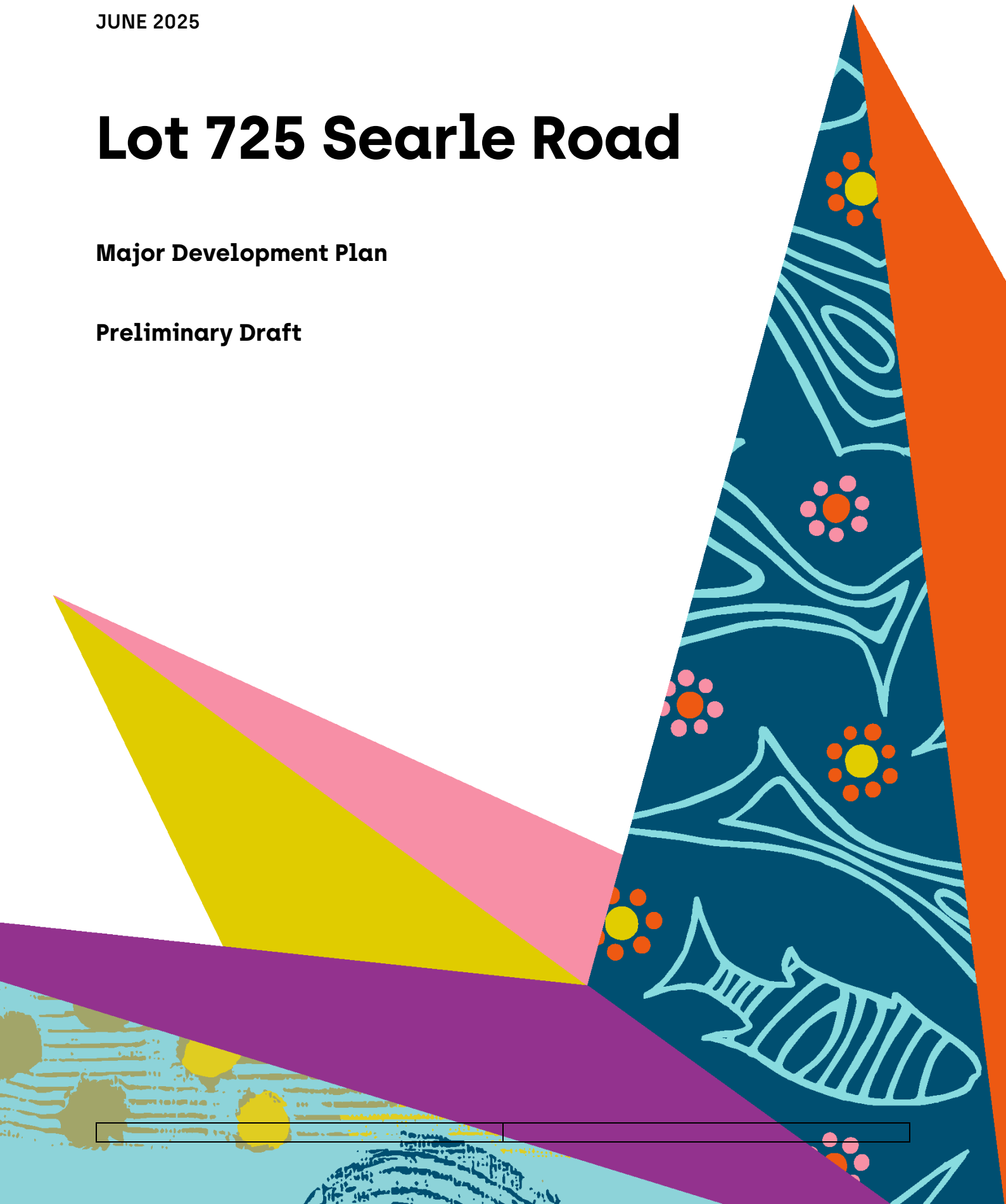
Perth Airport

JUNE 2025

Lot 725 Searle Road

Major Development Plan

Preliminary Draft



This Preliminary Draft Major Development Plan has been prepared by Perth Airport Pty Ltd (Perth Airport) (ABN 24 077 153 130) to satisfy the requirements of the *Airports Act 1996* (Cth).

While all care has been taken in the preparation of this Preliminary Draft Major Development Plan:

- It is based on certain forecasts and assumptions, and Perth Airport makes no claim as to the accuracy or completeness of any of the information or the likelihood of any future matter,
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ACKNOWLEDGEMENT OF COUNTRY

Boorloo worlak kornt kaadatj Wadjak moort Noongar boodja-k wer baalabang kalyakoorl noyinang Noongar boodja-k. Ngalak kaadatj Noongar Birdiya koora-koora yeyi wer boordakan.

Perth Airport acknowledges the Whadjuk Noongar people as the Traditional Owners and Custodians of this region and respects their ongoing connection to this land. We pay our respects to Elders past, present and emerging.

We welcome feedback on the Perth Airport Preliminary Draft Major Development Plan for Lot 725 Searle Road.

Written public comment submissions can be made online at perthairport.com.au/majordevelopmentplans or sent to the address below between **Friday 13 June 2025 and 5pm (WST) Friday 5 September 2025**:

Major Development Plan

Perth Airport Pty Ltd

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Queries regarding this Preliminary Draft Major Development Plan should be directed to telephone 08 9478 8888 or via email mdp@perthairport.com.au.

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Executive Summary

Perth Airport is Australia's Western Hub linking Western Australia to the world. It operates 24 hours a day, seven days a week, and is one of the most important infrastructure assets in Western Australia.

The Perth Airport estate covers an area of approximately 2,105 hectares and currently comprises four terminals (T1, T2, T3 and T4) as well as a general aviation area.

Perth Airport is a major economic and industry enabler with an estimated $3.5 billion annual contribution to the Western Australian economy. This is expected to grow to $9 billion p.a. by 2040. Perth Airport also generates an estimated 16,700 full-time equivalent direct and indirect jobs. This is expected to grow to 36,000 by 2040.

The proposed scope of works for this MDP is for a new non-aviation development consisting of a workshop, warehouse, office, carpark, landscaping, signage and vehicular access.

This MDP is consistent with development objectives defined in Perth Airport Master Plan 2020 and includes bringing land not required for long-term aviation services into productive use to support economic development and employment opportunities in Western Australia.

The impacts to aviation activity associated with the proposed works have been assessed and are compliant. Perth Airport is committed to effective engagement and consultation with stakeholders where there may be aviation impacts resulting from development activity within the project area, this includes potential impacts on future infrastructure such as Perth's New Runway.

An environmental assessment was also undertaken to investigate potential impacts.. The area was cleared of vegetation in 2007, and has been periodically cleared of regrowth and weeds. No vegetation is required to be removed to support the development under this MDP. The Commonwealth Department of Climate Change, Energy, the Environment and Water have advised the proposed action does not require assessment and advice under the *Environment Protection and Biodiversity Conservation Act 1999*.

Vehicular access has been assessed and is acceptable. The proposed development will result in the construction of approximately 385 parking bays to cater for staff demand. Access arrangements have been designed to accommodate both light and heavy vehicles.

Before Perth Airport can proceed with the proposed works, it is required under Section 89(1)(e) of the *Airports Act 1996* (Airports Act) to prepare an MDP for Ministerial approval (this document). Perth Airport is also required to undertake 60 business days public consultation, with due regard given to all submissions received. Details of the dates for this consultation and how to make a submission can be found on Page 3 of this document, or on the Perth Airport website.

1 Introduction

Perth Airport provides an access point to Western Australia from interstate locations and serves as the central transportation hub for regional destinations, such as significant mining regions and popular tourist destinations. The airport is a vital link in the Western Australian resources sector supply chain, providing connectivity for the fly-in fly-out (FIFO) workforce and for Western Australians who live in remote communities. Non-aviation development located on the airport estate assists in the facilitation of this supply chain, in addition to the creation of employment and economic benefits for the region.

Perth's metropolitan community is inextricably linked to its airport. The location of Perth in relation to other Australian capital cities and the vast distances between major population centres make air travel, and Perth Airport, indispensable to the people of Western Australia and to the State's economic, social and cultural development.

Perth Airport is located 12 kilometres east of Perth's Central Business District (CBD) and is well connected and integrated with major highway, freeway and rail networks, including Tonkin Highway, Leach Highway and Roe Highway, linking to the city, north-south and east-west. The location of Perth Airport in relation to the Perth metropolitan region and key transport infrastructure is shown in Figure 1-1, 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.

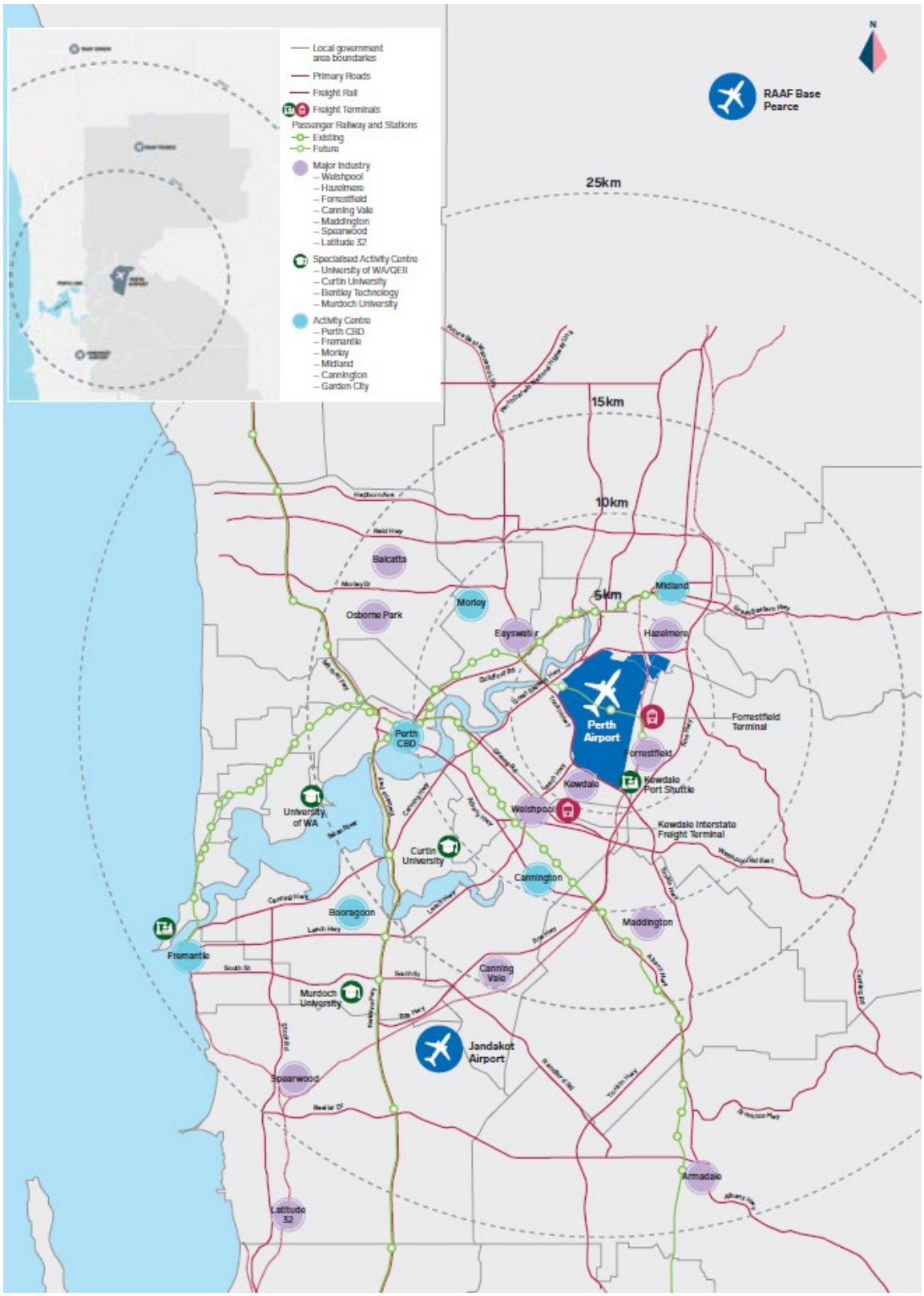

Figure 1-1 Perth Airport in Relation to Key Infrastructure

Source: Perth Airport

1.1 Major Development Plan Scope

The detailed scope of this MDP is outlined in Section 2 and 3, and includes a new workshop, warehouse, office, carpark, landscaping, signage and vehicular access as illustrated in development plans contained in Appendix A, in the location shown in Figure 1-2.

Before the development can proceed, the preparation of an MDP is required under Section 89(1)(e) of the *Airports Act 1996* (Airports Act). The development requires Commonwealth assessment on the basis that the development is for the construction of a building (that is not a passenger terminal) and the cost of construction exceeds $25 million. Further details concerning the statutory arrangements covering MDPs are provided under Section 4.5 of this document.

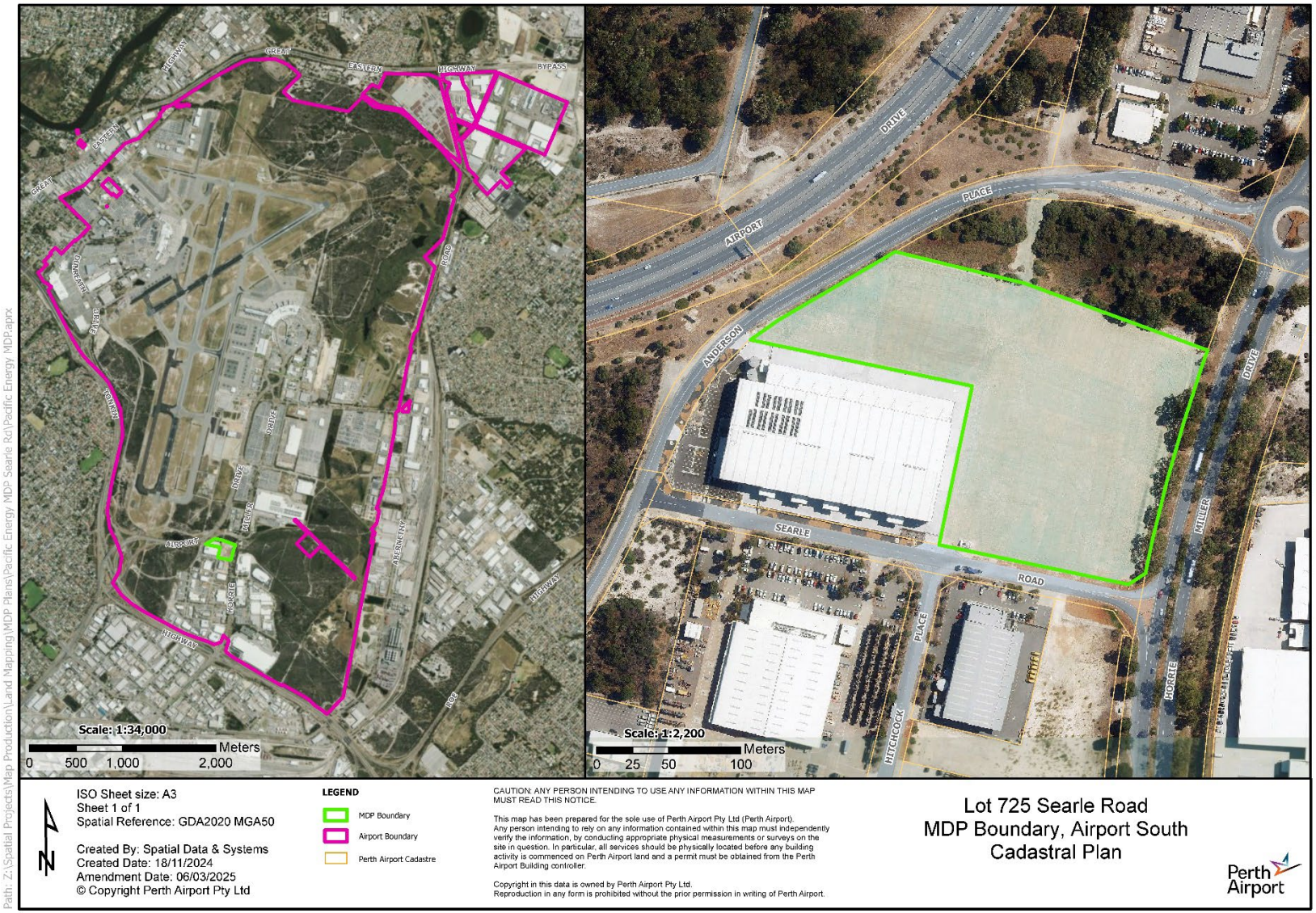

Figure 1-2 Study Area Context

Source: Perth Airport

1.2 Background

In July 1997, the operation and management of Perth Airport was transferred from the Commonwealth of Australia to Westralia Airports Corporation under a 50-year lease, with a 49-year leasehold option. In 2011, Westralia Airports Corporation changed its trading name to Perth Airport Pty Ltd.

Perth Airport Pty Ltd is a wholly owned subsidiary of Perth Airport Development Group Pty Ltd (PADG). The shareholders of PADG, as of June 2025, are shown in Table 2-1.

Shareholders of Perth Airport Development Group Pty Ltd	(%) Ownership
Utilities of Australia Pty Ltd ATF Utilities Trust of Australia (UTA)	23.26%
The Northern Trust Company (TNTC) TNTC in its capacity as custodian for Future Fund Investment Company No.3 Pty Ltd (FFIC3), a wholly owned subsidiary of The Future Fund Board of Guardians (FFBG)	30.01%
Utilities of Australia Pty Ltd ATF Perth Airport Property Fund (PAPF)	17.34%
Gardior Pty Ltd as trustee for The Infrastructure Fund	7.19%
AustralianSuper Pty Ltd	20.25%
Australian Retirement Trust Pty Ltd	1.95%

Table 2-1 Shareholders of Perth Airport Development Group Pty Ltd as at June 2025

Source: Perth Airport

1.3 Report Structure

This document is consistent with the requirements for a Major Development Plan under the Airports Act and is structured as follows:

- Section 2 – Description of Development,
- Section 3 – Project Details,
- Section 4 – Legislative Framework,
- Section 5 – Consistency with State and Local Planning,
- Section 6 – Socio-economic Assessment,
- Section 7 – Traffic Assessment and Ground Transportation Infrastructure,
- Section 8 – Environment and Heritage Assessment,
- Section 9 – Relationship to Aviation,
- Section 10 – Implementation,
- Section 11 – Consultation, and
- Section 12 – Conclusion.

Further details regarding consistency with the requirements of the Airports Act are included in Appendix B.

2 Description of Development

This MDP is seeking approval for construction of a new building on the airport estate which will be leased and operated by a specific tenant (the Tenant), as shown in plans contained in Appendix A and as outlined below:

- *11,900m^2 workshop and warehouse,
- *5,200m^2 office over two levels,
- Approximately 385 parking spaces, including a two-storey carpark, and
- Landscaping, signage and vehicular access.

*Areas are approximate and will be refined as design progresses

A render of the proposed development is show in Figure 2-1 below.

Figure 2-1 Render of Lot 725 Searle Road Development

Source: Perth Airport

2.1 Project Justification

The purpose of the MDP includes the consolidation of a number of existing facilities operated by the Tenant into the one, larger and custom designed development. This provides capacity for the Tenant to invest, innovate and grow their business in a sustainable and in-demand industry.

The construction and ultimate operation of the development will create significant employment and economic benefits, including 450 construction and over 3,000 operational direct and indirect jobs (Pracsys 2024); refer section 6.

2.2 Support for Government Objectives

The Tenant is a market leader in the sustainable energy industry. They specialise in designing, building, owning and operating renewable power generating assets for mining companies, businesses, townships and state-owned utilities across Australia. This supports Government policies and strategies including the WA Climate Policy (2020) and WA Renewable Hydrogen Strategy (2021) through the promotion of renewable and sustainable energy solutions for WA; refer section 5.2.

2.3 Perth Airport Development Objectives

Developments at Perth Airport are guided by a set of development objectives which evolve from the company's vision and corporate objectives. Perth Airport's vision is to be *Australia's Western Hub – connecting lives, businesses and communities to a world full of possibilities.* The objectives that guide Perth Airport's development are defined in the Perth Airport Master Plan 2020, and for this MDP include:

1. Bring land not required for long-term aviation services into productive use to support economic development and create employment in Western Australia.

To achieve this objective, Perth Airport will ensure the proposed development:

- is consistent with Master Plan 2020, including ensuring the land is not identified for long-term aviation purposes, and
- contains appropriate land uses that promote employment and economic development opportunities.

2. Ensure that the airport's development and operations minimise adverse impact on surrounding communities and the environment.

To achieve this objective, Perth Airport will ensure the proposed design of the development:

- uses endemic species for landscaping as far as practicable , and
- manages traffic appropriately to minimise impact on the surrounding road network.

3. Ensure Perth Airport achieves an adequate and sustained return on investment to support continuing development in the facilities.

To achieve this objective, the decisions Perth Airport will make regarding development of the precinct will take into account the suitability of land uses and development mechanisms which can generate a return over the long term.

- Ensure the ongoing integrity of critical infrastructure that may be impacted by airport development.

To achieve this objective, the proposed development will be designed by Perth Airport to operate in a way that:

- maintains primacy of road access for passengers and terminal users in Airport Central, and
- the future development will pose no material impact to aviation operations or safety controls.

This MDP is consistent with the listed Perth Airport Development Objectives.

3 Project Details

3.1 Site and Land Description

The project area for the MDP covers the whole site located at Lot 725 Searle Road. The property is approximately 3.57 hectares in area and is located within the Airport South precinct, as shown in Figure 1-2.

The site has a frontage to three roads; Searle Road to the south, Horrie Miller Drive to the east and Anderson Place to the west. The site is located to the south-east of the main runway, separated by Airport Drive which runs parallel to Anderson Place.

3.2 Sustainability Considerations

Perth Airport is committed to achieving Net Zero by 2040, supporting the Australian Government's aspiration for the aviation sector to reach Net Zero by 2050. The building will target a 4 Star Green Star Buildings rating while complying with PAPL's Sustainability Design and Technical Requirements (DATR). The development will consider best practice sustainability rating tools, such as NABERS, Green Star, and WELL, to deliver exceptional environmental, social, and operational outcomes. These frameworks will guide the integration of energy efficiency, decarbonisation, resilience, resource conservation, and occupant well-being into the project. The following sustainability themes will be considered during the design and construction phases of the building:

- Energy Efficiency: Embedding various efficiency measures to considerably reduce operational energy demand of the development compared to its base case.
- Carbon Emissions Reduction from Materials & Products: Using low-carbon products and materials during construction to reducing upfront carbon emissions of the building.
- Operational Emissions Reduction: Developing a Zero Carbon Action Plan outlining how the building will operate fossil fuel free in the future. The development will explore opportunities for rooftop solar to generate on-site renewable energy to reduce the energy use in operation. Additionally, off-site renewable energy will be explored to further reduce building's operational emissions.
- Climate Change Adaptation: Project specific comprehensive climate change risk and adaptation assessment will be developed in accordance with AS 5334:2013. The assessment will identify relevant 'High' and 'Extreme' climate risks, ensuring these are addressed through appropriate design and operational measures to enhance the building's resilience to future climate impacts.
- Managing impacts to nature: The development will not have any direct impacts on matters of national environmental significance and opportunities to minimise light pollution will be explored.
- Waterway Protection: Where possible, the development will reduce average annual stormwater discharge. Pollution reduction targets will be applied to reduce total suspended solids, gross pollutants, total nitrogen, hydrocarbons and total phosphorus.
- Water Efficiency: Installing water efficient fixtures and fittings and exploring opportunities to reuse or recycle water to reduce operational water demand.
- Construction & Demolition Waste: The development will aim to diverting at least 80% of construction and demolition waste (non-hazardous) from landfill.

3.3 Services

3.3.1 Water Supply

Water connection for the development is available via an existing 150mm main supply pipe, running parallel to Searle Road.

3.3.2 Power

The building will be supplied power from Perth Airport's fully owned and operated embedded electricity network. A substation will be installed within the property boundaries, and supplied from a feeder from an existing Perth Airport switchroom.

3.3.3 Sewerage

Access to the wastewater network is available via a 225mm gravity main.

3.3.4 Stormwater

The concept for Perth Airport's stormwater design criteria relating to commercial premises is to protect them from a one per cent annual exceedance probability storm event. Surplus runoff from Lot 725 Searle Road site will connect via swales into Perth Airport's Stormwater Reticulation/Open Drainage Network.

3.3.5 Excavation

Prior to any excavation or surface penetrating activities, an excavation permit is required (applied to and issued by Perth Airport). The excavation permit process details the location, extent and method of the proposed excavation or surface penetrating activities, and reviews these against the location of all existing subterranean services, communications cabling and infrastructure, to ensure they will not be disrupted by the proposed development. This requirement will be a contractual obligation for the main contractor.

3.3.6 Work Health and Safety

Work health and safety requirements within and adjacent to the proposed development site will be in accordance with all relevant Perth Airport, Commonwealth and State legislation and associated regulations and policy.

3.3.7 Equity of Access

Provisions for people with reduced mobility accessing the development will comply, as a minimum, with the applicable codes, including the Premises Standards and Disability Access provisions of the *Disability Discrimination Act 1992* and the National Construction Code 2016.

Perth Airport strives to ensure all facilities, information and services are inclusive and accessible to all members of the community, with commitment to a range of initiatives, developed under an overarching corporate Disability Access and Inclusion Framework.

3.4 Construction Activities (Timeframes)

It is anticipated the proposed development will commence construction immediately following MDP approval (subject to conditions) and will be completed by the end of 2026.

4 Legislative Framework

The proposal contained within this MDP is primarily guided by Commonwealth regulation, which is required as Perth Airport is operated on Commonwealth land through a leasehold agreement. The MDP is consistent with the applicable legislation and the associated Perth Airport Master Plan 2020, approved Land Use Plan and executed lease, as follows.

4.1 Legislation Overview

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

- *Aboriginal and Torres Strait Islander Heritage Protection Act 1984*,
- *Airports Act 1996*,
- Airports Regulations 1997,
- Airports (Building Control) Regulations 1996,
- Airports (Control of On-Airport Activities) Regulations 1997,
- Airports (Protection of Airspace) Regulations 1996,
- Airports (Environment Protection) Regulations 1997,
- *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 Perth Airport is located on Commonwealth land, State legislation may apply under the provisions of the *Commonwealth Places (Application of Laws) Act 1970*. 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 State legislation relevant to planning and development on the airport estate are:

- *Aboriginal Heritage Act 1972,*
- *Bush Fires Act 1954,*
- *Bush Fires Regulations 1954,*
- *Dampier to Bunbury Pipeline Act 1997* and
- *Heritage Act 2018*.

4.2 Airports Act 1996

Perth Airport is located on land owned by the Commonwealth of Australia and although the day to-day management of Perth Airport was privatised in 1997, the Commonwealth Government continues to play an important regulatory and oversight role through the Airports Act and associated regulations. This statutory regime ensures that the public interest is protected.

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

4.3 Perth Airport Master Plan 2020

Under Section 70 (1) of the Airports Act, each airport is required to produce a Final Master Plan. The Final Master Plan is one that has been submitted to the Minister as a Draft Master Plan and approved. Prior to submitting a Draft Master Plan, the airport is required to take into account public comments. Subsequent developments at the airport must be consistent with the Final Master Plan.

Section 70 of the Airports Act states that the purposes of a Final Master Plan for an airport are to:

- Establish the strategic direction for efficient and economic development at the airport over the planning period of the plan,
- Provide for the development of additional uses of the airport site,
- Indicate to the public the intended uses of the airport site,
- Reduce potential conflicts between uses of the airport site, and to ensure that the uses of the airport site are compatible with the areas surrounding the airport,
- Ensure that all operations at the airport are undertaken in accordance with relevant environmental legislation and standards,
- Establish a framework for assessing compliance at the airport with relevant environmental legislation and standards, and
- Promote the continual improvement of environmental management at the airport.

The Perth Airport Master Plan 2020 includes an Environment Strategy and Ground Transport Plan and was approved by the Commonwealth Minister for Infrastructure, Transport and Regional Development, the Hon Michael McCormack, on 2 March 2020 and is available on the Perth Airport website (www.perthairport.com.au).

Section 91(1A) (b) of the Airports Act requires that an MDP is consistent with the Final Master Plan for the airport.

As outlined in Section 3 and 5 of Master Plan 2020, the wider Airport South precinct comprises 237 hectares and contains a range of aviation and non-aviation land uses, making best use of land that is highly accessible by quality road infrastructure and transport links.

Over time, the precinct is envisaged to accommodate additional industrial, warehouse, freight and logistics and commercial land uses. Additionally, as the precinct has an interface with the Airfield precinct and Airfield zone, noting the on-going development of Perth's New Runway, aviation-support and other complementary and amenity focussed land uses may be developed for the growing nearby workforce.

Section 6 of Master Plan 2020 provides an outline of the current Ground Transport Plan for Perth Airport. The Airport South precinct is primarily accessed via Horrie Miller Drive from the intersection with Tonkin Highway and Kewdale Road. Horrie Miller Drive is a dual carriageway with two lanes in each direction and roundabouts at intersections. The long-term plan will see the increased use of Horrie Miller Drive as a transit spine to the terminals and Airport Central train Station. There are currently two Transperth bus stops on Horrie Miller Drive to serve the Airport South precinct. Perth Airport will work with the Public Transport Authority to establish better public transport connections to this area as it develops into an employment hub, including exploring how the catchment of Airport Central Station could be extended to this MDP area and other parts of the estate.

The current proposal remains entirely consistent with the intent of Master Plan 2020.

4.4 Perth Airport Land Use Plan

Section 3 of Perth Airport Master Plan 2020 outlines the Perth Airport Land Use Plan. Perth Airport is comprised of 2,105 hectares of land, and under the Land Use Plan, is divided into five land use precincts, akin to suburbs:

- Airport Central precinct,
- Airport West precinct,
- Airport North precinct,
- Airport South precinct, and
- Airfield precinct.

Within the five precincts, there are five different zonings which dictate the desired land uses for each of the defined precincts, in a similar way Local Planning Schemes manage land use planning for Local Government areas. The zones overlayed across the airport estate comprise of 'Airfield', 'Commercial', 'Airport Services', 'Mixed use' and 'Terminal', and are shown in Figure 6-1. Each zone has an applicable Land Use Table within Master Plan 2020, detailing the discretionary land uses which can be approved within the zone.

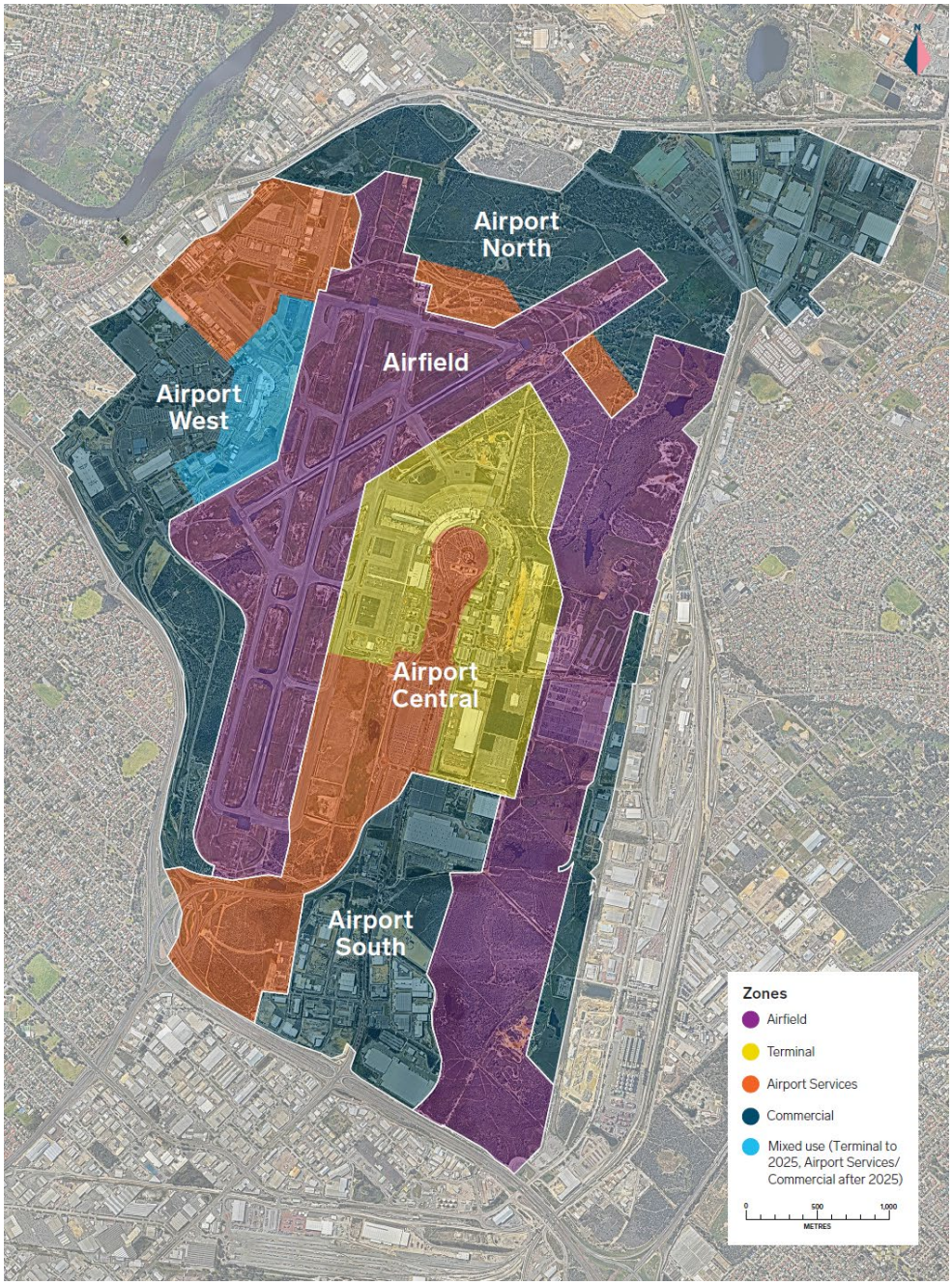

Figure 4-1 Perth Airport Precincts and Zones

Source: Perth Airport Master Plan 2020

The proposed development is located within the Airport South precinct and falls within the 'Commercial' zone. As shown in Table 4-1, objectives of the zone include enabling an integrated mix of land uses to provide employment generating development opportunities.

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

Discretional uses

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

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

Table 4-1 Commercial Zone, Permissible Land Use Table

Source: Perth Airport Master Plan 2020

The proposed development is consistent with the Commercial zone objectives due to the following:

- The land uses proposed to be developed under this MDP (Warehouse, Industry-Light, Office) are discretionary and can be approved within the Commercial zone, and will provide employment opportunities; both of which are consistent with the purpose of the wider Airport South precinct,
- The MDP area is separated from residential areas off the airport estate. The proposed development will have no direct residential interface, thereby avoiding negative amenity impacts such as traffic and noise, and
- Clearing of vegetation is not required to support the MDP, and the MDP works will integrate new landscaping using endemic species as far as it practical including shade trees to landscaped areas on the verge area in front of the main office in Anderson Place and between the laydown area and verge in Searle Road.

4.5 Major Development Plan

Section 89(1)(e) of the Airports Act requires Perth Airport to seek approval, via an MDP, for any development on airport estate which meets one or more MDP triggers. In this case, the applicable trigger is the construction of a building (that is not a passenger terminal) and the cost of construction exceeds $25 million.

The required contents of an MDP are defined in Section 91 of the Airports Act and include:

- The objectives of the proposed development,
- 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,
- A detailed outline of the proposed development,
- An assessment as to whether the proposed development is consistent with the airport's lease from the Commonwealth,
- An assessment as to whether the proposed development is consistent with the Final Master Plan,
- 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,
- 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, and
- An assessment of environmental impacts and the plans for dealing with any such impacts.

Appendix B provides detail of the specific contents of this MDP with correlation to the Airports Act requirements for MDPs.

Section 92 of the Airports Act requires that prior to the MDP being published for public comment, the proposed document must be drawn to the attention of:

- The Minister of the State in which the airport is situated, with responsibility for town planning or use of land,
- The authority of that State with responsibility for town planning or use of land, and
- Each Local Government body with responsibility for an area surrounding the airport.

Section 92 also outlines the requirement for the MDP to be made available for public comment prior to submission to the Minister for consideration. The process for assessment and approval of this MDP is presented in Figure 6-2.

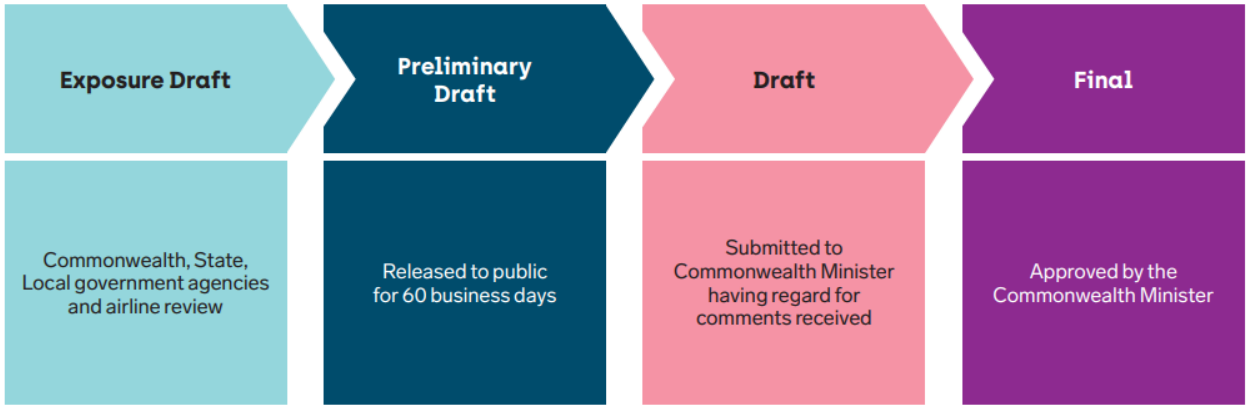

Figure 4-2 Major Development Plan Process

Source: Perth Airport

4.6 Perth Airport Lease

Perth Airport Pty Ltd is the lessee of the 214 lots of land which makes up the airport estate. The lease with the Commonwealth of Australia was executed on 1 July 1997. The term of the lease is for a period of 50 years, with an option of a further 49 years. An essential term of the lease is that the lessee must comply with all legislation relating to the airport site, including the Airports Act.

Perth Airport's substantial program of investment in aviation infrastructure is consistent with the company's obligations under the lease to develop the airport, and in doing so, have regard to:

- The actual and anticipated future growth in, and pattern of, traffic demand for the airport site,
- The quality standards reasonably expected of such an airport in Australia, and
- Good business practice.

Section 91(1)(ca) of the Airports Act requires that a major development is consistent with the airport lease. The proposed development as outlined in this MDP is consistent with the Perth Airport lease, as the proposed works do not affect capacity for the anticipated future growth in passenger numbers or adversely impact continuation of the use of the site as an airport.

The airport lease also requires that any development is in accordance with an approved Master Plan. As outlined in Section 6.4, this MDP has been demonstrated as being consistent with the Perth Airport Master Plan.

4.6.1 Pre-Existing Interests

There are several pre-existing interests that provide for access and use of land within the estate which existed when the operation and management of Perth Airport was transferred from the Commonwealth on 2 July 1997. In accordance with Section 91(3) of the Airports Act and Section 5.04 of the Airports Regulations 1997, Perth Airport is required to address any obligations from pre-existing interests in the airport.

No pre-existing interests, as outlined in the approved Master Plan 2020, exist within the MDP project area.

4.6.2 Pre-Existing Sub-Leases

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

4.7 Aviation White Paper: Towards 2050

In August 2024, the Australian Government released the Aviation White Paper: Towards 2050. The White Paper builds on the outcomes of the National Aviation Policy White Paper: Flight Path to the Future (December 2009) and sets out the Australian Government's long-term vision for aviation, to guide the growth and innovation in the sector to 2050.

