

4 Planning Context



4.1 Perth Airport Lease



2,105_{HA}

Perth Airport Pty Ltd is the lessee of 155 lots of land which make up the 2,105 hectares of airport estate.

The lease with the Commonwealth of Australia commenced on 1 July 1997 for a period of 50 years with an option of a further 49-year extension.

An essential term of the lease is that the lessee must comply with all legislation relating to the airport site, including the Airports Act.

The lease requires Perth Airport to develop the airport site at its own cost and expense and, in doing so, having 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.

The lease not only requires that Perth Airport operate the site as an airport but also allows non-aviation development that supports the economic viability of Perth Airport and in turn the State's economy. All development must be in accordance with the approved master plan.

The transfer of four parcels of land to consolidate the Perth Airport boundary is subject to an ongoing land swap arrangement with the State Government. Included in the agreement is a 4.69-hectare easement located within the construction area for the new runway, and it is anticipated that the transfer agreement will be completed prior to the completion of the new runway.

4.2 Commonwealth Regulatory Framework

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 Australian Government continues to play an important regulatory and oversight role. This statutory regime ensures that the public interest is protected.

The key Commonwealth legislation applicable to planning, land use, and development of Perth Airport includes:

- *Aboriginal and Torres Strait Islander Heritage Protection Act 1984*
- *Airports Act 1996*
- *Airports (Building Control) Regulations 1996*
- *Airports (Control of On-Airport Activities) Regulations 1997*
- *Airports (Protection of Airspace) Regulations 1996*
- *Airports (Environment Protection) Regulations 1997*
- *Airports Regulations 2024*
- *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
- *Native Title Act 1993*.

4.2.1 Airports Act 1996

The Airports Act is the principal statute regulating the ownership, management and operation of the federally leased 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 for master plans and major development plans.

The key controls required under the Airports Act for these purposes include:

- airport master plan (this document)
- major development plan for major airport developments, and
- building activity approvals.

An overview of the regulatory framework required to undertake development is provided in Table 4-1.

Regulatory Framework	Perth Airport Outcomes
MASTER PLAN	
Must be approved by the Federal Minister for Infrastructure Includes an Environment Strategy and Ground Transport Plan Reviewed every five years Has a 20-year planning period Requires a 60-business day public comment period	Identifies Perth Airport development objectives Identifies the intended land uses on the Perth Airport estate Enables other planning authorities to develop plans that align with airport planning Provides information to the public about airport development Defines the aircraft noise exposure forecast for airport operations Defines the flight paths for the airport Defines a ground transport system for the landside of the airport Identifies proposed future non-aviation development Identifies future employment levels at Perth Airport Provides an Environment Strategy for Perth Airport Is developed through stakeholder and community input
MAJOR DEVELOPMENT PLANS	
Must be approved by the Federal Minister for Infrastructure Required for major airport developments as defined under section 89 of the <i>Airports Act 1996</i> The development must be consistent with the airport master plan Requires a 60-business day public period comment	Identifies objectives of the proposed development Provides a detailed outline of the proposed development Defines the extent to which the future needs of aviation users will be met by the proposed development Identifies consistency with the Master Plan Identifies any impacts on flight paths and noise exposure forecast Identifies consistency with the airport lease Includes an assessment of environmental impacts and the measures to mitigate them Is developed with stakeholder and community input
BUILDING ACTIVITY APPROVALS	
Perth Airport issues Development Application approvals for major works Perth Airports issues a Consent for all building activity within the airport estate Airport Building Controller issues Permits for all building activity within the airport estate Airport Environment Officer monitors and, where necessary places conditions on environmental management	Facilitates safe and efficient development at Perth Airport Ensures that building activity is compliant with the <i>Airports (Building Control) Regulations 1996</i> , National Construction Codes and applicable Australian Standards Ensures that required fire safety measures are addressed Ensures that the environmental management of the airport estate is in accordance with the <i>Airports Act and Airports (Environment Protection) Regulations 1997</i>

Table 4-1 Framework for development approvals at Perth Airport
Source: Perth Airport

The regulations that are made pursuant to the Airports Act and relevant to Perth Airport planning and development include:

- *Airports Regulations 2004*—specifies land use, planning and building controls
- *Airports (Building Control) Regulations 1996*—establishes a system for approving appropriate building activities on the airport site
- *Airports (Control of On-Airport Activities) Regulations 1997*—details requirements for the control of liquor, commercial trading, gambling, smoking, and landside and airside vehicle control on airports

- *Airports (Environment Protection) Regulations 1997*—details the process for environmental impact assessment, management, pollution prevention, and reporting, and
- *Airports (Protection of Airspace) Regulations 1996*—provides for the planning, protection and management of prescribed airspace.

A policy initiative of the Aviation White Paper (described in Section 4.3.2) is that the Australian Government conduct a comprehensive review of the Airports Act by 2030.

4.2.1.1 Airport Master Plan

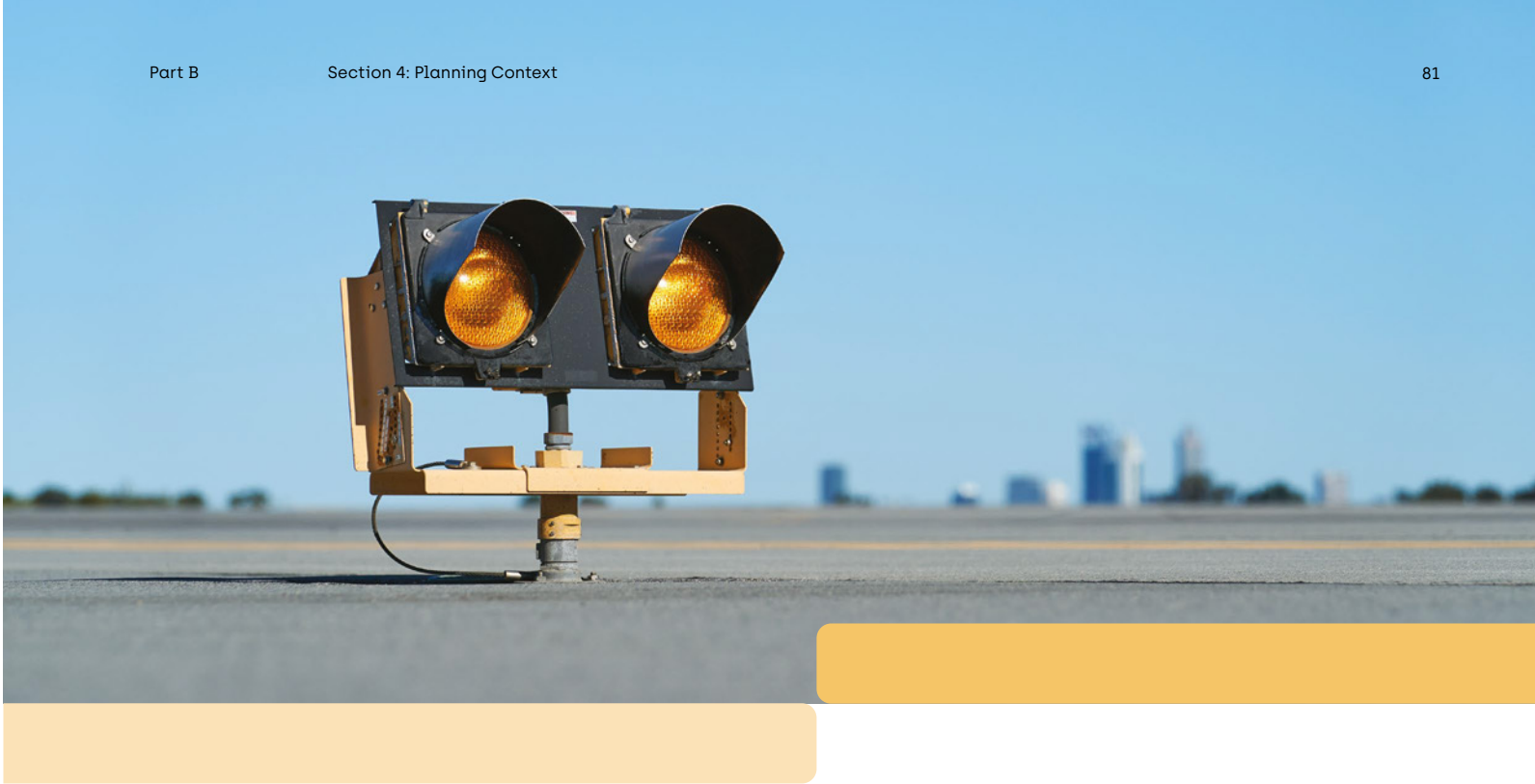
Section 70 of the Airports Act states that the purposes of a master plan for an airport are to:

- 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.

Section 71 of the Airports Act requires a master plan to include:

- the airport-lessee company’s development objectives for the airport
- the airport-lessee company’s assessment of the future needs of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport
- the airport-lessee company’s intentions for land use and related development of the airport site, where the uses and developments embrace airside, landside, surface access and land planning/zoning aspects
- an Australian Noise Exposure Forecast (ANEF) for the areas surrounding the airport
- flight paths at the airport
- the airport-lessee company’s plans, developed following consultations with the airlines that use the airport and local government bodies in the vicinity of the airport, for managing aircraft noise intrusion in areas forecast to be subject to exposure above the significant ANEF levels
- the airport-lessee company’s assessment of environmental issues that might reasonably be expected to be associated with the implementation of the plan and the plans for dealing with the environmental issues (including plans for ameliorating or preventing environmental impacts)
- a plan for a ground transport system on the landside of the airport that details:
 - a road network plan
 - the facilities for moving people (employees, passengers and other airport users) and freight at the airport
 - the linkages between those facilities, the road network and public transport system at the airport

Each federally leased airport is required to produce a final master plan. The final master plan is a draft master plan that has been approved by the Federal Minister for Infrastructure. Prior to submitting a draft master plan to the minister, the airport is required to have due regard to public comments. Subsequent developments at the airport must be consistent with the final master plan.



