

12 Land Use Plan



12.1 Introduction

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

Perth Airport is taking a strategic approach to meet growing air travel demand by streamlining terminals, improving ground transportation, and exploring non-aeronautical land uses to enhance efficiency and passenger experience. To support Western Australia's population and economic growth, additional infrastructure and air transport services are needed.

The consolidation of all commercial passenger services into the Airport Central precinct over the next five years presents opportunities to plan for future aeronautical needs and optimise land not required for aviation purposes.

Perth Airport's Land Use Plan also considers aviation safeguarding principles, including the protection of airspace, management of building-induced windshear, and considerations for communication, navigation and surveillance facilities, as well as aircraft noise.

Perth Airport is designated as a Specialised Activity Centre in State planning documents. Specialised Activity Centres focus on regionally significant economic and institutional activities, such as logistics-based businesses for airports or knowledge-based for health and tertiary education precincts. Planning for these centres should aim to protect the specialisation, while improving the growth and clustering of business activity of State and regional significance, particularly in knowledge-based or logistics-based industries. These areas are to be developed as places with a concentration of linked businesses and institutions providing a major contribution to the economy, with excellent transport links and potential to accommodate significant future growth in jobs and in some instances housing.



The consolidation of all commercial passenger services into the Airport Central precinct over the next five years presents opportunities to plan for future aeronautical needs and optimise land not required for aviation purposes.

Master Plan 2026 has adopted terminology consistent with the Western Australian planning system, and accordingly has use zones, land uses, and planning provisions broadly derived from the State Government’s *Planning and Development (Local Planning Schemes) Regulations 2015*.

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

- maximise aviation capacity
- ensure long-term aviation growth requirements are met
- support the consolidation of all commercial air services to a central terminal precinct
- safeguard for flexible and adaptive growth, responding to the changing needs and wants of industry, business, consumers and visitors
- bring land not required for long-term aviation services into productive use by facilitating land use and development
- avoid, minimise and mitigate environmental impacts, and protect environmentally significant areas where possible
- strengthen Perth Airport’s position as a key Activity Centre by supporting economic development and creating employment in Western Australia
- protect the airport’s 24-hour, seven day a week operation for the benefit of Western Australia
- support land uses and zoning consistent with surrounding areas and uses complementary to aviation such as retail, transport, business/commercial and tourism, and
- encourage sustainable outcomes that create safe, attractive and connected places offering high amenity for visitors and the local workforce.

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

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

12.2 Precincts

The Perth Airport estate has been divided into five precincts for planning, development and identification. Each precinct has differing objectives and characteristics based on:

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

The use of precincts within the context of the airport estate can be compared to the concept of a suburb (or locality) within a local government area. At this high level, precincts define the locational characteristic of a respective area, but not the land uses or zones. The use of land within each precinct is guided by zones, similar to the way in which a suburb may contain a range of land use zones. A precinct may contain one, or a number of different land use zones. Within a precinct there can also be a specified development area that reflects a specific development intent for that area, in the same way that a neighbourhood centre is planned by local government authorities.

The Perth Airport precincts are shown in Figure 12-1.

Perth Airport is a Specialised Activity Centre, designed to support economic growth, link businesses and institutions, and accommodate significant future jobs while safeguarding aviation operations and environmental values.

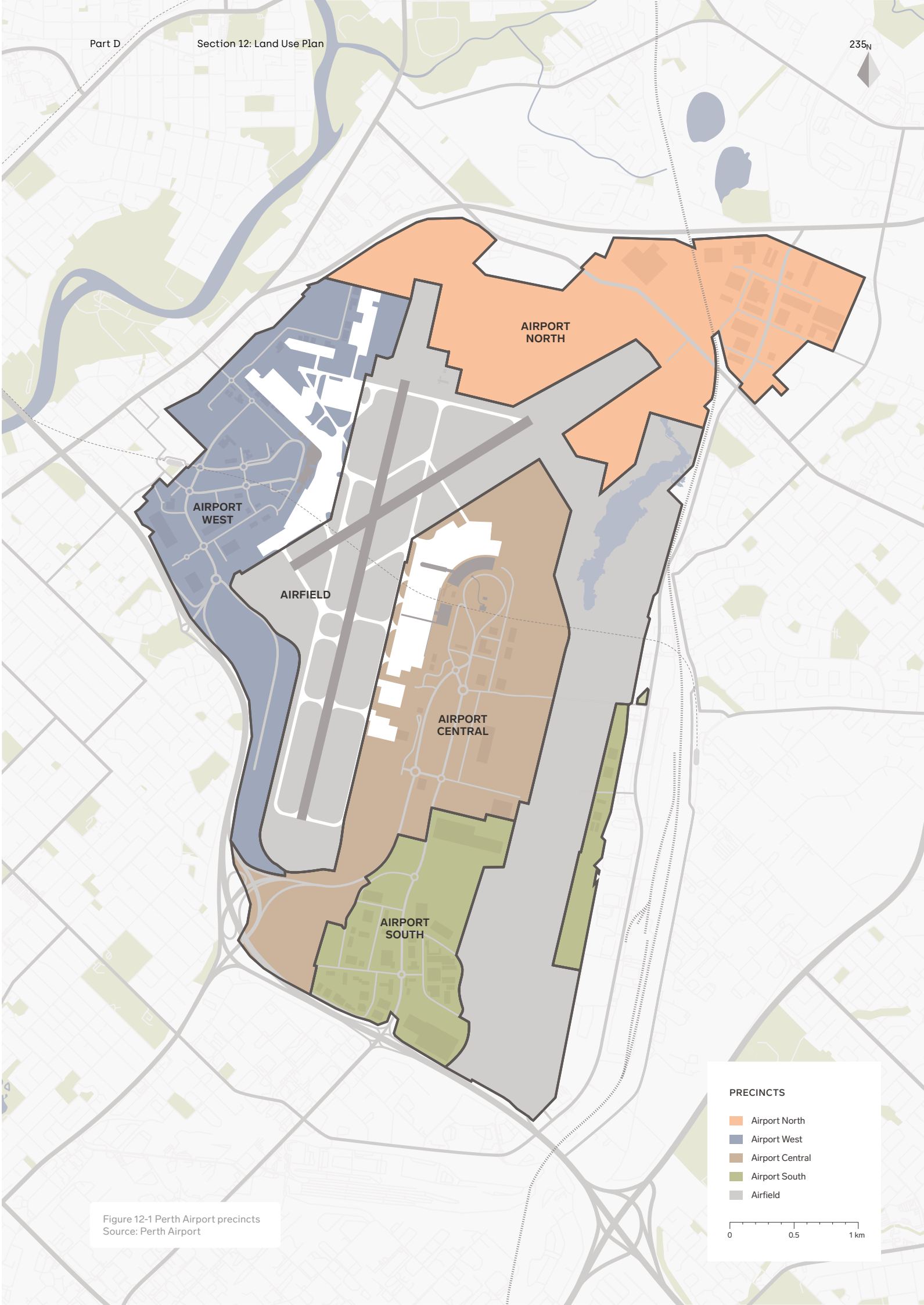


Figure 12-1 Perth Airport precincts
Source: Perth Airport

12.3 Airfield Precinct



A safe, secure and efficient precinct with operations 24 hours a day, seven days a week.