The White Paper sets out the challenges the sector has faced post-COVID, and the opportunities that exist to enhance the sector. It summarises the Australian Government commitments to enhance the sector as follows:

1. *Strengthen the consumer experience.*
2. *The industry will be required to provide more support to people with disability.*
3. *The Australian Government will reduce barries to competition in the aviation sector.*
4. *The aviation sector will contribute to net zero by 2050.*
5. *Supporting the aviation workforce into the future.*
6. *Air connectivity will be strengthened in regional Australia.*
7. *The Australian Government will partner with First Nations people to deliver improved aviation policies and services.*
8. *The General Aviation sector will remain critical to Australia's aviation ecosystem.*
9. *The government and industry will work together to reduce aircraft noise impacts*
10. *Planning processes on and around airports will be revised to meet the needs of the aviation sector and the community.*
11. *Safety, security and airspace regulations will be updated to address expected changes in the aviation sector to 2050.*
12. *The government will support growth of aviation technology and manufacturing, while mitigating the risks.*
13. *Australia will continue to grow international aviation.*

The White Paper contains 56 policy initiatives. Relevant to this proposal is initiative number 39, which is outlined below:

Require additional information in airport master plans and MDPs about how development of the airport will address climate change resilience, decarbonisation and disability access. The Australian Government will amend the Airports Regulations 2024 to include this requirement. The Minister for Transport has also written to airport operators to advise that, when making decisions to approve future master plans or MDPs, the Minister will have regard to how the airport has addressed these additional requirements, as well as the appropriateness of the airport's community consultation processes, and whether appropriate access to the airport site has been provided for GA [General Aviation]. For master plans or MDPs that involve new or changed runways, the Minister will also have regard to the suitability of the airport's plans for noise mitigation, including the appropriateness of noise sharing arrangements.

An assessment of the MDP against the applicable Initiative 39 of the White Paper is contained in Table 4-2.

Table 4-2 Aviation White Paper Assessment (Source: Perth Airport)

Initiative 39 – key items	Assessment	MDP sections
• Support appropriate access for people with disabilities	The developments will consider provisions for people with reduced mobility and will comply, as a minimum, with the applicable codes, including the *Premises Standards and Disability Access Provisions of the Disability Discrimination Act 1992*, Australian Standard 1428.1-2021 (Design for access and mobility), the National Construction Code 2022 and Perth Airport's 'Universal & Inclusive Access' Design and Technical Requirements (DATRs).	Section 3.3.7
a. Minimise carbon emissions	In line with the project's sustainability targets, energy efficiency initiatives will be incorporated in the design. The Project will also explore opportunities for the installation of PAPL and / or customer-owned renewable generation to minimise operational carbon emissions.	Section 5.2
b. Enhance resilience to climate impacts	The development will be built to respond to direct and indirect impacts of climate change. A Climate Change Risk and Adaptation Assessment will be conducted during design phase to identify climate risks. Relevant risks will be addressed, where feasible, by appropriate design and operational responses.	Section 5.2
c. Appropriateness of community consultation processes	The consultation process undertaken for this MDP is in accordance with the Airports Act.	Section 13
d. Appropriate access for General Aviation provided	No impact to General Aviation traffic.	n/a
e. Plans for noise mitigation for plans which involve new or changed runways	Not applicable. The MDP does not propose a new or change to an existing runway.	n/a

5 Consistency with State and Local Planning

The Perth Airport has a unique planning context, given its Commonwealth significance. The State and regional planning framework, including the Perth Metropolitan Region Scheme (MRS), and State planning policies do not explicitly apply to the Perth Airport. The Airports Act requires the State planning framework to given due regard as part of the assessment of a proposed development. The Airports Act requires certain matters to be considered such as aircraft noise and retail impacts, which can be guided by State planning policies. The following information analyses the alignment between this MDP and these planning documents.

5.1 State Planning Policy Overview

State Government planning is controlled by the Western Australian Planning Commission (WAPC) which administers the State Planning Framework and the Metropolitan Region Scheme (MRS) and disseminates policies and strategies on a wide range of planning matters. The planning policies and strategies developed by the WAPC set the strategic context in which the MRS operates.

5.2 Metropolitan Region Scheme

The Metropolitan Region Scheme (MRS) is prepared and administered by the WAPC as the principal planning scheme for the Perth metropolitan region. The MRS considers generalised broad-scale land use zones and sets out regional reservations. The airport estate is reserved for 'Public Purposes: Commonwealth Government' under the MRS. The MRS, and the Perth Airport estate in the context of the MRS are shown in Figure 5-1 and Figure 5-2.

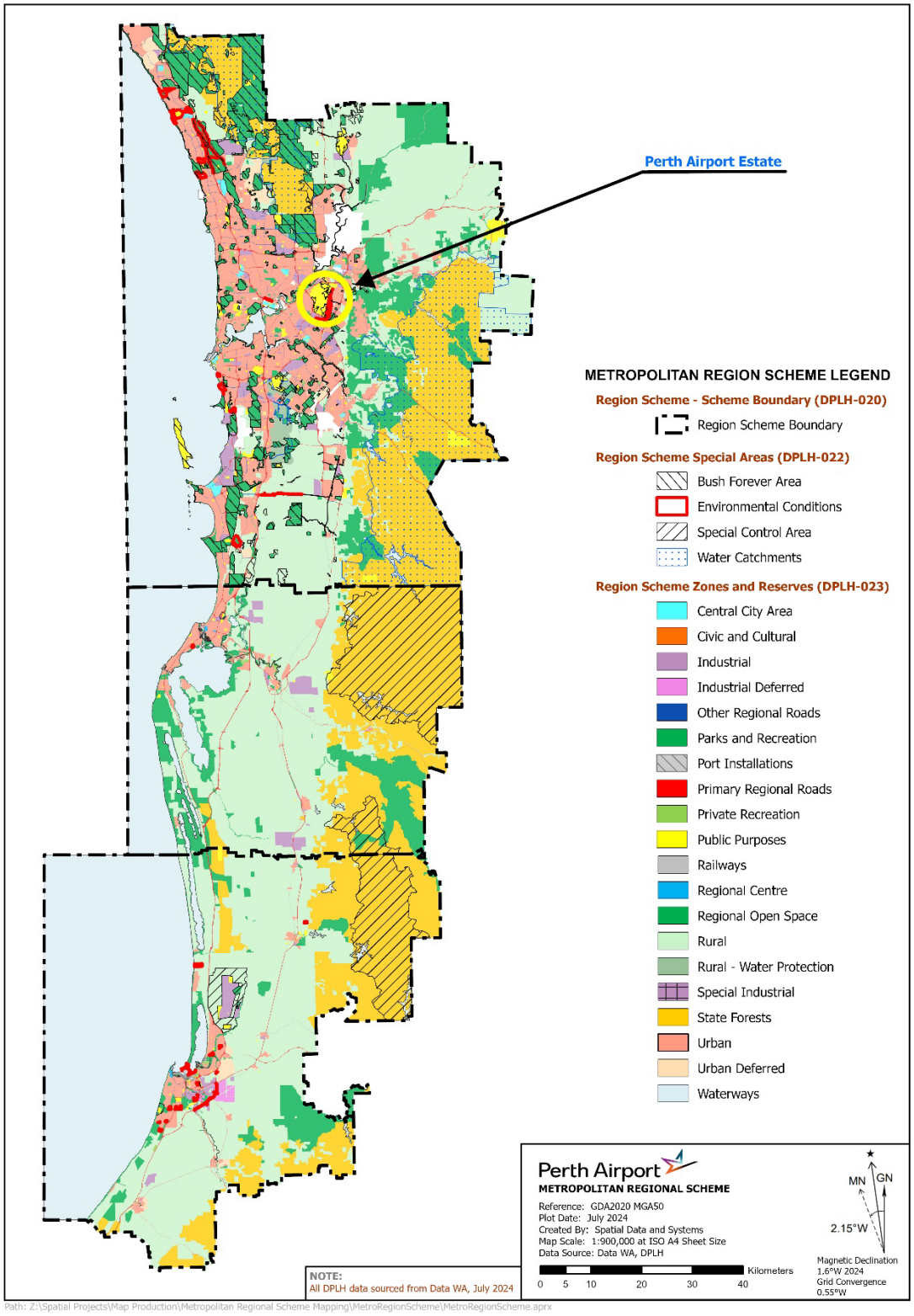

Figure 5-1 Metropolitan Region Scheme Map

Source: Western Australian Planning Commission

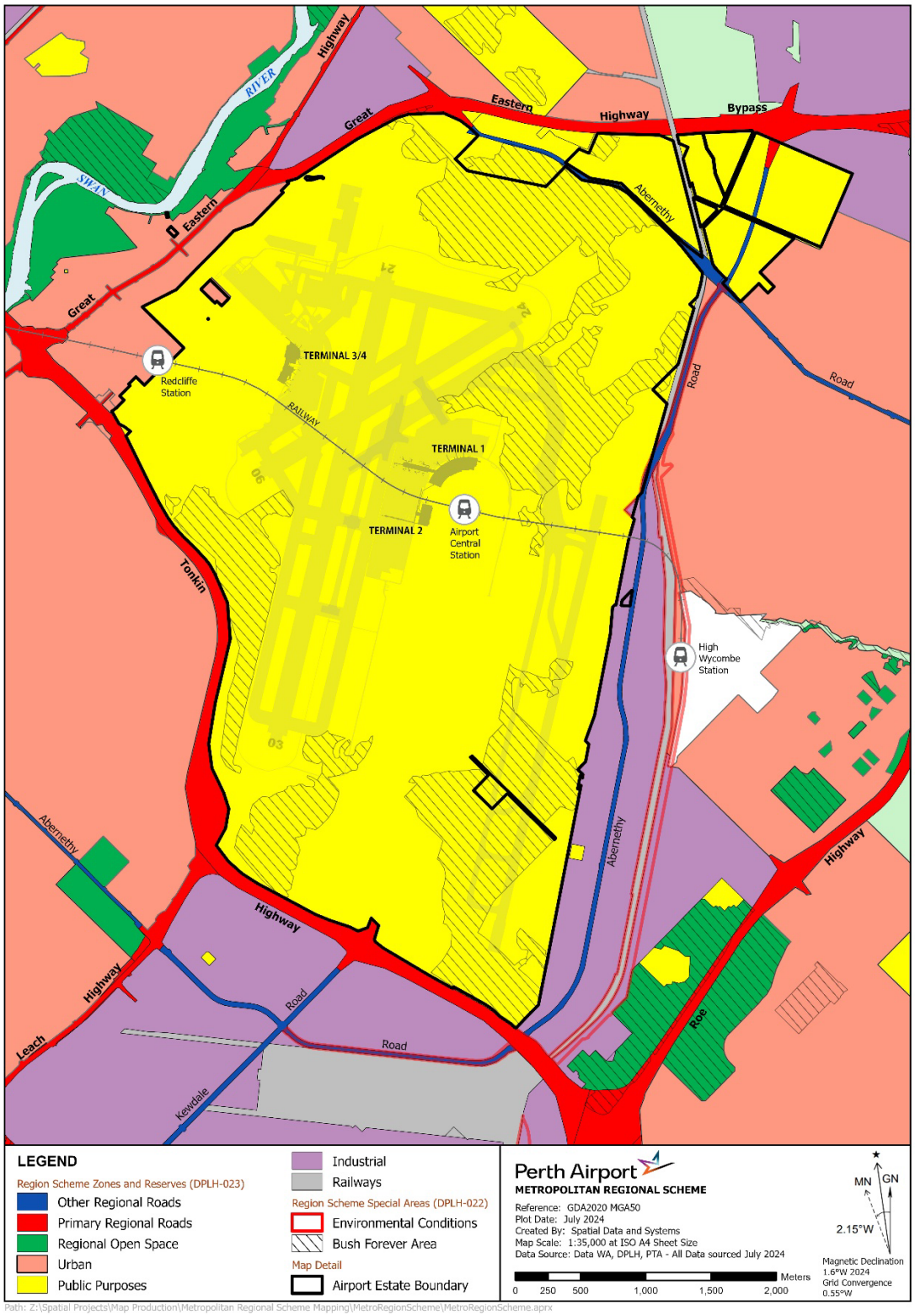

Figure 5-2 Perth Airport in the Context of the MRS

Source: Western Australian Planning Commission

5.2.1 State Planning Strategy 2050

The State Planning Strategy 2050, prepared by the WAPC and endorsed by the Western Australian State Cabinet, 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. It also recognises Perth Airport as a key element in the movement network of the State, and as the international gateway to Perth and Western Australia, and focal point for the growth of the tourism industry.

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.

5.2.2 Perth and Peel @ 3.5 Million

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.

Perth Airport is referenced in the Central, North-East, North-West and South Metropolitan Peel sub-regional Planning Frameworks, which designate the estate as a 'specialised activity centre' in line with other State policy. Perth Airport is also referenced as a key employment node that is important to the diversification of the economy, particularly within the central sub region where Perth Airport is the focus of employment and a major contributor to productivity, and a facilitator of business clustering and agglomeration.

Jobs growth at Perth Airport as outlined in this document is predicated in part, on the development of non-aviation land uses. Perth Airport has the capacity to provide land for development of non-aviation land uses in a central location. The opportunity for employees to live in close proximity to their place of employment is a future benefit which will grow over time, as more jobs become available and more residents move to nearby areas. The MDP is therefore consistent with Perth and Peel @ 3.5 Million as outlined above.

Perth and Peel @ 3.5 Million includes the long-term planning for transport infrastructure for the Perth metropolitan region. The Plan provides a framework to develop an efficient transport network to cater for Perth's population as it approaches 3.5 million and beyond. The proposed development is consistent with the intent of the plan, through contributing to employment generation. Further, the MDP area is located within the Central sub-region, and supports infill development on highly accessible and connected land.

5.2.3 State Planning Policy 4.2 – Activity Centres for Perth and Peel

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

Under the policy, Perth 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.

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

The proposed development provides compatible land uses (warehouse, light industrial and office) that support the primary function of the activity centre, and contributes to its sustainable growth, diversification and the clustering of development that supports the economic operations of Perth Airport.

The Tenant specialises in renewable and sustainable energy which naturally aligns with the environmental and sustainable goals of SPP 4.2 in terms of reducing emissions, and promoting sustainable land use and energy-efficient development within activity centres.

5.2.4 State Planning Policy 5.1 – Land Use Planning in the Vicinity of Perth Airport

State Planning Policy 5.1 – Land Use Planning in the Vicinity of Perth Airport (SPP 5.1) applies to land in proximity to Perth Airport which is, or may in the future, be affected by aircraft noise.

The intent of this 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.

The proposed MDP is consistent with the intent of SPP 5.1 given the development will not impact on the existing ANEF, as endorsed under Master Plan 2020 and as referenced within the policy.

5.2.5 State Infrastructure Strategy (July 2022)

Infrastructure Western Australia's approved strategy titled 'Foundations for a Stronger Tomorrow' addresses the State's infrastructure needs and priorities over the next 20 years and makes recommendations about how to address these. The core themes of the strategy include demand management, infrastructure planning and optimising the existing asset base.

Perth Airport is referenced in the strategy and recognised as "a critical transport hub facilitating international, interstate and intrastate economic activity and trade."

The works contained within this MDP will create employment generating land uses and economic output within an existing, well serviced and connected area.

5.2.6 Western Australian Renewable Hydrogen Strategy (2021)

The creation of the new development would support the strategy's economic aim of developing the renewables sector as an economic driver for the State. The Tenant's hydrogen capabilities contribute to the key aims of greater adoption of renewable hydrogen. By designing, building, owning and operating generation assets including Hydrogen production and refuelling facilities for businesses, and utility companies, the project will support the aims of promoting renewable (green) hydrogen adoption in Western Australia.

5.2.7 WA Climate Policy (2020)

The purpose of this policy is to outline WA's transition to a low-carbon economy. The creation of the new development would enable the Tenant to grow as a company and continue to directly contribute to decreasing WA's overall carbon footprint.

5.3 Local Planning Overview

Local Governments are responsible for planning of their local communities by ensuring appropriate planning controls exist for land use and development. Local planning schemes and strategies are prepared by each individual Local Government Area to:

- Establish how land is to be used and developed,
- Classify and determine the acceptability of various land uses, and
- Establish the provisions for the coordination of infrastructure and development within the Local Government area.

The Perth Airport estate sits within three Local Government areas, divided between the City of Belmont, the City of Kalamunda and the City of Swan, as demonstrated in Figure 7-3.

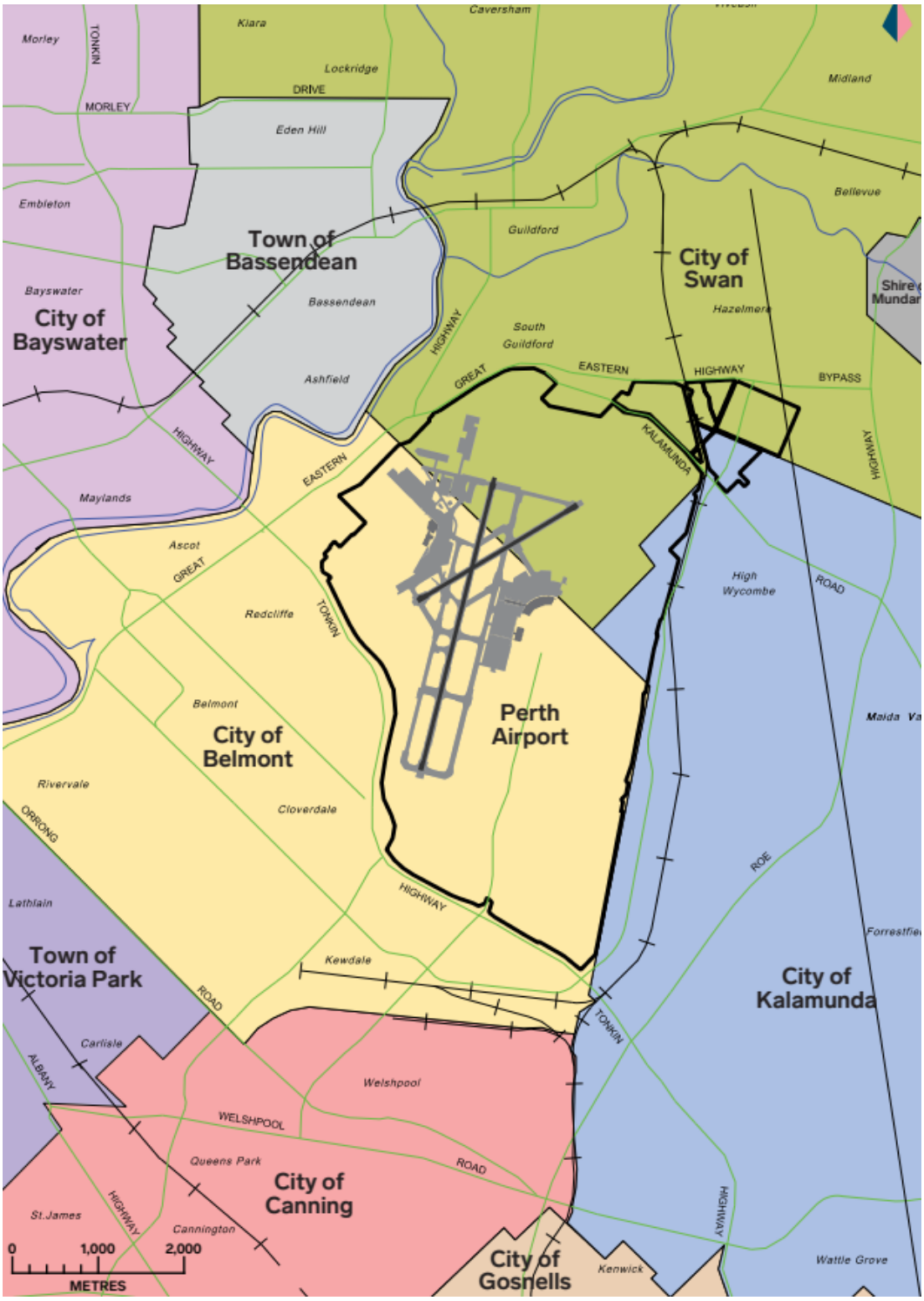

Figure 5-3 Location of Perth Airport – Local Government Areas

Source: Perth Airport

The local planning schemes of Local Government Authorities must be consistent with the MRS and State planning policies.

The proposed development within this MDP is located within the City of Belmont Local Government area. Notwithstanding this, the planning schemes for all three Local Governments surrounding the airport estate have been considered.

5.3.1 City of Belmont

The City of Belmont Local Planning Scheme No. 15 (LPS 15) provides for 'Industrial' and 'Residential' zones adjacent to the airport estate, including the major Kewdale industrial area and the residential suburbs of Cloverdale and Redcliffe. The City of Belmont is serviced by Belmont Forum, which is classified as a 'Secondary Centre' under the provisions of State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2).

Under LPS 15, approximately 33 per cent of the City of Belmont is reserved for 'Public Purposes', which predominantly covers the airport estate, 22 per cent is zoned 'Residential' and seven per cent zoned 'Industrial'.

The Draft Economic Development Strategy (2023-2028) has been designed to provide the City of Belmont clear direction regarding economic development priorities. The proposed development's focus on renewable energy aligns with the strategy's commitment to environmental sustainability and in capitalising on one of the City's key economic assets; Perth Airport.

The City of Belmont's Activity Centre Planning Strategy identifies Perth Airport as a 'Specialised Centre'. The vision for the specialised centres within the City of Belmont is for highly accessible and vibrant business hubs facilitating employment and meeting the commercial, social, and business needs of the community.

The proposed development will be located entirely within the City of Belmont boundary and the existing Airport South precinct, a short distance over Tonkin Highway from the Kewdale Industrial Area which contains comparable, and compatible land uses. With no direct interface to the surrounding residential developments in the City of Belmont, in this regard, the proposed development is consistent with the City of Belmont LPS No. 15.

5.3.2 City of Swan

The City of Swan Local Planning Scheme No. 17 (LPS 17) provides for 'Industrial', 'Residential' and 'Rural' areas adjacent to the airport estate in the localities of South Guildford and Hazelmere. The majority of the City of Swan is a mix of 'Residential', 'Commercial', 'Industrial' and 'Rural' zoned land, serviced by the Midland City Centre, which is classified as a 'Strategic Metropolitan Centre' under the provisions of SPP 4.2.

The proposed development will be located within the Airport South precinct, outside of the City of Swan Local Government Area. The MDP area has no direct interfaces to the surrounding residential or industrial developments in the City of Swan. In this regard, the proposed development is consistent with the City of Swan LPS No. 17.

5.3.3 City of Kalamunda

The City of Kalamunda Local Planning Scheme No. 3 (LPS 3) provides for 'Industrial' and 'Residential' areas adjacent to the airport estate. The majority of the City of Kalamunda is zoned for residential, rural-residential and rural development, and reserved for State forest and parks and recreation.

The Local Government area is serviced by the Kalamunda City Centre and Forrestfield District Centre, both classified as 'District Centres' under the provisions of SPP 4.2.

The Metronet EAST Redevelopment Scheme was gazetted in May 2021 and planning control for the scheme area, which includes the High Wycombe train station precinct, has been transferred to Development WA.

The proposed development will be located within the Airport South precinct, outside of the City of Kalamunda Local Government Area, and with no direct interfaces to the surrounding residential or industrial developments in the City of Kalamunda. In this regard, the proposed development is consistent with the City of Kalamunda LPS No. 3.

5.4 Conclusion

The MDP is consistent with and supports the long-term State and Local Planning objectives for Western Australia, and for the localities adjacent the airport estate.

6 Socio-Economic Assessment

Perth Airport conducted an assessment which analysed the economic and social benefits of the development which forms the basis of this Preliminary Draft MDP.

6.1 Economic and Employment Benefits

Perth Airport is a major centre of employment in the Perth metropolitan region and employs (directly and indirectly) 9,951 aviation-related full-time employees who contribute $2.285 billion to the gross regional product (GRP). The number of non-aviation related full time employees is estimated at 6,770 and they contribute approximately $1.274 billion to the GRP. Perth Airport's direct contribution of economic activity to the Western Australian economy is about 1.4 per cent of gross state product (GSP).

The proposed development as detailed within this MDP is estimated to cost $52.3 million to construct and take approximately 14 months to complete. This direct expenditure is expected to induce a further $124.8 million of indirect output in the wider economy, reflecting a total construction output of $177 million. This economic output will be injected into the local economy and create direct and indirect jobs for the duration of the works. Specific modelling was undertaken and calculated 450 full-time equivalents (FTE) opportunities (direct and indirect) will be created from the works associated with this MDP over the approximate 14-month construction timeframe (refer Table 6-1).

The ongoing operation phase impact was calculated, and noted the large multiplier effect for indirect jobs due to the significant interconnections and dependencies between the energy sector and other industries across the economy. The economic output and employment opportunities that will occur with operating the development will be realised over time, extending the benefit to the broader economy over many years.

	Direct Employment	Indirect Employment	Total Employment	Direct Output	Indirect Output	Total Output
Construction	69	381	450	$52.3m	$124.8m	$177.1m
Operation	400	2,665	3,065[1]	$570m	$1.25b	$1.82b
Total	469	3,046	3,515	$622.3m	$1.374b	$1.997b

Table 6-1 Employment and Economic Benefits of different development stages of the MDP area

Source: Pracsys/Perth Airport (2024)

Note 1 – The lower range of operational employment and economic output was chosen for Table 6-1 as a conservative approach. These figures are likely to grow by up to 25% over time.

The Tenant will be contributing to the facilitation of cutting-edge renewable energy technology and solutions. This will enhance industry clusters which fosters innovation, entrepreneurship and productivity.

Overall, there are substantial economic and employment benefits which can be realised with the development, initially through construction, but predominately through the ultimate ongoing operation of the development.

6.2 Social Benefits

Forecast population growth and housing demand in areas surrounding the airport estate necessitates the creation of additional employment opportunities to support incoming households. The proposed development will help

provide additional, higher-quality employment opportunities for new residents and improve the liveability of new and redeveloped residential areas.

Increased local employment opportunities will also potentially reduce commute lengths, resulting in a decrease in transport modes using fossil fuels.

The Tenant is likely to offer apprenticeships and traineeships for entry-level workers and upskilling opportunities for more experienced workers to sustain their growth. The training will integrate workers into a critical growth sector, providing them with higher employability, futureproofing their skills and making them more resilient to disruption.

6.3 Civil Aviation User Benefit and Tourism Benefits

There are no civil aviation user or tourism benefits anticipated to be generated from this project. Further, there are no anticipated adverse impacts on civil aviation users of the airport as a result of this MDP.

6.4 Conclusion

The development proposed within this MDP will enable benefits primarily relating to operational employment, with significant opportunities being offered across the life of the project. The MDP will also facilitate social benefits for the nearby growing population.

7 Traffic Assessment & Ground Transport Infrastructure

Section 91 (ga)(i) of the Airports Act requires that an MDP addresses the likely effect a proposed development will have on traffic flows at the airport and surrounding the airport. Section 6 of Master Plan 2020 outlines the vision for Ground Transport at Perth Airport and the development detailed within this MDP is consistent with that vision.

The Airport South precinct is serviced primarily by the Horrie Miller Drive which provisions a key connection to the metropolitan major arterial road network via Tonkin Highway. As part of Main Roads WA's delivery of Gateway WA, the previous at-grade Tonkin Highway/ Horrie Miller Drive/ Kewdale Road signal-controlled intersection was upgraded to a grade separated interchange. This allows free-flow traffic movement along Tonkin Highway, whilst providing increased capacity for access and egress for the Airport South precinct via Horrie Miller Drive.

The Ground Transport Plan for the Airport South precinct is premised by Horrie Miller Drive functioning as the main access to the precinct as well as being a key access to Long Term Car Parks (LTCPs) servicing airline passengers to Terminals 1 and 2 located within the Airport Central precinct.

The purpose of this MDP is to seek approval for the proposed commercial development on Searle Road Lot 725 of the airport estate.

7.1 Existing Site Situation

7.1.1 Site Location

The site is located at Lot 725 Searle Road within the Airport South Precinct (see Figure 7-1). The site has a frontage to three roads: Searle Road to the south, Horrie Miller Drive to the east and Anderson Place to the west.

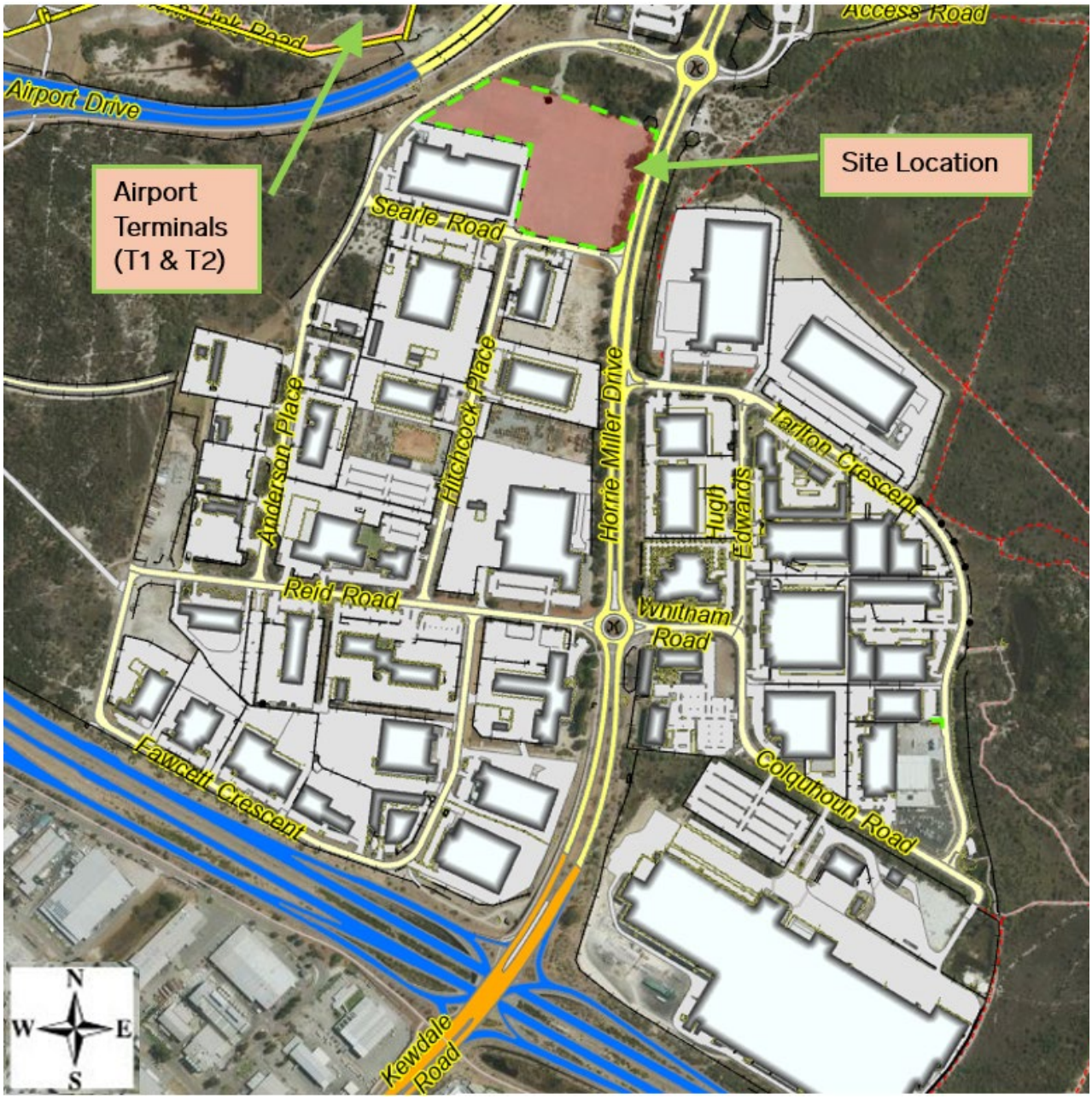

Figure 7-1 – Site Location

Source: Perth Airport (2023)

7.1.2 Existing Land-use integration

The site is located within the Airport South Precinct. The land-use associated with this development is commensurate with Perth Airport Master Plan 2020 as shown within Figure 7-2. Nearby to the west of the site is zoned as 'Airport Services, while lots surrounding the site are zoned as 'Commercial'.

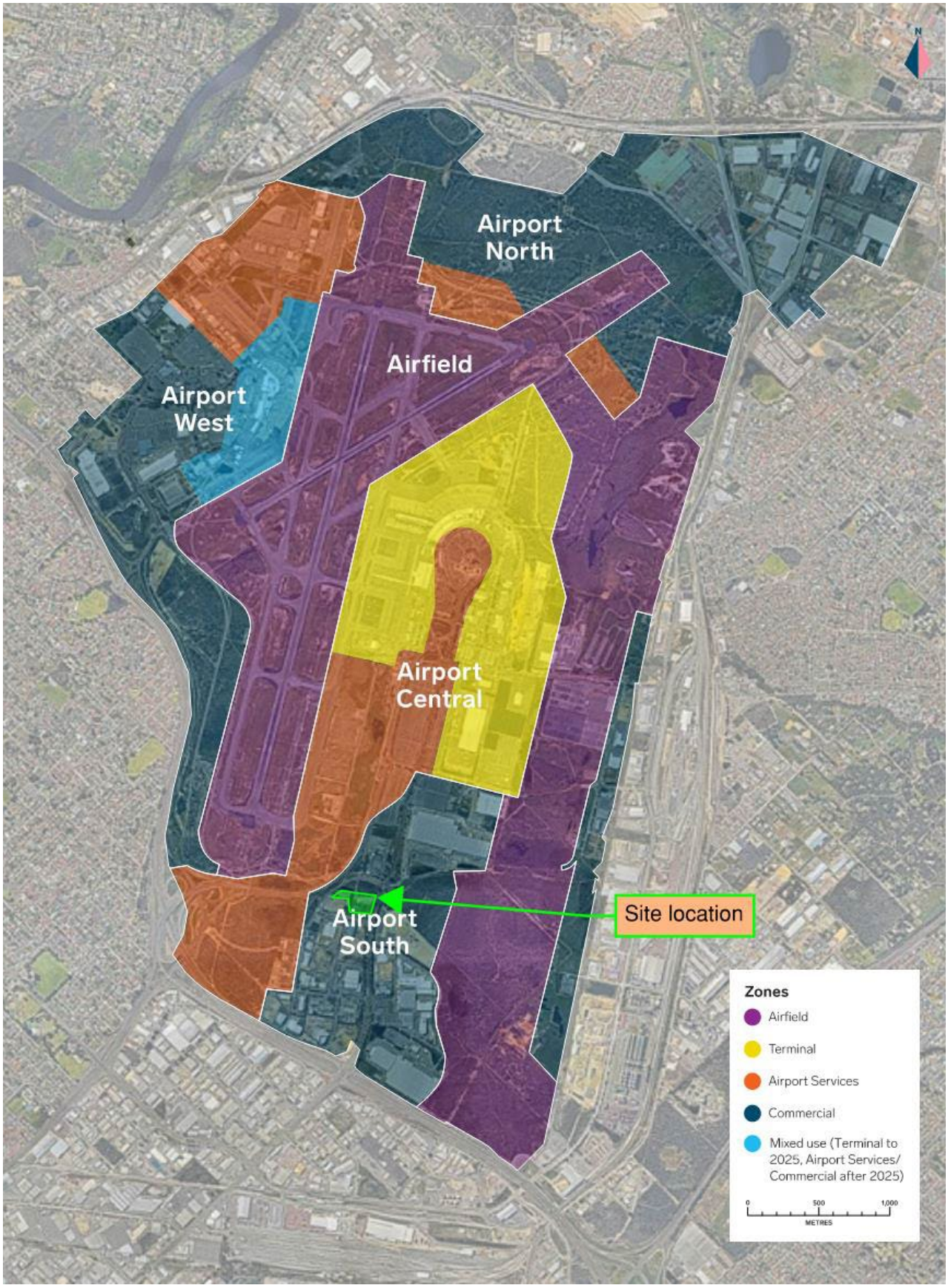

Figure 7-2 Perth Airport Land Use plan

Source: Perth Airport (2023)

Within the City of Belmont's Local Planning Scheme No. 15 (Figure 7-3), the Site is located within the 'Public Purposes- Commonwealth Government" zone. South of the site, across Tonkin Highway, the area is zoned as Industrial.

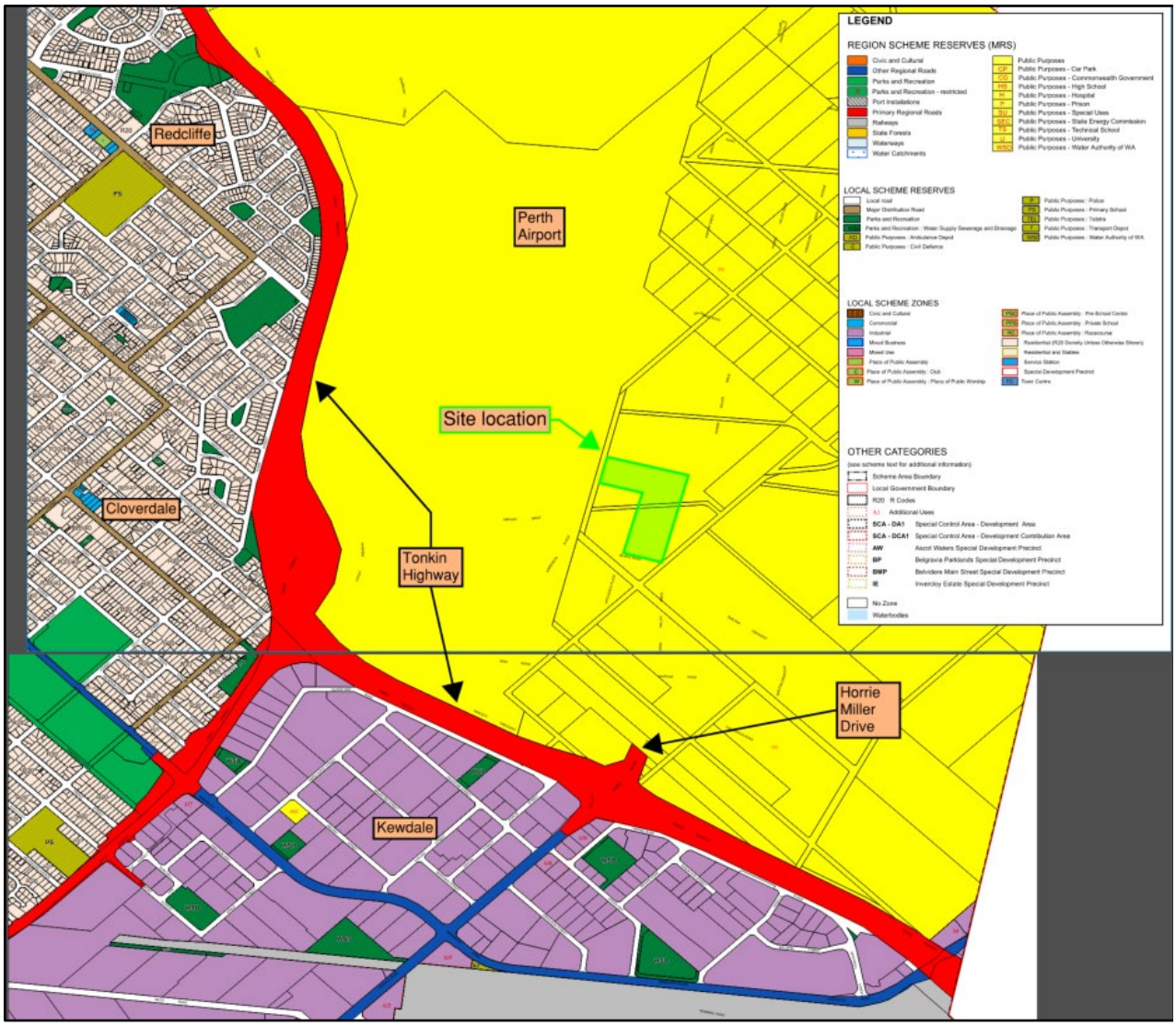

Figure 7-3 City of Belmont land-use zoning

Source: City of Belmont Local Planning Scheme No. 15

7.2 Review of Existing Transport Networks

7.2.1 Existing Road Network

7.2.1.1 Road Hierarchy

A review of the existing road network hierarchy surrounding the Site is shown in **Table 7-1** with a map of the road hierarchy shown within Figure 7-4.