- and the road network and public transport system outside the airport
- the arrangements for working with the state or local authorities or other bodies responsible for the road network and the public transport system
- the capacity of the ground transport system at the airport to support operations and other activities at the airport
- the likely effect of the proposed developments in the master plan on the ground transport system and traffic flows at, and surrounding, the airport
- detailed information on the proposed developments in the master plan that are to be used for:
 - commercial, community, office or retail purposes
 - for any other purpose not related to airport services
- the likely effect of the proposed developments in the master plan on:
 - employment levels at the airport
 - the local and regional economy and community, including an analysis of how the proposed developments fit within the planning schemes for commercial and retail development in the area adjacent to the airport
- an environment strategy that details:
 - the airport-lessee company’s objectives for the environmental management of the airport
 - the areas (if any) within the airport site which the airport-lessee company, in consultation with State and Federal conservation bodies, identifies as environmentally significant
 - the sources of environmental impact associated with airport operations
 - the studies, reviews and monitoring to be carried out

- by the airport-lessee company in connection with the environmental impact associated with airport operations
- the time frames for completion of those studies and reviews and for reporting on that monitoring
- the specific measures to be carried out by the airport-lessee company for the purposes of preventing, controlling or reducing the environmental impact associated with airport operations
- the time frames for completion of those specific measures
- details of the consultations undertaken in preparing the strategy (including the outcome of the consultations), and
- such other matters (if any) as are specified in the regulations.

In accordance with these requirements, master plans for Perth Airport have been prepared and approved by the Federal Minister in 1999, 2004, 2009, 2014 and 2020.

In response to the Aviation White Paper (see Section 4.3.2), the Australian Government will be amending the *Airports Regulations 2024* to require an airport master plan to include additional information about how development of the airport will:

- a) support appropriate access for people with a disability
- b) minimise carbon emissions
- c) enhance resilience to climate impacts, and
- d) address the requirements of the National Airports Safeguarding Framework.

A compliance matrix for this Master Plan 2026 against the relevant requirements of the Airports Act and associated regulations is shown in Table 4-2.

Airports Act, Section 70—Final Master Plans		Master Plan Section
The purposes of a final master plan for an airport are:		
(a)	to establish the strategic direction for efficient and economic development at the airport over the planning period of the plan	12
(b)	to provide for the development of additional uses of the airport site	12, 14
(c)	to indicate to the public the intended uses of the airport site	12, 13, 14, 15, 17
(d)	to reduce potential conflicts between uses of the airport site, and to ensure that uses of the airport site are compatible with the areas surrounding the airport	4, 12
(e)	to ensure that all operations at the airport are undertaken in accordance with relevant environmental legislation and standards	8, 9, 10, 11
(f)	to establish a framework for assessing compliance at the airport with relevant environmental legislation and standards	8, 9, 10, 11
(g)	to promote the continual improvement of environmental management at the airport	8, 9, 10, 11
Airports Act, Section 71—Contents of a Draft or Final Master Plan		
A draft or final master plan must specify:		
(a)	the airport-lessee company’s development objectives for the airport	5
(b)	the airport-lessee company’s assessment of the future needs of civil aviation users of the airport, and other users of the airport, for services and facilities relating to the airport	6
(c)	the airport-lessee company’s intentions for land use and related development of the airport site, where the uses and developments embrace airside, landside, surface access and land planning/zoning aspects	12, 13, 14, 15, 17
(d)	an Australian Noise Exposure Forecast (in accordance with regulations, if any, made for the purpose of this paragraph) for the areas surrounding the airport	16
(da)	flight paths (in accordance with regulations, if any, made for the purpose of this paragraph) at the airport	16
(e)	the airport-lessee company’s plans, developed following consultations with the airlines that use the airport and local government bodies in the vicinity of the airport, for managing aircraft noise intrusion in areas forecast to be subject to exposure above the significant ANEF levels	16
(f)	the airport-lessee company’s assessment of environmental issues that might reasonably be expected to be associated with the implementation of the plan	8, 9, 10, 11
(g)	the airport-lessee company’s plans for dealing with the environmental issues mentioned in paragraph (f) (including plans for ameliorating or preventing environmental impacts)	8, 9, 10, 11
(ga)	in relation to the initial period (see subsection (3A)) of the master plan—a plan for a ground transport system on the landside of the airport that details:	
(i)	a road network plan	15
(ii)	the facilities for moving people (employees, passengers and other airport users) and freight at the airport	15
(iii)	the linkages between those facilities, the road network and public transport system at the airport and the road network and public transport system outside the airport	15
(iv)	the arrangements for working with the State or local authorities or other bodies responsible for the road network and the public transport system	15

Airports Act, Section 70—Final Master Plans		Master Plan Section
(v)	the capacity of the ground transport system at the airport to support operations and other activities at the airport	15
(vi)	the likely effect of the proposed developments in the master plan on the ground transport system and traffic flows at, and surrounding, the airport	15
(gb)	in relation to the initial period (see subsection (3A) of the master plan—detailed information on the proposed developments in the master plan that are to be used for:	
(i)	commercial, community, office or retail purposes	14
(ii)	for any other purpose that is not related to airport services	14
(gc)	in relation to the initial period (see subsection (3A) of the master plan—the likely effect of the proposed developments in the master plan on:	
(i)	employment levels at the airport	3
(ii)	the local and regional economy and community, including an analysis of how the proposed developments fit within the planning schemes for commercial and retail development in the area that is adjacent to the airport	4
(h)	in relation to the initial period (see subsection (3A) of the master plan—an environment strategy that details:	
(i)	the airport-lessee company’s objectives for the environmental management of the airport	8, 9, 10, 11
(ii)	the areas (if any) within the airport site which the airport-lessee company, in consultation with State and Federal conservation bodies, identifies as environmentally significant	8, 9, 10, 11
(iii)	the sources of environmental impact associated with airport operations	8, 9, 10, 11
(iv)	the studies, reviews and monitoring to be carried out by the airport-lessee company in connection with the environmental impact associated with airport operations	8, 9, 10, 11
(v)	the time frames for completion of those studies and reviews and for reporting on that monitoring	8, 9, 10, 11
(vi)	the specific measures to be carried out by the airport-lessee company for the purposes of preventing, controlling or reducing the environmental impact associated with airport operations	8, 9, 10, 11
(vii)	the time frames for completion of those specific measures	8, 9, 10, 11
(viii)	details of the consultations undertaken in preparing the strategy (including the outcome of the consultations)	8, 9, 10, 11
(ix)	any other matters that are prescribed in the regulations	8, 9, 10, 11
(j)	such other matters (if any) as are specified in the regulations	8, 9, 10, 11
Airports Act, Section 71a—Draft or Final Master Plan Must Identify Proposed Sensitive Developments		
(1)	A draft or final master plan must identify any proposed sensitive development in the plan	12
Airports Act, Section 83a—Compliance With Environment Strategy in Final Master Plan		
(2)	The airport-lessee company for the airport must take all reasonable steps to ensure that the environment strategy in the master plan is complied with	8, 9, 10, 11
(3)	A person (other than the airport-lessee company for the airport) who carries on activities at the airport must take all reasonable steps to ensure that the environment strategy in the master plan is complied with	8, 9, 10, 11

Matters Provided By Regulations

Airport Regulations 2024, Regulation 15—Contents of a Draft or Final Master Plan – General		
(1)	For paragraphs 71(2) (j) and (3) (j) of the Act, the following matters are specified as matters that must be set out in a draft or final master plan for an airport:	
(a)	any change to the OLS or PANS-OPS surfaces for the airport concerned that is likely to result if development proceeds in accordance with the master plan	16
(b)	for an area of an airport where a change of use of a kind described in sub-regulation 6.07(2) of the Airports (Environment Protection) Regulations 1997 is proposed:	
(i)	the contents of the report of any examination of the area carried out under regulation 6.09 of those Regulations	12
(ii)	the airport-lessee company's plans for dealing with any soil pollution referred to in the report.	11
(2)	If a matter set out in an airport master plan, in accordance with section 71 of the Act, describes intentions for land use and related development embracing landside aspects, the proposals must (as far as possible) be described in an amount of detail that:	
(a)	is equivalent to that required by and	12
(b)	uses 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.	12
Airport Regulations 2004, Regulation 16—Contents of a Draft or Final Master Plan – Matters to be Specified in Environment Strategy		
(2)	The environment strategy must detail the following matters:	
(a)	any areas within the airport site to which the strategy applies that the airport-lessee company for the airport has identified as being a site of indigenous significance, following consultation with:	
(i)	any relevant indigenous communities and organisations and	8, 11
(ii)	any relevant Commonwealth or State body.	8, 9, 10, 11
(b)	the airport-lessee company's strategy for environmental management of areas of the airport site that are, or could be, used for a purpose that is not connected with airport operations	8, 9, 10, 11
(c)	the training necessary for appropriate environment management by persons, or classes of persons, employed on the airport site by the airport-lessee company or by other major employers	8, 9, 10, 11
(d)	the training programs, of which the airport-lessee company is aware, that it considers would meet the training needs of a person mentioned in paragraph (a).	8, 9, 10, 11
(3)	In specifying the airport-lessee company's strategy for environmental management under paragraph (2)(b), the airport-lessee company must address the matters mentioned in subsections 17(2) to (6), to the extent that the matters are relevant to that strategy.	8, 9, 10, 11
Airport Regulations 2004, Regulation 17—Contents of Draft or Final Master Plan – Things to be Addressed in Environment Strategy		
(2)	In specifying, under subparagraph 71(2)(h)(i) or (3)(h)(i) of the Act, the airport-lessee company's objectives for the environmental management of the airport, the draft or final master plan must address the company's policies and targets for:	
(a)	continuous improvement in the environmental consequences of activities at the airport and	9
(b)	progressive reduction in extant pollution at the airport and	11
(c)	development and adoption of a comprehensive environmental management system for the airport that maintains consistency with relevant Australian and international standards and	9

