRODUCED FOR DOCUMENT L488231

NOTE 8: L488232 DUPLICATE C/T NOT PRODUCED FOR DOCUMENT L488232

NOTE 9: L508276 DUPLICATE C/T NOT PRODUCED FOR DOCUMENT L508276

NOTE 10: L724611 DUP CT NOT PRODUCED FOR DEALING L724611

NOTE 11: L962865 DUP C/T NOT PRODUCED FOR DOCUMENTS L962862, L962863, L962864 AND L962865 AS TO LOTS 2 & 3 ON D 27624 ONLY

NOTE 12: M035089 DUP C/T NOT PRODUCED FOR DOCUMENTS M035089 & M035090 AS TO LOTS 3 & 4 ON D 27624 ONLY

NOTE 13: M191260 DUP CT NOT PRODUCED FOR DEALING M191260

NOTE 14: M426685 DUP C/T NOT PRODUCED FOR DOCUMENT M426685 AS TO LOTS 2 & 3 ON D 27624 ONLY

NOTE 15: M426686 DUP C/T NOT PRODUCED FOR DEALING M426686 AS TO LOTS 2 & 3 ON D 27624 ONLY

Appendix C

Transport Assessment



Proposed K-Mart Distribution Centre, Jandakot Airport

Transport Report for Major Development Plan

**PREPARED FOR:
Jandakot Airport
Holdings Pty Ltd**

July 2014

Document history and status

Author	Revision	Approved by	Date approved	Revision type
Vladimir Baltic	r01	B Bordbar	6/06/2014	Final
Ali Rasouli	r01a	B Bordbar	29/07/2014	Revised Final

File name: t14.088.vb.r01a.docx

Author: Vladimir Baltic

Project manager: Behnam Bordbar

Client: Jandakot Airport Holdings Pty Ltd

Project: Proposed K-Mart Distribution Centre, Jandakot Airport

Document revision: r01a

Project number: t14.088

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1.0 Introduction

This Transport Report has been prepared by Transcore on behalf of Jandakot Airport Holdings Pty Ltd with regard to the proposed K-Mart Distribution Centre. This facility is proposed to be located at the eastern corner of Berrigan Drive/Lakes Way/Spartan Street intersection within Precinct 5 at Jandakot Airport.

Jandakot Airport is Commonwealth land and for certain type of developments including the proposed K-Mart Distribution Centre, the Major Development Plan (MDP) process will need to be followed. The MDP will need to cover and address specific information as set out in the Airport Act, including:

91(1) the likely effect of the proposed developments that are set out in the major development plan, or the draft of the major development plan, on:

- (i) traffic flows at the airport and surrounding the airport;

This Transport Report aims to address the requirement 91(1) of the Airport Act.

2.0 Development Proposal

The subject of this report is the proposed new K-Mart Distribution Centre (hereafter DC) which is intended to replace its existing DC presently located in Canning Vale. The proposed new DC would service the existing 22 retail stores throughout Western Australia (16 outlets in Perth metropolitan area and 6 outlets in regional WA), with the capacity to accommodate additional outlets that may be introduced in the future as well.

The proposed DC will handle the supply of goods to all outlets on a daily basis, typically one to two deliveries per outlet each week.

The proposed K-Mart DC comprises the following key components:

- General goods warehouse with bulk floor, sorter facility and dispatch buffer;
- Coolroom;
- Separate receiving and dispatch loading docks with associated offices;
- Container laydown area;
- Main office; and
- Staff and visitor car park.

As with the existing DC, goods will be delivered to the new DC each day from local suppliers or the Fremantle port, typically between 6AM and 4PM. The shipment commissioning takes place throughout the day, however shipments delivering goods to the retail outlets are typically dispatched between 5:30AM and 8:00PM.

A variety of trucks are being used for goods-in/out operations ranging from side load small vehicles to B-doubles and 19m semi-trailers for all transport operations (both inbound and outbound) and as such the location of the DC and its accessibility by heavy vehicle routes plays a critical role.

Once fully operational, the proposed DC will employ up to 120 staff (up to 80 on-site employees at any one time) with main office overseeing all logistical operations and forming an integral part of the DC site. Hence, a car park of approximately 250 bays for employees and visitors is proposed to address all future parking demand.

The architects for K-Mart have prepared a preferred DC site layout (drawing No: 6-055-616401-FS05-002 Ver. C) which forms the basis for this report. A copy of this plan is attached in **Appendix A**.

The development proposal comprises a general goods warehouse which is located centrally within the site with receiving/dispatch docks and container yard along eastern, western and northern perimeter. The office building and the associated employee/visitor car park are located at the southern end of the site.

The proposed DC site will include three separate, full-movements vehicular access points on Spartan Street of which central and northern crossovers are proposed to service the car park and as such are intended for passenger and small delivery vehicles use only.

The southernmost crossover on Spartan Street, located at the far southeast end of the site, is intended for the exclusive use of freight vehicles (heavy vehicles) and would be controlled by the check point gatehouse. This crossover provides access to the goods receiving and dispatch loading docks located along the eastern and western sides of the warehouse building.

The development proposal does not propose any modifications to the existing Jandakot Airport Mixed Business Precinct road network.

3.0 Existing Situation

The subject site is situated within Precinct 5 of the Jandakot Airport Mixed Business Precinct (hereafter JAMBP). It is located at the south-eastern corner of Berrigan Drive/Lakes Way/Spartan Street intersection, as shown in **Figure 1**. On its approach to Berrigan Drive, Spartan Street is restricted to a left-in/left out intersection. The Berrigan Drive/Spartan Street intersection has been constructed to accommodate large trucks with substantial splitter island enabling movement of larger trucks in and out of Spartan Street.

The JAMBP precinct is currently only partially developed but is experiencing rapid development in recent years.

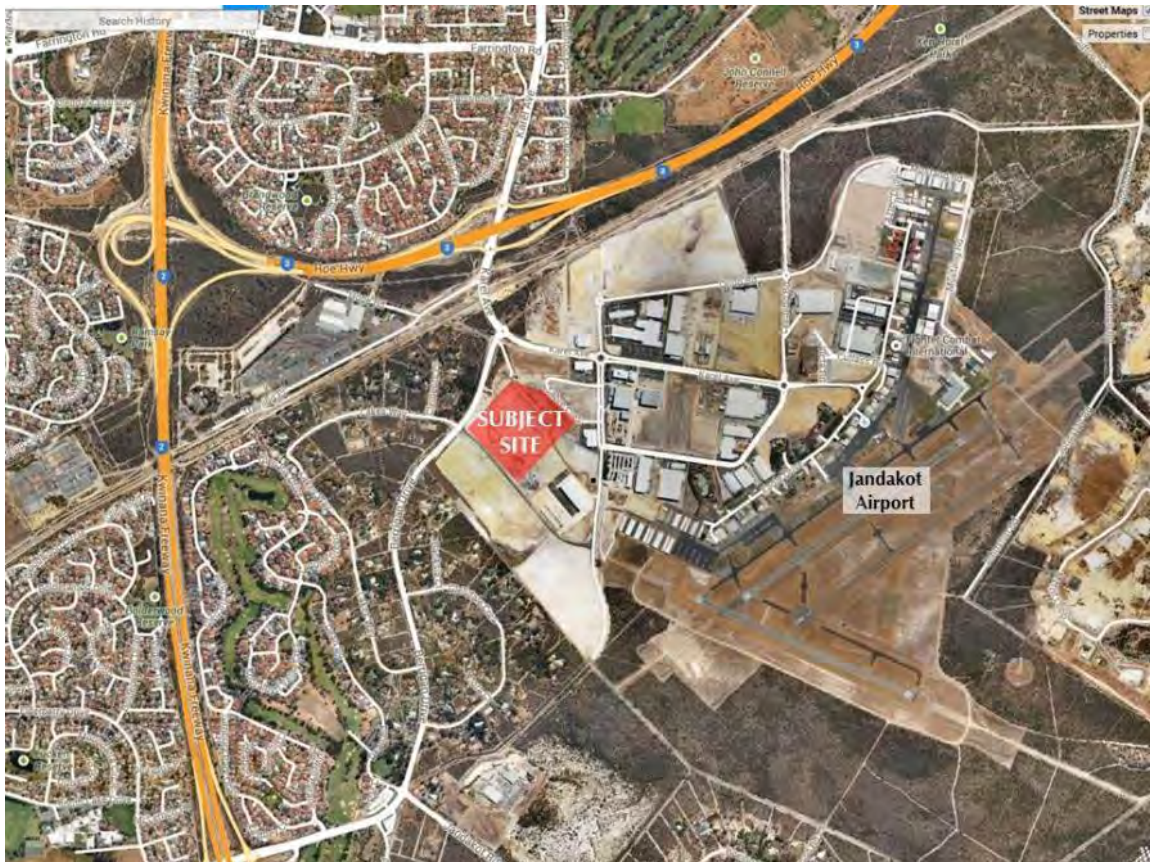


Figure 1 : Aerial photo of the subject site

The access to the JAMBP from the district level road network is provided through two major direct road links. Karel Avenue provides connection to Roe Highway (to the north), while at present Berrigan Drive provides connection to Kwinana Freeway (to the southwest). The future extension of Orion Road provides an alternative southern route connecting to Jandakot Road and Berrigan Drive. This extension is planned to be constructed in the short term.

The connection from the subject site to Armadale Road (to the south) is currently available via an indirect route along Karel Avenue → Berrigan Drive → Jandakot Road → Warton Road corridor.

3.1 Existing Road Network

Spartan Street is constructed to a single-carriageway, two-lane, boulevard-style standard with a mix of solid and painted 3m wide central medians. It connects Berrigan Drive (to the west) with Marriott Road (to the east). Spartan Street entails dedicated on-road cycling lanes and a pedestrian path along the southern side of the road with crossing points at both Berrigan Drive and Marriott Road intersections.

Orion Road, section south of Karel Avenue, transitions from a four-lane dual carriageway road into a single carriageway, two-lane road south of Marriott Road, widening on its approach to Spartan Street to accommodate a right-turn pocket. It entails dedicated on-road cycling lanes and a pedestrian path along the western side of the road and with crossing points at each intersection. Orion Road is proposed to extend south and connect to Jandakot Road and Berrigan Drive.

Orion Road (between Karel Avenue and Marriott Road) is classified as an *Access Street* in the *Main Roads WA Functional Road Hierarchy*.

Karel Avenue is the main access road into JAMPB. It runs east-west within Jandakot Airport complex then turns northward and connects to Roe Highway, South Street and Leach Highway. Karel Avenue, south of Roe Highway, entails variable cross sections, changing from a single-carriageway, two-lane, boulevard-style road (west of Berrigan Drive and east of Marriott Road) to a four-lane, dual-carriageway road with wide median. Dedicated on-road cycling lanes are also provided on all sections of the road. A 2.5m wide shared path is in place along the southern side (east of Berrigan Drive) while a 3.0m wide shared path is in place along the western side of Karel Avenue north of Berrigan Drive.

The east-west section of Karel Avenue is classified as a *District Distributor B* road in the *Main Roads WA Functional Road Hierarchy* and has a posted speed limit of 70km/h. The north-south section is classified as a *District Distributor A* road and has a 60km/h speed limit from Berrigan Drive to Roe Highway.

In the *Main Roads WA Functional Road Hierarchy* District Distributor roads are the highest categories of roads managed by local government. District Distributor A roads carry traffic between industrial, commercial and residential areas and generally connect to Primary Distributors. They are likely to be truck routes and provide only limited access to adjoining property. District Distributor B roads perform a similar function to District Distributor A roads, but with reduced capacity due to flow restrictions caused by frequent property accesses and roadside parking in many

instances. These are often older roads with a traffic demand in excess of that originally intended.

Berrigan Drive is constructed as a single carriageway two-lane road (one 3.5m traffic lane in each direction with 1.5m sealed shoulders) from Karel Avenue south to Jandakot Road, then a two-lane boulevard west of Jandakot Road (one lane each way with a central median of varying width and on-road cycle lanes).

