

Perth Airport 

Master Plan 2020

APRIL 2020





Perth Airport



Section 3: **Land Use Planning**

The economic, social and lifestyle benefits enabled by Perth Airport's operation and development are achieved through careful land use planning.



3.1 Land Use Plan

The Perth Airport Land Use Plan balances the safeguarding of long-term airfield, terminal and aviation support land and operations with the development of the Perth Airport estate. This will incorporate the efficient use and development of non-aviation land for long term growth, which will also ensure an appropriate level of flexibility to respond to operational requirements, market developments and business expectations.

To support Western Australia's population and economic growth, additional infrastructure and air transport services need to be planned for and provided.

Perth Airport is designated as a 'Specialised Activity Centre' in State strategic planning documents. An Activity Centre is a focal point where activities such as commercial, higher density housing, entertainment, tourism, civic/community, higher education, and medical services are grouped together. Activity centres vary in size and diversity, are designed to be well-served by public transport and sit within a six-tiered hierarchy. Specialised Activity Centres focus on regionally significant economic or institutional activities that attract substantial numbers of people. They involve the clustering of complementary activities and key uses and can deliver additional economic benefits. Perth Airport understands it has a role to play as a Specialised Activity Centre, by attracting investment and stimulating infrastructure development that contributes to the growth of the economy. This is achieved by providing serviceable, well-connected land parcels for the establishment of businesses. This connectivity is soon to be enhanced by the delivery of the Forrestfield Airport Link project, which encompasses a train station on the estate (Airport Central) and two stations off the estate in close proximity (Redcliffe Station and Forrestfield Station). Development of the estate also drives employment opportunities in aviation and non-aviation sectors.

This Master Plan 2020 has adopted terminology consistent with the Western Australian planning system, and accordingly has use zones, land uses, and planning provisions derived from the Western Australian Government's Planning and Development (Local Planning Schemes) Regulations 2015.

The objectives of the Perth Airport Land Use Plan are to:

- ensure long-term aviation growth requirements are provided for,
- support the consolidation of all commercial air services to a central terminal precinct,
- bring land not required for long-term aviation services into productive use by facilitating land use and development in accordance with this Master Plan 2020,
- strengthen Perth Airport's position as a key Activity Centre by supporting economic development and creating employment in Western Australia,
- understand, and be able to respond to, the changing needs and wants of industry, business, consumers and visitors,
- protect the airport's 24-hour, seven day a week operations for the benefit of Western Australia,
- support land uses and zoning consistent with surrounding areas and uses complementary to aviation such as retail, transport, business/commercial and tourism, and
- encourage sustainable outcomes that create safe, attractive and connected places offering high amenity for visitors and the local workforce.

The Perth Airport estate comprises 2,105 hectares of land that includes:

- the airfield and terminals,
- aviation support and related commercial facilities,
- roads and infrastructure services,
- a range of industrial, business and commercial activities, and
- remnant vegetation and wetlands.

This Master Plan 2020 is consistent with the use of precincts and zones as previously detailed in the Master Plan 2014.



3.2 Precincts

The use of precincts in the Perth Airport Land Use Plan represents the high-level division of the airport estate for airport planning, development and identification.

Precincts have differing objectives and characteristics based on the following:

- communities of interest,
- contiguous land uses,
- access points and available transport, and
- interfaces with neighbouring land uses and communities.

The use of a precinct within the context of the airport estate can be compared to the concept of a suburb (or locality) within a Local Government area. At this high-level, precincts define the locational characteristic of a respective area but not the land uses or zones. This is similar to the way in which a suburb may contain a range of land uses. Each precinct therefore comprises land use zones.

The precincts and their respective primary purposes are identified in Table 3-1 and shown in Figure 3-1.

Precinct	Area (Hectares)	Description	Purpose	Vision
Airfield	759	Land required for runways, taxiways and associated aviation infrastructure now, and into the future.	To provide for and protect the ultimate aviation capacity of the airport.	Safe, secure and efficient operations 24 hours a day, seven days a week.
Airport Central	405	Terminal buildings and facilities required for passenger and ground transport, and commercial and retail development.	To provide consolidated and integrated passenger terminal and associated ground transport and commercial facilities that meet the changing needs of airline partners and other companies providing services in the precinct, and of the travelling public.	The airport's core, delivering the best customer experience in a convenient, unique and dynamic setting.
Airport North	363	Largely undeveloped vegetated area, except for the north-eastern corner containing industrial development.	To develop an integrated mix of industrial, logistics and related commercial land uses that maximise the precinct's strategic location and road and rail infrastructure.	The centre for global-reaching businesses and leading-edge smart technology industries.
Airport West	341	A growing key retail and commercial Activity Centre. Large areas of undeveloped commercially zoned land in the southern portion of the precinct.	To transition from providing aviation support and ground transport facilities to developing complementary non-aviation commercial developments including office, retail and bulky goods and education for the growing surrounding population.	The hub for showcasing Western Australia's leisure, health, knowledge and enterprise attractions.
Airport South	237	Largely developed precinct encompassing logistics and distribution land uses.	To provide for a range of aviation and non-aviation uses, with a focus towards accommodating logistics and distribution facilities.	An attractive and highly functional precinct offering diversity, amenity and quality transport links and infrastructure.