Airport Regulations 2024, Regulation 15—Contents of a Draft or Final Master Plan – General		
(d)	identification, and conservation, by the airport-lessee company and other operators of undertakings at the airport, of objects and matters at the airport that have natural, indigenous or heritage value and	8, 11
(e)	involvement of the local community and airport users in development of any future strategy and	8, 9, 10, 11
(f)	dissemination of the strategy to sub-lessees, licensees, other airport users and the local community.	8, 9, 10, 11
(3)	In specifying, under subparagraph 71(2)(h)(ii) or (3)(h)(ii) of the Act, the areas within the airport site which the airport-lessee company, in consultation with State and Federal conservation bodies, identifies as environmentally significant, the draft or final master plan must address:	
(a)	any relevant recommendation of the Australian Heritage Council and	8, 11
(b)	any relevant recommendation of the Environment Department regarding biota, habitat, heritage or similar matters and	8, 11
(c)	any relevant recommendation of a body established in the State in which the airport is located, having responsibilities in relation to conservation of biota, habitat, heritage or similar matters.	8, 11
(4)	In specifying, under subparagraph 71(2)(h)(iii) or (3)(h)(iii) of the Act, the sources of environmental impact associated with airport operations or civil aviation operations at the airport (as appropriate), the draft or final master plan must address:	
(a)	the quality of air at the airport site, and in so much of the regional airshed as is reasonably likely to be affected by airport activities and	11
(b)	water quality, including potentially affected groundwater, estuarine waters and marine waters and	11
(c)	soil quality, including that of land known to be already contaminated and	11
(d)	release, into the air, of substances that deplete stratospheric ozone and	11
(e)	generation and handling of hazardous waste and any other kind of waste and	10
(f)	usage of natural resources (whether renewable or non-renewable) and	10
(g)	usage of energy the production of which generates emissions of greenhouse gases (within the meaning of the <i>National Greenhouse and Energy Reporting Act 2007</i>) and	10
(h)	generation of noise.	11
(5)	In specifying, under subparagraph 71(2)(h)(iv) or (3)(h)(iv) of the Act, the studies, reviews and monitoring to be carried out by the airport-lessee company in connection with the environmental impact associated with airport operations or civil aviation operations at the airport (as the case may be), the draft or final master plan must address:	
(a)	the matters mentioned in paragraph 16(2)(a) and in subsections (3) and (4) of this section and	8, 11
(b)	the scope, identified by the airport-lessee company, for conservation of objects and matters at the airport that have natural, indigenous or heritage value and	8, 11
(c)	the approaches and measures identified by the airport-lessee company as its preferred conservation approaches and measures and	8, 11
(d)	the professional qualifications that must be held by a person carrying out the monitoring and	9
(e)	the proposed systems of testing, measuring and sampling to be carried out for possible, or suspected, pollution or excessive noise and	11
(f)	the proposed frequency of routine reporting of monitoring results to the airport environment officer (if any) for the airport, or to the Secretary.	9

Airport Regulations 2024, Regulation 15—Contents of a Draft or Final Master Plan – General		
(6)	In specifying, under subparagraph 71(2)(h)(vi) or (3)(h)(vi) of the Act, the specific measures to be carried out by the airport-lessee company for the purposes of preventing, controlling or reducing the environmental impact associated with airport operations or civil aviation operations at the airport (as the case may be), the draft or final master plan must address:	
(a)	the matters mentioned in subsections (2) to (4) of this section and	9
(b)	the means by which the airport-lessee company proposes to achieve the cooperation of other operators of undertakings at the airport in carrying out those measures.	8, 9, 10, 11
Airport Regulations 2024 (Proposed Amendment—As Advised by The Minister by Letter Dated 26 August 2024)		
Airport master plans must include additional information about how development of the airport will:		
support appropriate access for people with disability		5
minimise carbon emissions		10
enhance resilience to climate impacts		10
address the requirements of the National Airports Safeguarding Framework.		4, 16
Airport (Environmental Protection) Regulations 1997, Regulation 6.02—Airport Lessee Company to Monitor Pollution Levels		
(1)	An airport-lessee company must monitor, in accordance with its environment strategy:	
(a)	the levels of pollution, if any, present in air, water or soil at the airport and	11
(b)	the level of noise generated at the airport.	11
(2)	Monitoring must be carried out:	
(a)	in a way that is consistent with the specification, in the environment strategy, of studies, reviews and monitoring, as affected by sub-regulation 5.02B(5) of the Airports Regulations 1997 and	11
(b)	under the direction of a person having the qualifications addressed under paragraph 5.02B(5)(d) of the Airports Regulations 1997 and	11
(c)	if it involves testing — in accordance with regulation 1.08 and	11
(d)	in a way that is not inconsistent with:	
(i)	any international convention, treaty or agreement, relating to environment protection, to which Australia is a party, or	
(ii)	a provision of national environment protection measures made under section 14 of the <i>National Environment Protection Council Act 1994</i> .	11

Table 4-2 Master Plan 2026 compliance with the Airports Act and Regulations
Source: Perth Airport

4.2.1.2 Major Development Plans

Approval of this Master Plan 2026 does not automatically constitute approval of subsequent airport developments.

The Airports Act requires that, where a major airport development is proposed, a major development plan (MDP) is prepared for public comment and Australian Government approval.

The types of development that the Airports Act defines as a major airport development include:

- construction of a new runway, or extensions or significant alterations to an existing runway
- construction of a new passenger terminal, or extension to an existing terminal
- construction of a significant new building not principally used as a passenger terminal
- construction of significant new taxiways, or significant extensions to existing taxiways
- construction of significant new road or rail access, or significant extensions to existing road or rail access facilities, or
- a development/s which is likely to have a significant environmental impact or significant impact on the local or regional community.

An MDP must be consistent with the final master plan for the airport.

The required contents of an MDP are set out 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
- whether or not the proposed development is consistent with the airport’s lease from the Commonwealth of Australia
- whether or not the proposed development is consistent with the final master plan
- if the proposed development could affect flight paths and noise exposure levels at the airport, and the extent of relevant consultation with airlines and local government
- 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)
- an assessment of environmental impacts of the proposed development and the plans for dealing with any such impacts, and
- if the development relates to a sensitive development, the exceptional circumstances that would justify the development at the airport.

The Minister for Infrastructure, who administers the Airports Act, is required to refer an MDP to the Federal Minister for the Environment for their advice pursuant to Section 160 of the EPBC Act.

In the case of Aboriginal heritage, any proposed works which could impact on a registered heritage site requires approval under the provisions of the Western Australian *Aboriginal Heritage Act 1972*.

4.2.1.3 Building Activity Approvals

The Airports Act and *Airports (Building Control) Regulations 1996* require approvals for all building activities within the airport estate.

A Development Approval Application is required for all major works within the airport estate. The Development Approval Application must include plans and relevant information of the proposed development. Perth Airport reviews the application to ensure that the proposed construction is consistent with relevant Perth Airport design guidelines, lease agreements, 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.

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

- occupational health and safety
- environmental and heritage impacts
- access, utilities and services
- choice of building materials
- National Airports Safeguarding Framework (described in Section 4.3.3)
- aviation security, and
- consistency with the final master plan, tenant lease agreement and/or MDP.

The approved Perth Airport Consent may contain conditions that must be complied with.

The Regulations require a building Permit to be obtained from the Airport Building Controller (ABC), with advice from the Airport Environment Officer (AEO), for all developments within the airport. The ABC and AEO positions are appointed by DTRDCSA. The ABC is responsible for ensuring that activities at leased airports meet the appropriate building and engineering standards, while the AEO oversees the environmental functions. 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 on the Perth Airport Consent.

4.3 Commonwealth Policy and Regulatory Framework

4.3.1 Australian Airspace Policy Statement 2021

The Australian Government recognises airspace as a national resource overlying territorial Australia and adjacent oceanic regions. Legislation and policy relating to airports and aviation, including airspace, is overseen by the Federal Department of Infrastructure, Transport, Regional Development, Communications and the Arts.

The Australian Airspace Policy Statement 2021 sets out the Australian Government’s policy objectives and priorities for the administration of airspace as a national resource. The administration of Australian airspace must give priority to the safety of air navigation and:

- shall be in Australia’s national interest, consistent with broader government policy
- shall take into account national security requirements
- shall consider the current and future needs of the Australian aviation industry, which includes civil and military aviation
- shall consider cost implications for all airspace users
- shall consider adopting elements of international airspace systems adapted to benefit Australia’s aviation
- shall consider the protection of the environment from the effects of the operation and use of aircraft, and
- shall take advantage of advances in technology wherever practicable.

The Civil Aviation Safety Authority is responsible for setting regulations and standards for civil aviation operations in Australia. The Department of Defence is responsible for military aviation operations.

Perth Airport is surrounded by both civil and military airspace. Air traffic services at Perth Airport are provided by Airservices Australia.

4.3.2 Aviation White Paper: Towards 2050

The Aviation White Paper: Towards 2050 was released in August 2024. It 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 the aviation sector towards 2050, to ensure it remains safe, competitive, productive and sustainable.