The Airfield Precinct covers approximately 776 hectares and comprises all infrastructure required for the current and future movement of aircraft, including runways and taxiways, aircraft aprons, and the current and future facilities for navigation aids and aviation rescue and firefighting services.

There is sufficient land in the Airfield Precinct to accommodate all required aircraft movement infrastructure for the long-term configuration of Perth Airport. This includes the upcoming construction of the new runway 03R/21L and potential future extensions of the main runway 03/21 (to become 03L/21R) and the cross runway 06/24.

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

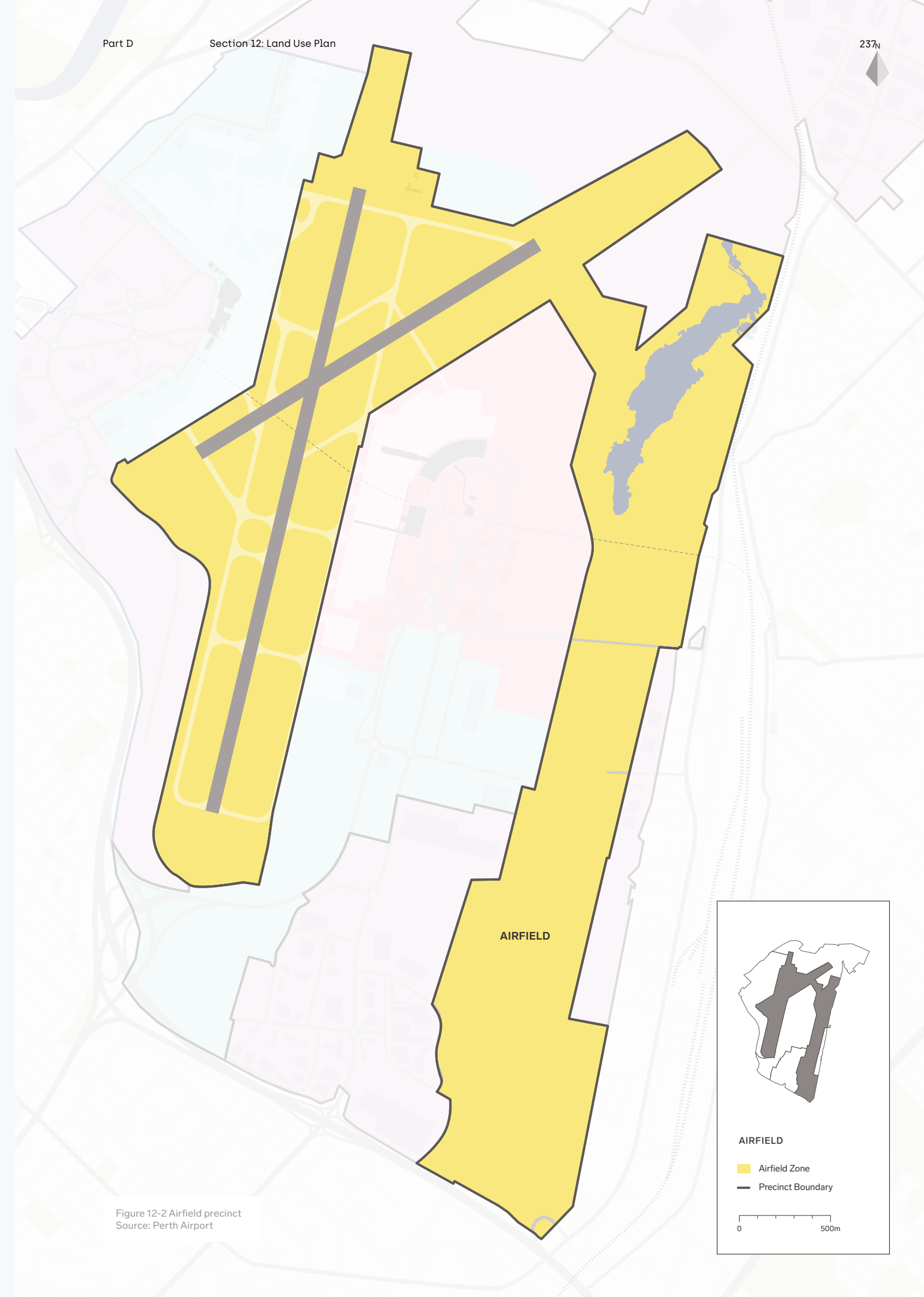
The undeveloped areas of the precinct comprise a mixture of vegetation types and conditions. Approximately 25 per cent of the Airfield Precinct is vegetated, totalling approximately 182 hectares, with the vegetation condition ranging from degraded to excellent. Vegetation type in the northern portion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

Munday Swamp, an important feature within the precinct, is listed on the State Government's Register of Aboriginal Heritage Sites for its archaeological, ethnographic, and spiritual significance to the Traditional Custodians of the land. As part of its Social Value Strategy, Perth Airport is committed to minimising impacts on this vital wetland. Covering approximately 20 hectares, with around one hectare of open water, Munday Swamp supports diverse vegetation, as well as a rich array of invertebrate and vertebrate fauna. It is also recognized on the Commonwealth Directory of Important Wetlands.

The Airfield precinct is shown in Figure 12-2.



All new developments must align with the carbon management hierarchy: avoid, reduce, replace, offset.



12.4 Airport Central Precinct



The heart of Perth Airport operations, supporting seamless and convenient passenger experiences through maximised aviation capacity, terminal forecourt activation and direct and centralised access to car parking.

The Airport Central precinct, located at the core of the airport estate, plays a key role in meeting projected aviation demand. It provides essential car parking to improve passenger convenience and experience, while also offering strategic commercial land to support aviation activity and amenities for airport workers.

The Airport Central precinct currently comprises:

- T1 International, T1 Domestic Pier and T2
- Airport Central Station
- aircraft parking aprons
- the Air Traffic Control tower
- aviation support facilities such as aircraft refuelling, maintenance, catering and freight handling
- ground transport interfaces and road accessways, car parking (staff, short-term and long-term), and car rental, taxi, bus, ride share and small charter vehicle access facilities
- supporting services and utilities, including waste and central energy plant facilities, and
- commercial developments, including retail and office.

The 417-hectare precinct provides sufficient land to accommodate the consolidation of all commercial air services into new facilities around the site of the existing terminals and Airport Central Station, to achieve the envisaged ultimate configuration of Perth Airport.

Contained within the precinct is approximately 72 hectares of remnant bushland, of which 27 hectares is the Commonwealth-listed Banksia Woodland of the Swan Coastal Plain threatened ecological community.

Future use and development within the Airport Central precinct will ensure aviation needs can be prioritised while balancing support facility requirements, complementary non-aviation opportunities and the provision of car parking.

Perth Airport has undertaken land use planning that addresses the significant growth and activity in the Airport Central precinct following consolidation, safeguarding land for critical aviation support uses such as jet fuel infrastructure, cargo terminal operations, aircraft maintenance and freight forwarding. The proportion of land allocated to aviation support uses within Airport Central can be staged, responding to lease arrangements, development commitments and forecast demand.

