

03. LAND USE PLANNING





Perth Airport is one of the most important elements of public transport infrastructure in Western Australia.

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3.1 Land Use Plan

The Perth Airport Land Use Plan primarily safeguards the long-term airfield, terminal and aviation support configuration while also ensuring an appropriate level of flexibility to respond to operational requirements, market developments and business expectations.

The Perth Airport Land Use Plan ensures that:

- aviation requirements are prioritised in terms of land use,
- non-aviation developments are complementary to the delivery of aviation services,
- land use zoning is consistent with surrounding land uses, and
- where required and after consideration of alternative options, a combination of onsite and offsite environmental offsets (in accordance with Commonwealth and State regulations and policies) will be applied to enable development of land, consistent with the Master Plan 2014.

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

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

3.2 Precincts

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

Precincts have differing objectives and character based on the following:-

- Communities of interest,
- Contiguous land uses,
- Access points and available transport and
- Interfaces with neighbouring land uses and communities.

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

The precincts of the airport estate and their respective primary purposes are identified below.

Figure 3.1 shows the Perth Airport precincts:

Airfield Precinct - to provide for and protect the ultimate aviation capacity of the airport, including the development of all runways, taxiways and associated aviation infrastructure, while managing the environmental and cultural values of the area.

Airport Central Precinct - to provide integrated passenger terminal and associated ground transport and commercial facilities that meet the changing needs of airlines and other companies providing services in the precinct, and of the travelling public.

Airport North Precinct - to develop an integrated mix of industrial, commercial, warehouse, showroom, storage and logistics land uses while integrating the environmental value of the area.

Airport West Precinct - to provide a range of aviation support facilities and associated ground transport as well as complimentary non-aviation commercial developments. Over time, limited office, retail and bulky goods may be provided.

Airport South Precinct - to provide for a range of aviation and non-aviation uses, with a focus towards accommodating logistics and distribution facilities while managing the environmental value of the area.