Road	Road Hierarchy		Road Network			
	Hierarchy	Jurisdiction	No. Lanes	No. Footpaths	Width (m) (including shoulders)	Posted Speed (km/hr)
Tonkin Highway	Primary Distributor	Main Roads WA	6	0	48	100
Horrie Miller Drive	Primary Road	Perth Airport Pty Ltd	4	0	25	70
Searle Road	Secondary Road	Perth Airport Pty Ltd	2	0	10	50
Hitchcock Place	Secondary Road	Perth Airport Pty Ltd	2	0	10	50
Anderson Place	Secondary Road	Perth Airport Pty Ltd	2	0	9	50
Reid Road	Secondary Road	Perth Airport Pty Ltd	2	1 (not for full extent)	10	50

Table 7-1 Existing Road Network

Source: Perth Airport (2024)

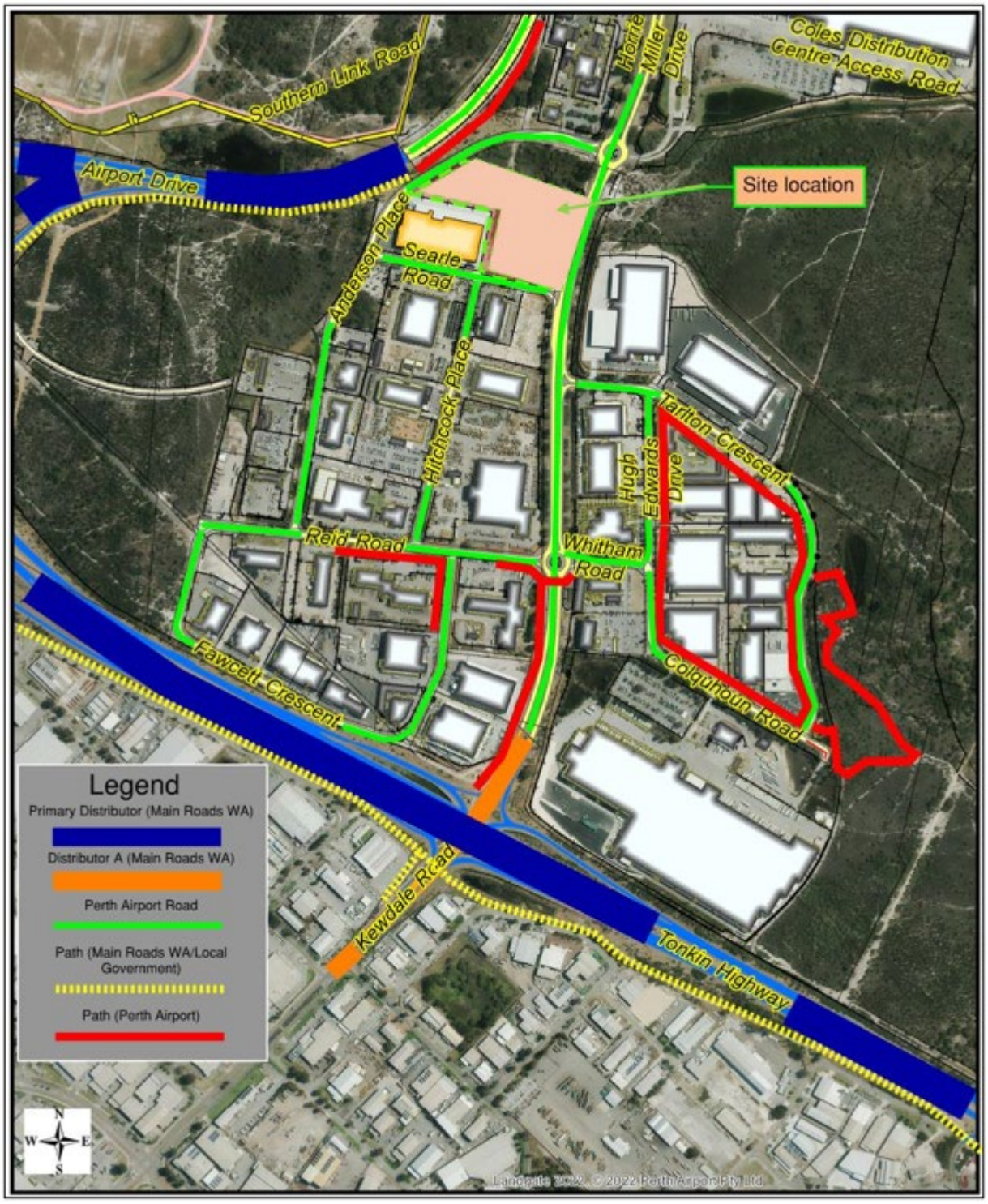

Figure 7-4 Road Hierarchy

Source: Perth Airport (2024)

7.2.1.2 Restricted Access Vehicle Network

Figure 7-5 indicates the existing Restricted Access Vehicle (RAV) network for access to the site, as well as in the vicinity of the site. Vehicles up to RAV 7 (maximum 36.5 m in length and 108.5 t in weight) are permitted to access the site via Horrie Miller Drive, and vehicles up to RAV 4 (maximum 27.5 m in length and 88.5 t in weight) are

permitted to access the site via Searle Road and Anderson Place (south of Searle Road). Anderson Place, between Searle Road and Horrie Miller Drive is not currently a RAV classified road.

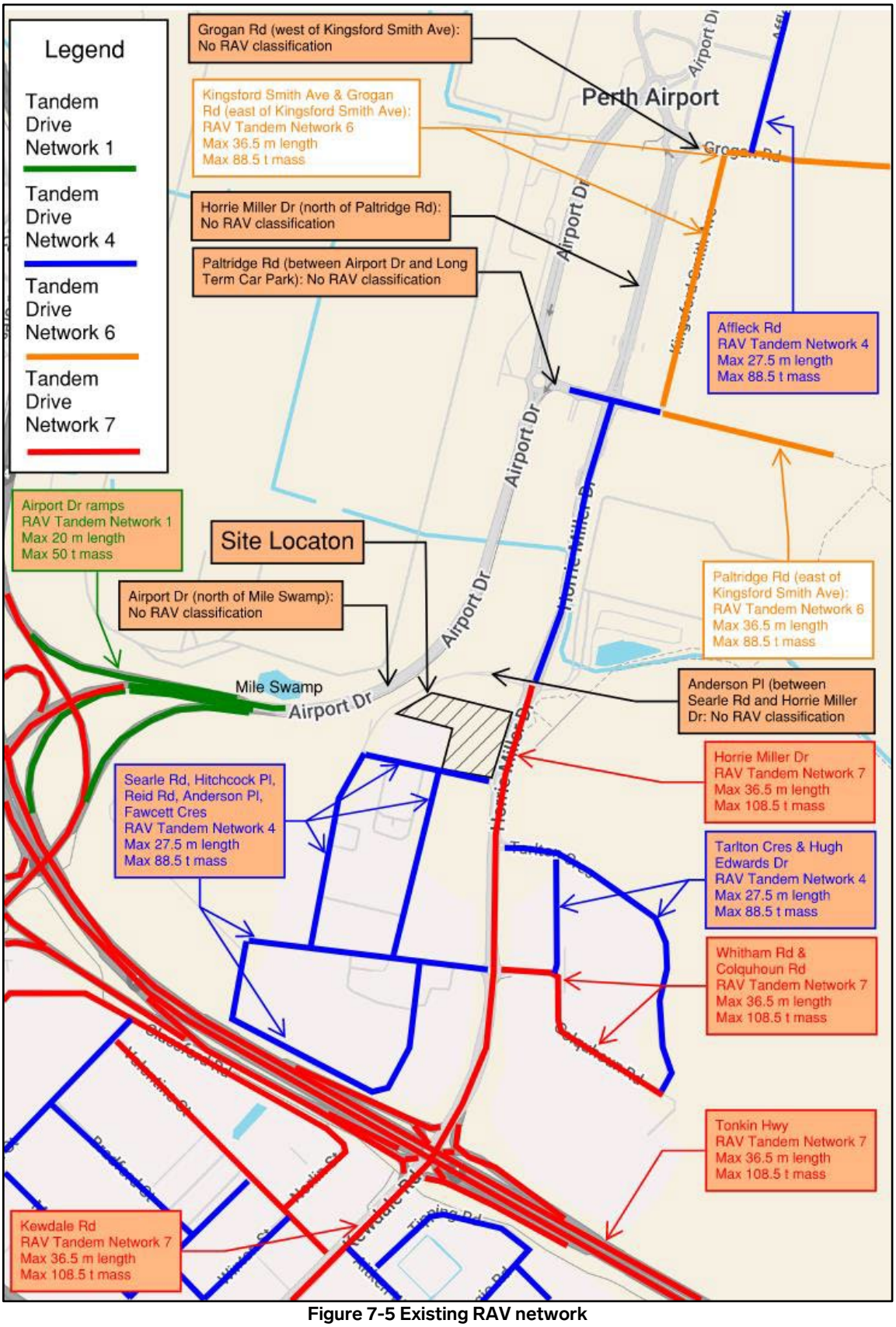

Figure 7-5 Existing RAV network

Source: Main Roads HVS Network Map

7.2.2 Existing vehicular access and egress

The site currently has a single vehicular access point onto Searle Road, currently operating as a construction access opposite the intersection of Searle Road and Hitchcock Place (see Figure 7-6). Vehicles on Horrie Miller Drive northbound (coming from Tonkin Highway or Kewdale Road) can reach the site access by turning left onto Searle Road intersection, while vehicles on Horrie Miller Drive southbound (coming from Grogan Road) can reach the site access by turning right onto Anderson Place and then turning left onto Searle Road.

Figure 7-6 Photo of fenced off vehicular access to site on Searle Road

Source: Donald Veal Consultants (2024)

7.2.3 Existing Active Transport Network

7.2.3.1 Surrounding Pedestrian and Cycle Paths

All active transport facilities surrounding the site are shown in Figure 7-7. There are no existing footpaths adjacent to the site. Sealed shoulders are present on Horrie Miller Drive northbound and southbound lanes for on-road cycling. South of the site, a shared path runs along the western side of Horrie Miller Drive, between Tonkin Highway and Reid Road/Whitham Road.

Figure 7-7 Road network and footpath facilities surrounding the Site

Source: Department of Transport Canning Bike Map

7.2.4 Existing Public Transport Network

The nearest bus stops are located along Horrie Miller Drive, approximately 400m south from the intersection of Searle Road and Horrie Miller Drive as shown in Figure 7-8. These service Transperth routes 36 & 37. Bus route 36 travels from Airport Central Train Station to Cannington Train Station and vice versa, while route 37 travels from Airport Central Train Station to Oats Street Train Station and vice versa, via Belmont Forum Shopping Centre.

Additionally, Airport Central Station, adjacent to T1 & T2 of Perth Airport, is positioned approximately 2.5 km north of the site.

Figure 7-8 Existing bus routes and stops

Source: Google Maps

According to Transperth, the frequency of bus routes 36 and 37 are approximately every 24 minutes (peak) and 60 minutes (off-peak). Both services do not run on weekends or public holidays.

7.2.5 Existing Traffic Volumes

Existing traffic volumes are shown below in Figure 7-9 and summarised in Table 7-2. Existing traffic volumes were sourced from traffic surveys undertaken by Perth Airport in 2023, and open-source information obtained from the Main Roads WA Traffic Map.

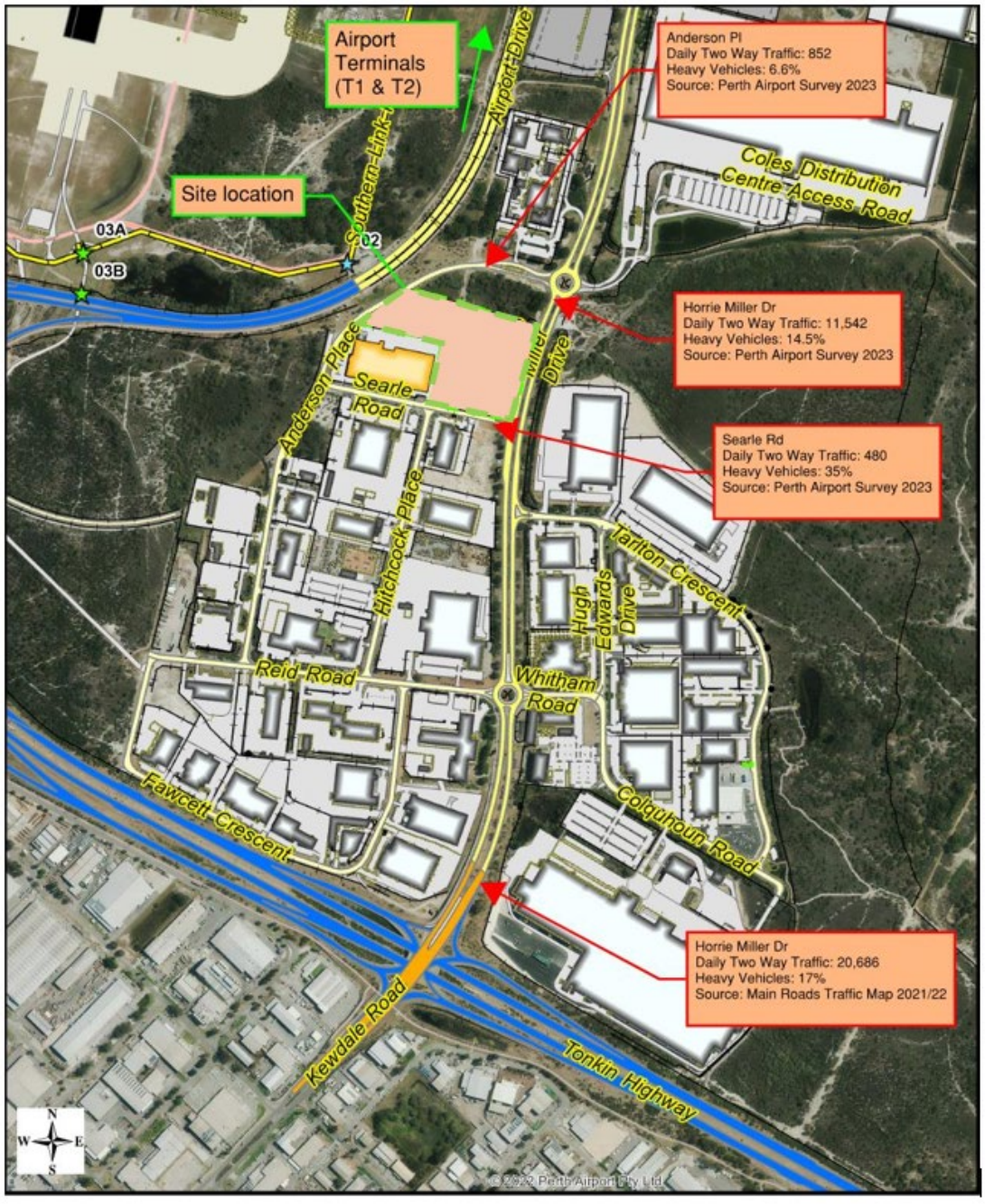

Figure 7-9 Existing traffic volumes

Source: Perth Airport (2023) & Main Roads Traffic Map

Road Name	Year	Avg Weekday Two-way Traffic Volume	Vehicles – AM Peak Hour	Vehicles – PM Peak Hour	Heavy Vehicle %	Source
Searle Road, west of Horrie Miller Drive)	2023	480 vpd	49	66	35%	PAPL
Anderson Place, west of Horrie Miller Drive	2023	852 vpd	33	76	6.6%	PAPL
Horrie Miller Drive, south of Anderson Place	2023	11542 vpd	760	916	14.5%	PAPL
Horrie Miller Drive (North of Tonkin Highway)	2021/22	20,686 vpd	1,376	1,510	17.4%	MRWA

Table 7-2 Existing traffic volumes

Source: Perth Airport (2023) & Main Roads Traffic Map

7.2.6 Analysis of Historical Crash Data

Crash data for the roads surrounding the proposed site were sourced from MRWA's Crash Map database for the most recent 5-year period; January 2019 to December 2023. The database returned records of five crashes within this period, all occurring at the Anderson Place and Horrie Miller Drive intersection, as shown in Figure 7-10. Of these, two rear end and three side swipe same direction crashes were reported. All crashes resulted in property damage only (three major and two minor). This crash history does not identify any abnormal safety issues or patterns on the network surrounding the proposed site.

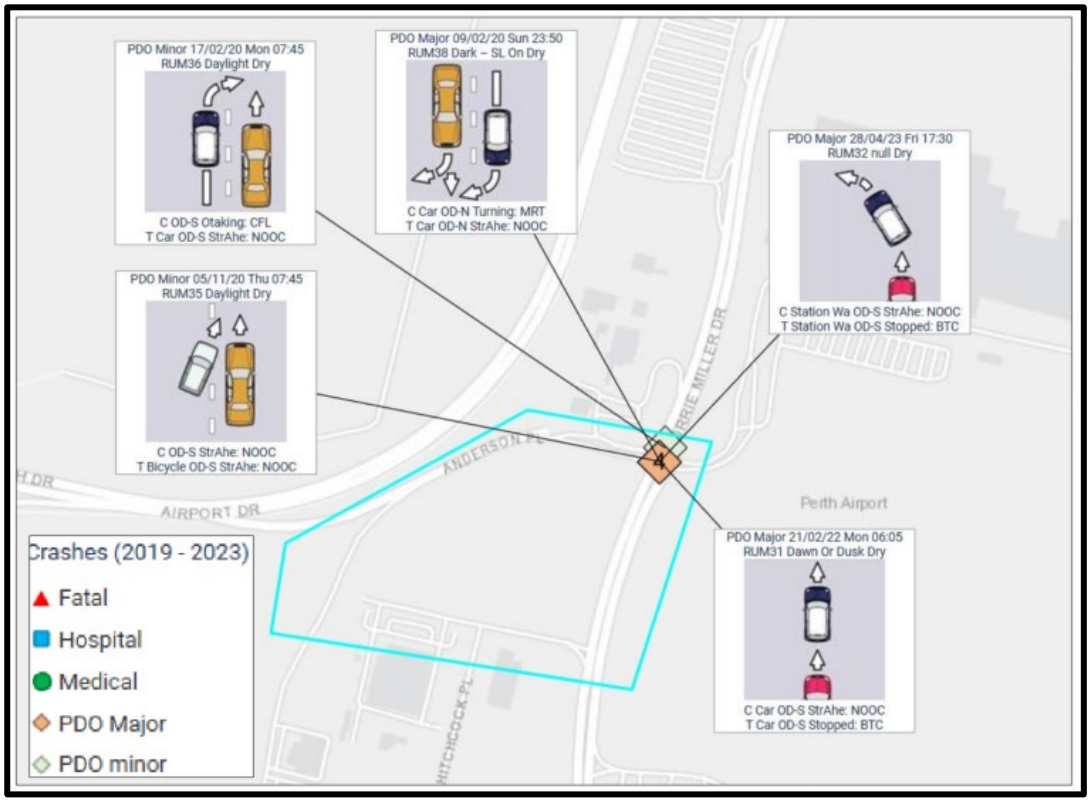

Figure 7-9 Crash Locations

Source: Donald Veal Consultants 2024

7.3 Planning Context

7.3.1 Future Developments Surrounding the Site

The 2020 Perth Airport Masterplan indicates the relocation of the Qantas from the current location in T3 and T4 on the west of the airport to Airport Central to the East of T1, with a new runway. Qantas is expecting to operate from a consolidated new terminal adjacent to T1 from 2031.

Horrie Miller Drive serves as the primary access from and to the Airport Central Precinct for freight traffic. The traffic along Horrie Miller Drive is expected to grow to 32,800 vpd in 2025, 42,200 vpd in 2035 and 42,300 vpd in 2045, as shown in Table 7-3 below.

		Total Traffic		
Year	Million Passengers per Annum	Airport Drive (Vehicles per day per direction)	Horrie Miller Drive (Vehicles per day)	Terminal-Related Traffic (Vehicles per day)
2018	8.2	30,000	13,500	30,000
2025	16.6	48,500	32,800	47,800
2035	24.1	64,000	42,200	65,300
2045	32.1	96,900	42,300	90,200

Table 7-3 Predicted traffic using Airport Drive and Horrie Miller Drive

Source: Perth Airport Masterplan 2020

7.3.2 Future Developments Surrounding the Site

7.3.2.1 Road Network

Grogan Road Closure

The construction of the Perth Airport New Runway Project (NRP) will see the closure of Grogan Road.

As a result, Grogan Road traffic will be redirected to either Airport Drive or Horrie Miller Drive, as illustrated in Figure 7-11. Additionally, the closure will eliminate rat-running traffic between Tonkin Highway and Abernethy Road via Grogan Road.

For the traffic impact assessment of this site, it is assumed that all rat-running traffic is eliminated from the study network, and that it is expected that all remaining traffic from Grogan Road will primarily use Horrie Miller Drive as their main route.

Assessment of the traffic impacts associated with the NRP were investigated in detail as part of the NRP MDP approved by the Commonwealth Minister in November 2020. That MDP investigated the consideration for a Grogan Road Tunnel. It was concluded within that investigation that the road network operational performance would be similar with and without the Grogan Road connection.

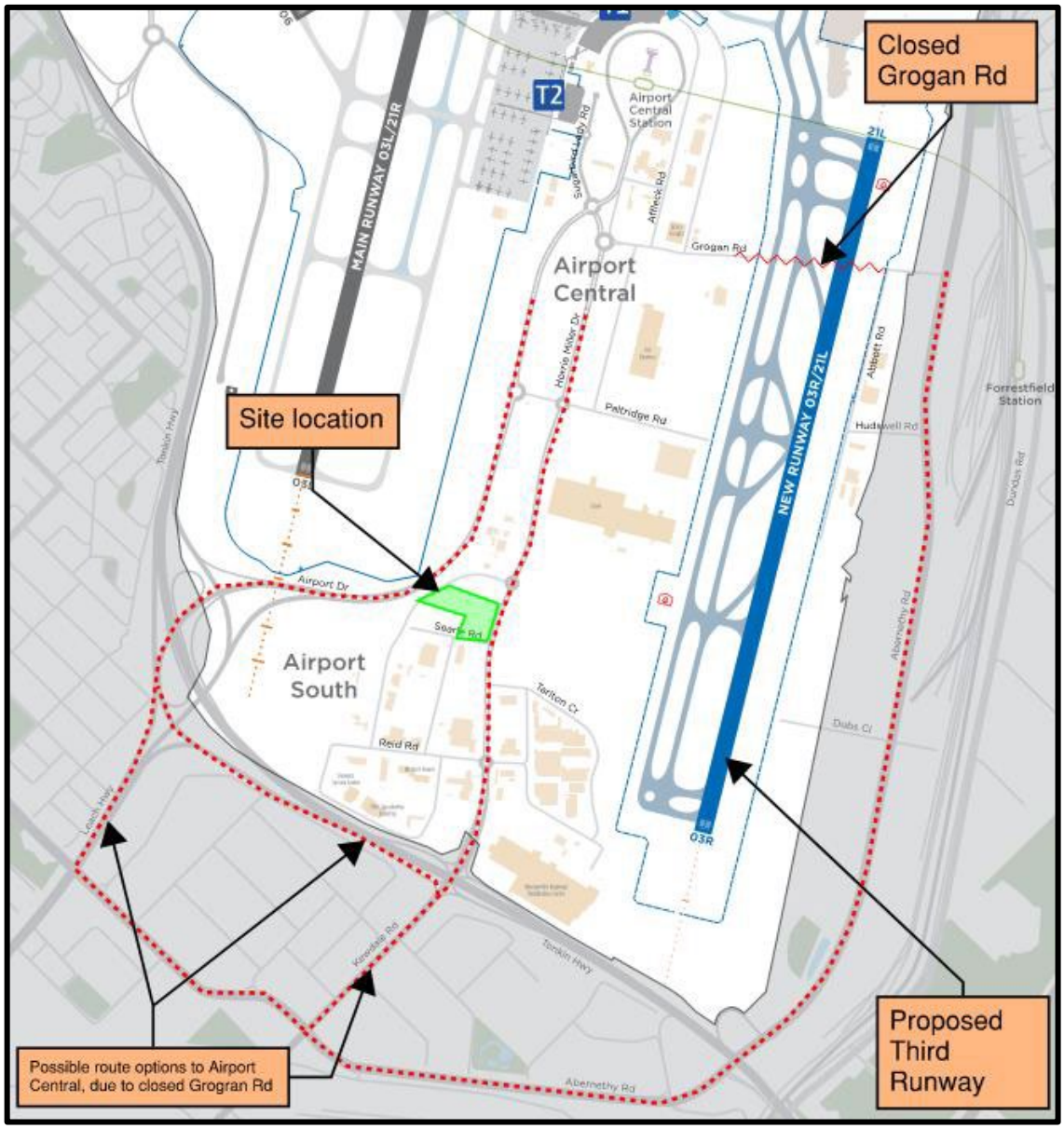

Figure 7-11 Route impacts due to Grogan Road closure for New Perth Runway

Source: Perth Airport New Runway Project MDP

7.3.2.2 Intersection Controls

Within the area surrounding the Site, there are no plans to amend any intersection controls.

7.3.2.3 Pedestrian/ Cycle Networks

Improvements to active transport infrastructure within the Airport South precinct are being considered, to improve active transport connectivity and amenity. It is noted in assessing the existing infrastructure available, there may be opportunity to enhance existing pedestrian linkages between trip attractors, as the design of the develops.

7.3.2.4 Public Transport Services

No commitments have been made with the Public Transport Authority to enhance bus service frequencies within the area surrounding the Site.

7.3.3 Consistency of Land-Use to Master Plan

The Site is situated within the Airport South Precinct, designated as a Commercial zone and are in line with the Discretional Uses under the Commercial zone listed in the Perth Airport Master Plan 2020.

7.4 Summary of Proposed Development

7.4.1 Proposed Land Use

The proposed development consists of a warehouse, office space and parking bays on the ground floor with further office space and car parking bays on the first floor. The total building footprint is approximately 17,100 m^2, comprising *11,900 m^2 of warehouse and workshop area, *5,200 m^2 of total office area over 2 levels and approximately 385 parking bays as shown in Figure 7-12.

*Areas are approximate and will be refined as design progresses

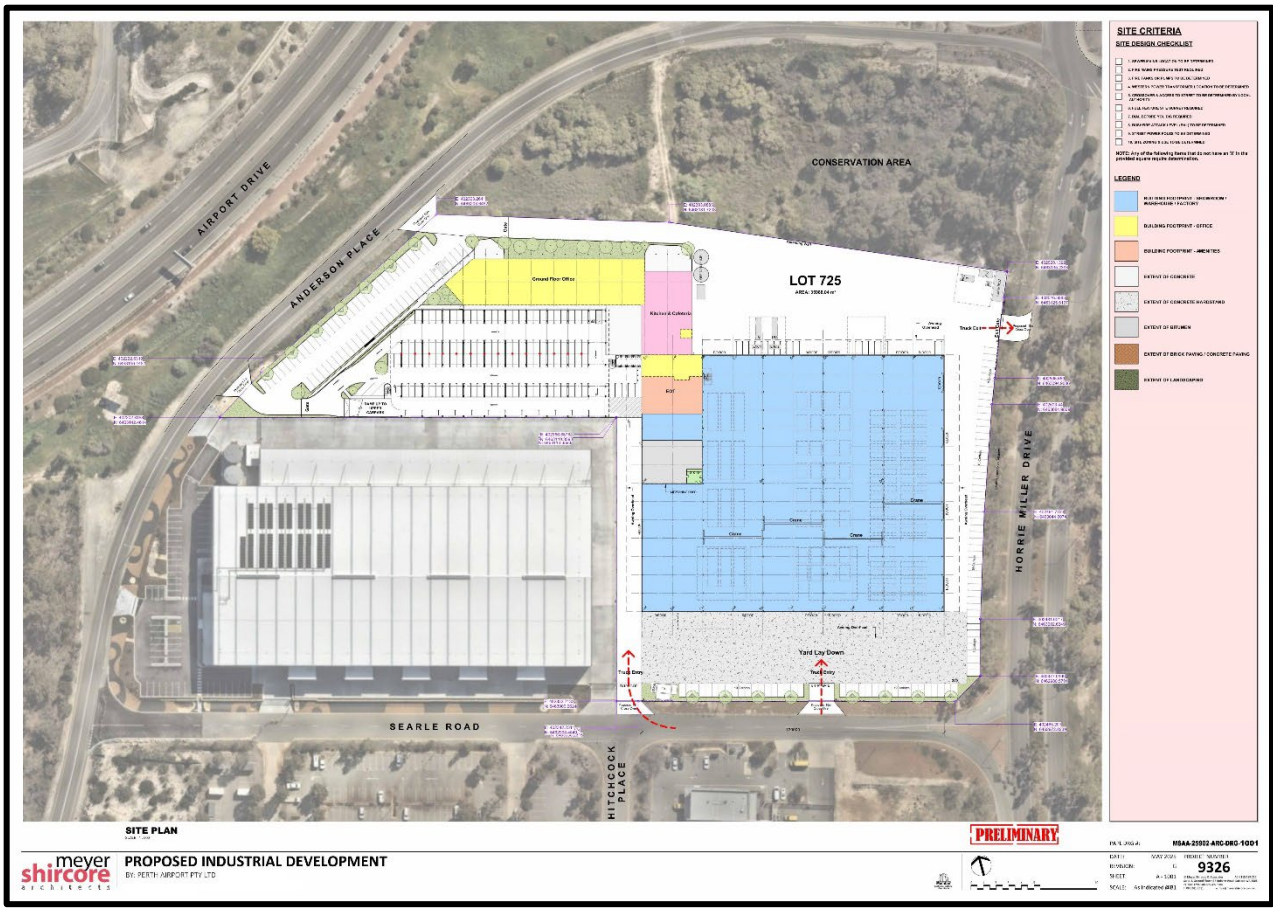

Figure 7-12: Proposed Site Plan

Source: Meyer Shircore Architects

7.4.2 Proposed Access Strategy

The Site has been designed with five accesses, as shown below in Figure 7-13:

- Two full movement accesses at Anderson Place. The northernmost access on Anderson Place will be used by trucks to enter and along the northern boundary of the site to the warehouse. As Anderson Place does not have a RAV classification (refer to Figure 7-5), to enable trucks to enter the site via Anderson Place, a RAV application will need to be submitted to and approved by MRWA. Both accesses on Anderson Place will be used by light vehicles to enter and exit.
    - Two entry accesses for trucks only from Searle Road.
- One truck exit-only access onto the Horrie Miller Drive northbound carriageway.

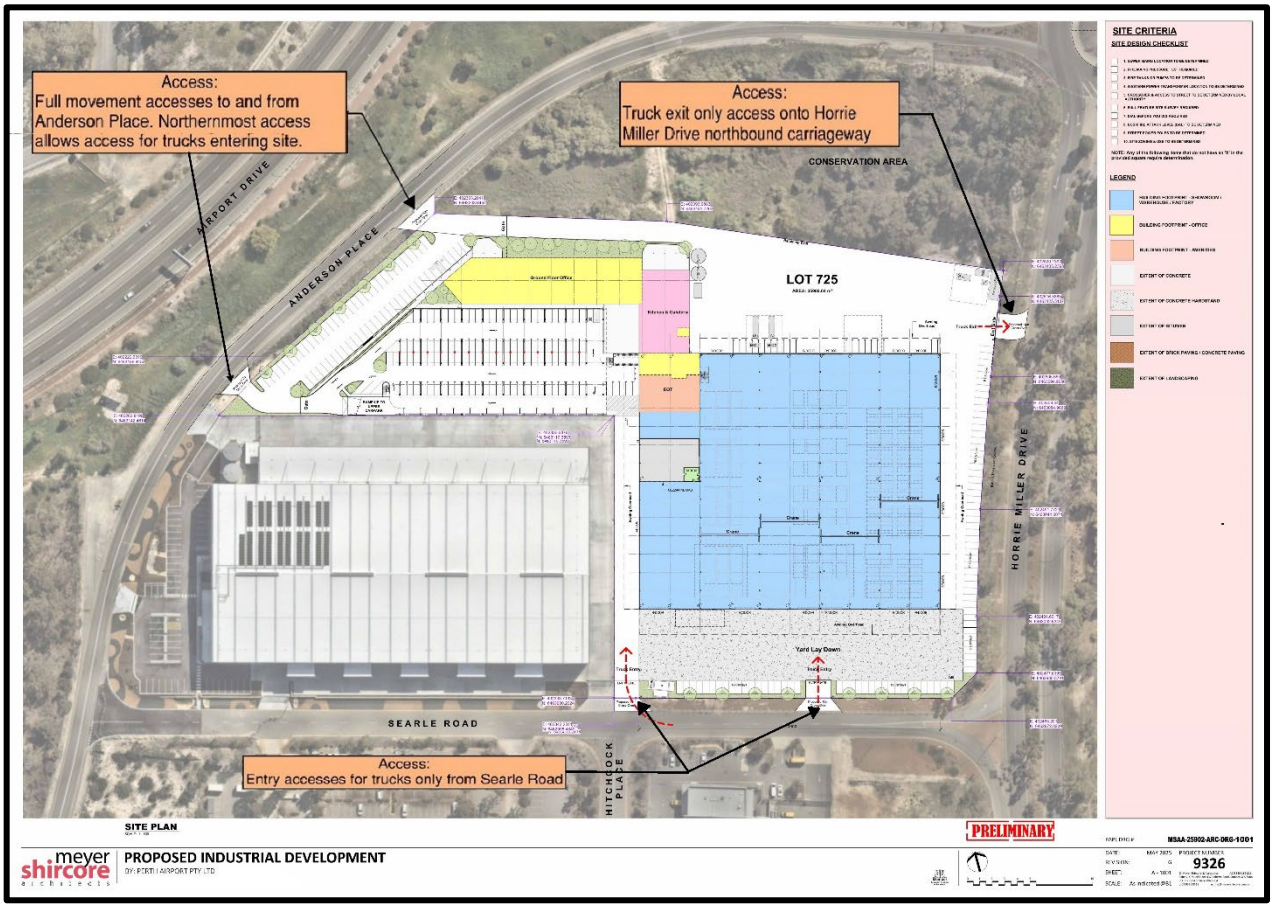

Figure 7-13 Site Access

Source: Meyer Shircore Architects

7.4.3 Alternative Access Arrangements

The proposed new access onto Horrie Miller Drive is shown approximately 90 m south of the roundabout at Anderson Place and Horrie Miller Drive. Trucks turning left from the Site onto Horrie Miller Drive will need to be in the right lane to perform a U-turn at the Horrie Miller/Anderson Place roundabout.

Concern was raised regarding the short distance between the left-out site egress point on Horrie Miller Drive and the Horrie Miller Drive/Anderson Place roundabout, due to concern on the ability of trucks to safely change lanes from the left lane to the right lane in time to do a loop at the roundabout and travel southbound. This safety risk will be mitigated as the speed limit of Horrie Miller Drive is expected to be permanently reduced from 70 km/h to 50 km/h before this site development is expected to be operational.

7.4.4 Forecast Vehicle Movements

The site is expected to generate between 400 and 500 jobs, comprising 250-300 for office staff and 150-200 for warehouse/workshop staff. It has been indicated that the warehouse staff will operate with a single daytime shift on weekdays, Monday to Friday. The operating hours and staff movement details are shown below in Table 7-4.

Staff Movements	Office Staff	Warehouse/Workshop Staff
Arrival	7:00am – 9:00am	5:00am – 6:00am
Departure	4:00pm – 6:00pm	2:30pm – 3:00pm
Number of Staff	Up to 300	Up to 200

Table 7-4 Expected staff arrival/departure times

Trucks are expected to arrive and depart at a fairly consistent rates throughout the period the warehouse is operating. It has been indicated that deliveries will comprise of two 19m semi-trailers and some ten medium rigid trucks per day (12 inbound and 12 outbound).

7.4.5 Proposed Parking Provisions

The site plans show approximately 385 bays for light vehicles on two levels. The number of car parking bays required for the proposed development has been assessed against WA Planning Commission WA Planning Manual for Non-Residential Car Parking Rates in Perth and Peel. For a warehouse area of 11,900 m^2 and office area of 5,200 m^2, the minimum number of parking bays required is 207.

While the site is expected to generate between 400 and 500 jobs, parking will be adequate for the lower level of job forecasts. However, should greater than expected jobs be generated by this site development, travel management measures, such as worker transfer service to/from Redcliffe Train Station (to reduce parking demand) will be required.

The car park design has been evaluated against Australian Standards AS 2890.1-2004. A summary of this compliance assessment is provided in Table 7-5. Whilst the design complies with the Standards, ramp gradients are still to be determined (TBD) and reviewed. The location and number of ACROD bays will be determined in accordance with the National Construction Code (NCC) and finalised during the building permit stage of the project.

Parameter	Subcategory	Required	Provided	Remarks
Width	User Class 1 car bay	2.4m	2.5m	Compliant
Length	Car bay	5.4m	5.4m	Compliant
Aisle Width	User Class 1 car bay	6.2m	6.2m	Compliant
ACROD bay width		2.4m	2.4m	Compliant
ACROD bay length		5.4m	5.4m	Compliant
Circulation roadway width	Straight, two way	5.5m	6.1m	Compliant
Ramp grade	Straight ramps: private or residential	1:5	TBD	TBD
Access width (m) entry	Category 3 (User Class 1, 302 to 600 parking spaces)	6.0m	6.0m	Compliant
Access width (m) exit	Category 3 (User Class 1, 302 to 600 parking spaces)	4.0 – 6.0m	6.0m	Compliant

Table 7-5 Parking Compliance Review

Source: Donald Veal Consultants 2024

7.4.6 Refuse Collection and Service Vehicles

Service vehicles, including delivery vans and the refuse truck, will use Searle Road to access the delivery bay and the bin store, located on the ground floor on the western side of the warehouse building. The bins will be collected directly by a private contract waste collection service. An outline of how services vehicles will safely access and egress the site will be captured by the site's traffic management plan, to be completed by the Tenant prior to the operation of the site.

7.4.7 End of Trip Facilities

The building will include extensive end of trip facilities including a bike storage. The adjacent amenities area will include male, female and uni-sex toilets, showers, changerooms and locker areas.

7.5 Traffic Analysis

The full development is estimated to be complete by 2027. Therefore, for analysis purposes, 2027 has been adopted as the Opening Year for the modelling exercise, with the +10 years post-completion being 2037.

7.5.1 Assessment Years

The analysis of the transport network surrounding the Site has been undertaken using SIDRA traffic modelling software.

The assessment scenarios proposed for this analysis are as follows:

- Scenario 1: Existing Road Network Layout
- Scenario 2: Grogan Road closure
- Scenario 3: Grogan Road closure + Roundabout at Horrie Miller Drive /Tarlton Crescent

Peak Periods Assessed
The peak hours for the proposed development align with the staff arrival and departure times. These occur between 5:30 AM and 6:30 AM for the morning peak and between 2:30 PM and 3:30 PM for the afternoon peak.

Existing Traffic Volume Assessment
Figure 7-14 illustrates the existing traffic volume (Scenario 1) during the AM and PM peak periods on the surrounding road network., while Figure 7-15 illustrates the existing volume during the AM and PM peak periods with the closure of Grogan Road. Figure 7-16 illustrates the existing volume during the AM and PM peak periods with the closure of Grogan Road and a roundabout at the Horrie Miller Drive/Tarlton Crescent intersection.

