

8. State and Local Planning Framework

Jandakot Airport has a unique planning context, given its Commonwealth significance. The State and local planning framework do not apply to Jandakot Airport. However the Act requires the relevant planning framework to be given due regard as part of the assessment of a Proposed Development. The Act requires certain matters to be considered, such as aircraft noise and retail impacts, which can be guided by the State and local planning framework.

8.1 State Planning Framework

State Government planning is controlled by the Western Australian Planning Commission (the **WAPC**) which administers the State planning framework. Key State Planning Policies have been addressed as follows.

8.1.1 Metropolitan Region Scheme

The Metropolitan Region Scheme (the **MRS**) is the principal planning scheme for the Perth metropolitan region. The MRS sets out high level zoning and sets out regional reservations, to inform local government planning schemes. The airport estate is reserved for 'Public Purposes: Commonwealth Government' under the MRS. Jandakot Airport in the context of the MRS is shown in Figure 8.

8.1.2 State Planning Strategy 2050

The State Planning Strategy 2050 was launched in June 2014. The strategy provides the strategic guidance for land-use planning within Western Australia until 2050, as well as the vision and principles for coordinated and sustainable development. The State Planning Strategy does not provide a specific land use plan for the Perth metropolitan region; however, it does identify the need to provide efficient transport routes and hubs.

The Proposed Development is consistent with and supports the intent of the State Planning Strategy 2050, given the project's construction and operation will boost employment and economic development.

8.1.3 (Draft) WA Aviation Strategy (2020)

Relevant to this Proposed Development, the Draft WA Aviation Strategy identifies the need to ensure robust processes and forecasting are in place to ensure appropriate service infrastructure is available for the ongoing development of Jandakot Airport, as facilitated via the MDP process. The Draft Strategy recognises the role of Jandakot Airport as the main general aviation airport for the State and the ability for non-aviation development to occur in accordance with the Act.

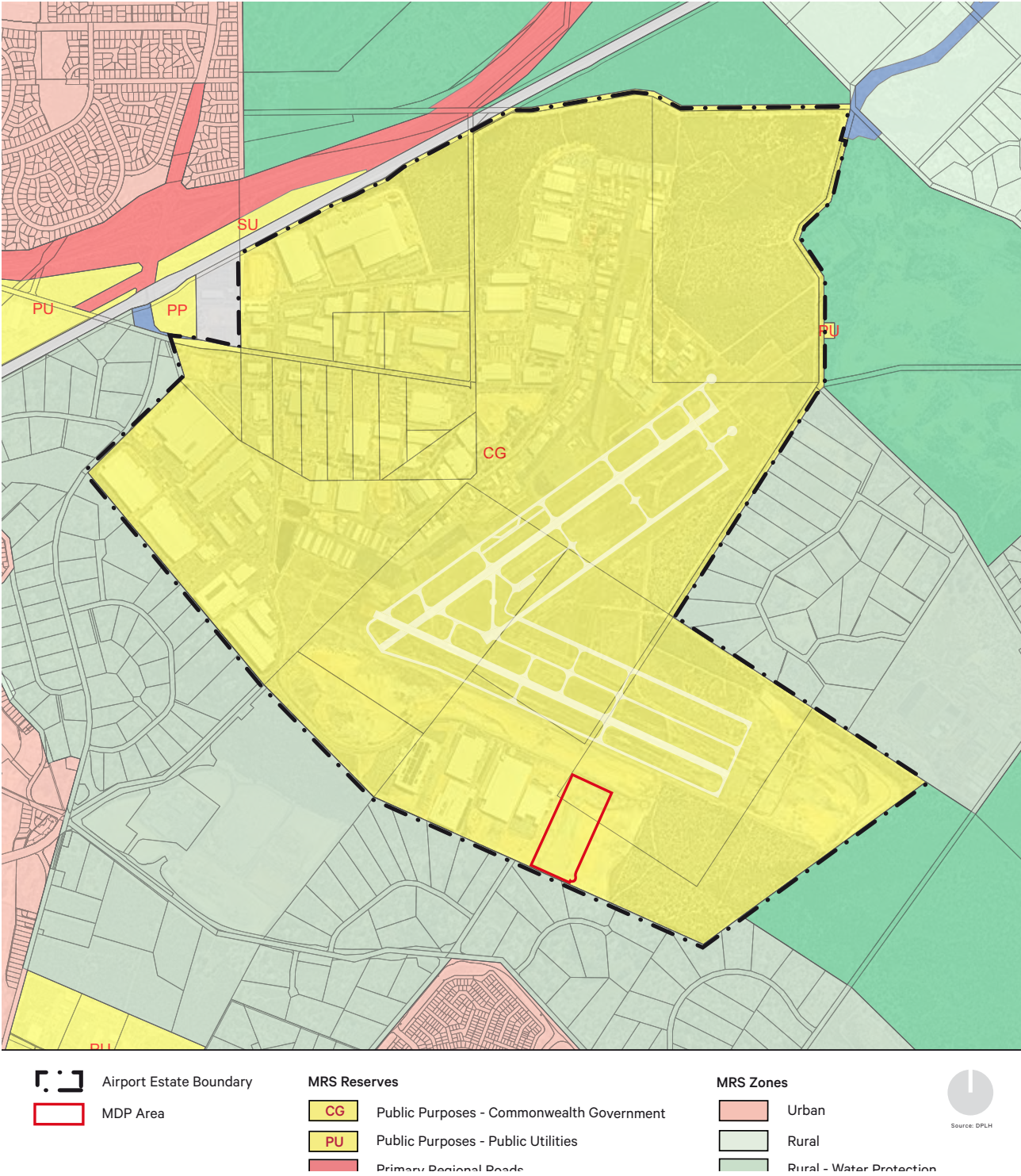


Figure 8. Metropolitan Region Scheme

8.1.4 Perth and Peel @ 3.5 Million and the South Metropolitan Peel Sub-Regional Planning Framework

In March 2018, the State Government released the Perth and Peel @ 3.5 million suite of land use planning and infrastructure frameworks to accommodate 3.5 million people by 2050. The Central, North-East, North-West and South Metropolitan Peel sub-regional planning frameworks provide guidance on future land to accommodate new homes and jobs and making the best use of existing and proposed infrastructure.

Jandakot Airport is referenced in the South Metropolitan Peel Sub-Regional Planning Framework, which designates the estate as a 'Specialised Activity Centre' in line with other State policy. Jandakot Airport is also referenced as a key employment node that focuses on airport and logistic services.

8.1.5 State Planning Policy 3.7 - Bushfire

The southern portion of the development site intersects with land designated as "bushfire prone (Area 2)" as shown on the Department of Fire and Emergency Services Map of Bushfire Prone Areas. Further bushfire mitigation will be incorporated into the design of the development to ensure compliance with the Jandakot Airport Leasing & Development Guidelines which considers fire safety.

8.1.6 State Planning Policy 4.1 - Industrial Interface

State Planning Policy 4.1 - Industrial Interface provides the planning framework for establishing industrial zones and applies to industrial land and land uses in Western Australia.

The policy intends for the impacts of industrial land uses to be considered at all stages of the planning process to ensure that industrial land uses and any resulting off-site impacts and safety risks from incompatible land uses.

The Proposed Development is a compatible land use within the vicinity of Jandakot Airport and forms part of the non-aviation precinct as envisaged under the Master Plan. As such, the planned development of the subject site has already been considered in terms of the compatibility of the land use type in its current location and context.

8.1.7 State Planning Policy 4.2 - Activity Centres for Perth and Peel

State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP 4.2) considers the planning and development of 'activity centres' throughout the Perth and Peel metropolitan region.

Under the policy, Jandakot Airport is identified as a 'Specialised Activity Centre' with the primary function to provide Aviation and Logistics Services. 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. A range of land uses that complement the primary function of these centres will be encouraged on a scale that will not detract from other centres in the hierarchy.

The policy notes that Jandakot Airport is not subject to the provisions of SPP 4.2, however development must be considered in the context of its impact on the local and regional economy and community, including commercial and retail development in the adjacent area.

The Proposed Development provides compatible land uses (warehouse and office) that support the primary function of the activity centre, and contributes to its sustainable growth, diversification and the clustering of distribution centre type developments that support the economic operations of Jandakot Airport.

8.1.8 State Planning Policy 5.3 - Land Use Planning in the Vicinity of Jandakot Airport

State Planning Policy 5.3 - Land Use Planning in the Vicinity of Jandakot Airport (**SPP 5.3**) applies to land in proximity to Jandakot Airport which is, or may in the future, be affected by aircraft noise.

The intent is to ensure that policy measures (such as zoning, residential density, subdivisions, development, notification on titles, and advice) are appropriately applied to applications for development, to avoid potential land use planning conflicts, which may subsequently impact and restrict airport operations.

SPP 5.3 adopts the Australian Standards AS 2021-2015 'Acoustics - Aircraft Noise Intrusion - Building Siting and Construction' (AS 2021-2015) for the purposes of building/land use site acceptability, as discussed in Section 9.1.1 below.

This MDP proposes land uses which are considered permissible under the provisions of the Master Plan as discussed in Section 7.3.2. As such, at a high level the appropriateness of the proposed land uses on the Proposed Development site has already been considered and determined as part of the Master Plan preparation and approval process.

8.2 Local Planning Framework

8.2.1 Local Commercial & Activities Centres Strategy

The City of Cockburn's Local Commercial and Activities Centres Strategy (LCACS) was released in 2012 and provides the strategic framework for the planning and development of the City's activity centres. The LCACS was developed in line with the principles of State Planning Policy 4.2 Activity Centres for Perth and Peel, which sets out the activity centre hierarchy. In alignment with this strategic policy direction, the LCACS sets out its localised activity centre hierarchy for the City's jurisdiction.

The site is located within the Jandakot Airport Industrial Area, which is identified under the LCACS as a Strategic Specialised Centre. LCACS and State Planning Policy 4.2 recognise that Strategic Specialised Centres present a unique opportunity for complementary development. Specifically, the LCACS has identified development intensity, diversity and employment as the key factors affecting the centres economic performance.

The Proposed Development 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 and supporting additional employment in the Jandakot Strategic Specialised Centre. Therefore, the Proposed Development is aligned with the overall intent of the Jandakot Strategic Specialised Centre.

8.2.2 City of Cockburn Local Planning Scheme No. 3

The Master Plan was developed in consultation with the City of Cockburn and was based on the provisions and operation of LPS 3. The Master Plan adopts the same zoning terminology as LPS 3. However, it is highlighted that the Master Plan is the guiding statutory documents for development on the airport land.

The Proposed Development is located within the Master Plan 'Precinct 6' which supports office, business, professional services, warehouse, manufacturing and storage type development. The uses of Precinct 6 are intended to be consistent with the 'Mixed Business' zone as defined by LPS 3.

The objective of the 'Mixed Business' zone as outlined by LPS 3 is to:

"Provide for a wide range of light and service industrial, wholesaling, showrooms, trade and professional services, which, by reason of their scale, character, operation or land requirements, are not generally appropriate to, or cannot conveniently or economically be accommodated within the Centre or industry zones."

This MDP proposes a development characterised by multiple land uses defined under LPS 3. These land uses include:

- Warehouse
- Office

As outlined in Section 7.3.2 of this MDP, Australia Post's operations closely align with the land use definition for 'Distribution Centre'. However, as neither the Master Plan nor LPS 3 have outlined the land use permissibility for this land use, this MDP adopts the land use 'Warehouse' to consider the appropriateness of the proposed land use in the context of the relevant planning framework.

The Proposed Development is generally consistent with the LPS 3 land use categories and support the intend of the Mixed Business precinct of the Master Plan.

