



Jandakot Airport - Site 520A Truck Parking and Noise Wall

DRAFT MAJOR DEVELOPMENT PLAN - FOR PUBLIC
COMMENT | 675.073924.00001 | SEPTEMBER 2026



Acknowledgment of Country

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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.

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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 hardstand area for the purposes of truck parking and an associated noise wall located at Site 520A at the Ascend Estate within Jandakot Airport (the **Proposed Development**) on behalf of the tenant, PFD Food Services Pty Ltd (PFD Foods), who will also occupy the adjacent Site 520. This Major Development Plan (**MDP**) has been prepared in accordance with the requirements of the *Airports Act 1996* (the **Act**).

For the purposes of section 89(4)(b) of Act, the Proposed Development, which has an estimated construction cost of \$1.669 million, may be determined by the Minister for Infrastructure, Transport, Regional Development, Communication, Sport and the Arts (the **Minister**) to be 'consecutive or concurrent projects' with the following already approved works:

- the warehouse development on the adjacent Site 520 (BAN-25-JKT-0033 and BAN-25-JKT-0058); and
- the truck wash and concrete accessway on Site 520A (BAN-26-JKT-1677)

(the **Already Approved Works**).

The Minister has provided that written determination.

For clarity, the cost of construction of the Already Approved Works, is below \$25 million and therefore below the threshold where a MDP is required. The Already Approved Works are proceeding regardless of whether the Proposed Development is approved.

When the cost of construction of the Proposed Development is added to the cost of the Already Approved Works, the total construction cost exceeds \$25 million.

Given the Minister has determined in writing in accordance with section 89(4)(b) of the Act that the Proposed Development is 'consecutive or concurrent' with the Already Approved Works, the Proposed Development cannot proceed until a MDP has received ministerial approval.

The footprint of the Proposed Development is approximately 8,900sqm, being located towards the southern extent of Site 520A, which itself sits to the south of Site 520 located along Centurion Place, and within the southern portion of the Ascend Estate, 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 mapped in the Jandakot Airport Master Plan 2020 (the **Master Plan**). If constructed, the Proposed Development will improve the efficiency of the Already Approved Works.

Site 520A has already been cleared and is 'development ready' with all services already available. The Proposed Development has appropriate separation from sensitive land uses. The proposed noise wall will ensure that operations within the truck parking area can occur without unreasonably impacting any existing or potential future uses in the locality. Further, there will be no significant environmental impacts as a result of the Proposed Development.

The Proposed Development is shown to address the applicable statutory matters and demonstrate consistency with the relevant planning and environmental framework.

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.

Refer to Figure 1 – Regional Context Plan

1.1 Major Development Plan Scope

The detailed scope of this MDP is outlined in Section 5.0, and includes a new hardstand for truck parking, to accommodate up to 72 service vehicles, and a noise wall to be located at the southern boundary of the site, to mitigate against potential impacts on existing and future users in the locality, 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 Proposed Development requires Commonwealth assessment on the basis that the Proposed Development exceeds \$25 million (when considered 'concurrent or consecutive' with the Already Approved Works). 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, 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.

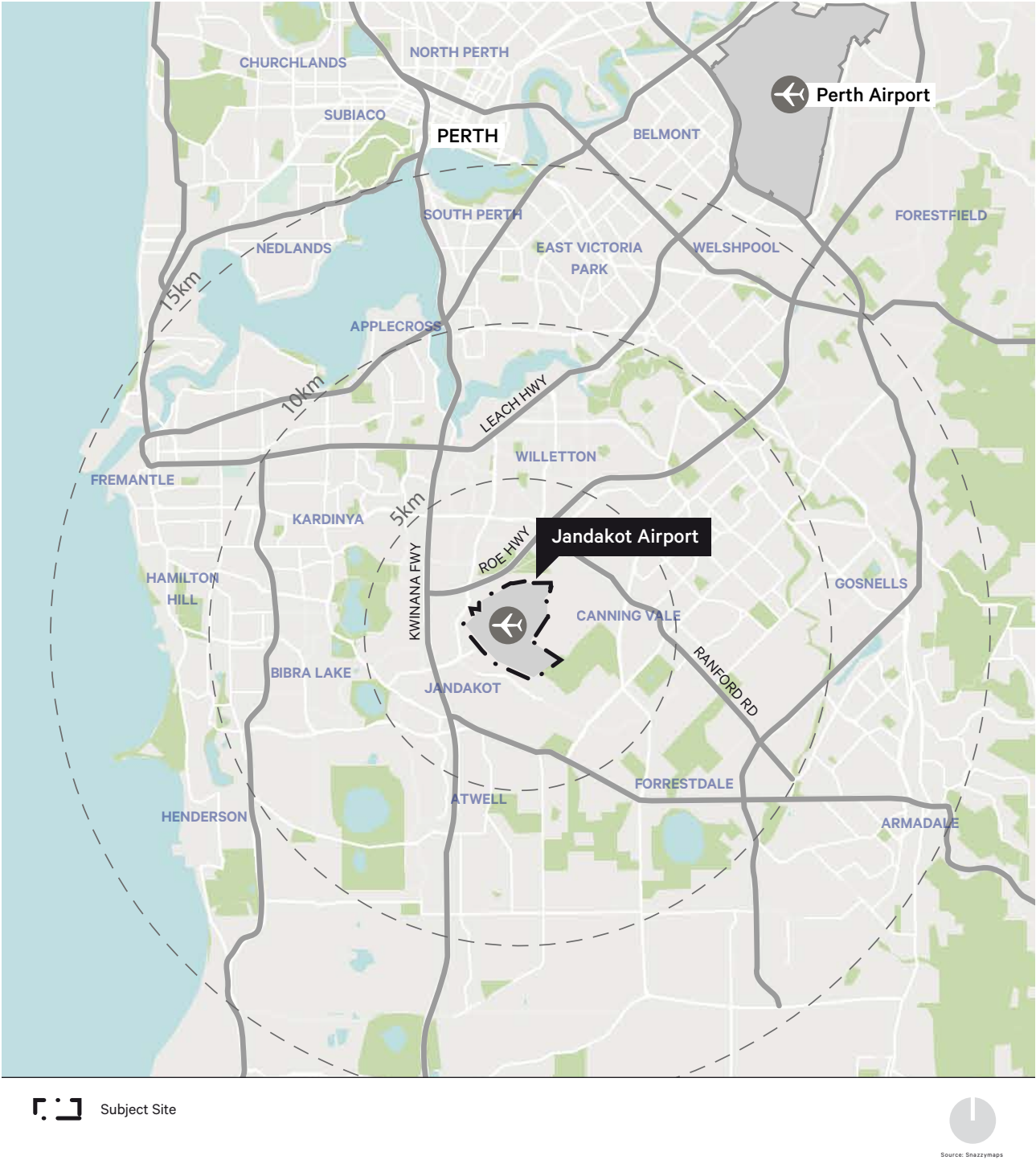


Figure 1. Regional Context Plan

2. Subject Site

2.1 Site Description

The project area for the MDP covers an approximate 8,900sqm portion of Site 520A Centurion Place, Jandakot, and is located within the southern portion of the airport estate as shown in Figure 2.

Refer to Figure 2 – MDP Area

The Proposed Development will complement and improve the efficiency of the Already Approved Works. Access to the Proposed Development will be via driveways located along the eastern and western boundaries of Site 520 and Site 520A, on either side of the warehouse under construction on Site 520 through to Centurion Place.