Table 3-1 Overview of airport precincts

Source: Perth Airport



Figure 3-1 Perth Airport Precincts
Source: Perth Airport

3.2.1 Airfield Precinct

The Airfield Precinct comprises all infrastructure required for the current and future movement of aircraft, including runways, taxiways, facilities for navigation aids and, aviation fire-fighting and rescue services and covers approximately 759 hectares. There is sufficient land in the precinct to accommodate all required aircraft movement infrastructure for the long-term configuration of Perth Airport. This includes the planned extensions of the main runway (03L/21R) and the cross runway (06/24), and the construction of the new runway (03R/21L), as detailed in Section 4.

This precinct will continue to be used and developed to support the required aviation activities and facilities integral to the day-to-day operations of Perth Airport.

The undeveloped areas of the precinct comprise a mixture of vegetation types and conditions. Approximately 25 per cent of the Airfield Precinct is vegetated, totalling approximately 182 hectares. The vegetation condition ranges from degraded in some areas to excellent in others. Vegetation type in the northern portion of the precinct differs significantly to that in the south, mainly due to variable soil conditions.

The south of the precinct supports two Commonwealth listed flora species; *Conospermum undulatum* and *Macathuria keigheryi*, in addition to three State listed species, and approximately 52 hectares of the Commonwealth listed Banksia Woodlands of Swan Coastal Plain threatened ecological community.

Also occupying an area within the precinct is Munday Swamp, listed on the State Department of Planning, Lands and Heritage's register of Aboriginal Heritage Sites for its archaeological and ethnographic importance to the Noongar people. Munday Swamp totals approximately 20 hectares, approximately one hectare of which is open water. Munday Swamp supports diverse vegetation, invertebrate and vertebrate fauna, and is listed on the Commonwealth Directory of Important Wetlands.

The planned new runway will impact the southern portion of Munday Swamp (Perth Airport is and will continue to attempt to minimise these impacts during detailed design and construction) and is subject to Ministerial approval of the new runway Major Development Plan (MDP). Recognising the importance of Munday Swamp to the Noongar community, the design of the new runway was significantly amended in the Perth Airport Master Plan 1999 and adjustments made to the design of taxiways, boundary and security fences, roads and drainage infrastructure to further minimise the impacts to the area. In May 2018, Perth Airport received approval under Section 18(2) of the *Aboriginal Heritage Act 1972 (WA)* to use the land to develop, maintain and operate the new runway. Subsequent to this, an application was made by South West Aboriginal Land and Sea Council (SWLASC) under Section 10 of the Aboriginal Torres Strait Islander Heritage Protection Act (ATSIHP Act). While this application falls outside the scope of the new runway MDP, a Ministerial decision may be required prior to MDP approval.

3.2.2 Airport Central Precinct

The Airport Central Precinct comprises:

- terminal facilities,
- aviation support facilities including aircraft refuelling, maintenance and catering,
- aprons for aircraft parking,
- the air traffic control tower,
- freight handling,
- ground transport interfaces and road accessways, car parking (staff, short-term and long-term), ground transport systems, car rental facilities and taxi, bus, ride share and small charter vehicle access facilities,
- supporting services and utilities, including waste and central energy plant facilities, and
- commercial developments including retail and office accommodation.

The precinct, which totals approximately 405 hectares, provides sufficient land to accommodate the consolidation of all commercial air services into new facilities around the site of the existing Terminal 1 International, Terminal 1 Domestic and Terminal 2, and the envisaged ultimate configuration of Perth Airport. This includes the development of the new terminal within the planning period of this Master Plan 2020.

Airport Central includes the future development, expansion and enhancement of existing and new terminal buildings and associated facilities. Future use and development within the precinct will ensure provision of essential passenger services in accordance with forecast demand.