The White Paper, and the development of its 56 policy initiatives, was informed by extensive consultation with the aviation industry, state and territory governments, and the Australian community. These 56 policy initiatives cover 10 key areas including:

- a better passenger experience
- a competitive and efficient aviation sector
- a skilled, secure and productive workforce
- maximising aviation’s contribution to net zero

- connecting regional Australia
- regenerating general aviation
- a balanced approach to airport planning and noise
- world leading safety, security and airspace regulation
- enabling new aviation technologies, and
- connecting Australia to the world.

Initiative 39 is to require additional information in airport master plans and major development plans (MDPs) about how development of the airport will address climate change resilience, decarbonisation and disability access. When making decisions to approve master plans or MDPs, the Minister for Transport will now also have regard for the appropriateness of the airport’s community consultation processes, whether appropriate access to the airport site has been provided for general aviation, and the suitability of the airport’s plans for noise mitigation and noise sharing arrangements for any master plans or MDPs that involve new or changed runways. As shown in Table 4-3, Perth Airport has considered and addressed White Paper policy initiatives in this Master Plan 2026.



Airspace is recognised as a national resource — with safety of air navigation as the highest priority.

Aviation White Paper		Master Plan Section
A better passenger experience		
Initiative 4—Make new aviation-specific disability standards as a schedule to the Disability Standards for Accessible Public Transport 2002 under the Disability Discrimination Act (DDA)		5
Initiative 5 —Require airlines and airports to coordinate the facilitation of passenger journeys for people with a disability		5
Initiative 8 —Review industry compliance with the new aviation-specific disability standards. The Australian Government will publicly report on airlines’ and airports’ compliance with the new aviation-specific disability standards after the rules come into effect		5
Initiative 9—The Australian Government will produce user guides that outline airlines’ and airports’ legal requirements under the DDA and the new aviation-specific disability standards		5
A competitive and efficient aviation sector		
Initiative 15—Consult on implementing an enhanced version of the ACCC’s monitoring of pricing and service quality at Australia’s major airports—Sydney, Melbourne, Brisbane and Perth—with the Western Sydney Airport to be included in the price monitoring regime at an appropriate time		5
A skilled, secure and productive workforce		
Initiative 20—Establish a new Gender Equity Charter with the aviation industry. The Australian Government will partner with the aviation industry and unions to commit to employment targets for women in senior and operational roles and elimination of gender pay gaps, as well as improving policies and practices to support traditionally feminised sections of the aviation industry		3
Initiative 21—Plan for the future workforce needs of the aviation sector. These plans will identify aviation skills and set out training priorities, including support for decarbonisation and the rollout of new technologies		3, 5, 12
Maximising aviation’s contribution to net zero		
Initiative 22—Consult with industry and the community on the introduction of Low Carbon Liquid Fuels demand-side measures, including through delivery of a regulatory impact analysis		5, 10
Regenerating general aviation		
Initiative 30—Write to airport operators to make it clear that, when making decisions to approve future master plans or MDPs, the government will have regard to the appropriateness of the airport’s community consultation processes and whether appropriate access to the airport site has been provided for General Aviation, consistent with the regulations in the <i>Airports Act 1996</i>		5, 12, 13
A balanced approach to airport planning and noise		
Initiative 33—Improve transparency about aircraft noise impacts. Airservices Australia will also publish a quarterly report on noncompliance with noise abatement procedures		16
Initiative 36—Improve land use planning outcomes near airports to seek to avoid further development that is inappropriate for the noise level and protect airport operations from potential safety risks, through:		
• working with National Airports Safeguarding Advisory Group to update NASF Guideline A by 2027 to describe best-practice approaches for including aircraft noise exposure notifications on property titles for new developments		12, 16
• supporting implementation of the recommendation from the 2021 review of the NASF to improve education on the NASF for local planning officials		12, 16

Aviation White Paper	Master Plan Section
<ul style="list-style-type: none">updating the Australian standard on building siting and construction in relation to aircraft noise intrusion. The Australian Government has applied to Standards Australia to review AS 2021:2015 and consider incorporating the guidance handbook on producing information on aircraft noise (SA HB 149:2016) into the standard	12, 16
Initiative 37—Improve engagement with communities affected by changes to airspace and flight paths. The Australian Government has set expectations for Airservices Australia to apply best-practice consultation when designing airspace and flight path changes, consistent with the Community Engagement Standard for Flight Path and Airspace Change Proposals finalised in 2023	5, 16
Initiative 38—Update guidelines for Community Aviation Consultation Groups (CACGs) to set out ministerial expectations for greater community input into the CACG work programs, greater community involvement in CACG meetings and more widespread dissemination of CACG information to community members	5
Initiative 39—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 <i>Airports Regulations 2024</i> 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 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.	5, 10

Table 4-3 Consideration of Aviation White Paper initiatives in Master Plan 2026
Source: Aviation White Paper, DTRDCSA



4.3.3 National Airports Safeguarding Framework

The Australian Government recognises that the current and future viability of aviation operations can be impacted by inappropriate developments in areas beyond airport boundaries.

The National Airports Safeguarding Advisory Group (NASAG), comprising high-level Australian, state and territory transport and planning officials, prepared and released the National Airports Safeguarding Framework (NASF) in 2012. The NASF aims to safeguard airports and the communities in their vicinity, and to develop, with state and local governments, a national land use planning regime.

The purpose of the framework is to enhance the current and future safety, viability and growth of aviation operations at Australian airports, by supporting and enabling:

- the implementation of best practice land use assessment and decision making in the vicinity of airports
- assurance of community safety and amenity near airports
- better understanding and recognition of aviation safety requirements and aircraft noise impacts in land use and related planning decisions
- the provision of greater certainty and clarity for developers and landowners
- improvements to regulatory certainty and efficiency, and
- the publication and dissemination of information on best practice in land use and related planning that supports the safe and efficient operation of airports.

The NASAG undertook a review of the NASF implementation in 2019. Two key implementation recommendations, relevant to Master Plan 2026, are for:

- the Australian Government to amend the Airports Regulations 2024 to require master plans and major development plans to set out how development of the airport will be consistent with the NASF, and
- all state and territory governments to implement the NASF principles and guidelines in their planning regimes by 2027.

Initiative 36 from the Aviation White Paper (see Section 4.3.2) is for the Australian Government to improve land use planning outcomes near airports to seek to avoid further development inappropriate for the noise level and to protect airport operations from potential safety risks, through:

- working with the NASAG to update NASF Guideline A by 2027 to describe best-practice approaches for including aircraft noise exposure notifications on property titles for new developments, and
- supporting implementation of the recommendation from the 2021 review of the NASF to improve education on the NASF for local planning officials.

As a critical future element of public infrastructure to Western Australia, Perth Airport must be safeguarded against inappropriate land development. Perth Airport seeks to implement the NASF where applicable throughout its planning, as outlined in Section 12. Perth Airport encourages the full implementation of the safeguarding measures into the Western Australian planning framework and continues to engage with the State Government on safeguarding measures.

4.3.4 Environment Protection and Biodiversity Conservation Act 1999

The *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act) provides the Commonwealth framework for, among other things, protecting and managing nationally and internationally important flora, fauna, ecological communities and heritage places that are defined as ‘matters of national environmental significance’. The EPBC Act also confers jurisdiction over actions that have the potential to make a significant impact on the environment where the actions affect, or are taken on, Commonwealth land or are carried out by a Commonwealth agency.

It provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities and heritage places, defined in the EPBC Act as matters of national environmental significance. The nine matters of national environmental significance to which the EPBC Act applies are:

- world heritage sites
- national heritage places
- wetlands of international importance (listed under the Ramsar Convention)
- listed threatened species and ecological communities
- migratory species protected under international agreements
- Commonwealth marine areas
- the Great Barrier Reef Marine Park
- nuclear actions (including uranium mines), and
- a water resource, in relation to coal seam gas development and large coal mining development.

The Policy aims to improve environmental outcomes through the consistent application of best practice offset principles, providing more certainty and transparency, and encouraging advanced planning of offsets.

The EPBC Act also confers jurisdiction over actions that have the potential to make a significant impact on the environment where the actions affect, or are taken on, Commonwealth land or are carried out by a Commonwealth agency, even if that significant impact is not one of the nine matters of national environmental significance. All matters protected under the EPBC Act are collectively referred to as ‘protected matters’.

The EPBC Act has provisions which address any action likely to have a significant impact on a protected matter. A significant impact, as defined by the EPBC Act, is an impact which is important, notable, or of consequence, having regard to its context or intensity. Significant impact guidelines assist in the determination of whether an action is likely to be significant for a protected matter.

A requirement of the Airports Act and the EPBC Act is that Perth Airport must seek approval for a significant impact on any protected matter via the Airports Act through the major development plan process.

4.3.4.1 EPBC Act Environmental Offsets Policy

The EPBC Act Environmental Offsets Policy (2012) provides guidance on the role of offsets in environmental impact assessments and how the suitability of proposed offsets is considered. The Policy recognises that there are different ways to achieve good environmental outcomes and seeks to provide flexibility in delivering these. The Policy aims to improve environmental outcomes through the consistent application of best practice offset principles, providing more certainty and transparency, and encouraging advanced planning of offsets.

In recognition of the critical role played by Perth Airport in the economic development and employment framework for Perth and Western Australia, the Master Plan 2026 incorporates application of the Environmental Offsets Policy to enable suitable environmental offsets to be determined and applied, recognising the strategic use of the land within the airport estate to support the growing demand for airport services.



4.3.5 Aboriginal and Torres Strait Islander Heritage Protection Act 1984

Australia's state and territory governments are generally responsible for the recognition and protection of areas of significance to Aboriginal and Torres Strait Islander peoples. All states and territories have laws that protect various types of indigenous heritage.