Berrigan Drive is classified as a *District Distributor A* road and has a posted speed limit of 70km/h in this area. It forms an interchange with Kwinana Freeway about 2.5km southwest of Karel Avenue and provides a district distributor road link between Kwinana Freeway and Roe Highway.

Existing average weekday traffic counts on Karel Avenue, Berrigan Drive and Jandakot Road have been obtained from City of Cockburn and Main Roads WA website and are summarised in **Table 1**.

Table 1: Existing traffic volumes

Road	Location	Average weekday traffic	Date
Karel Ave	E of Berrigan Dr	10,076vpd	April 2013
Karel Ave	W of Berrigan Dr	17,820 vpd	Aug 2012
Berrigan Dr	S of Karel Ave	14,784 vpd	November 2012
Berrigan Dr	N of Jandakot Rd	12,130 vpd	May 2011
Berrigan Dr	W of Jandakot Rd	15,740 vpd	Oct 2012
Jandakot Rd	E of Berrigan Dr	11,987 vpd	August 2013

3.2 Existing Public Transport Opportunities

There are limited public transport services available at the subject locality at present. The nearest bus stops (bus route 515 operating between Murdoch Station and Berrigan Drive/Turnbury Park Drive) are located on Berrigan Drive immediately south of Spartan Street intersection. Route 515 also deviates down Karel Avenue to Compass Road/Eagle Drive several times a day. The local bus service map is illustrated in **Figure 2**¹.

Once fully developed JAMBP will become a major employment node at this locality. As such, it is possible that the increased demand for public transport service within JAMBP may prompt the Public Transport Authority (PTA) to consider providing a service either in the form of a dedicated bus route or through the modification/extension of the existing route operating within the locality.

¹ Note: route No. 515 deviation to Compass Road/Eagle Drive is omitted in the Transperth's bus service map

According to the information provided by PTA Jandakot Airport would have to approach PTA with the request for provision of public transport service; however, several requisites would have to be met before such service becomes viable. According to the PTA, some of the conditions include:

- Internal JAMBP road network must meet the minimum standard required to accommodate bus movements;
- The demand for public transport service must reach critical level; and,
- Eastern road connection from JAMBP to Ranford Road needs to be constructed to provide a through link to residential areas east of Jandakot Airport.

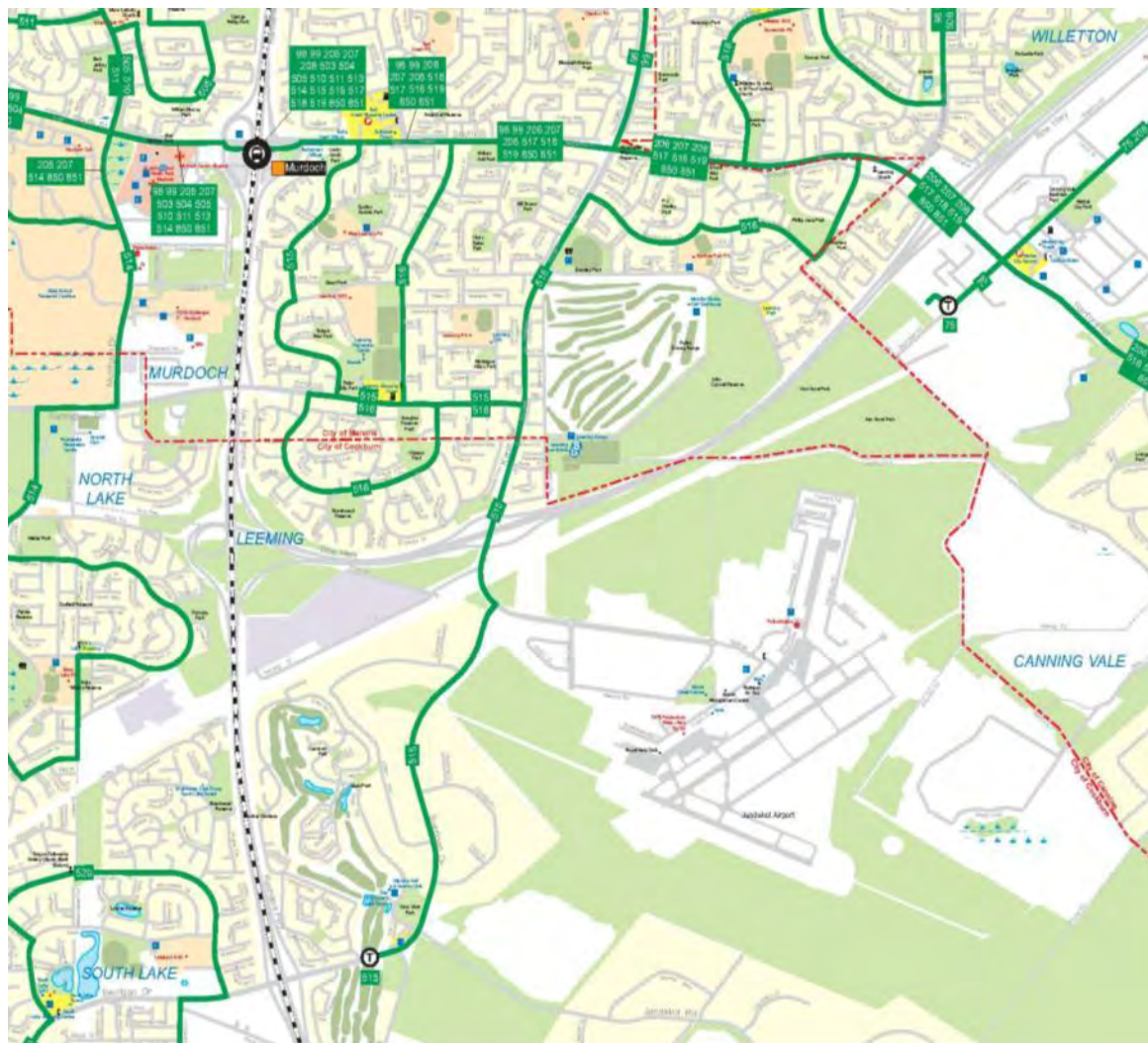


Figure 2 : Local bus service map (source: TransPerth)²

² Note: route No. 515 deviation to Compass Road/Eagle Drive is omitted in the Transperth's bus service map

4.0 Future Situation

Orion Road currently extends only to the airport site's southern perimeter but the Jandakot Airport 2009 Master Plan shows that it is ultimately intended to extend further south to the Berrigan Drive/Jandakot Road intersection to ultimately become another major southern access route to Kwinana Freeway. The 2009 Master Plan and some of the road networks associated with the Airport are currently being reviewed. The layout and control of the Orion Road/Berrigan Drive/Jandakot Road intersection forms part of this review.

The Karel Avenue/Berrigan Drive intersection is currently constructed as a three-arm roundabout with single lane approaches. It is planned that this roundabout intersection be converted to signalised T-junction.

A future road link connecting JAMBP with Ranford Road was proposed in the Jandakot Airport 2009 Master Plan. This road link also features in the proposed 2014 Master Plan document albeit with a modified alignment. The implications of the two Master Plans are discussed in greater detail in section 5.2 of this report.

The approved Jandakot Airport 2009 Master Plan document provides a plan illustrating the road hierarchy and road network improvement plans up to year 2016 (refer **Appendix C**). The 2014 Master Plan undertakes a review and revision to the 2009 recommendation in line with the proposed new land uses strategy within the Airport.

5.0 Transport Assessment

5.1 Site Layout Analysis

The internal K-Mart DC site layout facilitates separation of the freight traffic including all loading, unloading and material handling operations from the passenger traffic (i.e. employee and visitor traffic) in order to minimise traffic conflicts and improve safety within the site.

The generous manoeuvring areas within the site ensure simultaneous and safe movements of a number of delivery and distribution vehicles including all loading, unloading and parking operations. The internal access ways and circulation system of the site also enables uninhibited inbound and outbound traffic operations (receival and dispatch of goods) over a 24-hour period.

The proposed site design ensures stacking distance for up to four heavy vehicles between entry check-point (control gate) and Spartan Street crossover is achieved. This queuing capacity should ensure that the potential for disruption of regular Spartan Street traffic operations is minimal. In the unlikely event of queue backs onto Spartan Street the contingency plan is to 'wave on' any excess trucks to continue to circulate along the Spartan Street/Orion Road/Karel Avenue/Berrigan Drive route/Spartan Street, until the site access is cleared.

The turn path analysis of the easternmost freight traffic crossover on Spartan Street shown on the site plans confirms the capacity of the proposed design to accommodate the inbound movements of freight vehicles. The site plan indicates that the design vehicle used for this particular task is a B-double truck.

It should be noted that the proposed DC site plan shows a solid median island on Spartan Street being located immediately across the central and eastern Spartan Street crossovers. This would effectively restrict the crossover operations to left-in/left-out only. The existing median island will be removed so that full-movement ingress and egress standard of both crossovers is achieved.

The employee/visitor car park would be served well by the proposed pair of crossovers. The parking supply of 250 bays is designed to meet the anticipated parking demand of the DC both in the short and long term.

5.2 Local Accessibility Assessment

From the operational standpoint the proposed DC requires legible and convenient accessibility which in turn requires good connectivity to district and regional road network. Also, the routes linking to the DC will need to be able to accommodate efficient movement of semi-trailers and B-doubles.

The JAMBP location provides good connectivity to Kwinana Freeway, Armadale Road and Roe Highway via Karel Avenue and Berrigan Drive, as well as future connectivity via Orion Road.

A review of the Main Roads WA *Restricted Access Vehicle (RAV) network classification table*³ indicates that semi-trailers of up to 20m in length and 42.5t mass, B-doubles of up to 27.5m in length and 67.5t in mass and short B-triples of up to 27.5m in length and 87.5t in mass are classified as largest permitted Network 2 heavy vehicle combinations. More details on prime mover and trailer combinations are provided in the relevant RAV table attached in **Appendix D**.

According to K-Mart, semi-trailers and B-doubles will be the largest vehicles moving freight to and from the DC. Hence, the abovementioned RAV Network 2 map should provide permitted access connectivity routes to DC for these trucks within the Perth metropolitan region and surrounding area.

The on-line *RAV Mapping Tool* available on the Main Roads WA web site provides state-wide coverage maps for all RAV 1-10 Network classes. However, considering that all freight will be transported by semi-trailers and B-doubles the focus of the investigation is on permitted roads forming part of Network 2.

A review of the RAV Network 2 map in the vicinity of Jandakot Airport indicates that all major perimeter roads (access routes to the precinct) are classified as Network 2 with no conditions imposed. These roads include: Berrigan Drive, Jandakot Road and Solomon Drive.

Karel Avenue, section from Roe Highway off ramp eastbound to 0.14km west of Orion Road intersection, entails the following network condition: “A *current written approval from the Local Government, permitting use of this road, must be carried and produced on demand*”.

Reference to the MRWA *Permit Network 2 Road Table Addendum* (as at 28th April 2014) indicates that Karel Avenue (section from Marriott Road to just west of Orion Road) and Marriott Road (between Orion Road and Karel Avenue) also entail the condition “*All operators must carry written approval from the LG authority permitting use of the road*” (refer RAV map extract presented in **Appendix E**).

Jandakot Airport Holdings (JAH) has written to City of Cockburn requesting that this caveat be removed so that Karel Avenue is classified as RAV Network 2 road without any special permit requirements. According to the latest advice from JAH, City of Cockburn has approved the JAH request and has written to Main Roads WA accordingly. The formal course of action is being processed at the moment.

None of the internal JAMBP roads are mapped in the on-line RAV Mapping Tool. According to the Jandakot Airport this is due to airport being under Federal

³ Source: *Main Roads WA Heavy Vehicle Operations Section*

jurisdiction and not having to comply with Main Roads WA or local government road design standards or regulations. As such, K-Mart does not require permission to operate their standard freight vehicles within JAMBP precinct.

The existing road network within the precinct is of high standard, planned and constructed to service a modern industrial/commercial precinct that relies on freight traffic delivering goods to and distributing goods from the precinct. According to the advice provided to Transcore by Jandakot Airport, the internal JAMBP precinct road system was designed to accommodate a standard 27.5m B-double vehicle.

