



Jandakot Airport

Precinct 6 Warehouse for Australia Post

DRAFT MAJOR DEVELOPMENT PLAN - FOR PUBLIC COMMENT

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Acknowledgment of Country

SLR Consulting respectfully acknowledges the Whadjuk people of the Noongar nation as traditional owners of Boorloo (Perth), on which our company operates and where this report was prepared and to which it relates.

We pay our respects to Elders past and present, and to the ancestors and community leaders who have cared for these lands since time immemorial.

SLR Consulting is committed to supporting and respecting Aboriginal and Torres Strait Islander peoples across Australia and honouring their deep cultural and spiritual connections to land, waters, and skies, as well as their enduring contributions to society.

Executive Summary

Dexus Wholesale Management Limited (ACN 159 301 907) as trustee for the Jandakot City Subtrust No. 1 (**Dexus**), and on behalf of Jandakot Airport Holdings (**JAH**) is seeking approval to develop a distribution centre warehouse at the Ascend Estate within Jandakot Airport (the **Proposed Development**) on behalf of the tenant, the Australian Postal Corporation (ABN 28 864 970 579) (**Australia Post**). This Major Development Plan (**MDP**) has been prepared in accordance with the requirements of the Airports Act 1996 (the **Act**).

For the purposes of the Act, the Proposed Development comprises the construction of a new building with an expected cost of construction exceeding \$25 million. Therefore, the Proposed Development is classified as a 'major airport development'. Accordingly, the development cannot be carried out except in accordance with this MDP.

Dexus proposes to build a new contemporary distribution centre warehouse for Australia Post on a 60,929m² site situated within the mixed business precinct, known as Precinct 6. The site has existing vehicle access via Centurion Place which provides connections south via Pilatus Street to Berrigan Drive and Jandakot Road, and north to Karel Avenue and Roe Highway (with access to the Kwinana Freeway north-bound and south-bound and Murdoch Drive to the west).

The Proposed Development is located within Precinct 6 as identified in the Jandakot Airport Master Plan 2020 (the **Master Plan**). The vision for the development will be facilitated through the delivery of a contemporary distribution facility to Australia Post's their operational requirements and provide a high quality workplace for staff.

The Proposed Development will comprise a single consolidated building with a total floor area of approximately 26,520m² that provides for both internal warehouse and office space and internal parking for Australia Post operational vehicles (vans), together with a large provision of hardstand area (both open-air and under awning) to facilitate vehicle parking and loading. The Proposed Development is estimated to employ up to 140 staff upon completion.

The Proposed Development site has already been cleared and is 'development ready' with all services already available. The site has significant separation from sensitive land uses, thus ensuring the operation can occur without impacting any existing or future uses in the locality. Further, there will be no significant environmental impact as a result of the Proposed Development.

Overall, the Proposed Development is an example of a contemporary distribution centre development and takes advantage of the site's location and access to the regional road network. The development is shown to be consistent with the Master Plan and meets all the statutory requirements of the Act.

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1. Introduction

Jandakot Airport is the only general aviation airport in the Perth Metropolitan Region and operates as one of the busiest airports in Australia in terms of aircraft movements. The airport operates 24 hours a day, 7 days a week, and is vital to the local and regional economy through both its aviation and non-aviation functions, with the site used as a hub for commercial and retail distribution.

Jandakot Airport is located approximately 16km south of the Perth city centre and 16km southwest of Perth Airport, Perth's primary commercial airport. The 622 hectare site that comprises the Airport is within the boundary of the City of Cockburn, with the north and northeastern airport boundary abutting the City of Melville and City of Canning respectively. The location of Jandakot Airport in relation to the Perth metropolitan region and key transport infrastructure is shown in Figure 1, where it can be seen that the airport estate is well located within a broad catchment area for both aviation and non-aviation land uses.

1.1 Major Development Plan Scope

The detailed scope of this MDP is outlined in Section 5.0 and includes a new distribution centre warehouse with an incidental office component, loading docks, car parking, landscaping, signage and vehicular access as illustrated in development plans attached as Appendix A, and in the location shown in Figure 2 below.

Before the Proposed Development can proceed, the preparation of an MDP is required under Section 89(1)(e) of the Act. The development requires Commonwealth assessment and approval on the basis that the Proposed Development is for the construction of a building and the cost of construction exceeds \$25 million. Further details concerning the statutory arrangements covering MDPs are provided in Section 7.0.

This MDP has been prepared in accordance with Division 4 of the Act.

This preliminary draft version of this MDP will be placed on public display for a period of 60 business days, following which the submissions received, along with a schedule addressing the comments, and any amendments proposed, will be submitted to the Minister for Infrastructure, Transport, Regional Development, Communication, Sport and the Arts (the **Minister**), along with the Draft MDP, in accordance with the Act.

1.2 Background

Planning for Jandakot Airport began in the mid-1950s to provide a new general aviation airport to replace Maylands Aerodrome, which lacked the capacity and infrastructure to cater for the growth in air traffic. The airport opened on 1 July 1963 with an initial land area of 520 hectares which would grow to its current size of 622 hectares over an 11-year period.

In July 1998, the operation and management of Jandakot Airport was transferred from the Commonwealth of Australia to JAH under a 50 year lease, with an option to extend the lease by an additional 49 years.