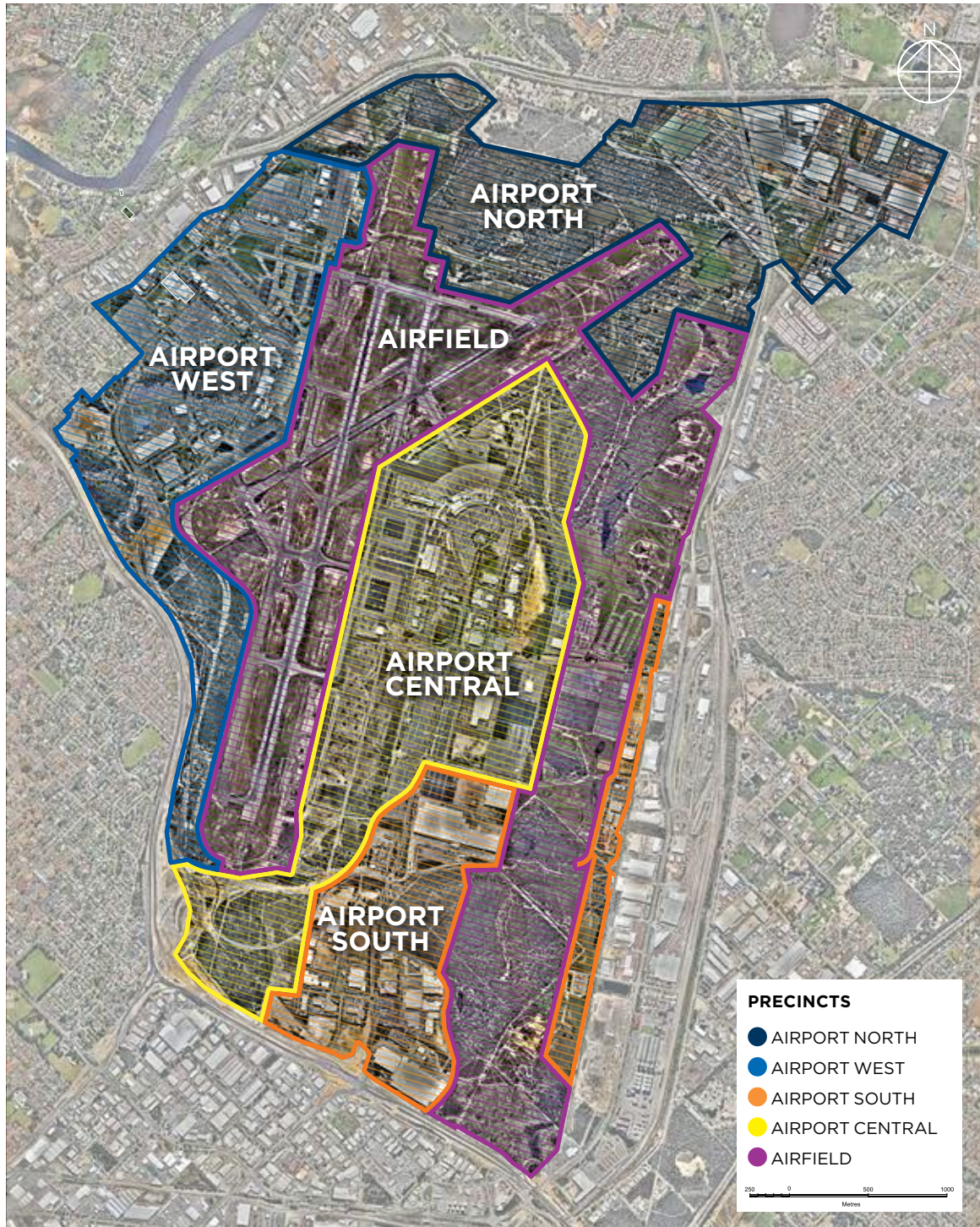


Figure 3.1 Perth Airport Precincts
Source: Perth Airport Pty Ltd

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› Airfield Precinct

to provide for and protect the ultimate aviation capacity of the airport, including the development of all runways, taxiways and associated aviation infrastructure, while managing the environmental and cultural values of the area.

3.2.1 Airfield Precinct

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

This precinct will continue to be used and developed to support the required aviation activities and facilities integral to the day-to-day operations of Perth Airport. The precinct is comprised of a mixture of vegetation types and conditions. Approximately 25 per cent of

the Airfield Precinct is vegetated, totalling approximately 184 hectares. The vegetation condition ranges from degraded in some areas to pristine in others. Vegetation type in the northern portion of the precinct differs significantly to that in the south, mainly due to variable soil conditions.

Records maintained by the State Department of Parks and Wildlife (DPaW) indicate the potential presence of Threatened Ecological Community Type SCP07: herb-rich saline shrub lands in clay pans. SCP07 forms a collective Federal listing under the EPBC Act for all clay pans on the Swan Coastal Plain. The south of the precinct supports two Commonwealth listed flora species; *Conospermum undulatum* and *Macathuria keigheryi*, in addition to three State listed species.

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

The new runway (03R/21L) will have some minor impact to Munday Swamp. Any works affecting Munday Swamp will consider the importance of the swamp to the Noongar people and will include close consultation with these stakeholders.



› Airport Central Precinct

to provide integrated passenger terminal and associated ground transport and commercial facilities that meet the changing needs of airlines and other companies providing services in the precinct, and of the travelling public.

3.2.2 Airport Central Precinct

The Airport Central Precinct comprises:

- terminal facilities,
- aviation support facilities including aircraft refuelling and maintenance,
- aprons for aircraft parking,
- the air traffic control tower,
- freight handling,
- ground transport interfaces such as principle road access from Tonkin Highway, car parking, ground transport systems, car rental facilities, and
- commercial developments including retail and office accommodation.

The precinct, which totals approximately 405 hectares, provides sufficient land to accommodate the consolidation of all commercial air services into new facilities around the site of the existing International Terminal (T1), and the envisaged ultimate configuration of Perth Airport. This includes development within the planning period of this Master Plan 2014 and beyond.

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

The precinct includes the following current and planned future facilities:

- new international and domestic terminals,
- new aprons for aircraft parking,
- terminal forecourt roads for passenger drop-off/pick-up and associated access roads,
- staff, short-term and long-term car parking facilities,
- car hire, taxi, bus and small charter vehicles access facilities,
- ground transport systems including:
 - the new principle entrance to the precinct, via Tonkin Highway and Leach Highway Interchange,
 - the planned provision of the State rail public transport services, and
 - future automated people mover (APM) system.
- commercial facilities such as commercial offices, retail and hotel accommodation,
- air traffic control tower,
- aviation support facilities, including flight catering, office accommodation for airlines, airport administration, international air freight operations and fuel storage, and
- supporting services and utilities, including waste and central energy plant facilities.

Contained within the south-west portion of the precinct is approximately 32 hectares of remnant bushland. Vegetation condition within this area ranges from very good to completely degraded. An occurrence of the Commonwealth and State listed flora species *Macathuria keigheryi* is also present.

Approximately 27 hectares of remnant bushland remains within the north-east portion of the precinct, with vegetation condition ranging from good to degraded. Records maintained by the DPaW indicate the potential presence of Threatened Ecological Community Type SCP07: herb rich saline shrub lands in clay pans in the north-east of the Zone. SCP07 forms a collective Commonwealth listing under the EPBC Act for all clay pans on the Swan Coastal Plain.