8.2.3 City of Cockburn Local Planning Strategy (2024)

The WAPC has endorsed the City of Cockburn Local Planning Strategy (2024) (the **Local Planning Strategy**) that will serve as blueprint for the preparation of a new local planning scheme that will ultimately replace LPS 3.

The Local Planning Strategy recognises Jandakot Airport as being of strategic importance as an aviation base for emergency services and is one of the busiest airfields and largest pilot training bases in Australia.

The Local Planning Strategy further recognises Jandakot Airport as a 'Specialised Activity Centre', consistent with State Government planning framework, that will be progressively developed for a range of land uses, in accordance with the Master Plan, including the development of non-aviation/mixed business precincts, this being a critical component of supporting the future of aviation by providing a strategic diversity of income. The Proposed Development is therefore aligned with the Local Planning Strategy.

8.2.4 Local Planning Policies

The City has a suite of planning policies that apply in a range of circumstance for the preparation and assessment of planning proposals within the City of Cockburn's jurisdiction that require development approval from the City of Cockburn.

The local planning policies provide the supplementary requirements for the development of industrial land which includes both the industrial and mixed business areas. The key local planning policies to be considered include:

- Local Planning Policy 3.5 - Signs & Advertising
- Local Planning Policy 3.8 - Industrial Subdivision and Development
- Local Planning Policy 5.6 - Vehicle Access

The Proposed Development is generally consistent with the City of Cockburn's planning framework, however the provisions set out in the Master Plan and Jandakot City Leasing and Development Guidelines prevail.

9. Aviation 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; 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 NASAG comprised of representatives from Commonwealth, State and Territory Government planning and transport officials, the Australian Government Department of Defence, the Civil Aviation Safety Authority (**CASA**), Airservices Australia and the Australian Local Government Association (**ALGA**). The NASF consists of nine guidelines; each considering a separate area of Aviation Safeguarding as shown in Table 8.

The Proposed Development is consistent with the NASF guidelines as outlined below:

Table 7. NASF Guidelines

NASF Guideline	Response
Guideline A: Measures for Managing the Impacts of Aircraft Noise	This is addressed in Section 9.1.1 of this MDP.
Guideline B: Managing the Risk of Building Generated Windshear and Turbulence	This is addressed in Section 9.1.8 of this MDP.
Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports	This is addressed in Section 9.1.9 of this MDP.
Guideline D: Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation	Not applicable to the Proposed Development as no windfarms are planned as part of this MDP.
Guideline E: Managing the Risk of Distraction to Pilots from Lighting in the Vicinity of Airports	This is addressed in Section 9.1.2 of this MDP.
Guideline F: Managing the Risk of Intrusions into Protected Airspace of Airports	This is addressed in Section 9.1.3 of this MDP.
Guideline G: Protecting Aviation Facilities – Communications, Navigation and Surveillance (CNS)	This is addressed in Section 9.1.10 of this MDP.

NASF Guideline	Response
Guideline H: Protecting Strategically Important Helicopter Sites	Not applicable to the Proposed Development as no helicopter sites are proposed as part of this MDP.
Guideline I: Public Safety Areas	Not applicable to the Proposed Development as the subject site is not within the Public Safety Area of any existing or future runway.

9.1.1 Noise Exposure

Section 91(1)(e) of the Act 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.

AS 2021-2015 provides land use planning and building treatment guidance in the vicinity of airports. The acceptability of commercial building (being the closest land use reference in AS 2021-2015) is as follows for the relevant ANEF zones:

- Less than 25 ANEF is acceptable;
- 25 to 35 ANEF can be conditionally acceptable; and
- Greater than 35 ANEF is unacceptable.

The Proposed Development is located between the 20 - 30 ANEF contours of the Jandakot Airport Ultimate Capacity ANEF of the Master Plan, with the northern half of the site within the 25 - 30 ANEF contour, and the southern half of the site within the 20 - 25 ANEF contour, as shown in Figure 9 below, and is therefore deemed 'conditionally acceptable' for aircraft noise intrusion. AS 2021-2015 recommends that the maximum noise level from aircraft noise inside commercial buildings and offices should be designed to 55 - 70 decibels (dBA), and to 75 - 80 dBA for industrial buildings. The location, design and construction of the Proposed Development will be undertaken to ensure these acoustic design criteria are met.

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 Ultimate Capacity N60 Contours as prepared for the Master Plan show the Proposed Development site between the 200 and 500 average daily noise events exceeding 60 dB(A).

Given the nature of the Proposed Development operations to be conducted at the site, these aircraft noise events are not expected to disrupt the proposed commercial activities.



Figure 9. Ultimate Capacity ANEF Contours

9.1.2 Lighting

CASA has the authority, under the *Civil Aviation Regulations 1988* (Cth), 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 vast majority of the development site is located in Restricted Light Zones B and C as shown in Figure 10 below. This limits the maximum intensities of ground lights to 50 to 150 candela (cd). 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. JAH will ensure that ground lighting complies with CASA requirements so as not to impact ATC operations.

9.1.3 Airspace Protection

The Department of Infrastructure, Transport, Regional Development, Communications, Sports & the Arts protects the airspace around leased Federal airports under the Act and the Airports (Protection of Airspace) Regulations 2026 (Cth) (the **Regulations**).

Obstructions and obstacles in the vicinity of an airport have the potential to create air safety hazards which can potentially 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 (now known as Terminal Instrument Flight Procedure Obstacle Protection Surface - TIFPOP). Prescribed airspace is the airspace above any part of either of these surfaces.

The Proposed Development does not impinge on obstacle limitation surface, the take-off and approach splay, the TIFPOP Surface and the VSS, and therefore does not affect any flight path.

The potential of reflective glare off the building will be considered and mitigated in the design development stage of the project.

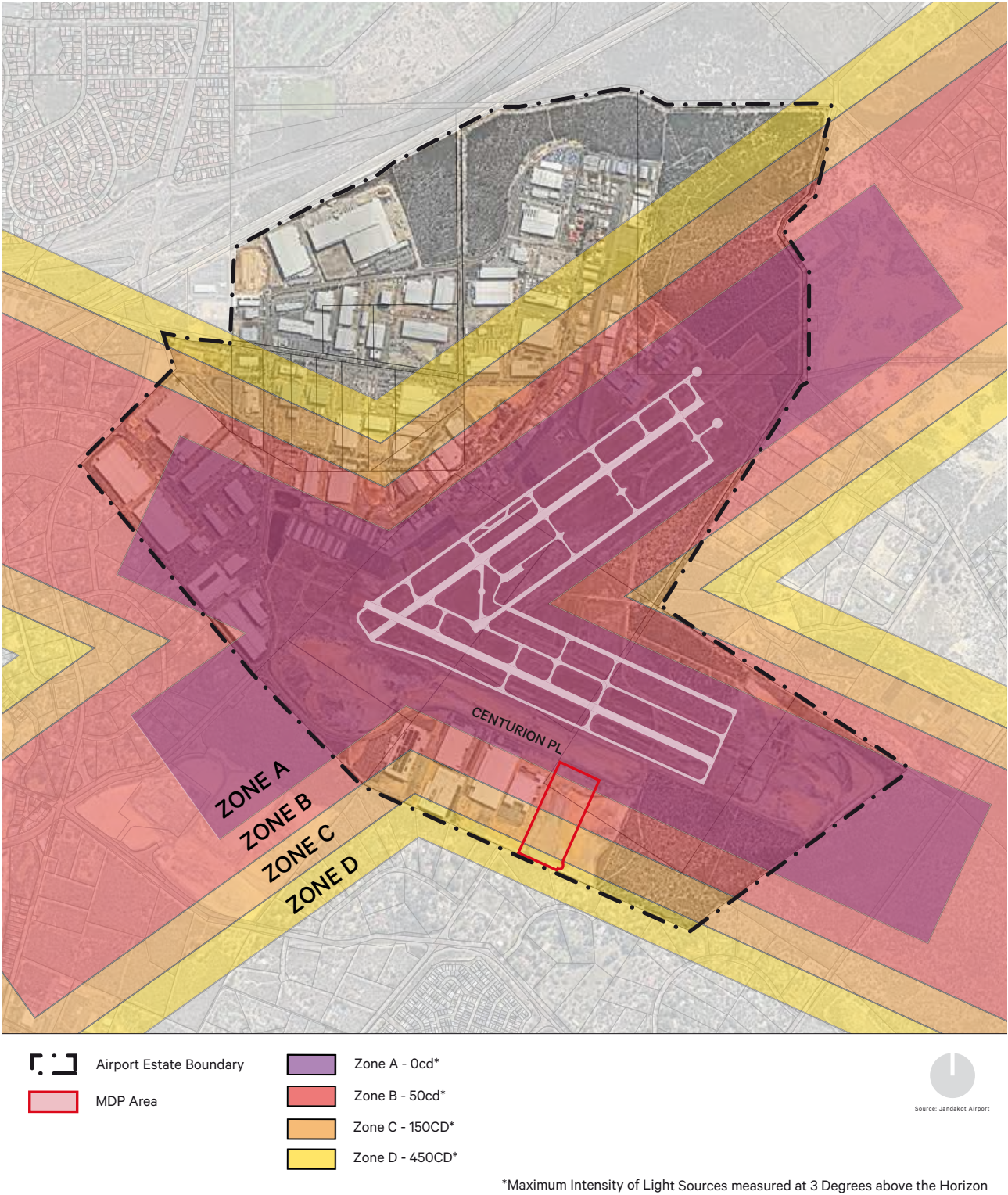
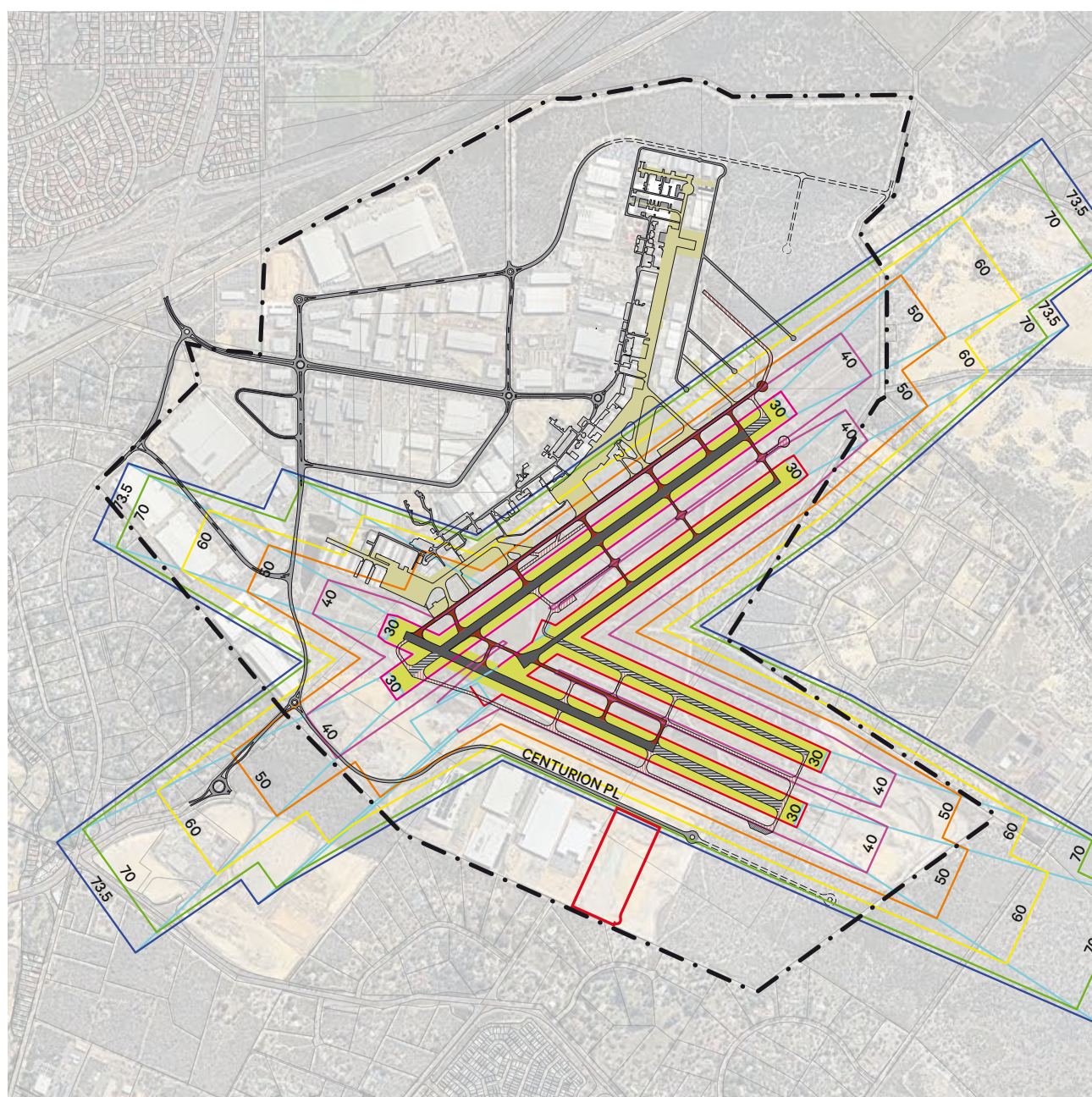