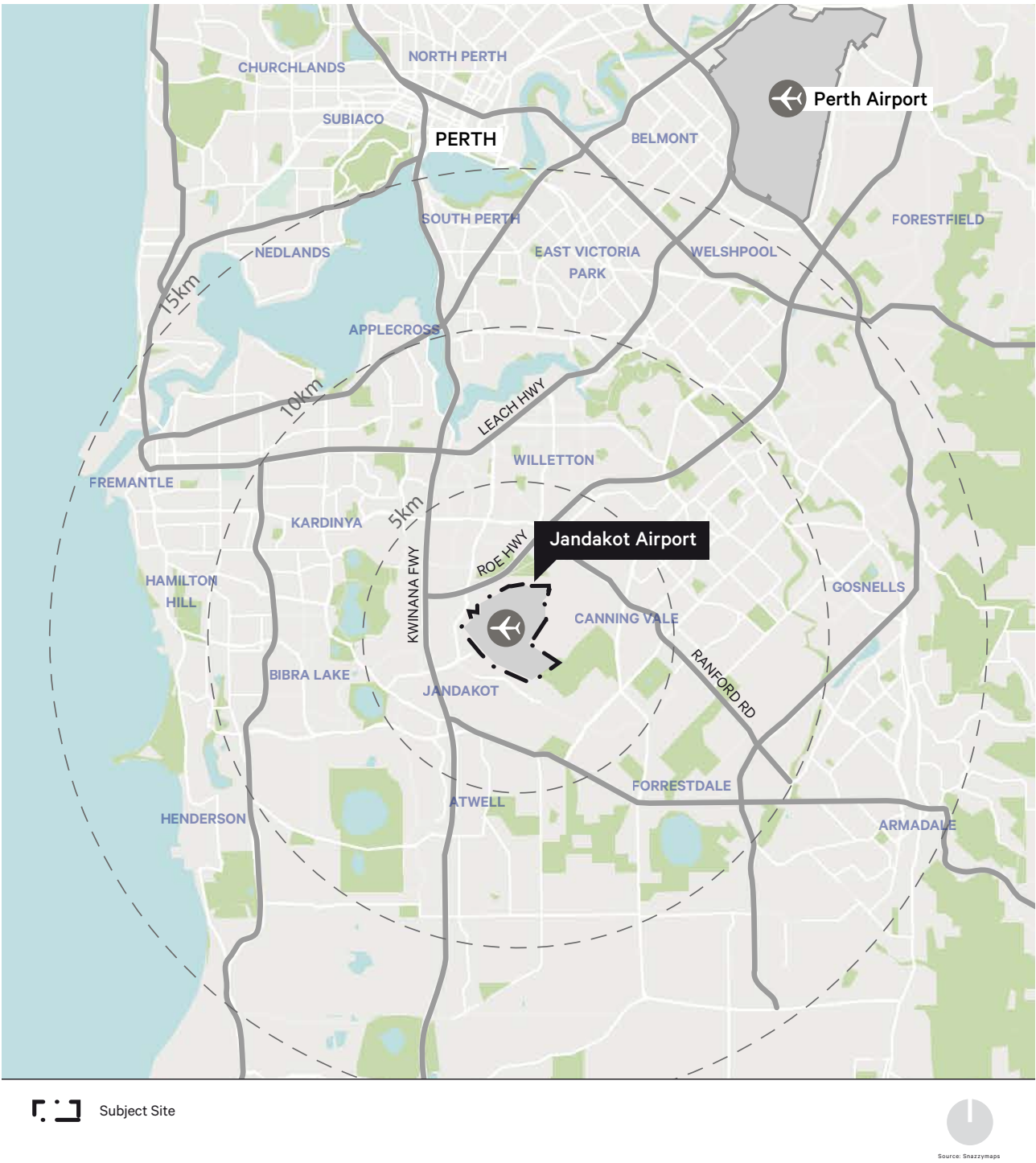


Figure 1. Regional Context Plan

2. Subject Site

2.1 Site Description

The Proposed Development site for the MDP covers an approximate 60,929m² portion of Site 521 (No. 12) Centurion Place, Jandakot and is located within the southern portion of the airport estate as shown in Figure 2.

The Proposed Development site has frontage to an existing road, Centurion Place, which runs along the northern frontage of the Proposed Development area. The site is located to the south of the main airfield, within Mixed Business Precinct 6 that has been specifically identified and subsequently developed for non-aviation land uses and buildings.

The Proposed Development site is currently vacant, with clearing being completed in 2015 to facilitate future development. The site has also been graded and stabilised to create a level platform, ready for non-aviation development. No previous development approvals have been granted over the site.

2.2 Existing Development and Surrounding Land Use

The land surrounding the Proposed Development site forms part of Mixed Business Precinct 6, through capital works undertaken in accordance with the vision set out in the Master Plan.

The site is located along the southern boundary of the airport estate. The closest sensitive land use to the site is the rural-residential suburb of Jandakot situated to the south and southwest of the site, with the nearest residential dwelling being approximately 100m to the south.

The remainder of the surrounding context is comprised of existing mixed business development to the west, and the airfield located to the north.



Figure 2. Regional Context Plan

3. Development Objectives

This MDP is seeking approval on behalf of JAH and Dexu to construct a new distribution centre which will be leased to Australia Post for the storage and sorting of goods and the provision of postal services. Australia Post currently operates several distribution facilities across the Perth metropolitan region and is seeking to expand its capacity to cater for the increased demand for delivery services.

The objectives for the Proposed Development are as follows:

- Deliver a modern, high capacity distribution facility that supports efficient handling of current and future mail and parcel volumes;
- Ensure reliable connectivity with regional freight networks to support the efficient movement of mail, enhancing service delivery times;
- Incorporate environmentally sustainable design principles, including energy efficiency, emissions reduction and water management, and consistent with the local planning framework; and
- Support local and regional economic growth through creating jobs, strengthening critical infrastructure, and minimising impacts on surrounding land uses while maintaining safe and efficient airport operations.

Australia Post's vision will be facilitated through the delivery of a facility that will result in increased capacity in its organisation and distribution of mail to customers across the Perth metropolitan region. The facilities required by Australia Post to meet their operational requirements for both staff and customers include:

- Administration offices;
- Warehouse space for storage of mail and loading/unloading of delivery vehicles;
- Covered and secured parking for light and heavy fleet vehicles; and
- General parking for both staff and visitors.

The objectives for this development are well aligned with the continuing development of the Mixed Business Precinct.

Refer to Appendix A – Development Plans



Figure 3. Proposed Development

3.1 Project Justification

Jandakot Airport commenced operations in 1963 and currently supports a wide range of air services including flight training schools, the Royal Flying Doctor Service, the Department of Fire and Emergency Services, Western Australian Police Air Wing and multiple other general aviation uses.

In the past few decades, the land use composition within the airport estate has diversified into a mixed commercial precinct, with non-aviation uses such as warehouses and distribution centres being developed as contemplated under the Master Plan. The development of Jandakot Airport into a mixed commercial precinct has occurred in response to its strategic location in relation to adjoining transport networks, enabling non-aviation development and uses to occur to support the core operation of the airport.

As outlined in the Jandakot Airport Master Plan, the vision for Airport is to *“successfully develop and manage Jandakot Airport as a strategically significant aviation hub with a supporting business campus.”* A set of objectives guiding developments to achieve this vision are outlined in the Master Plan, as per the assessment provided at Section 7.3.

The future development and growth of Jandakot Airport will build on existing aviation and non-aviation development on the estate.

3.2 Contribution to Economic Development

Located centrally within Perth’s southern suburbs, Jandakot Airport is an ideal employment hub with easy access to a broad range of suburbs located directly adjacent to the airport and further afield via key transport connectors such as Kwinana Freeway and Roe Highway.

The Western Australian Planning Commission’s Perth and Peel @ 3.5 Million Framework identifies Jandakot Airport as a ‘Specialised Centre’, which is anticipated to provide 1,729 jobs by 2031.

The proposed Australia Post development is estimated to accommodate 140 staff comprising administrative and operations personnel, thereby contributing to the projected employment levels.

The employment benefits of the Proposed Development are comprised of the following:

- Construction Jobs - the construction cost for the facility is estimated at approximately \$50 million and will generate approximately 104 direct full time equivalent (FTE) construction jobs and 114 indirect FTE jobs per annum over a period of two years.
- Direct Jobs - Approximately 140 total ongoing jobs will be supported by on-site operations, this includes administration staff and operational staff such as delivery drivers.
- Indirect Jobs - in addition to direct employment, approximately 69 jobs can be expected to be created in the broader economy which include suppliers, maintenance staff, cleaners, office suppliers, etc.

In addition to the increased direct and indirect employment generated by the construction and ongoing operation of the Proposed Development, the works proposed by this MDP will result in a number of other economic benefits that are outlined below:

- Total direct and indirect Gross Value-Add (GVA) of \$40.9 million added to the Western Australian economy over the construction period of the development in constant 2026 dollars;
- An estimated \$40.8 million per annum in direct and indirect GVA contribution to the Western Australian economy generated from the daily operation and management of the development following completion of construction;
- Providing additional business and tax revenue for both the Commonwealth and State Governments;
- Providing an additional large scale non-aviation development in Jandakot Airport's Mixed Business Precinct that can further stimulate economic activity in the area;
- Assisting in meeting the employment and development targets under the City of Cockburn Local Commercial and Activities Centres Strategy;
- Facilitating freight traffic on higher order roads, with efficient road access to other locations operated by Australia Post such as Perth Airport, Welshpool, and Bibra Lake; and
- It will not detrimentally impact or compete with any surrounding local businesses as the development does not include any retail component.

4. Site Constraints and Servicing

4.1 Environmental

Development and land preparation works already undertaken as part of the creation of Precinct 6 has resulted in the removal of all remnant vegetation from the subject site, which was permitted under the *Environment Protection Biodiversity Conservation Act 1999 (the EPBC Act)* approval 2013/7032. As such, the Proposed Development does not require any additional clearing to enable construction of the development or any associated servicing infrastructure.

As the site has already been cleared of all remnant vegetation, there will be no impacts to fauna habitats or environmentally sensitive areas.