The sections of the existing JAMBP road network forming part of the anticipated access/egress route to and from the subject site were assessed for the movement of the Design Vehicle (27.5m B-double truck⁴) to confirm the suitability of relevant internal precinct roads and intersections. The assessment was based on aerial photos as a base and as such is not precise but offers a good indication of road infrastructure capacity to accommodate turn movements by the Design Vehicle.

The assessment confirmed that a typical B-double vehicle of maximum 27.5m length can traverse along the relevant sections of the Karel Avenue/Berrigan Drive/Spartan Street/Orion Road route, thus meeting K-Mart's requirements. The relevant turn path plans illustrating the movement of the Design Vehicle are shown in **Appendix B**.

According to the information provided by K-Mart it is anticipated that the proposed DC would generate daily traffic volumes in order of just under 320 trips consisting of freight, employee and visitor traffic.

Transcore has developed a strategic EMME transport model for the region including Jandakot Airport for year 2031 which includes *Jandakot Airport Master Plan*.

Based on the proposed future land uses and road network as documented in the 2014 *Master Plan* it is forecast that Spartan Street in the vicinity of the DC site would carry approximately 1,160 vehicles per day (vpd) and approximately 3,300vpd at its eastern end for the projected year 2031. As such, it is anticipated that provision of any additional turn lanes and turning facilities on Spartan Street at either the heavy vehicle or car park crossovers is not warranted.

The proposed road hierarchy and road network improvement plans to year 2016 for the district road network, sourced from the approved *Jandakot Airport Master Plan 2009* document, are presented in **Appendix C**.

⁴ *Main Roads WA Restricted Access Vehicle (RAV) Network 2maximum length vehicle combination*

5.3 Metropolitan Accessibility Assessment

The RAV Network 2 road system generally provides good metropolitan coverage enabling a multitude of access routes to the subject site from major regional roads. Refer RAV map series attached in **Appendix E** for illustration purposes.

Some of the major transport routes to the JAMBP are listed as follows:

- Mitchell Freeway → Kwinana Freeway → Roe Highway → Karel Avenue → Berrigan Drive → Spartan Street;
- Fremantle Port → Tydeman Road → Stirling Highway → High Street → Leach Highway → Kwinana Freeway → Roe Highway → Karel Avenue → Berrigan Drive → Spartan Street;
- Wanneroo Road → Morley Drive → Tonkin Highway → Roe Highway → Karel Avenue → Berrigan Drive → Spartan Street;
- Brand Highway → Great Northern Highway → Roe Highway → Karel Avenue → Berrigan Drive → Spartan Street;
- Great Northern Highway → Roe Highway → Karel Avenue → Berrigan Drive → Spartan Street;
- Toodyay Road → Roe Highway → Karel Avenue → Berrigan Drive → Spartan Street;
- Great Eastern Highway → Roe Highway → Karel Avenue → Berrigan Drive → Spartan Street;
- Brookton Highway → Albany Highway⁵ (between Brookton Highway and Armadale Road) → Armadale Road → Kwinana Freeway → Berrigan Drive (NB) → Berrigan Drive (SB) → Spartan Street;
- Albany Highway (east of Armadale Road) → Armadale Road → Warton Road → Jandakot Road → Berrigan Drive → Karel Avenue → Orion Road;
- South Western Highway → Armadale Road → Kwinana Freeway → Berrigan Drive (NB) → Berrigan Drive (SB) → Spartan Street;
- South Western Highway → Thomas Road → Tonkin Highway → Armadale Road → → Kwinana Freeway → Berrigan Drive (NB) → Berrigan Drive (SB) → Spartan Street; and,

⁵ Condition: “Not to be used as through route unless accessing Brookton Highway or as Condition CV17 (Not to be used as through route. For local delivery and pick up only Driver must carry documentation as proof of local delivery or pick up.

- Forrest Highway → Kwinana Freeway → Berrigan Drive (NB) → Berrigan Drive (SB) → Spartan Street.

The listed routes are showing inbound trip sequences. The outbound (return) trips are generally performed in reverse order except in case where vehicles are leaving the site to travel in Karel Avenue northbound direction and are therefore required to use the Spartan Street (southbound) → Orion Road (northbound) → Karel Avenue (westbound) → Karel Avenue (northbound) route to do so due to restricted movements at the Berrigan Drive/Spartan Street intersection.

The extension and construction of Orion Road south to Jandakot Road/Berrigan Drive intersection will provide additional flexibility for the transport routes to/from south.

5.4 Traffic Impact - Assessment Period

The traffic volumes expected to be generated by the proposed facility have been estimated using the actual logistics and warehouse operation data recorded for the existing DC sourced from K-Mart's supply chain department. The scope of anticipated traffic and logistics activity at the proposed DC is expected to match that of the existing DC at Canning Vale.

The assessment year for the proposed development assumes full construction and activation of the DC centre. According to the advice provided to Transcore the proposed DC will be built to its ultimate capacity (no construction staging proposed) between year 2016 and 2018. As previously discussed, Transcore has developed a strategic EMME transport model for the airport precinct (year 2031) which includes full development of the JAMBP. It is therefore considered prudent to set the DC assessment year in 2031 as it involves ultimate road network set up with associated traffic flows.

In order to assess a mid-term impact which would feature fully constructed and operational DC within interim JAMBP road network scenario an interim scenario has also been developed and tested for year 2016/2018.

5.5 Traffic Generation and Distribution

The traffic that will be generated by the proposed development would comprise three components:

Freight traffic (i.e. heavy vehicle traffic) – entails the activities associated with stock replenishment and dispatch of goods to K-Mart stores across WA. Most of the shipments will originate from Fremantle Port; however, the products will also be sourced from various other locations within and outside the Perth metropolitan area. K-Mart's fleet would consist of B-doubles, 19m semi-trailers and smaller rigid trucks.

Employee traffic (light vehicles) – represent the arrival and departure of employees to and from the site. For the purpose of this assessment it is conservatively assumed that all of 120 employees would be using private cars to commute to and from the DC on daily basis. By the time the DC is fully constructed and operational and with full maturation of the JAMBP it is likely that more public transport services would become available enabling employees to opt for this service. Car-pooling is another likely alternative to individual car trips that could reduce overall employee traffic volume with high provision of quality end of trip facilities. However, in order to undertake a robust assessment no discount to employee trip generation has applied.

Visitor traffic (light vehicles) – represent traffic generated by the visitors to the site. In this particular case it has been assumed that this component would represent about 8% of total employee traffic. It is anticipated that this type of traffic would be limited to passenger/light vehicles.

Hence, it is estimated that the proposed DC would generate approximately **316** daily trips (both inbound and outbound) during a typical weekday in the 2031 assessment year. This trip generation includes 56 freight trips, with the remainder being light vehicles associated with employee (240 trips) and visitor traffic (20 trips).

With respect to the distribution of traffic to and from the proposed development it is anticipated that directional traffic would be split as follows for the assessment year 2031:

- ✚ 27% of all traffic to/from Kwinana Freeway south/Berrigan Drive and/or Orion Road direction;
- ✚ 10% of all traffic to/from Jandakot Road/Berrigan Drive and/or Orion Road direction;
- ✚ 26% of all traffic to/from Kwinana Freeway north/Karel Avenue direction;
- ✚ 12% of all traffic to/from Karel Avenue north direction;
- ✚ 8% of all traffic to/from future East Link direction; and,
- ✚ 17% of all traffic from Roe Highway east/Karel Avenue direction.

With directional split of development-generated traffic for interim scenario (year 2016/2018) estimated as follows:

- ✚ 27% of all traffic to/from Kwinana Freeway south/Berrigan Drive and/or Orion Road direction;
- ✚ 10% of all traffic to/from Jandakot Road/Berrigan Drive and/or Orion Road direction;
- ✚ 26% of all traffic to/from Kwinana Freeway north/Karel Avenue direction;
- ✚ 12% of all traffic to/from Karel Avenue north direction; and,
- ✚ 25% of all traffic from Roe Highway east/Karel Avenue direction.

5.6 Traffic Flows

The anticipated new traffic movements generated by the proposed DC have been assigned on the road network within and adjacent to JAMBP. The resulting traffic movements generated by this development during typical weekday in 2031 assessment year and interim scenario for year 2016/2018 are shown in **Figure 3**.



Figure 3. Estimated typical weekday traffic generated from the proposed development – assessment year 2031 (interim scenario year 2016/2018)

5.7 Traffic Impact on Road Network

The anticipated impact of the development traffic on major access routes surrounding JAMBP in the interim scenario is generally expected to be moderate and well within the capacity of relevant roads.

The reported existing and post-development traffic volumes and level of impact on major roads for the interim scenario (year 2016/2018) are reported in **Table 2⁶**.

⁶ Numbers in Table 2 are rounded up for easier reference

Table 2: Impact on major surrounding roads – interim scenario

Road	Location	Average weekday traffic		Level of increase (%)
		Existing	Post	
Karel Ave	E of Berrigan Dr	9,840 vpd	9,940 vpd	1.0%
Karel Ave	W of Berrigan Dr	17,820 vpd	18,020 vpd	1.1%
Berrigan Dr	S of Karel Ave	13,680 vpd	13,780 vpd	<1.0%
Berrigan Dr	N of Jandakot Rd	12,130 vpd	12,170 vpd	<1.0%
Berrigan Dr	W of Jandakot Rd	15,740 vpd	15,825 vpd	<1.0%
Jandakot Rd	E of Berrigan Dr	9,210 vpd	9,240 vpd	<1.0%

Transcore’s strategic EMME transport model developed for the airport precinct (year 2031), provides daily traffic forecast for internal JAMBP road system as well as major external routes to and from the precinct for year 2031.

The EMME strategic transport model includes the fully developed JAMBP precinct, including subject development, plus various external road links and major intersections surrounding the JAMBP precinct. Some of the major road network upgrades include replacement of the existing single-lane roundabout at Berrigan Drive/Jandakot Road with a new five-leg, dual-lane roundabout, extension of existing Orion Road further south to connect to the five-leg, dual-lane roundabout and creation of a new single-carriageway standard “East Link” road.

The intention of the proposed road upgrades is to provide sufficient road capacity to facilitate future growth of the JAMBP precinct. As expected, the proposed road network upgrades are anticipated to provide sufficient capacity for the operation of the DC. The traffic from the proposed DC is anticipated to form but a fraction of the overall JAMBP traffic in the assessment year 2031.

The following table provides forecast traffic volumes⁷ on key internal JAMBP and major external roads for the 2031 year inclusive of development’s traffic as a percentage of total traffic on particular road section (refer **Table 3**).

⁷ Traffic projections derived from the latest version of the Master Plan 2014 EMME transport model

Table 3: Impact of K-Mart DC on key internal JAMBP roads – year 2031

Road	Location	Average weekday traffic		Portion of total traffic (%)
		Forecast	K-Mart DC	
Karel Ave	W of Berrigan Dr	31,500 vpd	172 vpd	<1.0%
Karel Ave	E of Berrigan Dr	13,400 vpd	84 vpd	<1.0%
Berrigan Dr	N of Spartan St	18,800 vpd	86 vpd	<1.0%
Berrigan Dr	S of Spartan St	16,100 vpd	43 vpd	<1.0%
Spartan St	Fronting site	3,300 vpd	316 vpd	9.6%
Orion Rd	N of Spartan St	11,200 vpd	111 vpd	1.0%
Orion Rd	S of Spartan St	10,300 vpd	74 vpd	<1.0%

Accordingly, considering both the interim scenario (year 2016/2018) and the assessment year 2031 scenario it is concluded that the proposed K-Mart distribution centre would not have a significant impact on the operation of JAMBP road network or the immediately surrounding road network generating only a fraction of future traffic on the relevant roads.

6.0 Future Road Network Projects

The Metropolitan Region Scheme, Peel Region Scheme and Greater Bunbury Region Scheme provide a blueprint for the planned future road network in these regions (refer **Appendix F**). These regional scheme maps include regional road reservations for *Primary Regional Roads (Red Roads*, which are under the care and control of Main Roads WA) and *Other Regional Roads (Blue Roads*, which are delegated to local governments for care and control). These plans show the current statutory planning for the long-term road network in these areas. Most but not all of the regional roads reserved in these regional schemes have already been constructed, although many of these regional road reservations identify land requirements for future roads and upgrades that may be implemented in the longer term.