Planning for the precinct includes the following future facilities:

- new and expanded terminals
- new aprons for aircraft parking
- multi-storey car parks, incorporating passenger drop-off and pick-up areas
- hotel accommodation
- ground transport systems
- freight facilities
- aircraft maintenance facilities
- additional commercial development including offices and retail
- office accommodation for airline partners, airport administration, international air freight operations
- fuel storage facilities, and
- amenities for airport employees, such as childcare and food and beverage offerings.

The Airport Central precinct is shown in Figure 12-3.

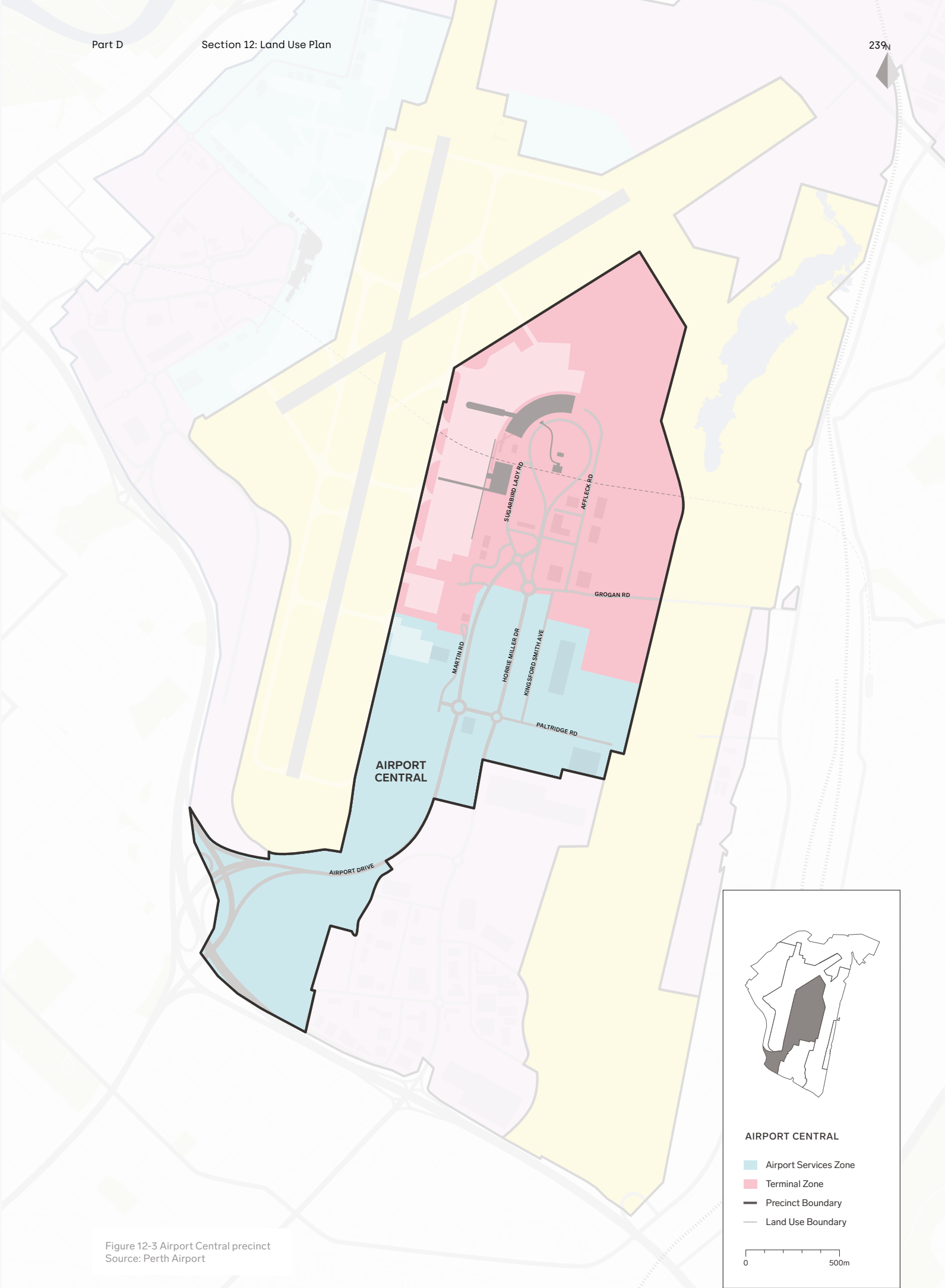


Figure 12-3 Airport Central precinct
Source: Perth Airport

12.5 Airport West Precinct



An activated and diverse hub that creates the possibility for all work, tourism and leisure needs to be met in one location, seamlessly integrating with ongoing general aviation activities.

The Airport West precinct, comprising 344 hectares, will transition in use during the period of this Master Plan 2026. With the shift of passenger operations and aviation support facilities from T3 and T4 to the Airport Central precinct, the Airport West precinct will change from a passenger service focus to a vibrant commercial hub, featuring office, education, retail, and leisure developments. Within the Airport West precinct, there is approximately 40 hectares of remnant bushland covering approximately 12 per cent of the total precinct area.

The Redcliffe Train Station, opened in October 2022 as part of the Forrestfield-Airport Link project, directly abuts the eastern boundary of the Airport West precinct. The station supports land use opportunities within the precinct that provide goods, services and amenity for travellers, the future increased nearby residential population, the wider growing population of Perth, and the growing employee base on the airport estate. Perth Airport will look to develop commercial land uses to complement the transit-oriented development carried out as part of the State Government's METRONET program.

These land uses will integrate with ongoing general aviation activities, which will continue to be accommodated within the Airport West precinct. The planned reconfiguration of the General Aviation Area (detailed further in Section 13.7) will improve airside access, supporting growth in general aviation, future cargo and aviation support facilities, and anticipated helicopter and vertical take-off and landing (VTOL) operations.

The large aircraft types currently operating from the General Aviation Area and the volume of passengers in peak periods are not consistent with the intended use of the General Aviation Area when it was established. It is also not consistent with the long-term planning for Perth Airport, which is based on all high-volume passenger services operating from suitable infrastructure in a centralised precinct. As such, there is no requirement for significant terminal or passenger processing facilities in the

General Aviation Area beyond that necessary to support small-scale regional and charter movements with a seating capacity of less than 40 passengers. Several operators have recently or are planned to relocate their operations into existing and future common use terminals within Airport Central. Perth Airport is committed to working with other operators to transition their operations into the consolidated Airport Central precinct.

As a result, the General Aviation Area is planned to transition back to its original intended use during the 20-year planning period of this Master Plan 2026, which is to cater for traditional general aviation operations including emergency services, small-scale charter and freight, aerial work, flight instruction, ground aviation services (such as maintenance and navigation), and recreational flying.

Following the consolidation of Qantas operations to the Airport Central precinct, the T3 and T4 buildings will be decommissioned. Given the proximity to the airfield, the future use of the T3 and T4 sites will be for aviation purposes and align with the long-term development plans of Airport West and the General Aviation Area reconfiguration. The land use zoning in this part of the precinct, Airport Services zone, reflects this future intention. Perth Airport will work with existing aviation support tenants in Airport West, for example cargo terminal operators and freight forwarders, to support any future relocation plans to Airport Central and Airport South precincts.

The Airport West precinct is shown in Figure 12-4.