It is anticipated that a Construction Environmental Management Plan (CEMP) will be required as a condition of any building approval granted for the Proposed Development, which will address matters including but not limited to:

- Acid sulphate soil management associated with excavation and dewatering
- Soil erosion and sediment control
- Noise
- Dust
- Waste management
- Soil disposal
- Hazardous materials management
- Onsite hydrocarbon management and refuelling
- Vehicle/plant servicing

4.1.1 Environment Protection and Biodiversity Conservation Act 1999

The 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. Jandakot Airport is located on land leased from the Commonwealth and is subject to the Provisions of the EPBC Act.

EPBC referral 2013/7032 (Jandakot Airport Precinct 6 and 6A) was approved by the then Department of Environment (now the Department of Industry, Science, Energy and Resources) in July 2014. This approval allowed for the clearing of native vegetation within Precincts 6 and 6A for the subsequent mixed business and aviation developments. The conditions of approval include the acquisition of offset land, the development and implementation of a CEMP and measures to protect the Jandakot Groundwater Mound. In accordance with the approval, the site of the Proposed Development (and the broader precinct) has been cleared and is 'development ready'.

Prior to EPBC referral 2013/7032, EPBC referral 2009/2796 (Jandakot Airport Expansion, Commercial Development and Clearance of Native Vegetation) conditions of approval allowed for the preceding development within Precincts 3, 4 and 5 of Jandakot Airport. This MDP is consistent with the EPBC 2009/4796 conditions of approval.

4.1.2 Jandakot Airport Environment Strategy

The Master Plan (which includes the **Environment Strategy 2020**) contains a rigorous assessment of the environmental qualities of the site and sets out the planning framework to reflect the findings. Precinct 6 (including the Proposed Development site) has been identified for mixed business development under the Master Plan.

Flora surveys were conducted as part of the EPBC referrals referenced above and the Master Plan. These surveys take into consideration the environmental qualities of the Master Plan area and the requirement to conserve important areas of vegetation. As such, no further environmental assessment is required in respect to the matters already considered as part of the EPBC referrals and subsequent approvals, and the distribution centre warehouse proposed by this MDP is considered consistent with the Master Plan and the development intentions for the site.

4.2 Heritage

4.2.1 State and Local Historic Heritage

There are no historic heritage sites on the State or Local Heritage registers currently recorded within the Proposed Development site or within close proximity.

4.2.2 Aboriginal Heritage

The Jandakot Airport Heritage Management Plan (the **HMP**) was developed to ensure that JAH conducts development in a manner that complies with the provisions of the Act and other statutory requirements in relation to areas of Aboriginal cultural significance.

The HMP is informed by the findings of archaeological and ethnographic site identification surveys (including the area now identified as Precinct 6) undertaken by Australian Interaction Consultants (**AIC**) in 2008. AIC concluded that no new ethnographic or archaeological sites were identified and a previously identified artefact scatter (Site 4309 Prinsep Road) is no longer a site within the meaning of Section 5 of the *Aboriginal Heritage Act 1972* (WA). As a consequence, there are no known sites of Aboriginal cultural significance at Jandakot Airport.

Based on a desktop review of the WA Department of Planning, Lands and Heritage Aboriginal Cultural Heritage Inquiry System, the closest known Aboriginal heritage site is Site 3513 Lukin Swamp, located approximately 870m northeast of the Proposed Development site.

For all works involving earth disturbance, the CEMP will include procedures for monitoring and further investigation in the unlikely event that a previously unknown heritage site is encountered or disturbed.

4.3 Contamination

The *Contaminated Sites Act 2003* (WA) aims to provide transparent and up to date information on contamination within Western Australia. 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 not listed on the WA Contaminated Sites Database. The closest known contaminated site listed on the WA database is approximately 650m to the northeast and have been classified as "Remediated for Restricted Use". Being Commonwealth land, any existing (known and potential) and future contaminated sites will be managed under the *Airports Regulations 2024* (Cth) and documented within the Airport's Environmental Site Register.

4.4 Geotechnical

As clearing and bulk earthworks have already occurred to prepare Precinct 6 for development, the subject site is generally level. Apart from minor shaping of the ground to facilitate the development, no significant excavation will be required with the exception of trenching for the sewer and underground stormwater soak wells.

The WA Department of Water and Environmental Regulation (**DWER**) Acid Sulfate Soil (ASS) risk mapping indicates that the subject site has a moderate to low risk of ASS occurring within 3m of the natural soil surface. Much of the site has been filled and/or excavated to obtain the current site levels ready for development. As such, there is decreased risk in encountering ASS at the site of the Proposed Development.

The closest mapped area having a high ASS risk is approximately 580m to the west of the Proposed Development site.

The management of ASS at Jandakot Airport is detailed within the Jandakot Airport Groundwater Management Plan and the Master Plan. Triggers for ASS investigations are defined and if site investigations identify the presence of ASS, a site specific ASS Management Plan will be developed and implemented. These procedures will be addressed within the CEMP.

4.5 Services

4.5.1 Water Supply

The location of the Proposed Development will allow for direct connection to the existing water main, located along Centurion Place near the northern corner of the Proposed Development site. This comprises a 150mm diameter potable water main, from which two separate service connections can be created for fire and potable water supply to the Proposed Development.

The Proposed Development will require dedicated fire protection infrastructure and on-site fire water storage tanks and fire pumps are proposed in this regard.

This existing water main is considered suitable to meet the forecast demand of the Proposed Development for both potable water supply and fire services subject to detailed hydraulic design and pressure and flow tests that will be undertaken prior to the development progressing.

4.5.2 Power

Allowance has been made for the installation of a new power connection and 2MVA transformer substation to connect the development site to the existing Jandakot Airport high voltage ring network that exists along Centurion Place.

A 900kW rooftop solar photovoltaic system is proposed, along with a battery energy storage system, which has the capacity to offset approximately 1,194 megawatt hours per year of energy usage.

4.5.3 Telecommunications

The Proposed Development will be connected to existing telecommunications infrastructure provided by Telstra/NBN along Centurion Place via the installation of new communications pits along the front boundary.

4.5.4 Sewerage

The subject site is serviced by two existing 150mm diameter PVC sewer stub connections that discharge to the sewer main network located within Centurion Place. Based on the existing ground and Proposed Development levels, it is expected that wastewater from the development will be conveyed to the existing sewer connections via gravity drainage without the need for a pump station. Detailed sewer capacity and hydraulic assessments will be undertaken prior to the development progressing.

4.5.5 Drainage

Stormwater infrastructure will be designed in accordance with the Jandakot Airport Groundwater Management Plan and the Jandakot City Leasing and Development Guidelines. As the site is located within the Jandakot Underground Water Pollution Control Area (the **JUWPCA**), the following design principles will apply:

- Stormwater from all roof surfaces will be discharged directly to soak wells within the development site boundary, allowing for the retention of a 1-in-20-year Average Recurrence Interval (**ARI**) storm event with a duration of 5 minutes.
- Stormwater from all roads, carparks and external hardstands will be discharged via the existing site stormwater connections to the broader Jandakot Airport precinct stormwater network. These existing connections comprise three connections located along the Centurion Place frontage, and three at the rear (southern) boundary of the development site.

5. Proposed Development

5.1 Distribution Centre

The Proposed Development comprises of a single consolidated building situated in the centre of the Proposed Development site. This building will have a total covered floor area of 26,520m² inclusive of warehouse space, distribution functions and office area.

Refer to Appendix A – Development Plans

5.1.1 Warehouse Component

The primary component of the Proposed Development is the warehouse which comprises a total floor area of 25,440m². The primary operational component of the development (namely sorting and distribution of mail) will occur within the warehouse, which comprises the following:

- Recessed loading docks to enable trucks to directly load and/or unload product onto the warehouse floor without needing to raise or lower product to/from the trailer.
- 218 delivery van bays for loading prior to dispatch and overnight storage of fleet vehicles.
- Various openings across all building elevations to enable the movement of vehicles into and out of the building.
- A truck dock office located along the southeastern elevation of the warehouse and adjacent to the at grade and recessed truck docks.