The Proposed Development 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.

Site 520A has already been graded and stabilised to create a level site, ready for non-aviation development, alongside the warehouse under construction on the adjacent Site 520 and the truck wash and concrete accessway on other parts of Site 520A. No previous development approvals have been granted over the area the subject of the Proposed Development.

2.2 Existing Development and Surrounding Land Use

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

The Proposed Development 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 and proposed mixed business development to the north, west and east, and the airfield located to the north.



Figure 2. MDP Area

3. Development Objectives

The objectives for the Proposed Development are to support the functional and operational requirements of the PFD Foods warehouse that is currently under construction on the adjacent Site 520.

The objectives for the Proposed Development are well aligned with the continuing development of the Mixed Business Precinct, providing additional economic benefits from non-aviation land within the airport.

Refer to Appendix A – Development Plans

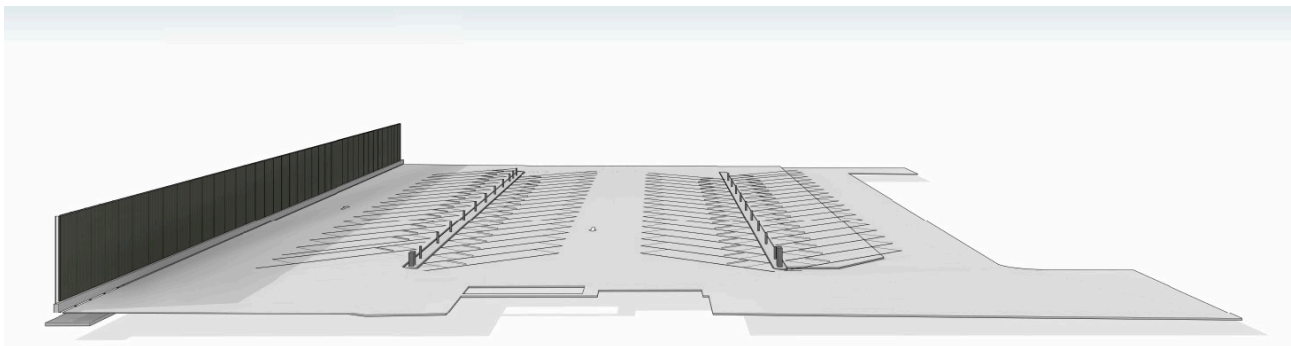


Figure 3. Proposed Development

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 to include a mixed business precinct, with non-aviation uses such as warehouses and distribution centres being developed as contemplated under the approved Master Plan. The development of the mixed business precinct has occurred in response to its strategic location in relation to adjoining transport networks, enabling non-aviation development and uses to occur on land not required for aviation, 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.

Dexus is in the process of constructing a new distribution centre warehouse for PFD Foods at the adjacent Site 520 together with a truck wash and concrete accessway at Site 520A (which are both within Jandakot Airport) to increase their operational efficiency within Perth’s metropolitan region. The proposed development is consistent with the development objectives established under the Master Plan. Overall, the Proposed Development will complement the existing uses within the Mixed Business Precinct and support ongoing employment. As set out in more detail within this MDP, the Proposed Development will not impact on the future operating capacity of the airport.

3.2 Contributing 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 Development will accommodate parking for up to 72 service vehicles and will contribute to the projected employment levels as follows:

- **Construction Jobs** – the construction cost for the facility is estimated at approximately \$1.669 million and will generate approximately two direct full time equivalent (FTE) construction jobs and three indirect FTE jobs.

In addition to the increased direct and indirect employment generated by the construction of the Proposed Development, the works proposed by this MDP will result in a number of other economic benefits that are outlined below, and when considered in the context of the adjacent warehouse development, truck wash and concrete accessway:

- Total direct and indirect Gross Value-Add (**GVA**) of \$0.92 million added to the Western Australian economy over the construction period of the development in constant 2026 dollars;
- Providing additional business and tax revenue for both the Commonwealth and State Governments;
- 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; 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 Site 520A, 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 2009/4796 (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 truck parking and noise wall 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 1.15km 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 1km 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 at approximately RL 30.8 metres Australian Height Datum (AHD). Apart from minor shaping of the ground to facilitate the development, no significant excavation will be required.

The WA Department of Water and Environmental Regulation (DWER) Acid Sulphate Soil (ASS) risk mapping indicates that the subject site has 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 480m 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 adjacent Site 520 is already provided with a direct connection to the existing water main, located along Centurion Place, near the northern corner of the 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, via the two driveways along the eastern and western boundaries of Site 520.

Given the nature of the Proposed Development, being truck parking and a noise wall, it is considered that a dedicated fire protection system and on-site fire water storage tanks and fire pumps are not required in the circumstances and noting that these facilities are provided for the warehouse development on Site 520.

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

The adjacent Site 520 is already provided with 2 x 1MVA transformers located in the northwest corner of the site, that connects to the existing Jandakot Airport high voltage electrical network that exists along Centurion Place.

Power to the Proposed Development site will be provided via the existing Site 520 connection and Site Main Switch Board via a pair of site dedicated low voltage switchboards servicing the truck parking area.

4.5.3 Telecommunications

The Proposed Development will be connected to existing telecommunications infrastructure provided by Telstra/NBN along Centurion Place via the existing connection of Site 520.

4.5.4 Sewerage

The adjacent Site 520 is already provided with 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 can be conveyed to the existing Centurion Place sewer main network via gravity drainage without the need for a pump station, reticulated via either of the two driveways along the eastern and western boundaries of Site 520. 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 the hardstand will be discharged via the existing site stormwater connections to the broader Jandakot Airport precinct stormwater network. An existing stormwater connection exists from Site 520 that can be utilised.

5. Proposed Development

The Proposed Development comprises of a hardstand area for the parking of up to 72 service vehicles, and an associated noise wall to a height of 7.5 metres for the length of the southern boundary of the site, which will be leased to PFD Foods.

This development will support the functional and operational requirements of the PFD Foods warehouse that is currently under construction on the adjacent Site 520.

Refer to Appendix A – Development Plans

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 MDP.

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 cul-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.

Refer to Figure 4 – Surrounding Road Network

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.

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	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



Figure 4. Surrounding Road Network

6.2 Traffic Generation and Impact

6.2.1 Traffic Generation

The traffic that will be generated by the Proposed Development comprises the arrival and departure of service vehicles (trucks) to and from the site. This will comprise B-doubles, 19.0m semi-trailers and 12.5m single unit trucks.

Separation between light vehicles (cars) accessing the adjacent Site 520 and service vehicles accessing Site 520A has been arranged via the multiple crossovers of Site 520 to Centurion Place. Service vehicles will be restricted to entering Site 520A via the easternmost Site 520 crossover, and also exiting Site 520A via the easternmost Site 520 crossover, and utilising the associated driveways located along the eastern boundary of Site 520.

Based purely on the service vehicles accessing Site 520A, the forecast daily truck traffic movements are 106 vehicle trips per day (53 to the site / 53 from the site).

When considering vehicles accessing the adjacent Site 520, the forecast daily staff traffic movements are 234 vehicle trips per day (117 to the site / 117 from the site) and forecast visitor traffic movements are 40 vehicle trips per day (20 to the site / 20 from the site).