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› Airport North Precinct

to develop an integrated mix of industrial, commercial, warehouse, showroom, storage and logistics land uses while integrating the environmental value of the area.

3.2.3 Airport North Precinct

The Airport North Precinct, comprising approximately 363 hectares, will predominantly be developed for an integrated mix of industrial, commercial, warehouse, showroom, storage and logistics land uses, representing an opportunity for a major metropolitan

logistics centre servicing both airport and other needs. This centre will take advantage of the large flat sites that are available. The precinct also presents an opportunity for aviation related development, with direct apron frontage available for some sites.

Located within the precinct is approximately 124 hectares of remnant bushland with vegetation condition ranging from degraded to pristine. Records maintained by the DPaW indicate the potential presence of Threatened Ecological Community (TEC) Type SCPO7; herb rich saline shrublands in clay pans. SCPO7 forms a collective Federal listing under the EPBC Act for all clay pans on the Swan Coastal Plain. Records also indicate the potential presence of State listed TEC's 20A; *Banksia attenuata* woodland over species rich dense shrublands and 20B; *Banksia attenuata* and/or *Eucalyptus marginata* woodlands of the eastern side of the Swan Coastal Plain.



› Airport West Precinct

to provide a range of aviation support facilities and associated ground transport as well as complimentary non-aviation commercial developments. Over time, limited office, retail and bulky goods may be provided.

3.2.4 Airport West Precinct

The Airport West Precinct, comprising 341 hectares, will continue to provide aviation and aviation support facilities. As large-scale regular passenger transport services progressively transition into Airport Central, it is envisaged that this precinct will continue to have and include additional at-grade car parking facilities. Over time limited office retail and bulky good developments may be constructed. There is scope for retail development within Airport West to a scale commensurate with a 'Neighbourhood Centre', as defined under the State's SPP 4.2 Activity Centres for Perth and Peel. Additional retail development in excess of a neighbourhood centre scale may be warranted and/or justifiable where a retail needs assessment has been undertaken jointly with the City of Belmont.

Within the southern portion of the precinct is approximately 52 hectares of remnant bushland covering approximately 15 per cent of the Airport West Precinct. The vegetation condition within this area ranges from degraded to pristine. The precinct supports one State listed flora species.

Within the Airport West Precinct the ongoing needs of the General Aviation (GA) sector will be accommodated. During the past seven years the level of activity in the GA sector operating at Perth Airport has grown significantly due to increased FIFO demand. Perth Airport believes that the largest aircraft type operating from the General

Aviation Area, and the volume of passengers in peak periods are not consistent with the intended use when the General Aviation Area was established. It is also not consistent with the development plans that Perth Airport is progressively implementing, which are based on high volume passenger services operating from suitable infrastructure in Airport Central. Not only are Perth Airport's development plans based on this premise, the State Government's arterial road network plans (including the Gateway WA road project currently under construction) are also predicated on this assumption. For these reasons, new sub-leases and renewal of existing sub-leases in the General Aviation Area will include limits on the size of aircraft (in terms of passenger capacity) and total number of passengers per hour.

Developments in Airport West will have due regard for the State Government's proposed station, to be located in Redcliffe. Perth Airport will continue to work with the City of Belmont and the State Government to ensure that planning for the proposed transit oriented development around the station integrates with the future development of Airport West.

Given their airside/apron interface with the Airfield Precinct and the existing aircraft parking area, T3 and T4 within the Airport West Precinct will continue to be used for aviation-related functions once the consolidation of all commercial air services is completed.

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› Airport South Precinct

to provide for a range of aviation and non-aviation uses, with a focus towards accommodating logistics and distribution facilities while managing the environmental value of the area.

3.2.5 Airport South Precinct

The Airport South Precinct, covering approximately 237 hectares, will continue to be developed to provide a range of aviation and non-aviation uses, with a focus on logistics and distribution facilities, while managing the environmental value of the area.

Contained within the central portion of the precinct is approximately 30 hectares of remnant bushland covering approximately 13 per cent of Airport South. Vegetation condition ranges from excellent to completely degraded. This area supports the Commonwealth listed flora species *Macathuria keigheryi*, in addition to two State listed species.



- Perth Airport recognises the primacy of aviation for the development and operation of the airport.