The Main Roads WA web site provides a list of major urban and regional road network upgrade projects currently under construction or planned in the future. Some of these projects may be relevant for the operation of the proposed DC in terms of accessibility and transport efficiency in the future.

The relevant projects including brief description, as presented on the Main Roads WA site, are outlined below.

6.1 Gateway WA – Perth Airport and Freight Access

This significant project currently under construction involves a major upgrade to the road network surrounding Perth Airport and the freight and industrial hubs of Kewdale and Forrestfield. It focuses primarily on Tonkin Highway, between Great Eastern Highway and Roe Highway; and Leach Highway, between Orrong Road and Perth Airport (refer **Appendix G** for Project Master Plan).

The scope of this project includes:

- A major freeway-to-freeway interchange at Tonkin Highway/Leach Highway, including a new primary access road to the consolidated airport terminal;
- A new interchange at Tonkin Highway/Horrie Miller Drive/Kewdale Road;
- A new interchange at Leach Highway/Abernethy Road;
- Upgrading Leach Highway between Orrong Road and Tonkin Highway to an expressway standard and associated upgrades to local roads and intersections in the Kewdale area;
- A principal shared path along Tonkin Highway and Leach Highway;
- Upgrading of the existing Tonkin Highway/Roe Highway interchange to a partial freeway to freeway interchange;
- Upgrading Tonkin Highway between Great Eastern Highway and Roe Highway to six lanes; and,
- A new interchange at Tonkin Highway/Dunreath Drive.

6.2 Perth to Darwin National Highway

The State Government has allocated funding to progress the planning and route investigation of the Perth to Darwin National Highway (PDNH) between Reid Highway and Muchea (refer **Appendix H** for concept plan).

Main Roads WA has completed a strategic road network review and identified the likely PDNH alignments between Reid Highway and Maralla Road.

The future PDNH will alleviate traffic pressure on the existing Great Northern Highway and attract freight traffic away from Great Northern Highway to reduce conflict between long-distance large freight vehicles and local and tourism traffic in the Swan Valley and town sites of Bullsbrook and Upper Swan. To achieve this, the PDNH must provide effective access to industrial areas within the Perth metropolitan area.

The existing Great Northern Highway will continue to be used by freight vehicles but the volumes will reduce significantly once the future PDNH is constructed. Funding has been allocated for the planning and design aspects of this project.

6.3 Tonkin Highway Extension

Traffic issues have become an emerging concern for the community in the south-eastern corridor of Western Australia, namely the area of Byford within the Shire of Serpentine-Jarrahdale. New opportunities to extend Tonkin Highway south of Thomas Road are being examined to alleviate congestion, reduce travel times and meet the needs of the community.

The extension of Tonkin Highway will meet the demands of growth and access in the south-eastern corridor, addressing the rapid urban growth expected to be experienced in the next 10 to 20 years.

6.4 Perth Freight Link

The federal and state governments have confirmed plans for a \$1.6 billion upgrade of Perth's road freight network which includes 5km western extension of Roe Highway, upgrade of Stock Road, Leach Highway, High Street and Stirling Highway (more details provided in the following sections).

Main Roads WA are now undertaking project development work on the *Perth Freight Link* - a commitment to construct a high standard freight connection to Fremantle Port to significantly reduce transport costs for heavy vehicle users, boost freight efficiency and improve freight access between the Port of Fremantle and Kewdale.

6.4.1 Roe Highway Extension

The extension will start at the existing Kwinana Freeway/Roe Highway interchange in Jandakot and head west along or near the existing Metropolitan Region Scheme road reserve for approximately 5 km, ending at Stock Road in the vicinity of its current intersection with Forrest Road in Coolbellup. It is anticipated that approvals and clearances required for construction to commence will be obtained in 2014.

A preferred concept design has been developed through a comprehensive community and stakeholder engagement process (refer **Appendix I** for preferred concept plan).

Roe Highway Extension is proposed to be a significant east-west link in the south-west metropolitan transport network, servicing a forecast demand of between 45,000 and 75,000 vehicles per day in 2031 – vehicles that would otherwise be using existing local roads. The extension aims to meet the following objectives:

- Complete the key strategic link in Perth's road network which connects Reid Highway, Great Northern Highway and Great Eastern Highway in the Midland area to Tonkin Highway, Kwinana Freeway and Stock Road;
- Improve the efficiency and ease traffic on parallel east-west roads such as South Street and Leach Highway, and also on Kwinana Freeway between Roe and Leach Highways;
- Improve safety and reduce traffic congestion within the regional road network;
- Provide better access for residents and road users in the cities of Cockburn and Melville to Kwinana Freeway, Bibra Drive, North Lake Road and Stock Road;
- Improve access to the Murdoch Activity Centre, including the future Fiona Stanley Hospital;
- Provide improved access to the Fremantle Inner Harbour;
- Form part of the key freight route to the proposed Outer Harbour and the expanding Kwinana industrial area; and,
- Remove trucks from residential areas along Leach Highway between Stock Road and Kwinana Freeway, which will improve safety, reduce noise and improve the general amenity in this area.

6.4.2 Leach Highway (High Street) Fremantle Project

The scope of works includes three components:

- Upgrade the section of High Street between Carrington Street and Stirling Highway to a four-lane dual carriageway standard, to be known as 'Leach Highway'. The four lane dual carriageway will be designed within a six lane road reserve to accommodate additional lanes when required in the future;

- Realignment of the intersection of High Street and Stirling Highway, creating a continuous route at the eastern leg of the new Leach Highway and Stirling Highway. Realignment of the intersection will provide both continuity and priority to the major traffic movements; and,
- Upgraded pedestrian and cyclist access from Marmion Street to Carrington Street along the route and including at the major intersections.

A construction period of approximately 65 weeks is expected and current planning indicates that construction is anticipated to be completed by December 2016.

6.5 Mitchell Freeway Extension (Burns Beach Road to Hester Avenue)

Further extension of the Freeway is now required to provide a more direct route for traffic in the far northern suburbs, take pressure off smaller local roads and facilitate residential and business development in the area.

The project scope includes:

- Extension of Mitchell Freeway from Burns Beach Road to Hester Avenue including Principal Shared Paths (PSP);
- Neerabup Road east from Connolly Drive to Wanneroo Road;
- Hester Avenue duplication east from Connolly Drive to Wanneroo Road;
- Pedestrian underpasses at Neerabup Road and Hester Avenue;
- Pedestrian underpasses (east and west) at Currambine Train Station;
- Grade Separated Interchanges at Burns Beach Road, Neerabup Road and Hester Avenue;
- PSP bridge at Burns Beach Road; and,
- Upgrading of the existing bridge at Hester Avenue;

Construction work is scheduled to commence early 2016 and be completed by late 2017.

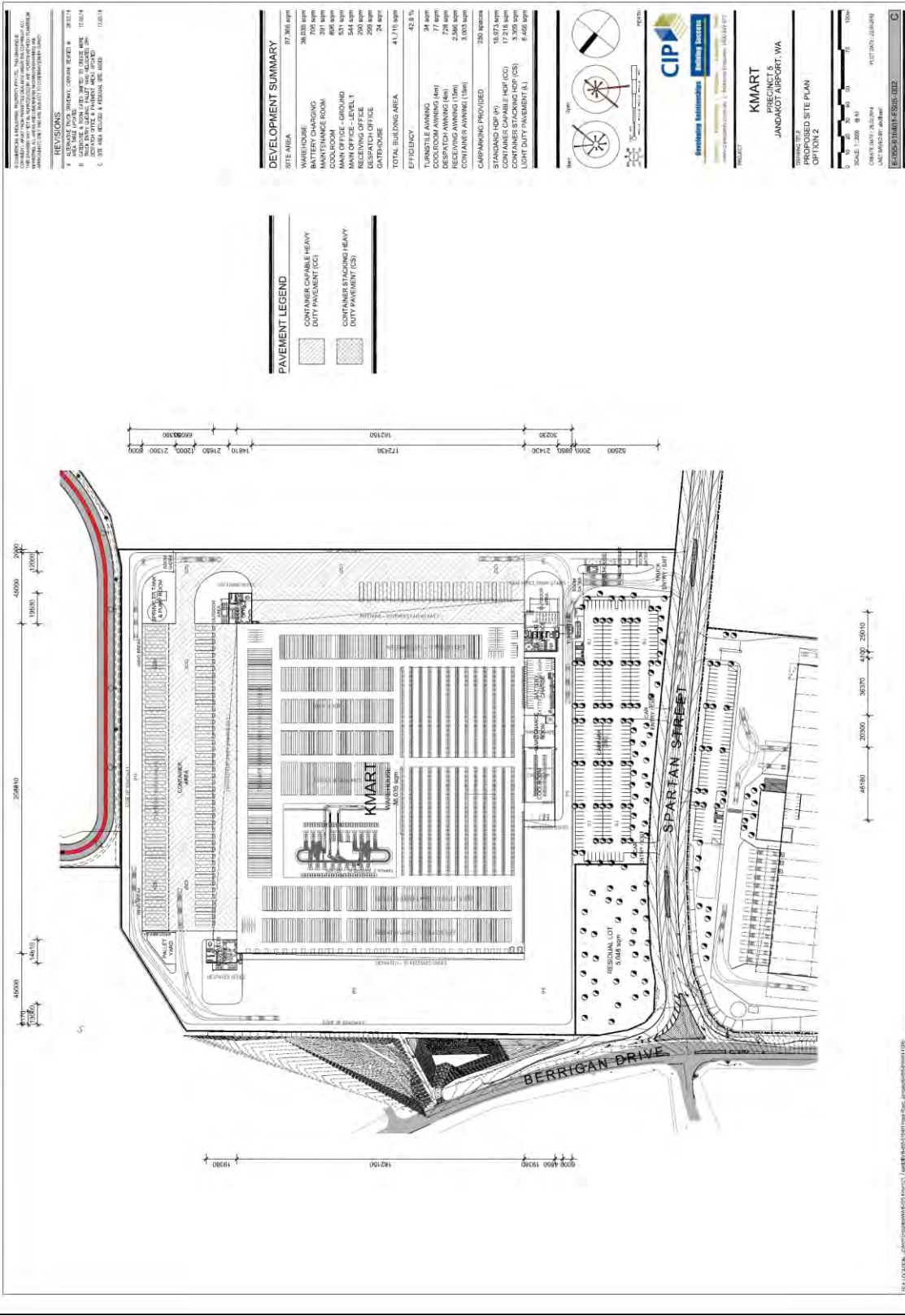
7.0 Summary

Based on the investigation carried out in relation to the K-Mart Distribution Centre proposed to be located at the eastern corner of Berrigan Drive/Lakes Way/Spartan Street intersection within Precinct 5 at Jandakot Airport, it is concluded that:

- Being a newly developed greenfield project JAMBP does not suffer from issues typical of brownfield sites such as accessibility constraints (physical, legal or other), road network deficiencies, insufficient infrastructure coverage, friction with remnant residential zones and other similar issues;
- The subject site enjoys multiple access route choice from major regional directions via RAV Network 2 road network coverage sufficient to accommodate K-Mart's freight vehicles;
- The site accessibility is likely to further improve through the approved *Jandakot Airport Master Plan 2009* and draft 2014 Jandakot Airport Master Plan which proposes construction of a new East Link road connection to Ranford Road and the new South Link Orion Road extension and connection to Jandakot Road and Berrigan Drive;
- Even though the JAMBP road network is not formally classified as RAV Network 2 by Main Roads due to Jandakot Airport coming under Federal jurisdiction, the existing road system was designed and constructed to accommodate RAV Network 2-compliant design vehicles such as those used by K-Mart;
- The turn path analysis undertaken has confirmed the suitability of the existing JAMBP road network for operation of RAV Network 2 class vehicles, which correspond to K-Mart's standard freight task vehicles;
- The major urban and regional road network upgrade projects planned by Main Roads WA and recently announced through 2014 Federal Budget will provide tangible benefits to the metropolitan and regional transport network thus improving the site's accessibility and efficiency of transport.