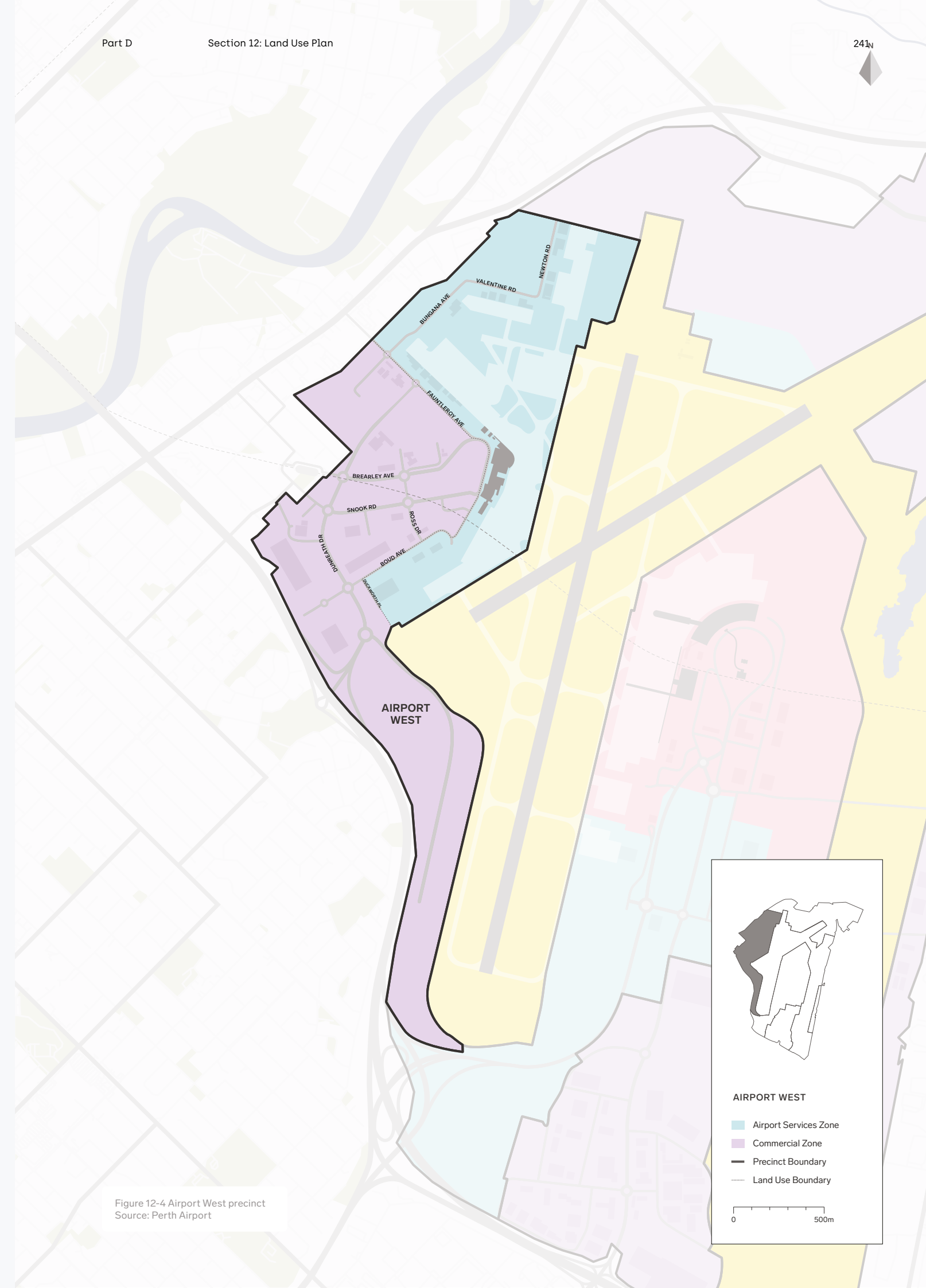


Figure 12-4 Airport West precinct
Source: Perth Airport

12.6 Airport South Precinct



A highly connected and accessible industrial and logistics precinct accommodating complimentary aeronautical land uses which benefit from strategic proximity to terminals and support Airport Central operations.

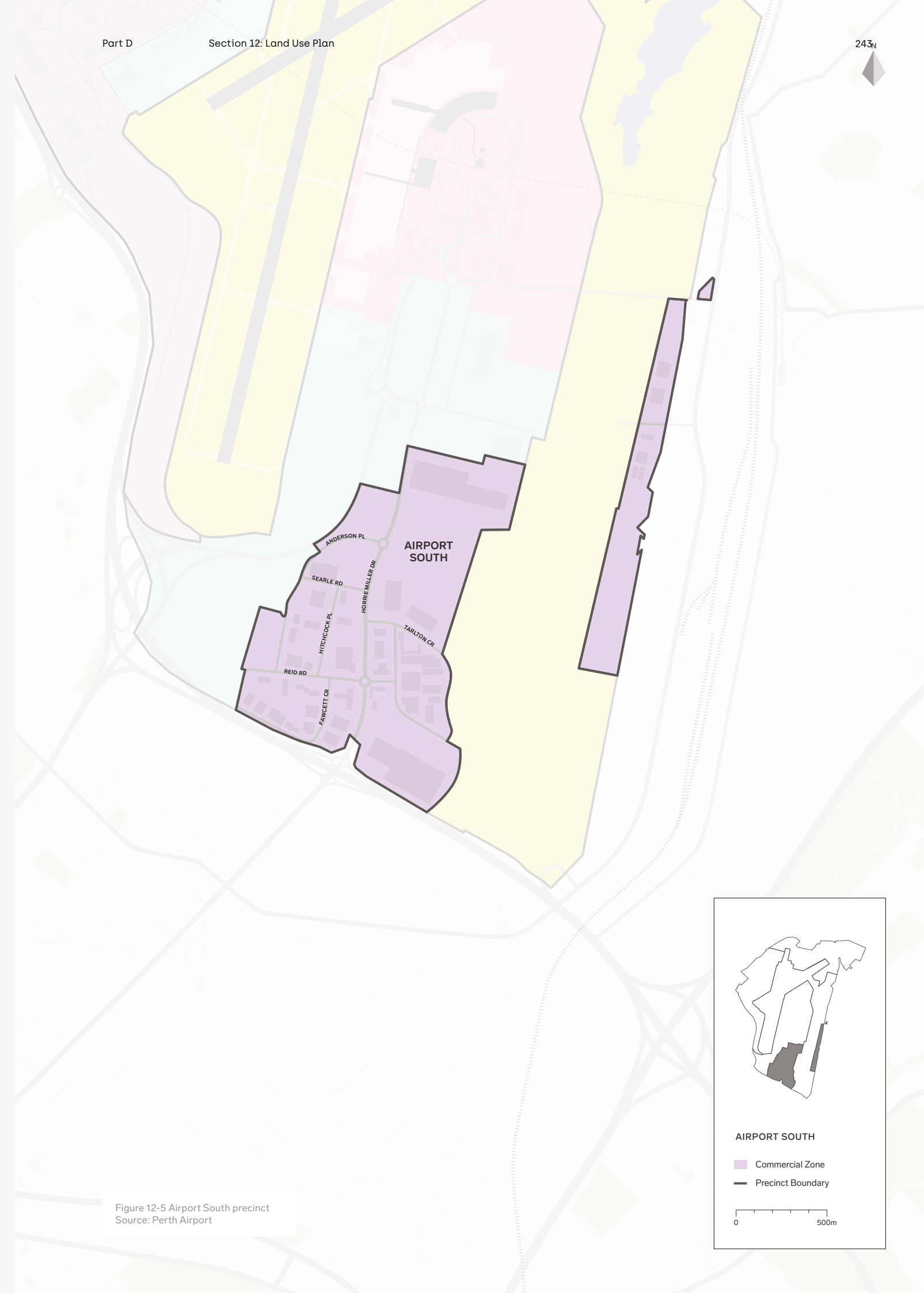
The Airport South precinct is a highly functional precinct offering diversity, amenity and quality transport links and infrastructure. It covers approximately 203 hectares and will continue to be developed to provide a range of aviation and non-aviation uses, with a focus on logistics, freight and distribution facilities and light industrial.