The *Aboriginal and Torres Strait Islander Heritage Protection Act 1984* enables the Australian Government to respond to applications to protect specific places or objects of particular significance to Aboriginal and Torres Strait Islander peoples that are under threat of injury or desecration due to the state or territory laws not providing effective protection.

There are no nationally protected heritage sites within the Perth Airport estate.

4.3.6 Native Title Act 1993

The *Native Title Act 1993* recognises and protects native title rights and interests. Native Title refers to the communal, group or individual rights and interests of Aboriginal and Torres Strait Islander peoples in relation to land or waters.

In the case of Perth Airport, native title is extinguished by the issue of Crown leases.

4.3.7 Civil Aviation Act 1988

The *Civil Aviation Act 1988* establishes a regulatory framework for maintaining, enhancing and promoting the safety of civil aviation, including the design and operations of Perth Airport.

Under this Act, Australia's Civil Aviation Safety Authority (CASA) is responsible for developing and disseminating appropriate aviation safety standards.

Perth Airport, as the airport operator licenced by CASA, is responsible for the safety of the aerodrome in accordance with Part 139 of the *Civil Aviation Safety Regulations 1998*. These regulations are supported by a Part 139 (Aerodromes) Manual of Standards, which prescribe the technical standards for aerodromes used for air transport operations.

The planning and operation of aviation facilities and services at Perth Airport is also informed by the Manual of Standards Part 139H (requirements for the provision of aviation rescue and firefighting services), Part 172 (requirements and standards for air traffic service providers, including the facilities and equipment required), and Part 173 (requirements and standards for instrument flight procedure design).



4.3.8 Airspace Act 2007

The *Airspace Act 2007* provides the regulations may make provision for and in relation to conferring functions and powers on CASA that are in connection with the administration and regulation of Australian-administered airspace.

Changes to airspace architecture require an airspace change approval under the *Airspace Act 2007* and *Airspace Regulations 2007*. The airspace change approval process considers the safety case and risk assessment, stakeholder consultation undertaken, efficiency, equitable access, economic and cost impact, national security, and environmental considerations such as aircraft noise.

Perth’s new runway (described in Section 13.4.1.3) is expected to be operational by 2028 and will require an airspace change approval to be submitted to CASA’s Office of Airspace Regulation for assessment and approval prior to the planned runway opening date.

4.3.9 Aviation Transport Security Act 2004

The security of Perth Airport is managed in accordance with the *Aviation Transport Security Act 2004* and *Aviation Transport Security Regulations 2005*.

As a security-controlled airport, Perth Airport is required to implement and manage a Transport Security Program (TSP) which is designed to meet aviation security obligations and safeguard against unlawful interference with aviation. The TSP also defines the airside and landside areas, security zones and event zones at an airport.

Perth Airport’s airside security zone will be updated to incorporate the new runway, taxiway system and associated facilities once the runway has been constructed.

The future developments envisaged at Perth Airport complement the existing and future land uses in the areas surrounding the estate and are consistent with the respective surrounding local government land use zones.

4.4 State Policy And Regulatory Framework

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. 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*
- *Dampier to Bunbury Pipeline Act 1997, and*
- *Heritage Act 2018*.

While Western Australian planning laws do not apply to the Perth Airport site, the Airports Act and subsidiary regulations require that a master plan, where possible, describes proposals for land use planning and zoning in a format consistent with that used by the state or territory in which the airport is located.

This Master Plan 2026 has considered Western Australia planning requirements and, where appropriate, has used zones and land uses descriptions derived from the surrounding local government planning frameworks.

The Western Australian Planning Framework is administered by the Western Australian Planning Commission (WAPC) and includes a State Planning Strategy, State planning policies, regional strategies, position statements and guidelines.

The land use plan presented in Section 12 considers, and is consistent with, the Western Australian planning framework which identifies Perth Airport as a specialised activity centre, key employment node, critical transport hub, and the focal point for the growth of the tourism industry and efficiency of Western Australia’s aviation network.

The future developments envisaged at Perth Airport complement the existing and future land uses in the areas surrounding the estate and are consistent with the respective surrounding local government land use zones.

Perth Airport also considers various State environmental legislation, policy and guidance for the assessment of environmental aspects on the estate and their management.

4.4.1 Aboriginal Heritage Act 1972

The *Aboriginal Heritage Act 1972* (AH Act) makes provision for the preservation of places and objects customarily used by or traditional to the original inhabitants of Australia or their descendants.

In the absence of any prescriptive Commonwealth legislation, the AH Act bears relevance to Perth Airport, particularly where the Department of Planning, Lands and Heritage’s Aboriginal Cultural Heritage Inquiry System indicates the presence of sites within the airport estate. The management of Aboriginal heritage sites at Perth Airport is detailed in Sections 8 and 11.

4.4.2 Bush Fires Act 1954

The *Bush Fires Act 1954* establishes the requirements for the preparedness, prevention and management of bush fires within the State.

Relevant to the Perth Airport estate are the provisions for establishing firebreaks, activity and equipment restrictions during fire bans, and burning on Commonwealth lands.

4.4.3 Dampier to Bunbury Pipeline Act 1997

The Dampier to Bunbury Natural Gas Pipeline (DBNGP) corridor is an area of land that houses the high-pressure gas pipelines which supply gas to heavy and light industry consumers, electricity generation and homes within Western Australia.

The DBNGP corridor is approximately 1,600 kilometres long, extending from the Burrup Peninsular to Bunbury. It traverses the Perth Airport estate along the length of the eastern boundary, adjacent to the freight rail and Abernethy Road.

The DBNGP corridor is managed under the *Dampier to Bunbury Pipeline Act 1997* (DBP Act). This Act is owned by the Minister for Energy and creates the role and function of the DBNGP Land Access Minister. The current DBNGP Land Access Minister is the Minister for Lands.

The DBNGP Land Access Minister, on behalf of the State, manages access to the DBNGP corridor for the purpose of constructing and operating gas pipeline facilities. The DBNGP Land Access Minister also administers any restrictions (including activities and works) on the DBNGP corridor to protect the integrity and safety of the gas pipelines. The Department of Planning, Lands and Heritage assists the Minister in administering the DBNGP corridor.

The location of the DBNGP corridor is considered as part of Perth Airport’s development assessment and consent process (described in Section 4.2.1.3) for any environmental management or development works requiring access to the corridor.

4.4.4 Heritage Act 2018

The *Heritage Act 2018* came into effect on 1 July 2019, replacing the *Heritage of Western Australia Act 1990*, and was established to:

- recognise the importance of, and promote understanding and appreciation of, Western Australia’s cultural heritage, and
- to provide for the identification and documentation of places of cultural heritage significance and for the conservation, use, development and adaptation of such places.

The new heritage legislation has streamlined the process for the registration of heritage places and provides the Heritage Council and the Minister for Heritage with increased preservation powers.

4.4.5 Metropolitan Region Scheme

The Metropolitan Region Scheme (MRS) is the statutory planning scheme covering the Perth metropolitan region and is administered by the Western Australian Planning Commission (WAPC). The MRS establishes regional land use zones and reservations, which provides a basis for local zones and reserves established in Local Planning Schemes.

Under the MRS, the Perth Airport is reserved for Public Purposes — Federal Government. This reserve is broad and identifies public infrastructure (in this case, an airport) and land with Commonwealth significance. The airport estate in the context of the MRS is shown in Figure 4-1.