Figure 10.Restricted Light Zones

9.1.4 Obstacle Limitation Surface

The Obstacle Limitation Surface (OLS) is a defined area of airspace designed to provide protection for visual flying 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 Proposed Development. The development site is predominantly subject to an OLS of 73.5 meters Australian Height Datum (AHD). The maximum height of the Proposed Development is 13.7m above the established natural ground level of approximately 29.7m AHD, and therefore the maximum height of the Proposed Development is approximately 43.4m AHD, which is materially below (and therefore will not impact on) the OLS.



Airport Estate Boundary



MDP Area



Source: Jandakot Airport

Figure 11. Obstacle Limitation Surface Plan

9.1.5 Terminal Instrument Flight Procedure Obstacle Protection Surface

Terminal Instrument Flight Procedure Obstacle Protection Surface (TIFPOPS, previously known as PANS-OPS), is a second defined area of airspace, which protects aircraft operating in instrument flying 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 Part 173 of the Civil Aviation Safety Regulations 1998 (Cth) to ensure that an aircraft will have a specified minimum clearance above any accountable obstacle. Since the TIFPOPS is a function of the underlying obstacle environment, no penetrations are permitted.

The Proposed Development will not impact the TIFPOPS as demonstrated in Figure 12 below:

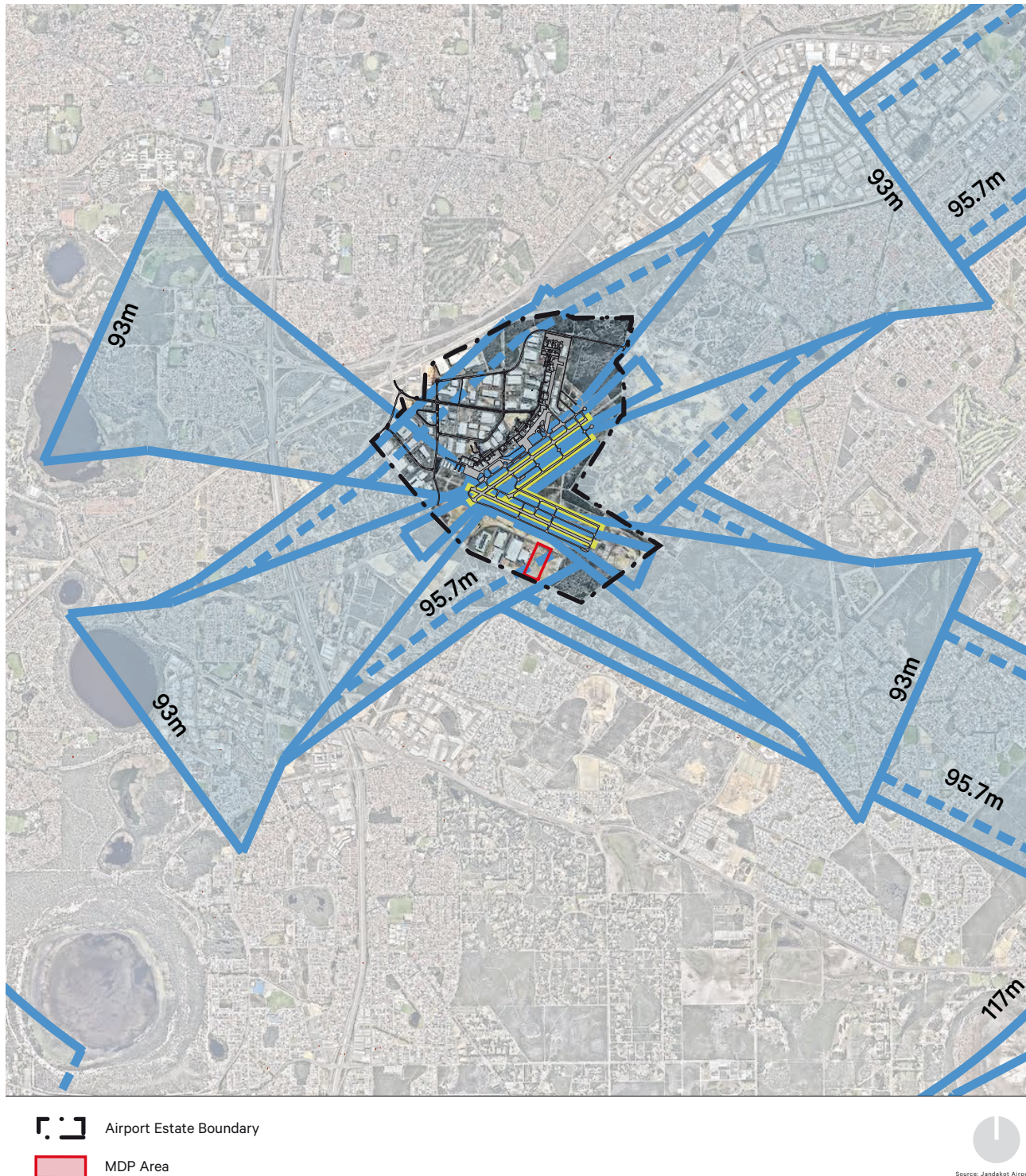


Figure 12.: TIFPOP Surface Heights

9.1.6 Controlled Activity

The Regulations establish 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 or other gasses or particulate matter.

Cranes and equipment to be used during the construction phase and operation of the Proposed Development 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 Australia and CASA and approved by the Department of Infrastructure, Transport, Regional Development, Communications, Sports & the Arts in accordance with the Regulations. 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 TIFOPS.

The Regulations and the NASF '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 an office and distribution centre, and there are no proposed activities that could cause an intrusion into operational airspace.

9.1.7 Effect on Flight Paths

Section 91 of the Act requires an MDP to outline if a development could affect flight paths. The approximate 29.7m AHD height of the building is below the lowest airspace surface of 70m AHD as outlined above, and thus the Proposed Development will not affect any existing or future approach and departure paths at Jandakot Airport.

9.1.8 Building Generated Windshear

A wind tunnel study was conducted to determine the effect of the Proposed Development on wind conditions affecting aircraft operations along the approach flight path to the adjacent runway. The study conducted by CPP Wind Engineering Consultants included tests for wind shear and wake turbulence issues in two configurations, the existing site condition and the Proposed Development at its maximum height of 13.7m.

The study determined that the Proposed Development had a negligible impact on the required gust wind speed at anemometer height to exceed the wind shear criteria. Furthermore, it was observed that no significant impact on turbulence would occur along the centreline of the adjoining runway.

As such, the reporting demonstrates that the Proposed Development is wholly appropriate in scale and will not result in negative impacts to aviation operations at the airport.

9.1.9 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 CASA 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 NASF '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 OEMP to prevent wildlife being attracted to the Proposed Development. In addition, aspects such as roof design and development lighting will consider their potential wildlife attractant qualities, particularly for birds and bats, and amendments made if warranted.

9.1.10 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 Proposed Development does not impact on the navigation and communication aids (including flashing lights of vehicles).

Considering NASF Guideline G, the development is clear of all CNS facilities including the location of any proposed new NDB sites.

9.1.11 Air Traffic Control Line of Sight

The Air Traffic Control Tower for Jandakot Airport (the **ATCT**) is situated on the northern side of the airport estate, and has clear lines of sight over the airfield, unimpaired by direct or indirect external light sources such as apron lights, car parking lights, surface traffic and streetlights and reflective surfaces.

The Proposed Development is located on the southern side of the airfield. As such, the development will not compromise the ATCT line of sight to any of the aircraft movement areas.

9.1.12 Public Safety Areas

The purpose of a Public Safety Area (**PSA**) is to identify an area adjacent to the end of a runway within which development may be restricted in order to control the number of people on the ground at risk of injury or death in the event of an aircraft accident during take-off or landing. Currently, neither the Australian Commonwealth Government nor the Western Australian Government requires the provision of a PSA at the ends of runways.

In the interim, the Master Plan has identified the location of a PSA based on the United States of America's Federal Aviation Administration requirements. The Proposed Development does not intersect with any identified PSA or future PSA in line with the ultimate airfield development plan outlined in the Master Plan.

9.1.13 Noise Generated from Development

The majority of activities associated with the Proposed Development occur within the internal areas of the buildings, with the exception of the manoeuvring of vehicles in and around the site. The proposed warehouse will be operated 24 hours a day, with loading and unloading activities to be undertaken within the loading docks using standard operational practices, with no vehicle idling to be kept to a practical minimum. It is expected that loading dock doors will be closed whilst not in use. No regular manufacturing or fabrication process is proposed at this distribution centre. The overall noise generated from the site will be minimal and it will not impact on the operations of the Airport.

Potential noise impacts will be managed via the CEMP and subsequent OEMP as detailed in Section 7.4.2. The closest sensitive land use to the subject site is rural-residential in the suburb of Jandakot to the south and west of the site with the nearest dwelling being approximately 100 metres from the edge of the site.

Acoustic modelling undertaken of the anticipated operational activities has demonstrated that noise emissions from the Proposed Development experienced at all noise sensitive receivers (the 12x closest residential dwellings located approximately 100 – 450 metres from the development site) will comply with the assigned noise levels prescribed by the *Environmental Protection (Noise) Regulations 1997* (WA).

10. Consultation

An objective of the Act is to ensure an appropriate level of vigilance, transparency and scrutiny of airport planning, so that public interest requirements are met as the airport's development progresses. Successful development of Jandakot Airport therefore depends on productive interactions with a wide range of stakeholders who are impacted by and who may impact the development of the airport, including the development proposed by this MDP.

In October 2012, the (then) Department of Infrastructure and Transport released the 'Airport Development Consultation Guidelines' to provide guidance for consultation activities undertaken as part of the MDP process. According to these guidelines, an effective consultation program ensures that a "proposal has been fully explored, concerns identified, and alternatives considered". However, it "does not necessarily mean that all interested parties will be satisfied with the outcome".

Further, the guidelines note that the goals of a consultation strategy include:

- **Information** - to inform stakeholders about on-airport land use, planning and developments; get input on alternative approaches and options; who will be responsible for making decisions; and what the airport-lessee company has done, is doing and plans to do;
- **Airport-lessee company** - to build and maintain transparent and stakeholder-focused relationships;
- **Legal** - to meet the airport-lessee company's legal and regulatory obligations; and
- **Process** - to provide stakeholders with the opportunity to influence the views of key decision makers.