Airport South is strategically located; with direct access from Tonkin Highway and Kewdale Road onto Horrie Miller Drive, it serves as the airport's southern gateway and provides a seamless transition to Airport Central.

It will continue to be developed for large-format industrial use, while opportunities for aviation support facilities within the precinct will also be explored. The long-term vision is for a highly accessible industrial and logistics precinct anchored by a precinct-centre, providing high-quality public realm with spaces for workers to meet. It also provides strategically positioned land to safeguard aviation support operations which benefit from proximity to terminals and aprons, and future opportunities for airside access.

Contained within the Airport South precinct is approximately 25 hectares of remnant bushland covering approximately 13 per cent of the total precinct area.

The Airport South precinct is shown in Figure 12-5.



12.7 Airport North Precinct



An attractive and highly functional precinct, offering a mix of industrial and logistics uses.

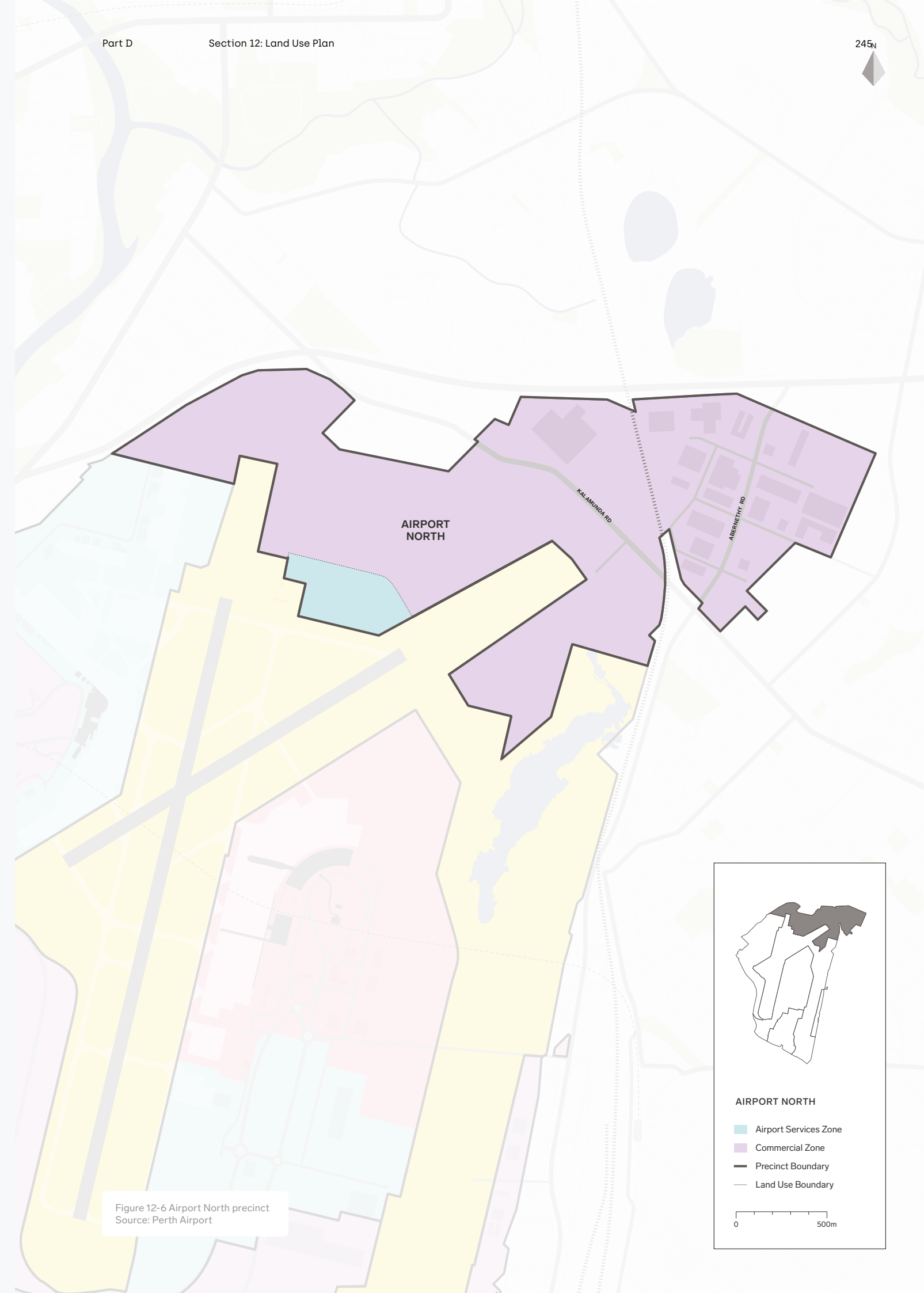
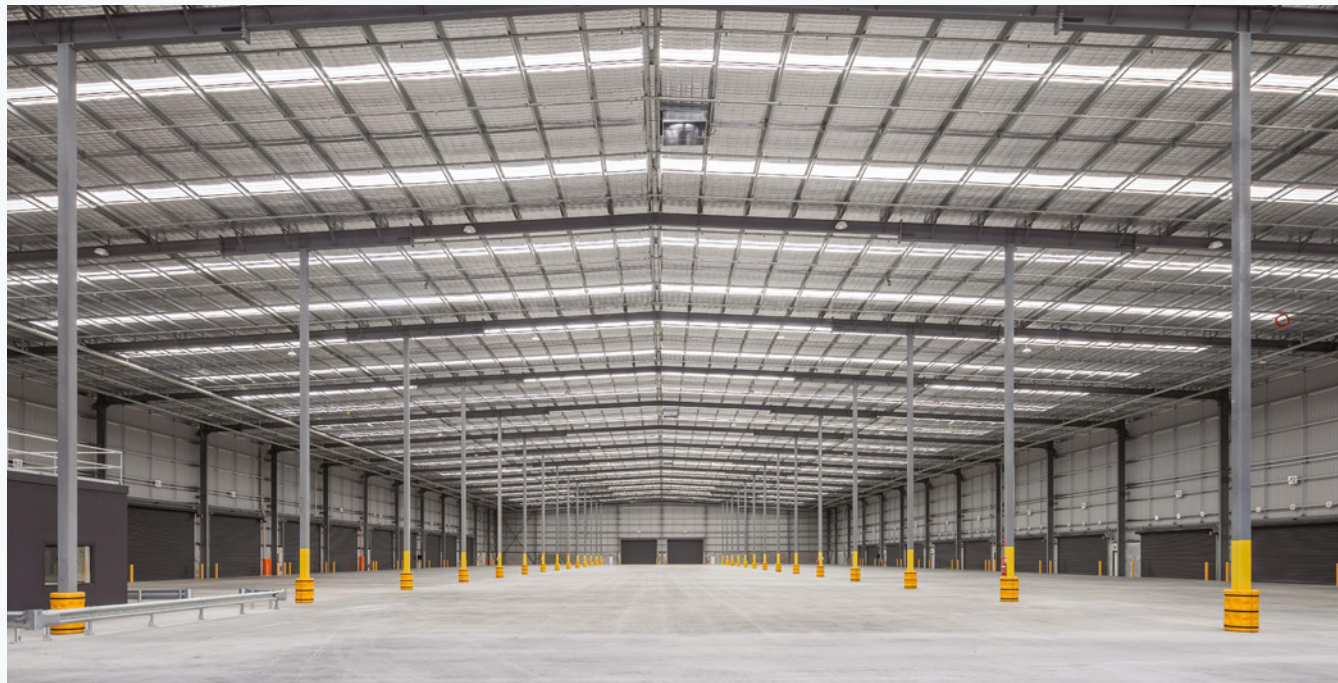
The Airport North Precinct covers approximately 365 hectares and is envisaged to provide an integrated mix of commercial, industrial, aviation support and logistics land uses.