In total, the Proposed Development traffic movement forecast is approximately 380 vehicle trips per day (190 to the site / 190 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	203	1.4%
Karel Avenue	West of Berrigan Drive	22,575	137	0.6%
Pilatus Street	North of Jandakot Road	9,518	203	2.1%

Road	Location	Daily Traffic – vehicles per day (vpd)		Level of Increase (%)
		Existing	Development	
Berrigan Drive	West of Jandakot Road	26,879	83	0.3%
Jandakot Road	East of Berrigan Drive	17,716	46	0.3%

As demonstrated above, the additional traffic generated by this development will equate to between a 0.3% and 2.1% 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.

Furthermore, swept path assessments undertaken within the Transport Report has confirmed that all vehicle types that will be present on site can satisfactorily access, egress and circulate within the subject site.

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.

Refer to Figure 5 – Future Traffic Flows 2039

6.4 Parking and Manoeuvring

The Proposed Development comprises a new hardstand for truck parking to accommodate up to 72 service vehicles. Swept path assessments have determined that all service vehicle traffic can satisfactorily access, egress and circulate within the development site, accessed via the adjacent Site 520, as intended.

6.5 Public Transport

Public transport services to the broader airport estate remain limited. The nearest bus service is Route 515, operating between Murdoch Station and Jandakot via Berrigan Drive, with stops west of Mixed Business Precinct 6. Regional public transport connectivity has improved through METRONET's Thornlie-Cockburn Line, including new stations at Nicholson Road and Ranford Road and upgrades to Cockburn Central and Thornlie stations. While "last-kilometre" access to the airport estate remains primarily road-based, these network improvements strengthen broader workforce access across Perth's southern corridor.

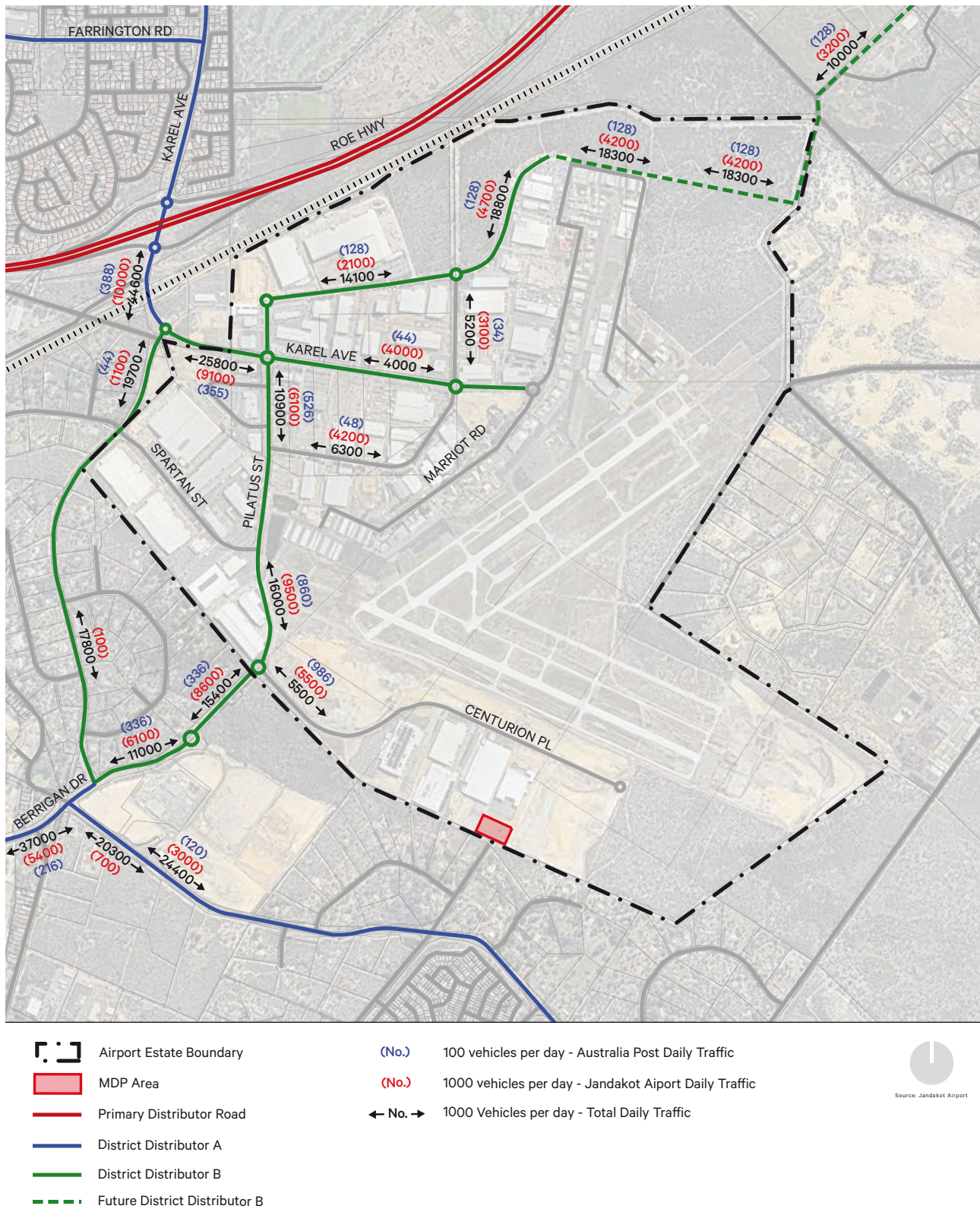


Figure 5. Future Traffic Flows 2039

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.

For the purposes of section 89(4)(b) the Act, the Proposed Development, which has an estimated construction cost of \$1.669 million, may be determined by the Minister to be 'consecutive or concurrent projects' with the Already Approved Works. The Minister has provided that written determination.

For clarity, the cost of construction of the Already Approved Works is below \$25 million and therefore below the threshold where a MDP is required. The Already Approved Works are proceeding regardless of whether the Proposed Development is approved.

When the cost of construction of the Proposed Development is added to the cost of the Already Approved Works, the total construction cost exceeds \$25 million.

As the Minister has determined in writing in accordance with section 89(4)(b) of the Act that the Proposed Development is 'consecutive or concurrent' works with the Already Approved Works, the Proposed Development cannot proceed until a MDP has received ministerial 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.
<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.

Development Objectives	Development Response
<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 use typically located within an airport area and that already developed within the precinct immediately to the north and 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 is located to the rear of a warehouse already under construction on the adjacent Site 520 and will include a noise wall along the southern boundary.
<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. 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 comprises of truck parking, associated with an adjacent warehouse building, being a permissible ‘P’ use 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 of a hardstand area for truck parking and an associated noise wall. The truck parking and noise wall do not warrant land use classification on their own however the adjacent warehouse is a land use being identified by the Master Plan as a discretionary land use 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.