10.1 Stakeholder Consultation

JAH is committed to effective and transparent engagement and employs a range of ongoing consultation and education mechanisms to:

- Inform stakeholders and the community about on-airport land use planning, developments and potential impacts;
- Maintain transparency, accountability and stakeholder-focused relationships;
- Provide a conduit for information exchange between JAH and key stakeholders, including the community;
- Meet legal and regulatory responsibilities; and
- Provide stakeholders with the opportunity to influence the future of Jandakot Airport.

Part of Jandakot Airport's ongoing consultation process with stakeholders include the airport's facilitation of, and involvement in, various forums. These forums enable Jandakot Airport to engage with Commonwealth, State and Local Government authorities, tenants and the community.

10.2 Public Comment on Preliminary Draft Major Development Plan

Prior to the formal public comment period, and pursuant to Section 92 of the Act, the following will be notified in writing of the intention to submit a Draft MDP to the Minister (following the public comment period):

- Minister for Planning (State)
- WA Department of Planning, Lands and Heritage
- City of Cockburn
- City of Melville
- City of Canning

The preliminary version of the draft MDP will then be subject to a period of public comment for a period of 60 business days.

10.3 Draft Major Development Plan

Following public consultation, all submissions received will be given 'due regard' with changes incorporated into the Draft MDP where applicable and a schedule of submissions will be prepared including the following:

- A copy of written submissions received during the public comment period;
- A written certificate signed on behalf of Jandakot Airport, containing:
 - A list of names and organisations that provided written comments to the Draft MDP;
 - A summary of the comments received;
 - Evidence that Jandakot Airport has given due regard to those comments in preparing the Draft MDP; and
 - Setting out other such information (if any) about those comments as is specified in the regulation.

The Draft MDP and the associated schedule of submissions will then be submitted to the Minister for approval.

10.4 Publication of Final Major Development Plan

In accordance with Section 96 of the Act, within 50 business days of Ministerial approval of the Draft MDP, Jandakot Airport will undertake the following notifications:

- Publish a newspaper notice advising that the MDP has been approved;
- Make copies of the plan available for inspection or purchase at Jandakot Airport; and
- Make a copy of the approved MDP available on the Jandakot Airport website.

11. Implementation

11.1 Approvals Process

Following Ministerial approval of this MDP, Development Approval will be required from JAH for the Proposed Development, to ensure that the development is consistent with any relevant Jandakot Airport Design Guidelines, Lease Agreement, the Master Plan and the MDP.

All building activity within the Jandakot Airport estate requires JAH assessment and development approval. JAH assesses the proposed activity with regards to:

- Occupational Safety and Health;
- Environmental and heritage impacts;
- Protected airspace;
- Noise impacts;
- Utilities and services;
- Choice of building materials;
- Public access; and

The JAH development approval may contain conditions requiring compliance.

An Airport Building Controller (**ABC**) and Airport Environment Officer (**AEO**) are appointed by the Department of Infrastructure, Transport, Regional Development, Communications, Sports & the Arts to administer the building approvals required under the Act and Regulations.

The Regulations require a Building Permit to be obtained from the ABC (with advice from the AEO) for all developments within the Jandakot Airport estate.

The ABC assesses the activity under the Act, and the Regulations, the National Construction Code and applicable Australian Standards. The ABC will also consider any conditions of the JAH development approval.

12. Conclusion

This MDP has been prepared to support the development of a new Australia Post Distribution Centre Warehouse within Mixed Business Precinct 6. Australia Post currently operates a number of distribution centres across metropolitan Perth and is seeking to expand its operational capacity through the development of this new facility.

The proposed distribution centre has been assessed against all relevant requirements of the Act and the Master Plan, demonstrating compliance with all statutory requirements. The proposed distribution centre represents a significant investment in the locality by way of the \$50 million construction cost and associated direct and indirect Gross Value-Add of \$40.9 million into the economy over the construction period that will provide regional economic stimulus by supporting over 140 employees and creating indirect employment opportunities during construction.

Australia Post's vision and objectives for this development are clearly aligned with the continuing development of the mixed use precinct which will deliver further economic diversity from non-aviation land within the Jandakot Airport estate.

This MDP has been prepared to meet the requirements as prescribed in the Act and for JAH to meet its statutory obligations.

13. References

CPP Wind Engineering Consultants (2026), Precinct 6 Jandakot Airport Wind Shear & Turbulence Assessment. Unpublished report prepared for Dexus Wholesale Management Limited.

Stantec (2026), Precinct 6 Contam & Geotech Input. Unpublished report prepared for Dexus Wholesale Management Limited.

Stantec (2026), Precinct 6 Electrical Brief. Unpublished report prepared for Dexus Wholesale Management Limited.

Stantec (2026), Precinct 6 Environmental Brief. Unpublished report prepared for Dexus Wholesale Management Limited.

Stantec (2026), Precinct 6 Hydraulic Brief. Unpublished report prepared for Dexus Wholesale Management Limited.

SLR Consulting Australia (2026), Jandakot Airport – Warehouse MDP Acoustic Report. Unpublished report prepared for Dexus Wholesale Management Limited.

SLR Consulting Australia (2026), Precinct 6 Warehouse MDP Jandakot Airport Ecologically Sustainable Design Report. Unpublished report prepared for Dexus Wholesale Management Limited.

Transcore (2026), Jandakot Airport Warehouse Major Development Plan Precinct 6 Transport Report for Major Development Plan. Unpublished report prepared for Dexus Wholesale Management Limited.

Urbis (2026), Precinct 6 Jandakot MDP Economic Benefits Assessment. Unpublished report prepared for Dexus Wholesale Management Limited.

Appendix A

Development Plans



* AI Generated Artist's Impression, not to be relied upon for accuracy

PRECINCT 6, JANDAKOT AIRPORT, JANDAKOT WA

Sheet Number	Sheet Name	Current Revision	Current Revision Date
2512-359-DA-000	COVER PAGE	E	25/06/2026
2512-359-DA-001	LOCALITY PLAN	C	25/06/2026
2512-359-DA-002	SITE PLAN	C	25/06/2026
2512-359-DA-020	WAREHOUSE ROOF PLAN	E	25/06/2026
2512-359-DA-100	OFFICE PLANS	F	25/06/2026
2512-359-DA-200	WAREHOUSE ELEVATIONS & SECTION	E	25/06/2026
2512-359-DA-201	MAIN OFFICE ELEVATIONS	E	25/06/2026
2512-359-DA-202	DOCK OFFICE ELEVATIONS	D	25/06/2026

- NOTE:**
- This concept plan is intended for Development Application purposes only. All setbacks, site coverage, car parking numbers, landscape areas and the like are subject to statutory approval.
 - No assurance is given as to the features, attributes, feasibility or accuracy of anything shown on or disclosed in this plan.
 - All existing & proposed features, dimensions, areas and boundaries are approximate only and subject to verification via detailed site survey by licensed surveyor.

CLIENT:

dexus

PROPOSED DEVELOPMENT

Precinct 6, Jandakot Airport, Jandakot WA

COVER PAGE

DRAWING TYPE: DEVELOPMENT APPLICATION	DATE: 25/06/2026
DRAWING NUMBER: 2512-359-DA-000	SCALE: -
REVISION: E	



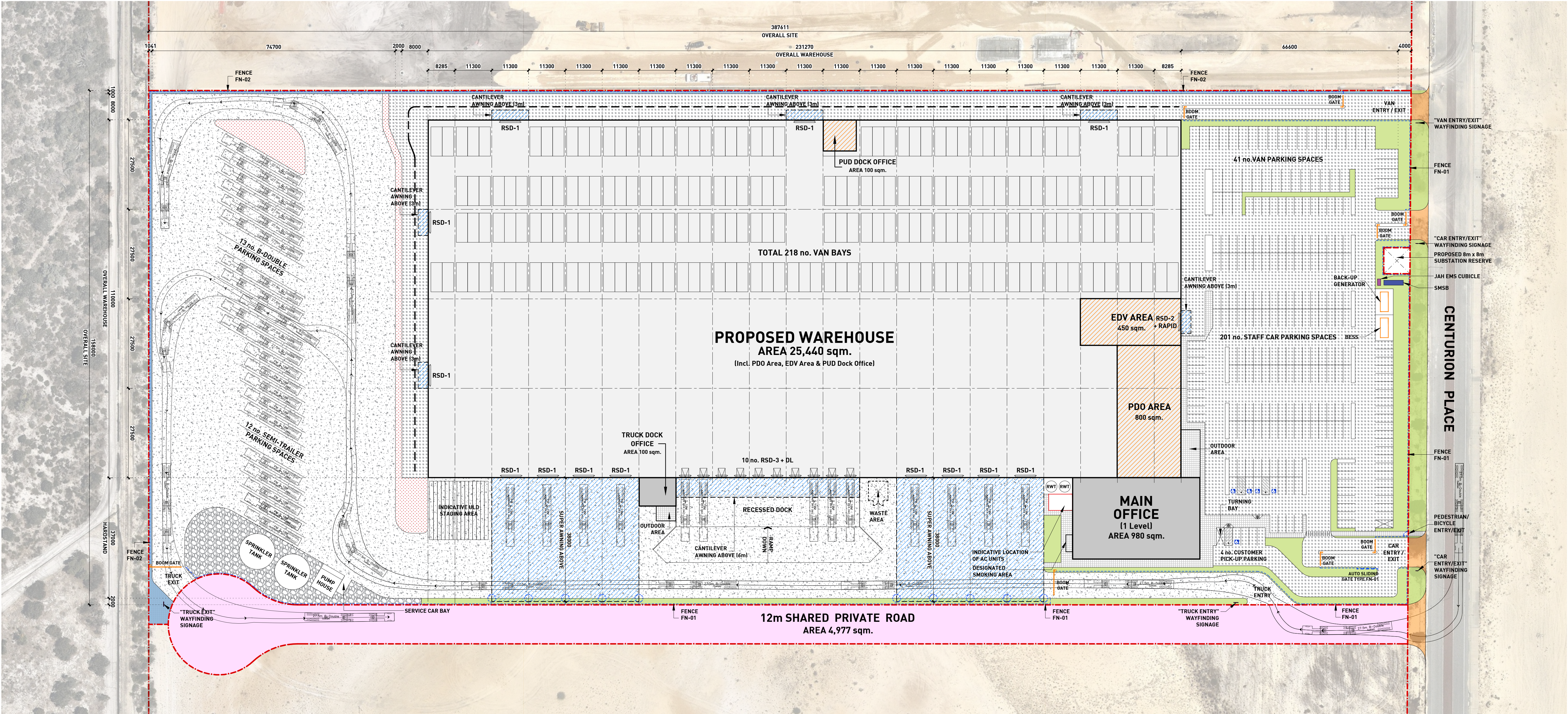
 SUBJECT SITE

NOTE:

- This concept plan is intended for Development Application purposes only. All setbacks, site coverage, car parking numbers, landscape areas and the like are subject to statutory approval.
- No assurance is given as to the features, attributes, feasibility or accuracy of anything shown on or disclosed in this plan.
- All existing & proposed features, dimensions, areas and boundaries are approximate only and subject to verification via detailed site survey by licensed surveyor.

CLIENT: _____

dexus



LANDSCAPING
Landscaping to be in accordance with requirements of the relevant Statutory Authority. Refer to Landscape Consultant's drawings and specifications for full details.

LIGHTING
External lighting must be designed, baffled and located so as to prevent any adverse effect on adjoining land to the satisfaction of the relevant Statutory Authority. Building mounted flood lights to be provided within the car park area.