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3.3 Land Use Zones

The five precincts as described in Section 3.2 contain the following land use zones:

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

In accordance with Section 71(2)(c) of the Act and Regulation 5.02(1) of the Airports Regulations 1997, the land uses for each of the zones identified have generally been based on the land use definitions prepared by the State Department of Planning as published in the WAPC's Model Scheme Text (MST). The land use table identifies discretionary uses and as such, Perth Airport may approve the listed land use at its discretion.

These land uses are generally based on the definitions contained in the MST, with additional uses included that are specific to Perth Airport; for example aviation activity and aviation support facilities. However, Perth Airport will apply these land uses and interpret all definitions as required for the operation and development of Perth Airport.

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



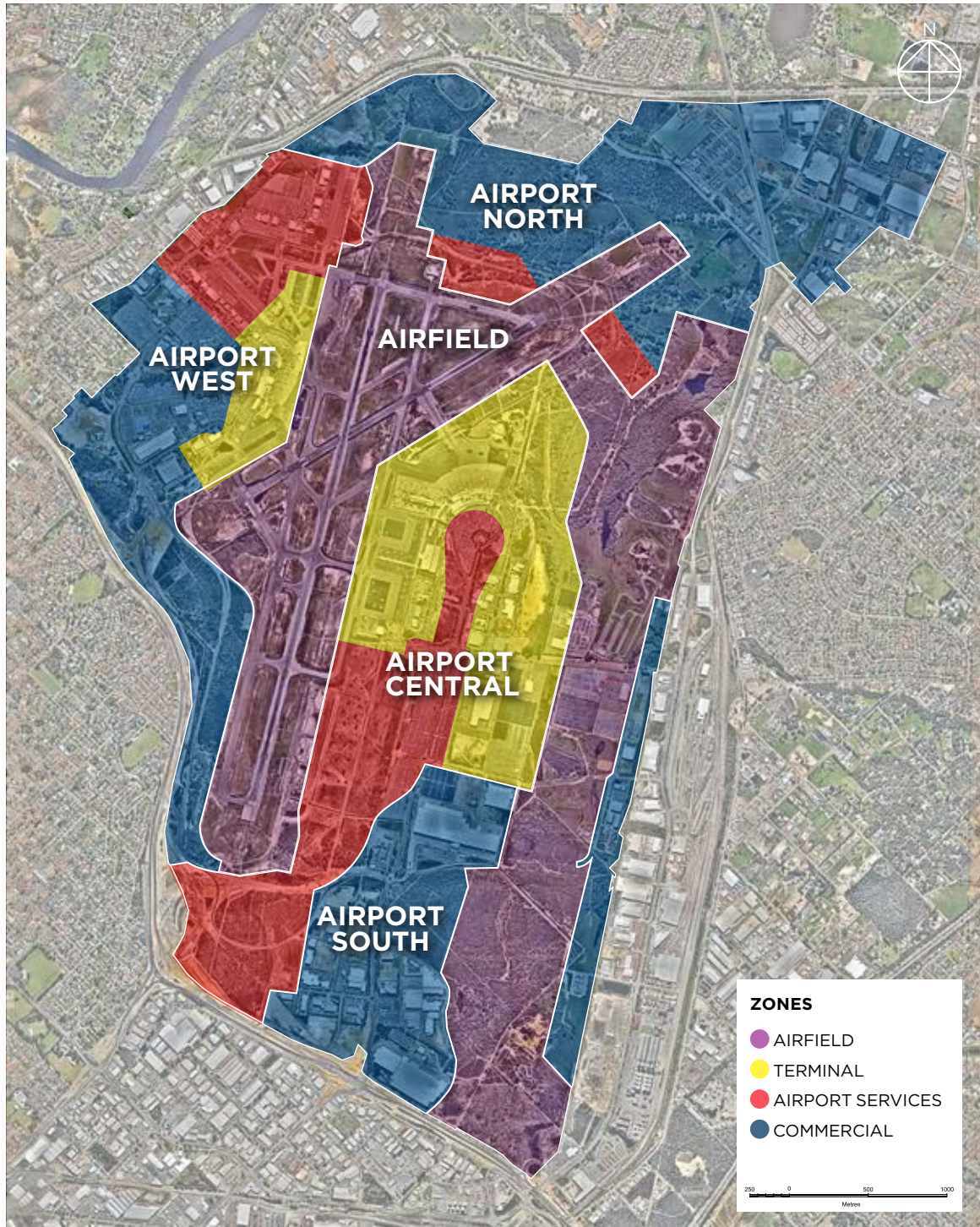


Figure 3.2 Perth Airport Land Use Plan
Source: Perth Airport Pty Ltd

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3.3.1 Airfield Zone

The Airfield Zone covering approximately 759 hectares is shown in purple in Figure 3.2.

