

Activity Centre Planning Strategy Perth Airport



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Alternative Formats

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Perth Airport

Western Australia's main domestic and international airport (Perth Airport) makes up approximately 2,105 hectares and is predominantly located within the City of Belmont as visualised by Figure 1. The remainder of land is situated within the City of Swan and City of Kalamunda. Perth Airport plays a major strategic role in the operation of Western Australia and generates a significant employment base in the retail, airport operations, and freight and logistics sectors. Overtime, a number of commercial/industrial clusters have formed on land under the care and control of Perth Airport.

The majority of land that comprises Perth Airport is reserved under the Metropolitan Region Scheme (MRS) as 'Public Purpose - Commonwealth Government'. Perth Airport is also identified as a 'specialised centre' by State Planning Policy 4.2 - Activity Centres for Perth and Peel (SPP4.2).

This section of the Activity Centre Planning Strategy (the Strategy) outlines the opportunities and considerations for Perth Airport.

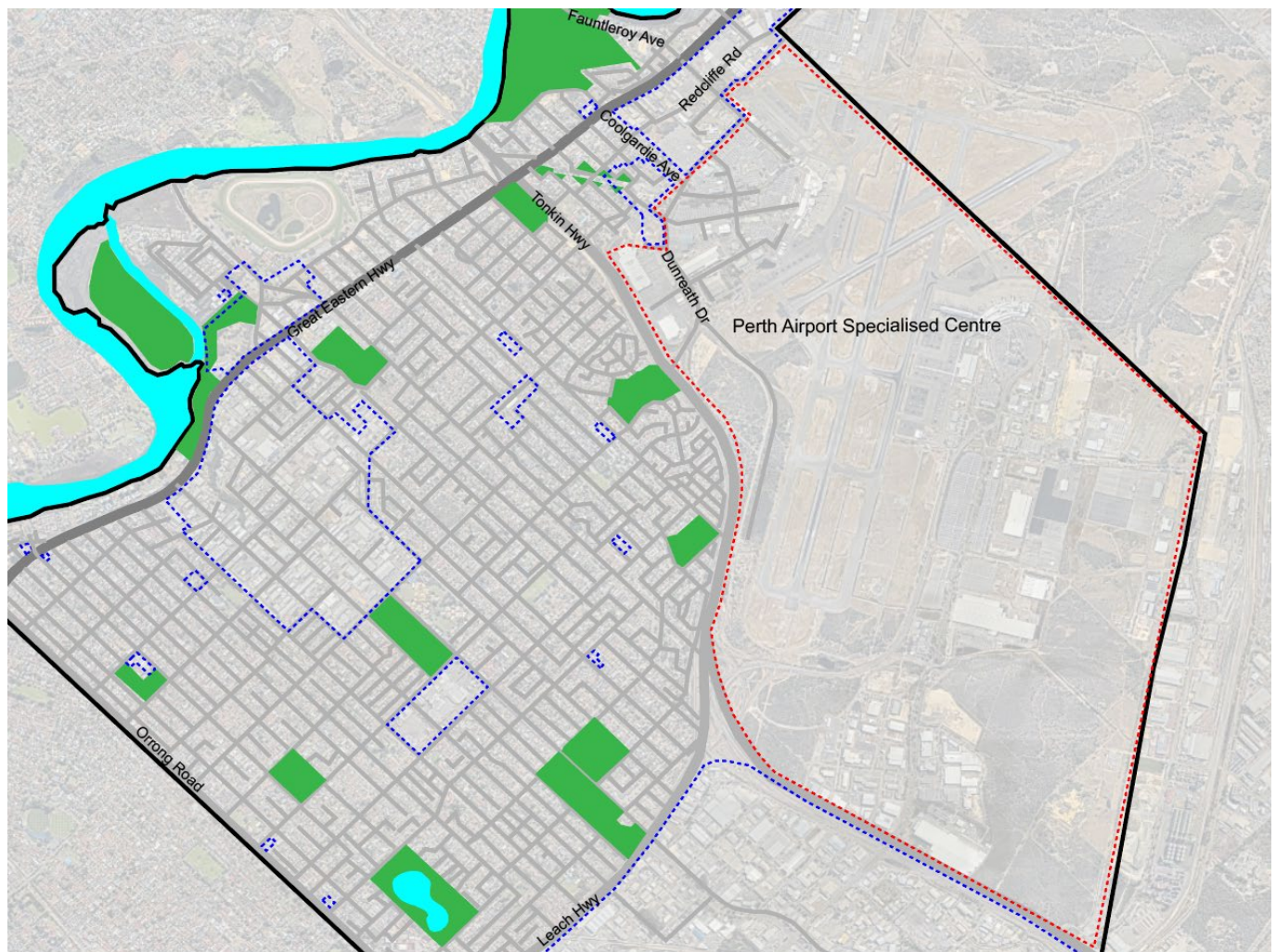


Figure 1: Perth Airport Locality Map

SPP 4.2 - Specialised Centre

As previously mentioned, Perth Airport is recognised as a 'Specialised Centre' by SPP 4.2. Under SPP4.2, Perth Airport's identified purpose is the provision of aviation and logistics services. SPP 4.2 states that specialised centres are to provide opportunities for the development of complementary activities to the primary function and that these are to be encouraged on a scale that will not detract from other centres in the hierarchy.