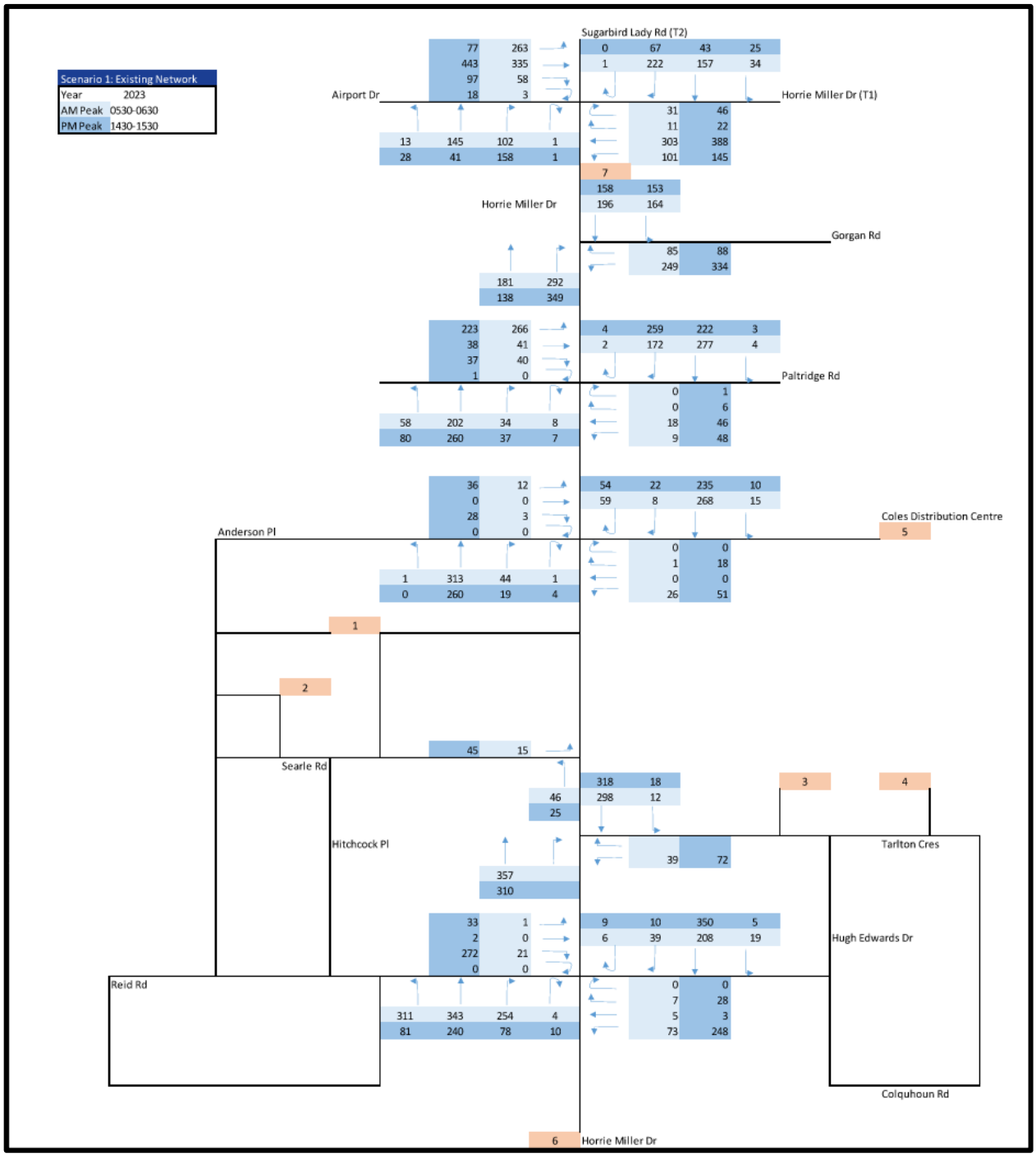

Figure 7-14 Scenario 1 - Existing AM & PM Peak traffic volume on the existing road network

Source: Donald Veal Consultants 2024

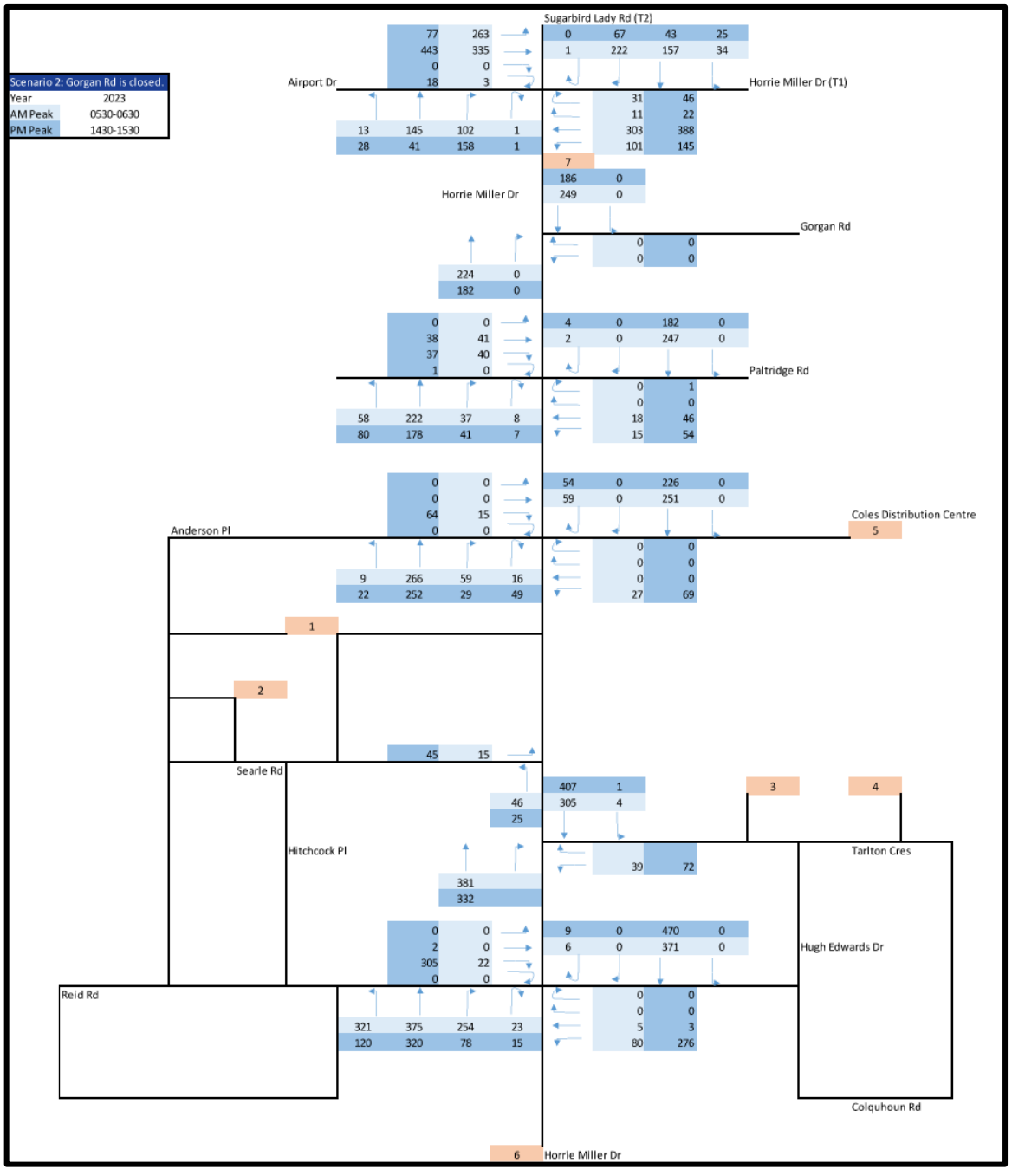

Figure 7-15 Scenario 2 - Existing AM & PM Peak traffic volume on the existing road network with Grogan Rd Closure

Source: Donald Veal Consultants 2024

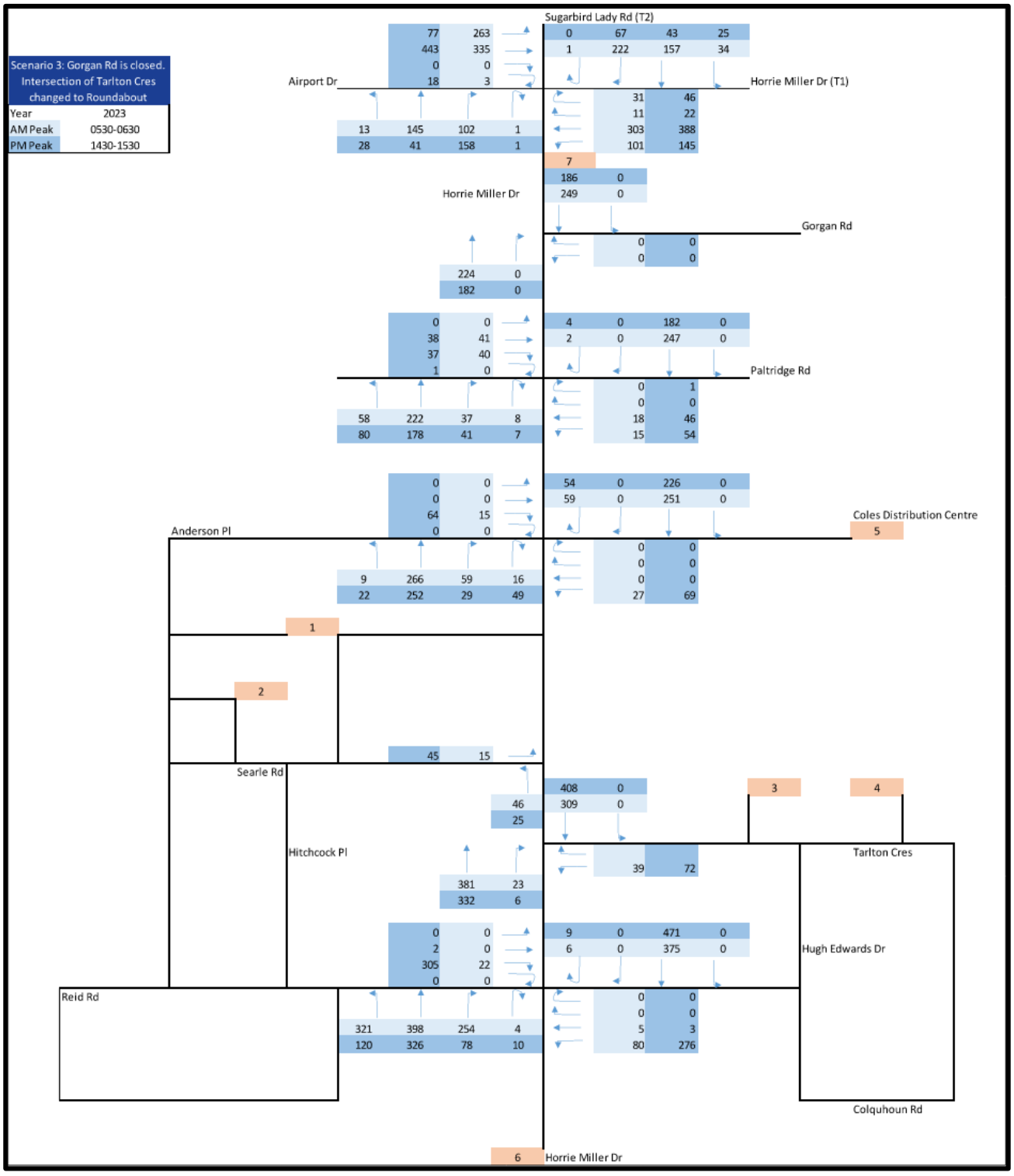

Figure 7-16 Scenario 3 - Existing AM & PM Peak traffic volume on the existing road network with Grogan Rd Closure & Tarlton Cres Roundabout

Source: Donald Veal Consultants 2024

Development Trip Generation

Trip generation has been determined in accordance with RTA Guide to Traffic Generating Developments. The trip generation for the site, and for other key surrounding developments (shown below in Figure 7-17), are summarised in Table 7-6. The site is expected to generate 169 trips during the AM and PM peak hours and 1,026 trips per day.

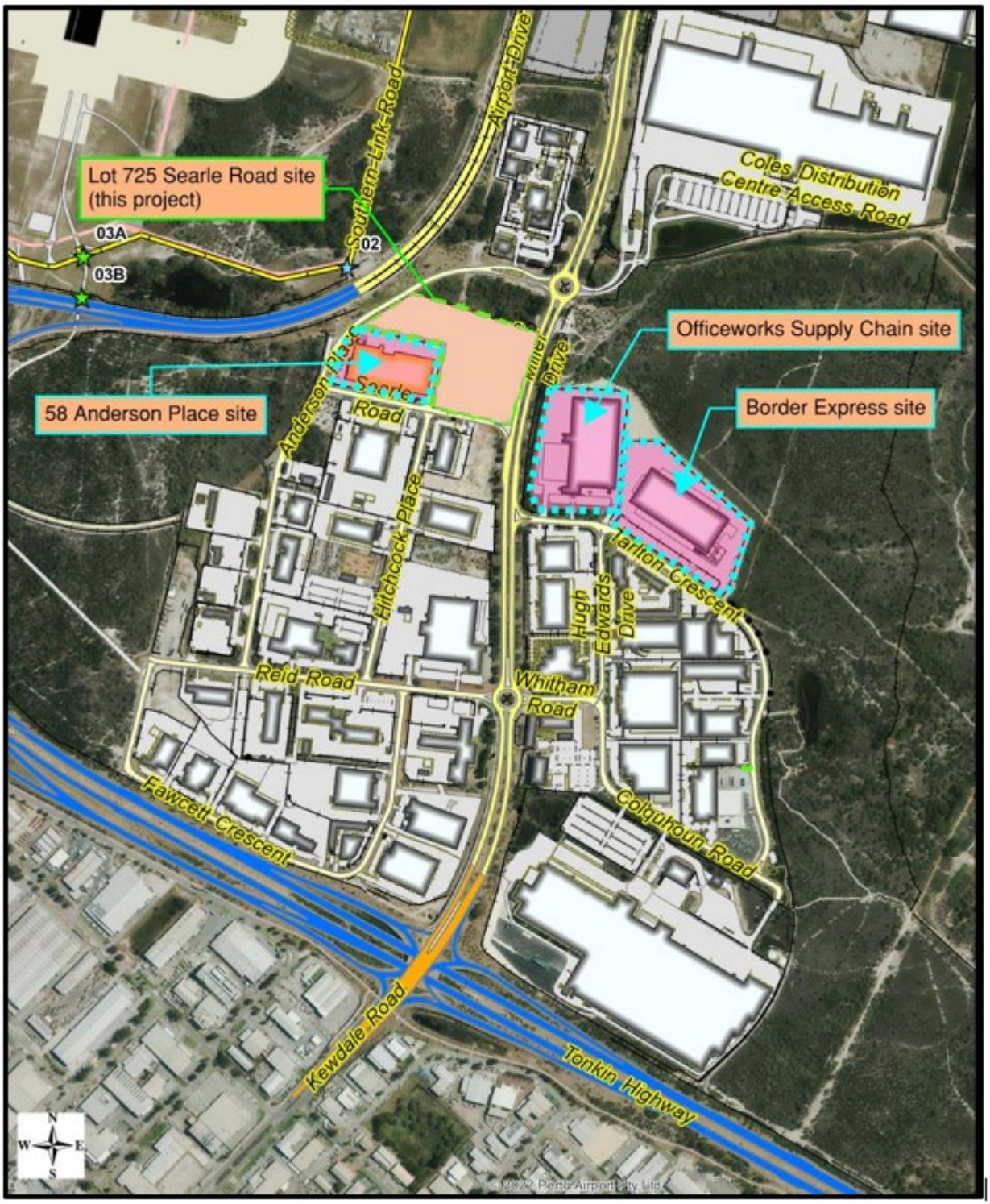

Figure 7-17: Key Surrounding Developments

Source: Perth Airport 2024

Source	Land Use	Unit	AM Peak Hour Trip Rate			PM Peak Hour Trip Rate			Daily Trip Rate		
			In	Out	Total	In	Out	Total	In	Out	Total
WAPC/RTA	Office	100m² GFA	1.6	0.4	2	0.4	1.6	2	5	5	10
WAPC/RTA	Warehouse	100m² GFA	0.4	0.1	0.5	0.1	0.4	0.5	2	2	4

Zone	Land Use	Area (m²)	AM Peak Hour Trips			PM Peak Hour Trips			Daily Trips		
			In	Out	Total	In	Out	Total	In	Out	Total
Lot 725 Searle Road site (this project)	Office	5,382	86	22	108	22	86	108	269	269	538
	Warehouse	12,203	49	12	61	12	49	61	244	244	488
	Sub-Total	17,585	135	34	169	34	135	169	513	513	1,026
58 Anderson Place site	Office	500	8	2	10	2	8	10	25	25	50
	Warehouse	10,000	40	10	50	10	40	50	200	200	400
	Sub-Total	10,500	48	12	60	12	48	60	225	225	450
Officeworks Supply Chain site	Office	550	9	2	11	2	9	11	28	28	55
	Warehouse	18,170	73	18	91	18	73	91	363	363	727
	Sub-Total	18,720	81	20	102	20	81	102	391	391	782
Border Express site	Office	450	7	2	9	2	7	9	23	23	45
	Warehouse	12,600	50	13	63	13	50	63	252	252	504
	Sub-Total	13,050	58	14	72	14	58	72	275	275	549
Total		59,855	322	81	403	81	322	403	1,404	1,404	2,807

Table 7-6 Trip Generation

Source: Donald Veal Consultants 2024

7.5.2 Trip Distribution and Assignment

The directional trip distribution of the generated traffic has been assessed based on the existing pattern on the external road network and surrounding trip attractors influencing traffic routing from the site. It is reasonable to assume that 100% of the trips generated to and from the site would originate from or travel via the south, specifically through the Horrie Miller Drive and Reid Road intersection. This assumption is based on the low likelihood of significant traffic attraction to the north (e.g., the airport terminals). Given the Left-In/Left-Out (LILO) restriction at the intersection of Searle Road and Horrie Miller Drive, along with light vehicle access provided via Anderson Place, it is anticipated that 60% of the generated trips would use the roundabout at Horrie Miller Drive and Anderson Place for both ingress and egress. The remaining 40% of trips would enter via Searle Road and exit southbound through Anderson Place, connecting to Reid Road.

7.5.3 Forecast Traffic Flows

Growth Rates

The background traffic flows for the year 2027 (the opening year) were forecast by applying a 2% annual growth rate to the existing traffic volumes on Horrie Miller Drive for the base year 2023, allowing for the planned closure of Grogan Road in 2026.

The Perth Airport Masterplan report projects traffic growth at an annual rate of 5% between 2027 and 2032. An additional 1% annual growth rate has been applied for the period from 2032 to 2037, representing the +10 years post-completion of the development.

Traffic on all side roads of Horrie Miller Drive is expected to grow at a consistent rate of 1% per annum.

Forecast Traffic Assignments

The opening year traffic forecasts for 2027 were determined by adding the traffic generated by the development to the factored base year traffic volumes (2023 x annual growth of 2%). This provides a forecast of the expected traffic volumes in 2027, once the development and other key developments nearby are fully operational.

The opening year (2027) background traffic assignment forecasts (not including the development) for the AM and PM peak hours are shown in Figure 7-18 and those for the horizon year (2037) are shown in Figure 7-19.

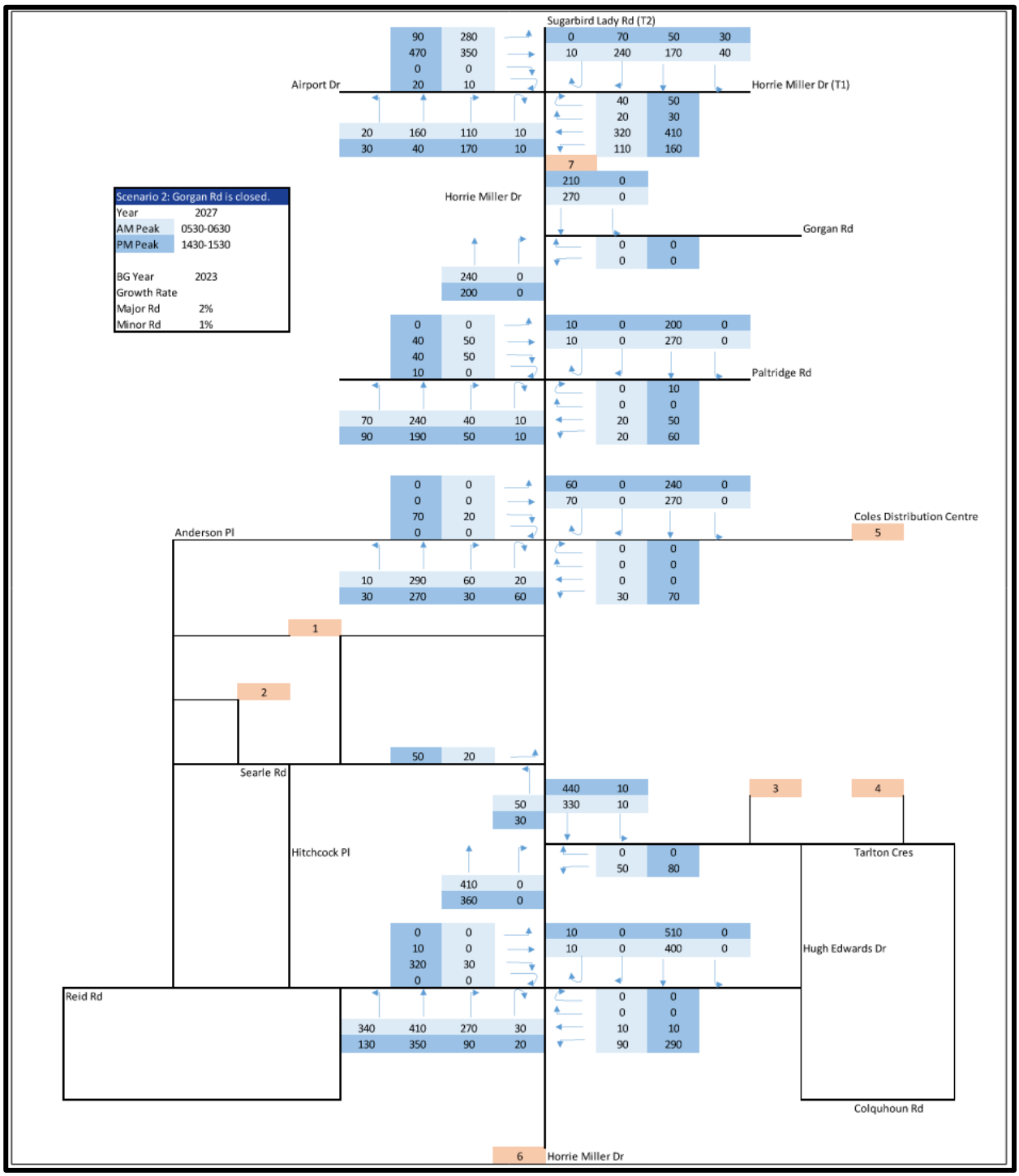

Figure 7-18 Opening Year (2027) Forecast Traffic Assignments

Source: Donald Veal Consultants 2024

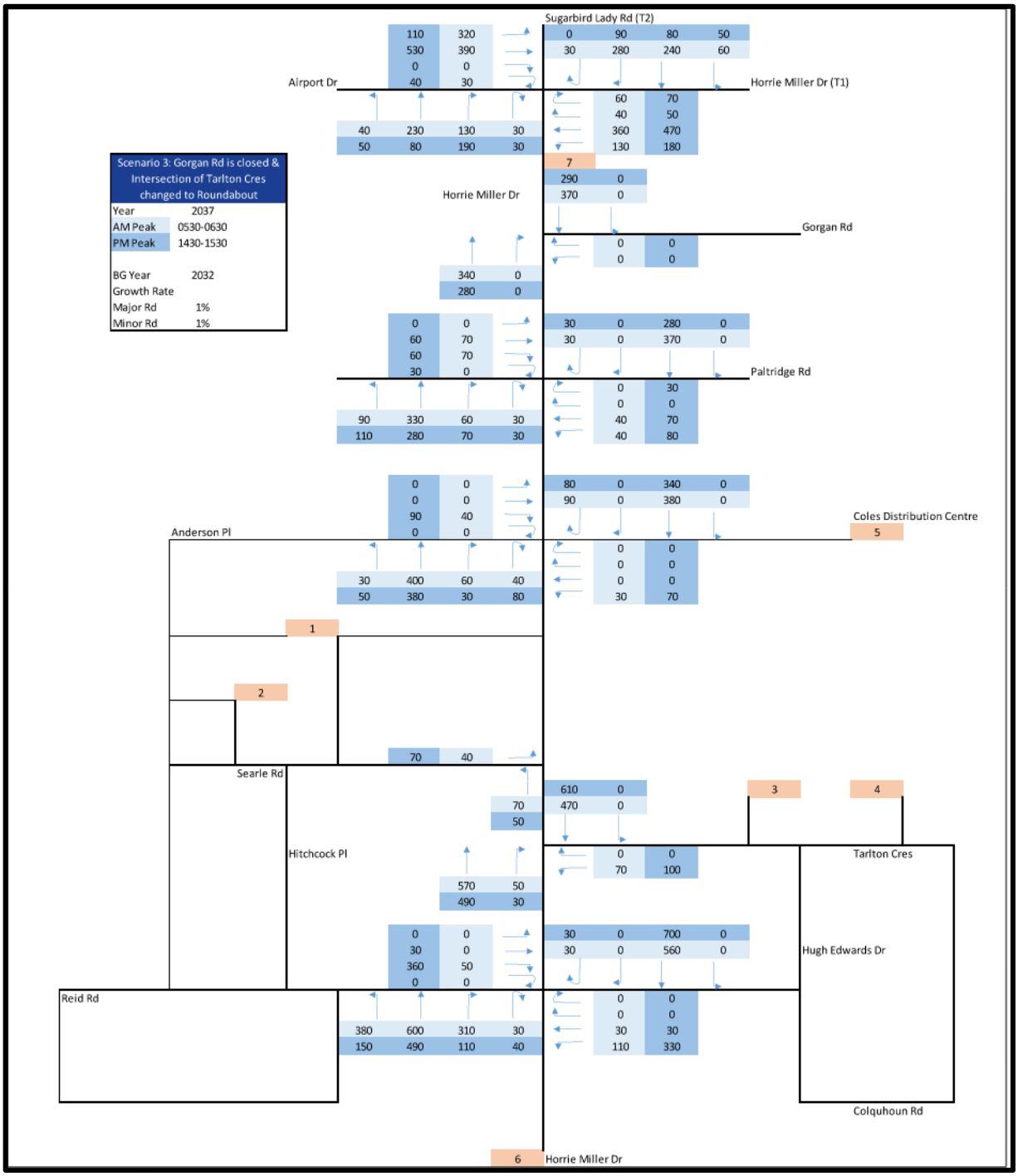

Figure 7-19 Horizon Year (2037) Forecast Traffic Assignments

Source: Donald Veal Consultants 2024

7.6 Traffic Impact Assessment

A traffic modelling assessment using SIDRA analysis for the adjacent intersections with the existing layouts, firstly for the opening year + Development (2027) and then opening+10yrs + Development (2037).

The traffic assignment diagrams for these two scenarios are shown below in **Figures 7-20** & **7-21** respectively.

The locations identified for intersection capacity analysis are as follows:

- Horrie Miller Drive/ Reid Road/ Whitham Road;
- Horrie Miller Drive/ Searle Road (Northbound only); and
- Horrie Miller Drive/ Anderson Place.

The analysis provides the following outputs which have been expanded on below:

Degree of Saturation (DOS): is the ratio of the arrival traffic flow to the capacity of the approach during the same period. The Degree of Saturation ranges from close to zero for varied traffic flow up to one for saturated flow or capacity.

Level of Service (LOS): is the qualitative measure describing operational conditions within a traffic stream and the perception by motorists and/or passengers. In general, there are 6 levels of service, designated from A to F, with Level of Service A representing the best operating condition (i.e. free flow) and Level of Service F the worst (i.e. forced or breakdown flow).

The general target for operation is LOS D or lower, with LOS E representing operation which is at or close to capacity. Given the long-term assessment horizon and worst case flow scenarios being adopted and the currently congested elements of the network around the site, it is proposed that LOS E is adopted as the target and improvement measures are considered for intersections that are forecast to operate at LOS F.

The different levels of service are generally described within Table 7-7 below.

LOS	Description	Average Delay	
		Signalised Intersection	Unsignalised Intersection
A	Free-flow operations (best condition)	≤ 10 sec	≤ 10 sec
B	Reasonable free-flow operations	10-20 sec	10-15 sec
C	At or near free-flow operations	20-35 sec	15-25 sec
D	Decreasing free-flow levels	35-55 sec	25-35 sec
E	Operations at capacity	55-80 sec	35-50 sec
F	A breakdown in vehicular flow (worst condition)	≥80 sec	≥50 sec

Table 7-7 Level of Service (LOS) Performance Criteria

Source: Perth Airport (2023)

Average Delay: is the average of all travel time delays for vehicles passing through the intersection.

95% Queue: is the queue length below which 95% of all observed queue lengths fall. The queue length in SIDRA is calculated for each lane for each approach road. The queue length is based on the 95th percentile value of the back of the queue.

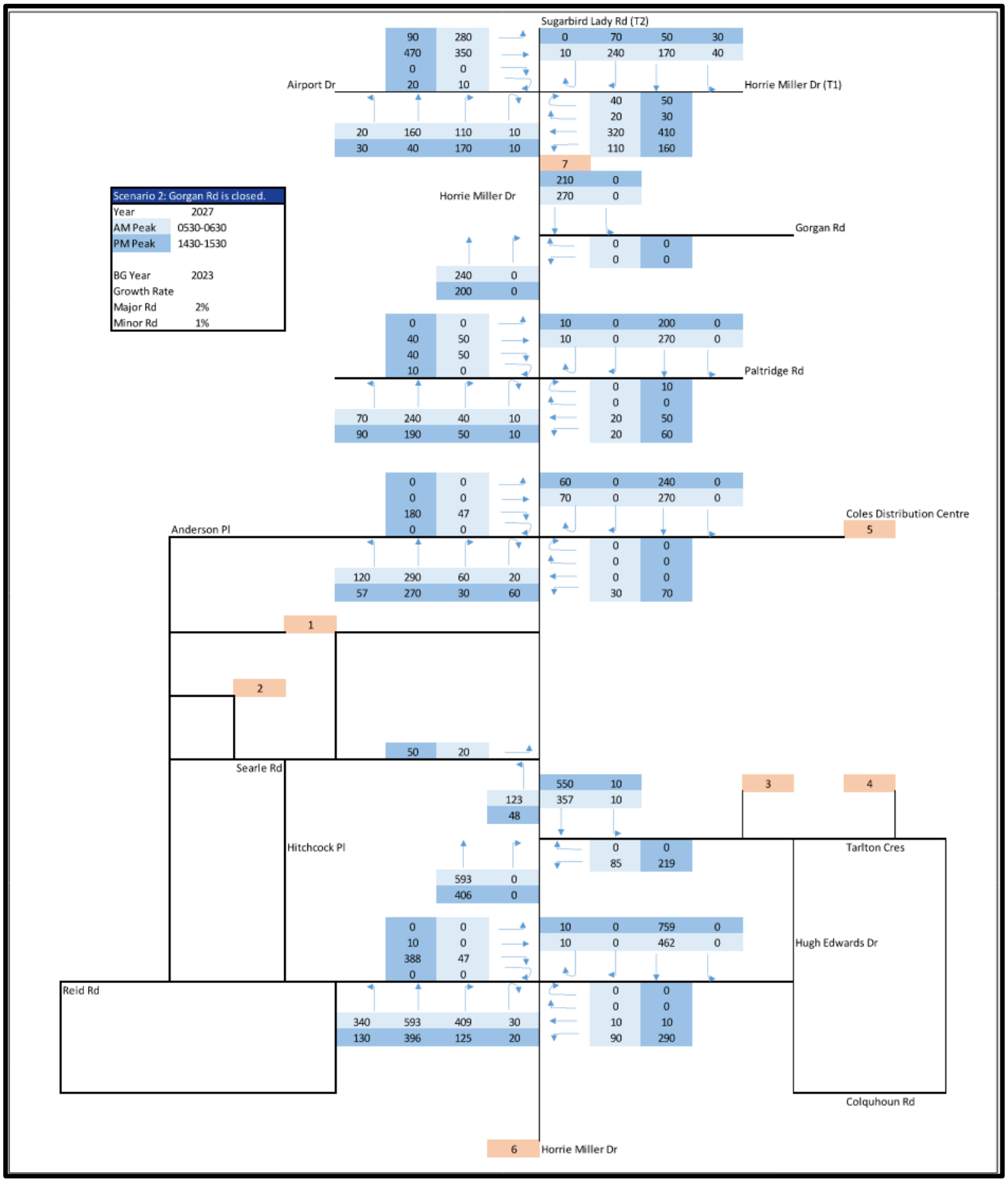

Figure 7-20 Opening Year (2027) Forecast Traffic Assignments including Development Traffic

Source: Donald Veal Consultants 2024

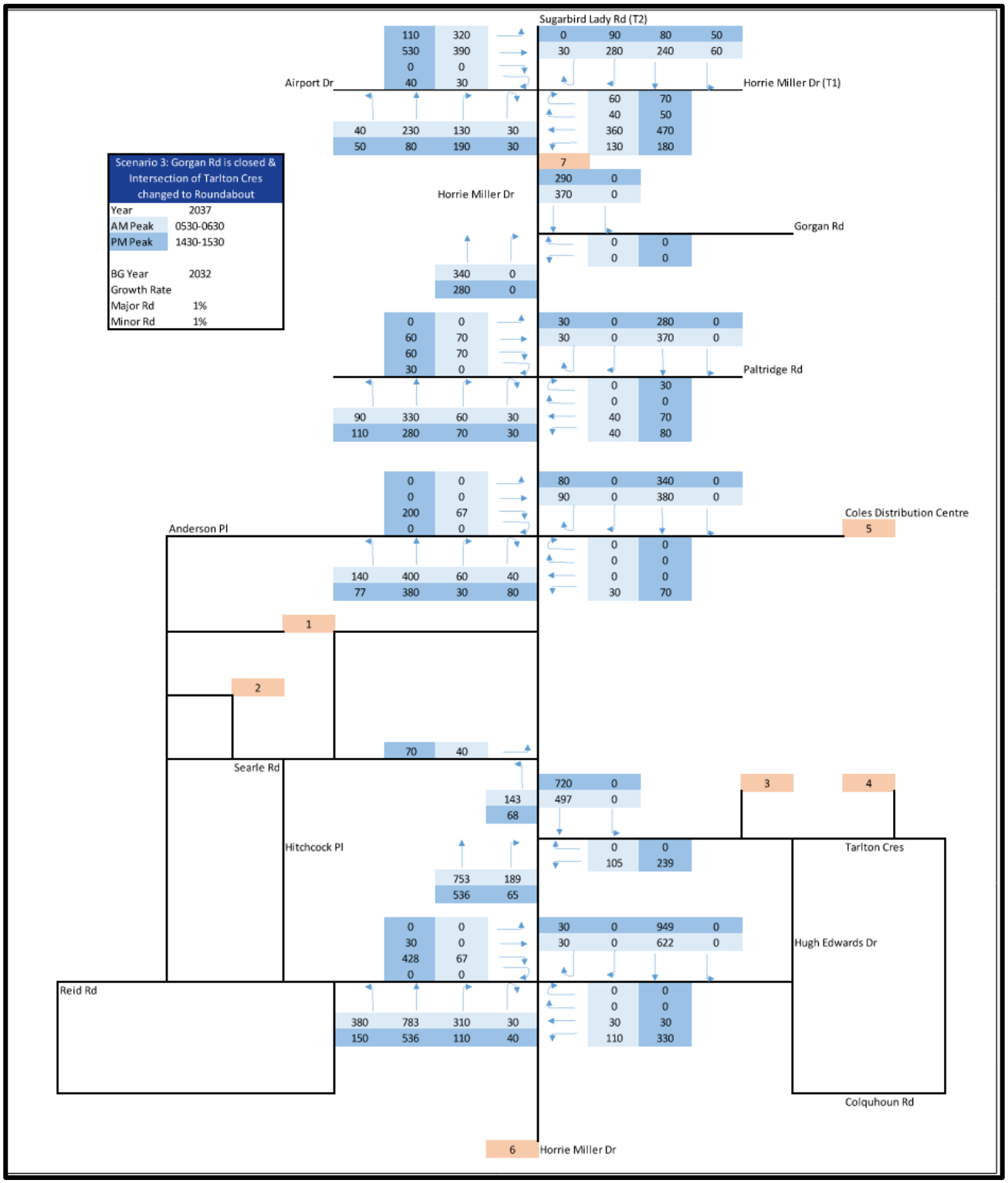

Figure 7-21 Horizon Year (2037) Forecast Traffic Assignments including Development Traffic

Source: Donald Veal Consultants 2024

7.6.1 Traffic Modelling Findings

The SIDRA intersection layout for the Horrie Miller Drive/Whitham Road/Reid Road roundabout is shown in Figure 7-22 below, while the intersection layout for the Horrie Miller Drive/Searle Road intersection is shown below in Figure 7-23.

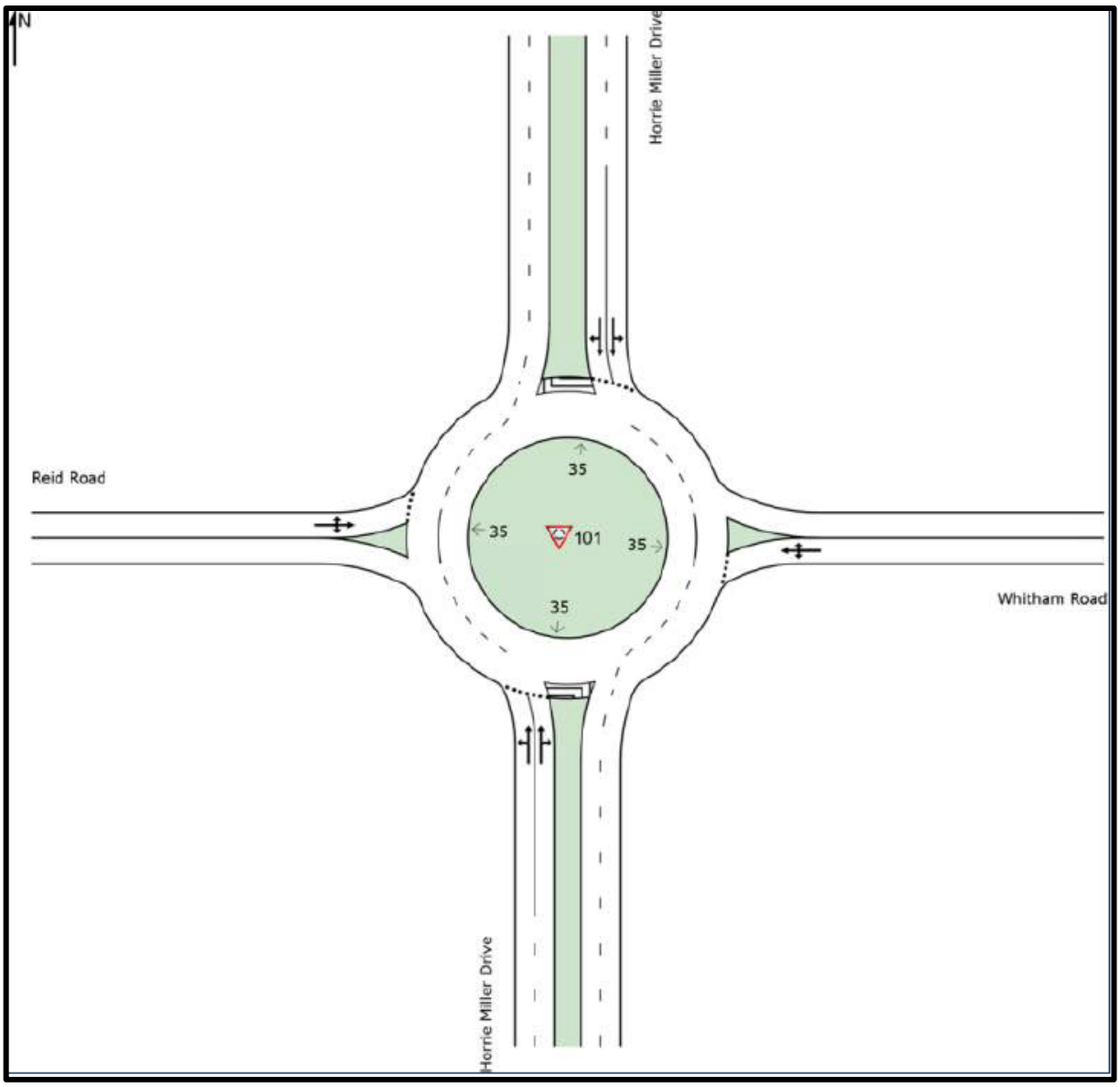

Figure 7-22 SIDRA Layout: Horrie Miller Drive/ Whitham Road/ Reid Road Intersection

Source: Donald Veal Consultants 2024

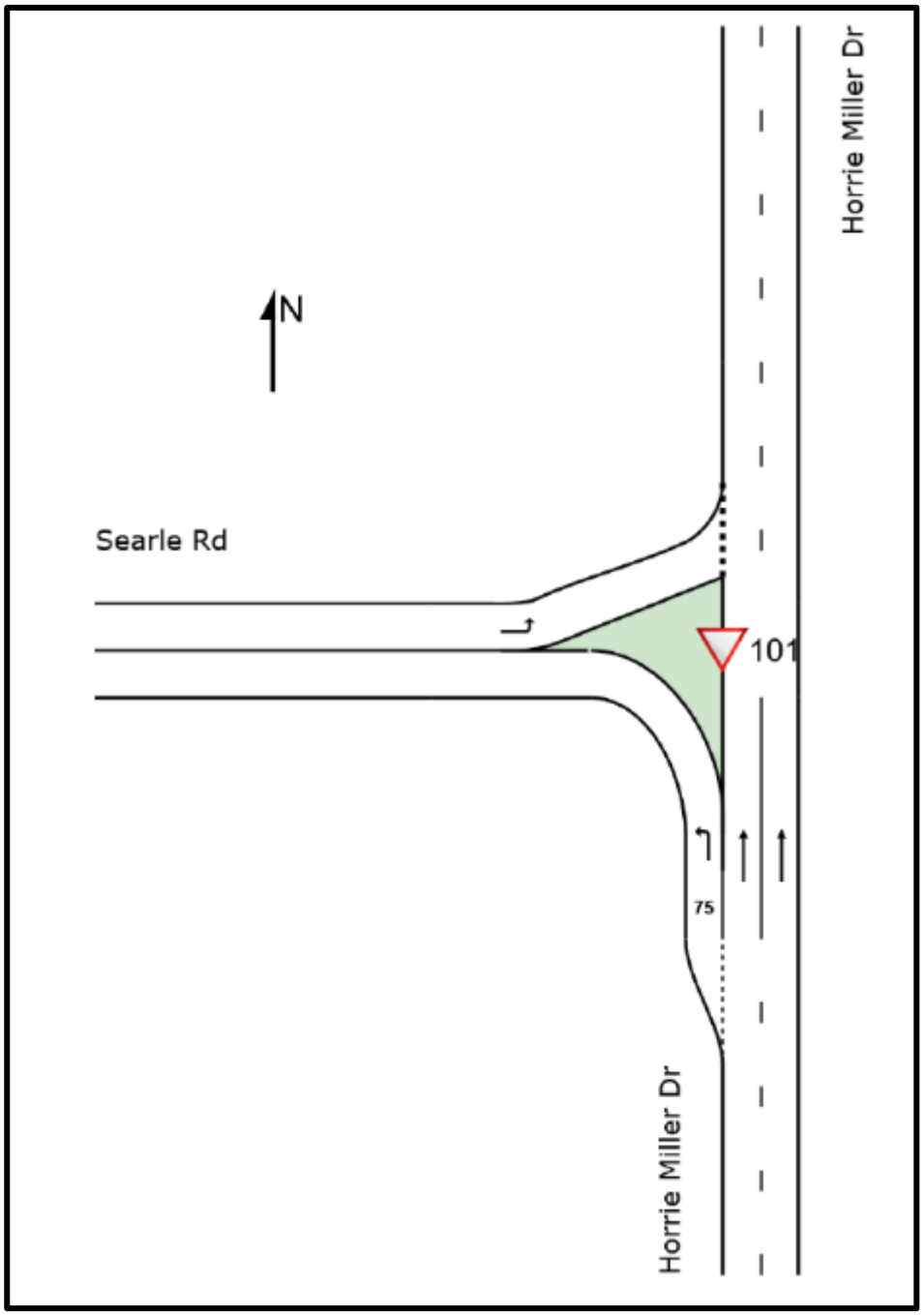

Figure 7-23 SIDRA Layout: Horrie Miller Drive/ Searle Road Intersection

Source: Donald Veal Consultants 2024

Opening Year 2027

Using the peak hour volumes, the Horrie Miller Drive intersections with Ried Road, Searle Road and Anderson Place have been analysed using the SIDRA intersection analysis software package for the traffic conditions at the opening year (2027) with the site development. The results of this analysis are summarised in Tables 7-8 and 7-9 for AM and PM peaks, respectively.