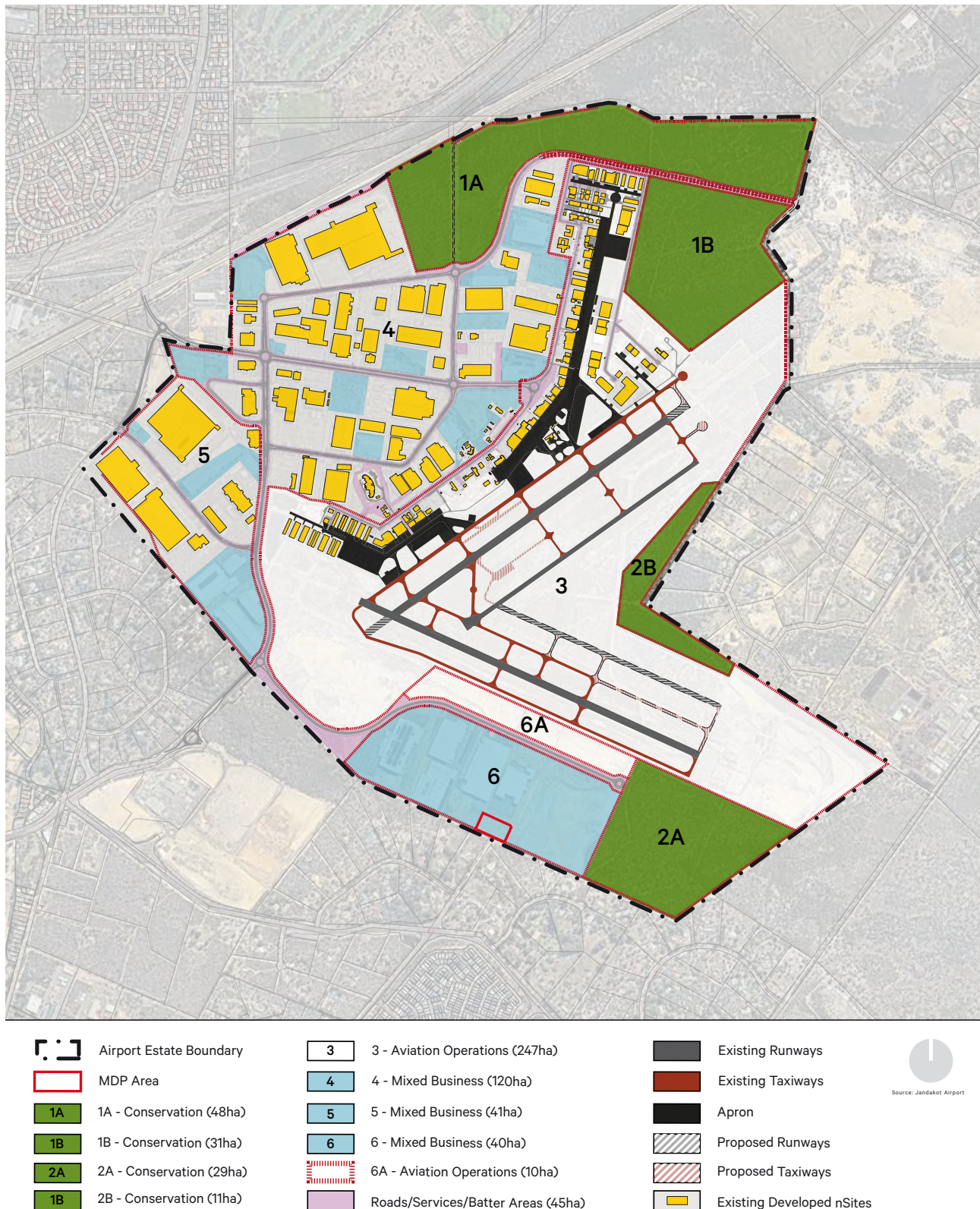


Figure 6. Jandakot Airport Precinct Plan

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. 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).

Refer to Figure 7 – Jandakot Underground Water Pollution Control Area

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 PFD Foods 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.

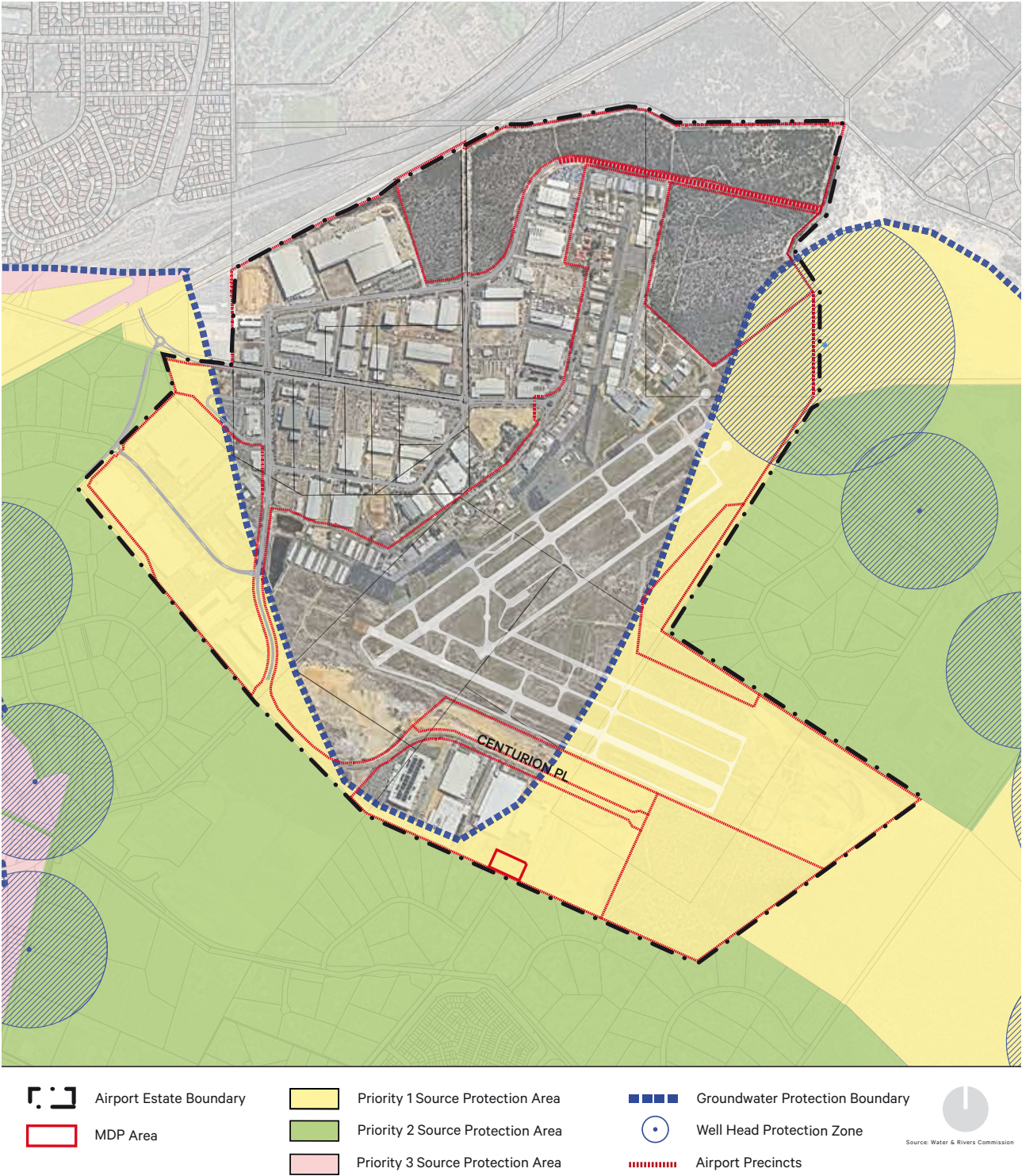


Figure 7. Jandakot Underground Water Pollution Control Area

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
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 PFD Foods truck parking and noise wall 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.