While it is noted that the Perth Airport is subject to Commonwealth legislation and is therefore outside the State and local government jurisdictions, the City of Belmont will continue to liaise with Perth Airport monitoring development proposals and considering the potential impact on activity centres in the City's jurisdiction.

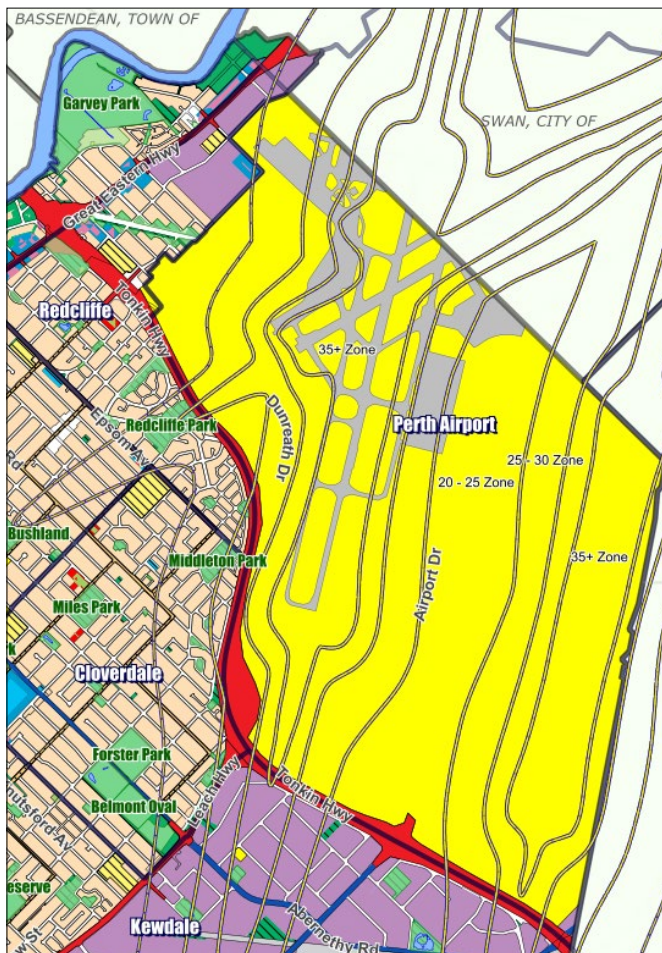


Figure 2: Perth Airport Zoning Map

Perth Airport Reservation

The majority of land that comprises Perth Airport is reserved under the Metropolitan Region Scheme (MRS) as 'Public Purpose - Commonwealth Government' (see Figure 2). This means that the City of Belmont has no jurisdiction over this land. Rather, Perth Airport is subject to the Airports Act 1996 which provides for developments being exempt from the requirement to obtain approval under any other legislation in the case a masterplan is in effect. Despite this, Section 79 of the Act requires the Perth Airport to engage with the City of Belmont prior to forwarding the masterplan to the Minister for approval.

Perth Airport has prepared the Perth Airport Masterplan with the intention of guiding development until 2040 as discussed in subsequent sections of this Strategy. This Strategy proposes to extend the existing 'Public Purpose' reservation over 'Industrial' zoned land between Redcliffe Road and Dunreath Drive. This is consistent with proposal four of the Metropolitan Region Scheme Central Districts Omnibus No. 6 amendment as visualised by Figure 3 overleaf.