OBJECTIVES

- To provide for safe, secure and efficient airfield operations 24 hours a day, seven days a week, including aircraft take-off, landing and taxiing
- To accommodate provision of facilities that support safe and efficient airfield operations, such as aviation fire and rescue services and aircraft navigational aids
- To enable future expansion of the airport's operations, including additional runways, taxiways and associated aviation facilities
- To integrate environmental outcomes in accordance with the EPBC Act Environmental Offset Policy (2012)

DISCRETIONAL USES

- | | | |
|-----------------------------------|--|--------------------------------|
| - animal establishment | - helipad | - storage facilities* |
| - aviation activity | - heliport | - navigational aids |
| - aviation support facilities | - industry - light * | - rental cars * |
| - car park | - industry - service * | - telecommunications |
| - conservation | - motor vehicle, boat or caravan sales * | - utilities and infrastructure |
| - driving training and education* | | - warehouse * |

Note: *Interim uses as discussed in Section 3.3.5.

3.3.2 Terminal Zone

The Terminal Zone covering approximately 276 hectares is shown in yellow in Figure 3.2.

OBJECTIVES

- To provide for the operation, use and development of land for passenger and baggage processing and aircraft aprons, terminal and ground transport interfaces, enabling the airport facilities to operate safely, securely, efficiently and cost-effectively
- To provide quality facilities for airlines and passengers, including efficient terminal facilities with adequately located and sized commercial areas
- To provide terminals facilities with ample commercial and retail uses
- To provide for flexible expansion of passenger terminal facilities and aircraft aprons to meet forecast demand
- To integrate environmental outcomes in accordance with the EPBC Act Environmental Offset Policy (2012).

DISCRETIONAL USES

- | | | |
|-------------------------------|-----------------------|--------------------------------|
| - aviation activity | - fast food/take away | - reception centre |
| - aviation support facilities | - hotel | - restaurant |
| - car park | - medical centre | - service station |
| - child care premises | - navigational aids | - shop |
| - conservation | - office | - warehouse * |
| - consulting rooms | - passenger terminal | - utilities and infrastructure |
| - convenience store | - place of worship | |
| - exhibition centre | - telecommunications | |

Note: * Interim uses as discussed in Section 3.2.5.

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3.3.3 Airport Services Zone

The Airport Services Zone covering approximately 307 hectares is shown in red in Figure 3.2.

OBJECTIVES

- To provide a range of aviation support activities, services and facilities for use by airlines, passengers, government agencies, freight businesses and transport providers
- To provide integrated car parking, hotel accommodation, commercial and retail uses that support the airport
- To provide an attractive and functional gateway to the airport
- To provide ground transport facilities and services for efficient access to the airport
- To integrate environmental outcomes in accordance with the EPBC Act Environmental Offset Policy (2012).

DISCRETIONAL USES

- | | | |
|-------------------------------|---|--------------------------------|
| - animal establishment | - general aviation and support facilities | - passenger terminal |
| - aviation activity | - hotel | - rental cars |
| - aviation support facilities | - hostel | - service station |
| - car park | - industry | - serviced apartments |
| - child care premises | - lunch bar | - shop |
| - conservation | - medical centre | - storage facilities |
| - consulting rooms | - motel | - telecommunications |
| - convenience store | - motor vehicle wash | - transport depot |
| - fast food/take away | - navigational aids | - warehouse |
| - fuel depot | - office | - utilities and infrastructure |

3.3.4 Commercial Zone

The Airfield, Terminal and Airport Services zones comprise approximately 1,342 hectares of the airport estate. The Commercial Zone comprises the balance of the airport estate, being an area of approximately 763 hectares, is shown in blue in Figure 3.2.

OBJECTIVES

- To enable an integrated mix of land uses for each Precinct, as per the primary purposes identified for each respective Precinct
- To enable appropriate land uses to provide a suitable integration and interface between the airport boundary and the surrounding areas,
- To create a sense of balance of built form and landscape,
- To provide employment generating development opportunities, and
- To integrate environmental outcomes in accordance with the EPBC Act Environmental Offset Policy (2012).