The warehouse will be constructed of durable materials such as metal wall cladding and precast concrete panel and will be constructed to a maximum height of 13.7m (measured from pavement level to the top of the roof pitch).

5.1.2 Office Component

The proposed office component is located to one side of the warehouse building footprint and is separated via internal walls with external doors towards Centurion Place and internal doors into the warehouse. The office comprises 980m² of total floor space located on a single level. The office will provide for administration activities associated with the organisation and dispatch of Australia Post's receipt and delivery services.

The office component will provide a high quality built form which will directly interface with the front of the development and is positioned forward of the warehouse building line, delineating it and ensuring it is marking the main pedestrian entrance. The office component will include the following facilities:

- A 162m² open plan office area to accommodate 28 workstations, a 30m² meeting room to accommodate ten (10) staff members, three (3) 5m² quiet rooms, a 22m² storage room and a 78m² multipurpose room which can be used for conferences and training.
- A 218m² lunchroom to accommodate 60 staff members, with an associated outdoor area which can accommodate an additional 32 staff members.

- Customer parcel storage room with a pick window interfacing the short-term customer pick-up bays.
- Comprehensive staff end-of-trip facilities including three (3) female showers, four (4) male showers, an accessible shower and 186 lockers (66 female and 120 male).

The building will be constructed of high quality building materials internally and externally. Architectural features comprise perforated metal wall cladding and office feature fins to enhance the primary frontage of the building.

Street front and boundary fencing is also proposed, ranging in height from 1.8m - 2.4m, along with estate signage, ranging in height from 1.8m - 3.8m as shown on the Appendix A – Development Plans.

The final materials for the building will be selected to ensure there are no glare or reflectivity issues that may impact on airfield or aircraft operations. Materials selections will be undertaken as part of the future detailed design phase of the project in liaison with *Airservices Australia and in accordance with the Airports (Protection of Airspace) Regulations 2026 (Cth)*.

5.2 Site Layout and Design

5.2.1 Parking

Portions of the development site are proposed to be utilised for at-grade parking for all vehicle types to be accommodated on site. This comprises:

- Four (4) short term car parking bays to be used by customers for picking up parcels;
- 201 dedicated staff car parking bays;
- 41 van parking bays in addition to the 218 van parking bays located inside the warehouse component; and
- Truck parking located at the rear of the subject site which includes 13 B-Double parking spaces and 12 Semi-Trailer parking spaces.

As outlined in the section below, the design intent in providing distinct parking areas across the development site is to reduce potential conflict between vehicle types as well as providing separation between public and Australia Post operational vehicle parking on the site.

5.2.2 Vehicle Movement

The site layout has been designed to ensure the safety of staff and visitors to the site and encourage the most efficient operation of the facility. Access to the site is provided at various points to decrease the chance of conflict between vehicle types. Vehicle ingress and egress to the development site will be provided as follows:

- **Van entry and exit** - direct crossover to Centurion Place provided at the northern corner of the subject site which connects to five (5) entry points into the warehouse via a dedicated driveway.
- **Van and car entry/exit** - two crossovers are provided directly onto Centurion Place which connect to the dedicated staff car park and outdoor van parking spaces.
- **Customer car entry/exit** - connected to the southern staff car park entry, providing direct access to Centurion Place.
- **Truck Entry** - trucks will enter the site via a crossover at the eastern at the end of the new shared private road.
- **Truck Exit** - trucks will exit the site via a dedicated exit point which connects to the shared private road separate to the truck ingress point.

All vehicle entry points (with the exception of the customer pick-up car park) will be secured via boom gates, with access only being provided to authorised personnel.

The overall site layout has been designed to enable all vehicle types to manoeuvre through circulation spaces intended for each vehicle type.

The Proposed Development is designed to maximise site efficiency in overall building layout, pedestrian and vehicle circulation.

5.3 Environmentally Sustainable Design

Consistent with the Jandakot City Leasing and Development Guidelines, the Proposed Development will include the consideration and implementation of environmentally sustainable design. This includes the following:

- Passive design in facade and roof materiality and colour selections to minimise solar ingress while maximising natural thermal regulation and daylighting of office and warehouse areas;
- The provision of bicycle storage spaces and end of trip facilities within the development will support the use of low emission transportation opportunities by the users and occupants;
- Providing EV charging stations for 10% of the car parking spaces;
- The provision of water efficient fittings, including minimum 4-star toilet flushing systems and 5-star kitchen and bathroom tapware;
- LED energy-efficient lighting for all spaces and water efficient hydraulic fittings;
- Installation of rainwater collection tanks to provide for rooftop rainfall to be captured for use, eg. irrigation;
- Installation of a battery energy storage system; and
- Installation of a solar PV system on the roof to a minimum output of 900kW.

5.4 Landscaping

The Jandakot Airport Landscaping 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 waterwise performance.

The landscape design for the Proposed Development will be implemented in accordance with the Jandakot Airport Landscape Design Guidelines. A minimum 4 metre wide landscaping strip is proposed along the entire site frontage (with the exception of vehicle crossovers and the substation location) with additional landscaping provided throughout the car park to provide shade, reduce urban heat island effect and assist in softening the visual impact of the car park on the streetscape. Tree management requirements and maximum heights will be taken into account when selecting suitable tree species to ensure aviation operations are not impacted.

6. Traffic and Access

A Transport Report has been prepared by Transcore to consider traffic and access matters associated with the Proposed Development. A summary of the report findings has been provided in the proceeding sections of this report.

6.1 Existing Road Network

The development site is located on the southern side of Centurion Place. This road is a no-through road (with a cu-de-sac to the east), with connection to the broader network provided to the west at the intersection with Pilatus Street. The surrounding road network is shown in Figure 4 below:

Access to Precinct 6 from the broader road network is provided through two major road links accessed via Pilatus Street. This includes Karel Avenue to the north which provides connection to Roe Highway (with access to the Kwinana Freeway north-bound and south-bound, and Murdoch Drive to the west) and Berrigan Drive to the south which also provides connections to Kwinana Freeway north and south-bound.

A detailed summary of the existing road network is provided below:

- **Centurion Place:** A single carriageway, two-lane, boulevard-style road with a 3m wide red asphalt median with raised traffic islands in some sections. It has 1.5m on-road cycling lanes, and a 2.5m shared path has been constructed along the northern side of the road. Centurion Place is classified as RAV 4 under Main Road WA's RAV network mapping, which can accommodate vehicles of up to 27.5m in length.
- **Pilatus Street:** Located south of Karel Avenue, it 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 1.5m on-road cycling lanes and a pedestrian path along the western side of the road and with crossing points at each intersection. The southern extension of Pilatus Street from Spartan Street to Berrigan Drive is constructed as a single-carriageway, two-lane road with potential to be upgraded to dual carriageway in future if required. The short, southernmost section of Pilatus Street north of Jandakot Road to Berrigan Drive has already been constructed to dual carriageway standard.
- **Karel Avenue:** Serves as the primary access road for Jandakot Airport. It runs east-west within Jandakot Airport 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 two-lane divided, 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.
- **Berrigan Drive:** 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 Pilatus Street, then a dual carriageway road west of Jandakot Road.



Figure 4. Surrounding Road Network

Existing average weekday traffic counts on Karel Avenue, Berrigan Drive and Jandakot Road have been obtained from Main Roads WA traffic map website and the latest available traffic volumes are summarised in Table 1 below:

Table 1. Latest Available Traffic Volumes

Road	Location	Daily Traffic – vehicles per day	Date
Karel Avenue	East of Berrigan Drive	14,707	November 2022
Karel Avenue	West of Berrigan Drive	22,575	November 2022
Berrigan Drive	South of Karel Avenue	9,518	November 2022
Berrigan Drive	West of Jandakot Road	26,879	2021 / 2022
Jandakot Road	East of Berrigan Drive	17,716	February 2026

6.2 Traffic Generation and Impact

6.2.1 Traffic Generation

The traffic that will be generated by the Proposed Development will primarily be related to the arrival and departure of delivery fleet vehicles as well as staff private vehicle movements to and from the site. Visitor traffic will only comprise a small portion of the vehicle traffic flow generated by the Proposed Development.