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.

Refer to Figure 8 – Metropolitan Region Scheme

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.

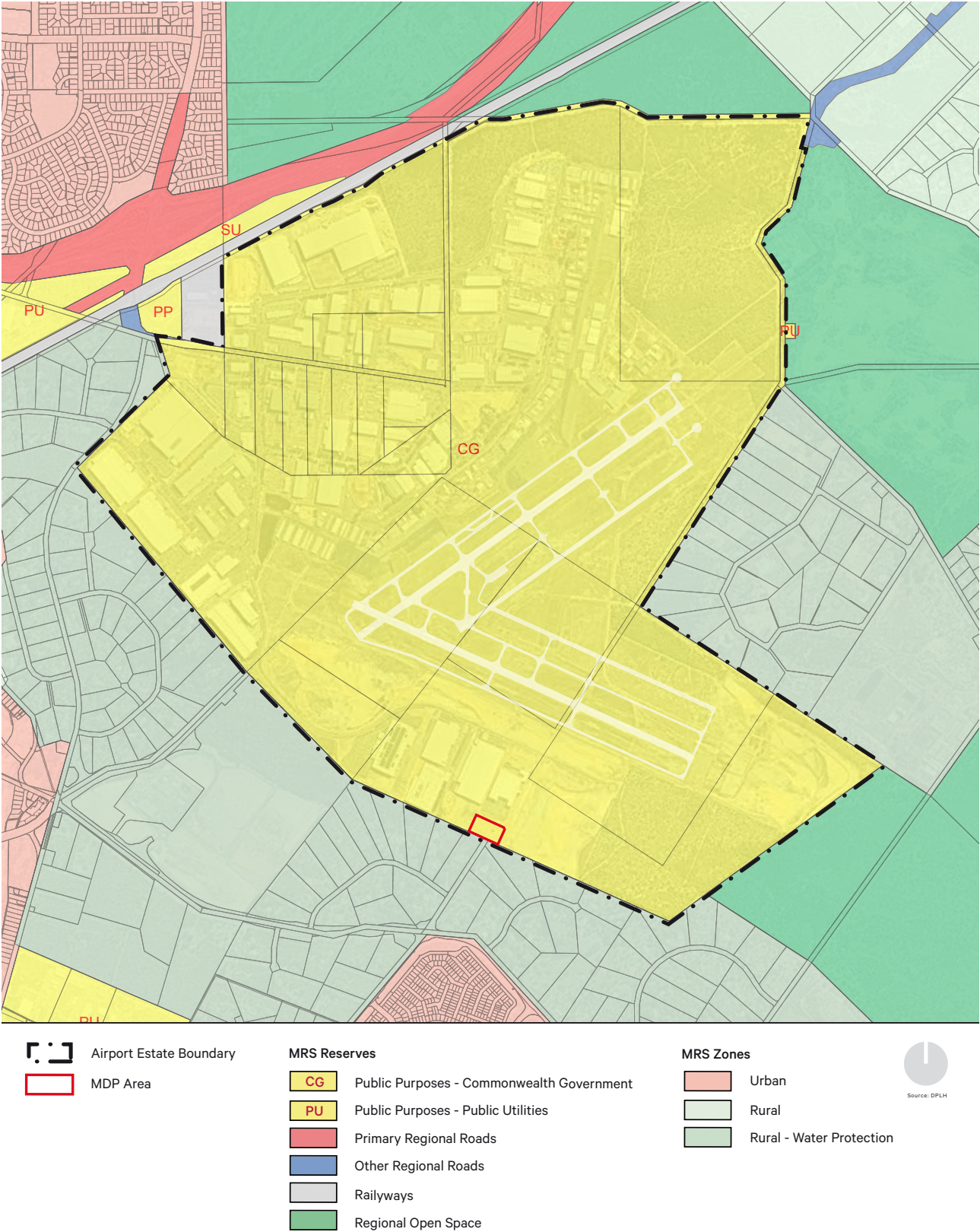


Figure 8. Metropolitan Region Scheme

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 detailed design of the development, including the noise wall, 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 will complement and improve the efficiency of the Already Approved Works and support the primary function of the activity centre and contribute 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 document 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 that will complement and improve the efficiency of the Already Approved Works.

As outlined in Section 7.3.2 of this MDP, PFD Foods’ 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 supports the intent 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 3.8 - 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 7.

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 - 25 ANEF contours of the Jandakot Airport Ultimate Capacity ANEF of the Master Plan, and is therefore deemed 'acceptable' for aircraft noise intrusion. The Proposed Development comprises of open-air truck parking and a noise wall only and does not include any habitable buildings. Therefore, the AS 2021-2015 maximum noise level recommendations are not applicable.

Refer to Figure 9 – Ultimate Capacity ANEF Contours

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, these aircraft noise events are not expected to disrupt the proposed truck parking.



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 C and D as shown in Figure 10 below. This limits the maximum intensities of ground lights to 150 to 450 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.

Refer to Figure 10 – Restricted Light Zones

9.1.3 Airspace Protection

The Department of Infrastructure, Transport, Regional Development, Communications, Sport & 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 - TIFPOPS). 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.

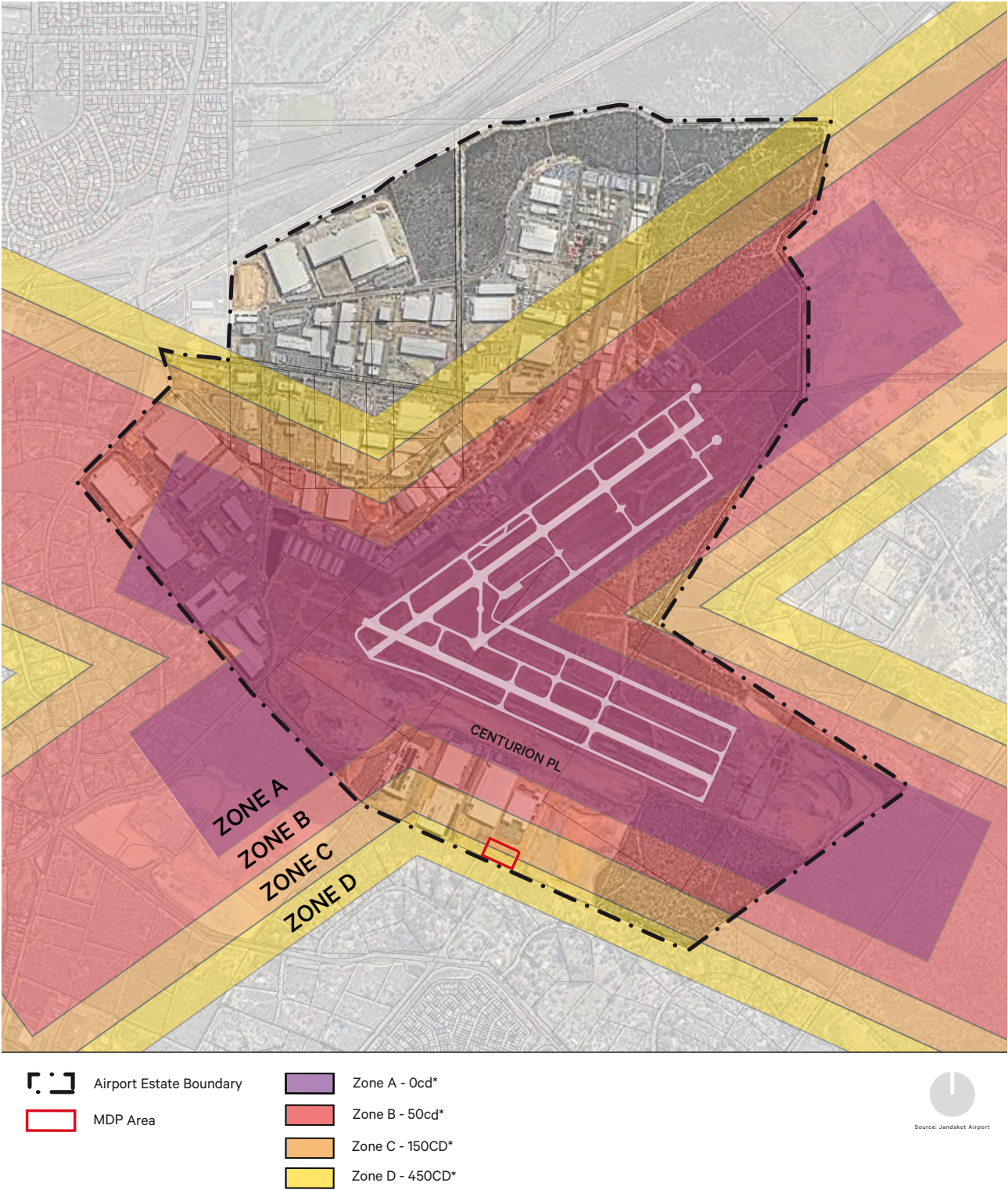
The potential of reflective glare off the development will be considered and mitigated in the design development stage of the project.