Intersection	Degree of Saturation (DoS)	Average delay (sec)	Level of Service (LoS)	95% back of queue (m)
Horrie Miller Drive/Anderson Place	**0.170**	**6.6**	**A**	**7.9**
Horrie Miller Drive/Searle Road (Northbound only)	0.162	1.3	A	0.5
Horrie Miller Drive/Reid Road	0.443	7.0	A	28.7

Table 7-8 2027 + Development - Intersection performance – AM Peak hour

Source: Donald Veal Consultants 2024

Intersection	Degree of Saturation (DoS)	Average delay (sec)	Level of Service (LoS)	95% back of queue (m)
Horrie Miller Drive/Anderson Place	**0.180**	**7.3**	**A**	**8.4**
Horrie Miller Drive/Searle Road (Northbound only)	0.111	1.2	A	1.1
Horrie Miller Drive/Reid Road	0.498	8.0	A	26.9

Table 7-9 2027 + Development - Intersection performance – PM Peak hour

Source: Donald Veal Consultants 2024

The results show that all the listed intersections operating at an acceptable level of performance during peak hour periods, with no significant delays or vehicle queues.

Opening Year 2027 +10 years (2037)

The same three intersections have been analysed using the SIDRA intersection analysis software package for the traffic conditions In the horizon year (2037) with the site development. The results of this analysis are summarised in Tables 7-10 and 7-11 for AM and PM peaks, respectively.

Intersection	Degree of Saturation (DoS)	Average delay (sec)	Level of Service (LoS)	95% back of queue (m)
Horrie Miller Drive/Anderson Place	**0.227**	**6.8**	**A**	**11.1**
Horrie Miller Drive/Searle Road (Northbound only)	0.205	1.3	A	1
Horrie Miller Drive/Reid Road	0.511	6.9	A	35.1

Table 7-10 2037 + Development - Intersection performance – AM Peak hour

Source: Donald Veal Consultants 2024

Intersection	Degree of Saturation (DoS)	Average delay (sec)	Level of Service (LoS)	95% back of queue (m)
Horrie Miller Drive/Anderson Place	**0.213**	**7.5**	**A**	**12**
Horrie Miller Drive/Searle Road (Northbound only)	0.146	1.3	A	1.7
Horrie Miller Drive/Reid Road	0.762	10.7	B	53.7

Table 7-11 2037 + Development - Intersection performance – PM Peak hour

Source: Donald Veal Consultants 2024

The results again show that all the listed intersections operating at an acceptable level of performance during peak hour periods, with no significant delays or vehicle queues.

7.7 Construction Traffic Impacts

Before commencing works, the Contractor will be required to prepare a construction environmental management plan (CEMP), demonstrating how impacts to access and the road network will be suitably managed. This will include details of how the works will be staged, materials delivered to site and how off-site impacts such as dust and noise will be managed. It is appreciated any work proposed outside 'normal' working hours would be subject to approval.

Traffic generation through site preparation works is expected to be minimal for the purposes of this project and is intended to be addressed within this CEMP.

All traffic access and egress associated with site preparation and construction will be outlined within the CEMP. Should site preparation and construction works require short-term changes to existing traffic operations, these

will be managed through the development of a Traffic Management Plan (TMP), required at the time of Perth Airport Consent. This will minimise the impacts to surrounding aviation traffic operations and land uses within the Airport South precinct.

7.8 Conclusion

Perth Airport assessed the traffic and transport impacts associated with the proposed development at Lot 725 Searle Road. The proposed development consists of a warehouse, office space and parking bays on the ground floor with further office space and car parking bays on the first floor. The full development is expected to be completed by late 2026/early 2027. For the purposes of the traffic analysis, 2027 has been adopted as the Opening Year for the modelling exercise, with the Horizon Year, +10 years post-completion, being 2037.

7.8.1 Traffic Modelling

To understand the likely impact of the development on the surrounding road network, a trip generation and distribution exercise was undertaken based on proposed development layout. Traffic generation assumptions were also made for other nearby developments that are planned but not yet operating.

Based on the proposed layout and standard published trip generation rates, the development of the site is estimated to generate some 1,026 trips per day, with approximately 169 of these occurring in each of the AM and PM peak hour periods.

Three intersections were analysed for their AM and PM peak hour operational performance using SIDRA. They were Horrie Miller Drive/ Reid Road/ Whitham Road, Horrie Miller Drive/ Searle Road (Northbound only) and Horrie Miller Drive/ Anderson Place. The intersections operate within capacity in both the opening year (2027) and horizon year (2037).

7.8.2 Access and Parking

Vehicular access to the site is proposed via five accesses: two full movement accesses from Anderson Place, two entry accesses for trucks only from Searle Road, and one truck exit-only access onto Horrie Miller Drive.

The safety risk regarding the short distance between the left-out site egress point on Horrie Miller Drive and the Horrie Miller Drive/Anderson Place roundabout will be mitigated, as the speed limit of Horrie Miller Drive is expected to be permanently reduced from 70 km/h to 50 km/h before this site development is expected to be operational.

The number of employees on the site has not yet been finalised but expected to be in the range of 400 to 500. If the lower estimate is realised then the 385 parking bays proposed will be sufficient, However, if demand is closer to 500 then some travel management measures should be considered such as introducing a worker transfer service to/from Redcliffe Railway Station to reduce parking demand.

Service vehicles, including delivery vans and the refuse truck, will use the western crossover to access the delivery bay and the bin store, located on the ground floor on the western side of the warehouse.

Overall, it is considered unlikely the development will result in any material impact on the surrounding road network.

8 Environmental & Heritage Assessment

The proposed development consists of a new office and workshop facility that will be located on a 3.57ha site at Lot 725 (1) Searle Road Airport South (the Project). The Project site was previously cleared in 2007, and has been periodically cleared of regrowth and weeds. As a result, is expected to have no impact to any environmental values including wetland, fauna habitat, flora or vegetation, conservation or special use areas or heritage sites. In this regard, the Commonwealth Department of Climate Change, Energy, the Environment and Water have advised the proposed action does not require assessment and advice under the *Environment Protection and Biodiversity Conservation Act 1999*.

The impact assessment methodology undertaken to assess the environmental and aboriginal heritage disturbance for the proposed Project is discussed in the following sections.

8.1 Purpose

A review of the existing environmental and aboriginal heritage aspects of the site was undertaken using desktop assessments and review of various relevant technical reports. Through the review of technical reports and spatial information, potential impacts and recommended mitigation and management actions associated with the proposed development were appropriately assessed.

This assessment outlines:

- The environmental and aboriginal heritage approval process.
- The environmental impacts assessment process.
- The environmental context of the site which identifies environmental matters relevant to the Project.
- An assessment for the following environmental factor to determine relevance to the Project:
    - Terrestrial ecology.
    - Soils and geology.
    - Groundwater and surface water.
    - Aquatic ecology.
    - Noise and vibration.
    - Air quality assessment, and
    - Heritage.

8.2 Approval Process

Section 91 of the *Airports Act 1996* requires that a Major Development Plan (MDP) must include an assessment of the environmental impacts associated with the proposed development and the plans for dealing with these environmental impacts.

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) is the central piece of environmental legislation that protects Matters of National Environmental Significance (MNES). Projects that are located on Commonwealth land (i.e. the proposed development being assessed) are required to undertake a whole of environment assessment and values protected under the EPBC Act. Therefore, projects that are located on Commonwealth land are required to undertake assessment of all environmental values. Environmental assessments under the EPBC Act are undertaken to enable environment and heritage protection and biodiversity conservation. Section 160 of the EPBC Act requires the Minister administrating the Airports Act (Federal Minister for Infrastructure, Transport, Regional Development and Local Government) to obtain advice from the Minister responsible for the EPBC Act (Federal Minister for the Environment and Water) for the adoptions or implementation of an airport's MDP. Under the EPBC Act, the Minister is responsible for the National Heritage List

which is established through the provisions in the EPBC Act and Environment Protection and Biodiversity Conservation Regulations. For a heritage place to be included in the National Heritage List, the Minister must indicate the place meets the one or more of the requirements of the National Heritage Criteria.

The environmental impact assessment has been prepared in accordance with the EPBC Act and both the *Significant Impact Guidelines 1.1 – Matters of National Environmental Significance* (Guideline 1.1) and *Significant Impact Guidelines 1.2 – Actions on, or impacting upon, Commonwealth land and Actions by Commonwealth Agencies* (Guideline 1.2).

Guideline 1.1 determines whether an action is likely to have a significant impact on any MNES, or other protected matters and whether an approval is required under the EPBC Act. A list is provided below. No MNES will be impacted by this project..

- World heritage properties
- National heritage places.
- Wetlands of International Importance.
- Nationally threatened species and ecological communities.
- Migratory species.
- Commonwealth marine areas.
- The Great Barrier Reef Marine Park.
- Nuclear actions.
- A water source, in relation to coal seam gas development and large coal mining development.

Guideline 1.2 provides guidance for any person who proposes to take action which is either situated in Commonwealth land or which may impact on Commonwealth land, or for representative of Commonwealth agencies who proposed to take an action that may impact on the environment anywhere in the world. Projects located on Commonwealth land are required to undertake whole of environment assessment to ensure that environmental values are appropriately assessed. This guideline assists those in the above categories to decide whether or not they should submit a referral to the Department for a decision by the Minister on whether assessment and approval is required under the EPBC Act.

8.2.1 Environmental Context

The site was cleared of native vegetation in 2007, and has routinely been cleared of regrowth vegetation and weeds, noting in 2024 the vegetation removed was non-native.

The Project will have no direct impacts to any environmental values including wetland, fauna habitat, flora or vegetation, conservation or special use areas or heritage sites.

Whilst potential offsite impacts are possible to the adjacent wetland because of construction activities (dust, earthworks), theses will be managed through conditions of internal approvals and the implementation of Environmental Management Plans that will outline specific control strategies across both construction and operation activities to reduce the impacts on the surrounding environments.

8.3 Impact Assessment Process

8.3.1 General

Following the requirements of the self-assessment in Guideline 1.2 (refer Figure 8-1), the following impact assessment process has been applied to the potential environmental and heritage impacts of the Project. This meets the requirements of Guideline 1.2 via the following process:

1. Baseline environmental studies and technical reports.

2. Define the Environmental Context of the Project. This includes identification through desktop assessments and field studies of environmental and heritage significance that may be impacted both directly and/ or indirectly by the proposed development.
3. Identify and assess potential impacts for each environmental and heritage factor. This includes both direct and indirect impacts that may occur within the site or within surrounding areas.
4. Identification of appropriate mitigation and management of potential impacts.
5. Determine the significance of potential impacts. This can be based on guidelines and policies relevant to the environmental and/ or heritage factor.

Figure 8-1 Impact Assessment Process

Source: EPBC Significant Impact Guidelines 1.2

8.3.2 Impact Assessment for the Project Area

Following the requirements of Guideline 1.2, the following sections define the environmental context of the Project area, in accordance with the definition of "Whole of Environment". It identifies:

- The environmental and aboriginal heritage significance/ factors present in the proposed development site.
- The environmental and aboriginal heritage factors that are likely to be impacted by the proposed development and therefore require assessment.
- Any sensitive or vulnerable areas.
- Any rare, endemic, conservation significant or valuable factors of the environment.
- The history, current use and condition of the environment.

The impact assessment for each environmental factor will be broken down into a three-stage approach, which will outline the:

- Potential impacts the proposed development will have on the environmental factor.
- Impact avoidance and mitigation measures that will be implemented across the proposed developments construction and operation activities to reduce impacts on the environmental factor.
- Assessment of the significance of the impacts resulting from the proposed development with consideration to the impact avoidance and mitigation measures to be implemented.

8.4 Terrestrial Ecology

8.4.1 Flora and Vegetation

8.4.1.1 Potential Impacts

The proposed development has no direct impact on the flora and vegetation as the site has been historically cleared.

Indirect impacts may occur to surrounding areas of native vegetation. A Multiple Use wetland is located directly north of the site. Although this area is proposed to be retained, its proximity to the development will result in indirect impacts through the increased potential for spread of weeds, fluctuation on the environment (i.e. groundwater, sunlight availability) and impacts as a result of construction activities (dust, earthworks).

8.4.2 Impact Avoidance and Mitigation

Impact avoidance on the native vegetation across the site for the proposed development is undertaken by siting the development on land that has been previously cleared and periodically cleared of regrowth.

Indirect impacts that may occur to surrounding vegetation, however these impacts will be mitigated through the implementation of Environmental Management Plans that will outline specific control strategies across both construction and operation activities to reduce the impacts on the surrounding environments. These mitigation strategies will include demarcation during for excavation, pollution controls during operational activities, dust suppressions and setbacks. These strategies will be implemented to ensure the indirect impacts on surrounding native flora and vegetation are minimised.

8.4.3 Significance

A Vegetation and Flora Survey for the estate was conducted in Spring 2018 by Woodman Environmental Consulting Pty Ltd (Woodman Environmental) (Woodman Environmental 2020). No significant flora was identified within the development area given the previous clearing of the site, the vegetation condition is considered to be 'Completely Degraded' (refer Figure 8-2).

The site was cleared of native vegetation in 2007 and has since been regularly maintained as cleared.

Figure 8-2 Vegetation Condition and Flora Records
(Source: SLR 2025)

8.5 Fauna

8.5.1 Potential Impacts

The proposed development is located on land that has been previously cleared, no native vegetation is present and therefore no habitat suitable for conservation significant fauna species is present at the site. The Multiple Use wetland located to the north of the site is likely to experience indirect impacts due to the proposed development being located directly adjacent. The proximity of the development to a wetland, considered to be suitable habitat for a priority fauna species, may result in potential impacts including, habitat degradation, introduction of weeds, habitat fragmentation and the potential for fauna to commonly traverse the site, increasing the risk of fauna mortality.

8.5.2 Impact Avoidance and Mitigation

As the site has been cleared of vegetation there will not be no direct impacts to fauna habitat, (removal or destruction).

To avoid indirect impacts that may occur an Environmental Management Plan, for both the construction and operations of the development will be implemented. The plan will outline mitigation measures such as fauna handling during construction, demarcation during excavation, pollution controls during operations, to ensure surrounding habitats remain intact, with limited indirect impacts as a result of development activities.

8.5.3 Significance

A review of the fauna investigations conducted by Bamford Consulting Ecologists in 2020 confirmed that no conservation significant species were recorded within the site and no valuable fauna habitat is present (Bamford Consulting Ecologists 2020) (refer Figure 8-3).

Given the previous vegetation clearing onsite, there is no potential breeding or foraging habitat present for any of the threatened three Black Cockatoo species.

Surveys have found Quenda to be abundant across the Perth Airport estate. Vegetation that surrounds the proposed development area has been identified as habitat suitable for Quenda's, particularly the Multiple Use wetland located to the north of the site (refer **Figure 8-8**). However, the proposed development will not have any direct impacts on the Multiple Use wetland. Environmental management measures will be implemented to ensure indirect impacts that may occur because of the proposed development to this habitat are mitigated.

Cleared areas are of low value to fauna species within the airport estate. The development site itself does not currently provide habitat for the Quenda. Retaining the wetland to the north of the site will ensure connectivity between vegetation remnants and will maintain species movement across the airport precinct.

Therefore, the impact of the proposed development on Quenda and their habitat is considered to be negligible

Whilst planning for the Southern Main Drain (SMD) towards the north of the site is still underway, this surface water strategy proposes that impacts may occur to the Multiple Use wetland and it will no longer hold value as suitable habitat for Quenda's. These impacts will not be amplified by the proposed development.

Figure 8-3 Fauna Records
(Source: SLR 2025)

8.6 Soils and Geology

8.6.1 Potential Impacts

The proposed development has the potential to impact directly on soil quality through the disruptions that will occur on site during construction. Through excavation and general construction soils can become stripped, compacted, moved etc, which all have the potential to impact on the quality and health of the soils at the site. However, it is considered that the potential for contaminated soils at the site with concentrations exceeding the relevant investigation levels for commercial and industrial land use is low.

8.6.2 Impact Avoidance and Mitigation Measures

Given a portion of the site is mapped at high to moderate risk of ASS, additional investigations will be undertaken in the areas of proposed excavation to confirm the ASS risk. Any additional investigation will be undertaken in accordance with the DER ASS Guidelines *Identification and Investigation of Acid Sulfate Soils and Acidic Landscapes* (2015). It is proposed that ASS will be managed during ground disturbance and dewatering activities through an ASS and Dewatering Management Plan to ensure there are suitable management measures to mitigate the formation of acidity and any impact to the groundwater and surface water. The generation of any residual impacts are likely to be minimal with management measures in place and likely to be quickly and effectively mitigated through proposed contingency measures. As such, the significance of any residual impacts is considered low.

8.6.3 Regulatory Guidance for Contaminated Soils and ASS

Following the outcomes of additional investigations of the ASS on the site, some or all of the following guidelines for identifying and assessing the ASS profile of the site, contamination in soils and groundwater, and managing contaminated soils including determining the waste classification for disposal will need to be applied:

- Department of Water and Environmental Regulation (DWER) (2021) Assessment and Management of Contaminated Sites, Contaminated Sites Guidelines (AMCS Guideline).
- National Environmental Protection (Assessment of Site Contamination) Measure 1999 (as amended 2013) (2013 NEPM ASC) schedule B1.
- PFAS National Environmental Management Plan - Version 2.0 – January 2020, National Chemicals Working Group of the Heads of EPAs Australia, and New Zealand.
- Department of Health (DoH) (2021) Guidelines for the Assessment, Remediation and Management of Asbestos Containing Sites in Western Australia, updated in 2021.
- Department of Environment and Conservation, 2018. Landfill Waste Classification and Waste Definitions 1996 (as amended).
- Department of Environment Regulation, 2015a. Identification and Investigation of Acid Sulfate Soils and Acidic Landscapes. Western Australia.
- Department of Environment Regulation, 2015b. Treatment and Management of Soils and Water in Acid Sulfate Soil Landscapes. Western Australia.

8.7 Surface Geology

The Perth Groundwater Map (DWER 2024) provides mapping for the surface geology at the MDP site (refer **Figure 8-4**).

The surface geology of the site is predominantly Bassendean Sands (Geol Code: Qpb) with swamp and lacustrine deposits of peat, peaty sand and clay (Geol Code: Qrw) along the eastern portion of the site and to the north of the site. These swamp and lacustrine soils are associated with the wetland areas to the east of the site.

The Bassendean Sands and swamp/lacustrine deposits extend from the surface (approx. 20mAHD or more) to the base of the Superficial Aquifer (approx. -10mAHD). The base of the Superficial Aquifer below the site is mapped (predominantly) as the Kardinya Shale Member of the Osborne Formation, a relatively thick siltstone-shale unit which acts as a confining layer between the Superficial Aquifer and the aquifers below. The Mirrabooka Member of the Osborne Formation and the Kings Park Formation may also underlie the surface soils in the region of the site.

Groundwater is expressed at surface near the site (approx. 20mAHD) and so the saturated thickness of the Superficial Aquifer was estimated to be 30m. Since the aquifer is largely confined at its base, any mobilised contamination in the region will likely be confined to the Superficial Aquifer and its soils.

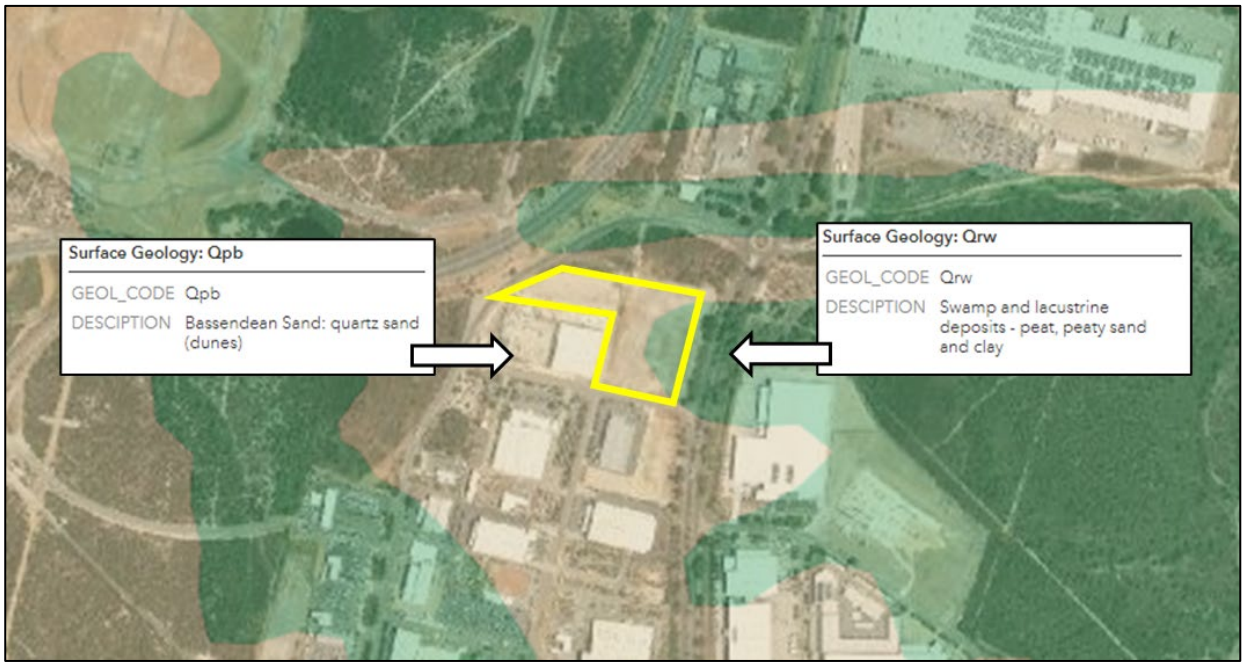

Figure 8-4 Surface Geology
(Source: SLR 2025)

8.7.1 Acid Sulfate Soils

The Perth Groundwater Map (DWER 2017) provides mapping for the Acid Sulfate Soils (ASS) risk at the MDP site (Figure 8-5).

The ASS risk mapping (from DWER) indicates that the risk of ASS occurring within the majority of the Project area is of ASS Risk Class 1, (moderate to low risk of ASS occurring within 3m of natural soil surface but high to moderate risk of ASS beyond 3m of natural soil surface). This area is associated with Bassendean Sands (Qpb).

A portion in the east of the site is mapped as ASS Risk Class 2, (high to moderate risk of ASS occurring within 3m of natural soil surface). This area is associated with the swamp and lacustrine deposits (Qrw).

Figure 8-5 ASS Risk Mapping
(Source: SLR 2025)

8.7.2 Contaminated Soils

Given that the site was previously uncleared of native vegetation, it is unlikely the site has been subject to contaminating land uses or that residual sources of contamination are present at the site at concentrations exceeding the relevant investigation levels for commercial and industrial land use.

8.8 Groundwater and Surface Water

8.8.1 Groundwater

8.8.1.1 Potential Impacts

The proposed development has the potential to result in fluctuations of groundwater levels and quality at the proposed site via both direct and indirect impacts. Impacts through disruption to the landscape from construction activities such as excavation, dewatering etc, have the potential to directly impact on groundwater quality. The site drainage and operational activities have the potential to indirectly impact on the groundwater quality through pollution, alterations to drainage activities, chemical spills etc. Any disturbance to the landscape and soils that will occur as a result of the development have the potential to result in the fluctuation to groundwater quality.

The Perth Airport estate have environmental objectives associated with groundwater across the estate and it is required that the proposed development does not cause impacts that will impede on these objectives. The environmental objectives include:

- To prevent the acidification of soils, groundwater, and surface water as a result of Project activities.
- To maintain peak flows in the Southern Main Drain.
- To ensure that groundwater quality is maintained and not negatively impacts as a result of activities.

8.8.1.2 Impact Avoidance and Mitigation

Groundwater impacts will be mitigated across all stages of the project through the implementation of appropriate management measures. During the construction phase of the development, measures will be put in place to ensure excavation activities do not impact or disturb the landscape, soils and groundwater quality. Dangerous goods will be contained appropriately, and spill management will be implemented to ensure no chemicals or hydrocarbons are discharged into the environment. Environmental Management Plans will be developed and implemented to ensure adequate groundwater monitoring is undertaken to evaluate the groundwater quality pre and post construction and to assess and remediate any fluctuations that may occur.

During operational activities, management measures in the Environmental Management Plan will outline the proposed groundwater monitoring activities and the measures implemented to reduce impacts on groundwater. The site drainage will be designed to ensure it follows the current drainage systems across the estate. All dangerous goods will be contained, and spill management procedures will be implemented. Annual groundwater monitoring will be undertaken to ensure no significant fluctuations are occurring to the groundwater quality and if any imbalances are identified, measures will be undertaken to counteract and return the groundwater to acceptable parameters.

8.8.1.3 Significance

The principal groundwater design criteria for the Perth Airport estate are to reduce groundwater draw down within retained wetlands and wetlands bordering the airport estate to as low as reasonably practical in order to avoid significant ecological impact. The current understanding of the site hydrogeological conditions and its support to the groundwater flows model described across this section has been based on the review of geological and hydrogeological data across the Airport Estate.

Three aquifers are located within the Airport Estate area:

- Superficial aquifer.
- Kings Park aquifer.
- Mirabooka aquifer.

As well as these aquifers, there's a variety of factors that interact and use the groundwater across the Airport Estate, these include several wetlands including Munday Swamp, vegetation and the 134 licenced groundwater users within a 7km radius of the Airport Estate that have licenced bores to abstract water from these aquifers (refer Figure 8-8 and 8-9). Each of these factors interact with the groundwater and are a part of the entire estate

drainage system. This system is very complex and requires consideration to all factors associated with groundwater and the drainage patterns. These factors that interact with groundwater will need to be considered when finalising site drainage design, particularly those adjacent sites in proximity to the Project site that may be subject to indirect impacts.

The groundwater flow direction is generally radial from the high groundwater levels towards the east of the Airport Estate. Groundwater flow directions typically occur across the site from the northwest, west and southwest towards the Swan River. South of the Airport Estate, groundwater flow is towards the south in the direction of the Canning River.

Groundwater levels across the Airport Estate and surrounding areas have been measured in the superficial monitoring bores. This monitoring has indicated the following information on the Airport Estate groundwater levels (AQ2 Pty Ltd 2020):

- Groundwater levels across the estate vary with topography and are at depths of 0.3 to 9mbgl (i.e. 6.5 to 21 mAHD).
- The seasonal water table fluctuation is approximately 0.6 to 1.6m.
- Variations in water levels correlate with variations in rainfall. Peaks in groundwater hydrographs are typically observed 1-3 months after peak rainfall.
- No long-term decline in water levels in evident in monitoring data.
- A low average hydraulic gradient of 0.004 was calculated at the Airport Estate area based on the site monitoring data. This is consistent with regional groundwater contours from Perth Groundwater Atlas.
- The monitoring data suggests that there is hydraulic connection between the Superficial aquifer units, however, with no consistent upward or downward gradients between these units.

No bores are located within the proposed site, however MW0124 is located 200m north of the Project area (refer **Figure 8-6**). The most recent analytical data for groundwater sampling at this location is summarised in **Table 8-1**.

Table 8-2 Groundwater Quality Data
Source: Perth Airport Central Project Baseline Water Quality Monitoring Report

Analyte	Unit	Acceptance Criteria	MW0124 23/01/2023
pH	pH units	>6.5 & <9.0	6.6
Electrical Conductivity	µS/cm		620
Redox	mV		-12.9
Turbidity	NTU		7.5
Dissolved Oxygen	mg/L	>6.0	5.0

Baseline groundwater quality data confirms that the groundwater within the proposed development area appears to be good quality. Given the presence of various industrial developments surrounding the proposed development that have similar land use, it is anticipated that the impacts to groundwater as a result of the development will be negligible as the surrounding developments have not resulted in significant fluctuations in groundwater quality. The proposed development will not require the clearing of any native vegetation, it is unlikely the proposed development will result in significant fluctuations to the groundwater quality and standing water levels currently recorded at the site.

Groundwater monitoring and measures implemented throughout construction and operation will ensure groundwater quality and water levels remain consistent. The Environmental Management Plan will require regular monitoring of groundwater quality and levels.

Figure 8-6 Surface Water and Groundwater Sampling Locations
(Source: SLR 2025)

8.9 Surface Water

8.9.1 Potential Impacts

The proposed development has the potential to impact on surface water flow and quality. The Perth Airport estate has a complex surface water drainage system and its important that all new developments do not impact or alter the flows within this system. Through the alteration of the landscape via excavation and construction activities, direct impacts to surface water may occur due to changes in drainage patterns and volume. The site operational activities have the potential to indirectly impact on the surface water through additional runoff (stormwater), surface water quality impacts through pollution and potential surface water contamination through chemical spills. Any disturbance to the landscape that will occur as a result of the development has the potential to result in fluctuation to surface water quality.

Indirect impacts may occur on the Multiple Use wetland located to the north as surface water may drain into this habitat, with the potential for contamination as a result of stormwater runoff. However, with the proposed realigned SMD channel, this wetland is expected to be used as a natural low point for storage and attenuation and therefore drainage into the wetland will be promoted. As well, it is anticipated that the surface water within the wetland and runoff from the proposed site will drain more effectively once the new drainage channel is implemented, reducing any surface water impacts associated with the proposed development.

8.9.2 Impact Avoidance and Mitigation

Surface water drainage will be managed via the implementation of mitigation strategies within the Environmental Management Plans for both construction and operation activities. These measures will ensure matters such as

surface water runoff, drainage design, chemical spills etc, are appropriately managed to ensure no impacts to the surface water systems at the Perth Airport Estate occur as a result of the proposed development.

8.9.3 Stormwater Management

It is assumed that the development would likely be constructed before the SMD realignment, therefore consideration will be given to temporary storage. The drainage upgrade project may include culverts from Searle Rd into the new SMD. The Airport South drainage upgrades are a progression of what was previously identified within the Master Drainage Strategy to upgrade Airport South and tie into the broader PAPL drainage network (SMD).

The proposed development will comply with the stormwater requirements stipulated within PAPL Hydraulic Design and Technical Requirements. Design of infrastructure that connects to and/or upgrades Perth Airport's Stormwater Reticulation/ Open Drainage Network will include the requirements of the Perth Airport Master Drainage Strategy and will take into consideration the Stormwater Management Manual for Western Australia.

The design of the network component will be completed in accordance with design requirements outlined in the Main Roads Western Australia Design Guide. A summary of the specific design requirements for this Project is outlined in Table 8-2.

Table 8-3 Stormwater Design Requirements

Area	Design Event	Floor Depth	Risk Rating
Developments: Terminals, Offices, Habitable Areas, etc.: floor levels	1% AEP (1 in 100)	Nil	Moderate. L-Rare, C-High
	FFL to be +300 mm above 1% AEP flood level		

Appropriately designed stormwater pollution control devices will be designed/installed as part of any proposed discharge into the Stormwater Reticulation/Open Drainage Network where PAPL considers that there is a likelihood of pollution being generated.

8.9.4 Significance

Surface water drainage across the Perth Airport Estate is via small tributaries of the Swan River to the north and northwest and the Canning River to the south, which together form a major surface water drainage system. The nearest major surface water feature to the proposed development is the Swan River located approximately 5km to the northwest (refer Figure 8-7).

Within the Perth Airport Estate, the largest natural surface water feature is Munday Swamp, a wetland located 2.8km northeast of the proposed development. There are several local topographic lows over the estate that are considered both natural and human modified surface water features.

Catchments to the east of the airport estate contribute to significant surface water which drains into the Perth Airport estate. Two major surface water drains flow through the estate:

- Northern Main Drain (NMD) located 2.4km northeast of the proposed development, that receives runoff from upstream catchments on the Darling Scarp through Poison Gully Drain where it runs in close proximity to the airport runway facilities.
- Southern Main Drain (SMD) located 470m north of the proposed development, that receives runoff from the Crumpet Creek catchment to the southeast of the estate where it flows west around the southern boundary of the airport runway facilities before flowing towards the Swan River.

Baseline water monitoring is undertaken at the airport estate on an annual basis, this monitoring is completed in accordance with the Airports (Environmental Protection) Regulations 1997 (AEPR) and provides an understanding on the surface water quality across the estate. Surface water samples are collected from the drainage channels and surface water bodies. Monitoring results indicated that in multiple cases the calculated baselines were above

the AEPR guideline, however, the measurement data is consistent with locations that form part of PAPL's New Runway Project. The main recordings that exceeded the AEPR guidelines were for some dissolved metals (i.e. Zn, Se), field data (pH and DO%), PFAS, and Dieldrin pesticide. These findings are consisted with the findings from PAPL's NRP, this is likely due to the local aquifers water quality consistently recording high metal concentrations.

There are no surface water sampling sites within the Project area, however SW0102 is located 530m northwest of the Project area (refer **Figure 8-6**). The most recent available analytical data for surface water sampling at this location is provided in **Table 8-3**.

Table 8-4 Surface Water Quality Data
Source: Perth Airport Central Project Baseline Water Quality Monitoring Report

Analyte	Unit	Acceptance Criteria	SW0102 23/01/2023
pH	pH units	>6.5 & <9.0	6.7
Electrical Conductivity	µS/cm		1000
Redox	mV		-65.1
Turbidity	NTU		>1000
Dissolved Oxygen	mg/L	>6.0	1.7

The proposed development is not located within proximity to any major surface water features. Given the industrial nature of the surrounding area and the various mitigation measures that will be implemented to reduce the impacts of runoff and stormwater contamination, it is expected that the proposed development will not have any significant impacts on surface water. Since the site is not located within proximity to any surface water features, surface water quality monitoring and sampling will not be required during construction or operations.

Figure 8-7 Surface Water *(Source: SLR 2025)*

8.10 Wetlands

8.10.1 Potential Impacts

Eco Logical Australia (2019) remapped the wetlands on the Airport estate and assigned wetland boundaries and management categories which were representative of current wetland values (Eco Logical Australia 2021). A small portion of land towards the north of the site is mapped as a Multiple Use geomorphic wetland of the Swan Coastal Plain named Southern End Runway Perth Airport (ID 22) (refer **Figure 8-8**).

The proposed development has the potential to indirectly impact an adjacent Multiple Use wetland. This wetland may experience indirect impacts including runoff, pollution and increased potential for spread of weeds.

8.10.2 Impact Avoidance and Mitigation

The proposed development has avoided directly impacting the adjacent Multiple Use wetland.

Management measures will be implemented through Environmental Management Plans at both the construction and operation stage. Environmental Management Plans will outline the mitigation measures to avoid manage indirect impacts on the nearby wetland. These mitigation measures will include clear demarcation during construction, stormwater runoff design measures, pollution control etc. However, with the proposed future realignment of the SMD channel, this wetland may be used as a natural low point for stormwater storage and attenuation.

A Construction Environmental Management Plan for the Project will be developed to outline management and mitigation measures to avoid impacts to the surrounding geomorphic wetlands over the construction period. This plan will include various monitoring categories and measures that will aid in the identification of the success of these mitigation strategies in achieving proposed targets. Avoidance of impacts on the wetland through design procedures will be prioritised over management strategies.

8.10.3 Significance

This area is part of Perth Airport Woodland Swamps, a wetland system that is identified in the Directory of Important Wetlands in Australia. The Perth Airport Woodland Swamps do not provide valuable habitat for freshwater species and therefore do not support aquatic systems unlike other Swamps across the estate. Based on the groundwater flow and hydrological features of the site, it is expected that no impacts to the Perth Airport Woodland Swamps or any geomorphic wetlands of conservation significance will occur, as there is no hydrological connection to the Project area (refer **Figures 8-8 and 8-9**).