When developed, this precinct will take advantage of the large flat sites that are available and maximise land use efficiency within the metropolitan region, by delivering much needed and well-connected industrial land in a central location to support Perth's continued growth into the future. Airport North has direct and convenient access to the broader freight network off Kalamunda Road and Great Eastern Highway and has the potential for rail freight access in the future.

The precinct also presents an opportunity for aviation related development, for example aircraft and ground services equipment maintenance, with direct airside frontage to be made available through future development for some sites.

Located within the precinct is approximately 139 hectares of remnant bushland, of which 60 hectares is the Commonwealth-listed Banksia Woodlands of the Swan Coastal Plain threatened ecological community.

The Airport North precinct is shown in Figure 12-6.



12.8 Land Use Zones

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

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

Consistent with Section 71(2)(c) of the Airports Act and Regulation 15(2) of the *Airports Regulations 2024*, the land uses for each of the zones identified have generally been based on those land uses included in the State’s Planning and *Development (Local Planning Schemes) Regulations 2015*, with some additional uses specific to Perth Airport such as ‘aviation activity’ and ‘aviation support facilities’. These land use zones are shown in Figure 12-7. Perth Airport will apply these land uses and interpret all definitions as required for the operation and development of Perth Airport. Land use tables have been developed which identify discretionary uses and, as such, for operational and development purposes Perth Airport may consider the listed land uses at its discretion. Definitions of each discretionary land use can be found in Section 18.

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

12.8.1 Airfield Zone

The Airfield Zone has the objectives and discretionary land uses shown in Table 12-1.

| | |
|--|--|
| Airfield Zone Objectives | |
| To provide for safe, secure and efficient airfield operations 24 hours a day, seven days a week, including aircraft take-off, landing and taxiing | |
| To accommodate provision of facilities that support safe and efficient airfield operations, such as aviation fire and rescue services and aircraft navigational aids | |
| To enable future expansion of the airport’s operations, including additional runways, taxiways and associated aviation facilities | |
| To support the consolidation of all commercial air services in a central terminal precinct | |
| Discretionary Uses | |
| Animal establishment Aviation activity Aviation support facilities Car park Environmental Services Helipad Heliport Industry—light* | Motor vehicle, boat or caravan sales/hire* Navigational aids Recreation—public Telecommunications infrastructure Utilities and infrastructure Warehouse/storage* Workforce Accommodation |

Table 12-1 Airfield Zone objectives and uses
Source: Perth Airport
Note: *Interim uses as discussed in Section 12.8.5

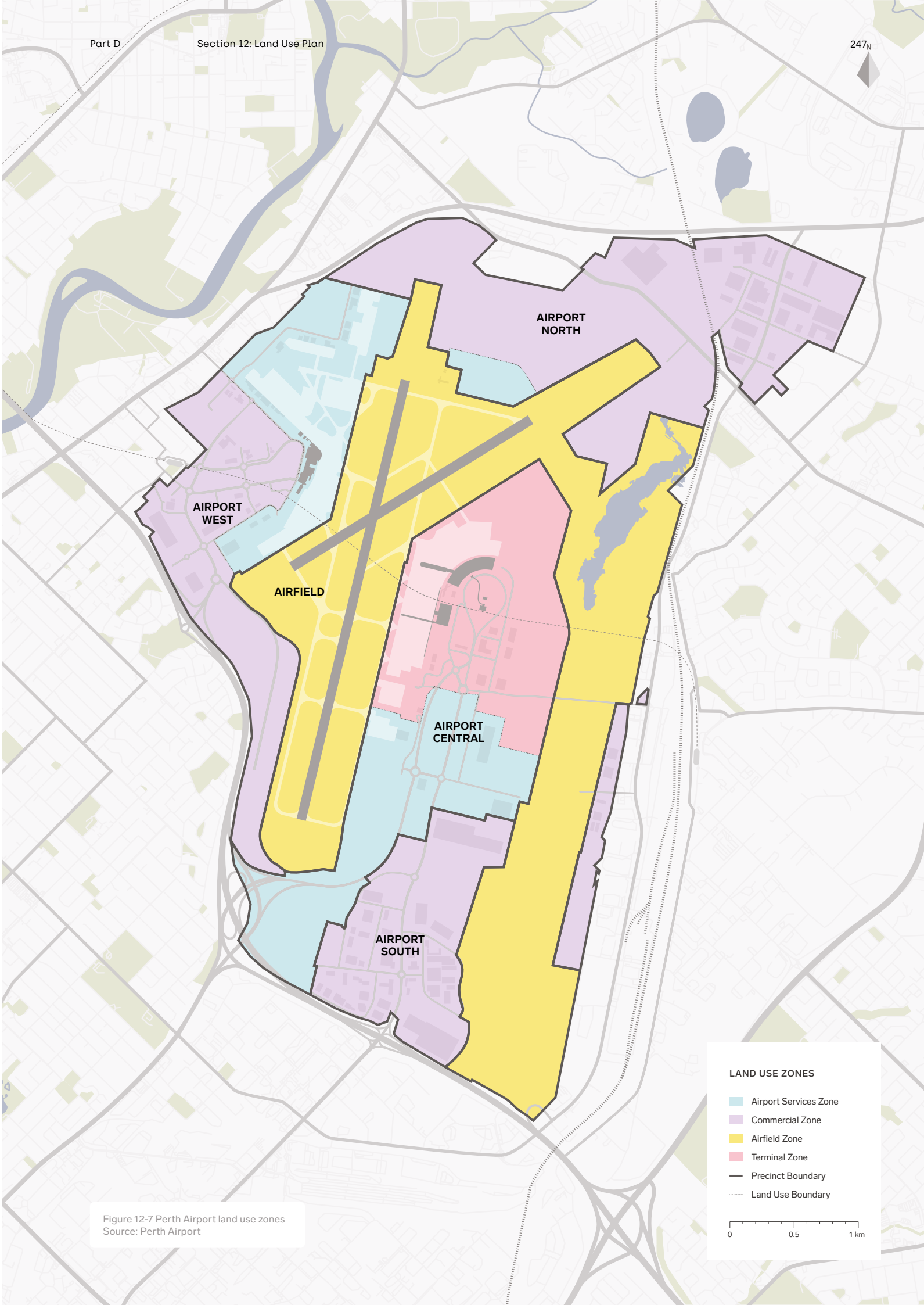


Figure 12-7 Perth Airport land use zones
Source: Perth Airport

12.8.2 Terminal Zone

The Terminal Zone has the objectives and discretionary land uses shown in Table 12-2.