Planning for the precinct includes the following future facilities:

- international terminal expansion and new terminal,
- new aprons for aircraft parking,
- terminal forecourt roads for passenger drop-off/pick-up and associated access roads,
- Multi-Modal Transport Interchange facilities (including multi-storey car parks) , incorporating drop-off and pick-up areas on multiple levels,
- ground transport systems including:
 - the planned provision of the Forrestfield-Airport Link rail project and Airport Central Station, and
 - a future automated mass transit system,
- additional commercial development including offices, retail and hotel accommodation,
- office accommodation for airline partners, airport administration, international air freight operations, and
- fuel storage facilities.

Contained within the south-west portion of the precinct is approximately 32 hectares of remnant bushland, of which 27 hectares is the Commonwealth-listed Banksia Woodland of the Swan Coastal Plain threatened ecological community. Vegetation condition within this area ranges from excellent to completely degraded. An occurrence of the Commonwealth and State listed flora species *Macathuria keigheryi* is also present.

3.2.3 Airport North Precinct

The Airport North Precinct, comprising approximately 363 hectares, will predominantly be developed for an integrated mix of industrial, commercial, aviation service and logistics land uses, representing an opportunity for a fuel storage facility and a major metropolitan intermodal facility servicing both airport needs and the needs of the wider Perth metropolitan area. This precinct will take advantage of the large flat sites that are available, and the potential for major road and rail freight access. The precinct also presents an opportunity for aviation related development, with direct apron frontage available from some sites.

Located within the precinct is approximately 139 hectares of remnant bushland, of which 41 hectares is the Commonwealth-listed Banksia Woodlands of the Swan Coastal Plain threatened ecological community. Vegetation condition ranges from degraded to excellent.

The Airport North Precinct comprises five known Aboriginal heritage sites that meet the criteria of a 'Site' under section 5 of the AHA. A sixth site intersects the Airport North Precinct. Due to cultural sensitivities the boundary of the site is a 'dithered' boundary intended to mask the actual boundary of the site. The DPLH has confirmed the area that intersects the Airport North Precinct is not the actual boundary of the site. Further detail is provided in Section 9.15.

Planning undertaken for this precinct proposes to retain certain areas containing high environmental and heritage values.

3.2.4 Airport West Precinct

The Airport West Precinct, comprising 341 hectares, will transition in use during the period of this Master Plan 2020. As large-scale regular passenger transport services and associated aviation support facilities transition into the Airport Central Precinct, other than those areas required for general aviation, it is envisaged that the remainder of the precinct will continue to be developed with office, education, hospitality, well-being, retail and bulky goods developments. The scale of these developments will be commensurate with a Neighbourhood Centre, as defined under the State Planning Policy 4.2 Activity Centres for Perth and Peel. Retail development in Airport West may require the production of a retail sustainability assessment.

The future Redcliffe Train Station, located off estate immediately abutting this precinct, is due for completion in 2021 and will support land use opportunities within the precinct to pursue development that provides goods, services and amenity for travellers, the future increased nearby residential population, the wider growing population of Perth and the growing employee base on the estate. As outlined in Section 2.6.1, the City of Belmont is progressing planning for DA6, which encompasses Redcliffe Station. Perth Airport's development of Airport West land centred around the train station will complement the City of Belmont's planning for DA6 and strive to deliver a transit orientated development in line with the State Government's METRONET programme and may include complementary land uses such as medical services, and education and training.

Within the southern portion of the precinct, there is approximately 52 hectares of remnant bushland covering approximately 15 per cent of the Airport West Precinct. Of this, 8 hectares is the Commonwealth listed Banksia Woodlands of the Swan Coastal Plain threatened ecological community. The vegetation condition within this precinct ranges from completely degraded to very good. The precinct supports one State listed flora species.

Within the Airport West Precinct, the ongoing needs of the general aviation sector will be accommodated. Between 2009 and 2014, the level of activity in the general aviation area increased significantly due to increased FIFO demand. The largest aircraft types operating from the General Aviation Area, and the volume of passengers in peak periods, are not consistent with the intended use when the General Aviation Area was established. It is also not consistent with the development plans that Perth Airport is implementing, which are based on high volume passenger services operating from suitable infrastructure in Airport Central. Not only are Perth Airport's development plans based on this premise, the State Government's arterial road network plans (including the Gateway WA road project and Forrestfield-Airport Link) are also predicated on this assumption. As such there is no requirement for significant terminal or passenger processing facilities in the General Aviation Area beyond that necessary to support small scale regional and charter movements. Perth Airport will continue working with general aviation operators looking to transition new operations that are not suitable for this area into existing and future common use terminals.

Following the relocation of Qantas operations to the Airport Central Precinct by the end of 2025, Terminal 3 and 4 buildings will be discontinued. The redundant terminal buildings will be demolished as they have reached the end of their useful life. The future use of the sites will be considered within the period of this Master Plan 2020.