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 subject to an OLS of 73.5 meters Australian Height Datum (AHD). The maximum height of the proposed noise wall is 7.5m above the established natural ground level of approximately RL 30.8 metres AHD, and therefore the maximum height of the Proposed Development is approximately 38.3m AHD, which is materially below (and therefore will not impact on) the OLS.

Refer to Figure 11 – Obstacle Limitation Surface Plan



*Maximum Intensity of Light Sources measured at 3 Degrees above the Horizon

Figure 10. Restricted Light Zones

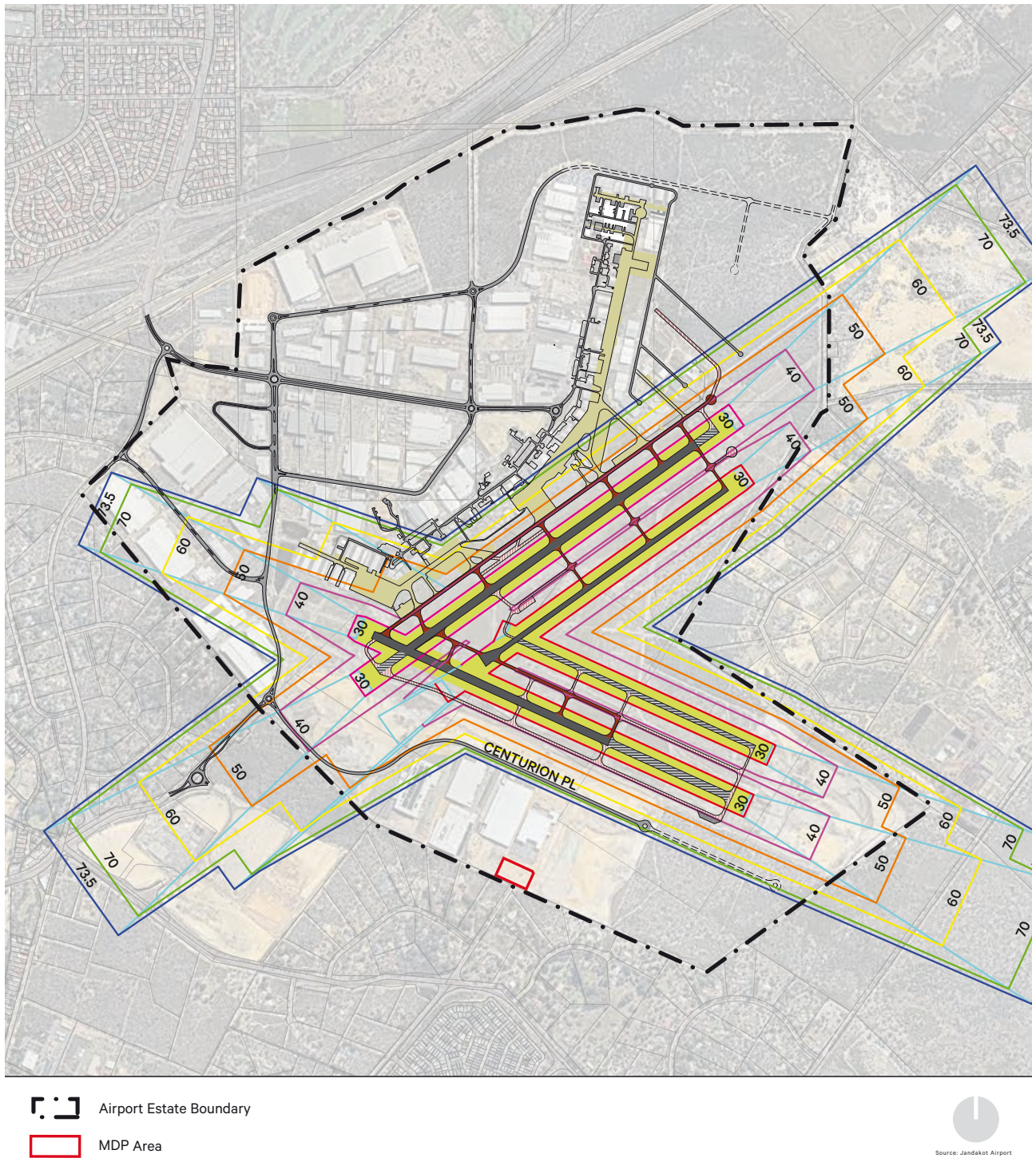


Figure 11. Obstacle Limitation Surface Plan

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.

Refer to 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, Sport & 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 TIFPOPS.

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 includes truck parking hardstand and a noise wall, 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 38.3m AHD height of the noise wall is below the lowest airspace surface of 73.5 meters AHD as outlined above, and thus the Proposed Development will not affect any existing or future approach and departure paths at Jandakot Airport.