Australia Post has advised that the workforce operating at or from this site is estimated to be approximately 140 staff which is comprised of both administrative staff and operational staff.

Staff traffic movements are forecast to be approximately 318 vehicle trips per day (159 to the site / 159 from the site).

Visitor traffic movements are forecast to be approximately 24 vehicle trips per day (12 to the site / 12 from the site).

Australia Post fleet vehicle, including both vans and heavy vehicles, movements are forecast to be approximately 568 vehicle trips per day (284 to the site / 284 from the site).

In total, the Proposed Development traffic movement forecast is approximately 910 vehicle trips per day (455 to the site / 455 from the site).

The distribution of traffic movements to and from the Proposed Development is expected to be similar to the pattern for the overall Airport, as established in the Jandakot Airport Master Plan 2020, as follows:

- 40% to and from Karel Avenue north (to Roe Highway, Kwinana Freeway north, etc);
- 22% to and from Berrigan Drive southwest (to Kwinana Freeway south, etc);
- 13% to and from the future east link road to Ranford Road;
- 12% to and from Jandakot Road; and
- 13% to and from internal trips within the Jandakot Airport estate.

6.2.2 Impact on Road Network

The impact of the development traffic on the surrounding road network is expected to be moderate and generally within the capacity of surrounding road network.

The reported existing development generated traffic volumes and level of increase on major roads are summarised in the table below. As the eastern road link to Ranford Road has not yet been constructed, the traffic using that route is assigned to Karel Avenue in the interim scenario.

Table 2. Traffic Impact On Surrounding Major Roads – Interim Scenario

Road	Location	Daily Traffic – vehicles per day (vpd)		Level of Increase (%)
		Existing	Development	
Karel Avenue	East of Berrigan Drive	14,707 vpd	319 vpd	2.2%
Karel Avenue	West of Berrigan Drive	22,575 vpd	364 vpd	1.6%
Pilatus Street	North of Jandakot Road	9,518 vpd	510 vpd	5.4%
Berrigan Drive	West of Jandakot Road	26,879 vpd	200 vpd	1%
Jandakot Road	East of Berrigan Drive	17,716 vpd	109 vpd	1%

As demonstrated above, the additional traffic generated by this development will equate to between a 1% and 5.4% increase on existing traffic volumes on the road network entering the airport estate. This traffic increase is generally within the capacity of the existing road network.

6.3 Future Transport Network

The Master Plan identifies a number of road improvements to the network of regional roads in accordance with the Perth and Peel @ 3.5 Million planning and infrastructure frameworks.

Additionally, the Master Plan identifies a number of further road upgrades around Jandakot Airport which are triggered by regional growth and airport development, including:

- The construction of a new east road link which will comprise a two-lane arterial road with controlled junctions built along the Johnston Road alignment to connect Jandakot Airport directly with Ranford Road; and
- Potential upgrade of Pilatus Street to a four-lane dual carriageway road if required in the future.

The remainder of the long term road and intersection upgrades identified by the Master Plan have already been constructed. The ultimate road network contemplated by the Master Plan is illustrated in Figure 5 below:

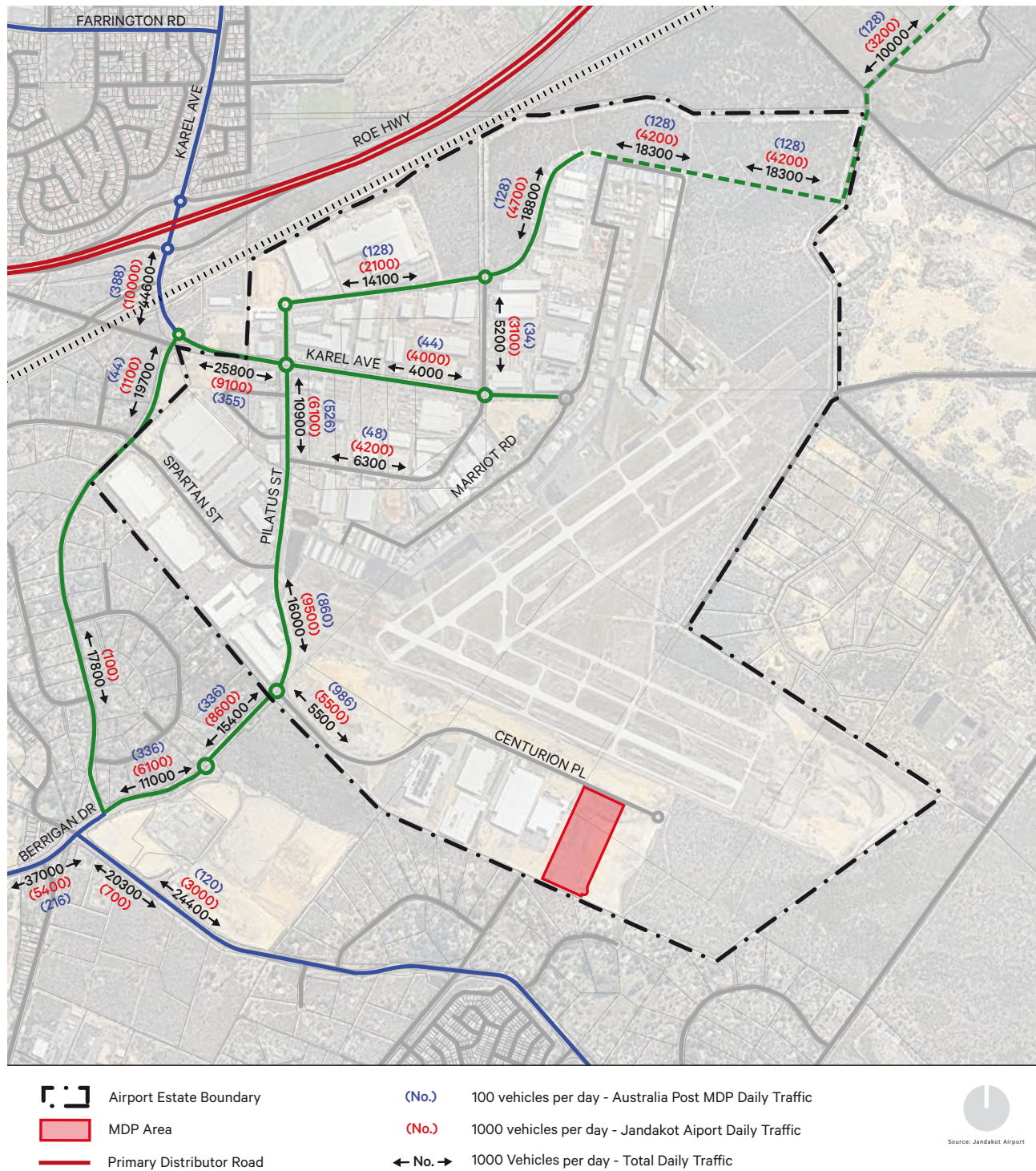


Figure 5. Future Traffic Flows 2039

6.4 Parking and Manoeuvring

6.4.1 Vehicle Parking

The Proposed Development will comprise 25,440m² of warehouse area, 980m² of office area provided over a single level, parking areas for staff and short term visitors and parking areas for various sizes of fleet vehicles.