3.2.5 Airport South Precinct

The Airport South Precinct is a highly functional precinct offering diversity, amenity and quality transport links and infrastructure.

The precinct covers approximately 237 hectares and will continue to be developed to provide a range of aviation and non-aviation uses, with a focus on logistics, freight and distribution facilities and light industrial.

Contained within the central portion of the precinct is approximately 30 hectares of remnant bushland covering approximately 13 per cent of Airport South. Nearly two hectares is the Commonwealth listed Banksia Woodlands of the Swan Coastal Plain threatened ecological community. Vegetation condition ranges from completely degraded to excellent condition. This area supports a small sub-population of the Commonwealth listed flora species *Macathuria keigheryi*, in addition to two State listed species.

3.3 Land Use Zones

The five precincts described in this Land Use Plan contain the following land use zones:

- Airfield Zone,
- Terminal Zone,
- Airport Services Zone,
- Commercial Zone, and
- Mixed Use Zone.

In accordance with Section 71(2)(c) of the Airports Act and Regulation 5.02(1) of the Airports Regulations 1997, the land uses for each of the zones identified have generally been based on those land uses included in the Western Australian State Government's Planning and Development (Local Planning Schemes) Regulations 2015, with additional uses included that are specific to Perth Airport; for example, aviation activity and aviation support facilities. Perth Airport will apply these land uses and interpret all definitions as required for the operation and development of Perth Airport. The land use tables detailed below identify discretionary uses and as such, for operational and development purposes, Perth Airport may consider the listed land use at its discretion.

Perth Airport is committed to working closely with the State Government and the adjoining Local Governments around the estate to minimise conflict and inappropriate developments.

3.3.1 Airfield Zone

The Airfield Zone is shown in Figure 3-2 and has the objectives and discretionary land uses shown in Table 3-2.

Airfield Zone Objectives

- To provide for safe, secure and efficient airfield operations 24 hours a day, seven days a week, including aircraft take-off, landing and taxiing
- To accommodate provision of facilities that support safe and efficient airfield operations, such as aviation fire and rescue services and aircraft navigational aids
- To enable future expansion of the airport's operations, including additional runways, taxiways and associated aviation facilities
- To support the consolidation of all commercial air services in a central terminal precinct

Discretionary Uses

- | | |
|--|--|
| <ul style="list-style-type: none"> • Animal establishment • Aviation activity • Aviation support facilities • Car park • Helipad • Heliport • Industry – light* | <ul style="list-style-type: none"> • Industry – service* • Motor vehicle, boat or caravan sales/hire* • Navigational aids • Power plant • Recreation - Public • Telecommunications • Utilities and infrastructure • Warehouse* |
|--|--|

Table 3-2 Airfield Zone objectives and uses

Note: *Interim uses as discussed in Section 3.3.5.