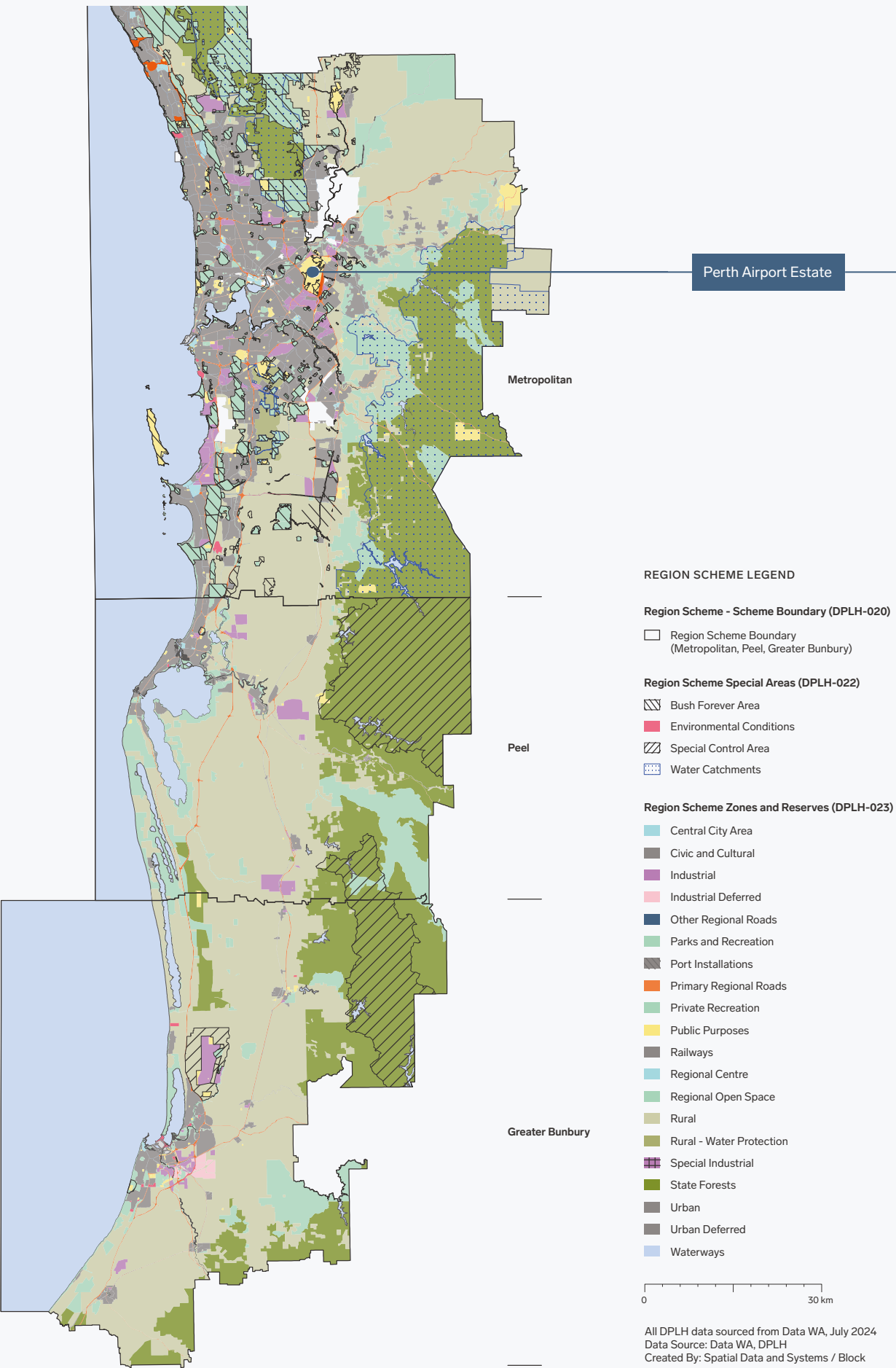


Figure 4-1 Perth Airport within the Metropolitan Region Scheme
Source: Western Australian Planning Commission



4.4.6 State Aviation Strategy

The first State Aviation Strategy was published in February 2015 and was prepared by the Department of Transport in conjunction with key State Government agencies covering economic development, planning, tourism, local government and regional development.

A draft WA Aviation Strategy 2020 was released for public comment in 2020 to reflect on the actions from the 2015 State Aviation Strategy and provide a current assessment of aviation infrastructure, planning frameworks and policy tools across Western Australia.

The draft WA Aviation Strategy 2020 is a blueprint for advancing aviation in Western Australia and sets out a practical policy approach for the aviation industry in WA into the future. The State Government's vision for aviation is that 'Western Australia has a comprehensive network of affordable air services and fit for purpose airport infrastructure that supports and promotes the State's economic and social development'.

The strategy recognises that Perth Airport is the hub for most of Western Australia's intrastate, interstate and international air services, and the efficiency of WA's aviation network is dependent on Perth Airport having a good understanding of projected demand and being able to plan and deliver infrastructure in a timely manner and striving to be fit for purpose at all times. It identifies that Perth Airport is likely to meet Perth's aviation requirements for more than 50 years into the future.

This Master Plan 2026 has considered Western Australia planning requirements and, where appropriate, has used zones and land uses descriptions derived from the surrounding local government planning frameworks.

Key priorities of the State Aviation Strategy include:

- airlines, airport operators and government agencies to collaborate on attracting and growing the number of international, interstate and intrastate passengers to Perth and regional WA through expanded capacity on existing routes, strong trade relationships, tactical marketing and establishing new air routes, and
- the State Government to undertake a policy review to holistically address all matters in relation to land use planning and development in the vicinity of airports throughout Western Australia.

Perth Airport works closely with the State Government to attract new international airlines and routes to Perth. Since the recommencement of international services in 2022 following the international border shutdown during the COVID-19 pandemic, seven new international airlines and five new international routes have commenced services at Perth Airport.

Perth's new runway, expected to be operational in 2028, is critical infrastructure to facilitate continued growth in air services and efficiency of WA's aviation network.

4.4.7 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. It 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 strategy supports the government's intention to undertake a collaborative approach to planning for the State's land availability, physical and social infrastructure, environment, economic development and security.

The State Planning Strategy 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 the focal point for the growth of the tourism industry. It identifies that the redevelopment of Perth Airport and the Gateway WA project, which support the upgrade of terminals, traffic connections and facilities for the main entry and exit point to the state, will have a significant influence on how people are dispersed and moved throughout Western Australia.

Completed in 2016, the \$1 billion Gateway WA project was jointly funded by the Australian and State governments to support the consolidation of all commercial air services within the Airport Central precinct. As well as improving access to Perth Airport and creating a new primary access road to the Airport Central precinct, the project improved the safety and efficiency of one of the State's most important freight transport corridors.

4.4.8 WA Visitor Economy Strategy 2033

The WA Visitor Economy Strategy 2033 was launched in February 2024 and outlines a 10-year roadmap to guide the growth of WA's visitor economy. It outlines a vision for WA to be 'recognised as a world-class destination, immersing people in our unique cultures, communities and environment'.

The strategy sets an aspirational goal for visitor spend to grow to \$25 billion per annum by 2033, and identifies various enablers to achieve this target, including supporting the delivery of fit for purpose airport infrastructure and resources to enable increased international arrivals.

Master Plan 2026 describes the final phase of the consolidation of all passenger services into the Airport Central precinct, with expansions of existing terminal buildings, a new terminal to support the relocation of Qantas Group operations, and a new runway to support aviation growth.

4.4.9 Perth and Peel@3.5million

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 sub-regional planning frameworks provide guidance on future land to accommodate new homes and jobs, making the best use of existing and proposed infrastructure.

Perth Airport is identified in sub-regional planning frameworks as an Activity Centre (specialised centre), consistent with other State policy.

Perth Airport is also referenced as a key employment node important to the diversification of the economy, particularly within the Central sub-region where Perth Airport is the focus of employment, a major contributor to productivity and a facilitator of business clustering and agglomeration.

The plan outlines anticipated jobs growth at Perth Airport by 2050. This growth is in response to the development of aviation and non-aviation land uses that are planned for in each Perth Airport Master Plan. 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 close 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.

Through the development detailed in this Master Plan 2026, employment within the Perth metropolitan region that is generated by Perth Airport, is forecast to increase from 27,297 full-time employees in 2023 to 75,401 employees in 2046.

75,401

Employment generated by Perth Airport within the Perth metropolitan region forecast for 2046.

4.4.10 Perth and Peel@3.5million— The Transport Network

Perth and Peel@3.5million—The Transport Network, was prepared by the then Department of Transport with the intent of guiding 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 plan recognises that easy movement of people and freight across the sub-regions and beyond is a key to economic development and regional liveability and that it is critical to integrate urban and employment centres with efficient transport infrastructure and services.

The plan identifies the 8.5-kilometre Forrestfield-Airport Link rail infrastructure, including the Airport Central and Redcliffe stations, and notes that areas around train stations and other major public transport infrastructure have the potential to accommodate increased development.

4.4.11 State Planning Policy 2.8 — Bushland Policy for the Perth Metropolitan Region

State Planning Policy 2.8 — Bushland Policy for the Perth Metropolitan Region (SPP 2.8) aims to provide a policy and implementation framework that ensures bushland protection, and management issues in the Perth Metropolitan Region are appropriately addressed and integrated with broader land use planning and decision making. The policy identifies measures applicable to proposals or decisions on State land that are likely to have an adverse impact on regionally significant bushland within a Bush Forever site, as identified in the policy and the Metropolitan Region Scheme (MRS).

Bush Forever sites located on State (or local) reserved or managed land, have specific measures detailed within the policy. As the airport estate is Commonwealth land managed under a hierarchy of Commonwealth legislation, State policies do not directly apply to the activities on the estate.

Perth Airport's approach to the retention of significant flora, fauna and vegetation is described in Section 11.



4.4.12 State Planning Policy 4.2 – Activity Centres

The State Planning Policy 4.2 Activity Centres (2023) (SPP 4.2) considers the planning and development of ‘activity centres’ throughout Western Australia. The main purpose of this policy is to ensure planning, development and decision making adequately consider the distribution, function, broad land use, access and urban form considerations for activity centres in Perth, Peel and Bunbury.

Other purposes of the policy include:

- ensuring a diversity of employment opportunities and the promotion of business clustering
- providing for a choice of housing within and adjacent activity centres, and
- designing activity centres to be more walkable and better integrated with public transport.

Perth Airport is identified in SPP 4.2 as a ‘specialised activity centre’ with an aviation and logistics specialisation.

Specialised centres focus on regionally significant economic and institutional activities, such as logistics-based businesses for airports. 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.

SPP 4.2 encourages development and employment growth to be focused within and around activity centres with train stations, capitalising on the use of existing and planned infrastructure. It also aims to maximise access to and within activity centres by walking, cycling and public transport, reducing private vehicle trips and parking.

Master Plan 2026 details the continued development of Perth Airport as a significant aviation and logistics hub that contributes to the growth of the Western Australian economy, consistent with the intent of the specialised activity centre designation under SPP 4.2. Land not required for long-term aviation purposes will be developed with non-aviation land uses in line with Master Plan objectives and applicable Commonwealth legislation.

4.4.13 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 applies to land in proximity to Perth Airport which is, or may be in the future, affected by aircraft noise.

The objectives of the policy are to:

- protect Perth Airport from unreasonable encroachment by incompatible (noise-sensitive) development, to provide for its ongoing development and operation, and
- minimise the impact of airport operations on existing and future communities.



Ensuring a diversity of employment opportunities and the promotion of business clustering.



Providing for a choice of housing within and adjacent activity centres.



Designing activity centres to be more walkable and better integrated with public transport.

The policy states: Perth Airport is fundamental to the continued development of the Perth metropolitan region and the State as a whole. Investment in airport infrastructure and the economic opportunities associated with the operation of the airport are now recognised as important and perhaps critical elements in the prosperity of a city such as Perth. Accordingly, the airport and its ongoing development need to be recognised in the planning of the region, and its operation protected, as far as practicable, from development that could potentially prejudice its performance. One of the main issues to be addressed in the planning of areas in the vicinity of the airport is aircraft noise, which is the focus of this policy.