DISCRETIONAL USES

- | | | |
|-----------------------------------|--|--------------------------------|
| - animal establishment | - industry - general [^] | - rental cars |
| - aviation support facilities | - industry - light [^] | - restaurant |
| - bulky goods/large format retail | - industry - service [^] | - service station |
| - car park | - logistics centre | - serviced apartments |
| - child care premises | - lunch bar | - shop |
| - community purpose | - market | - shopping centre |
| - conservation | - medical centre | - showroom |
| - consulting rooms | - motel | - storage facilities |
| - convenience store | - motor vehicle, boat or caravan sales | - tavern |
| - driver training and education | - motor vehicle repair | - trade display |
| - vocational training | - motor vehicle wash | - telecommunications |
| - exhibition centre | - navigational aids | - transport depot [^] |
| - fast food/take away | - office | - utilities and infrastructure |
| - funeral parlour | - place of worship | - veterinary centre |
| - hotel | - reception centre | - warehouse [^] |
| - hostel | - recreation - private | - workshop [^] |

Note: [^]not desirable uses will be minimised within the immediate pedestrian area surrounding the proposed rail station located in Redcliffe.

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

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

The ultimate development of Perth Airport will not occur within the statutory 20-year planning period of this Master Plan 2014. In the interim, land in the Airfield, Terminal and Airport Services Zones across all precincts may be used and developed for non-aviation uses that are consistent with uses permitted in adjacent precincts. Commercial arrangements for the use of this land will ensure such uses will not impact on, or limit future expansion of aeronautical operations, and the intended interim uses will be consistent with the objectives of the Master Plan 2014. In instances where interim commercial uses are planned on land that may be required for aviation services in the long-term, appropriate break clauses are incorporated in leases and only relatively low capital intensity uses are undertaken, such as vehicle storage and sheds.

3.3.6 Consistency with State and Local Planning Framework

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

In this regard, where possible, the land use zones in the Perth Airport Land Use Plan have been developed using terminology consistent with that of the WAPC Model Scheme Text. The Perth Airport Land Use Plan complements the three adjoining local planning schemes of the City of Belmont, City of Swan and Shire of Kalamunda.

3.4 Sensitive Developments

Section 71A of the Act requires the Master Plan 2014 to identify any proposed 'sensitive developments', defined as development, or redevelopment that increases the capacity, of the following:

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

A sensitive development does not include the following:

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

Sensitive developments are prohibited on Commonwealth leased airports, except in exceptional circumstances, and require an airport to apply to the Minister for approval to prepare a draft Major Development Plan (MDP) for the proposed development. The Minister may approve the preparation of the draft MDP only when satisfied that there are exceptional circumstances that support its preparation.

There are no proposals for sensitive developments in this Master Plan 2014.

3.5 Changes from the Master Plan 2009

The Perth Airport Land Use Plan contained within this Master Plan 2014 has evolved from the land-use plan as shown in the Master Plan 2009, with the following changes:

- the integration of Conservation Precincts (previously referred to as Precincts 5 and 7) into relevant precincts, and
- the establishment of five distinct precincts (previously referred to as Precincts 1 to 7), being:
 - Airfield Precinct,
 - Airport Central Precinct,
 - Airport North Precinct,
 - Airport West Precinct, and
 - Airport South Precinct.

The integration of the previous Conservation Precincts into the five new Precincts, provides a suitable level of management of areas with high environmental value across the airport estate. This ensures that areas of high environmental value that were outside the previous Conservation Precincts are considered in land use planning and development.

The Conservation Precincts (5 and 7) as defined in the 2009 Master Plan represented a total area of 306 hectares. Of this, 221 hectares was recognised as having high environmental value. This amount did not take into consideration the 195 hectares of high environmental value which are located outside of the Conservation Precincts. The planning and processes, as set out in the Master Plan 2014, will ensure that all 416 hectares of land defined as having high environmental value will be assessed prior to any works or developments being considered.

As shown in Figure 3.3, the impact of integration of the former Conservation Precincts is contained within the Airport Central, Airport North, the Airport South and Airfield Precincts. The integration of these precincts effectively means that the land will be assessed in accordance with the zones and uses defined for each of the relevant precincts it is located within.

Where recognised values are impacted by development, following consideration of alternative options, and regulatory authorities require the provision of environmental offsets, Perth Airport will determine whether onsite or offsite offsets most appropriately satisfy the regulatory requirements and achieve environmental objectives. Perth Airport is committed to suitable offsetting outcomes for the biodiversity value of currently uncleared land which is required for the future development of the airport estate. Where offsite offsets are proposed, these will be undertaken in accordance with Commonwealth regulation and policy and secured through the acquisition of suitable land and its transfer, in freehold, to the State Department of Parks and Wildlife for their management and protection in perpetuity. This method provides the community with certainty and security over the protection of equivalent remnant conservation values, in lieu of developments at Perth Airport.

As described in Section 9.3.2, Perth Airport has identified that there are no environmentally significant areas within the airport estate as defined by the Act. The Environment Strategy (Section 9.7) identifies areas on the airport estate that are recognised by Commonwealth and State legislation and policy for their natural attributes. Perth Airport is committed to sustainable environmental outcomes and the areas of recognised environmental value will be considered on a case-by-case basis during the airport planning and development approval processes subsequent to the approval of the Master Plan 2014.