Source: Perth Airport

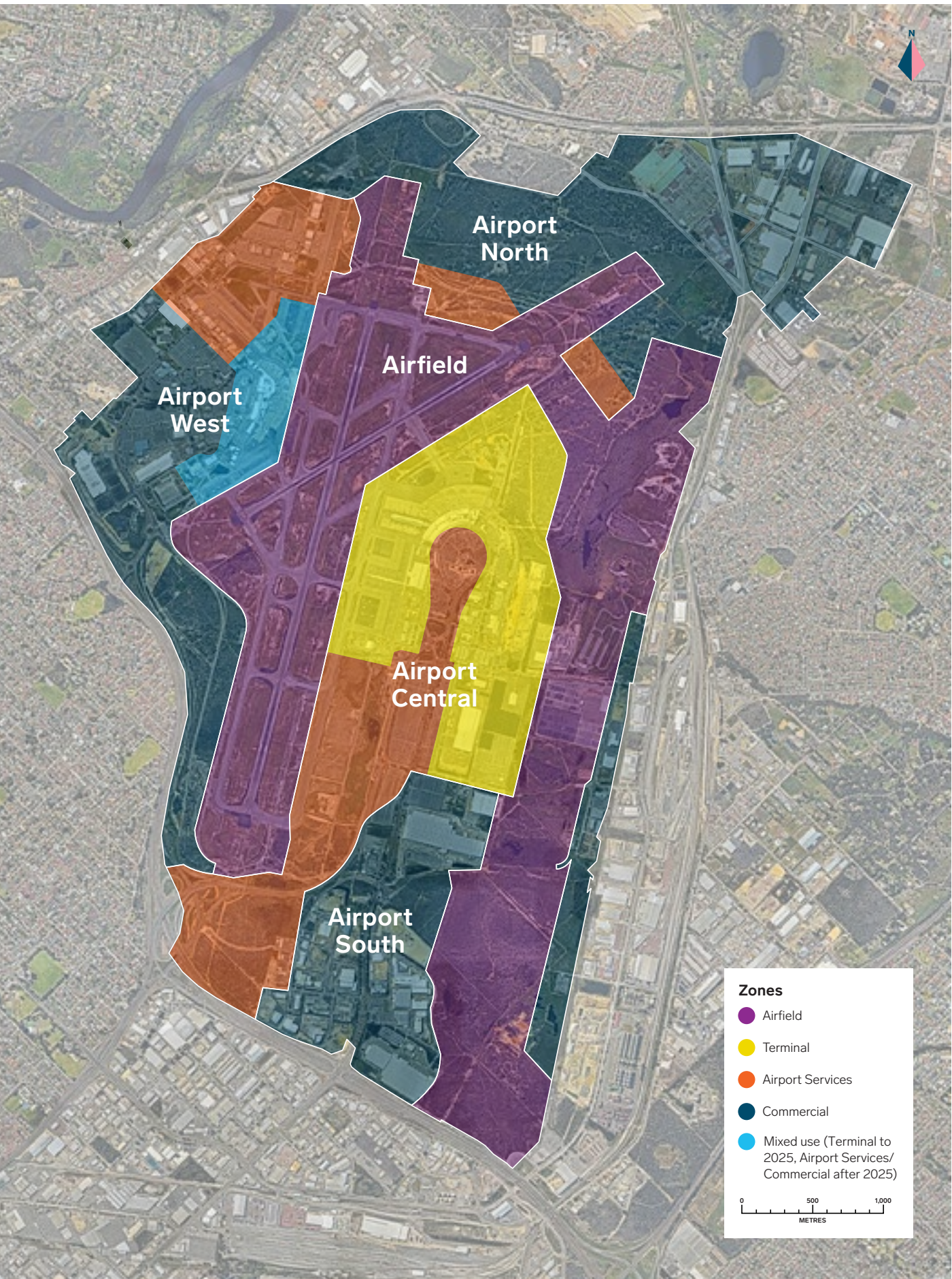


Figure 3-2 Perth Airport Land Use Plan
Source: Perth Airport

3.3.2 Terminal Zone

The Terminal Zone is shown in Figure 3-2 and has the objectives and discretionary land uses shown in Table 3-3.

Terminal Zone Objectives

- To provide for the operation, use and development of land for passenger and baggage processing and aircraft aprons, terminal and ground transport interfaces, enabling the airport facilities to operate safely, securely, efficiently and cost-effectively
- To provide quality facilities for airline partners and passengers, including efficient terminal facilities with adequately located and sized commercial areas
- To provide terminal facilities with ample commercial and retail uses
- To provide for flexible expansion of passenger terminal facilities and aircraft aprons to meet forecast demand
- To provide for appropriate freight and logistics land uses utilising the airside-landside interface

Discretionary Uses

- | | |
|--------------------------------------|-----------------------------------|
| • Art gallery | • Motor vehicle repair |
| • Automotive charging station | • Navigational aids |
| • Aviation activity | • Office |
| • Aviation support facilities | • Passenger terminal [^] |
| • Brewery | • Place of worship |
| • Car park | • Power plant |
| • Child care premises | • Reception centre |
| • Consulting rooms | • Restaurant/cafe |
| • Convenience store | • Service station |
| • Corrective Institution | • Shop |
| • Education establishment (training) | • Small bar |
| • Exhibition centre | • Telecommunications |
| • Fast food/take away | • Tourist development |
| • Hotel | • Utilities and infrastructure |
| • Medical centre | • Warehouse [*] |

Table 3-3 Terminal Zone objectives and uses

Source: Perth Airport

Note: * Interim uses as discussed in Section 3.3.5.

[^] No new development or extension to this land use permitted within the Airport West Precinct

3.3.3 Airport Services Zone

The Airport Services Zone is shown in Figure 3-2 and has the objectives and discretionary land uses shown in Table 3-4.