The proposed parking provisions includes 201 parking spaces for staff and 4 customer pick up bays with dedicated access. 41 uncovered van parking spaces are co-located with the staff parking area, with dedicated access to Centurion Place also provided. 13 parking spaces for B-Double trucks and 12 spaces for semi-trailers are provided to the rear of the site, with dedicated access provided to Centurion Place which is independent of the staff and uncovered van parking access. Inside the warehouse, an additional 218 covered van parking spaces are also provided, which can be accessed via various entrances to the building which are connected to a dedicated crossover to Centurion Place.

Vehicle turn path analysis has been undertaken to demonstrate that the various vehicle types are capable of safely manoeuvring throughout the site as intended and in compliance with the relevant Australian Standards. Furthermore, this report reviews and confirms that the various parking bays are satisfactory for their respective intended use classes.

Having regard for the car parking requirements of the City of Cockburn local government Local Planning Scheme No. 3 (LPS 3), guidance has been taken from the following rates:

- Warehouse - 1 car bay per 100m² of gross lettable area, plus 1 delivery bay per "unit".
- Office - 1 car bay per 50m² of gross lettable area, plus 1 delivery bay per 500m² of gross lettable area.

Based on the Proposed Development comprising of 25,440m² of warehouse area and 980m² of office area this equates to a total of 274 car bays and 2.96 (or 3) delivery bays.

201 dedicated staff and 4 customer car parking bays are proposed, along with dedicated parking for Australia Post operational vehicles, which will adequately cater for the 140 staff that the Proposed Development is expected accommodate.

LPS 3 also includes rates for bicycle parking for the office use only, being 1 bike rack per 200m² of gross lettable area for staff, and 1 bike rack per 750m² of gross lettable area for visitors, equating to a total of 4.9 (or 5) bike racks for staff and 1.3 (or 1) bike rack for visitors.

5 bike racks are proposed adjacent the office entry, along with 66 female and 120 male lockers, 3 female showers and 4 male showers, plus universally accessible shower and change room facilities, thereby catering for the expected staff demand for bicycle parking and end of trip. Given the nature of the facility, it is not expected that customers/visitors will be likely to visit the warehouse via bicycle.

6.4.2 Heavy Vehicle Movements

All heavy vehicles will access the site via an ingress-only crossover to the proposed shared private road located along the southeastern boundary of the subject site (and that will be shared with the future development site immediately adjacent). This shared private road connects directly to Centurion Place at the northeastern corner of the development site. Heavy vehicle traffic will proceed either to the dedicated parking area at the rear of the site, or the recessed loading docks alongside the eastern side of the building. Egress will then be from the dedicated exit-only crossover located at the cul-de-sac end of the shared private road. Swept path assessments have determined that all heavy vehicle traffic can satisfactorily access, egress and circulate within the development site.

6.5 Public Transport

There are limited public transportation services available to broader airport estate at present. The nearest bus route (bus route 515 operating between Murdoch Station and Berrigan Drive/Turnbury Park Drive) operates on Berrigan Drive, west of the Mixed Business Precinct 6.

7. Legislative Framework

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

7.1 Legislation Overview

The key Commonwealth legislation applicable to planning, land use, and development on the Jandakot Airport estate are:

- *Aboriginal and Torres Strait Islander Heritage Protection Act 1984*;
- *Airports Act 1996*;
- Airports Regulations 2024;
- Airports (Building Control) Regulations 2025;
- Airports (Protection of Airspace) Regulations 2026;
- Airports (Environment Protection) Regulations 2026;
- *Airspace Act 2007*;
- *Aviation Transport Security Act 2004*;
- *Civil Aviation Act 1988*;
- Civil Aviation Regulations 1988;
- Civil Aviation Safety Regulations 1998;
- *Environment Protection and Biodiversity Conservation Act 1999*; and
- Environment Protection and Biodiversity Conservation Regulations 2000.

Although Jandakot Airport is located on Commonwealth land, State legislation may apply under the provisions of the Commonwealth Places (Application of Laws) Act 1970 (Cth). This is typically for activities where Commonwealth legislation does not exist, such as for bushfire and Aboriginal heritage management. Where State and Commonwealth legislation conflict, Commonwealth legislation takes precedence. The key State legislation relevant to planning and development on the airport estate are:

- *Aboriginal Heritage Act 1972*;
- *Bush Fires Act 1954*;
- Bush Fires Regulations 1954; and
- *Heritage Act 2018*.

7.2 Airports Act 1996 (Cth)

Jandakot Airport is located on land owned by the Commonwealth of Australia, and although the day to-day management of Jandakot Airport was privatised in 1998, the Commonwealth Government continues to play an important regulatory and oversight role through the Act and associated regulations. This statutory regime ensures that the public interest is protected throughout the development and environmental approval process.

The Act is the principal statute regulating the ownership, management and operation of leased Commonwealth airports. Part 5 and Part 6 of the Act prescribe controls over land use planning, environment management and development at airports, including the requirements of a Final Airport Master Plan and MDPs.

Based on this Proposed Development having an estimated construction cost of \$50 million, this exceeds the \$25 million threshold for the construction of a building. In accordance with Section 89(1)(e) of the Act, this is considered a 'major airport development' and therefore triggering the requirement for this MDP to be prepared and submitted to the Minister for approval.

7.3 Jandakot Airport Master Plan 2020

Under Section 69 of the Act, each airport is required to produce a master plan. The Jandakot Airport Master Plan 2020 is the current master plan in place for Jandakot Airport.

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

7.3.1 Development Objectives

Development at Jandakot Airport is guided by a set of development objectives as defined in the Master Plan. Those relevant for this MDP are outlined in the table below.

Table 3. Jandakot Airport Overarching Development Objectives

Development Objectives	Development Response
<i>Maintain Jandakot Airport as a leading General Aviation facility through investment in infrastructure necessary to satisfy the forecasted operational requirements.</i>	The Proposed Development will be located within a designated non-aviation development precinct, ensuring no encroachment on airside operations or land identified for aviation development or use. By consolidating logistics functions landside, the development supports more efficient land use and helps preserve capacity for future aviation infrastructure and operational growth.
<i>Enhance the airport's contribution to WA employment and economic growth through appropriate aviation and non-aviation development.</i>	The Proposed Development will generate construction and ongoing operational employment while strengthening regional supply chain capability. By attracting logistics and distribution activities to the estate, the development diversifies the airport's economic base and enhances its role as a strategic employment hub within the southern metropolitan region.

Development Objectives	Development Response
<i>Ensure the long term-viability and sustainability of the airport and its stakeholders through effective planning, development and management.</i>	The Proposed Development contributes to a balanced land use mix that supports long-term financial sustainability of the airport through non-aeronautical revenue streams. The design incorporates efficient building systems and operational practices, aligning with sustainable development principles and reinforcing the resilience of the broader airport precinct.
<i>Provide a safe, secure, reliable and efficient airport operating environment.</i>	The Proposed Development will be designed and operated in accordance with all relevant safety, security, and traffic management requirements. It will maintain appropriate separation from aviation activities, ensure safe vehicle access and circulation, and integrate with existing infrastructure to support an efficient and well-managed airport environment.

As demonstrated above, this MDP is consistent with the relevant overarching Master Plan Development Objectives.

Section 5 of the Master Plan outlines the development strategy for precincts identified for non-aviation uses, which includes the site of the Proposed Development, within Precinct 6 - Mixed Business.

The alignment of the Proposed Development with the non-aviation development objectives for Jandakot Airport are outlined in the table below.