CAR PARKING
Car parking spaces to be 5500mm long x 2500mm wide (unless noted otherwise). Disabled car parking spaces to be 5500mm long x 2500mm wide, with a shared vacant space of equal size to one side of the allocated disabled space in accordance with A.S. 2890.6 (2009). All car parking bays to be line marked in 80mm wide white weatherproof paint in accordance with A.S. 2890.1 (2004).

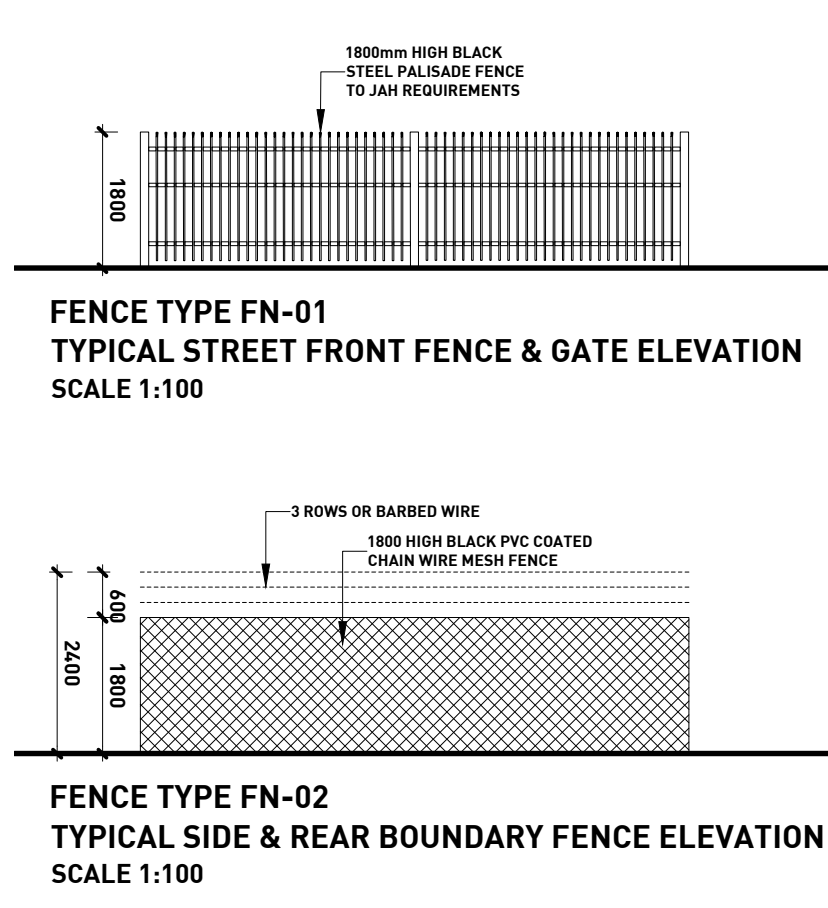
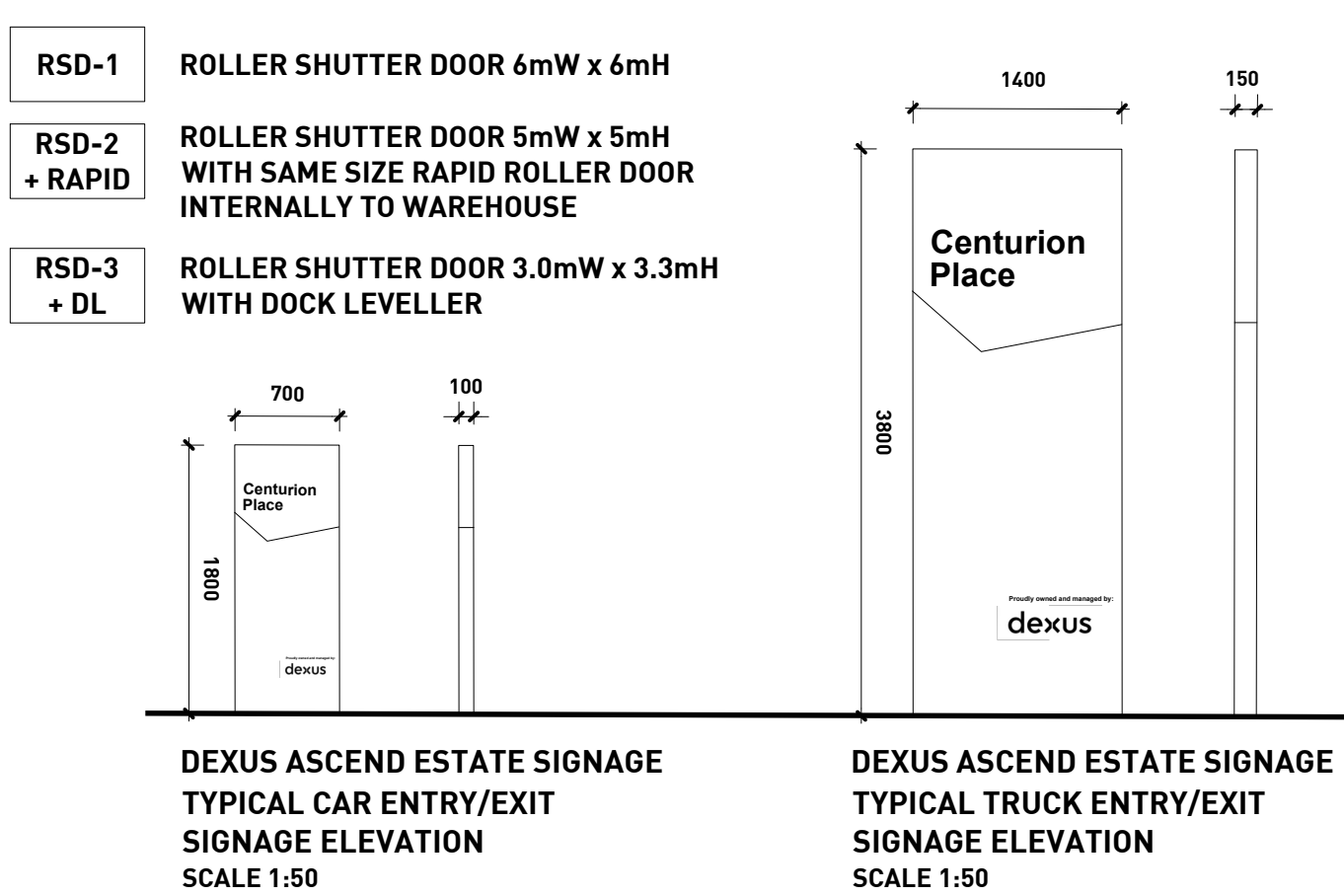
VEHICLE CROSSINGS AND ACCESS
All new vehicle crossings shall be to the requirements of the relevant Statutory Authority.

PLANT & EQUIPMENT
All external plant and equipment to be screened or positioned to prevent unreasonable visual impact.

DISABILITY ACCESS
All building entrances are to be in accordance with A.S. 1428.1 (2009).

DEVELOPMENT SUMMARY		
PROPOSED SITE AREA (Excl. Substation Reserve)	60,929	sqm. approx.
Proposed Warehouse Area	25,440	sqm.
Main Office Area (1 Level)	980	sqm.
Truck Dock Office Area (1 Level)	100	sqm.
TOTAL BUILDING AREA	26,520	sqm.
Total Heavy Duty Paving Area	17,925	sqm. approx.
Total Light Duty Paving Area	11,310	sqm. approx.
Total Super Awning Area	3,435	sqm. approx.
Total Cantilever Awning Area	510	sqm. approx.
Total Staff Car Parking Provided	201	spaces
Total Customer Pick-up Parking Provided	4	spaces
Total Van Parking Provided	41	spaces
Total B-Double Parking Provided	13	spaces
Total Semi-trailer Parking Provided	12	spaces

- PROPOSED SHARED PRIVATE ROAD (Asphalt)
- EXTENT OF HEAVY DUTY PAVING AREA
- EXTENT OF LIGHT DUTY PAVING AREA
- EXTENT OF LANDSCAPE AREA
- EXTENT OF WAREHOUSE AWNING AREA
- EXTENT OF BLUE METAL INFILL
- EXTENT OF RAIL BALLAST INFILL
- EXTENT OF LATERITE
- EXTENT OF SUPER AWNING PROP COLUMNS

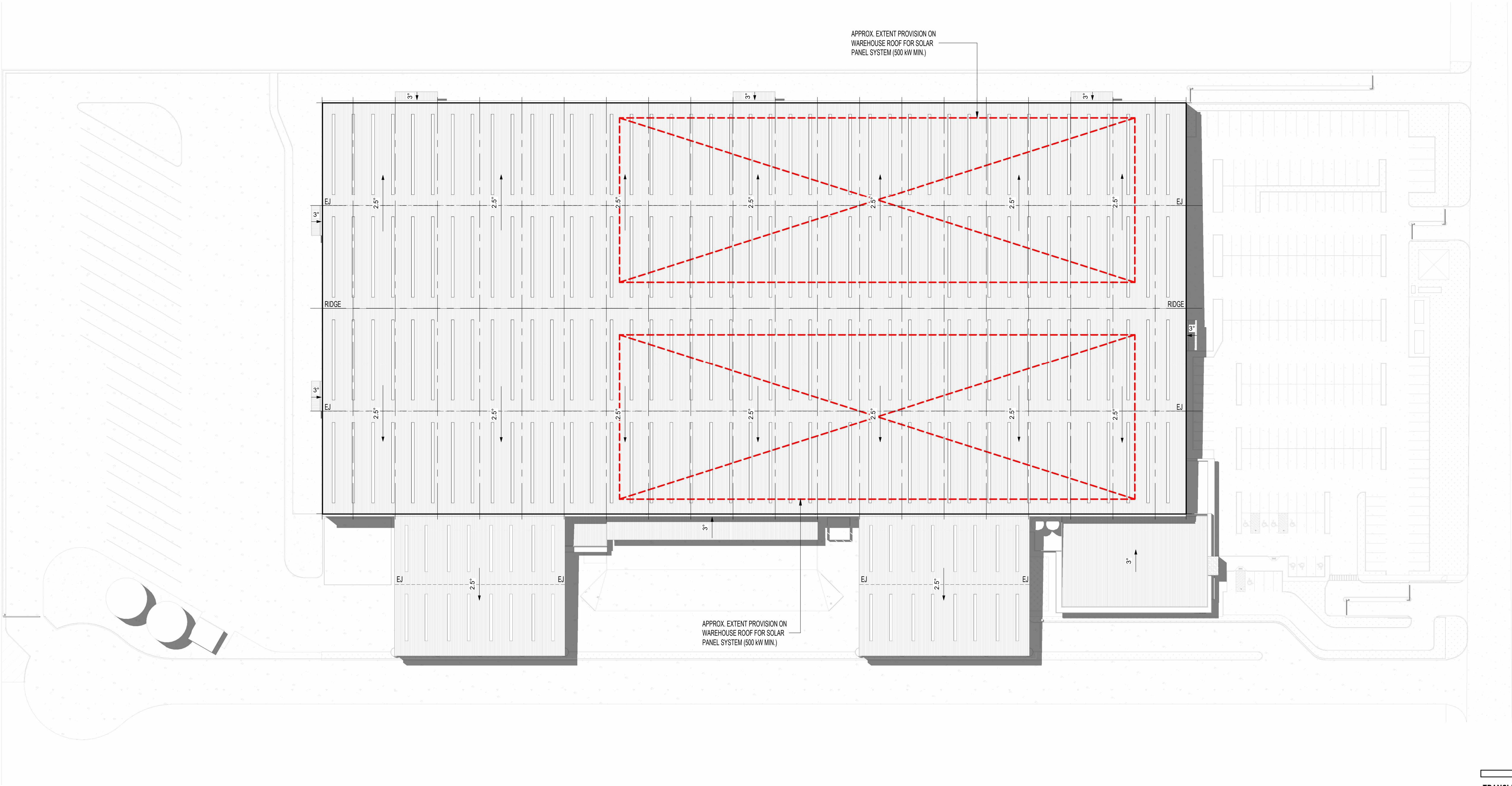


NOTE:

- This concept plan is intended for Development Application purposes only. All setbacks, site coverage, car parking numbers, landscape areas and the like are subject to statutory approval.
- No assurance is given as to the features, attributes, feasibility or accuracy of anything shown on or disclosed in this plan.
- All existing & proposed features, dimensions, areas and boundaries are approximate only and subject to verification via detailed site survey by licensed surveyor.