Airport Services Zone Objectives

- To provide a range of aviation support activities, services and facilities for use by airline partners, passengers, government agencies, freight businesses and transport providers
- To provide integrated car parking, hotel accommodation, commercial and retail uses that support the airport
- To provide an attractive and functional gateway to the airport
- To provide freight and logistics land use opportunities in appropriate locations
- To provide ground transport facilities and services for efficient access to the airport and terminals

Discretionary Uses

- | | |
|---|---|
| • Animal establishment | • Industry |
| • Automotive charging station | • Motel |
| • Aviation activity | • Motor vehicle repair |
| • Aviation support facilities | • Motor vehicle, boat or caravan sales/hire |
| • Car park | • Motor vehicle wash |
| • Child care premises | • Navigational aids |
| • Consulting rooms | • Office |
| • Convenience store | • Passenger terminal [^] |
| • Corrective institution | • Service station |
| • Education establishment (training) | • Serviced apartments |
| • Fast food/take away | • Shop |
| • Fuel depot | • Small bar |
| • Medical centre | • Telecommunications |
| • General aviation and support facilities | • Tourist development |
| • Health centre | • Transport depot |
| • Hostel | • Utilities and infrastructure |
| • Hotel | • Warehouse |

Table 3-4 Airport Services Zone objectives and uses

Note: [^] No new development or extension to this land use permitted within the Airport West Precinct

3.3.4 Commercial Zone

Commercial Zone is shown in Figure 3-2 and has the objectives and discretionary land uses shown in Table 3-5.

Commercial Zone Objectives

- Facilitate land use and development in line with the characteristics of a 'Specialised Activity Centre' and encourage a mix of uses and intense development around the Redcliffe train station
- Deliver a diversity of appropriate land uses to make best use of land, facilities and services and to provide a suitable interface between the airport boundary and the surrounding areas
- Create through good urban design an attractive, walkable, safe and balanced built form and natural environment
- To provide a focus for industry, business and employment generating development opportunities
- To promote environmentally sustainable design and development outcomes

Discretionary Uses

- | | |
|--|---|
| • Abattoir [^] | • Industry – service |
| • Agriculture - intensive [^] | • Liquor store (large) |
| • Animal establishment [^] | • Logistics centre |
| • Art gallery | • Market |
| • Auction mart | • Medical centre |
| • Automotive charging station | • Motel |
| • Aviation support facilities | • Motor vehicle repair [^] |
| • Brewery | • Motor vehicle wash |
| • Bulky goods/retail showroom | • Motor vehicle, boat or caravan sales/hire |
| • Car park | • Office |
| • Child care premises | • Place of worship |
| • Cinema/theatre | • Power plant [^] |
| • Club premises | • Reception centre |
| • Community purpose | • Recreation - public |
| • Consulting rooms | • Recreation – private |
| • Convenience store | • Resource recovery centre [^] |
| • Corrective institution [^] | • Restaurant/cafe |
| • Dog kennels [^] | • Service station |
| • Education establishment (training) | • Serviced apartments |
| • Education establishment (university) | • Shop |
| • Equipment hire | • Shopping centre |
| • Exhibition centre | • Small bar |
| • Fast food/take away | • Tavern |
| • Fuel depot [^] | • Telecommunications |
| • Funeral parlour | • Tourist development |
| • Garden centre | • Trade display |
| • Health centre | • Transport depot [^] |
| • Health studio (gym) | • Utilities and infrastructure |
| • Hospital | • Veterinary centre |
| • Hostel | • Warehouse [^] |
| • Hotel | • Waste storage facility [^] |
| • Industry – light [^] | |

Table 3-5 Commercial Zone objectives and uses

Source: Perth Airport

Note: [^] land uses to be minimised within the immediate pedestrian environment surrounding Redcliffe Train Station

Within the Commercial Zone, permitted uses for the adjoining Airport Services Zone, Terminal Zone and Airfield Zone which are not identified in the above list of Commercial Zone uses may be considered if required for airport operations.

3.3.5 Interim Use and Development of Airfield, Terminal and Airport Services Zones

It is unlikely that the ultimate development of Perth Airport will occur within the statutory 20-year planning period of this Master Plan 2020. In the interim, land in the Airfield, Terminal and Airport Services Zones across all precincts may be used and developed for non-aviation uses that are consistent with uses permitted in adjacent precincts.

Commercial arrangements for the use of this land will ensure such uses will not impact on, or limit future expansion of aeronautical operations, and the intended interim uses will be consistent with the objectives of this Master Plan 2020.

In instances where interim commercial uses are planned on land that may be required for aviation services in the long-term, appropriate break clauses will be incorporated in leases and only relatively low capital intensity uses will be undertaken.

3.3.6 Consistency with State and Local Planning Framework

Part 5.02(2) of the Airports Regulations 1997 requires that 'an airport master plan must, in relation to the landside part of the airport, where possible describe proposals for land use and related planning, zoning or developments in an amount of detail equivalent to that required by, and using terminology (including definitions) consistent with that applying in, land use planning zoning and development legislation in force in the State or Territory in which the airport is located.'