Table 4. Non-Aviation Development Objectives

Non-Aviation Objectives	Development Response
<i>Integrate the airport's overall aviation and non-aviation development.</i>	The Proposed Development is of a scale consistent with development typically located within an airport area and that already developed within the precinct immediately to the west. The use is not sensitive and can operate in parallel to aviation operations, consistent with other distribution centre warehouse developments already in operation at Jandakot Airport.
<i>Integrate the current regional and local planning scheme surrounding the airport with the aviation and non-aviation land uses, as required by the Airports Act 1996.</i>	An assessment of the proposal against the City of Cockburn's local planning framework has been provided in Section 8.0. The assessment confirms that the Proposed Development is generally consistent with the provisions of the City's statutory and strategic planning framework.
<i>Ensure that development provides a pleasant environment for visitors to, and workers at, the airport.</i>	The Proposed Development has been designed to be sympathetic to the street and the surrounding area. A high level of landscaping will provide a pleasant environment for visitors and workers.
<i>Provide alternative revenue streams to diversify income and reduce the risk of a single source income.</i>	The Proposed Development will continue to diversify the current business and commercial offerings through providing additional large scale business operations alongside Jandakot Airport's aviation functions.

As demonstrated above, the Proposed Development is consistent with the objectives and intent of the Master Plan.

7.3.2 Jandakot Airport Precinct Plan

Section 3 of the Master Plan outlines the Jandakot Airport Precinct Plan. Jandakot Airport is comprised of 622 hectares of land, and under the Precinct Plan, land within the airport estate is divided into land use precincts which effectively operate as, and are consistent with, land use 'zones', being the terminology used in State and Local Government planning framework. The various 'zones' within the Master Plan are outlined below:

- Precinct 1 and 2 - Conservation
- Precinct 3 - Aviation Operations
- Precinct 4, 5 and 6 - Mixed Business
- Precinct 6A - Aviation Operations

The subject site is located within 'Precinct 6 - Mixed Business' where development is to be delivered in accordance with the following objectives:

Table 5. Precinct 6 Development Objectives

Precinct Objectives	Development Response
<i>Provide a mixed use business park-like setting and to provide uses appropriate for the JUWPCA.</i>	The Proposed Development will be designed to fit into the mixed business setting. The MDP's consideration for the JUWPCA is discussed in Section 7.4.1.
<i>Precinct 6 will support warehouse, manufacturing and storage type development and land uses that will generally be consistent with the City of Cockburn's 'Mixed Business' zone and will be controlled to prevent impacts to the Jandakot Water Mound.</i>	The Proposed Development is predominantly a warehouse building, with an incidental office component, both which are permissible 'P' uses for the 'Mixed Business Zone' under the City of Cockburn's Local Planning Scheme No. 3. Further details are provided in Section 8.2.2.
<i>No bulk chemical storage operations are to be located within the portions of the Precincts within the JUWPCA.</i>	No portion of the Proposed Development site will be used for the ongoing storage of chemicals.

The Proposed Development comprises a warehouse form with an incidental office component, both of these being identified by the Master Plan as discretionary land uses within Precinct 6.

The use of the warehouse most closely aligns with the definition of 'Distribution Centre', as per the City of Cockburn Local Planning Scheme No. 3 (LPS 3):

"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."

Both the Master Plan and LPS 3 do not prescribe any land use permissibility for a 'Distribution Centre'. However, the alternative land use of 'Warehouse' is adopted for the purposes of determining land use permissibility, on which LPS 3 considers it a permissible 'P' use within the 'Mixed Business Zone', defined as follows:

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

This approach is consistent with the nearby ALDI Distribution Centre and K-Mart Distribution Centre developments, both of which received MDP approval, in 2014 and 2015, respectively.

As demonstrated above, this Proposed Development is consistent with the intended development and land use for Precinct 6 - Mixed Business and will assist in the ongoing delivery of the Master Plan vision.

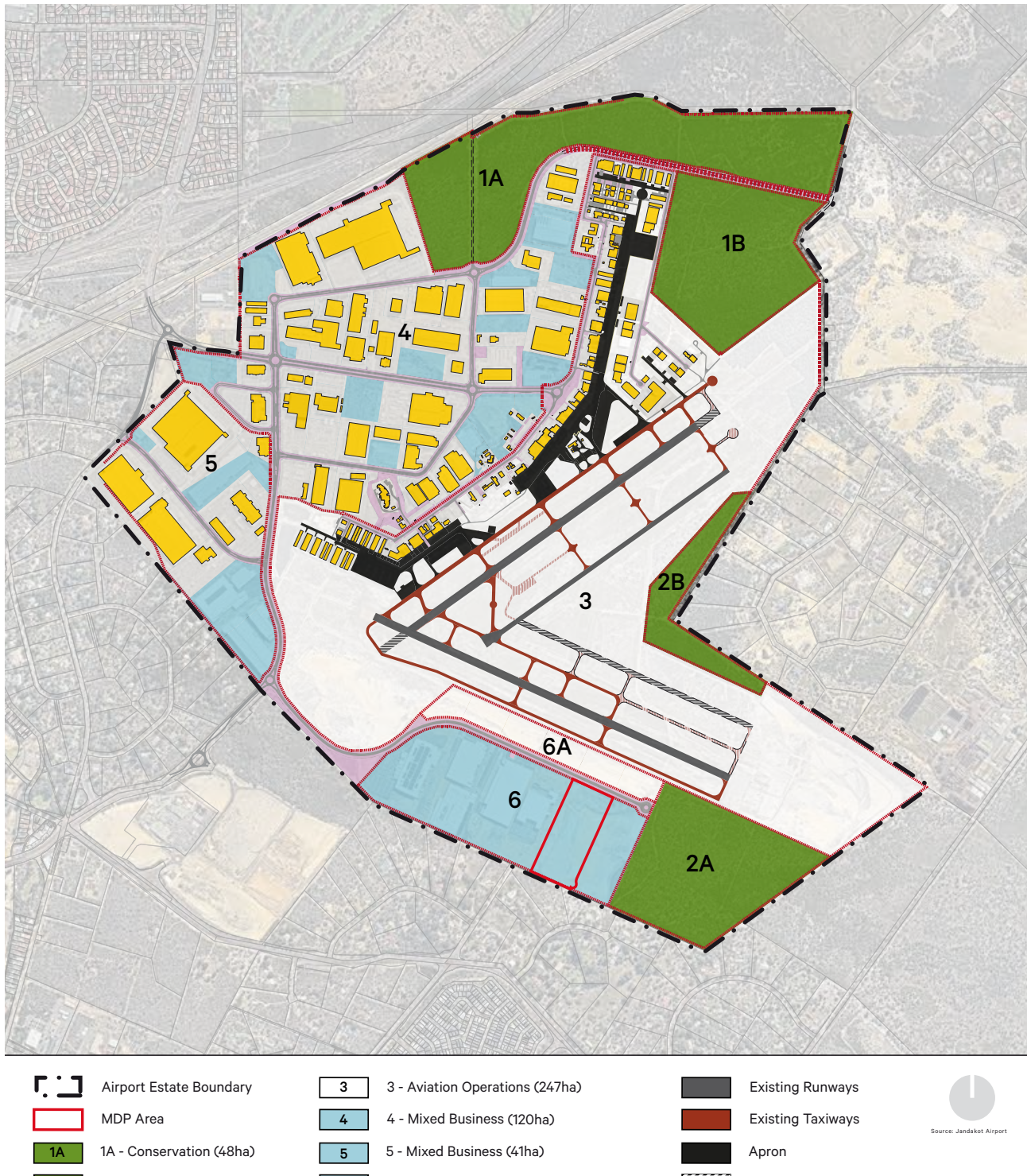


Figure 6. Jandakot Airport Precinct Plan

7.4 Jandakot Airport Environment Strategy

The Jandakot Airport Environment Strategy 2020 (the **Environment Strategy**) has been incorporated as part of the Master Plan in accordance with the requirements of the Act. This environmental strategy describes how JAH will meet the environmental management requirements of the Act. It has been developed with consideration of current airport operations as well as proposed future development.

The Environment Strategy outlines the JAH Environmental Management Framework which is reviewed concurrently with the preparation of the Master Plan.