| Terminal Zone Objectives | |
|---|--|
| To provide for the operation, use and development of land for passenger and baggage processing, and aircraft aprons, terminal and ground transport interfaces, enabling the airport facilities to operate safely, securely, efficiently and cost-effectively | |
| To provide quality facilities for airline partners and passengers, including efficient terminal facilities with adequately located and sized commercial areas | |
| To provide terminal facilities with ample commercial and retail uses | |
| To provide for flexible expansion of passenger terminal facilities and aircraft aprons to meet forecast demand | |
| To provide for appropriate freight and logistics land uses utilising the airside-landside interface | |
| Discretionary Uses | |
| Art gallery Aviation activity Aviation support facilities Brewery Car park Childcare premises Civic Use Consulting rooms Convenience store Corrective institution Education establishment Environmental Services Exhibition centre Fast food outlet/lunch bar Hotel Medical centre Motor vehicle repair | Navigational aids Office Passenger terminal Reception centre Restaurant/cafe Service station Shop Small bar Telecommunications infrastructure Tourist and visitor accommodation Training facility Utilities and infrastructure Warehouse/storage* Waste storage facility Workforce Accommodation |

Table 12-2 Terminal Zone objectives and uses
Source: Perth Airport
Note: *Interim uses as discussed in Section 12.8.5

12.8.3 Airport Services Zone

The Airport Services Zone has the objectives and discretionary land uses shown in Table 12-3.

| Airport Services Zone Objectives | |
|--|--|
| To provide a range of aviation support activities, services and facilities for use by airline partners, passengers, government agencies, freight businesses and transport providers | |
| To provide integrated car parking, hotel accommodation, commercial and retail uses that support the airport | |
| To provide an attractive and functional gateway to the airport | |
| To provide freight and logistics land use opportunities in appropriate locations | |
| To provide ground transport facilities and services for efficient access to the airport and terminals | |
| Discretionary Uses | |
| Animal establishment Aviation activity Aviation support facilities Car park Childcare premises Civic Use Consulting rooms Convenience store Corrective institution Education establishment Environmental Services Fast food outlet/lunch bar Fuel depot Medical centre General aviation and support facilities Hotel Industry Industry– light Medical centre | Motor vehicle repair Motor vehicle, boat or caravan sales/hire Motor vehicle wash Navigational aids Office Passenger terminal Service station Shop Small bar Telecommunications infrastructure Tourist and visitor accommodation Trade Supplies Training facility Transport depot Utilities and infrastructure Warehouse/storage Waste storage facility Workforce Accommodation |

Table 12-3 Airport Services Zone objectives and uses
Source: Perth Airport

12.8.4 Commercial Zone

Commercial Zone has the objectives and discretionary land uses shown in Table 12-4.

| Commercial Zone Objectives | |
|---|--|
| Facilitate land use and development in line with the characteristics of a Specialised Activity Centre and encourage a mix of uses and intense development around the Redcliffe Train Station | |
| Deliver a diversity of appropriate land uses to make best use of land, facilities and services and to provide a suitable interface between the airport boundary and the surrounding areas | |
| Create through good urban design, an attractive, walkable, safe and balanced built form and natural environment | |
| To provide a focus for industry, business and employment generating development opportunities | |
| To promote sustainable design and development outcomes | |
| Discretionary Uses | |
| Abattoir^ Agriculture—intensive^ Animal establishment^ Art gallery Aviation support facilities Brewery Bulky goods showroom Car park Childcare premises Cinema/theatre Civic Use Club premises Community purpose Consulting rooms Convenience store Corrective institution^ Education establishment Environmental Services Exhibition centre Fast food outlet/lunch bar Fuel depot^ Funeral parlour Garden centre Hospital Hotel Industry Industry—light^ Liquor store (small) Liquor store (large) | Logistics centre Market Medical centre Motor vehicle repair^ Motor vehicle wash Motor vehicle, boat or caravan sales/hire Office Reception centre Recreation— public Recreation—private Resource recovery centre^ Restaurant/cafe Service station Shop Shopping centre Small bar Tavern Telecommunications infrastructure Tourist and visitor accommodation Trade display Trade Supplies Training facility Transport depot^ Utilities and infrastructure Veterinary centre Warehouse/storage^ Waste storage facility^ Workforce Accommodation |

Table 12-4 Commercial Zone objectives and uses
Source: Perth Airport
Note: ^land uses to be minimised within the immediate pedestrian environment surrounding Redcliffe Train Station

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

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

It is unlikely that the ultimate development of Perth Airport will occur within the statutory 20-year planning period of Master Plan 2026. In the interim, land in the Airfield, Terminal and Airport Services Zones across all precincts, while maintaining an overarching aviation purpose, may be used and developed for non-aviation purposes that are consistent with uses permitted in adjacent precincts.

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

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

12.9 Surrounding Land Uses

Perth Airport’s land use aligns strategically with adjacent local government areas, allowing for seamless integration and economic synergy.

To the north, Perth Airport’s border with the City of Swan features key transport routes such as Kalamunda Road and the Great Eastern Highway Bypass, along with light industrial zones and significant sites like Guildford Cemetery and the South Guildford residential area.

To the west, the airport estate’s border with the City of Belmont encompasses Redcliffe’s residential areas and the Redcliffe Train Station, enhancing local accessibility. To the south, connections to the Tonkin Highway and the Kewdale light industrial area emphasise the estate’s role in logistics and freight.

To the east of the estate, Abernethy Road and the freight rail line integrate with the City of Kalamunda’s Forrestfield area, a critical hub for industrial and distribution networks.

This alignment promotes a mix of industrial, residential, and transport-focused land uses, reinforcing Perth Airport’s role as a central hub for economic and infrastructure growth across the region.

12.9.1 Consistency with State and Local Planning Framework

The *Airports Regulations 2024* requires an airport master plan to describe proposals for land use and related planning, zoning or development in an amount of detail equivalent to that required by, and using terminology (including definitions) consistent with that applying in, land use planning, zoning and development legislation in force in the state or territory in which the airport is located.

In this regard, where possible, the land use zones in the Perth Airport Land Use Plan have been developed using terminology consistent with that of the Western Australian *Planning and Development (Local Planning Schemes) Regulations 2015* and the three adjoining local planning schemes of the City of Belmont, City of Swan and City of Kalamunda.

The Perth Airport Land Use Plan complements the planning frameworks of City of Belmont, City of Swan and City of Kalamunda by providing additional economic and

employment opportunities for growing residential populations within the adjoining local government areas.