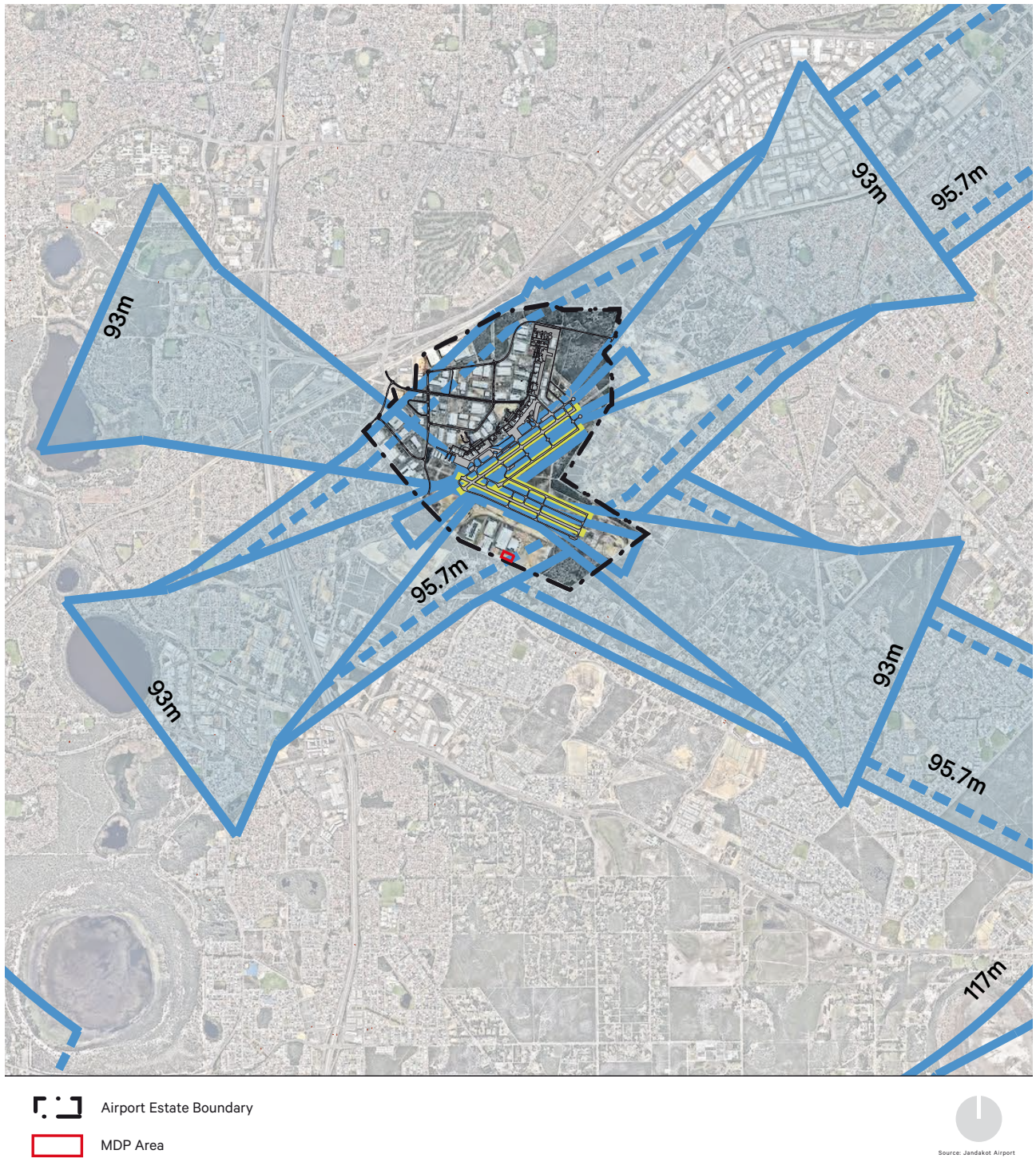


Figure 12. TIFPOP Surface Heights

9.1.8 Building Generated Windshear

The Proposed Development comprises of an open air truck parking area, and a noise wall with a maximum height of 7.5m above the established natural ground level. The Proposed Development sits to the rear of a warehouse building currently under construction on Site 520 and is remote from areas of aircraft operations. On this basis it is considered 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 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

Potential noise sources include truck movement, truck washing, and overnight cooling of trucks. Trucks are arranged in the parking bays, with their associated cooling equipment set to "turtle mode" whilst plugged into an electrical source for precooling. These trucks are then loaded in the early hours of the morning from the main storage facility (at the loading bays down the eastern side of the complex) for the delivery drivers to arrive and head to various locations. It is intended that these deliveries occur Mondays to Saturdays.

An assessment of the truck activities on site was undertaken, based on noise level information previously obtained for similar vehicles, as well as data provided by the PFD Foods for the overnight performance of the refrigeration units when running off an electrical source. Detailed acoustic modelling included the proposed noise wall to a height of 7.5m above ground level for the full length of the southern site boundary, as proposed (directly adjacent to the residential receivers).

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.

The results of the assessment conclude the overall noise generated from the site will be minimal and it will not impact on the operations of the Airport. It also demonstrates that noise emissions from the Proposed Development experienced at all noise sensitive receivers in the vicinity of 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 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 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; and
- Public access.

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, Sport & 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 hardstand area for the purposes of truck parking and an associated noise wall located at Site 520A, on behalf of the tenant, PFD Foods, who also occupy the adjacent Site 520.

The truck parking is ancillary to the adjacent PFD Foods warehouse that is currently under construction on Site 520 together with the truck wash and concrete accessway which is also currently under construction on Site 520A.

The Proposed Development addresses the applicable statutory matters and demonstrates consistency with the relevant planning and environmental framework.

PFD Foods' 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

Gabriels Hearne Farell (2026), Environmental Acoustics Proposed PFD Foods Development 10 Centurion Place Jandakot – Site 520A. Unpublished report prepared for Dexus Wholesale Management Limited.

Stantec (2026), Site 520A Contamination & Geotech Brief. Unpublished report prepared for Dexus Wholesale Management Limited.

Stantec (2026), Site 520A Electrical Brief. Unpublished report prepared for Dexus Wholesale Management Limited.