In this regard, where possible, the land use zones in the Perth Airport Land Use Plan have been developed using terminology consistent with that of the Western Australian State Planning and Development (Local Planning Schemes) Regulations 2015 and the three adjoining local planning schemes of the City of Belmont, City of Swan and City of Kalamunda. The Perth Airport Land Use Plan complements the planning frameworks of City of Belmont, City of Swan and City of Kalamunda by providing additional economic and employment opportunities for growing residential populations within the adjoining Local Government Areas.

3.4 Sensitive Developments

Section 71A of the Airports Act requires a master plan to identify any proposed 'sensitive developments.' A sensitive development is defined as development or redevelopment that increases the capacity of the following:

- residential dwelling,
- community care facility,
- pre-school,
- primary, secondary, tertiary or other education institution, or
- hospital.

A sensitive development does not include the following:

- an aviation education facility,
- accommodation for students studying at an aviation education facility at the airport,
- a facility with the primary purpose of providing emergency medical treatment and which does not have in-patient facilities, or
- a facility with the primary purpose of providing in-house training to staff of an organisation conducting operations at the airport.

Sensitive developments are not permitted at Commonwealth leased airports except in exceptional circumstances and require an airport to apply to the Commonwealth Minister for approval to prepare a Draft Major Development Plan (MDP) for the proposed development. The Minister may approve the preparation of the Draft MDP only when satisfied that there are exceptional circumstances that supports its preparation.

There are two future land uses proposed in this Master Plan 2020 which are sensitive developments: 'Education' and 'Hospital'. No specific site has been identified for either land use, however, the wider Airport West precinct is seen as a preferable location. Both Hospital and Education are high trip generating uses that require both private and public transport access, as well as large land parcels with adequate infrastructure in close proximity to populated areas. Perth Airport is already well serviced by major arterial roads for car and public bus access, and in 2021 will be serviced by rail through the Forrestfield-Airport Link project. The suitable large land parcels available at Perth Airport are not easily found elsewhere in the metropolitan area, offering the potential for the two land uses to be co-located in the form of a tertiary hospital. The nearby, growing resident population within the City of Belmont's Development Area 6 (DA6) and the wider Redcliffe area will benefit from access to employment opportunities and services within a walkable catchment. Additionally, there are suitable locations within Airport West which are either completely outside of the current aircraft noise contours or are located within the lowest contour. Under State planning policy the development of these sensitive land uses within the lowest contour is conditionally acceptable, meaning it can be permitted subject to compliance with certain design criteria.

Education and Hospital land uses are aligned with both Local and State Government strategic documents which plan for the future of the eastern suburbs of metropolitan Perth. Perth Airport has liaised with the City of Belmont and received their 'in principle' support for the inclusion of these sensitive land uses in the Master Plan.

