



PERTH AIRPORT MASTER PLAN 2020

Making the best use of airport land



The Perth Airport estate plays a significant role in providing high quality commercial, industrial and logistics facilities for the continued growth and development of the state's economy.

The 2,105 hectare Perth Airport estate is home to 150 aviation-related, commercial, industrial, retail and logistics tenants.

Perth Airport has a number of advantages that make it a prime location for aviation and non-aviation development. These advantages include:

- proximity to the Perth Central Business District and wider metropolitan area,
- premium access to Perth's major arterial roads and distribution networks, and
- the high level of safety and security on the estate.

Planning for the use of airport land balances long-term aviation needs with complementary non-aviation land uses. Non-aviation development involves the efficient use of land which allows for a level of flexibility to respond to operational requirements, market developments and business expectations.

State Planning

Perth Airport is designated as a 'Specialised Activity Centre' in State strategic planning documents. An Activity Centre is a focal point where activities such as commercial, higher density housing, entertainment, tourism, civic and community, higher education, and medical services are grouped together. Activity centres vary in size and diversity, are designed to be well-served by public transport, and involve the clustering of complementary activities and key uses to deliver additional economic benefits.

As a 'Specialised Activity Centre' Perth Airport has a role to play to attract investment and stimulate infrastructure development that contributes to the growth of the economy. This is achieved by providing serviceable, well-connected land parcels for the establishment of employment generating businesses.



Land Use Plan

The Perth Airport Land Use Plan incorporates five precincts – three of which have non-aviation and commercial development elements. Across these precincts there are a range of land use zones and discretionary land uses that are defined in a similar way to land use planning in a State or Local Government setting.

Airfield Precinct

The Airfield Precinct covers 759 hectares and provides all the infrastructure required for current and future aviation activities, including runways, taxiways, navigation aids, and aviation rescue and fire-fighting services.

The 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. There is sufficient land to accommodate all required infrastructure for the long-term airfield configuration of Perth Airport, including the construction of the new parallel runway (expected to be operational between 2023 and 2028), and planned future extensions of the main runway and the cross runway.

Airport Central Precinct

Airport Central is approximately 405 hectares and includes Terminal 1 International, Terminal 1 Domestic, Terminal 2 and all associated aviation support, ground transport and commercial facilities.

The next five years will see the consolidation of all commercial air services to the Airport Central Precinct, with significant development including the opening of the Forrestfield–Airport Link’s Airport Central Train Station in 2021, an expansion of Terminal 1 International by 2025, a new domestic terminal to be constructed for the relocation of Qantas Group operations by 2025, and multi-storey car parks incorporating passenger drop-off and pick-up facilities.

Airport West Precinct

The Airport West Precinct is 341 hectares and is currently home to Terminals 3 and 4. This terminal provides a range of aviation support facilities and associated ground transport, general aviation facilities, and a growing retail and commercial activity centre.

Following the relocation of Qantas Group operations to the Airport Central Precinct by the end of 2025, the use of Terminals 3 and 4 will be discontinued. It is expected that the redundant terminal buildings will be demolished. The future use of the sites has not yet been determined.

The future Redcliffe Train Station, adjacent to the airport estate boundary, is due for completion in 2021 and will provide passenger rail access to the area which currently houses the Direct Factory Outlet, office and commercial developments, and the Costco Warehouse, which is currently under construction. Development of Airport West near the train station may include future complementary land uses such as retail, medical services, and education and training.



The remainder of the precinct will continue to be developed with office, hospitality, entertainment, retail and bulky goods development which will provide goods, services and amenity for travellers, employees and also the future nearby residential population and wider growing population of Perth.

Airport South Precinct

Airport South is a highly functional precinct offering diversity, amenity and quality transport links and infrastructure. The precinct covers approximately 237 hectares and has been developed largely to provide a range of aviation and non-aviation uses, with a focus on logistics, freight and distribution facilities, and light industrial. Due to its proximity and access to Airport Central, the precinct also focuses on providing customer and aviation services with priority parking areas and car hire.

Airport North Precinct

The Airport North Precinct is approximately 363 hectares and is being developed as an integrated mix of industrial, commercial, aviation service and logistics land uses. Kalamunda Road is planned to be realigned through the precinct in 2020. Airport North's strategic location and potential for major road and freight rail access support plans for a future aviation fuel storage facility and intermodal development.