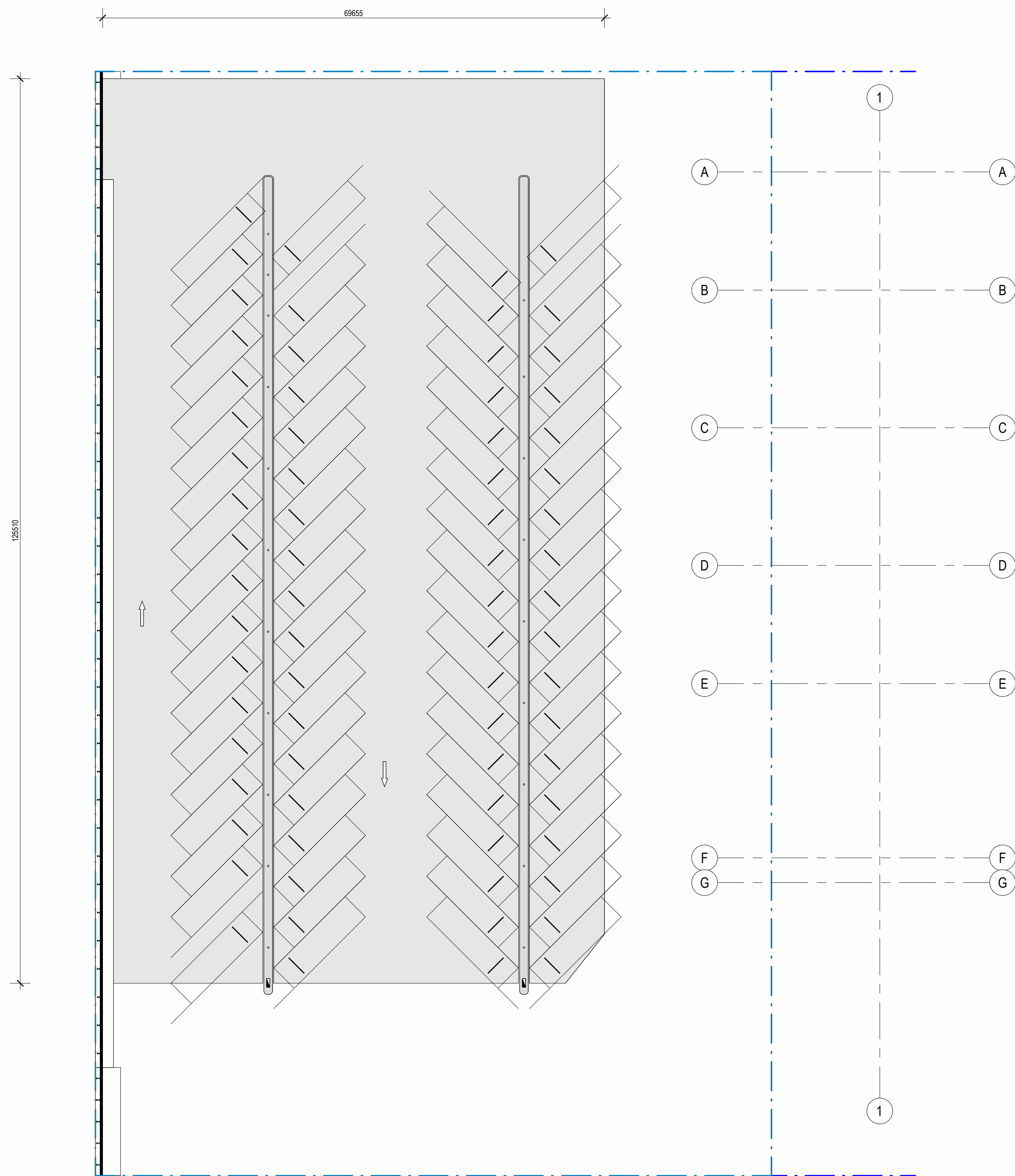
Stantec (2026), Site 520A Environmental Brief. Unpublished report prepared for Dexus Wholesale Management Limited.

Stantec (2026), Site 520A Hydraulic Brief. Unpublished report prepared for Dexus Wholesale Management Limited.

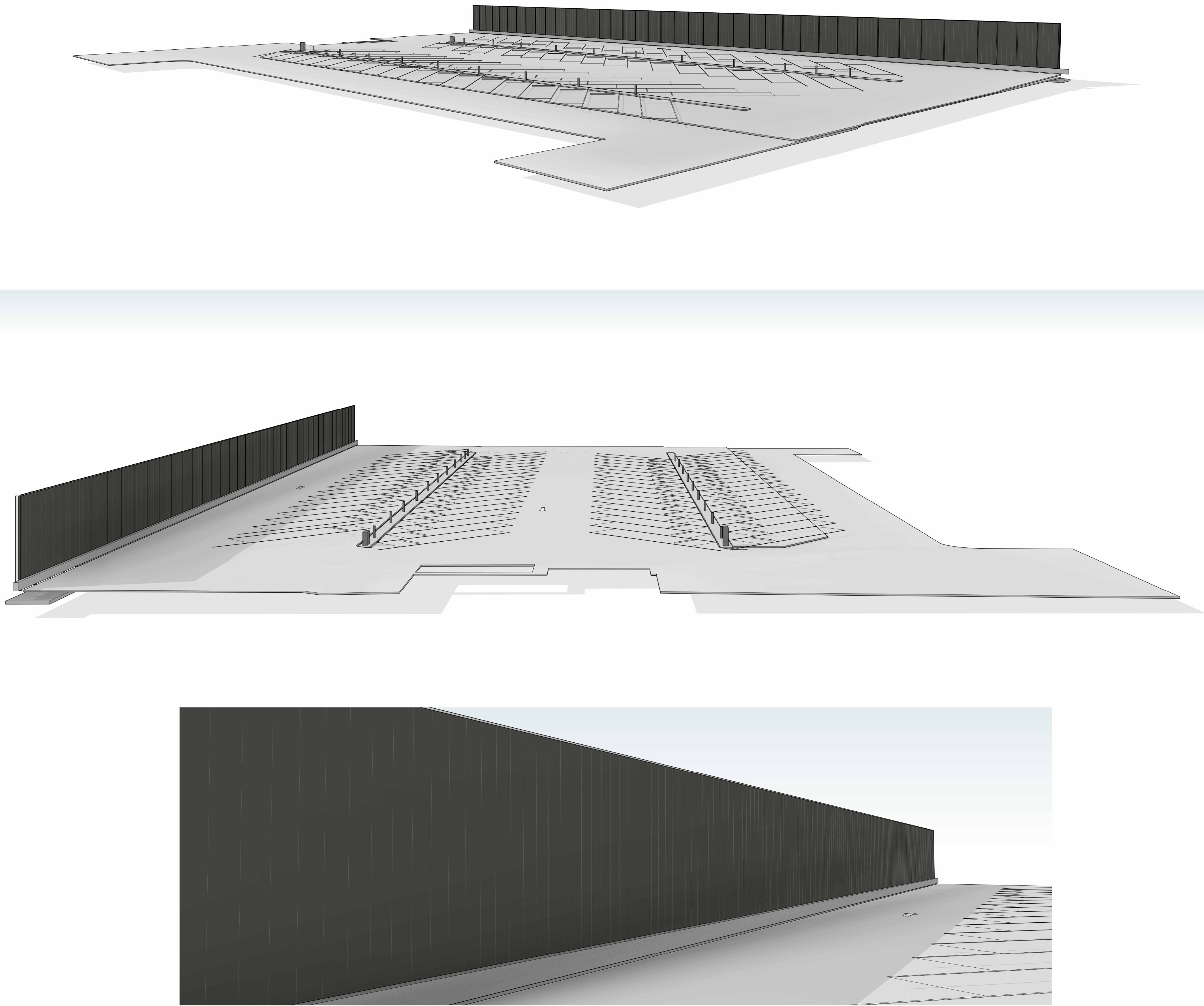
Transcore (2026), Jandakot Airport Warehouse Major Development Site 520A Transport Report for Major Development Plan. Unpublished report prepared for Dexus Wholesale Management Limited.

Urbis (2026), Site 520A, Jandakot MDP Economic Benefits Assessment. Unpublished report prepared for Dexus Wholesale Management Limited.

Appendix A – Development Plans



SITE PLAN - 520A FUTURE STAGE WORKS
SCALE: 1 : 400



PROJECT:
PFD FOODS WA
10 CENTURION PLACE, JANDAKOT WA 6164

TITLE:
SITE PLAN - 520A FUTURE STAGE
WORKS

CLIENT:
dexus 

DATE: JULY, 2025
DRAWN BY: DM
SCALE: 1 : 400 @ B1
SCALE:

JOB NO: 25083
DRAWING NO: SK21
REVISION: P3

**watson
young**

PRELIMINARY
NOT FOR CONSTRUCTION

No.	DATE	REVISION	BY	CHK
P1	07.05.2026	PRELIMINARY ISSUE	DM	RN
P2	08.05.2026	PRELIMINARY ISSUE	DM	RN
P3	09.06.2026	PRELIMINARY ISSUE	DM	RN

All areas indicated are indicative for design and planning purposes only and should not be used for any contractual reasons without verification by a licensed surveyor or further design development being completed.

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