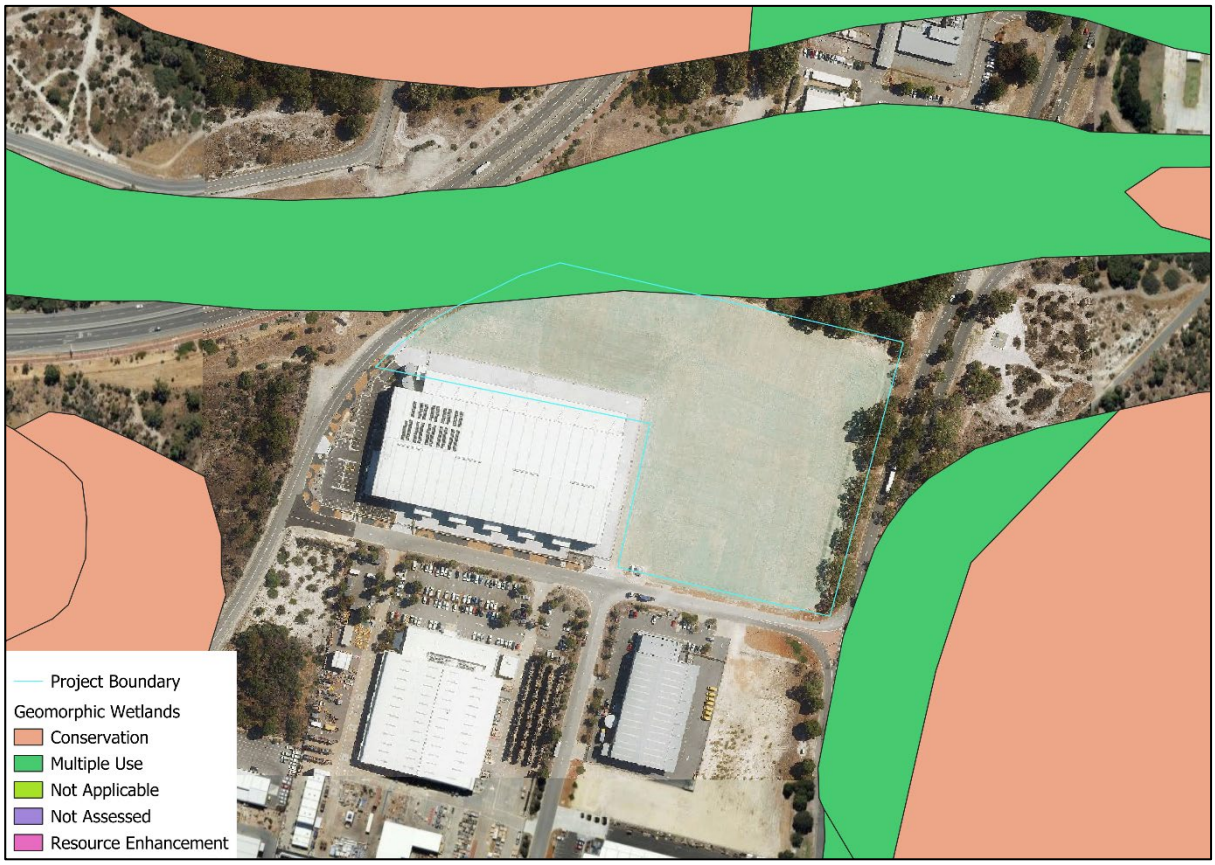

Figure 8-8 Geomorphic Wetlands
(Source: SLR 2025)

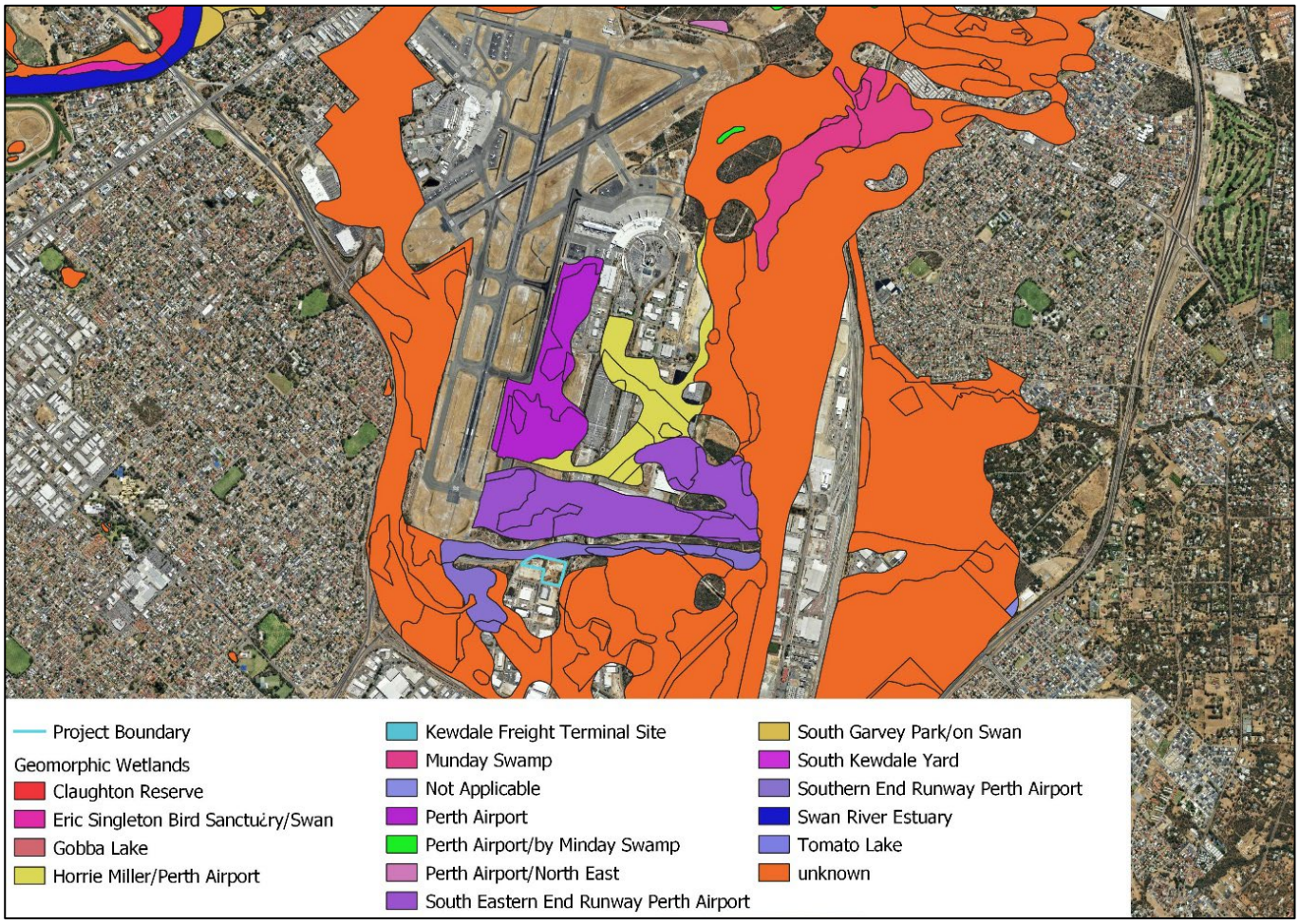

Figure 8-9 Whole of PAPL Estate Geomorphic Wetlands
(Source: SLR 2025)

8.11 Noise and Vibration

8.11.1 Potential Impacts

8.11.1.1 Construction Noise

Construction noise can reduce the amenity of commercial office, retail, residential and hospitality premises. If any works are proposed during night-time, potential noise impacts may also include sleep disturbance effects in residential areas.

The site is located in the Airport South Precinct and is surrounded by commercial and light industrial land uses.

Regulation 13 of the *Environmental Protection (Noise) Regulations 1997 EPNR* as amended applies to management of noise from construction activities. Perth Airport will comply with the Regulations as required.

8.11.1.2 Construction Vibration

Vibration from construction works proposed on site may have the potential to impact nearby structures and its occupants. Vibration assessment in accordance with relevant standards will be required to establish the vibration targets. The relevant standards include, but are not limited to:

- British Standard 6472:1992 providing guidelines on potential disturbance to persons exposed to building vibration,

- DIN 4150-Part 3:1986 providing guideline levels of vibration velocity for evaluating the effects of vibration in structures, and
- British Standard 7385.2 providing the frequency dependent vibration guideline values and assessment values for the effect on structures.

8.11.2 Impact Avoidance and Mitigation Measures

Perth Airport will notify adjacent premises of proposed works, and produce and implement mitigation and management measures as required, in compliance with WA Environmental laws.

8.11.3 Significance

8.11.3.1 Environmental Noise Emission

Project noise emissions are addressed by state noise policy in the form of the Western Australia Environmental Protection (Noise) Regulations 1997 ("EPNR", "the Regulations"). To achieve compliance with this policy, noise levels at nearby noise sensitive areas are not to exceed defined limits referred to as Assigned Noise Levels.

These limits are determined from consideration of prevailing background noise levels and 'influencing factors' (IFs) that consider the level of commercial and industrial zoning in the locality. The influencing factor considers zoning and road traffic within 100m and 450m of the nearest sensitive receiver of interest.

The assigned noise levels appliable to the receivers in the Project area are summarised in Table 8-4 below.

Table 8-5 Assigned Noise Levels for all Receivers

Part of premises receiving noise	Time of day	Assigned level, dB		
		LA10	LA1	Lamax
Commercial premises	All hours	60	75	80
Industrial and utility premises	All hours	65	80	90

Noise emissions from the following sources are to be assessed in order to confirm compliance with the EPNR criteria:

- Mechanical and hydraulic services plant.
- Parking activity.
- Deliveries and servicing.
- Any special machinery operating on site.

Following the assessment of noise emissions across these sources, a noise assessment report will be prepared to demonstrate compliance or non-compliance with the EPNR. This report can then be provided to relevant regulators where required.

8.11.3.2 Aircraft Noise Intrusion

Acceptable aircraft noise criteria are outlined in Australian Standard AS 2021-2015 *Acoustics – Aircraft noise intrusion – Building siting and construction* and State Planning Policy 5.1 *Land use planning in the vicinity of Perth Airport.* The standard provides zoning information for sites subject to aircraft noise. The acceptability of the building and application of this standard is depended on the location of the site relative to an Australian Noise Exposure Forecast (ANEF) chart.

Table 8-5 shows the acceptability of the site for selected building types.

Table 8-6 Building Site Acceptability Based on ANEF Zones

Building type	ANEF zone of site		
	Acceptable	Conditionally acceptable	Unacceptable
Commercial building	Less than 25 ANEF	25 to 35 ANEF	Greater than 35 ANEF
Light industrial	Less than 30 ANEF	30 to 50 ANEF	Greater than 40 ANEF
Other industrial	Acceptable in all ANEF zones		

The proposed development location falls within 25-30 ANEF zone of Perth Airport on western part of the site and 20-25 ANEF zone of Perth Airport on eastern part of the site, in accordance with AS2021-2015. Based on currently developed site plan presented in Figure 8-10 below, an office building is proposed to the west of the site, therefore is classed as 'conditionally acceptable'. The warehouse building is proposed at the eastern site, therefore is classed as 'acceptable'.

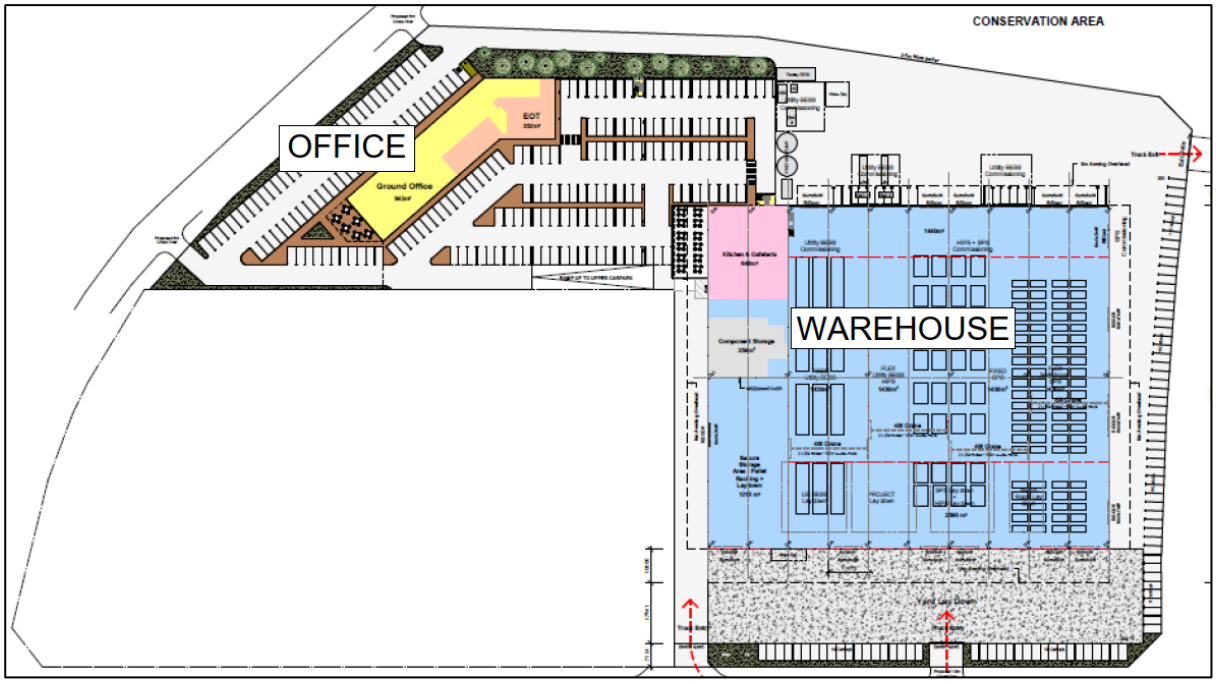

Figure 8-10 Proposed Concept Site Plan

Buildings that fall into specific ANEF zones must comply with an Acceptable Indoor Design Sound Level. Table 8-5 below show the design sound levels for the proposed development regarding management of aircraft noise ingress.

Table 8-6 Indoor Design Sound Levels for Determination of Aircraft Noise Reduction

Building type and activity	Indoor design sound level, dB(A)
Commercial buildings, office and shops:	
Private offices, conference rooms	55
Open offices	65
Typing, data processing	70
Shops, supermarkets, showrooms	75
Industrial:	
Inspection, analysis, precision work	75
Light machinery, assembly, bench work	80

8.12 Air Quality Assessment

8.12.1 Potential Impacts

8.12.1.1 Factors affecting Air Quality

The construction of the Project would generate dust from activities including earth moving, construction and the movement of vehicles and plant and machinery on-site. The combustion of fuels in trucks and fixed and mobile construction plant and machinery also has the potential to generate gaseous air pollutants. Environmental Management Plans for both the construction and operational phase of the development will be prepared to outline mitigation measures to manage air quality impacts on surrounding environments. This will include measures such as dust suppression, vehicle and machinery movement limitations and, specific machinery used etc.

Once construction has been completed, and the site is operational, no air emissions of significance are expected. There will be minor emissions of vehicle exhaust emissions from delivery and employee vehicles, generators, welding fumes and volatile organic compounds from the use of oils, greases and solvents, however these emissions would not adversely impact off-site air quality and have not been considered further.

8.12.2 Receiving Environment

8.12.2.1 Local Meteorology

Local climactic conditions can impact the generation and dispersion of air pollutants. Parameters such as ambient temperature, rainfall, wind speed and direction, solar radiation and relative humidity are of particular interest to air quality assessments. The nearest meteorological monitoring station to the Site operated by the Bureau of Meteorology (BoM) is the Perth Airport automatic weather station (AWS), located approximately 4 km to the north. This station (Station ID 009021) was commissioned in 1944 and has long-term meteorological data for the following parameters:

- Temperature (°C).
- Rainfall (mm).
- Solar radiation (MJ/m^2).
- Relative humidity (%).
- Wind speed (m/s) and wind direction (degrees).

A review of the long-term data collected by the Perth Airport AWS is provided below.

8.12.2.2 Temperature

Long-term temperature statistics for Perth Airport AWS are summarized in **Figure 8-11**. Mean maximum temperatures range from 18°C in winter to 32°C in summer, while mean minimum temperatures range from 8°C in winter to 17.6°C in summer. Maximum temperatures above 46.7°C and minimum temperatures less than -1.3°C have been recorded. Higher ambient temperatures will reduce the moisture content of soils, resulting in increased dust emissions from excavation activities and vehicle movements.

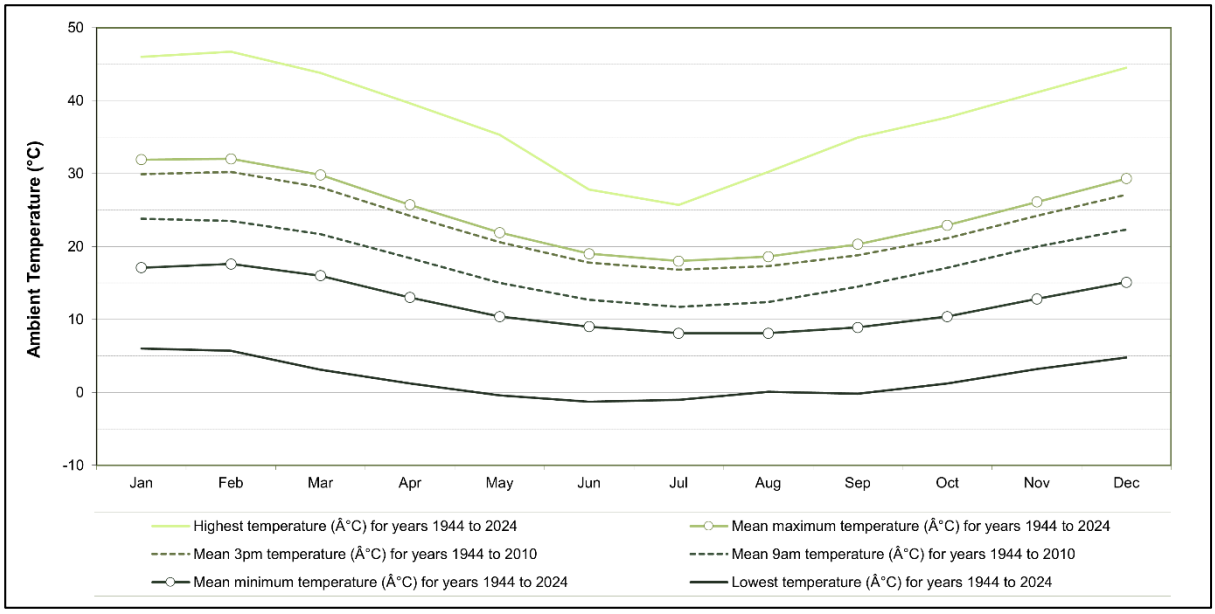

Figure 8-11 Long-term Temperature Data – Perth Airport AWS
(Source: SLR 2025)

8.12.2.3 Rainfall

Long-term rainfall statistics reported for Perth Airport AWS are summarised in **Figure 8-12**. Rainfall is highest in winter, at 154.7 mm in July, with the lowest average of 10.4 mm recorded during January. Higher and more frequent rainfall will suppress the generation of dust emissions from wind erosion and vehicle movements etc and also has the potential to scrub pollutants from the atmosphere.

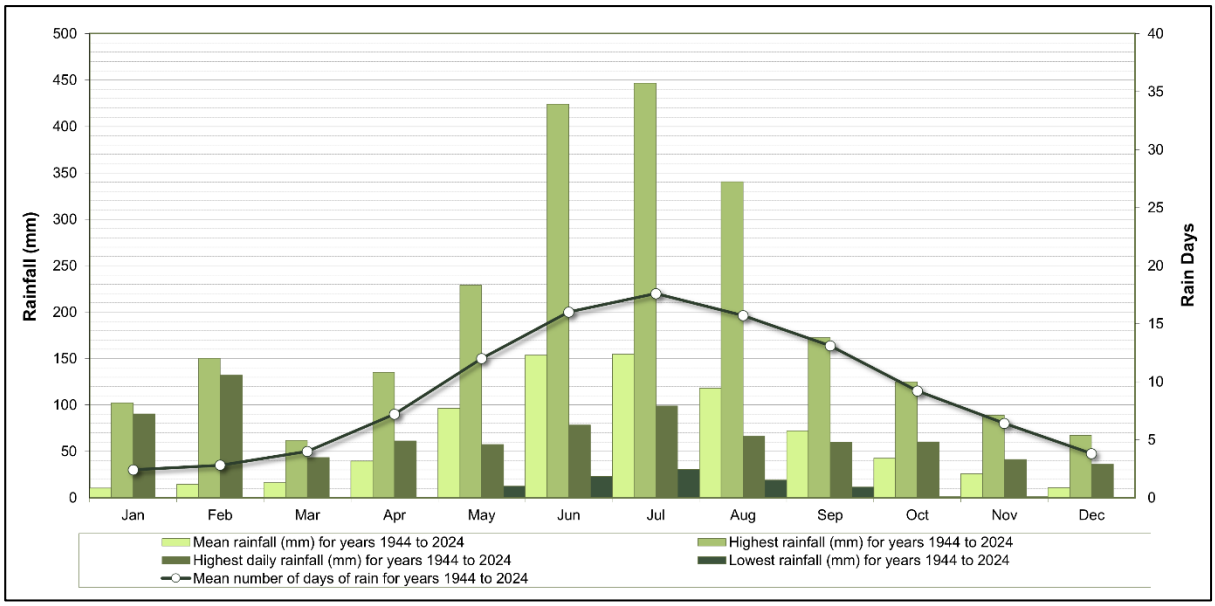

Figure 8-12 Long-term Rainfall Data – Perth Airport AWS
(Source: SLR 2025)

8.12.2.4 Relative Humidity

The long-term humidity statistics for Perth Airport AWS (9 am and 3 pm monthly averages) are summarised in **Figure 8-13**. Humidity levels vary between 51% and 82% with morning and afternoon humidity levels varying between 37% and 60%. The lower humidity levels in summer has the potential to contribute to a reduced soil moisture content, resulting in increased dust emissions from excavation activities and vehicle movements.

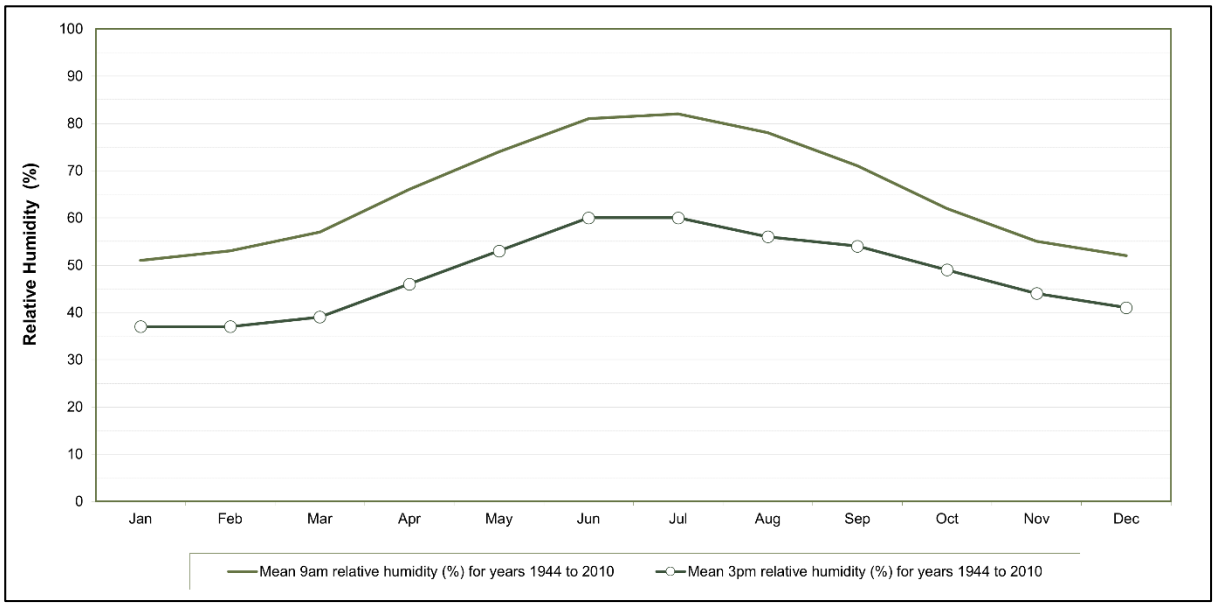

Figure 8-13 Humidity Data – Perth Airport AWS

(Source: SLR 2025)

8.12.2.5 Solar Radiation

The mean daily solar exposure levels for Perth Airport AWS are summarised in **Figure 8-14**. Solar radiation is highest in summer, peaking at 29.6MJ/m^2 in December and lower in winter, dropping to 9.3MJ/m^2 in June. Solar radiation impacts the ground temperature which can influence thermal mixing of the atmosphere.

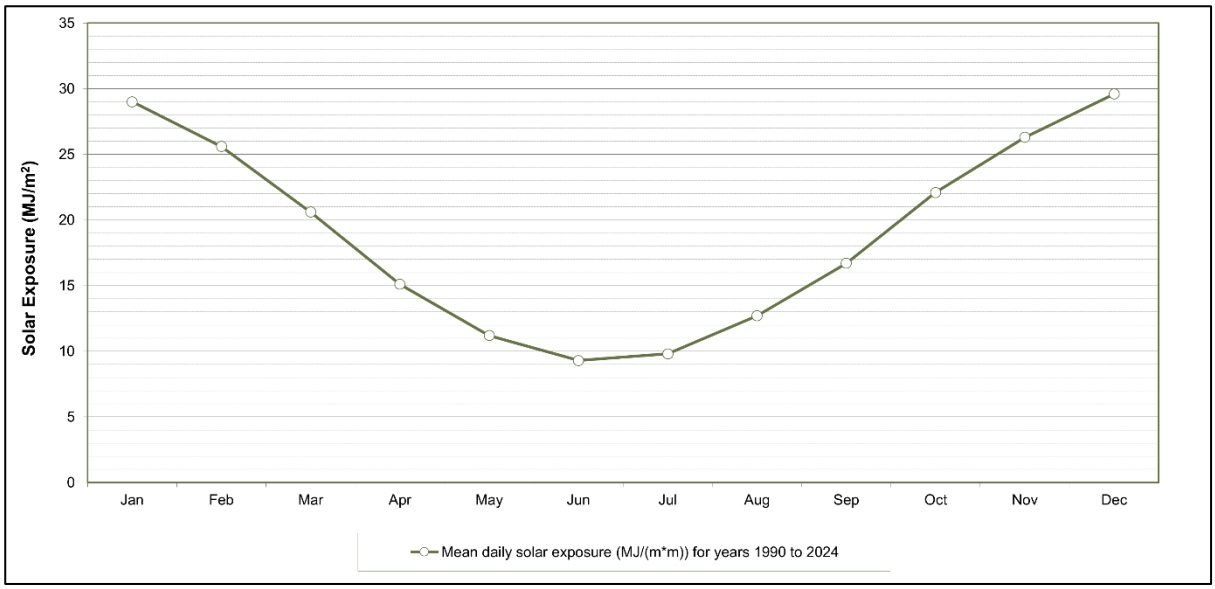

Figure 8-14 Solar Radiation Data – Perth Airport AWS

(Source: SLR 2025)

8.12.2.6 Wind Speed and Direction

Hourly average wind data recorded over the most recent five-year period, 2019-2023, by the Perth Airport AWS are presented as wind roses in Figure 8-15.

Wind roses show the frequency of occurrence of winds by direction and strength. The bars correspond to the 16 compass points (degrees from north). The bar at the top of each wind rose diagram represents winds blowing from the north (i.e., northerly winds), and so on. The length of the bar represents the frequency of occurrence of winds from that direction, and the widths of the bar sections correspond to wind speed categories, the narrowest representing the lightest winds. Thus, it is possible to visualise how often winds of a certain direction and strength occur over a long period, either for all hours of the day or for particular periods during the day.

Figure 8-8 shows that on an annual basis, and during summer and autumn, winds from the east, southeast and southwest directions are predominant. Winds from the northeastern quadrants mainly occur during winter. During spring, winds are more variable and follow a similar pattern to autumn. The frequency of calm conditions is low, averaging at 1.7% of the time and peaking during winter.

The dominant wind directions during the drier, hotter summer months (when the potential for dust emissions from construction activities is potentially highest) will tend to blow any dust towards the northeast, away from the nearest industrial receptors, and to the west, towards the nearest neighbouring building on the adjacent site. However, the surrounding development is not considered a sensitive receptor, as an industrial development and therefore impacts will not be significant. Management measures can be put in place to limit the likely impacts on the nearest neighbouring buildings.

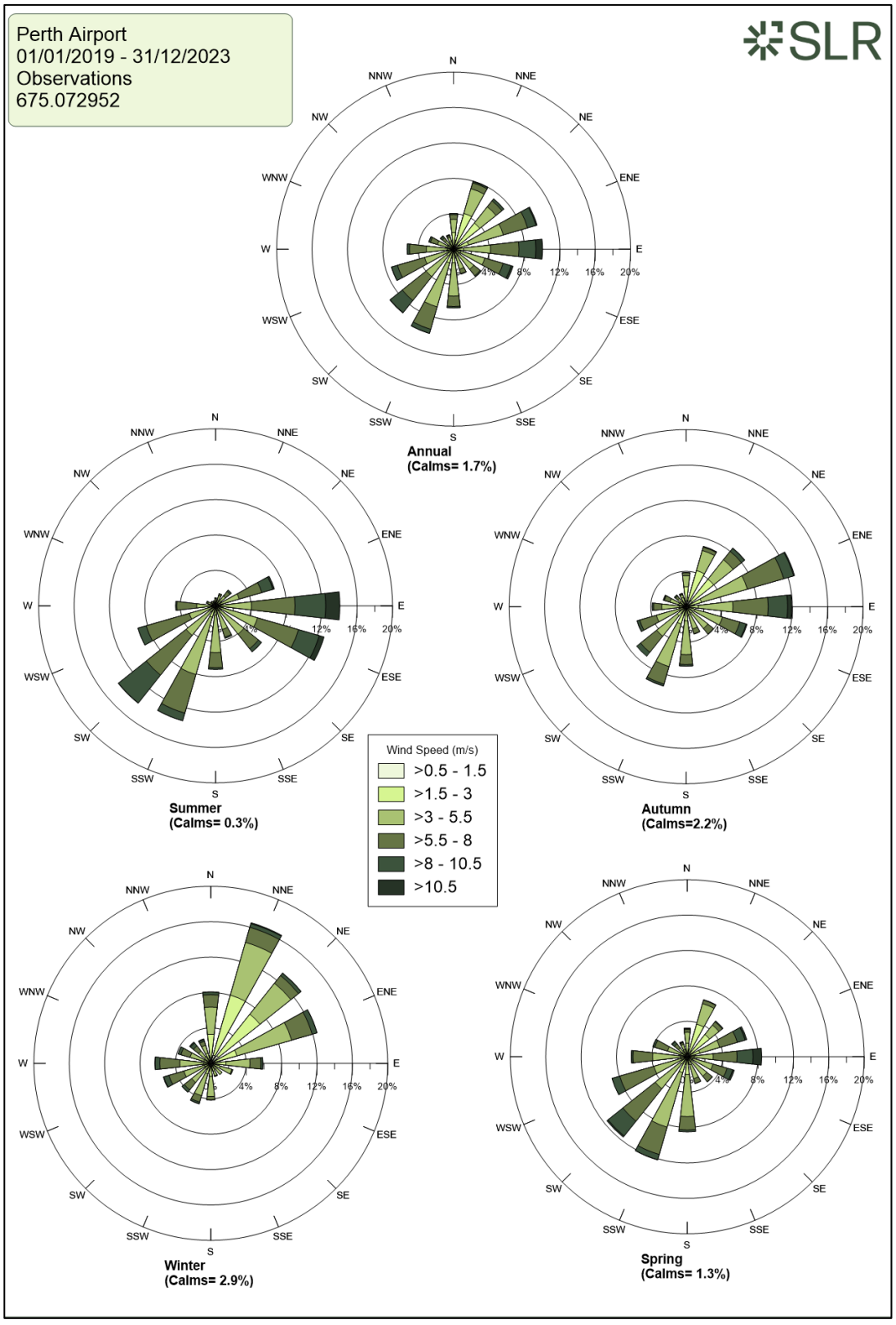

Figure 8-15 Wind Rose – Perth Airport AWS (2019-2023)
(Source: SLR 2025)

8.12.2.7 Background Air Quality

Generally, air quality in Perth is of a high standard compared to other Australian and international cities. When poor air quality events do occur, they are often associated with bushfires and dust storms.

Local sources of air pollutants that have potential to impact on air quality at the Project site include:

- Products of fuel combustion from aircraft and ground equipment at Perth Airport.
- Volatile organic compounds from fuel storage and refuelling at Perth Airport.
- Products of fuel combustion from traffic on Tonkin Highway, Airport Drive and Horrie Miller Drive.
- Minor emissions of dust, solvent vapours, and combustion products from equipment fabricators in the surrounding industrial area including the Weir Minerals and Flexi Parts & Mining Services plants.

No significant sources of particulate matter are identified in the surrounding are that are considered to have the potential to significantly impact on particulate levels at, and around, the Project site. The likelihood of significant cumulative impacts is therefore considered to be low.

8.12.2.8 Sensitive Receptors

The Project site is located in an industrial area, with the nearest residential housing located over 1km to the west, on the far side of the Tonkin Highway (refer **Figure 8-16**).

The closest industrial receptors and their approximate distance from the Site are:

- Logistics/ mining company (30m west): logistics centre/warehouse.
- DHL (30m south): logistics centre/warehouse.
- Officeworks (90m southeast): warehouse/customer fulfilment centre.
- Weir Minerals (90m southwest): fabrication of mining equipment.

None of these industries are considered to have a high sensitivity to construction related dust impacts.

Figure 8-16 Sensitive Receptors within 2km Buffer of Site
(Source: SLR 2025)

8.12.3 Impact Avoidance and Mitigation Measures

A construction dust management plan will be prepared by the contractor. The mitigation measures anticipated to be included in that plan are shown in Table 8-7.

Given the absence of any sensitive (residential) receptors within 1km of the Site, dust monitoring during the construction works is not considered to be warranted (refer Figure 8-16). However, all dust, odour, and air quality complaints will be investigated to identify cause(s) and take appropriate measures to reduce emissions as soon as is practicable and record the measures taken. If the construction activities are identified to be the cause of multiple complaints, an air quality monitoring program should be developed and implemented at the Site, overseen by an appropriately qualified person.

Table 8-7 Mitigation Measures for the Management of Air Quality Impacts During Construction

Activity	Mitigation Measures
General	A construction air quality management plan (AQMP) would be prepared for the Project outlining the type and nature of emission sources, potential impact on nearby sensitive receptors and management measures to minimise and reduce emissions.
	Carry out regular site inspections to monitor compliance with the AQMP, record inspection results, and make inspection log available to the regulatory authority when requested.
Dust	Temporary site fencing and gates to be installed around all internal and external construction site areas
	Restrict/cease activities with high dust generating potential during periods of high winds (> 10 m/s)
	Minimise the extent of exposed and stripped surface areas within the Project area.
	Ensure an adequate water supply on the site for effective dust suppression/mitigation, using non-potable water where possible and appropriate.
	Where required, a mobile water cart would be used to minimise dust on site tracks and exposed areas.
	Keep stockpiles small, bunded, moist or covered to minimise wind erosion.
	Cover/protect other areas susceptible to significant dust emissions from wind erosion.
	Locate stockpiles as far away from sensitive receptors where practicable.
	Cover or stabilise potentially dust-generating materials during transport to, from and around the construction site.
	Restrict vehicle speeds to 25 km/hr to minimise wheel generated dust on all site tracks.
	Access routes clearly marked out and maintained, with designated parking and turning areas, and surfaced appropriately to minimise wheel-generated dust.
	Ensure vehicles remain on designated tracks and adhere to on-site speed limits (25 km/hr).
	Regular watering on unsealed surfaces and unsealed road, particularly during periods of dry and windy conditions (>10 m/s
	Limit truck loads to a vertical height no greater than 0.5 m above the side walls of the vehicle.
	Control the speed of dumping from tip trucks.
	Ensure all trucks entering/leaving the site are covered to prevent the escape of materials during transport.
	Install a rumble grid at the site entry/exit to prevent track out of mud onto public roads.
	Regular vehicles and mobile plant and equipment maintenance to ensure efficient operation.

Activity	Mitigation Measures
Combustion emissions	Engine idling to be minimised when vehicle or mobile plant and equipment are not in use.
	Emissions from HDVs to be regulated in accordance with the requirements prescribed in the National Environment Protection (Diesel Vehicle Emissions) Measure 2001.
	Avoid overloading of vehicles.
	No visible smoke plumes to be generated.

8.12.4 Significance

8.12.4.1 Air Quality Impact Assessment

A risk-based approach, based on the UK Institute of Air Quality Management (IAQM) document *Guidance on the assessment of dust from demolition and construction* (IAQM 2024) was used to assess the risk of potential dust impacts on the nearest sensitive receptors during construction.

The Site is already cleared and prepared for construction, and it is not expected that large volumes of fill material will be required during the construction works. Some materials such as road base and limestone will need to be imported, however it is not expected to involve large volumes. The earthworks (sub-surface stormwater infrastructure, services, footings etc) will primarily be completed during the first 3-6 months of the build, with yards, carparking areas and driveways progressively completed throughout the 12-14 months construction program. The Site access points for trucks have not been finalised but will most likely be Searle Road and potentially Anderson Place.

As identified in Section 9.1.2.8, the nearest residential receptors to the Site are located over 1km to the west, and none of the surrounding industrial sites are considered to have a high sensitivity to construction related dust impacts.

Given the above, the IAQM screening criteria (sensitive receptors located within 350m of the Project site boundary or 50m of the routes used by construction vehicles on public roads up to 500m from the site entrance) concludes that the level of risk is 'negligible' and any effects would not be of significance and no further assessment is required. Nonetheless, good practice dust management measures will be implemented during the construction works to minimise any potential for localised impacts, as described below.

As noted above, no operational air emissions of significance are expected.

8.13 Conservation and Special Use Areas

No Conservation or Special Use Areas will be impacted by the proposed project.

8.14 Aboriginal Heritage

This section provides details on:

- Aboriginal, European and Natural heritage values within and surrounding the project area.
- Impact assessment (including direct, indirect and offsite impacts) and associated mitigation and avoidance measures on heritage values that are known to be relevant to the project.

European Heritage

Post-Colonial occupation of the land within the vicinity of the Perth Airport estate dates to the mid-late 1800s and is intrinsically related to the establishment of the Swan River Colony in 1829. Evidence of historical European land use throughout the estate exists in the form of building foundations, wells, farming paraphernalia and pastoral land.

Historical research indicates that remains of historical state or national significance do not exist within the Project area, largely as a result of the high degree of land disturbance associated with the construction of Tonkin Highway and Development of the airport within the area.

Aboriginal Heritage

The land on which Perth Airport is located forms part of the traditional network of communication routes, meeting places and camping sites of the Noongar people. The site falls within the Whadjuk People Indigenous Land Use Agreement and the South West Settlement determination. As the Traditional Owners and Custodians of the land, the Whadjuk people maintain a strong interest in the Perth Airport estate and its management.

The Whadjuk Aboriginal Corporation was established under the Whadjuk People ILUA and is the mandated Native Title Party which Perth Airport has to undertake consultation with on Aboriginal cultural heritage matters. The Whadjuk Aboriginal Corporation cultural advice committee (CAC) is made up of Elders who consider matters relevant to culture and make decisions to promote and protect our cultural interests.

The Perth Airport Partnership Agreement Group (PAG) is a partnership between Perth Airport and seven families who have a longstanding interest in heritage issues in the Perth metropolitan region. The Partnership Agreement was signed in 2009 and recognises the willingness of the signatories, representing Perth Airport, the Traditional Owners and Custodians and other Aboriginal Elders, to engage in good faith for the ongoing development of the airport and Aboriginal heritage.

Heritage is both protected and assessed under State and Commonwealth legislation, the *Aboriginal Heritage Act 1972* (AH Act), EPBC Regulations 10.01A (2), Aboriginal and Torres Strait Islander Heritage Protection Act 1984 (Cth) and Heritage Act 2018 (WA).

8.14.1 Methodology

A desktop assessment of State and Commonwealth mapping of Aboriginal Cultural heritage was undertaken to identify any places of registered, lodged or historic cultural value within the proposed site. This desktop assessment involved the review of the following:

- Archaeological and ethnographic surveys and assessments of the area.
- Aboriginal Cultural Heritage Inquiry System (ACHIS) Register of Sites and specific survey search, maintained by the Department of Planning, Lands and Heritage (DPLH).
- Commonwealth Heritage List, maintained by the Department of Climate Change, Energy, the Environment and Water (DCCEEW), and
- The InHerit portal, maintained by the State Heritage Office, which provides an indication of the presence and nature of any heritage values previously recorded and registered within the area.

8.14.2 Impact Assessment

A search of the State and Commonwealth heritage databases identified one site with the status of Historic' on the DPLH ACHIS database, and one site listed as an 'Indicative Place' on the Commonwealth Heritage List of potential natural heritage value that covers some of the MDP area. There are no registered Aboriginal sites within the project area (Table 8-8; Figure 8-17).