Perth Airport will work with Commonwealth and State departments to strategically consider listed natural values. This will include:

- agreement between Perth Airport, Commonwealth and State departments on the extent of listed environmental values; the identification of the relationship between the agreed listed and potential strategic scale offsets; and
- projects assessed under relevant legislation are scaled appropriately.

3.5.1 Commercial Zone Changes

The Perth Airport Land Use Plan and Commercial Precincts Plan of the Master Plan 2009 describe five separate Commercial Precincts, referred to as Commercial Precincts 1, 2, 3, 4 and 6. The Master Plan 2014 now refers to the Commercial Zones, located in the Airport North, Airport West and Airport South Precincts.

The following references the Master Plan 2009 commercial precincts with the location of the new Commercial Zone within the new precincts.

- The whole of Commercial Precinct 3 and a portion of Commercial Precinct 1 now form the Commercial Zone located in the Airport North Precinct.

- The whole of Commercial Precinct 6 and the balance of Commercial Precinct 1 now form the Commercial Zone located in the Airport West Precinct.
- The whole of Commercial Precincts 2 and 4 now form the Commercial Zone located in Airport South.
- Portions of Conservation Precinct 5 and 7 now form parts of the Commercial Zones located in the Airport South and Airport North Precincts, respectively.

As discussed in Section 1.2.1, the Perth Airport lease provides for the efficient economic development of the airport estate for aviation purposes and for its development for additional complimentary uses.