CLIENT:

dexus



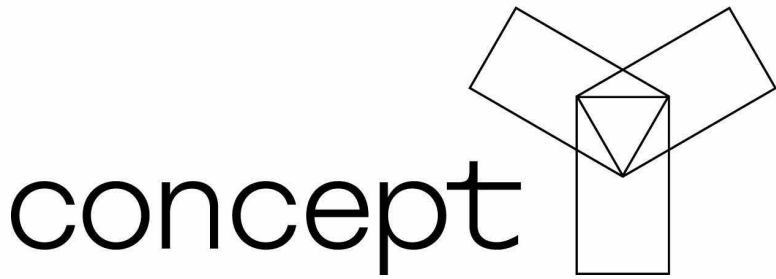
1 WAREHOUSE ROOF PLAN
1 : 600

TRANSLUCENT ROOF SHEETING TO
APPROX. 10% OF TOTAL WAREHOUSE
ROOF AREA

- NOTE:**
- This concept plan is intended for Development Application purposes only. All setbacks, site coverage, car parking numbers, landscape areas and the like are subject to statutory approval.
 - No assurance is given as to the features, attributes, feasibility or accuracy of anything shown on or disclosed in this plan.
 - All existing & proposed features, dimensions, areas and boundaries are approximate only and subject to verification via detailed site survey by licensed surveyor.

CLIENT:

dexus



Suite 307
546 Collins Street
Melbourne VIC 3000

t: (03) 9978 9888
e: architect@concepty.com.au

PROPOSED DEVELOPMENT

Precinct 6, Jandakot Airport, Jandakot WA

WAREHOUSE ROOF PLAN

DRAWING TYPE:
DEVELOPMENT APPLICATION
DRAWING NUMBER:
2512-359-DA-020

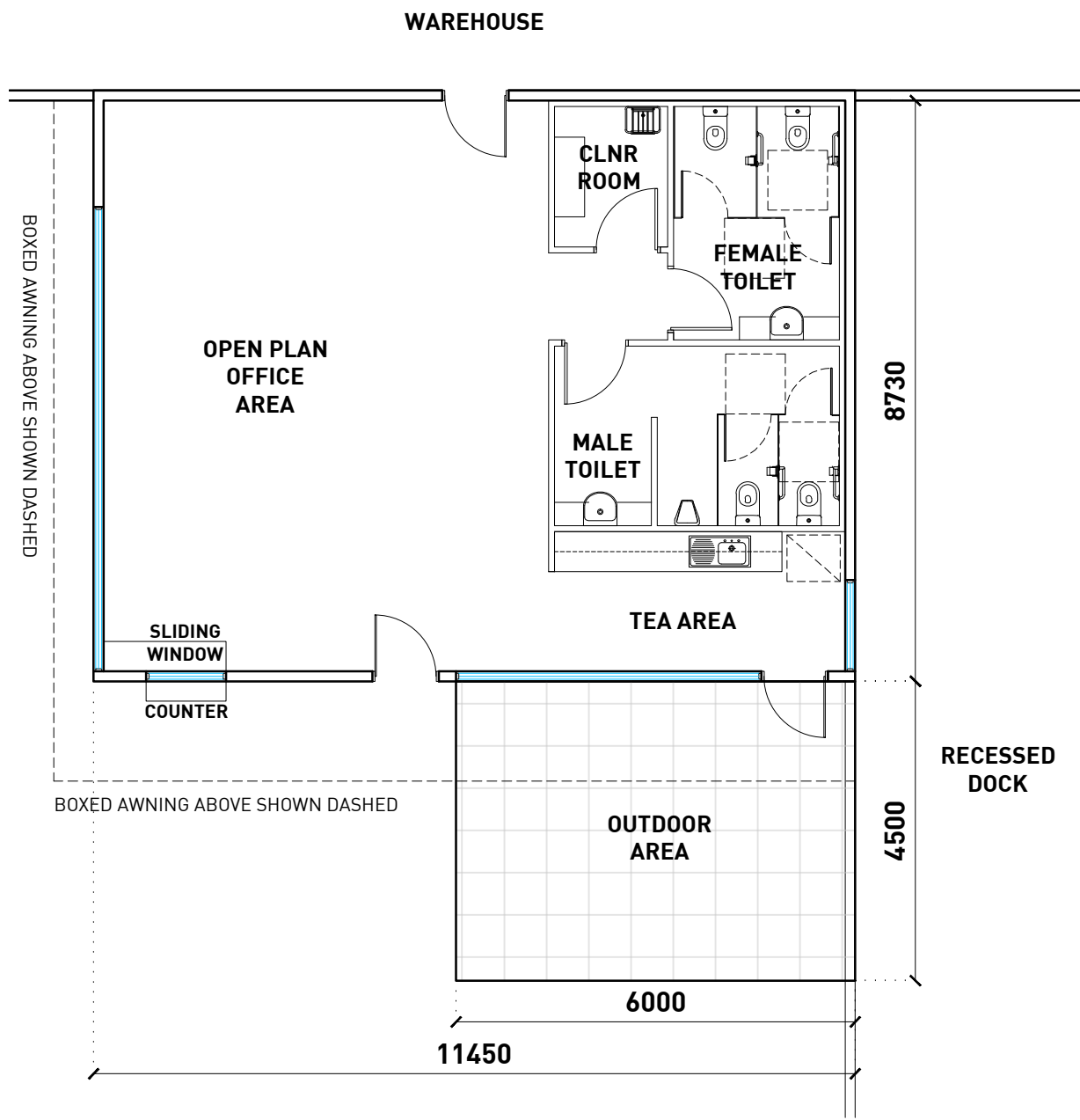
REVISION:
E

DATE: 25/06/2026
SCALE: 1:600 @ A1/1:1200 @ A3
0 30 60
SCALE BAR @ A1

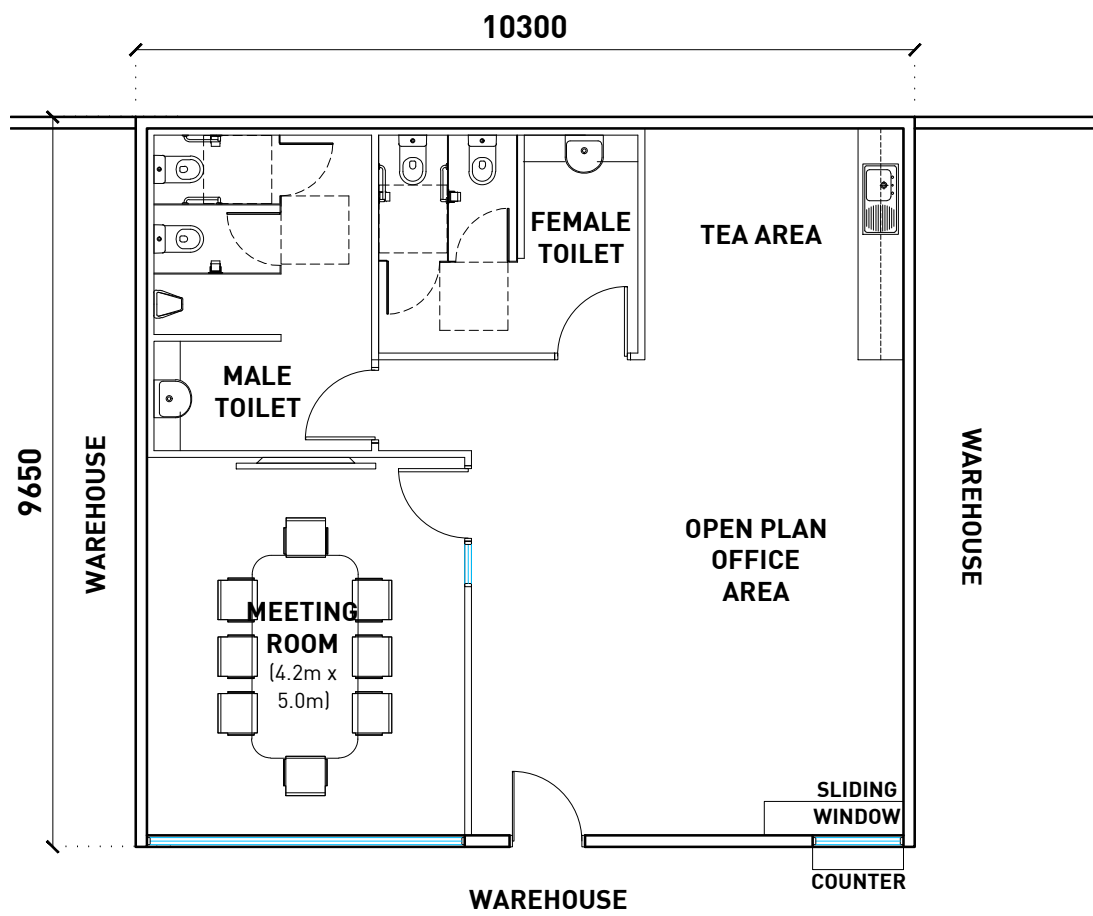




01 MAIN OFFICE GROUND FLOOR PLAN
SCALE 1:100



02 TRUCK DOCK OFFICE FLOOR PLAN
SCALE 1:100



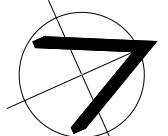
03 PUD DOCK OFFICE FLOOR PLAN
SCALE 1:100

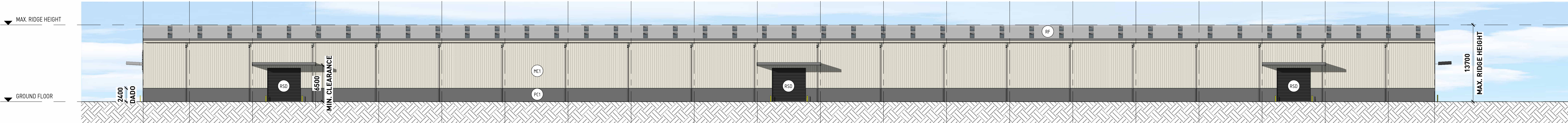
NOTE:

- This concept plan is intended for Development Application purposes only. All setbacks, site coverage, car parking numbers, landscape areas and the like are subject to statutory approval.
- No assurance is given as to the features, attributes, feasibility or accuracy of anything shown on or disclosed in this plan.
- All existing & proposed features, dimensions, areas and boundaries are approximate only and subject to verification via detailed site survey by licensed surveyor.