Table 8-8 Heritage Places Identified within the Project Area

ID	Name	Type	Status
3873	Airport: Terminal Access	Artefacts/ Scatter	Historic
105482	Forrestfield Bushland	Natural	Indicative Place

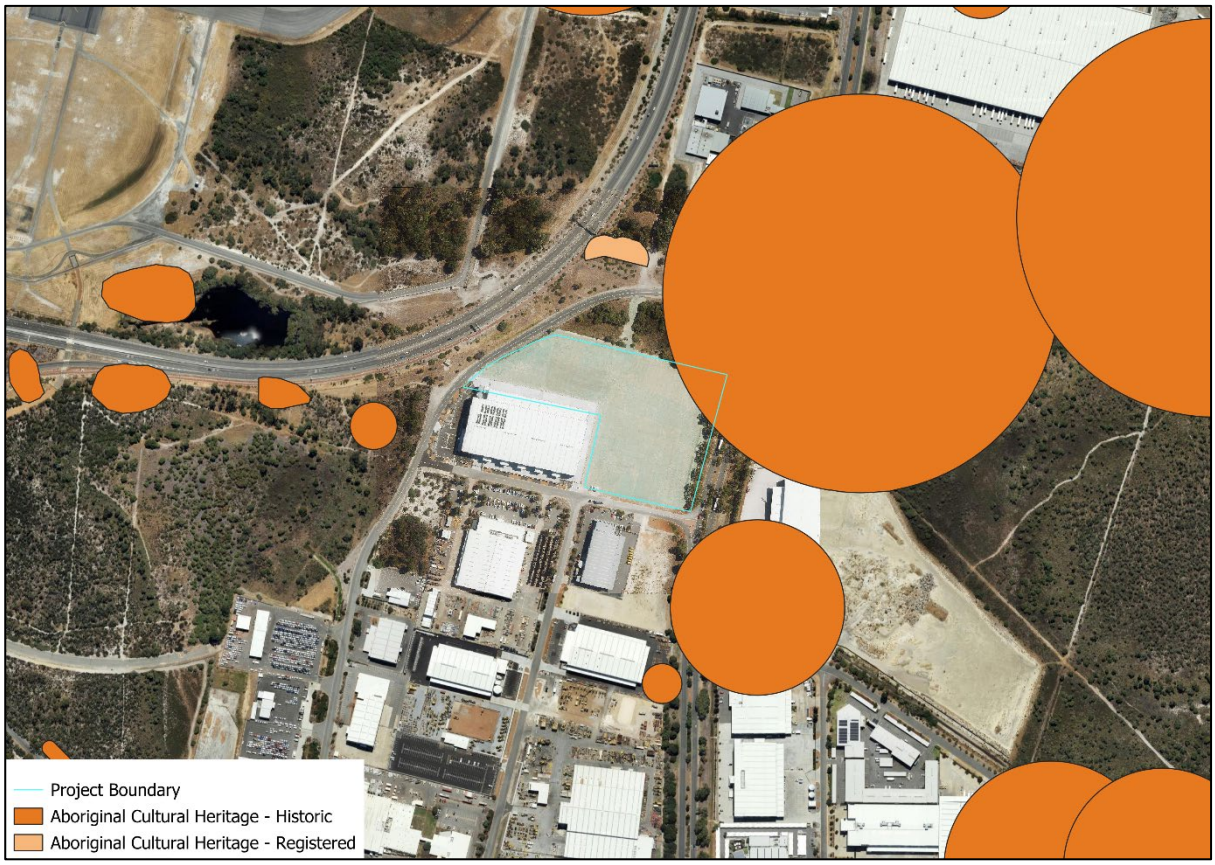

Figure 8-27 Aboriginal Cultural Heritage
(Source: SLR 2025)

8.14.3 Known Heritage Values

AIRPORT: TERMINAL ACCESS (DPLH ID 3873)

Historic Heritage Place 3873 was recorded in 1983 as three artefact scatters along firebreaks and roads. The scatter consisted of 40, mostly quartz pieces at low density (<10 pieces per 10m^2). An entire surface collection was conducted at the time and of the artefacts collected, approximately half were chips. The site was deemed to be a minor site, probably to be of Late Phase usage.

The site has been classified as 'Historic' since at least 2009, when an audit of Aboriginal heritage on the Perth Airport estate noted that it was *severely disturbed* and no artefacts were recorded, nor have any artefacts been recorded over the site during the intervening years. However, artefacts may remain *in-situ* within the undisturbed areas and in sub-surface deposits.

In 2016, the Minister for Aboriginal Affairs approved a permit under Section 18 of the Aboriginal Heritage Act to disturb the land on which some of the undisturbed areas of OHP 3873 were located for the Airport Development Project. The Minister's advice was that *the Purpose will not impact upon any Aboriginal sites* as defined under the AH Act. Although not within the footprint of this project, this permit is still current.

Some of the site is located outside of the MDP area but the area within the MDP area has some disturbance.

INDICATIVE PLACE FORRESTFIELD BUSHLAND (CHL ID 105482)

Indicative Place 105482 has not been formally nominated to the Commonwealth Heritage List nor assessed. It is approximately 230 ha site that was considered some of the best condition bushland on the Perth Airport estate. The vegetation at the time of submission was described as primarily the southern river vegetation complex, a mixture of marri, jarrah and banksia dominated woodland on elevated areas surrounding swamp gum and paperbark fringed watercourses.

Approximately 40% of the entire site has been cleared and developed, with the remaining vegetation being dominated by woodland of isolated marri woodland over paperbark shrubland in 'Very Good' condition. A small portion of the MDP area (~2%) sits within the Indicative Place and is comprised of woodland of isolated marri woodland over paperbark shrubland; low *melaleuca* woodland over shrubland; isolated *melaleuca* over mixed shrubland; and Banksia Woodland. The vegetation is for the most part of Very Good to Excellent condition, with small parts in good condition or completely degraded.

Given that Indicative Places are not protected as heritage places under the EPBC, the environmental values and impacts associated with the development are assessed within other parts of this report.

8.14.4 Impact Avoidance and Mitigation Measures

The Historic site (ID: 3873) does not meet the definition of a site under the *Aboriginal Heritage Act 1972*. Therefore, as outlined above, the proposed development is highly unlikely to impact this area of known Aboriginal and historical heritage for the following reasons:

- Prior to the proposed development, the area has been significantly disturbed, with previous clearing activities having occurred at the site that have resulted in degradation of the land. Given the site is already cleared, limited additional disturbance is proposed for the construction of the site and therefore under the EPBC Regulations 10.01A (2), the development is not considered to cause any potential harm. Given the site has been significantly filled, it is unlikely the construction methodology will impact natural ground level where subsurface artifacts may exist.
- PAPL have previously had consultation with the Department of Planning, Lands and Heritage (DPLH), which confirmed that any works proposed to occur in historic Aboriginal Heritage sites have been assessed as not meeting Section 5 of the *Aboriginal Heritage Act 1972.* Therefore, these sites are not protected under the AH Act and subsequently no approvals are required to construct in these areas.
- The area does not meet any National Heritage criteria of Section 5 of the AH Act.

Although no impacts are expected to occur on any Aboriginal Heritage sites, Perth Airport will continue to undertake regular consultations with the PAG and the CAC on Aboriginal heritage matters to ensure any impacts on Aboriginal Heritage sites are mitigated and avoided as required. This may include the engagement of Aboriginal heritage monitors for ground disturbance activities. Perth Airport will use these consultations to provide an overview of the proposed development and discuss the development in relation to the historic Aboriginal Heritage site located in proximity.

Should any cultural material be uncovered during the proposed works, Perth Airport's Aboriginal Cultural Heritage Operations Plan (ACHOP) provides a framework to protect and manage Aboriginal and historical cultural heritage on the estate. The scope of the ACHOP is to:

- Acknowledge and respect Traditional Owners and Custodians connection to the land and waters on which Perth Airport operates.
- Apply ACHOP to all Aboriginal Cultural Heritage areas on the Estate, from site specific places to the broader cultural landscape.
- Consider both tangible and intangible Aboriginal Cultural Heritage values.
- Provide for strengthened relationships with the Noongar community.
- Apply to the management of Aboriginal Cultural Heritage area only and not non-Aboriginal heritage.
- Allow emergency response activities which are urgently required to secure life, health, or property, or to prevent or address an imminent hazard to life, health, or property of any person, to not be subject to the requirements of this Plan.

The objectives of this plan are to:

- Ensure a comprehensive risk management process is applied to all aspects of Aboriginal Cultural Heritage management at Perth Airport, most notably legislative obligations.

- Maintain compliance with relevant State and Commonwealth legislation, regulation, policy and guidelines.
- Inform Aboriginal Cultural Heritage management activities in the Perth Airport Estate, outlining measures to be taken before, during and after an activity in order to protect Aboriginal Cultural Heritage in an activity area, and specify the required Aboriginal heritage management practice, including:
    - Inform the approvals process by providing an Aboriginal Cultural Heritage management methodology.
    - Support operations and maintenance in the compliance conduct of their activities.
    - Provide sufficient detail for a non-Aboriginal heritage specialist to manage Aboriginal heritage site in both the planning and execution phase of projects on the Airport Estate.

Perth Airport will continue to engage with the PAG, the Whadjuk Aboriginal Corporation, DPLH and other relevant stakeholders to discuss the Project and development within the estate.

Under Section 5 of the AH Act, Aboriginal Heritage is defined as *'any place which, in the opinion of the Committee, is or was associated with the Aboriginal people and which is of historical, anthropological, archaeological or ethnographical interest and should be preserved because of its importance and significance to the cultural heritage of the State'*.

Therefore, site ID 3873 that intersects the northeastern corner of the site is considered to be a Historic Aboriginal Heritage site, as it does not meet the definition under Section 5. The Heritage site buffer covers a small corner of the site and, following the assessment of potential harm under the EPBC Regulations 10.01A (2), it is unlikely that the proposed development will cause harm to the Aboriginal Heritage site.

Currently the proposed activities associated with the development do not impact on any Registered Aboriginal heritage sites and therefore no approvals are required. In addition, PAPL have advice from DPLH that no approvals are required for works within Historic sites.

8.14.5 Conclusion

The site for the proposed development will not impact areas with known Aboriginal or non-Indigenous heritage values. Given the site has been previously cleared, it is anticipated that no further impacts on any Aboriginal Heritage sites will occur due to the degraded nature of the site. As well as this, since the site has been previously cleared, it is anticipated that no excavation activities or significant landscaping activities will occur that will cause any further impacts. Following the review of the sites condition and the requirements under the AH Act and the EPBC Regulations 10.01A (2), it has been concluded that the proposed development will not impact on any Aboriginal Heritage sites.

8.15 Construction and Environmental Management Plan

The project will have a project specific Construction Environmental Management Plan (CEMP), which will address the construction phase of the project and include the management measures outlined in this MDP, input from key technical specialists and conditions of approval. . PAPL's Environment Manager (or delegate) will approve the final CEMP in line with Perth Airport's Environment Strategy (a requirement of the Airports Act).The CEMP will address potential impacts and management measures for the following environmental factors as required:

- Fauna – standard fauna management measures as no impacts to fauna will result from the Project
- Flora and vegetation – standard flora management measures to mitigate indirect impacts
- Geomorphic wetlands – standard wetland management measures to mitigated indirect impacts
- Contaminated land/ PFAS
- Water resources – standard spill management
- Heritage

- Construction dust, noise and vibration

The CEMP will also include the following, where required:

- Roles and responsibilities
- Reporting requirements
- Environmental training
- Emergency contacts and procedures
- A risk assessment
- Environmental management activities, controls and performance targets
- Environmental management maps and diagrams
- Environmental monitoring
- Acid sulfate soil management measures during ground disturbance activities
- Spill and emergency response measures, e.g. for chemical spills such as fuel
- Dewatering management measures for drainage realignment and groundwater dewatering
- Air quality management measures to include dust suppression strategies
- Vehicle movement management
- Corrective actions
- Audit and review

9 Relationship to Aviation

A review of the impacts of aviation activity associated with the construction and operation of the Lot 725 Searle Road project has been undertaken with the following key areas identified as requiring assessment:

- Aircraft noise exposure levels,
- Windshear,
- Bird and animal hazard management, and
- Lighting in the vicinity of the aerodrome,
- Effect on flight paths,
- Airspace requirements,
- Protection of communication, navigation and surveillance infrastructure,
- Public safety areas.

These considerations are guided by, but not limited to, the National Airports Safeguarding Framework (NASF) guidelines. The NASF provides guidance on planning requirements for development that may affect aviation operations.

The Framework was developed by the National Airports Safeguarding Advisory Group (NASAG), which includes representatives from: Commonwealth Infrastructure and Defence departments and aviation agencies; state and territory planning and transport departments; and the Australian Local Government Association.

-Perth Airport continues to consider the NASF guidelines in its ongoing planning and development and the manner in which the NASF guidelines have been considered for this development are outlined in **Table 9-1** below.

NASF Guideline	MDP Section
Guideline A: Measures for Managing the Impacts of Aircraft Noise	Section 9.1
Guideline B: Managing the Risk of Building Generated Windshear and Turbulence	Section 9.2
Guideline C: Managing the Risk of Wildlife Strikes in the Vicinity of Airports	Section 9.3
Guideline D: Managing the Risk of Wind Turbine Farms as Physical Obstacles to Air Navigation	Not addressed in this MDP. No windfarms are planned as part of this project.
Guideline E: Managing the Risk of Distraction to Pilots from Lighting in the Vicinity of Airports	Section 9.4
Guideline F: Managing the Risk of Intrusions into Protected Airspace of Airports	Section 9.6
Guideline G: Protecting Aviation Facilities – Communications, Navigation and Surveillance (CNS)	Section 9.7
Guideline H: Protecting Strategically Important Helicopter Sites	Not addressed in this MDP. No helicopter sites are proposed as part of this project.
Guideline I: Public Safety Areas	Section 9.8

Table 9-1 NASF Guidelines and corresponding MDP Section

Source: Perth Airport

This section also addresses the effect this development will have on flight paths, and the consideration of operational risks and mitigation measures.

9.1 Aircraft Noise Exposure Levels

9.1.1 Air-Based Noise

The Airports Act requires that an MDP identifies whether the proposed development will affect noise exposure levels and outlines the airport's plan for managing aircraft noise within the area. The proposed development will have no impact on the air based or ground based aircraft noise exposure levels that currently exist on, or off-estate as future land uses that may be accommodated within the MDP area are not aeronautical in nature.

The subject site sits entirely within the endorsed 2020 ANEF, with portions within the 20-25 and 25-30 contours. When determining aircraft noise attenuation, future buildings will predominantly be classified as , 'light industrial' or 'other industrial' given the nature of their use and operation. The office portion of the development could be considered 'Commercial' in nature. Australian Standard 2021:2015 (AS2021:2015) provides guidelines for:

- determining the acceptability of aircraft noise intrusion in buildings within ANEF contours of a given aerodrome (see **Table 9-2.**),
- the level of noise reduction measures to be taken, and
- the types of attenuation measures that should be put in place based on the classification of the building.

Under AS2021:2015 all industrial land uses are classified as 'acceptable' in the highest ANEF contours the MDP is subject to (i.e. +25 ANEF). Commercial land uses are considered 'Conditionally Acceptable'. As planning develops Perth Airport will ensure the current ANEF and AS2021 are considered. Perth Airport remains committed to land use planning that ensures noise-sensitive developments are avoided in areas significantly impacted by aircraft noise.

	Forecast Noise Exposure Level		
Building type	**Acceptable**	Conditionally acceptable	Unacceptable
House, home, unit, flat, caravan park	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Hotel, motel, hostel	Less than 25 ANEF	25 to 30 ANEF	Greater than 30 ANEF
School, university	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Hospital, nursing homes	Less than 20 ANEF	20 to 25 ANEF	Greater than 25 ANEF
Public building	Less than 20 ANEF	20 to 30 ANEF	Greater than 30 ANEF
Commercial building	Less than 25 ANEF	25 to 35 ANEF	Greater than 35 ANEF
Light industrial	Less than 30 ANEF	30 to 40 ANEF	Greater than 40 ANEF
Other industrial	Acceptable in all ANEF zones		

Table 9-2 ANEF Levels for Building Types

Source: Australian Standard, 2021

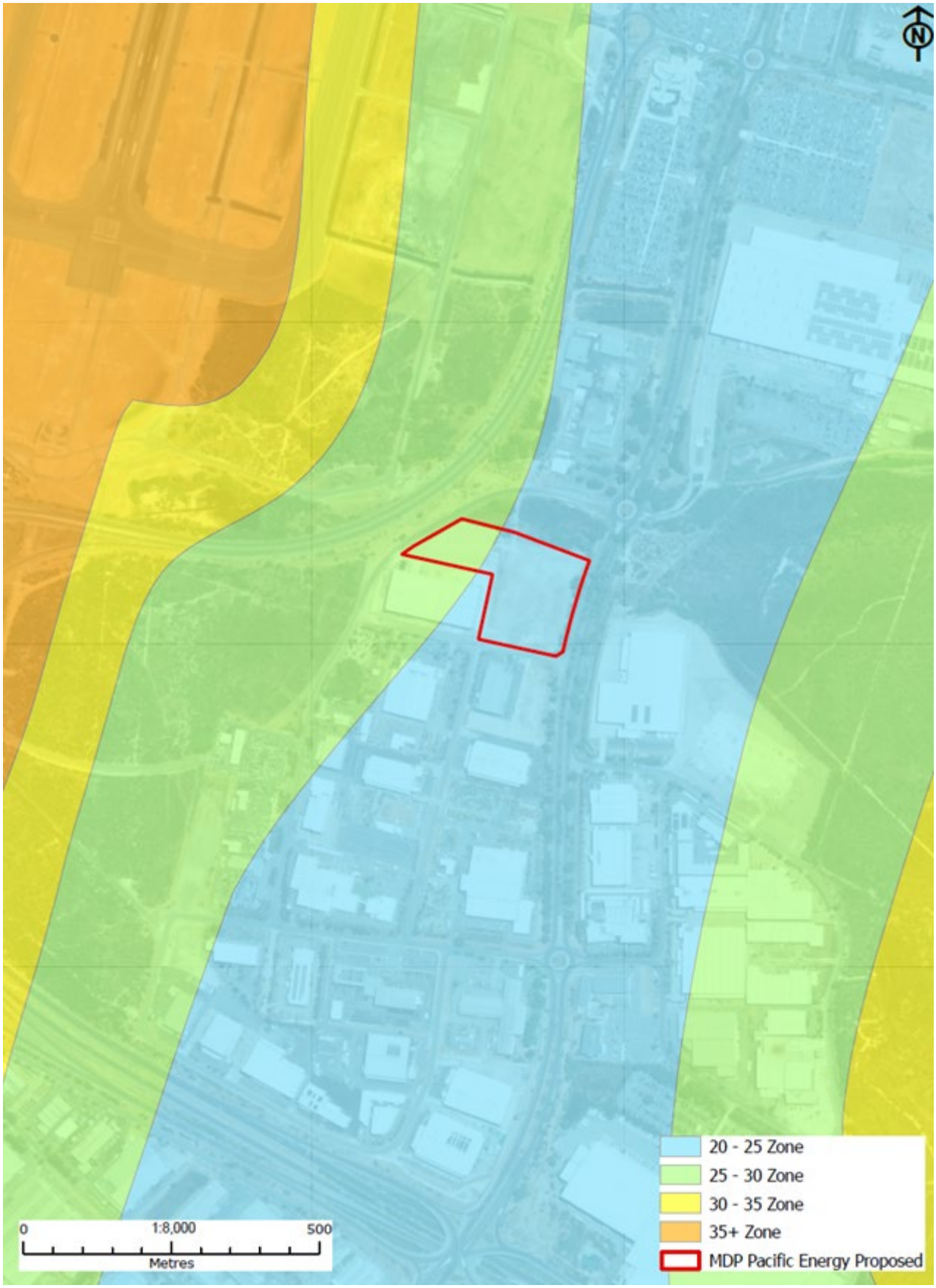

Figure 9-1 Lot 725 Searle Road MDP in Relation to the ANEF

Source: Perth Airport

Guideline A of the NASF considers 'noise above' (N-above) contours as its reference, which relate to the specific number of aircraft noise events for which a decibel level is exceeded across an average 24-hour period. The N65 (the number of events exceeding 65dBA during an average day) is a 'noise above' metric, and is produced because, although the ANEF is a useful tool for land use planning, it is not well suited to conveying aircraft noise exposure to the community, as over-flight frequency and the sound level of single events (typically two factors that determine how a person will react to noise) are not clearly translated by the ANEF system. Perth Airport produces the N65, which demonstrates the likely effect of aircraft noise exposure on an area or a development, at the ultimate airfield capacity. As shown in Figure 9-2, the entire MDP area sits within the N65 200+ contour; meaning the site will experience in excess of 200 noise events that exceed 65dBA per day.

An additional NASF recognised noise metric is the N60, which shows the number of events in excess of 60 decibels that can be expected over an average night (11pm-6am). The lower threshold was chosen to reflect people's increased sensitivity to noise in this period. As shown in Figure 9-3, the entire study area sits within the N60 50-100 event contour; meaning the site will experience up to 100 noise events that exceed 60dBA per night-time period. However, as this noise level refers to sleep disturbance and the site may in the future operate as a 24-hr industrial site, the N65 contour is more relevant.

Although the ANEF is the primary planning tool for land use planning, it is important for the N-above contours to be considered both on and off-estate. Perth Airport continues to consider Guideline A of the NASF in its land-use planning and in assessing the need for noise insulation in its developments.

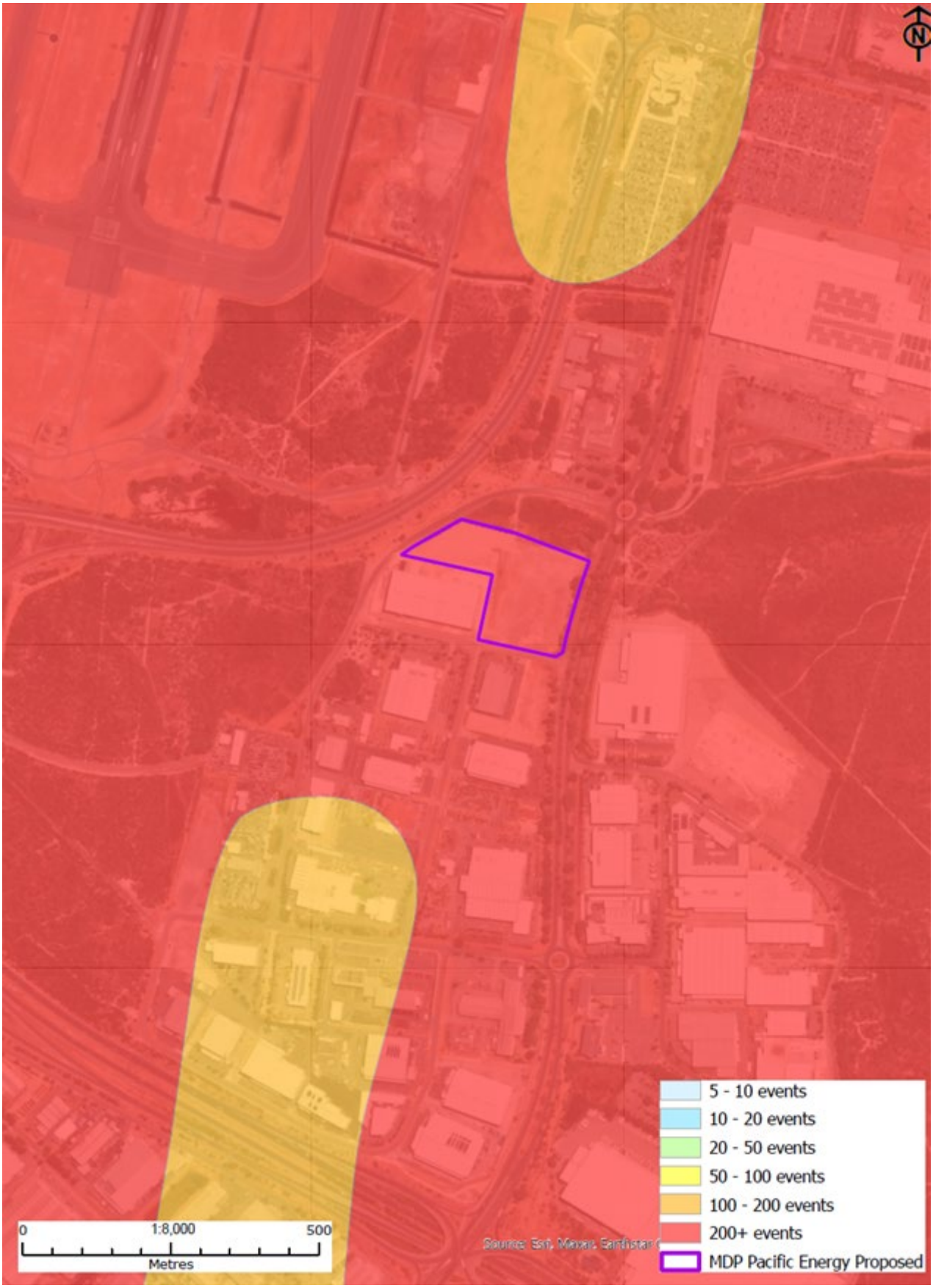

Figure 9-2 Lot 725 Searle Road MDP in Relation to the N65

Source: Perth Airport

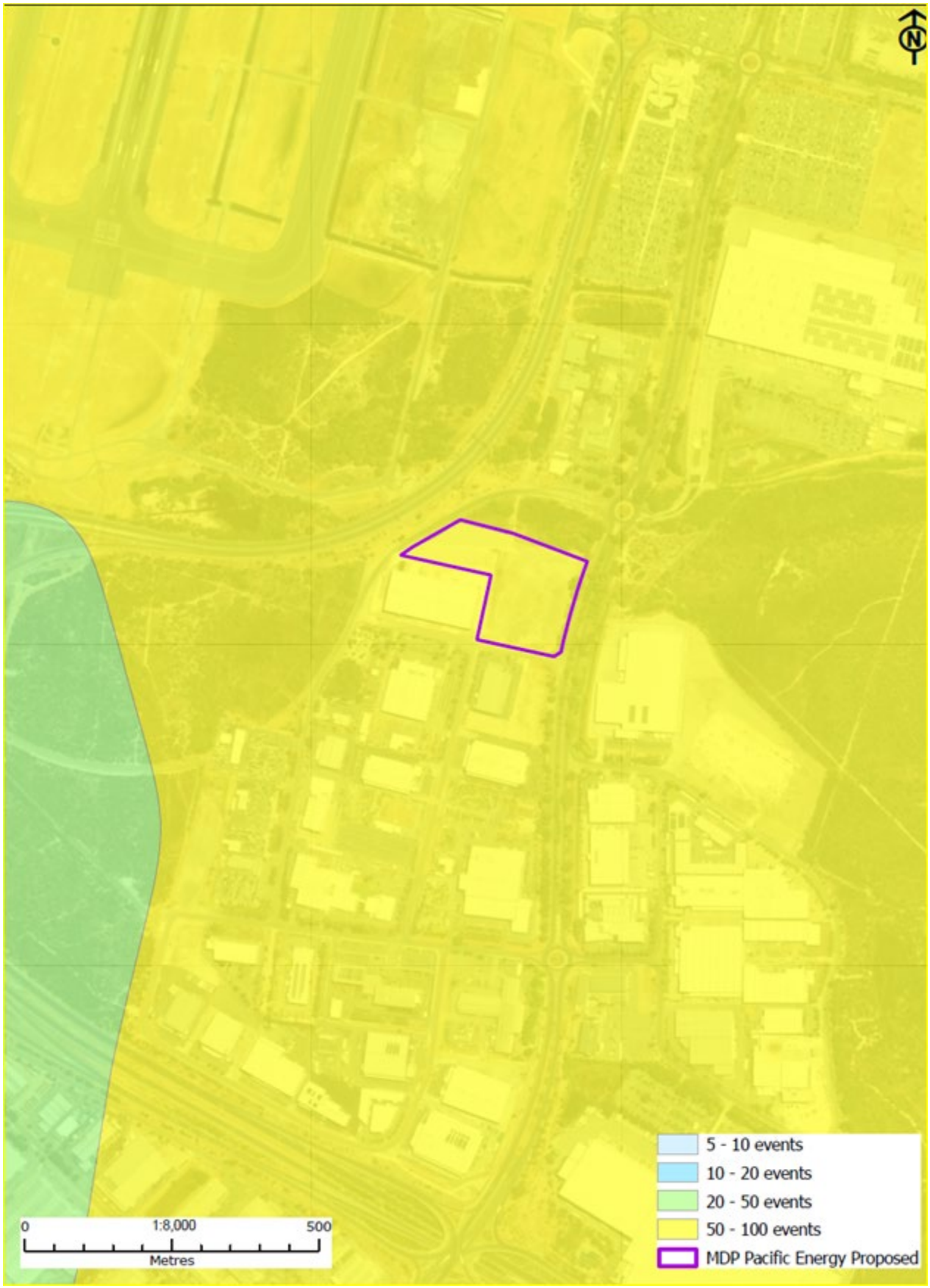

Figure 9-3 Lot 725 Searle Road MDP in Relation to the N60 night

Source: Perth Airport

9.2 Building-Generated Windshear and Turbulence

The entirety of the proposed development is located within the assessment trigger area for potential building induced windshear, for runway 03/21, as specified in the National Airports Safeguarding Framework (NASF) – Guideline B. The Guideline states that buildings in the assessment trigger area that are more than 35 times their height from the relevant runway centreline (i.e. they do not penetrate the 1:35 surface) will not pose a risk and do not require aerodynamic modelling (refer Figure 9-4).

Preliminary assessment indicates that the buildings proposed within this MDP could reach a height 38m AHD before penetrating the 1:35 surface. At the current stage of design, it is unlikely that any of the proposed buildings will exceed this elevation.

The height of the buildings will become clearer during the detailed design of the development proposed within this MDP. Should any parts of the development within the assessment trigger areas be found to penetrate the 1:35 surface, aerodynamic modelling will be undertaken in line with the revised Guideline B of the NASF. Perth Airport will consult with airline partners and Airservices Australia regarding the results of this modelling to explore what, if any, implications there would be on operations.

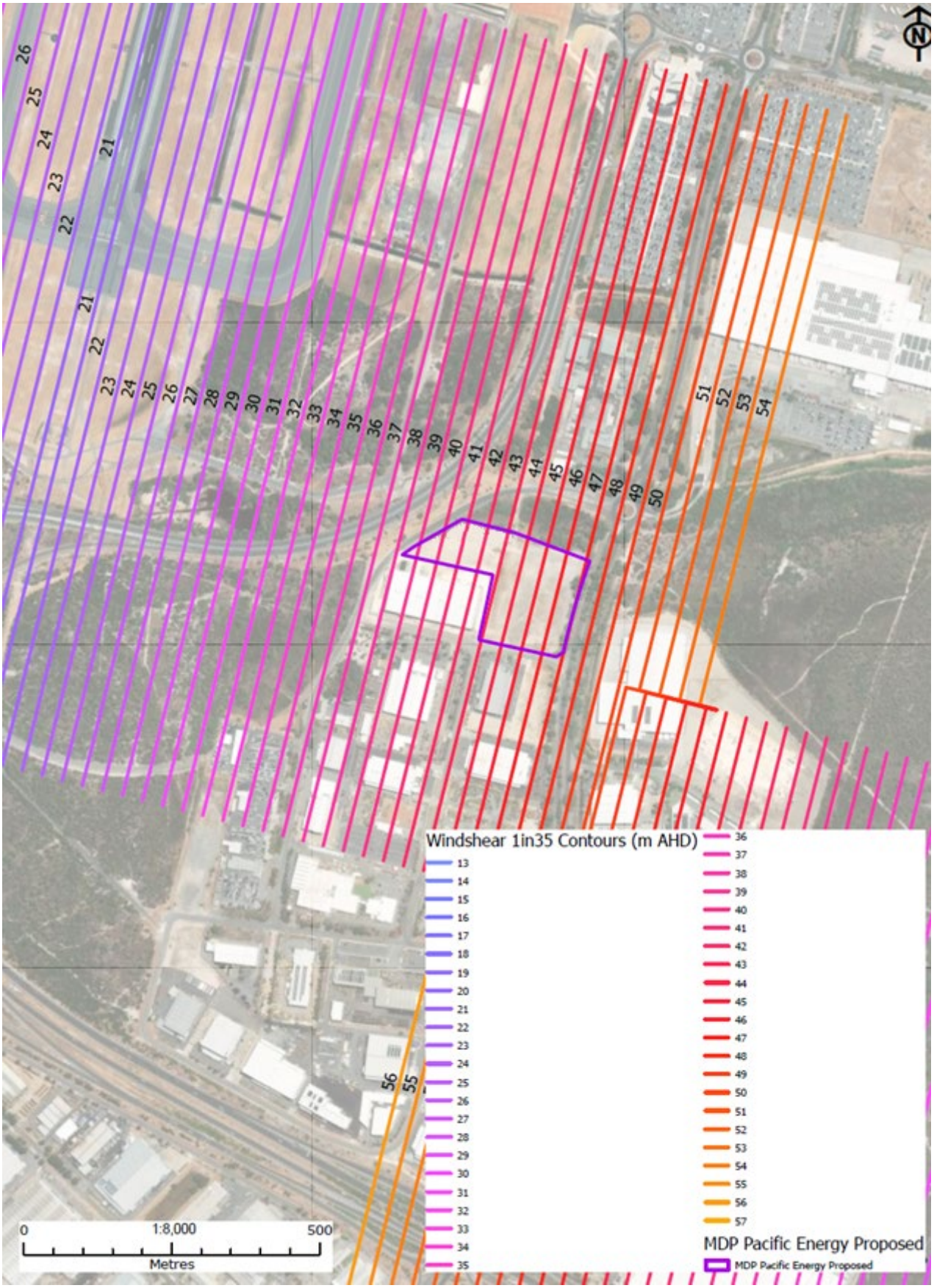

Figure 9-4 Lot 725 Searle Road MDP Windshear 1:35 Contours

Source: Perth Airport

9.3 Bird and Animal Hazard Management

Perth Airport is required to monitor and control the presence of birds and animals in accordance with CASA requirements. Perth Airport maintains a vigilant Bird and Animal Hazard Management System to remove and reduce potential high-risk bird species.

The development will also be subject to the Bird and Animal Hazard Management system. This may include consultation with members of the Bird and Animal Hazard Management Committee (BAHMAC) in relation to the design and operation of the facilities. The landscaping for development will have regard for aviation safety The overall design of facilities will consider best practice techniques of minimising access for birds and animals, including the use of bird spikes where appropriate. Particular attention will also be given to the roof designs, lighting and waste management on the site. Lighting will be considered in the planning and operation of the site during construction and operation.

9.4 Lighting in the Vicinity of the Aerodrome

The western portion of the subject site is within Lighting Intensity Control Zone D as specified in the Civil Aviation Safety Authority (CASA) Manual of Standards (MOS) Part 139 and illustrated in Figure 9-5. The maximum intensity of external light sources on the site, measured at three degrees above the horizontal, will be limited to 50 candela.

Solar panels may be installed on the roofs of the warehouse in the future. Such a proposal has been referred to CASA and Airservices in the past and Perth Airport will continue to engage with both agencies as these plans develop.

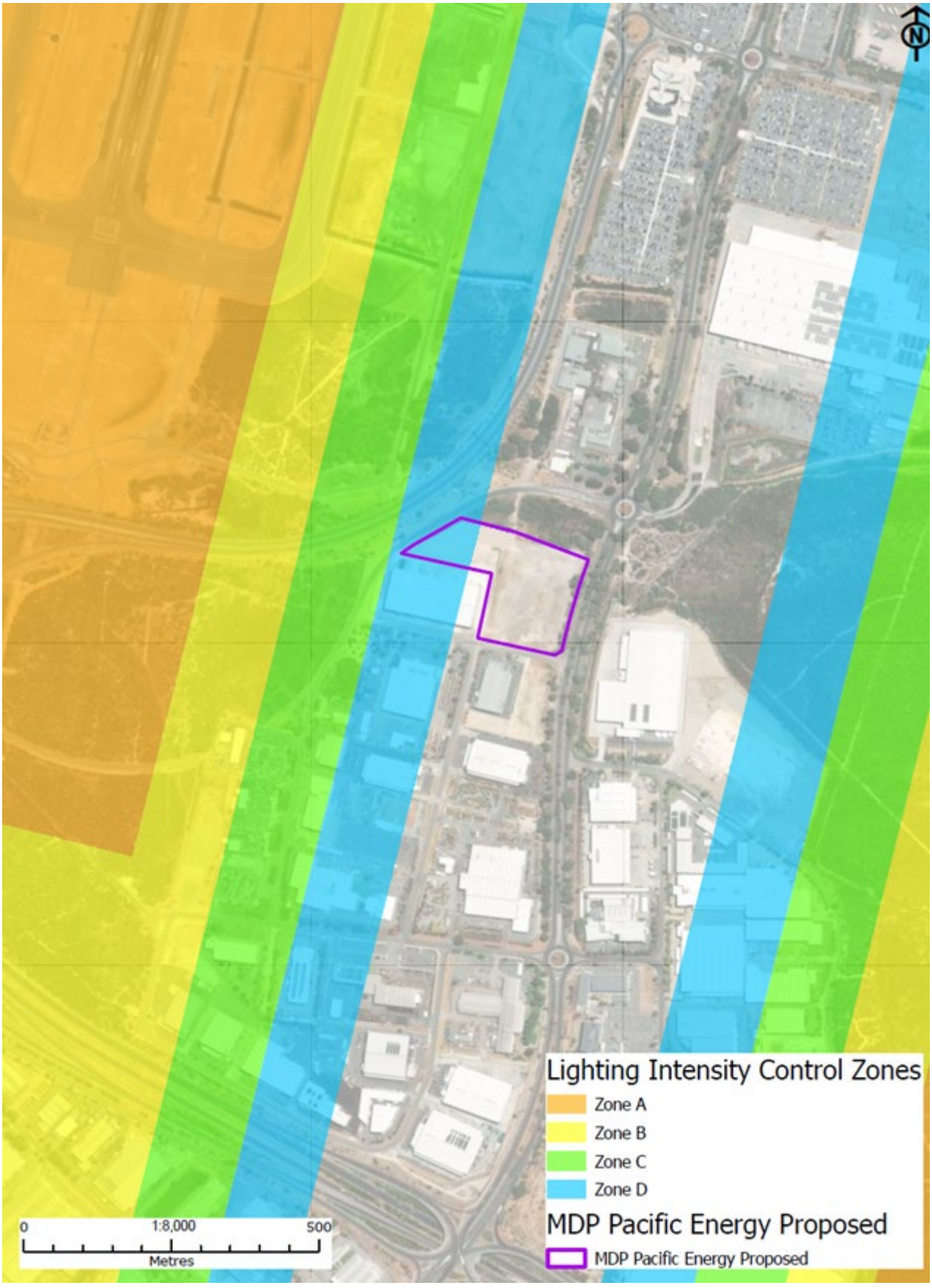

Figure 9-5 Lot 725 Searle Road MDP Lighting Intensity Control Zones

Source: Perth Airport

9.5 Effect on Flight Paths

The Airports Act requires an MDP to outline if a development could affect flight paths at the airport. Given this MDP development of a new office, workshop and carpark there will be no impact on flight paths. Future development impacts on flight paths are unlikely given the anticipated future land use types.

9.6 Airspace Requirements

Protection of airspace required for Perth Airport's current and future needs is essential to provide a safe, predictable environment for the arrival and departure of aircraft using Perth Airport in all weather conditions. The Airports (Protection of Airspace) Regulations 1996 (APARs) prescribe airspace around airports for protection from activities that could pose a hazard to air navigation. Prescribed Airspace comprises the airspace above the lower of two sets of defined invisible surfaces above the ground known as the Obstacle Limitation Surfaces (OLS) and Procedures for Air Navigation Services – Aircraft Operations (PANS-OPS) surfaces.

9.6.1 Obstacle Limitation Surfaces (OLS)

The volume of airspace above the Obstacle Limitation Surfaces (OLS) is generally the lowest critical surface. These surfaces are designed to provide protection for aircraft flying into or out of the airport when the pilot is flying by sight. Figure 9-6 illustrates the OLS constraint over the MDP boundary. The entirety of the site is within the OLS inner horizontal surface at 64m AHD. This is the case for both the existing and ultimate OLS that considers Perth's New Runway and all runway extensions detailed in the Masterplan. Any infringement of this surface would constitute a controlled activity under the APARs.

Based on the current plans, the novel structures proposed in this MDP will not infringe any portion of the existing or future OLS. Given the scale of the existing and proposed elements, it is highly unlikely that any structure will be proposed that may infringe either the existing or future OLS. Nevertheless, Perth Airport will continue to review plans for potential infringing structures, including roof-based plant, equipment or antennae, for any potential infringement.

If any unavoidable controlled activities are required during construction they will be assessed in accordance with the Airports (Protection of Airspace) Regulations 1996, Civil Aviation Safety Regulations 1998 and the Civil Aviation Regulations 1988, ensuring the protection of airspace.