The role of this policy is to provide guidance to local governments in the vicinity of Perth Airport and the WAPC when considering developments on land adjacent to, or affected by, the airport. In practice, the policy requires relevant local government authorities to give consideration to Perth Airport’s Australian Noise Exposure Forecast (ANEF) contours in local planning decision making. It applies the ANEF contours in conjunction with Australian Standard 2021:2015 Acoustics—Aircraft noise intrusion—Building siting and construction (AS2021) to determine the acceptability of certain types of land use and developments.

The intent of this is to guide policy measures—for example zoning, residential density, subdivisions, development, notification on titles and advice—being appropriately applied to applications for development to avoid potential land use planning conflicts which may subsequently impact and restrict airport operations.

Under the Airports Act, Perth Airport is required to produce an ANEF for technical endorsement by Airservices Australia. The ANEF is incorporated in each airport master plan which is reviewed every five years. Consideration of aircraft noise exposure in line with the endorsed ANEF is beneficial. However, the effectiveness of the policy to protect the community is dependent on both the continuity of its application, and further work in collaboration with the WAPC to strengthen policy measures.

One of the priorities of the draft WA Aviation Strategy 2020 (see Section 4.4.6) is for the State Government to undertake a policy review to holistically address all matters in relation to land use planning and development in the vicinity of airports throughout Western Australia. Although there are actions in place relating to the planning and delivery of fit for purpose airport infrastructure, the State Government recognises the need for continual innovation and improvement. The Western Australian Planning Commission is considering issues relating to land use planning in the vicinity of airports in the state more broadly, including matters of noise and safety.

The Australian Government’s Aviation White Paper (detailed in Section 4.3.2) identified several initiatives for improving land use planning outcomes near airports through avoiding further development that is inappropriate for the noise level or that poses potential safety risks to airport operations. The initiatives relevant to SPP 5.1 include:

- applying to Standards Australia to review Australian Standard 2021:2015 Acoustics—Aircraft Noise Intrusion—Building Siting and Construction (AS2021)

- updating the National Airports Safeguarding Framework (NASF) Guideline A (described in Section 4.3.3) to describe best-practice approaches for including aircraft noise exposure notifications on property titles for new developments, and
- improving education on the NASF for local planning officials.

4.4.14 State Planning Policy 5.4 Road and Rail Noise

State Planning Policy 5.4 Road and Rail Noise (2019) identifies the primary freight roads and rail routes within the Perth metropolitan area, with the objective to protect the community from unreasonable levels of transport noise as well as protect strategic and other significant freight transport corridors from incompatible urban encroachment.

The Policy recognises the hierarchy and jurisdiction of freight roads into and around Perth Airport. The major roads surrounding Perth Airport—Tonkin Highway, Great Eastern Highway and Abernethy Road—are identified as a ‘strategic freight and/or major traffic route’, and Airport Drive into the airport estate is identified as ‘other significant freight/traffic route’.

Noting the strategic location Perth Airport has in relation to these freight routes, the implementation of SPP 5.4 requirements in planning decisions made off the estate carry importance for the future of the airport.

4.4.15 Swan Urban Growth Corridor Sub-Regional Structure Plan

The Swan Urban Growth Corridor Sub-Regional Structure Plan was prepared by the Department of Planning, Lands and Heritage in 2009 as a strategic document to achieve proper and orderly planning and development of land and infrastructure, consistently across the corridor. It considers factors such as economic development, road networks, transit stations, community facilities, district open space, urban densities, activity corridors and neighbourhood centres.

The plan is based on the outcomes sought by Directions 2031. It sets employment and housing targets for the Swan region, investigates opportunities for the delivery of the targets, and sets strategic priorities for the long-term development of the sub-region.

The current projections estimate a future population of 33,000 with approximately 12,500 residential lots being developed over the next 25 years. The sub-regional structure plan provides a set of principles to guide future development in the corridor in a coordinated manner, commensurate with the needs of the community. It acknowledges Perth Airport as a major employment centre that is likely to be a source of jobs for the future population.

The structure plan also identifies the application of SPP 5.1 for aircraft noise and the need to and protect Perth Airport’s operation as much as practicable, from development which has the potential to prejudice its performance.

4.4.16 Diversify WA

In July 2019 the State Government released Diversify WA, an economic development framework for Western Australia. This document sets out a vision for a strong and diversified economy delivering quality jobs through increased investment across a broad range of industries. It also identifies priority sectors for strategic development that match WA’s unique strengths with global trends to achieve growth across the economy.

Diversify WA provides an economic blueprint for collaboration between government, industry and the community. It acknowledges that, while the focus of Diversify WA is on government actions, it is the private sector that plays a pivotal role in WA’s economic future.

As Western Australia’s primary aviation gateway, Perth Airport plays a key role in supporting the economy by facilitating the growth of the State’s tourism, resources, international education and export industries.

The planned development of Perth Airport over the next 20 years is expected create over 3,200 new full-time equivalent jobs and contribute \$2.2 billion to Gross State Product.

4.4.17 State Infrastructure Strategy (2022)

The State Infrastructure Strategy (Foundations for a Stronger Tomorrow) outlines 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, strategic infrastructure planning and processes, and optimising the existing asset base.

The Strategy recognises Perth Airport as a critical transport hub facilitating international, interstate and intrastate economic activity and trade, and states that longer-term planning should consider the planned expansion of Perth Airport. Furthermore, the Strategy notes that Perth Airport’s investment in the new runway and the consolidation of passenger terminals will help ensure service of WA’s aviation needs for well beyond the next 20 years.

The terminal and airfield developments planned for in this Master Plan 2026 ensure that Perth Airport will meet aircraft and passenger demand for many decades to come.

3,200

The planned development of Perth Airport over the next 20 years is expected create over 3,200 new full-time equivalent jobs.

4.5 Local Government Planning Framework

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 local planning schemes of local governments must be consistent with the MRS and State planning policies.

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 shown in Figure 4-2.

To provide compatible land uses and develop appropriate surface access arrangements, Perth Airport ensures that planning for the airport estate has due regard to the planning frameworks of adjoining local authorities. To achieve this outcome, Perth Airport works with the neighbouring local governments through key engagement forums such as the Perth Airport Planning Coordination Forum, Perth Airport Community Briefing Group, and the Perth Airport Consultative Environment and Sustainability Group.

Perth Airport also investigates, where practical, initiatives that include joint visioning and development concept projects for areas on the boundary of the airport estate which share common features, such as communities of interest, environment or transport networks.

Perth Airport operations also impact local government planning within a much wider catchment of the Perth metropolitan area—largely due to the central location of the estate, only 12 kilometres from the Perth CBD, and the airport’s strategic location within the metropolitan arterial road network.

4.5.1 City of Belmont Local Planning Scheme No. 15

The City of Belmont Local Planning Scheme No.15 (LPS 15) is the principal statutory planning tool for controlling land use and development within the 40 square kilometres of land that comprise the local government area.

Consistent with the MRS, the Perth Airport estate is reserved for Public Purposes – Federal Government under LPS 15.

The scheme provides for Industrial and Residential zones adjacent to the Perth Airport estate, including the major Kewdale industrial area and the residential suburbs of Cloverdale and Redcliffe. It incorporates provisions relating to land located within the ANEF to ensure referral of development proposals to Perth Airport in line with State Planning Policy 5.1 (see Section 4.4.13), and to ensure the