Appendix A

PROPOSED K-MART DISTRIBUTION CENTRE SITE PLAN (CONCEPT)



Appendix B

TURN PATH PLANS FOR 27.5m B-DOUBLE TRUCKS



Proposed K-Mart Distribution Centre, Jandakot

27.5m B-Double Truck

Turnpath Assessment : Karel Avenue and Berrigan Drive Roundabout - Turning South on Berrigan Drive

t14.088.sk01





Proposed K-Mart Distribution Centre, Jandakot
27.5m B-Double Truck
Turnpath Assessment : Karel Avenue and Berrigan Drive Roundabout - Through Movement Westbound along Karel Avenue

t14.088.sk05





Proposed K-Mart Distribution Centre, Jandakot

27.5m B-Double Truck

Turnpath Assessment : Karel Avenue and Berrigan Drive Roundabout - U-Turn from Berrigan Drive Northbound to Southbound

t14.088.sk06





Proposed K-Mart Distribution Centre, Jandakot

27.5m B-Double Truck

Turnpath Assessment : Left Turn from Berrigan Drive into Spartan Street

t14.088.sk02

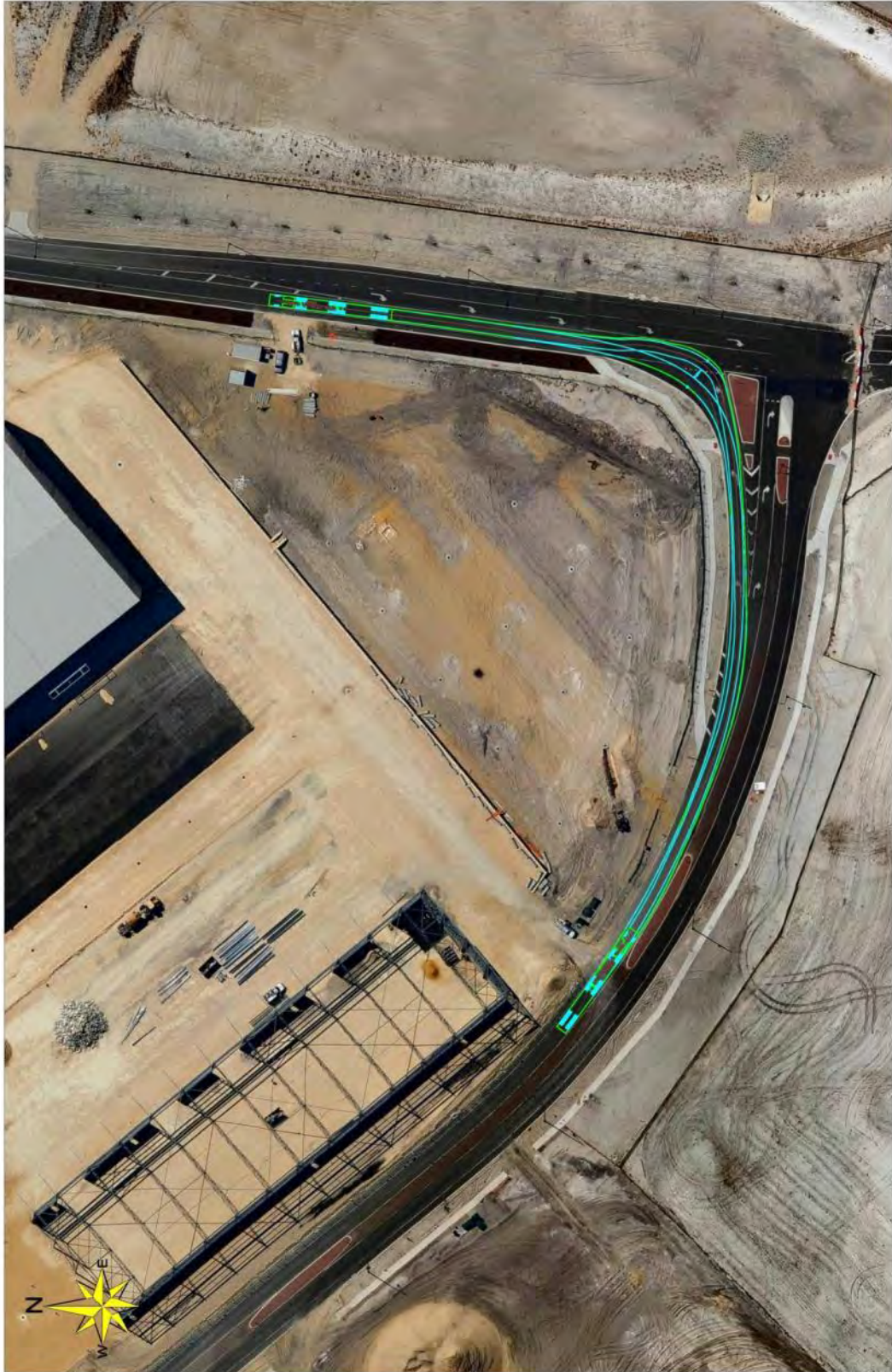




Proposed K-Mart Distribution Centre, Jandakot
27.5m B-Double Truck
Turnpath Assessment : Left Turn from Spartan Street into Berrigan Drive

t14.088.sk07





Proposed K-Mart Distribution Centre, Jandakot
27.5m B-Double Truck
Turnpath Assessment : Left Turn from Spartan Street into Orion Road

t14.088.sk03



Appendix C

JANDAKOT AIRPORT 2009 MASTER PLAN REPORT ROAD HIERARCHY & ROAD UPGRADES TO YEAR 2016

FIGURE 14 – ROAD HIERARCHY PLAN

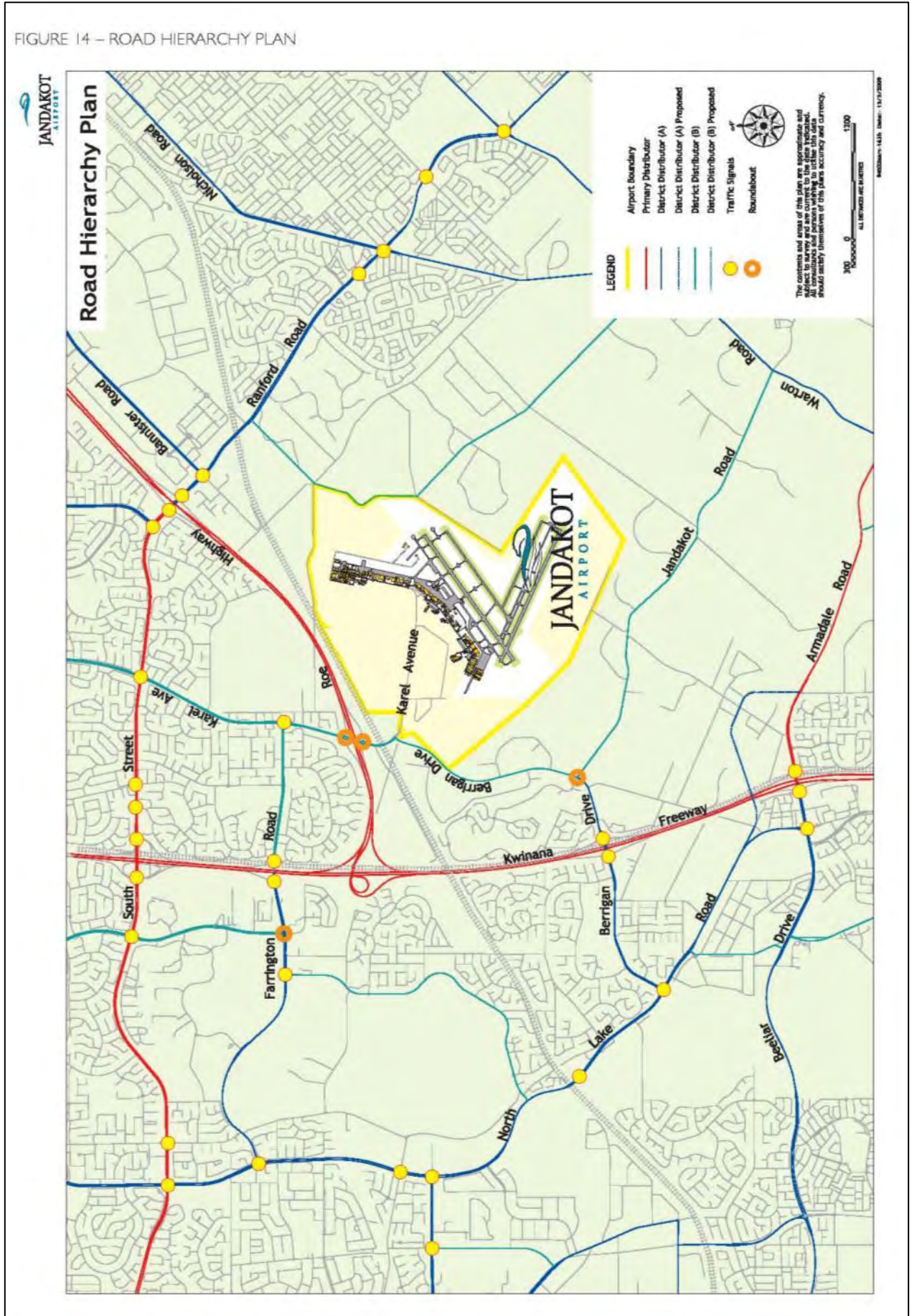
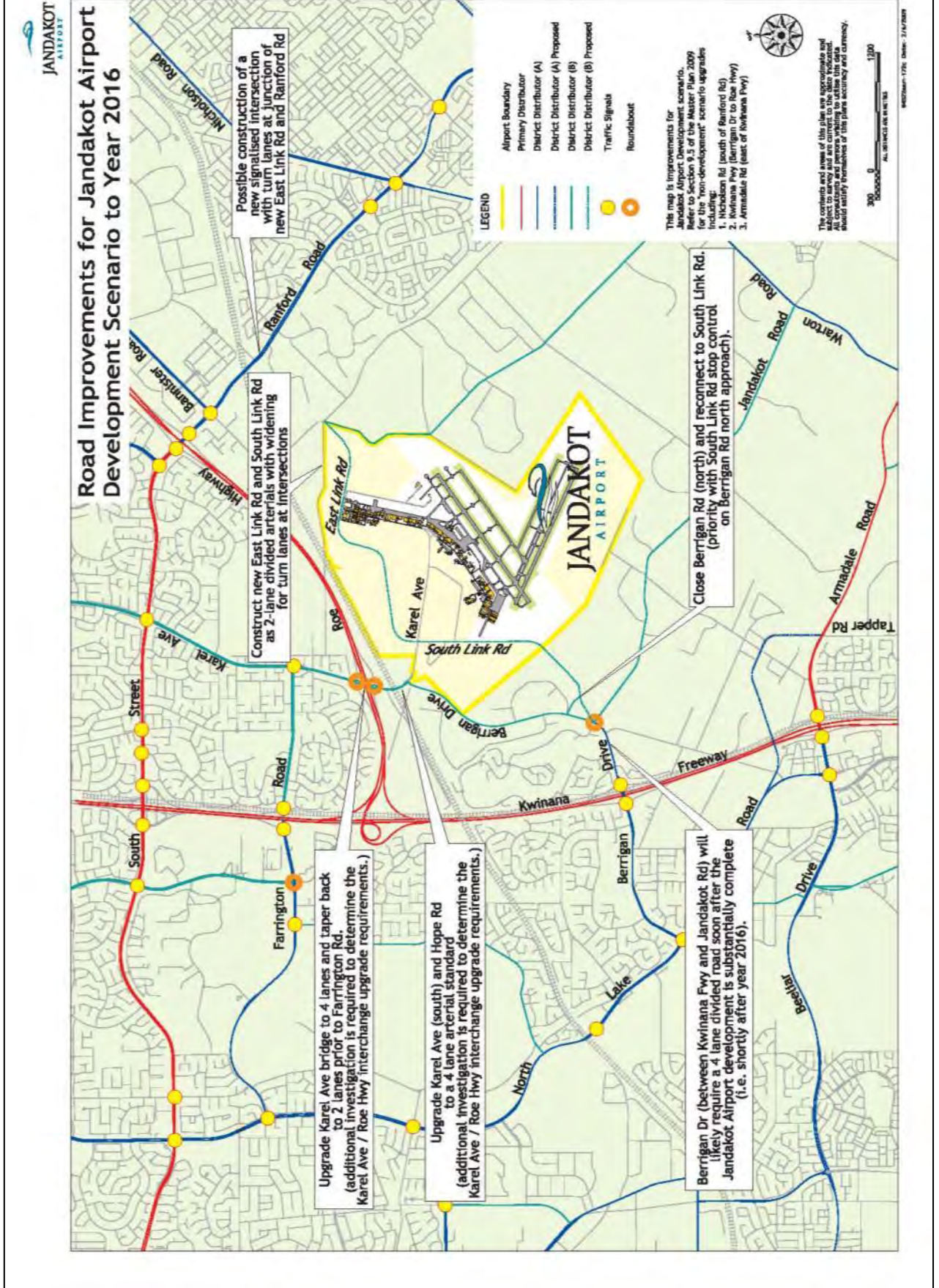