9.6.2 Procedures for Air Navigation Surfaces – Aircraft Operations (PANS-OPS)

The critical surface for the subject area is the OLS. At this stage, it is not envisaged that construction of proposed developments, or the development itself will have an impact on the PANS-OPS. If a temporary PANS-OPS infringement is required for construction, Perth Airport will liaise with the necessary authorities to minimise impacts, as per the following sections. No permanent infringement of the PANSOPS surface would be permitted by Perth Airport. Perth Airport will engage with Airservices to confirm non-infringement of permanent structures where appropriate. The lowest PANS-OPS surfaces are shown in Figure 9-7.

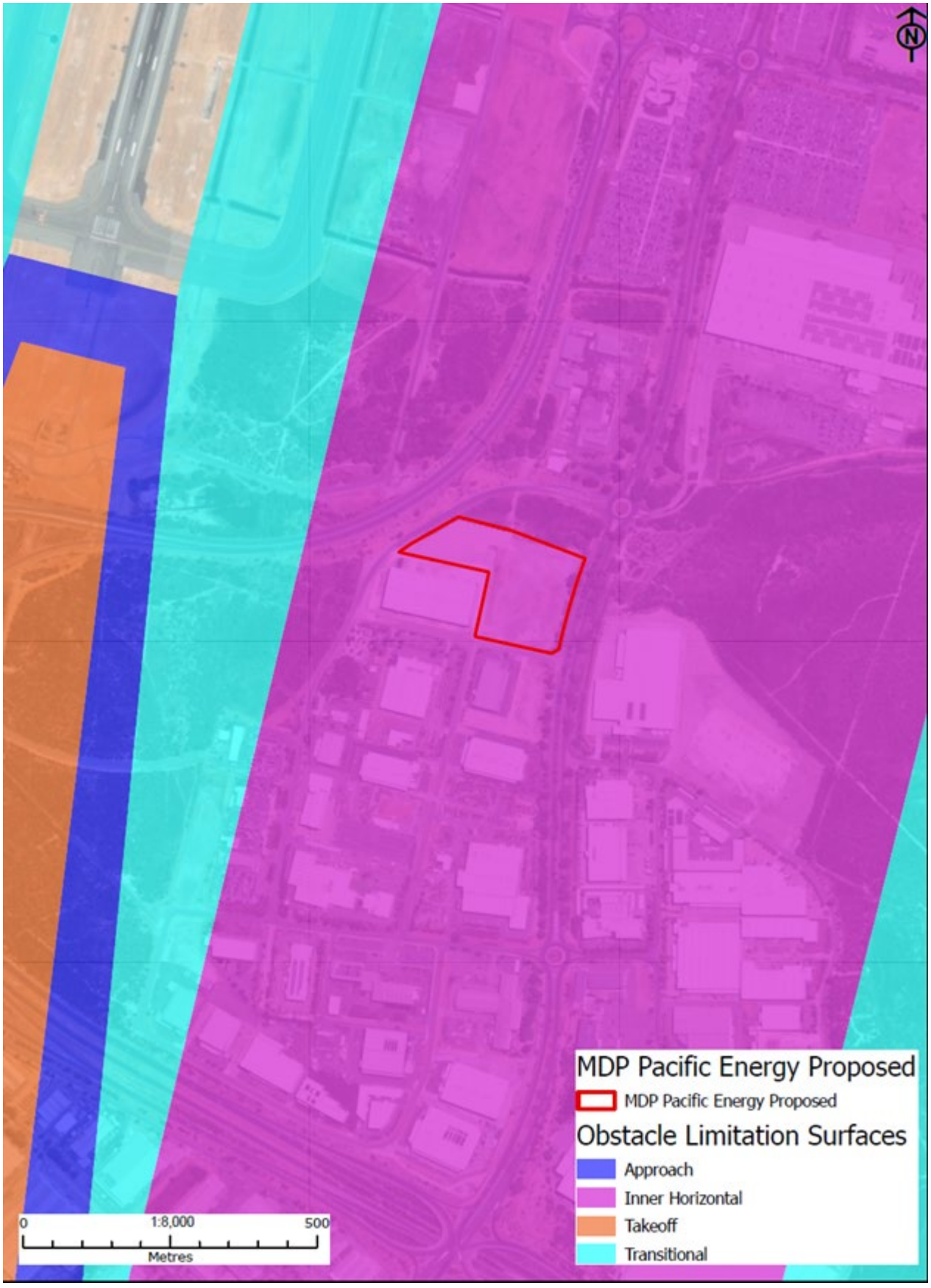

Figure 9-6 Lot 725 Searle Road MDP - Obstacle Limitation Surfaces

Source: Perth Airport

Figure 9-7 Lot 725 Searle Road MDP - Procedures for Air Navigation Surfaces - Aircraft Operations

Source: Perth Airport

9.6.3 Crane Activity During Construction

Construction contractors will be required to lodge their applications for cranes and other equipment operated at height with Perth Airport's Protected Airspace Assessment Tool (PAAT). It is at this point that the location and height of the equipment are stipulated by the construction contractor. Any activity that may constitute a 'Controlled Activity' will be referred to Airservices Australia, CASA and possibly the Department of Infrastructure, Transport, Regional Development, Communications and the Arts for assessment in accordance with Perth Airport's established airspace protection processes and the APARs.

The proposed development will follow the 'Process Application' under the APARs Guidelines for Operations of Federal Airports, as published by the (then) Department of Infrastructure and Regional Development. Perth Airport engages early with contractors with regards to airspace so that construction methodologies can be designed to avoid any infringement of the OLS or PANS-OPS. However, should such an activity be unavoidable it will only be undertaken following consultation with local air traffic control and Perth Airport operations in addition to the referral process described above to minimise any operational impact.

Once controlled activities have been properly assessed, Perth Airport issues a permit to the contractor with any mitigations recommended considered as conditions of that permit. The exception is when the approval must be issued by the Department rather than Perth Airport. Contractors are made aware of their responsibilities under these approvals at the various project planning meetings that take place. Perth Airport's safety officers monitor the airport's airspace continuously for infringements and are involved in the management and mitigation measures required for some controlled activities.

9.6.4 Vertical Exhaust Plumes an Efflux

Equipment such as cooling towers or exhaust fans can cause exhaust plumes of moderate or higher turbulence intensity, which have the potential to affect the safety of aircraft operations, such as aircraft in critical stages of flight (periods of high pilot workload) and low-level flying operations.

It is unlikely that any vertical exhaust or plumes will be generated as a result of the proposed developments. Any applications such as these will be subject to a high level of scrutiny. Should any of these plumes require assessment under the latest revision Advisory Circular 139.E-02v1.0 Plume Rise Assessments, Perth Airport will ensure the referral is made to CASA in accordance with this document.

9.7 Protection of Communication, Navigational and Surveillance Equipment

There are several radio navigation aids and communication installations that provide guidance to aircraft and which are operated by Airservices Australia, including Distance Measuring Equipment (DME), VHF omnidirectional range radio (VOR), Advanced Surface Movement Guidance and Control System (ASMGCS), Instrument Landing Systems (ILS) (glide path and localiser), Terminal Area Radar (TAR) as well as various radio and microwave communications systems. These systems rely on the transmission of radio waves that must be protected from any structure or obstacles that could cause signal refraction or interference.

The known navigation aid clearances were taken into consideration as part of the assessment conducted for this MDP. Perth Airport will continue to engage with Airservices Australia to ensure there is no negative impact on the navigational equipment used.

9.8 Public Safety Areas

Public Safety Areas (PSA) are areas of land at the ends of the runways, identified by quantifiable risk contours, within which development is restricted in order to control the number of people on the ground at risk of death or injury in the event of an aircraft accident on take-off or landing. PSA risk contours are developed based on runway use statistics correlated against international crash data and provide an objective basis for precautionary planning decisions in those areas of highest risk.

Perth Airport has adopted the United Kingdom (UK) approach to PSAs, as referenced in NASF Guideline I, to assist with assessing appropriate developments.

Under the UK model, the PSA is generally divided into two areas representing 1-in-10,000 and 1-in-100,000 probabilities of being killed or injured per year from an aircraft accident. Although the boundary of a PSA generally corresponds with the 1-in-100,000 contours, the predicted level of risk within this area may be higher. The model considers the maximum tolerable level of individual third-party risk of being killed as a result of an aircraft accident as 1-in-10,000 per year. Any occupied residential properties, or commercial and industrial properties occupied as normal all-day workplaces within the 1-in-10,000 are not recommended.

In the remaining PSA between the 1-in-10,000 and 1-in-100,000 individual risk contours, developments which involve a low density of people working or congregating is considered acceptable. For example, this may include car parking, open storage or certain types of warehouse development.

Perth Airport has developed 1-in-10,000 and 1-in-100,000 PSA contours that reflect the ultimate development and demand of the airport (refer Figure 9-8). The proposed Lot 725 Searle Road MDP works are located outside of these public safety areas.

Figure 9-8 Lot 725 Searle Road MDP Public Safety Areas

Source: Perth Airport

9.9 Air Traffic Control Tower Visibility

Although the Perth Airport Air Traffic Control (ATC) Tower is not subject to the visibility requirements as set out in Section 3.1.2.1 of MOS Part 172, as it was commissioned before 1 July 2000, Perth Airport seeks to comply with the standard wherever possible. As none of the development within the scope of this MDP will be constructed on land that is between the tower and existing or future airfield, visibility from the ATC tower to existing aircraft movement areas will not be impacted. The existing built form of the airport allows clear sight lines to all of the proposed aircraft movement areas.

Sightlines to future airfield developments will be assessed as part of ongoing planning and design development. However, due to the site's location in between the existing and future parallel runway it is not anticipated that there will be any impact to ATC sightlines to future aircraft movement areas. If any detected infringement cannot be addressed through the design process and/or construction methodology, Perth Airport will carefully manage the impact in close consultation with Airservices Australia to eliminate or minimise operational impacts.

9.10 Consultation on Operational Risks and Mitigation Measures

Perth Airport is committed to effective engagement and consultation with stakeholders that are impacted by the development. Perth Airport will continue to work with Airservices Australia to ensure its assets and infrastructure are not detrimentally impacted. The design of the elements included within this MDP will meet CASA and Airservices Australia requirements.

10 Implementation

Subsequent to the consideration and ultimate approval of the Draft MDP by the Commonwealth Minister, Perth Airport will submit a Final MDP within the statutory timeframe. In addition, the following approval steps are required for specific development within the approved Final MDP.

10.1 Development Approval

A Development Approval application is required for all major works within the airport estate. The application must include plans and relevant information for the proposal. Perth Airport reviews the application to ensure that the proposed development is consistent with any relevant Perth Airport Design Guidelines, Lease Agreement, the Final Airport Master Plan and any applicable MDP. An approval issued by Perth Airport may contain conditions that are required to be complied with. Any requested changes must be made prior to submitting the Perth Airport Consent and Airport Building Controller applications.

10.2 Perth Airport Consent

All building activity within the Perth Airport estate requires Perth Airport Consent assessment and approval. Perth Airport assesses the proposed activity with regards to:

- Occupational Safety and Heath,
- Environmental and heritage impacts,
- Protected airspace,
- Noise impacts,
- Utilities and services,
- Choice of building materials,
- Public access, and
- Consistency with the Final Master Plan, relevant Lease Agreement and/or MDP.

The approved Perth Airport Consent may contain conditions requiring compliance.

10.3 Airport Building Controller

An Airport Building Controller (ABC) and Airport Environment Officer (AEO) are appointed by DITRDCA to administer the building approvals required under the Airports Act and the Airports (Building Control) Regulations 1996.

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

The ABC assesses the activity under the Airports Act and Regulations, National Construction Codes and applicable Australian Standards. The ABC will also consider any conditions of approval of the Perth Airport Consent.

10.4 Construction Environmental Management Plan

PAPL's Environment Manager (or delegate) will approve the final CEMP in line with Perth Airport's Environment Strategy (a requirement of the Airports Act). The Plan will address the construction phase of the project and include the management measures outlined throughout this MDP, input from key technical specialists and conditions of approval (subject to approval).

10.5 Part 13 Permit Under the EPBC Act

Under Part 13 of the EPBC Act, a permit is required *to kill, injure, take, trade, keep or move a listed species or ecological community, a listed migratory species, or a listed marine species*. The Part 13 permit is not required for this MDP there will be no impact to listed species, ecological communities, listed migratory of marine species.

11 Consultation

One of the objectives of the Airports 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 Perth 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 those works proposed within this MDP for the Lot 725 Searle Road development.

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.

11.1 Stakeholder Consultation

Perth Airport 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,
- Seek input on alternative approaches and options,
- Maintain transparency, accountability and stakeholder-focused relationships,
- Provide feedback opportunities and one-on-one information sessions,
- Provide a conduit for information exchange between Perth Airport and key stakeholders, including the community,
- Meet legal and regulatory responsibilities, and
- Provide stakeholders with the opportunity to influence the future of Perth Airport.

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

Perth Airport currently engages regularly through the following forums and each group has, and/or will be involved in consultation activities undertaken for the Lot 725 Searle Road MDP.

11.1.1 Perth Airport Planning Coordination Forum

The Perth Airport Planning Coordination Forum (PCF) aims to foster high level strategic discussions on a quarterly basis between Perth Airport and Commonwealth, State and Local Government representatives to promote better planning outcomes in relation to airport developments in the context of the broader urban setting. PCF representatives include Airservices Australia, WA DPLH, Western Australian Planning Commission, WA Department of Transport, Main Roads WA, Public Transport Authority, City of Belmont, City of Swan, City of Kalamunda, Chamber of Minerals and Energy WA and the DITRDCA.

11.1.2 Perth Airport Community Briefing Group

The Perth Airport Community Briefing Group (CBG) is a new group established in December 2022. The CBG replaces the previous Perth Airport Community Forum (PACF), and meets twice yearly at Perth Airport. The CBG will be independently chaired and attended by representatives from Perth Airport, Airservices Australia, the PAMG, nominated community members, local business groups and indigenous representation.

The CBG provides members the opportunity to raise and discuss issues relating to the operation and development of the airport and MDP's, such as for the Lot 725 Searle Road MDP.

The group's purpose is to:

- Achieve broad community engagement on airport planning, development and operations, and their impact,
- Provide advice regarding communication, consultation and engagement to other stakeholders including Perth Airport,
- Assist Perth Airport to fulfil its obligations as a responsible corporate citizen within the local and broader community, while recognising its role as a major economic contributor for the local region, Perth and Western Australia, and
- Enhance the long term sustainability and growth of Perth Airport.

Meeting agendas, minutes and other relevant information will be made publicly available from Perth Airport's website.

11.1.3 Perth Airport Consultative Environment and Sustainability Group

The Airport Consultative Environment and Sustainability Group (ACES) is currently comprised of representatives from Commonwealth, State and Local Governments as well as airport tenants, conservation groups, and community members. The Group discusses topics related to environment, heritage and sustainability management of the estate. It is also an opportunity for tenants to learn and work together to minimise the environmental impacts of their operations and to facilitate improved environmental outcomes.

11.1.4 Partnership Agreement Group

The PAG was established in 2009 to facilitate active engagement between Perth Airport and Traditional Custodians. The PAG is a high-level steering group focussed on the cultural heritage management and ongoing development of the airport. This is further discussed in section 10.11.12.

11.1.5 Whadjuk Aboriginal Corporation

The Whadjuk Aboriginal Corporation is one of six regional corporations established under the South West Native Title Settlement that makes a variety of decisions about lands and waters. The Board of the Whadjuk Aboriginal Corporation can only make decisions affecting cultural interests after having received advice from their Cultural Advice Committee (CAC). The CAC is made up of Elders who consider matters relevant to culture and make decisions to promote and protect Aboriginal cultural interests.

11.2 Exposure Draft Consultation

This Exposure Draft was submitted to the following organisations for comment. The Exposure Draft is an early version of the document circulated for the purpose of seeking initial feedback, with comments received and included within the Preliminary Draft MDP where appropriate.

Commonwealth Government agencies via Department of Infrastructure, Transport, Regional Development, Communications & the Arts

- Airservices Australia,
- Civil Aviation Safety Authority, and
- Department of Climate Change, Energy, the Environment and Water.

State Government agencies via Department of Premier and Cabinet

- Department of Biodiversity, Conservation and Attractions,
- Department of Water and Environmental Regulation,
- Department of Planning, Lands and Heritage,
- Department of Transport (Main Roads WA and Public Transport Authority),

  Department of Jobs, Tourism, Science and Innovation,
- Department of Health
- Department of Education, and
- Development WA,

Local Government authorities

- City of Belmont,
- City of Kalamunda, and
- City of Swan.

Airline Partners

- Qantas Group
- Virgin Australia Regional Airlines
- Board of Airline Representatives of Australia

11.3 Release of Preliminary Draft Major Development Plan for Public Comment

Following the receipt of Exposure Draft comments from the above organisations (where provided), Perth Airport considered all comments and produced a Preliminary Draft MDP (this document) for the purpose of public comment in accordance with the Section 79 of the Airports Act. Written submissions can be made online at perthairport.com.au/majordevelopmentplans or sent to the address below between Friday 13 June 2025 and 5pm (WST) Friday 5 September 2025:

Major Development Plan

Perth Airport Pty Ltd

PO Box 6

CLOVERDALE WA 6985

Queries regarding this Preliminary Draft Major Development Plan can also be directed to 08 9478 8888 or via mdp@perthairport.com.au

11.4 Draft Major Development Plan

Following public consultation, all submissions received will be given due regard with changes incorporated into the Draft MDP where applicable. A Supplementary Report will also be prepared as per Section 79 the Airports Act. The Supplementary Report will include the following:

- A copy of written submissions received during the public comment period,
- A written certificate signed on behalf of Perth Airport, containing:
    - A list of names and organisations that provided written comments to the MDP,
    - A summary of the comments received,
    - Evidence that Perth 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 regulations.

11.5 Publication of Final Major Development Plan

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

- Publish a newspaper notice advising that the MDP had been approved,
- Make copies of the plan available for inspection or purchase at Perth Airport, and
- Make a copy of the approved MDP available on the Perth Airport website, perthairport.com.au.

12 Conclusion

This Major Development Plan has been prepared by Perth Airport for the purpose of seeking Commonwealth approval for a new office, warehouse and workshop development at Lot 725 (1) Searle Road Perth Airport.

These works are consistent with both long-term State Planning objectives for Western Australia and the planning for the localities adjacent to the airport estate. The proposed works are also consistent with the approved Perth Airport 2020 Master Plan, including the approved Land Use Plan.

The impacts to aviation activity associated with the proposed works have been assessed and are compliant. Perth Airport is committed to effective engagement and consultation with stakeholders where there may be aviation impacts resulting from development activity within the project area.

The environmental assessment undertaken investigated impacts to geology and soil, surface water and groundwater, flora and vegetation, fauna, wetlands, construction noise, vibration, air quality, and heritage. The proposed ground disturbance of 3.58 hectares for the project is within an area already cleared of vegetation. As such, the project will have no significant impact to the environment or heritage values.

Vehicular access has been assessed and is acceptable. The proposed development will increase the demand for parking, which will be accommodated through the construction of new onsite staff parking bays.

Before Perth Airport can proceed with the proposed works, it is required under Section 89(1)(e) of the Airports Act to prepare an MDP for Ministerial approval. Perth Airport is also required to consult with Commonwealth Government agencies, State Government agencies and local government authorities, and complete a period of public consultation. Following stakeholder and public consultation, comments will be considered and incorporated into the MDP where appropriate. A Supplementary Report will also be prepared as per Section 79 the Airports Act, which will detail the comments received and how they have been considered by Perth Airport. This report will be submitted to the Commonwealth with the Draft MDP as part of the approvals package of information required under the Airports Act.

13 References

Aboriginal and Torres Strait Islander Heritage Protection Act 1984 (Cth)

Aboriginal Heritage Act 1972 (WA)

Airports Act 1996 (Commonwealth)

Airports (Environment Protection) Regulations (AEPR) 1997 (Ch)

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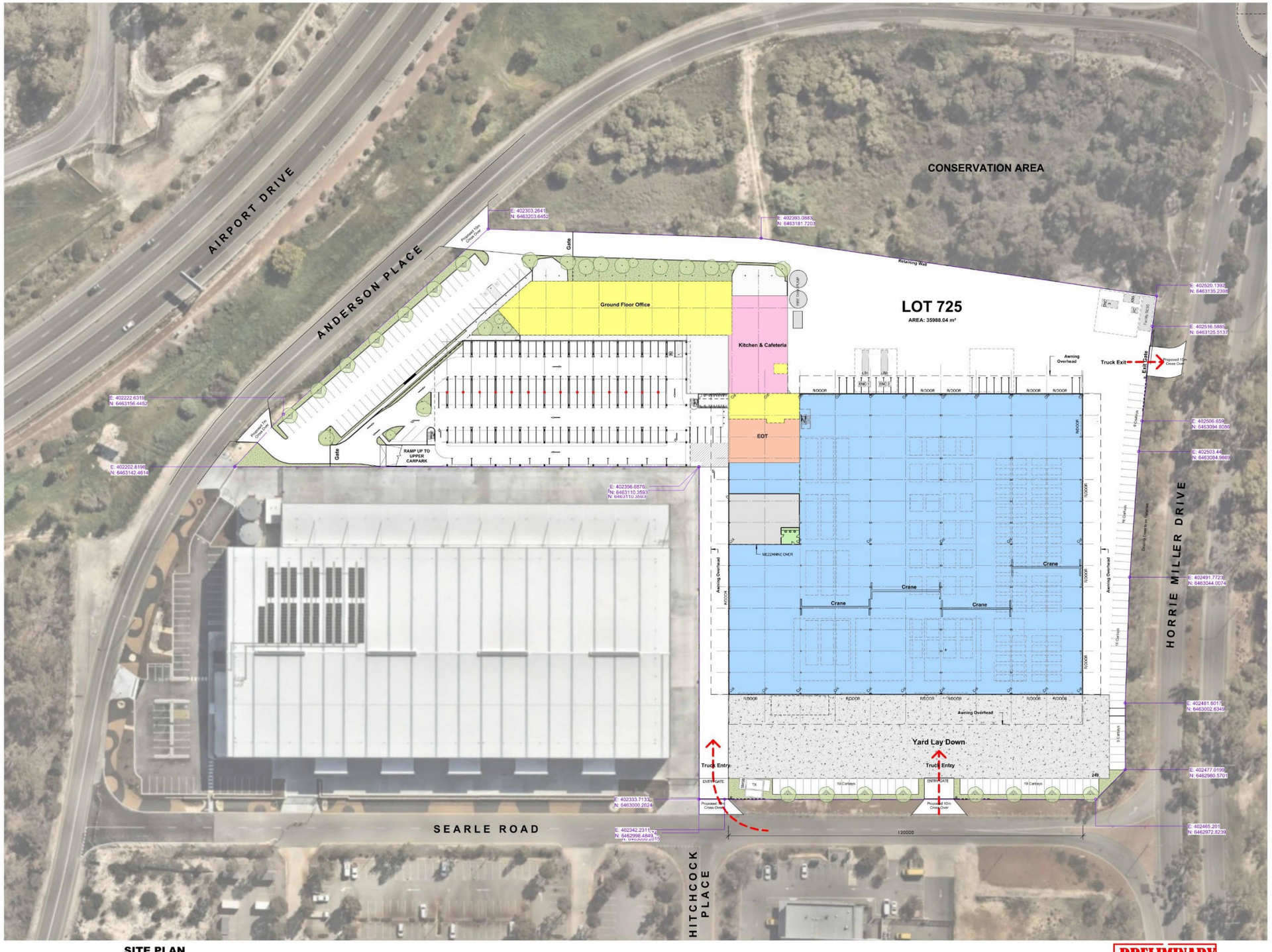
14 Glossary and Acronyms

Acronym / Abbreviation	Meaning	Acronym / Abbreviation	Meaning
AASS	Acid generating soil types	DCCEEW	Commonwealth Department of Climate Change, Energy, the Environment and Water
ABC	Airport Building Controller	DITRDCA	Commonwealth Department of Infrastructure, Transport, Regional Development, Communications and the Arts
ABS	Australian Bureau of Statistics	DPLH	Department of Planning, Lands and Heritage
AEO	Airport Environment Officer	DWER	Department of Water and Environmental Regulation
AH Act	*Aboriginal Heritage Act 1972*	EPBC Act	*Environment Protection and Biodiversity Conservation Act 1999* (Commonwealth)
AHD	Australian Height Datum	ESA	Environmentally Sensitive Area
Airports Act	*Airports Act 1996*	FAC	Federal Airports Corporation
ANEF	Australian Noise Exposure Forecast	FIT-r	Fully Integrated Terminal and Regional Lounge
APAR	Airports (Protection of Airspace) Regulations 1996	FTE	Full-time equivalent jobs
AQMP	Air Quality Management Plan		
ASS	Acid sulfate soils	GTCP	Ground Transport Consolidation Project
ASSMP	Acid Sulfate Soil Management Plan	Guideline 1.1	Australian Government's Significant Impact Guidelines 1.1 – Matters of National Environmental Significance
ATC	Air Traffic Control	Guideline 1.2	Significant Impact Guidelines 1.2 – Actions on, or impacting upon, Commonwealth land and actions by Commonwealth agencies
AWS	Automatic Weather Station		
BGL	Below ground level	LPS 15	City of Belmont Local Planning Scheme No.15
BTOC	Below the top of casing	LPS 17	City of Swan Local Planning Scheme No. 17
CASA	Civil Aviation Safety Authority	LPS 3	City of Kalamunda Local Planning Scheme No. 3
CBD	Perth Central Business District	Master Plan	Perth Airport Master Plan 2020
CCTV	Closed-circuit Television	MDP	Major Development Plan
CEMP	Construction Environmental Management Plan	MMTI	Multi-Modal Transport Interchange
CSM	Conceptual Site Model	MNES	Matters of National Environmental Significance

DATR	PAPL's Design and Technical Requirements	MOS	CASA Manual of Standards
DBCA	WA Department of Biodiversity, Conservation and Attractions	MRS	Perth Metropolitan Region Scheme
Acronym / Abbreviation	Meaning	Acronym / Abbreviation	Meaning
NASAG	National Airports Safeguarding Advisory Group	PSP	Principal shared path
NASF	National Airports Safeguarding Framework	RAV	Roads Restricted Access Vehicle
NATA	National Association of Testing Authorities	RPT	Regular Passenger Transport
NEMP	National Environmental Management Plan	SAQP	Sampling and Quality Analysis Plan
NEPM	National Environmental Protection Measures	*SLO*	Social License to Operate
NMD	Northern Main Drain	SMD	Southern Main Drain
OLS	Obstacle Limitation Surfaces	SPP 4.2	State Planning Policy 4.2 – Activity Centres
PAAT	Perth Airport's Protected Airspace Assessment Tool	SPP 5.1	State Planning Policy 5.1 – Land Use Planning in the Vicinity of Perth Airport
PADG	Perth Airport Development Group Pty Ltd	SPR	Source-Pathway-Receptor
PANS-OPS	Procedures for Air Navigation Services – Aircraft Operations	TIA Guidelines	WAPC Planning Guidelines: Transport Impact Assessment (Volume 4 Individual Developments – August 2016)
PAMG	Perth Airports Municipalities Group	T1	Terminal 1 International
PAPL	Perth Airport Proprietary Limited	T2	Terminal 2 Domestic
PEC	Priority ecological community	T3	Terminal 3 Domestic
PFAS	Per- and poly-fluoroalkyl substances	T4	Terminal 4 Domestic
PFOS	Perfluoro octane sulfonate	TEC	Threatened ecological community
pH	Potential of hydrogen	UK	United Kingdom
PPE	Personal protective equipment	VPH	Vehicles per hour
PS2	Adjacent sewer pump station adjacent to the site.	WAPC	Western Australian Planning Commission
PSA	Public Safety Areas	WST	Western Standard Time

Appendix A Development Plans



SITE CRITERIA

SITE DESIGN CHECKLIST

- [ ] 1. SEWER MAINS LOCATION TO BE DETERMINED
- [ ] 2. FIRE MAINS PRESSURE TEST REQUIRED
- [ ] 3. FIRE TANKS OR PUMPS TO BE DETERMINED
- [ ] 4. WESTERN POWER TRANSFORMER LOCATION TO BE DETERMINED
- [ ] 5. CROSSOVER & ACCESS TO STREET TO BE DETERMINED BY LOCAL AUTHORITY
- [ ] 6. FULL FEATURE SITE SURVEY REQUIRED
- [ ] 7. DIAL BEFORE YOU DIG REQUIRED
- [ ] 8. BUSHFIRE ATTACK LEVEL (BAL) TO BE DETERMINED
- [ ] 9. STREET POWER POLES TO BE DETERMINED
- [ ] 10. SITE ZONING & USE TO BE DETERMINED

NOTE: Any of the following items that do not have an 'X' in the provided square require determination.

LEGEND

- BUILDING FOOTPRINT - SHOWROOM / WAREHOUSE / FACTORY
- BUILDING FOOTPRINT - OFFICE
- BUILDING FOOTPRINT - AMENITIES
- EXTENT OF CONCRETE
- EXTENT OF CONCRETE HARDSTAND
- EXTENT OF BITUMEN
- EXTENT OF BRICK PAVING / CONCRETE PAVING
- EXTENT OF LANDSCAPING

SITE PLAN
SCALE: 1 : 500

PRELIMINARY

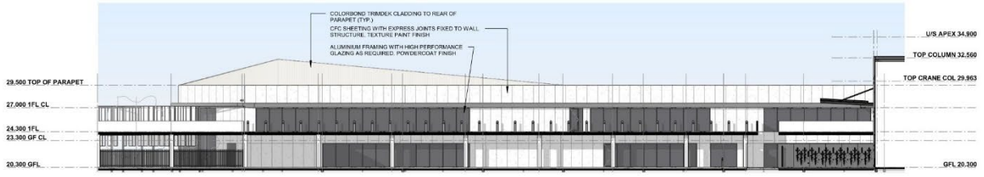
PAPL DRG #: MSAA-25902-ARC-DRG-1001

meyer shircore architects

PROPOSED INDUSTRIAL DEVELOPMENT
BY: PERTH AIRPORT PTY LTD

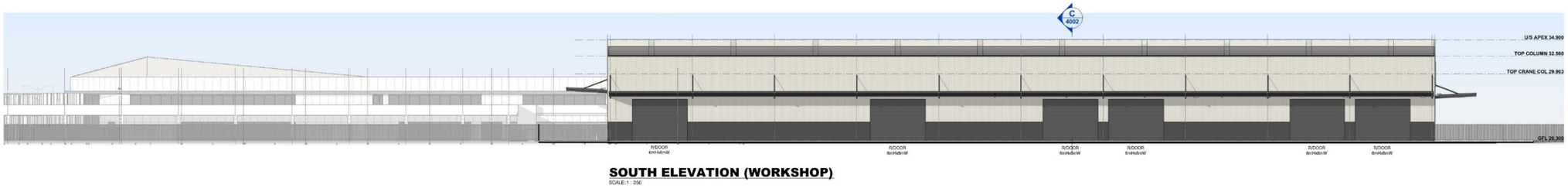
DATE: MAY 2025
REVISION: G
SHEET: A - 1001
SCALE: As indicated @B1
PROJECT NUMBER 9326

NORTH ELEVATION
SCALE: 1 : 250

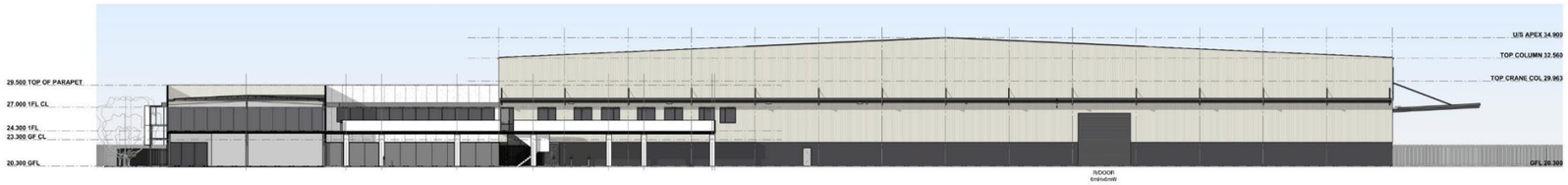


SOUTH ELEVATION (OFFICE)
SCALE: 1 : 250

NORTH WEST ELEVATION
SCALE: 1 : 250



SOUTH ELEVATION (WORKSHOP)
SCALE: 1 : 250



WEST ELEVATION
SCALE: 1 : 250

EAST ELEVATION
SCALE: 1 : 250

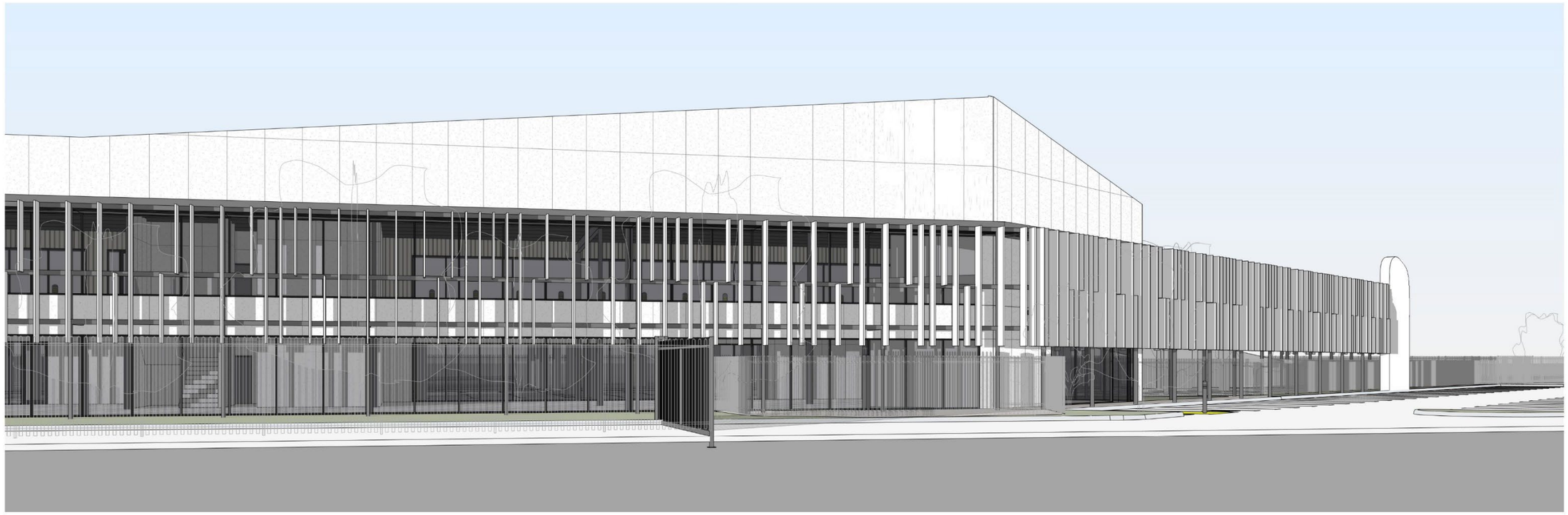
PRELIMINARY

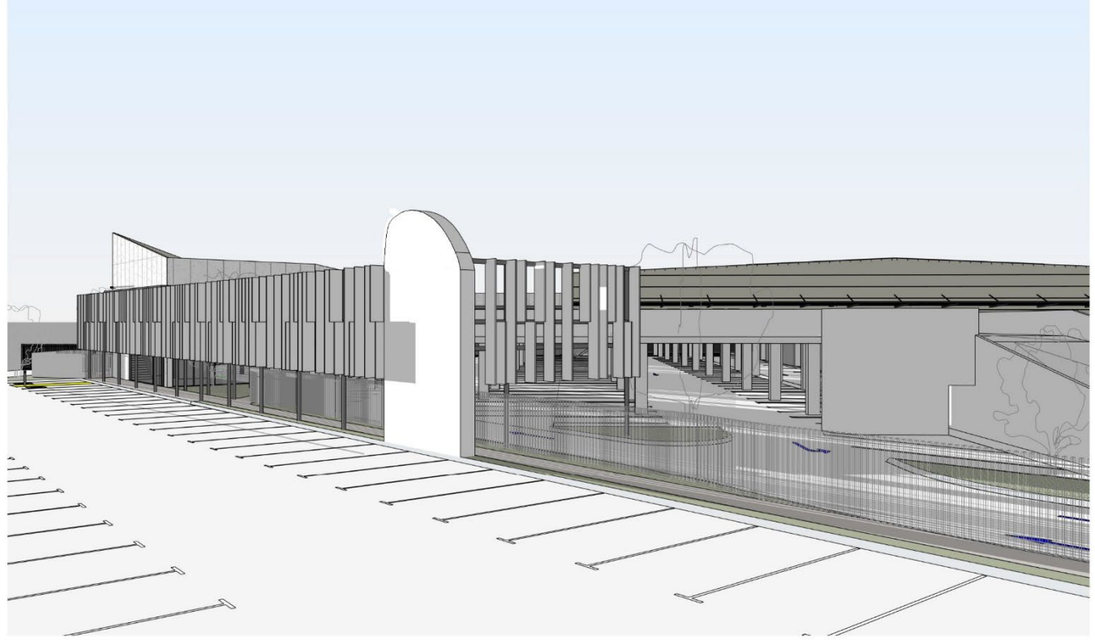
PAPL DRG #: MSAA-25902-ARC-DRG-3006

meyer shircore architects

PROPOSED INDUSTRIAL DEVELOPMENT
BY: PERTH AIRPORT PTY LTD

DATE: JAN 2025 PROJECT NUMBER
REVISION: A **9326**
SHEET: A - 3006
SCALE: 1 : 250 @B1





PRELIMINARY

meyer shircore architects

PROPOSED INDUSTRIAL DEVELOPMENT

BY: PERTH AIRPORT PTY LTD

PAPL DRG #:	MSAA-25902-ARC-DRG-5001		
DATE:	JAN 2025	PROJECT NUMBER	9326
REVISION:	C		
SHEET:	A - 5001		
SCALE:	@B1		

Appendix B Consistency with Airports Act

Requirement of the Airports Act 1996	Section of this Report
91 (1) A major development plan, or a draft of such a plan, must set out: (a) the airport-lessee company's objectives for the development; and	Section 3 and 4
(b) the airport-lessee company's 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; and	Section 3 and 4
(c) a detailed outline of the development; and	Section 3 and 5
(ca) whether or not the development is consistent with the airport lease for the airport; and	Section 5
(d) if a final master plan for the airport is in force—whether or not the development is consistent with the final master plan; and	Section 5
(e) if the development could affect noise exposure levels at the airport—the effect that the development would be likely to have on those levels; and	Section 9 and 10
(ea) if the development could affect flight paths at the airport	Section 10
(f) the airport-lessee company's plans, developed following consultations with the airlines that use the airport, local government bodies in the vicinity of the airport and—if the airport is a joint user airport—the Department of Defence, for managing aircraft noise intrusion in areas forecast to be subject to exposure above the significant ANEF levels; and	Section 10
(g) an outline of the approvals that the airport-lessee company, or any other person, has sought, is seeking or proposes to seek under Division 5 or Part 12 in respect of elements of the development; and	Section 11
(ga) the likely effect of the proposed development that are set out in the major development plan, or the draft of the major development plan, on:	Section 3, 7 and 8
i. traffic flows at the airport and surrounding the airport; and	
ii. employment levels at the airport; and	
iii. the local and regional economy and community, including an analysis of how the proposed developments fit within the local planning scheme for commercial and retail development in the adjacent area; and	Section 3, 6 and 7
(h) the airport-lessee company's assessment of the environmental impacts that might reasonably be expected to be associated with the development; and	Section 9
(i) the airport-lessee company's plans for dealing with the environmental impacts mentioned in paragraph (h) (including plans for ameliorating or preventing environmental impacts); and	Section 9
(j) if the plan relates to a sensitive development – the exceptional circumstances that the airport-lessee company claims will justify the development of the sensitive development at the airport; and	N/A
(4) In specifying a particular objective or proposal covered by paragraph (1) (a) or (c), a major development plan, or a draft of such a plan, must address: the extent (if any) of consistency with planning schemes in force under a law of the State or Territory in which the airport is located; and if the major development plan is not consistent with those planning schemes – the justification for the inconsistencies.	Section 6
(6) In developing plans referred to in paragraph (l)(f), an airport-lessee company must have regard to Australian Standard AS2021—1994 ('Acoustics—Aircraft noise intrusion— Building siting and construction') as in force or existing at that time.	Section 10