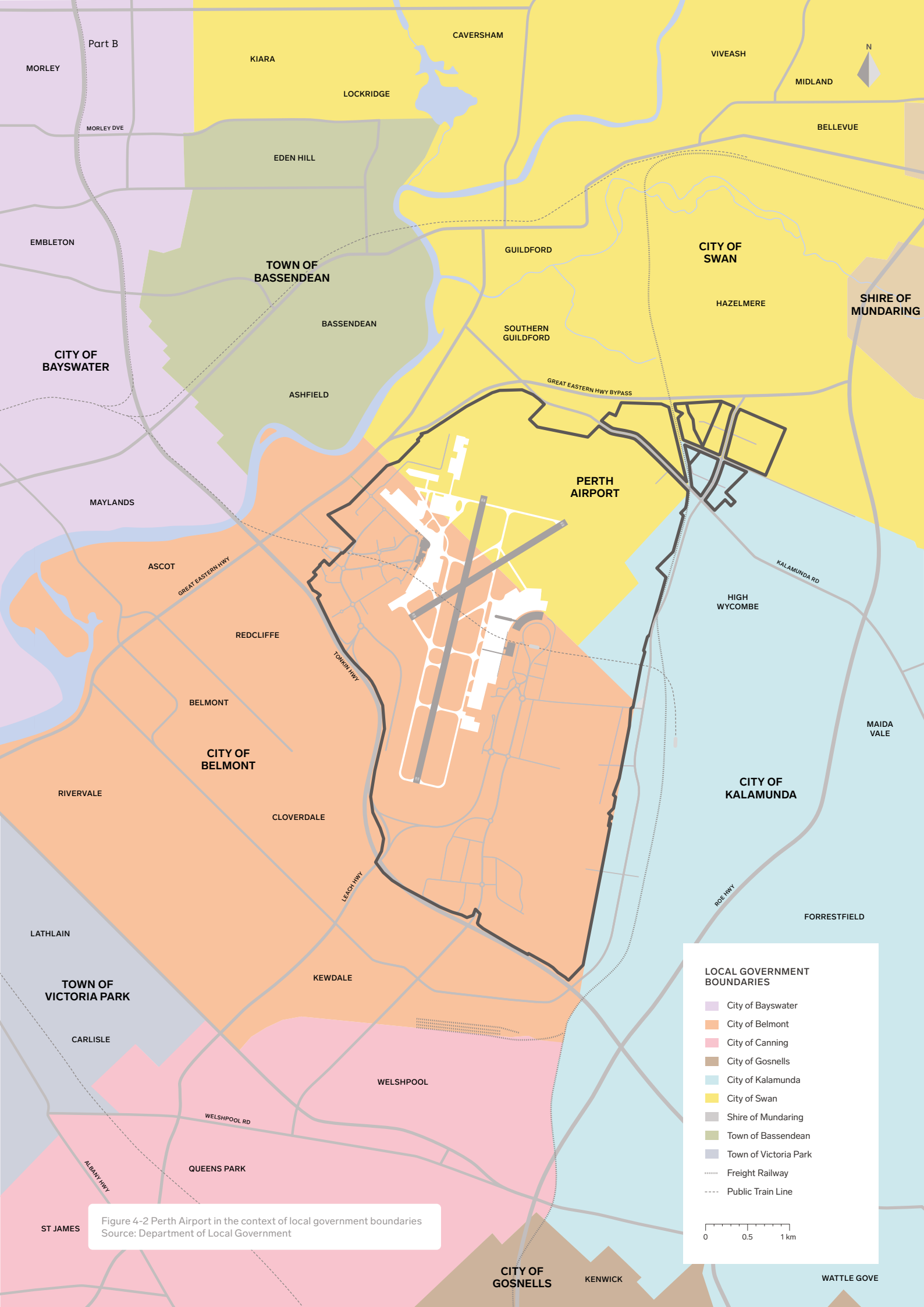


Figure 4-2 Perth Airport in the context of local government boundaries
Source: Department of Local Government

planning and design of new developments within the City considers, among other things, aircraft noise exposure and protected airspace.

Substantial redevelopment of residential land within the City of Belmont has been occurring since the early 1990s, as older housing stock has been replaced at increased densities. There are further residential infill opportunities in the area of Rivervale known as The Springs, and also within Development Area 6 which includes the area of Redcliffe and the Redcliffe Station, located adjacent to the airport boundary.

The City of Belmont’s Activity Centre Planning Strategy designates Perth Airport as a ‘specialised centre’ with a broad vision as a highly accessible and vibrant business hub facilitating employment and meeting the commercial, social, and business needs of the community.

In December 2022, the State Government became the planning authority for the Redcliffe Station Precinct through the gazettal of Improvement Plan 45. The purpose of the improvement plan is to enable a coordinated approach to planning and development at Redcliffe Station Precinct to deliver high quality transit-oriented development close to the central business district and Perth Airport, and to contribute to the City of Belmont’s housing targets. One of the objectives of the improvement plan is to manage the interface between future development within the Redcliffe Station Precinct and Perth Airport.

The Kewdale Industrial Area is strategically located around major freight rail and highway networks. State planning policy recognises the importance of the area as a transport and logistics hub. Under LPS 15, the City of Belmont has the capacity to approve a wide range of industrial activities within this zone, from heavy- to light industrial and commercial. Current land uses include the BP Fuel Storage facility, the Kewdale Freight Terminal (which accesses the heavy freight rail and other logistics, freight forwarding and manufacturing uses). It is expected that the importance of this industrial area will further develop over time given its strategic location.

4.5.2 City of Swan Local Planning Scheme No. 17

The City of Swan Local Planning Scheme No. 17 (LPS 17) is the principal statutory planning tool for controlling land use and development within a 1,042 square kilometre local government area to the north of the airport estate.

The majority of land within the City of Swan is a mix of Residential, Commercial, Industrial and Rural zoned land. LPS 17 provides for Industrial, Residential and Rural uses immediately adjacent to the airport estate in the localities of South Guildford and Hazelmere.

One of the objectives of the improvement plan is to manage the interface between future development within the Redcliffe Station Precinct and Perth Airport.

The City of Swan is serviced by the Midland City Centre, which is classified as a Strategic Metropolitan Centre under the provisions of SPP 4.2 Activity Centres for Perth and Peel. Planning within the City of Swan considers, among other things, the future infrastructure upgrades to link the Midland town centre to the airport. The intent of the centre is to cater for substantial future population growth in line with State strategies, including Directions 2031, and Perth and Peel @ 3.5million. The City of Swan has prepared the Midland Activity Centre Structure Plan to guide the development of the centre to support high density residential and mixed land uses. The Structure Plan considers height limitations for development in line with protected airspace and provides for assessment of possible noise attenuation measures where development is proposed within the ANEF 20 and above contours.

The primary residential growth area in the City of Swan is within the 1,100-hectare Urban Growth Corridor Local Area, which extends north from the Midland City Centre through to the northern boundary of the area of interest. The Urban Growth Corridor includes the suburbs of Brabham and Dayton, and parts of the suburbs of Caversham, West Swan, Whiteman and Bennett Springs. Strategic plans for Brabham include the development of a large neighbourhood centre, and the placement of residential development in this locality was undertaken in accordance with State policy.

LPS 17 incorporates provisions relating to land located within the ANEF to ensure referrals to Perth Airport occur inline with State policy, and to ensure the planning and design of new developments within the City considers, among other things, aircraft noise exposure and Perth Airport’s airspace.

The residential suburb of South Guildford and historic Guildford Town Centre are located immediately to the north of the airport estate, separated by Kalamunda Road, the Great Eastern Highway Bypass and the Midland freight rail.

The Hazelmere Industrial area is located immediately north-east of the estate. Its location provides access to air and rail freight transport as well as ready access to major road transport routes including the Tonkin, Roe, Reid, Great Northern, and Great Eastern Highways. The area is also adjacent to the Airport North precinct, where the proposed future development aligns with LPS 17 due to its planned land use, and potential to promote innovation and facilitate new investment in the area.

The Hazelmere Enterprise Area Structure Plan (HEASP) has been prepared on behalf of the City of Swan and the Department of Planning, Lands and Heritage. It provides a structural framework to guide future planning and decision making that optimises the development of Hazelmere in a sustainable way. This includes appropriate responses to the sensitive environmental features, necessary servicing and infrastructure to support industrial development, and surrounding residential areas. The north-east corner of airport estate falls within the HEASP area and is complementary to the land uses identified in the Plan.

4.5.3 City of Kalamunda Local Planning Scheme No. 3

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 land within the City of Kalamunda is zoned for residential, rural-residential and rural development, and incorporates significant reserves for state forest and parks and recreation.

The City of Kalamunda is serviced by the Kalamunda City Centre and Forrestfield District Centre, both classified as District Centres under the provisions of SPP 4.2, comprising scope for some multiple dwellings and higher urban densities. Existing residential areas in High Wycombe, immediately to the east and north-east of the airport, have been developed over the past 35 years despite knowledge of the intention to proceed with the development of the new runway as outlined in Perth Airport master plans since the mid 1980s.

LPS 3 considers the placement of residential development outside of the ANEF 20 contour in accordance with the provisions of SPP 5.1. In areas within the ANEF 20 (and above) contours, LPS 3 requires development to incorporate noise attenuation measures to the satisfaction of the City and recommends that any new subdivisions be subject to memorials on title to acknowledge the potential for aircraft noise.

The Forrestfield-Airport Link project included the construction of the High Wycombe Station, located within the City of Kalamunda, which opened in October 2022. The City of Kalamunda prepared and adopted the Forrestfield North District Structure Plan to guide the development of a new activity centre, and a commercially focused Transit Oriented Development precinct based around the train station.

In June 2019 the Metropolitan Redevelopment Authority, now DevelopmentWA, announced the station precinct would be brought into a redevelopment area known as the METRONET East Redevelopment Area, which will capitalise on transport infrastructure and focus on maximising development opportunities to provide housing and jobs. The METRONET East Redevelopment Scheme was gazetted in May 2021 and planning control for the scheme area, which includes the station precinct, has been transferred to Development WA.

The WAPC’s North-East Subregional Planning Framework (2018) has earmarked the areas of Wattle Grove and Maida Vale for future urban expansion. The framework states that the spatial plan addresses the need to avoid land use conflicts by taking into account buffer requirements as are required for airports.

4.5.4 METRONET East Redevelopment Scheme

In June 2019 the Metropolitan Redevelopment Authority, now DevelopmentWA, announced the High Wycombe station precinct would be brought into a redevelopment area known as the METRONET East Redevelopment Area, which will capitalise on transport infrastructure and focus on maximising development opportunities to provide housing and jobs. The METRONET East Redevelopment Scheme was gazetted in May 2021 and planning control for the scheme area, which includes the station precinct, has been transferred to Development WA.

4.5.5 Link WA

Link WA is an alliance comprising the City of Belmont, City of Canning, City of Kalamunda and City of Swan. Working together, these local governments are planning ahead with industry and other partners to find ways to better manage and encourage the growth expected in freight volumes and traffic movements.

Link WA creates a forum for stakeholders to access resources and gain a better understanding of Western Australia’s growing road, rail and air freight needs and how these can be leveraged and managed for the benefit of industry, the community and government.

The Link WA precinct is Western Australia’s key freight and logistics hub for local, regional, national and international freight movements. It links the major arterial roads of the Roe, Tonkin, Great Eastern, Great Northern, and Leach highways, and includes Perth Airport.

Perth Airport is a vital hub for air freight, and the development of the airport estate described in this Master Plan 2026 continues to focus on diversification of the airport estate to support the growth of the freight and logistics industry. Future land use and development on the Perth Airport estate will complement existing freight and logistics activities in surrounding local government areas.

Future land use and development on the Perth Airport estate will complement existing freight and logistics activities in surrounding local government areas.