7.4.1 Jandakot Underground Water Pollution Control Area

The western and southern extent of the airport estate is located within the JUWPCA as shown in Figure 7 below. The subject site is entirely located within the Priority 1 (P1) area, being the highest priority established under the powers of the *Metropolitan Water Supply, Sewerage, and Drainage Act 1909* (WA).

The development of Precinct 6 was enabled when the *EPBC Act* referral 2013/7032 was approved by the then Department of Environment (now the Department of Climate Change, Energy, the Environment and Water) in July 2014. This approval allowed for the clearing of native vegetation within Precinct 6 and 6A for the subsequent mixed business and aviation development.

The EPBC Act approval conditions required the Jandakot Ground Water Management Plan (the **GWMP**) to be prepared. Associated with the GWMP, Jandakot Airport has a number of control measures in place 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 systems;
- Installation of stormwater infrastructure to capture stormwater from roads, carparks and hardstands within the JUWPCA;
- Development and implementation of a Local Water Management Strategy; and
- Installation of groundwater monitoring bores and undertaking groundwater quality monitoring.

As the development site is located within the JUWPCA, the subject site will be managed in accordance with the GWMP.

It is anticipated that Australia Post will be required to prepare an Operational Environmental Management Plan (**OEMP**) which will further ensure that the appropriate groundwater protection measures are put in place.

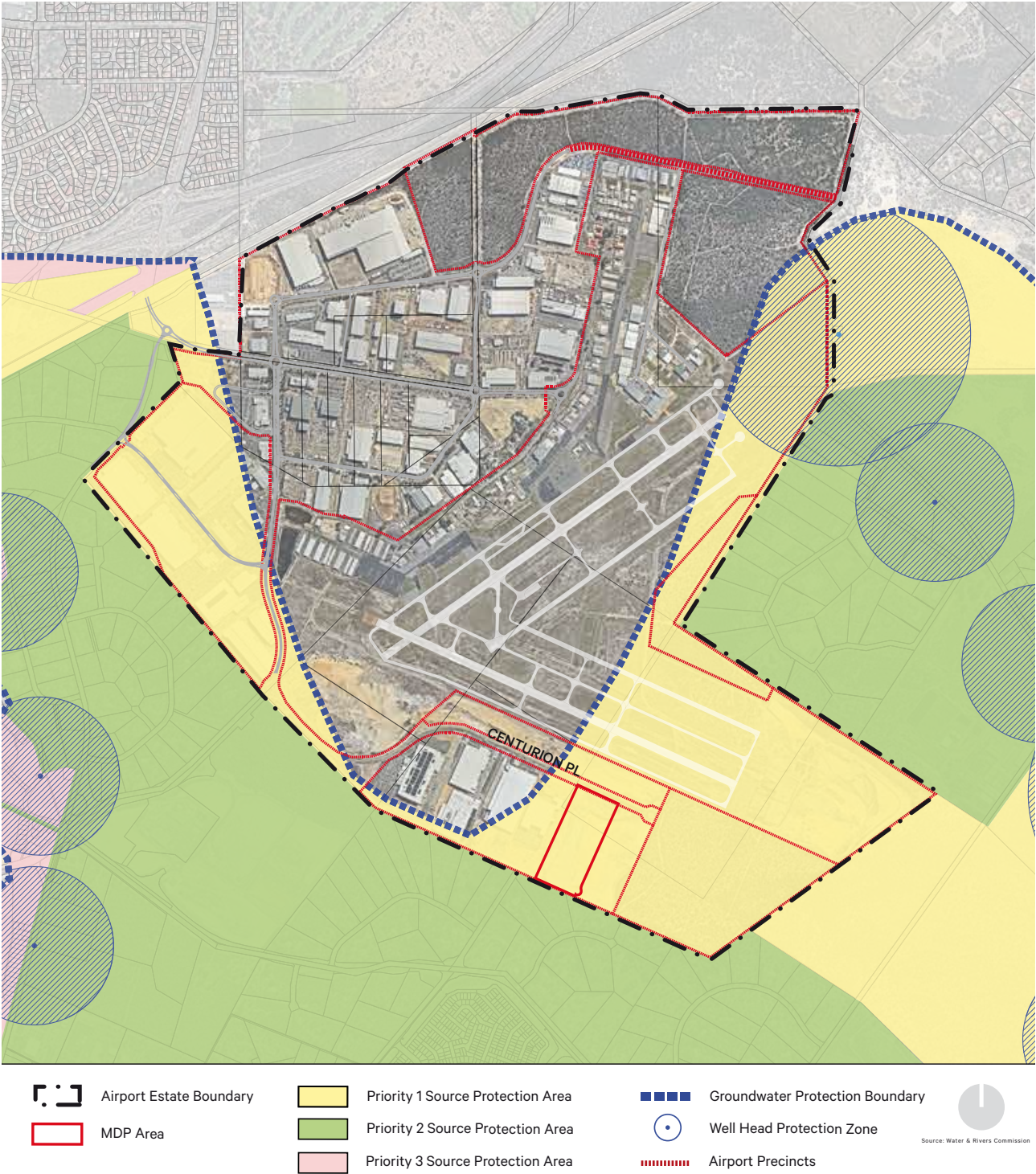


Figure 7. Jandakot Underground Water Pollution Control Area

7.4.2 Management Plans

A number of environmental factors at the airport are managed through specific management plans, programs and strategies. Many of these plans, such as the Conservation Management Plan, are linked to the EPBC Act approval conditions and require the approval of the Minister for the Department of Climate Change, Energy, the Environment and Water (DCCEEW). The management plans relevant to this proposal include:

- **Construction Environmental Management Plan:** All construction /civil works (including demolition) with the potential for environmental impacts require a CEMP, which must be reviewed and endorsed by the JAH Environmental Management Department prior to works commencing. The requirement for a CEMP is typically included as a condition of the building/works/demolition permit.
- **Operational Environmental Management Plan:** Jandakot Airport tenants are responsible for managing their own operations in an environmentally responsible manner. JAH has developed guidelines and templates to assist tenants in the development of an OEMP. The requirement for an OEMP is directly linked to a tenant's environmental risk profile as defined in the Jandakot Airport Tenant Environmental Risk Allocation and Auditing Frequency Criteria. An OEMP will be developed and implemented prior to occupation.

The specific requirements for both of the aforementioned management plans will be provided by JAH. As no clearing or demolition work are proposed as part of this MDP, no Management Plans are required relating to these activities.

7.5 Major Development Plan

The required contents of the MDP (as defined in Section 91 of the Airports Act) and the corresponding section within this MDP are outlined in Table 6 below:

Table 6. Required MDP Content

Required Content	Section in MDP
The objectives of the Proposed Development.	Section 3.0
An assessment of the extent to which the future needs of civil aviation users of the airport and other users of the airport will be met by the development.	Section 3.1
A detailed outline of the Proposed Development.	Section 5.0
An assessment as to whether the Proposed Development is consistent with the airport's lease from the Commonwealth.	Section 7.6
An assessment as to whether the Proposed Development is consistent with the Final Master Plan.	Section 7.3
An assessment as to whether the Proposed Development could affect flight paths and noise exposure levels at the airport and the extent of relevant consultation with airline partners and Local Government.	Section 9.0

Required Content	Section in MDP
An assessment of the effect the Proposed Development will have on traffic flows at the airport and surrounding the airport, employment levels at the airport and the local and regional economy and community, including how the Proposed Development fits within the local planning schemes for commercial and retail developments in the adjacent area.	Sections 3.2, 6.0 and 8.2
An assessment of environmental impacts and the plans for dealing with any such impacts.	Section 7.4

7.6 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 JAH.

Section 91 of the Act requires that a major development is consistent with the airport lease. The proposal for the Australia Post 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 7.3 of this MDP, the Proposed Development is consistent with the Master Plan 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 Act. 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 supports the economic viability of the airport and complements its primary aviation function.

There are no pre-existing sub-leases within the MDP development area.