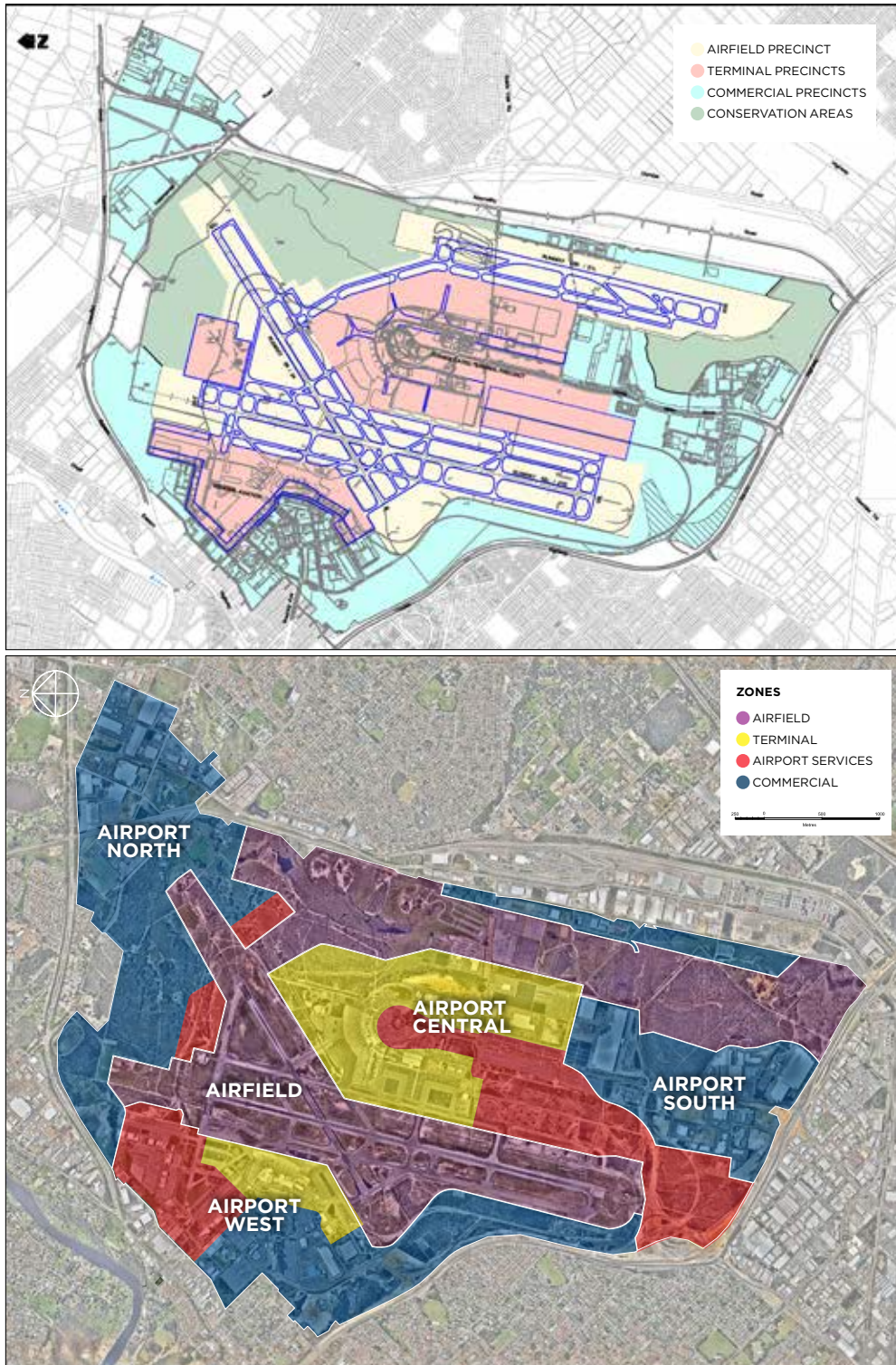


Figure 3.3 Comparison of the Perth Airport Master Plan 2009 and 2014 Land Use Plans
 Source: Perth Airport Pty Ltd

3.6 Pre-existing Interests at the Perth Airport Estate

There are a number of pre-existing interests that provide for access and use of land within the airport estate by external parties. These are in the form of licences, leases and easements over the airport estate which existed when the operation and management of Perth Airport was transferred from the Commonwealth to Westralia Airports Corporation on 2 July 1997. A list of these pre-existing interests, that are still current and have not been renegotiated by Perth Airport Pty Ltd (or Westralia Airports Corporation), can be found in Table 3.1.

The majority are commercial interests or Government authorities which provide services for purposes related to international airport activities. Others include utilities that pass through the airport

estate (gas: Dampier to Bunbury Natural Gas Pipeline and the Parmelia Gas Pipeline; potable water: Canning Trunk Main) or into the airport estate (fuel: aviation fuel). The gas mains, the water main and the Telstra fibre optic route are major assets which provide services of economic importance to Western Australia.

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

NAME	TYPE	PURPOSE	PRECINCT LOCATION
BP Australia Ltd	Licence	Fuel Hydrant Supply Lines	Airfield
Flight Base Services - Skippers	Licence	Ground Service Equipment Storage Area	Airfield
Hawker Pacific Pty Ltd	Licence	Ground Service Equipment Storage Area	Airfield
Helicopters Australia Pty Ltd	Licence	Ground Service Equipment Storage Area	Airfield
National Jet Systems	Lease	Ground Service Equipment Storage Area	Airfield
Parmelia Gas Pipeline	Easement	Pipeline High Pressure Gas Pipeline	Airport North
Dampier Bunbury Natural Gas Pipeline	Easement	High Pressure Gas Pipeline	Airport North, Airfield and Airport South
Australian Gold Refinery	Lease	Commercial Operations	Airport South
Actlabs Pacific	Lease	Laboratory	Airport West
Airservices	Lease	Operations Centre And Office	Airport West
Airservices	Lease	Navigation Equipment And Office	Airport West
Airservices	Lease	Tyre Store	Airport West
Australia Post	Lease	Post Processing Facility	Airport West

NAME	TYPE	PURPOSE	PRECINCT LOCATION
Australian Air Express	Lease	Air Freight Operations	Airport West
Flight Base Services	Lease	General Aviation Operations	Airport West
Gogas	Lease	Gas Refuelling Facility	Airport West
Hawker Pacific	Lease	Aviation Support Services	Airport West
Helicopters Australia Pty Ltd	Lease	Helicopter Operation	Airport West
National Jet Systems	Lease	General Aviation Operations	Airport West
Qantas Airways Ltd	Lease	Domestic Flight Operations	Airport West
Skywest Airlines	Lease	Office Accommodation	Airport West
Smart Group Australasia Pty Ltd	Lease	Commercial Operations	Airport West
Telstra Corporation Ltd	Lease	Communication Facilities	Airport West
Toll Dnata Airport Services Pty Ltd	Lease	Air Freight Operations	Airport West
WTH Pty Ltd	Lease	Hire Car Facility	Airport West
Water Corporation	Licence	Water Pipe	Airport West and Airport South
Airservices	Lease	Air Traffic Control Tower	Airport Central
Australian Federal Police	Lease	Aviation Security Operations	Airport Central
Department of Immigration	Lease	Immigration Operations	Airport Central
Southbridge Holdings Pty Ltd	Lease	Airfreight Facility / Bond Store	Airport Central
Travelex Ltd	Lease	Retail Operation	Airport Central

Table 3.1 Pre-existing interests at the Perth Airport estate

Source: Perth Airport Pty Ltd