FIGURE 15 – ROAD IMPROVEMENT TO YEAR 2016



Appendix D

**RESTRICTED ACCESS VEHICLE CLASSIFICATION
TABLE
PRIME MOVER & TRAILER COMBINATIONS**

Prime Mover, Trailer Combinations

Category	Vehicle Description and Configuration Chart (RAV) – Prime Mover, Trailer Combinations Examples	Max. Speed (km/h)	Max. Length (m)	Max. Mass (t) (Gross Vehicle Mass)	Max. Height (m) (to highest point)	Abn. Groups	RAV Network
1	(A) PRIME MOVER, SEMI TRAILER TOWING A PIG TRAILER (B) PRIME MOVER TOWING AN OVERHEIGHT SEMI TRAILER (C) SHORT B-DOUBLE (D) PRIME MOVER, SEMI TRAILER TOWING A PIG TRAILER (E) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	A	50	54.8 (A) 64.5 (B) 64.5 (C) 50 (D) 47.5 (E)	54.8 (A) 64.5 (B) 64.5 (C) 50 (D) 47.5 (E)	(A) (B) (C) (D) (E)	1
2	(A) PRIME MOVER, SEMI TRAILER TOWING A PIG TRAILER (B) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (C) B-DOUBLE (D) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (E) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	A	50	66.5 (A) 42.5 (B) 67.5 (C) 67.5 (D) 42.5 (E)	66.5 (A) 42.5 (B) 67.5 (C) 67.5 (D) 42.5 (E)	(A) (B) (C) (D) (E)	2
3	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (B) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (C) B-DOUBLE (D) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (E) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	A	50	64 (A) 87.5 (B)	64 (A) 87.5 (B)	(A) (B)	3
4	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (B) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (C) B-DOUBLE (D) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (E) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	A	50	87.5 (A) 87.5 (B)	87.5 (A) 87.5 (B)	(A) (B)	4
5	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (B) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (C) B-DOUBLE (D) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (E) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	A	50	84 (A) 87.5 (B) 87.5 (C) 87.5 (D) 84 (E)	84 (A) 87.5 (B) 87.5 (C) 87.5 (D) 84 (E)	(A) (B) (C) (D) (E)	5
6	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (B) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (C) B-DOUBLE (D) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (E) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	A	50	87.5 (A) 87.5 (B) 87.5 (C) 87.5 (D) 87.5 (E)	87.5 (A) 87.5 (B) 87.5 (C) 87.5 (D) 87.5 (E)	(A) (B) (C) (D) (E)	6
7	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (B) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (C) B-DOUBLE (D) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (E) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	A	50	107.5 (A) 107.5 (B)	107.5 (A) 107.5 (B)	(A) (B)	7
9	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (B) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (C) B-DOUBLE (D) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (E) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	A	50	120.5 (A) 84 (B) 107.5 (C) 107.5 (D)	120.5 (A) 84 (B) 107.5 (C) 107.5 (D)	(A) (B) (C) (D)	9
10	(A) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (B) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (C) B-DOUBLE (D) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER (E) PRIME MOVER, SEMI TRAILER TOWING A DOG TRAILER	A	50	127.5 (A) 127.5 (B) 127.5 (C) 127.5 (D) 127.5 (E) 87.5 (F)	127.5 (A) 127.5 (B) 127.5 (C) 127.5 (D) 127.5 (E) 87.5 (F)	(A) (B) (C) (D) (E) (F)	10

NOTES

- Operations using a category of RAV outlined in this document must operate that RAV in accordance with the OPERATING CONDITIONS and only on the network specified.
- Operations must refer to the OPERATING CONDITIONS for the RAV vehicle description.
- Operation must refer to the OPERATING CONDITIONS for the RAV vehicle description.
- The height of the vehicle can exceed 4.2 m but MUST NOT exceed 4.8 m when it is:
 - (A) to carry a load or
 - (B) carrying a crane to carry livestock or
 - (C) carrying a vehicle on more than one deck or
 - (D) carrying a vehicle on more than one deck or
 - (E) carrying a vehicle on more than one deck or
 - (F) carrying a vehicle on more than one deck or
- Maximum height of Pig Trailer only.



Heavy Vehicle Operations
Tel: 138 HVD (138 466)
Email: hvo@mainroads.wa.gov.au
Website: www.mainroads.wa.gov.au

Truck, Trailer Combinations

VEHICLE DESCRIPTION AND CONFIGURATION CHART (RAV) – TRUCK, TRAILER COMBINATIONS EXAMPLES

Category	(A) TRUCK TOWING A 6 AXLE DOG TRAILER	(B) TRUCK TOWING A PIG TRAILER	(C) TRUCK TOWING A DOG TRAILER	(D) TRUCK TOWING A CAR CARRIER TRAILER	(E) TRUCK TOWING A 2,2,4 OR 5 AXLE DOG TRAILER	Length (m)	Mass (T) (Maximum Permitted Mass)	Height (m) (Maximum)	RAV Network
Category 1	(A) TRUCK TOWING A 6 AXLE DOG TRAILER	(B) TRUCK TOWING A PIG TRAILER	(C) TRUCK TOWING A DOG TRAILER	(D) TRUCK TOWING A CAR CARRIER TRAILER	(E) TRUCK TOWING A 2,2,4 OR 5 AXLE DOG TRAILER	<12.5 520 520 520	27.5 46.5 50 42.5	54.6 (A) 54.6 (A) 54.6 (A) 54.6 (A)	Network 1
Category 2	(A) TRUCK TOWING A 6 AXLE DOG TRAILER	(B) TRUCK TOWING A PIG TRAILER	(C) TRUCK TOWING A DOG TRAILER	(D) TRUCK TOWING A CAR CARRIER TRAILER	(E) TRUCK TOWING A 2,2,4 OR 5 AXLE DOG TRAILER	425 425 525	67.5 42.5 64.0	54.6 (A) 54.6 (A) 54.6 (A)	Network 2
Category 7	(A) TRUCK TOWING 2 X 5 OR 6 AXLE DOG TRAILERS					>27.5-526.5	107.5	54.3	Network 7
Category 8	(A) TRUCK TOWING 2 DOG TRAILERS					>27.5-526.5	102.5	54.3	Network 8



NOTES

- Operators with a category of RAV (other than 1) in this document must operate that RAV in accordance with the OPERATING CONDITIONS and only on the relevant roadblock.
- These diagrams are a visual indication of the vehicle only.
- Operators must refer to the OPERATING CONDITIONS for the full vehicle description.
- The height of the vehicle, when loaded, is 4.3 m for the RAV (not exceed 4.8 m when it is: (i) built to a standard or (ii) carrying a multi-modal container or (iii) carrying a large inflatable film or (iv) when operating with an appendage).
- Maximum height of Pig Trailer only.

Appendix E

RESTRICTED ACCESS VEHICLE MAP EXTRACTS

Restricted Access Vehicles Mapping System

Print | Search Attributes | View Map | Search by Vehicle Type

Map Contents

- RAV Network Information
 - RAV Networks
 - Network 10
 - Network 9
 - Network 8
 - Network 7
 - Network 6
 - Network 5
 - Network 4
 - Network 3
 - Network 2
 - Network 1 (Exclusions)
 - Other Information
 - Main Roads Office
 - Grain Recelval Bin
 - Bridges with Height Limit
 - Weigh Bridge
 - Operating Mine
 - Truck Bay
 - Rail Network
 - Suburb
 - Administration Boundary
 - Base Map Information
 - State Road
 - Road General
 - Town and Industrial Area
 - Background Image

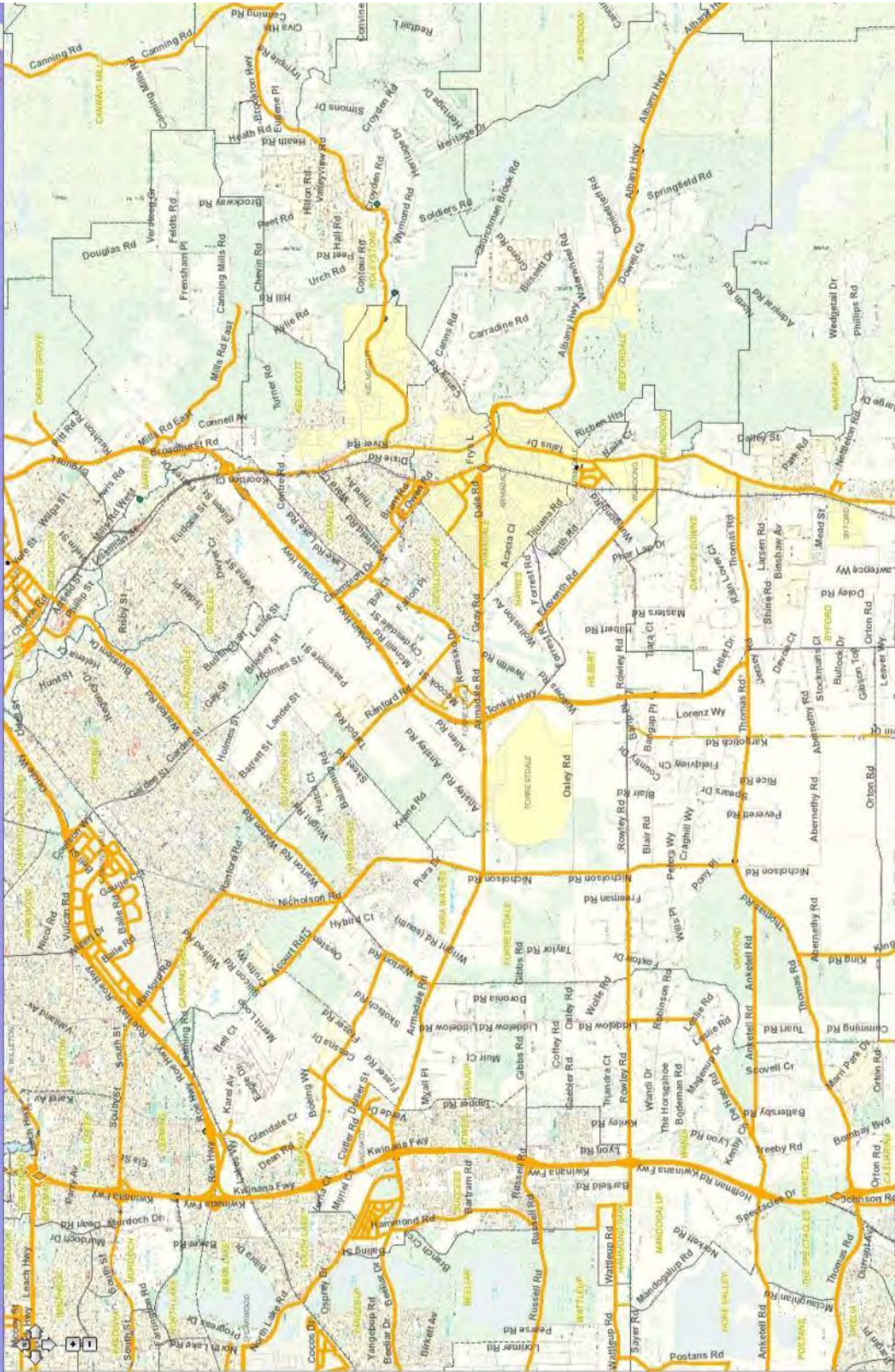
Restricted Access Vehicles Mapping System