12.10 Sensitive Developments

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

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

A sensitive development does not include the following:

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

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

There are two future land uses identified in Master Plan 2020 that have been retained for this Master Plan 2026 which are sensitive developments: Education and Hospital. No specific site has been identified for either land use; however, the wider Airport West precinct is seen as a suitable location. Both Hospital and Education are high trip generating uses that require both private and public transport access, as well as large land parcels with adequate infrastructure in close proximity to populated areas. Perth Airport is already well serviced by major arterial roads for car and public bus access, and by rail through the Forrestfield-Airport Link project. The nearby growing resident population within the City of Belmont will benefit from access to employment opportunities and services, within a walkable catchment.

Additionally, there are suitable locations within Airport West which are either completely outside of the current aircraft noise contours or are located within the lowest contour. Under State planning policy, the development of these sensitive land uses within the lowest contour is ‘conditionally acceptable’, meaning it can be permitted subject to compliance with certain design criteria.

Education and Hospital land uses are aligned with both State and local government strategic documents which plan for the future of the eastern suburbs of metropolitan Perth.

12.11 Pre-Existing Interests

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

The pre-existing interests are shown in Table 12-5. They include government authorities which provide services for purposes related to international airport activities, and providers of utilities that supply the airport estate or pass through it.

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

| Name | Purpose | Precinct |
|--------------------------------------|--|---|
| Airservices Australia | Operations centre, navigation equipment, offices and store | Airport West |
| Airservices Australia | Air Traffic Control tower | Airport Central |
| Australia Post | Post processing facility | Airport West |
| BP Australia Ltd | Fuel hydrant supply lines | Airfield |
| Dampier Bunbury Natural Gas Pipeline | High pressure gas pipeline | Airfield, Airport North and Airport South |
| Parmelia Gas Pipeline | High pressure gas pipeline | Airport North |
| Qantas Airways Ltd | Domestic flight operations | Airport West |
| Telstra Corporation Ltd | Communication facilities | Airport West |
| Water Corporation | Water pipe | Airport West and Airport South |

Table 12-5 Pre-existing interests on the Perth Airport estate
Source: Perth Airport

12.12 Changes From Master Plan 2020

The Perth Airport Land Use Plan contained within Master Plan 2026 remains consistent with the land use plan in the Master Plan 2020, with minor changes as follows:

- The boundary between the Airport Central and Airport South precincts has been realigned to follow the airport cadastral boundary, replacing the previous alignment which cut through individual sites and created interpretation challenges. This change simplifies the precinct layout and provides a clearer distinction of land use between the two areas.
- The ‘Mixed Use’ zone in Airport West has been removed, with the ‘Airport Services’ zone extended to include sites up to the airside boundary. In Master Plan 2020, the ‘Mixed Use’ zoning included conditions related to potential future terminal expansion in the precinct; however, these conditions are no longer applicable to Perth Airport.
- The ‘Terminal’ and ‘Airport Services’ zones within the Airport Central precinct have been realigned to more accurately reflect the intended land use. This adjustment ensures better alignment with the future terminal development footprint and relocates proposed aviation support development sites—previously within the ‘Terminal’ zone—into the more appropriate ‘Airport Services’ zone.
- The extent of the ‘Airport Services’ zone along the airside boundary in the Airport North precinct has been reduced due to operational challenges associated with this land use in that location. As a result, the area has been reverted to the ‘Commercial Use’ zone to better support its intended function.

A comparison of the Master Plan 2020 and Master Plan 2026 land use plans, is shown in Figure 12-8.

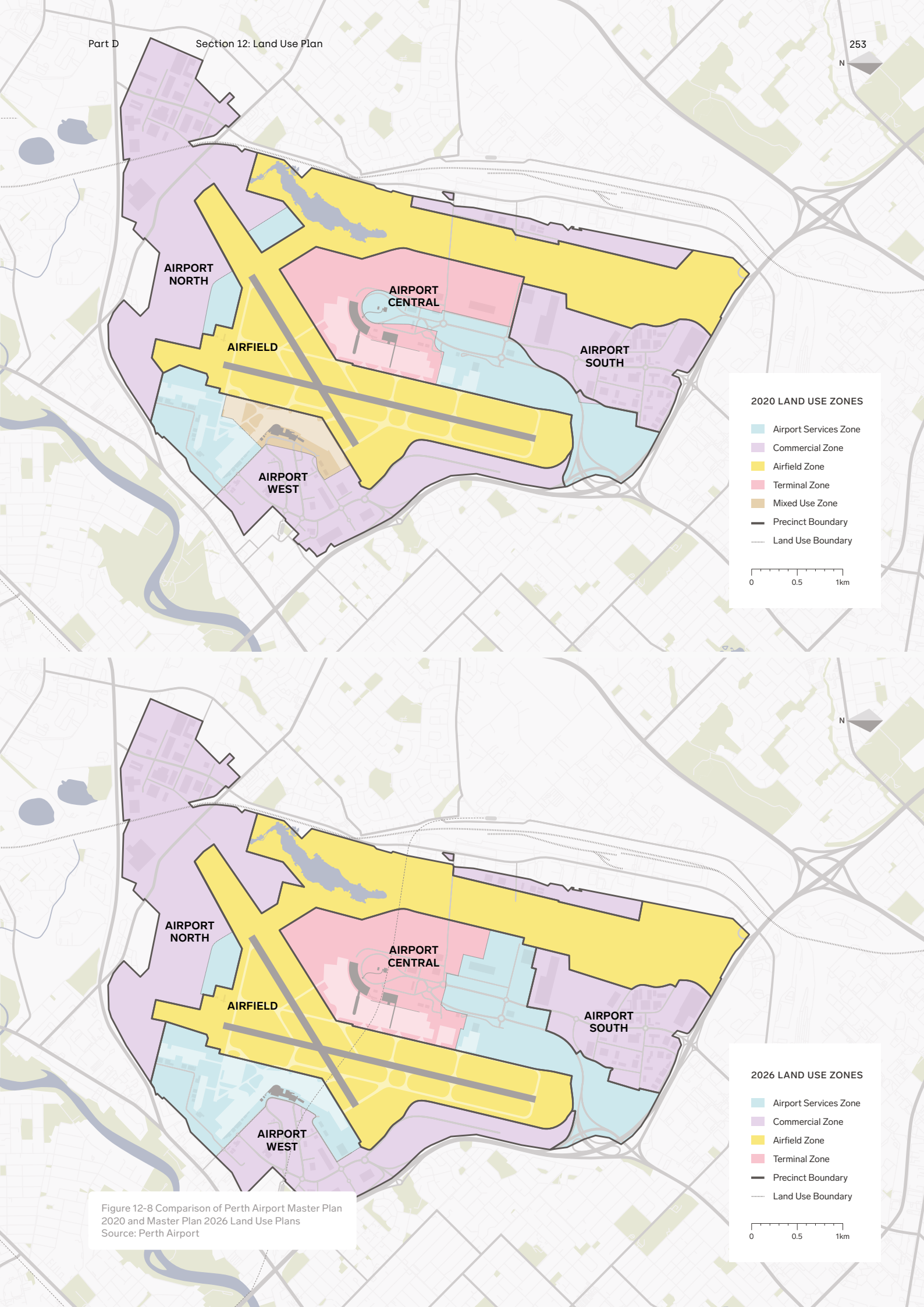


Figure 12-8 Comparison of Perth Airport Master Plan 2020 and Master Plan 2026 Land Use Plans
Source: Perth Airport