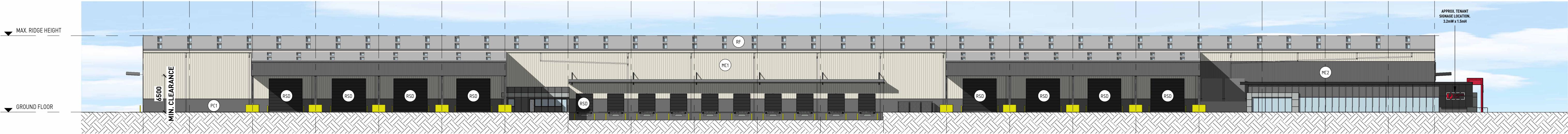
CLIENT:

dexus

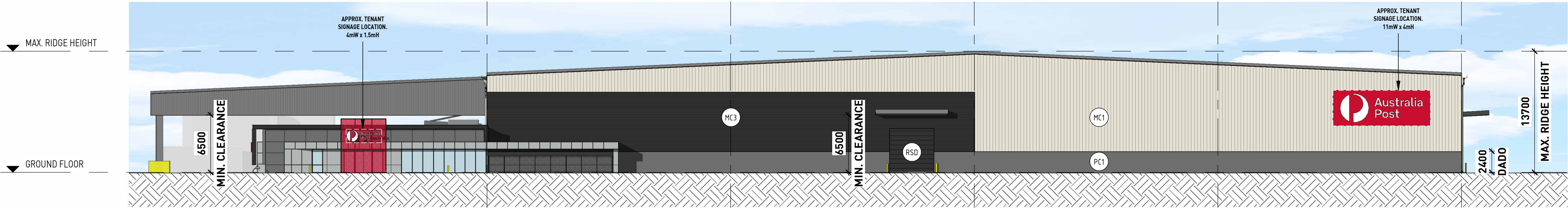




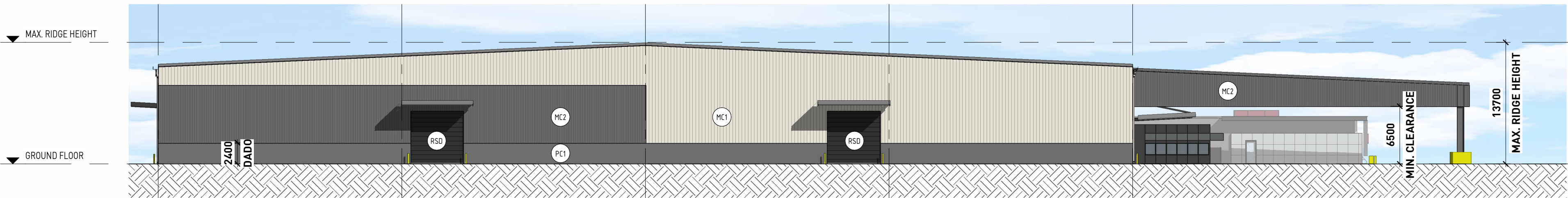
1 WAREHOUSE WEST ELEVATION
1 : 350



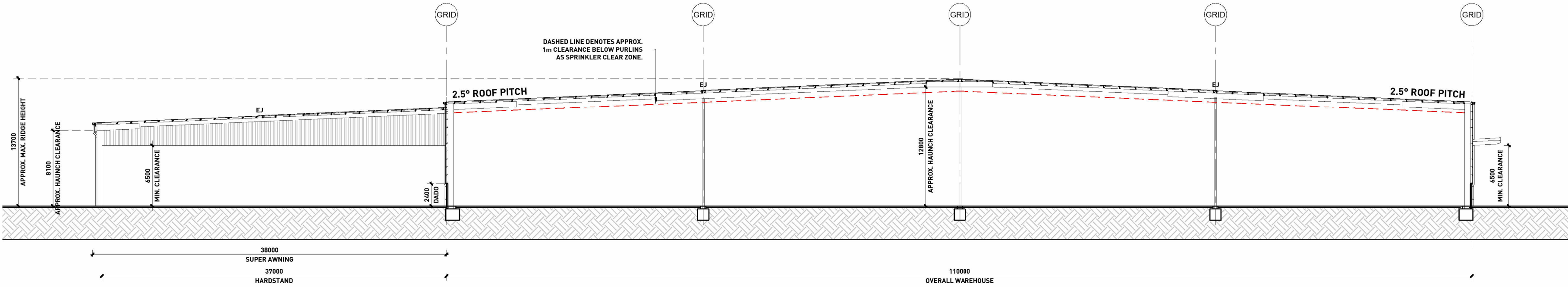
2 WAREHOUSE EAST ELEVATION
1 : 350



3 WAREHOUSE NORTH ELEVATION
1 : 350



4 WAREHOUSE SOUTH ELEVATION
1 : 350



5 WAREHOUSE TYPICAL SECTION
1 : 350

MATERIAL AND COLOUR SCHEDULE			
	ITEM/ LOCATION	MATERIAL DESCRIPTION	FINISHES
MC1	METAL WALL CLADDING (VERTICAL)	WAREHOUSE METAL WALL CLADDING IN COLORBOND 'SURFMIST' FINISH OR EQUIVALENT	
MC2	METAL WALL CLADDING (VERTICAL)	WAREHOUSE METAL WALL CLADDING IN COLORBOND 'BASALT' FINISH OR EQUIVALENT	
MC3	METAL WALL CLADDING (HORIZONTAL)	WAREHOUSE METAL WALL CLADDING IN COLORBOND 'MONUMENT' FINISH OR EQUIVALENT	
PC1	PRECAST CONCRETE PANEL	PRECAST CONCRETE PANELS IN PAINT FINISH TO MATCH COLORBOND 'BASALT' OR EQUIVALENT.	
RF	METALLIC ROOF SHEETING	IN 'ZINCALUME' WITH TRANSLUCENT ROOF SHEETING TO APPROX. 10% OF ROOF AREA.	
RSD	ROLLER SHUTTER DOOR	METAL ROLLER SHUTTER DOOR IN POWDERCOAT FINISH TO MATCH COLORBOND 'MONUMENT'	

NOTE:

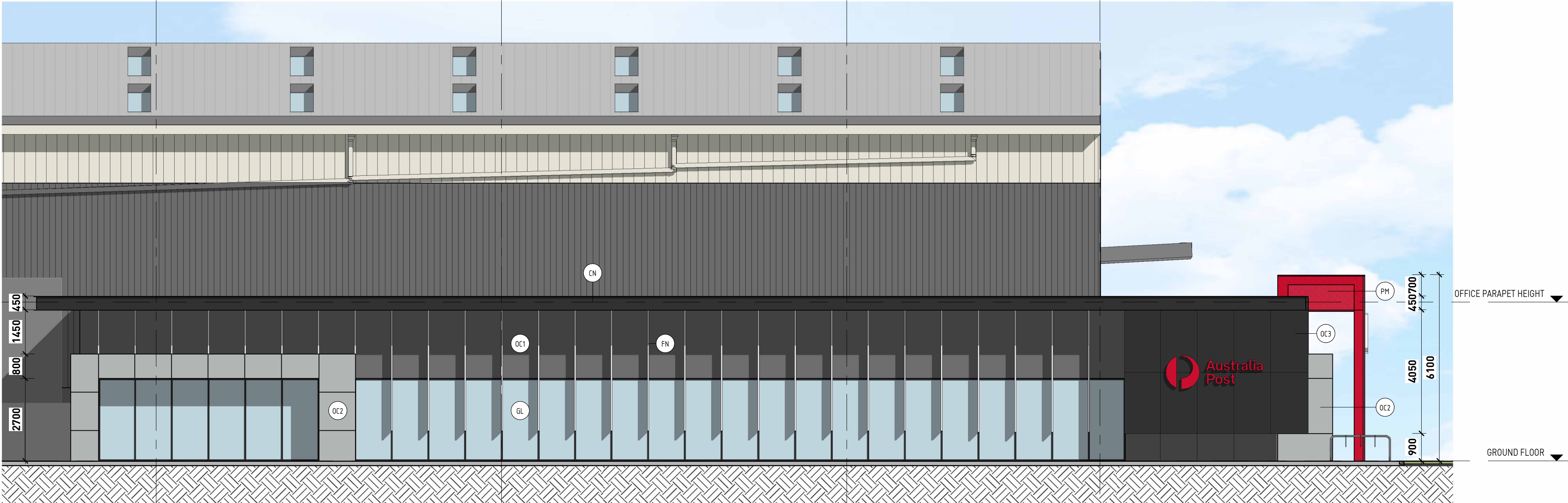
- This concept plan is intended for Development Application purposes only. All setbacks, site coverage, car parking numbers, landscape areas and the like are subject to statutory approval.
- No assurance is given as to the features, attributes, feasibility or accuracy of anything shown on or disclosed in this plan.
- All existing & proposed features, dimensions, areas and boundaries are approximate only and subject to verification via detailed site survey by licensed surveyor.

CLIENT:

dexus



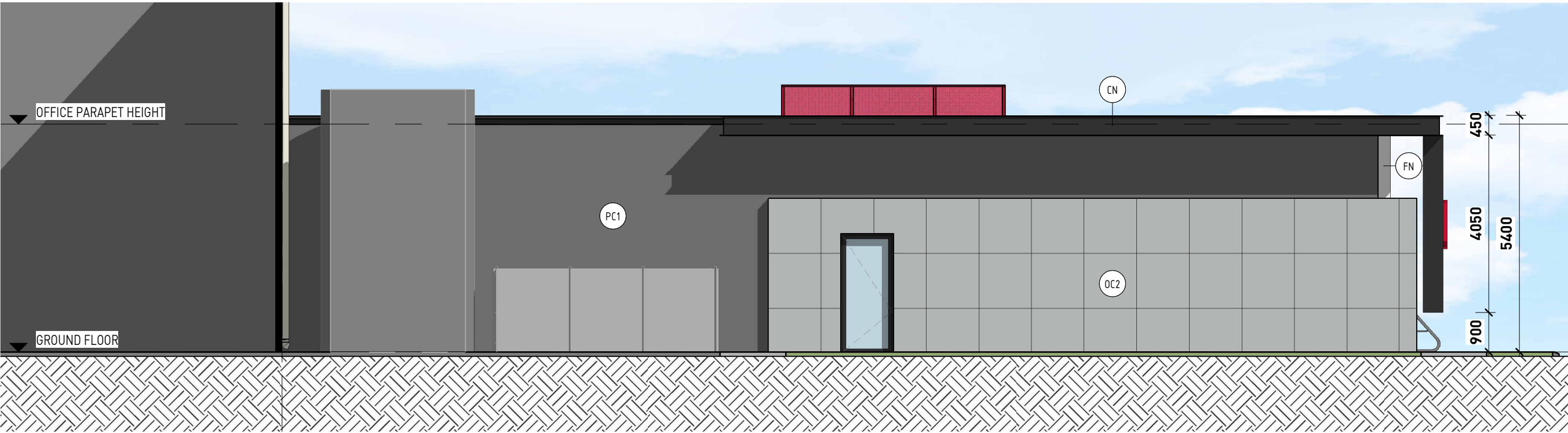
1 MAIN OFFICE PERSPECTIVE



2 MAIN OFFICE EAST ELEVATION
1 : 100



3 MAIN OFFICE NORTH ELEVATION
1 : 100



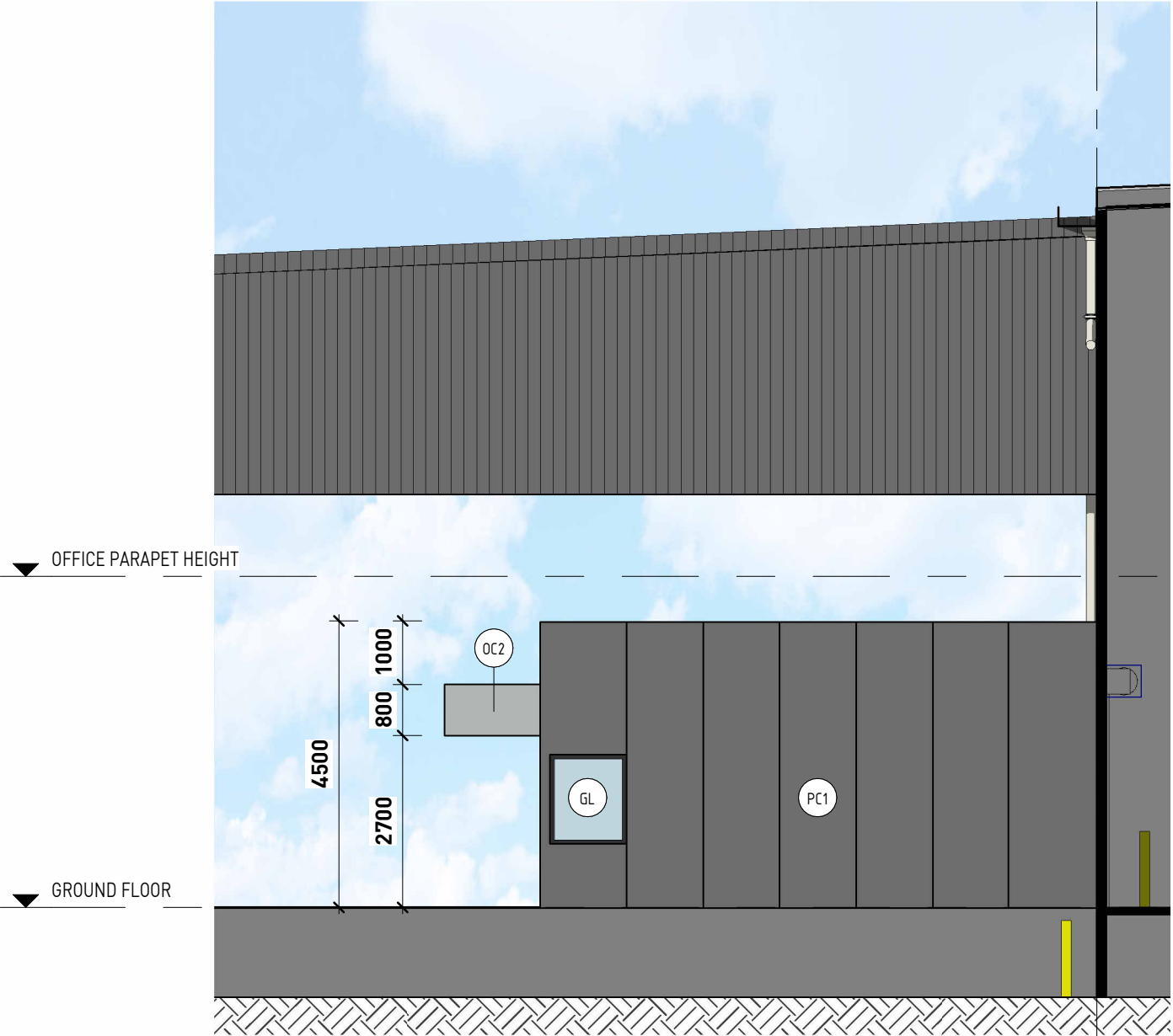
4 MAIN OFFICE SOUTH ELEVATION
1 : 100

OFFICE MATERIAL AND COLOUR SCHEDULE			
Material: Code	ITEM/ LOCATION	MATERIAL DESCRIPTION	FINISHES
CN	OFFICE CANOPY	NON-COMBUSTIBLE METALLIC CLADDING TO FASCIA AND SOFFIT OF BOXED C-CHANNEL OFFICE CANOPY. POWDERCOATED TO MATCH COLORBOND 'MONUMENT' OR APPROVED EQUIVALENT.	
FN	OFFICE FEATURE FINS	FEATURE ALUMINIUM VERTICAL FINS. 450 x 50 NON-COMBUSTIBLE METALLIC CLADDING FINISH FIXED TO GLAZING SUITE IN MANUFACTURER'S STANDARD WHITE	
GL	GLAZING PANELS	ALUMINUM FRAMED OFFICE GLAZING SUITE IN BLACK POWDERCOAT FINISH	
OC1	OFFICE CLADDING	LIGHTWEIGHT OFFICE CLADDING NON-COMBUSTIBLE METALLIC CLADDING TO MATCH COLORBOND 'BASALT' OR EQUIVALENT.	
OC2	OFFICE CLADDING	LIGHTWEIGHT OFFICE CLADDING NON-COMBUSTIBLE METALLIC CLADDING TO MATCH COLORBOND 'SHALE GREY' OR EQUIVALENT.	
OC3	OFFICE CLADDING	LIGHTWEIGHT OFFICE CLADDING NON-COMBUSTIBLE METALLIC CLADDING TO MATCH COLORBOND 'MONUMENT' OR EQUIVALENT.	
PM	PERFORATED METAL WALL CLADDING	NON-COMBUSTIBLE PERFORATED METAL CLADDING. POWDERCOATED RED TO MATCH DULUX 'AP RED' OR APPROVED EQUIVALENT.	
SC	OUTDOOR AREA	1.8m HIGH PERFORATED MESH SCREEN	

- NOTE:**
- This concept plan is intended for Development Application purposes only. All setbacks, site coverage, car parking numbers, landscape areas and the like are subject to statutory approval.
 - No assurance is given as to the features, attributes, feasibility or accuracy of anything shown on or disclosed in this plan.
 - All existing & proposed features, dimensions, areas and boundaries are approximate only and subject to verification via detailed site survey by licensed surveyor.

CLIENT:

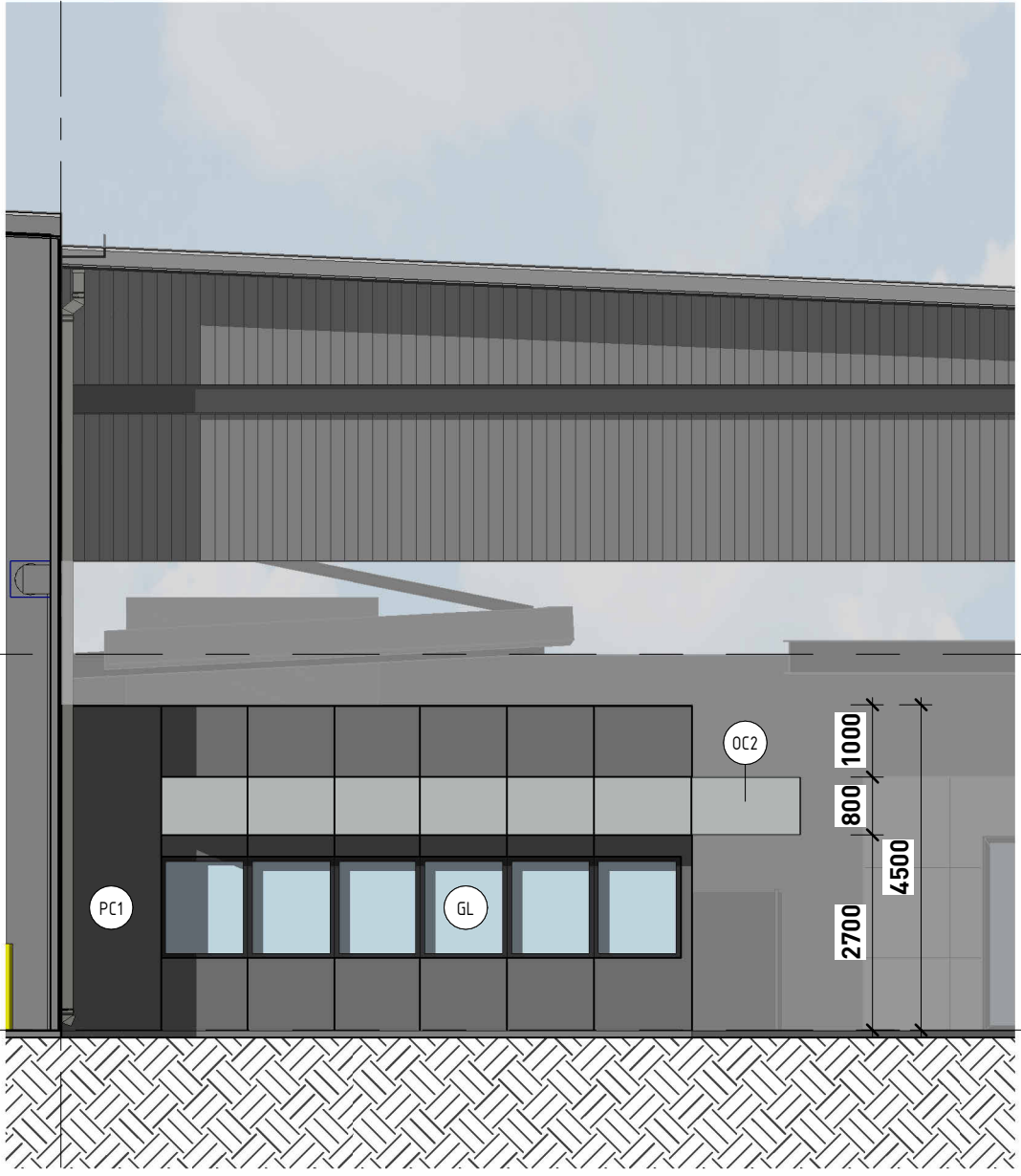
dexus



1 TRUCK DOCK OFFICE
NORTH ELEVATION
1 : 100



2 TRUCK DOCK OFFICE
EAST ELEVATION
1 : 100



3 TRUCK DOCK OFFICE
SOUTH ELEVATION
1 : 100

OFFICE MATERIAL AND COLOUR SCHEDULE			
Material: Code	ITEM/ LOCATION	MATERIAL DESCRIPTION	FINISHES
CN	OFFICE CANOPY	NON-COMBUSTIBLE METALLIC CLADDING TO FASCIA AND SOFFIT OF BOXED C-CHANNEL OFFICE CANOPY, POWDERCOATED TO MATCH COLORBOND 'MONUMENT' OR APPROVED EQUIVALENT.	
FN	OFFICE FEATURE FINS	FEATURE ALUMINIUM VERTICAL FINS. 450 x 50 NON-COMBUSTIBLE METALLIC CLADDING FINISH FIXED TO GLAZING SUITE IN MANUFACTURER'S STANDARD WHITE	
GL	GLAZING PANELS	ALUMINUM FRAMED OFFICE GLAZING SUITE IN BLACK POWDERCOAT FINISH	
OC1	OFFICE CLADDING	LIGHTWEIGHT OFFICE CLADDING NON-COMBUSTIBLE METALLIC CLADDING TO MATCH COLORBOND 'BASALT' OR EQUIVALENT.	
OC2	OFFICE CLADDING	LIGHTWEIGHT OFFICE CLADDING NON-COMBUSTIBLE METALLIC CLADDING TO MATCH COLORBOND 'SHALE GREY' OR EQUIVALENT.	
OC3	OFFICE CLADDING	LIGHTWEIGHT OFFICE CLADDING NON-COMBUSTIBLE METALLIC CLADDING TO MATCH COLORBOND 'MONUMENT' OR EQUIVALENT.	
PM	PERFORATED METAL WALL CLADDING	NON-COMBUSTIBLE PERFORATED METAL CLADDING, POWDERCOATED RED TO MATCH DULUX 'AP RED' OR APPROVED EQUIVALENT.	
SC	OUTDOOR AREA	1.8m HIGH PERFORATED MESH SCREEN	

- NOTE:**
- This concept plan is intended for Development Application purposes only. All setbacks, site coverage, car parking numbers, landscape areas and the like are subject to statutory approval.
 - No assurance is given as to the features, attributes, feasibility or accuracy of anything shown on or disclosed in this plan.
 - All existing & proposed features, dimensions, areas and boundaries are approximate only and subject to verification via detailed site survey by licensed surveyor.

CLIENT:

dexus