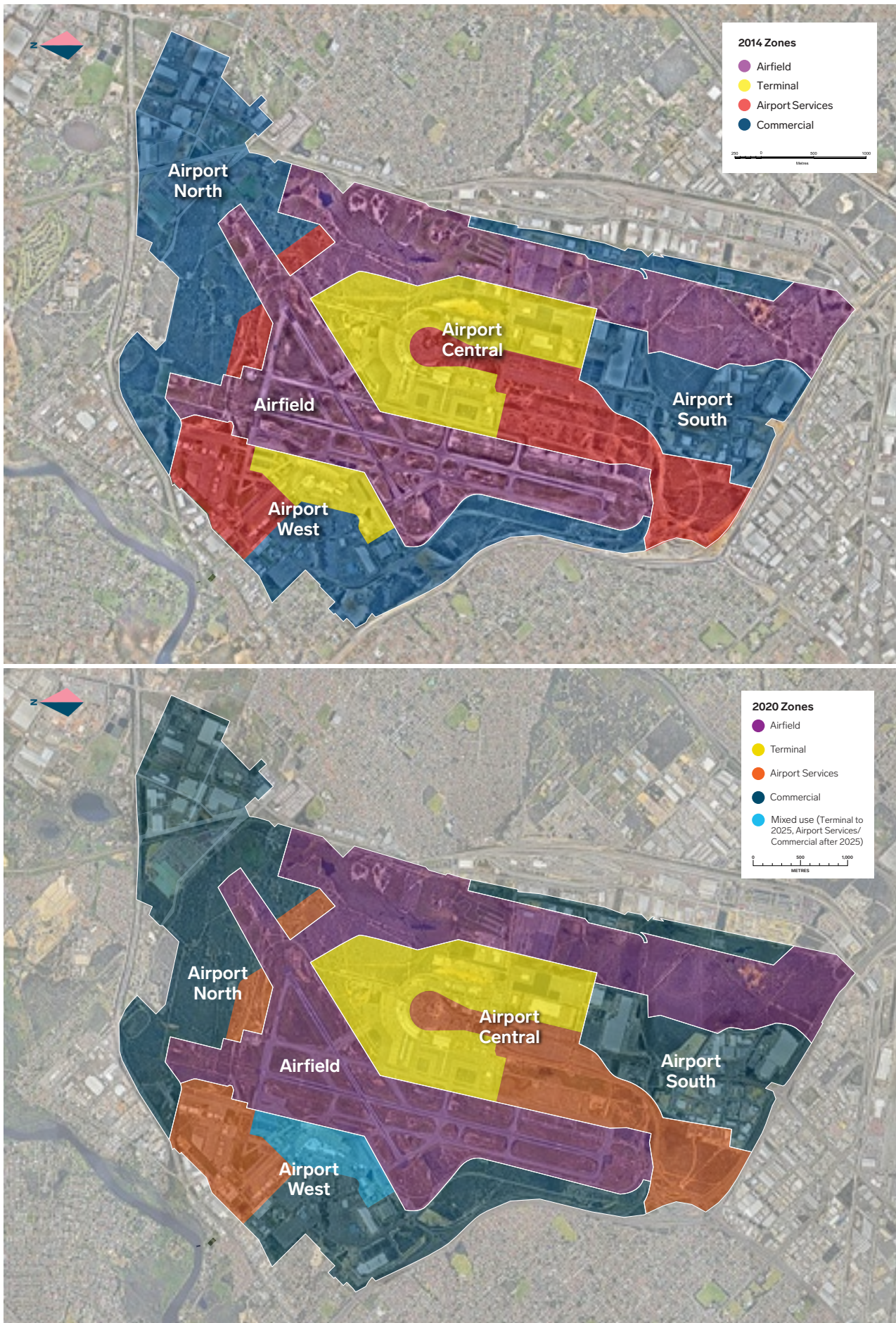


Figure 3-3 Comparison of the Perth Airport Master Plan 2014 and Master Plan 2020 Land Use Plans
Source: Perth Airport

3.5 Changes from Master Plan 2014

The Perth Airport Land Use Plan contained within this Master Plan 2020 has remained consistent with the land-use plan as shown in the Master Plan 2014. Minor changes have been made with respect to the inclusion of additional land uses (including sensitive land uses) in each of the four zones as detailed in Section 3.5.1.

Noting the intention to consolidate all commercial air services to Airport Central by 2025, planning for the future use of Terminal 3, Terminal 4 and surrounds in Airport West will be considered within the period of this Master Plan 2020. As shown in Figure 3-3, the area comprising Terminal 3 and Terminal 4, zoned as 'Terminal' use in Master Plan 2014, has changed in this Master Plan 2020 to a Mixed Use zone. The 'Mixed Use' Zone is a transitional zone which until 2025 will remain zoned as 'Terminal' and be subject to planning control and land uses as outlined in Section 3.3.2. Post consolidation of Qantas to Airport Central, the Mixed Use will transition to a combination of the Commercial and Airport Services zones, and the planning controls and land uses outlined in sections 3.3.3 and 3.3.4. Having reached the end of their useful life in 2025, the redundant terminal buildings will be demolished. The objective of the Mixed Use zone is to provide a flexible planning framework. The future planning for this area is outlined in further detail in Section 5.

3.5.1 Commercial Zone Changes

A number of new land uses have been incorporated into the Commercial Zone to:

- reflect what already exists on the airport estate,
- provide consistency with terminology used in State and Local Government planning documents,
- use the airport's strategic location and Activity Centre status to provide services and amenity for nearby communities and visitors to the estate, and
- leverage off existing and future physical infrastructure to provide economic opportunities.

Some of the new land uses are also included in the other zones (Airfield, Terminal and Airport Services) as detailed in Section 3.3.

3.6 Pre-existing Interests at the Perth Airport Estate

There are a number of pre-existing interests that provide for access and use of land within the airport estate by external parties. These are in the form of licences, leases and easements over the airport estate which existed when the operation and management of Perth Airport was transferred from the Commonwealth to Westralia Airports Corporation on 2 July 1997.

Since the Master Plan 2014, some leases have expired or vacated, and a number have been renegotiated and new leases entered into with Perth Airport. The majority are commercial interests or Government authorities, which provide services for purposes related to international airport activities. Others include utilities that pass through the airport estate, or into the airport estate, such as aviation fuel. The gas mains, the water main and the Telstra fibre optic route are major assets which provide services of economic importance to Western Australia.

Future developments on the airport estate will recognise the existence of these interests and Perth Airport will liaise with the owners and operators of these services to ensure their relevant needs are addressed as development occurs. Perth Airport will also protect the rights of those parties as provided for in the leases and licences and abide by the relevant regulations and legislation in relation to the easements.