Print | Search Attributes | View Map | Search by Vehicle Type | Help |

Results

Map Contents

- RAV Network Information
 - RAV Networks
 - Network 10
 - Network 9
 - Network 8
 - Network 7
 - Network 6
 - Network 5
 - Network 4
 - Network 3
 - Network 2
 - Network 2 Bridge
 - Network 2 Inter
 - Network 2 Road
 - Network 2 Road
 - Network 2 Low
- Network 1 (Exclusions)
 - Other Information
 - Main Roads Office
 - Grain Receipt Bin
 - Bridge with Height Lim
 - Bridge with Narrow Wh
 - Weigh Bridge
 - Operating Mine
 - Truck Bay
 - Rail Network
 - Suburb
 - Administration Boundal
 - Base Map Information
 - State Road
 - Road General
 - Town and Industrial Ar
 - Background Image
 - Street Smart
 - Travellers Abbs



Restricted Access Vehicles Mapping System | Help |

Print | Search Attributes | View Map | Search by Vehicle Type

Map Contents

- RAV Network Information
 - RAV Networks
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 - Network 9
 - Network 8
 - Network 7
 - Network 6
 - Network 5
 - Network 4
 - Network 3
 - Network 2
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 - Network 2 Roasc
 - Network 2 Low
 - Network 1 (Exclusions)
- Other Information
 - Main Roads Office
 - Grain Receiving Bin
 - Bridge with Height Lim
 - Bridge with Narrow W
 - Weigh Bridge
 - Operating Mine
 - Truck Bay
 - Rail Network
 - Suburb
- Base Map Information
 - State Road
 - Road General
 - Town and Industrial Ar
 - Background Image
 - Street Smart
 - Travellers Atlas

Restricted Access Vehicles Mapping System | Help

Print | Search Attributes | View Map | Search by Vehicle Type

Map Contents

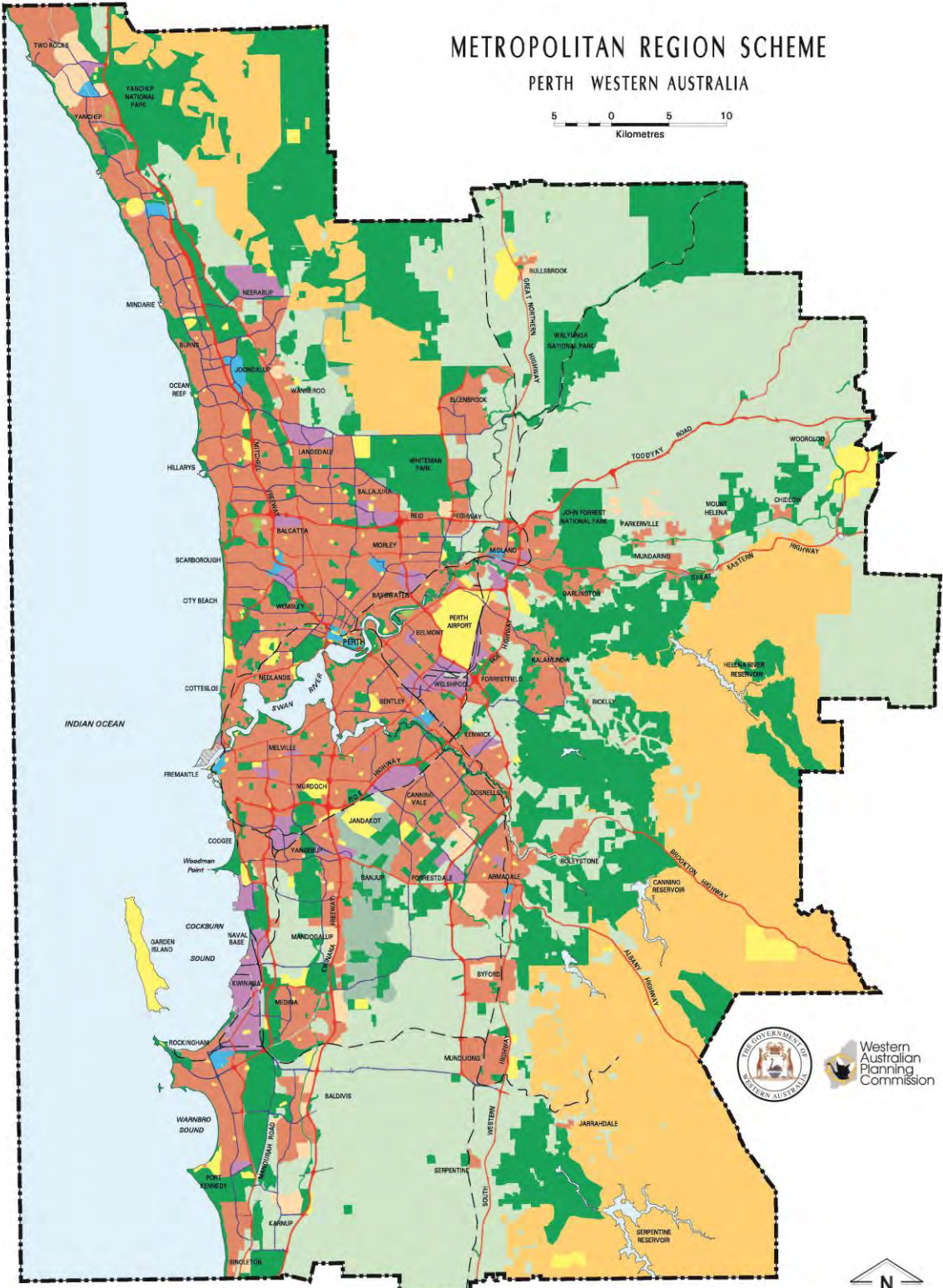
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 - Operating Mine
 - Truck Bay
 - Rail Network
 - Suburb
 - Base Map Information
 - State Road
 - Road General
 - Town and Industrial Ar
 - Background Image
 - Street Smart
 - Travellers Atlas

Results

Appendix F

PERTH METROPOLITAN REGION, PEEL REGION & GREATER BUNBURY REGION SCHEMES

METROPOLITAN REGION SCHEME PERTH WESTERN AUSTRALIA



- | | | |
|----------------------|------------------------|--------------------------|
| parks and recreation | primary regional roads | urban |
| railways | other regional roads | urban deferred |
| port installations | scheme boundary | central city area |
| State forests | | industrial |
| civic and cultural | | special industrial |
| waterways | | rural |
| public purposes | | rural - water protection |
| | | private recreation |



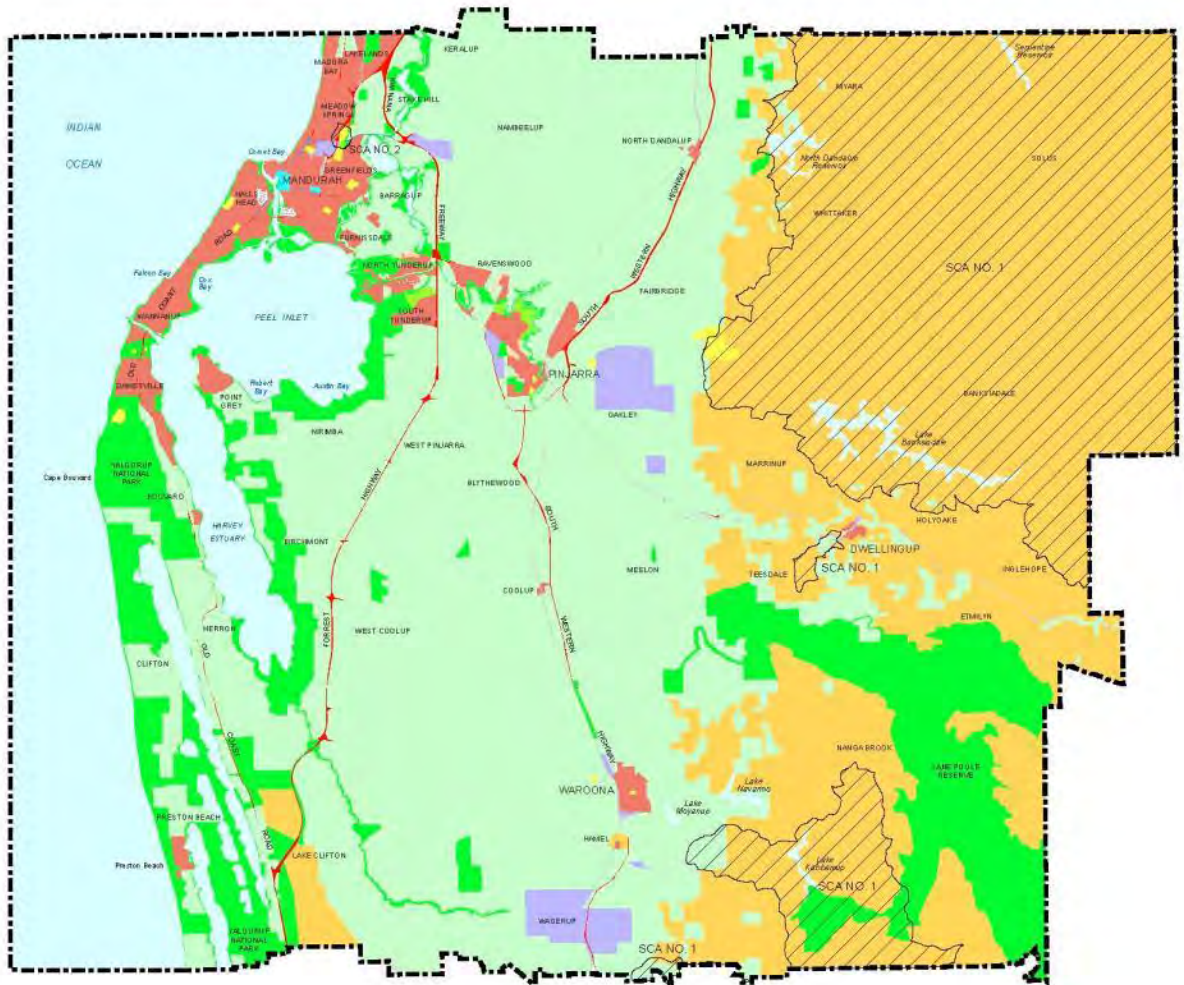
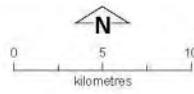
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Mapping and Geospatial Data
Spatial Information & Research Program
Department of Planning
MRS Zones and Reservations
amended to 23 March 2012

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NOTE: This map does not show all the details
of the Metropolitan Region Scheme.
It is a simplification only.

PEEL REGION SCHEME

WESTERN AUSTRALIA



PEEL REGION SCHEME LEGEND

Reserved lands	Zones	special control areas - denoted as follows:
regional open space	urban	SCA NO. 1 water catchments
railways	urban deferred	SCA NO. 2 wastewater treatment plant odour buffers
state forests	regional centre	scheme boundary
waterways	industrial	
primary regional roads	rural	
other regional roads	private recreation	
public purposes		



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Mapping & GeoSpatial Data Branch
Spatial Information & Research Program
Department of Planning

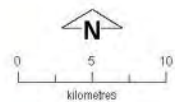
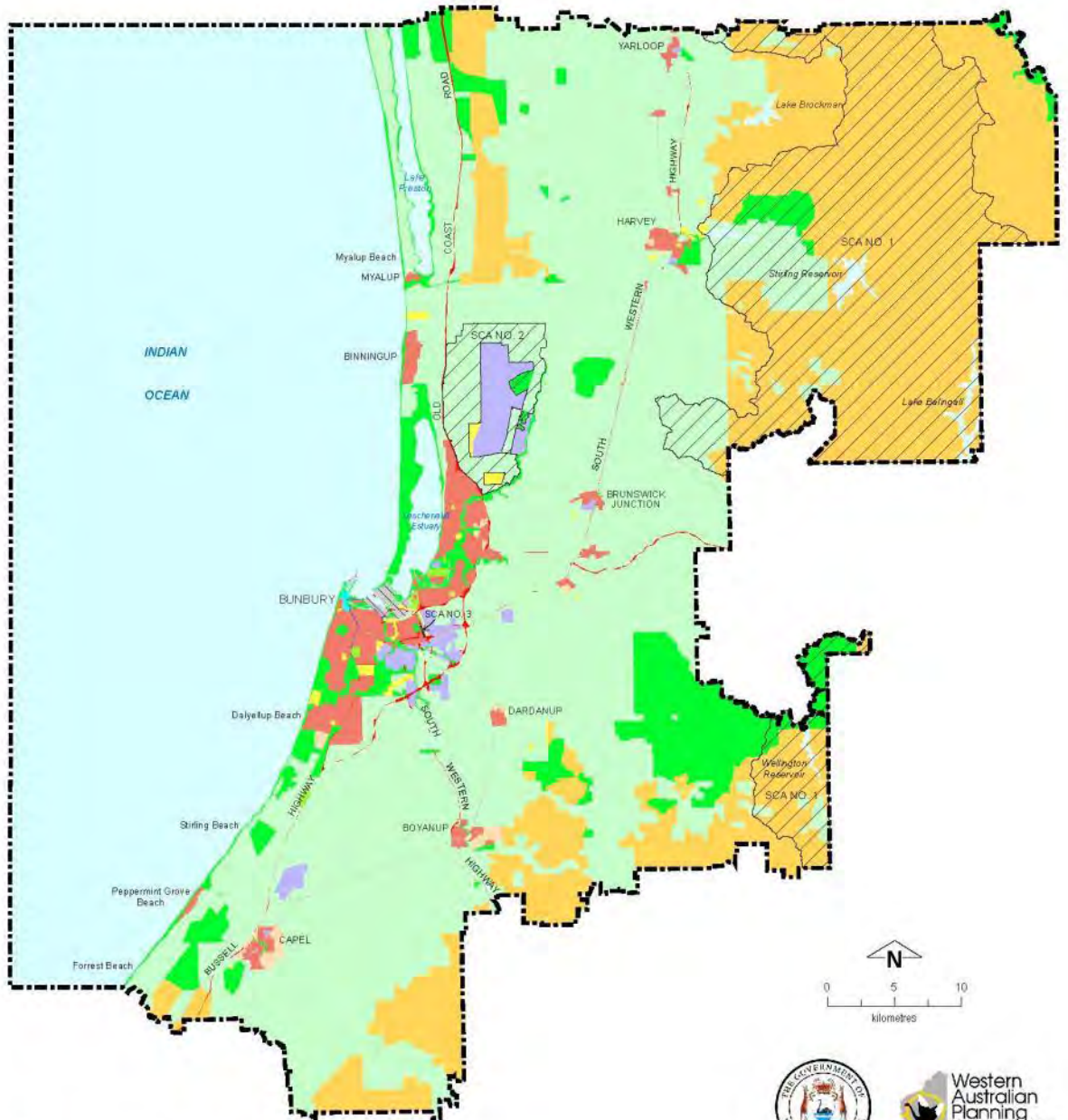
FRS Zones and Reservations
amended to 21st December 2012

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GREATER BUNBURY REGION SCHEME

WESTERN AUSTRALIA



Western Australian Planning Commission

GREATER BUNBURY REGION SCHEME LEGEND

Reserved lands		Zones		special control areas -
regional open space	urban	denoted as follows:		
railways	urban deferred	SCA NO. 1	water catchments	
state forests	regional centre	SCA NO. 2	Kemerton industrial zone buffer area	
waterways	industrial	SCA NO. 3	Glen Iris service corridor buffer area	
primary regional roads	rural	scheme boundary		
other regional roads	private recreation			
public purposes				
port installations				

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Mapping & GeoSpatial Data Branch
Spatial Information & Research Program
Department of Planning

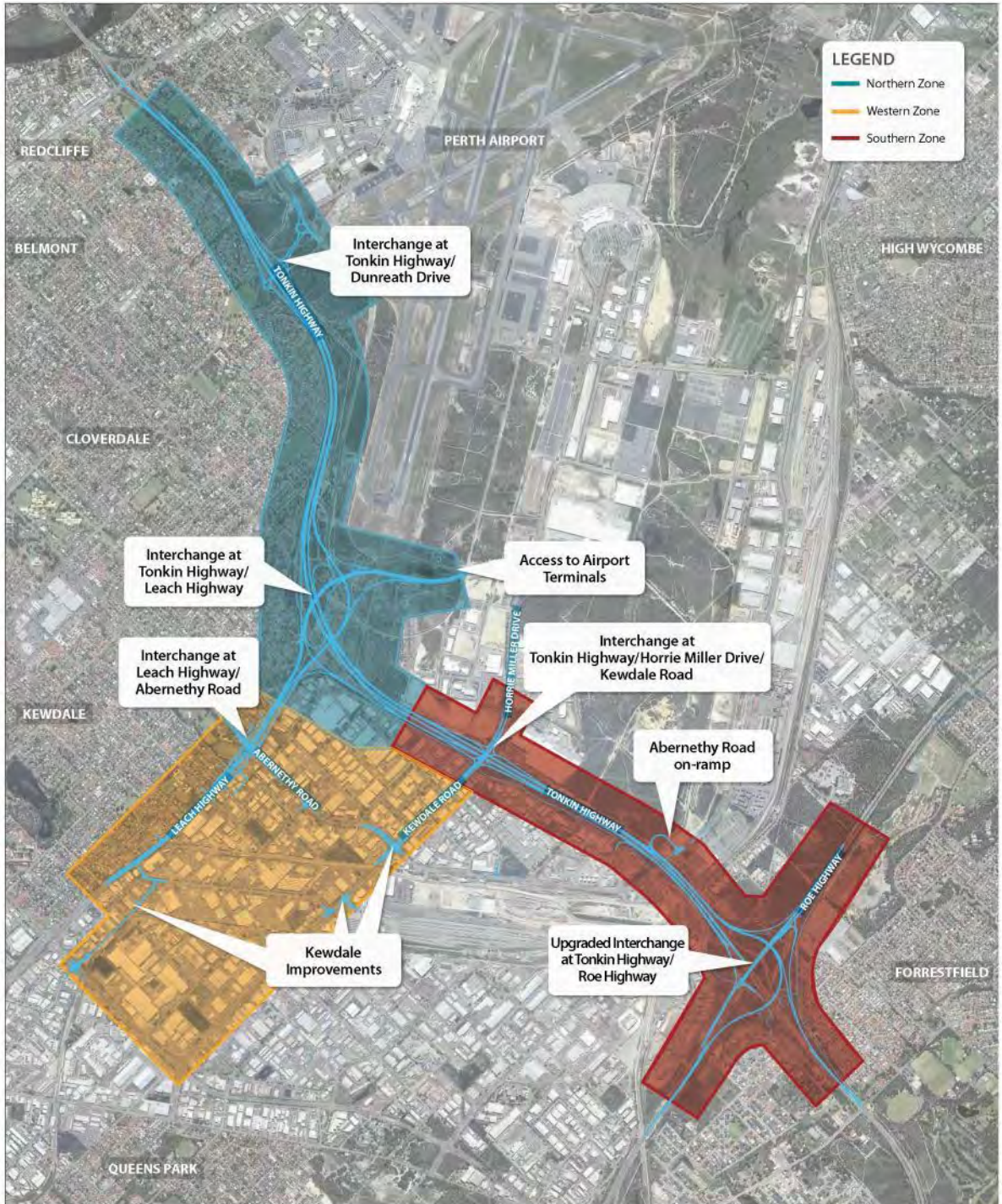
PRS Zones and Reservations
amended to 11th January 2013

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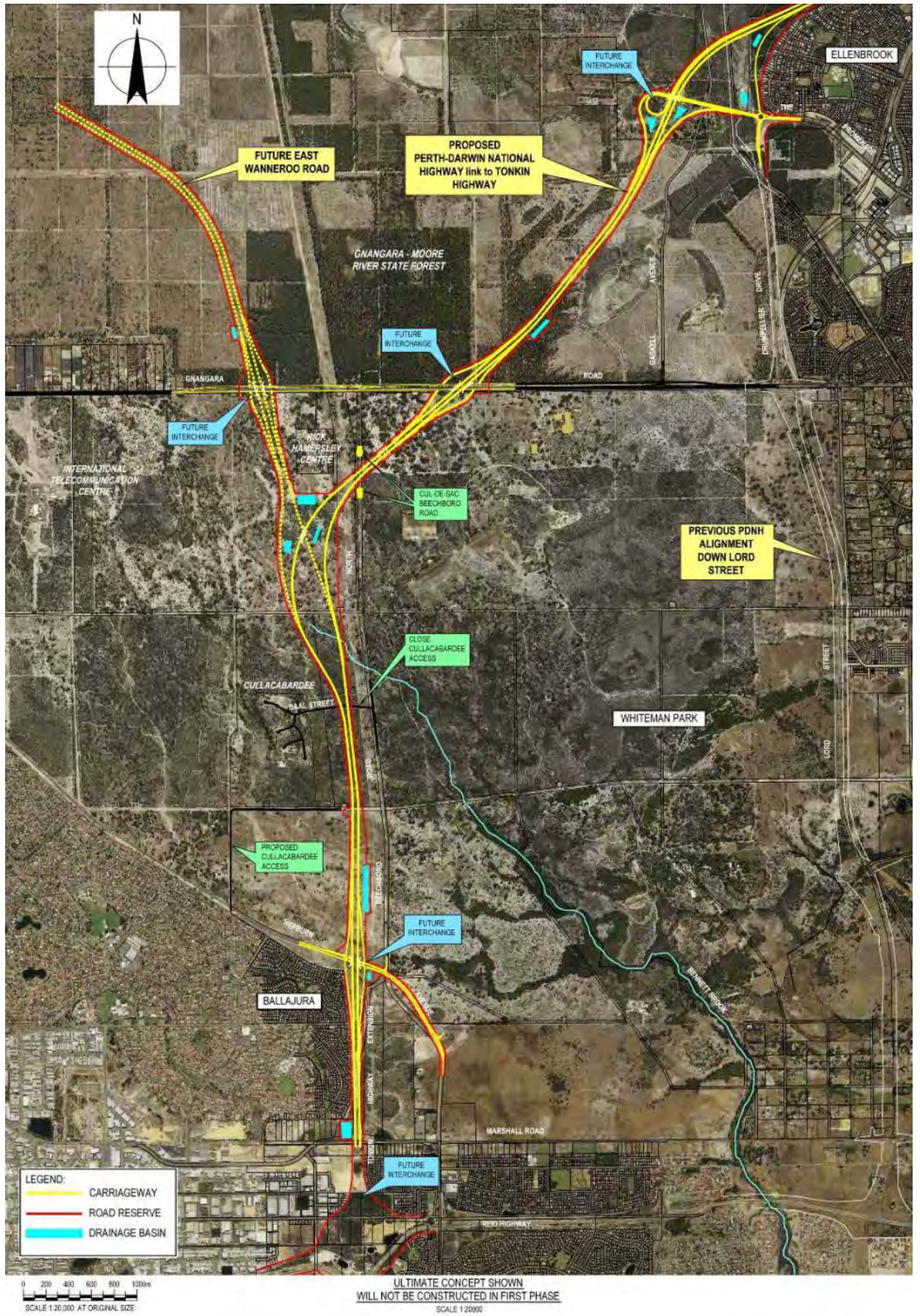
Appendix G

GATEWAY WA PROJECT PROJECT MASTER PLAN



Appendix H

PERTH TO DARWIN NATIONAL HIGHWAY PROJECT CONCEPT PLAN



Appendix I

ROE HIGHWAY EXTENSION PROJECT CONCEPT PLAN (PREFERRED)



KMART DISTRIBUTION CENTRE

Major Development Plan

Site 501 Spartan Street - Jandakot Airport

January 2015