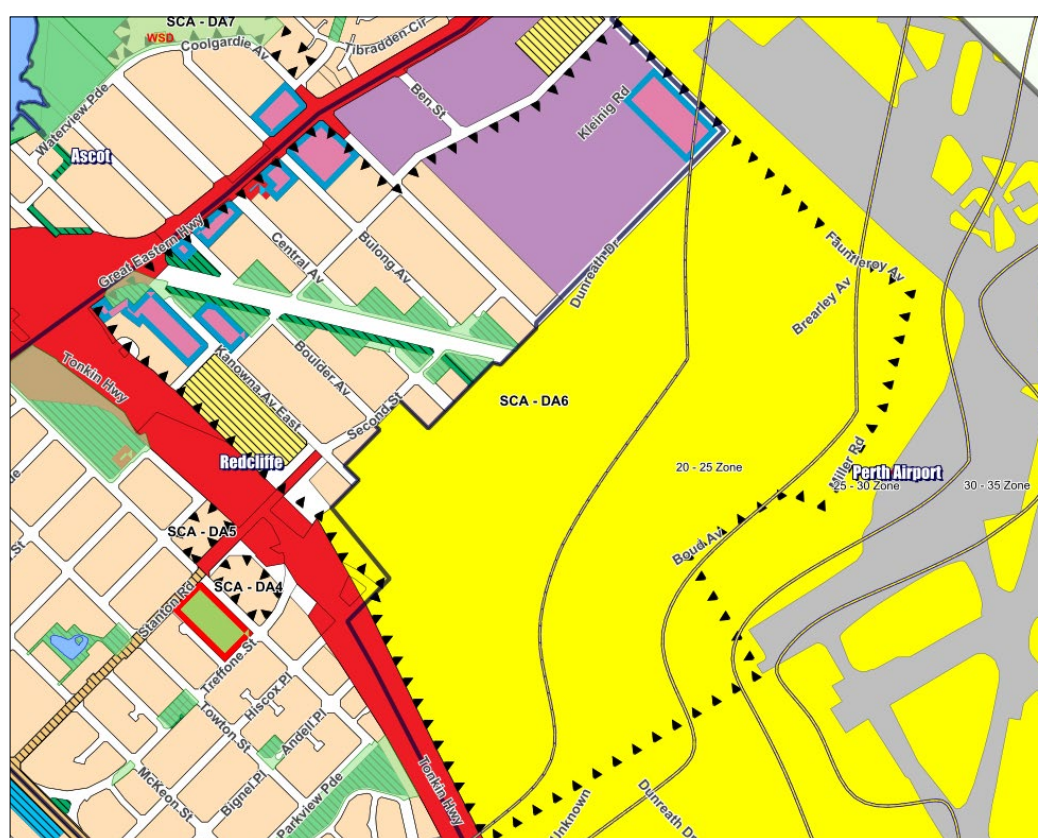
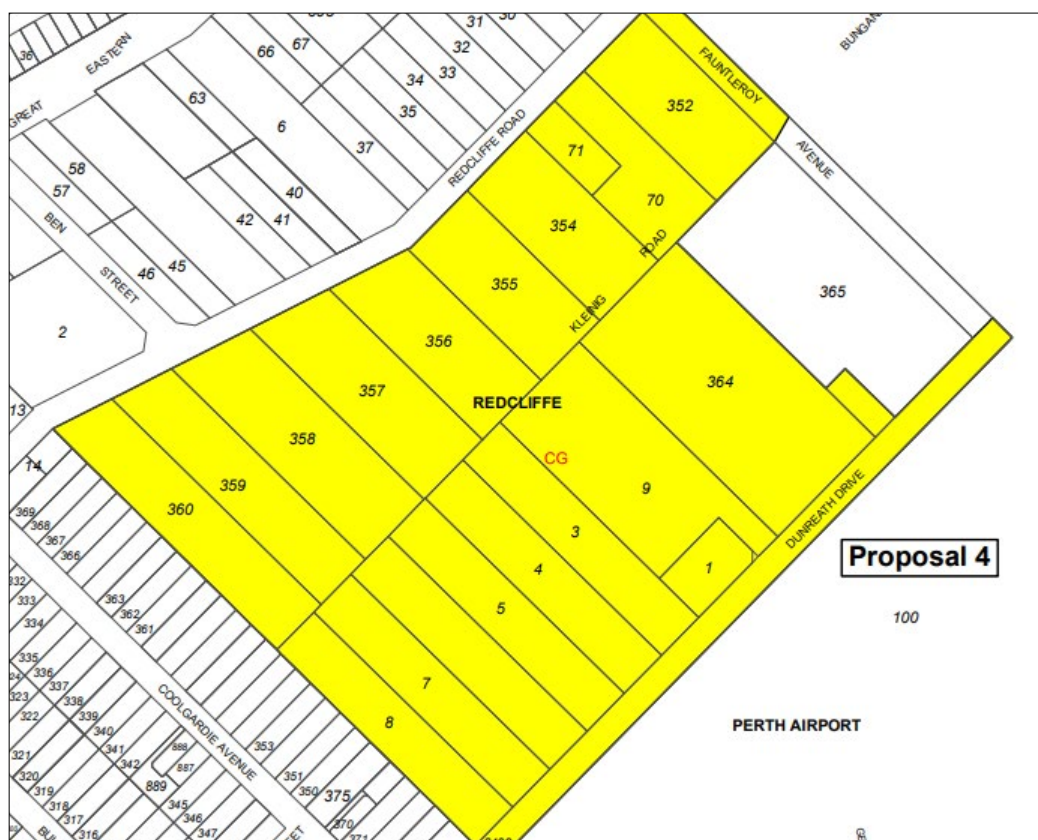
A portion of Perth Airport's land is within Development Area 6 (DA 6) (see Figure 4 overleaf) which requires a structure plan to be prepared under the City's Local Planning Scheme No.15. While the City has no jurisdiction over the Perth Airport land, it is considered appropriate to retain the DA 6 boundary as it is noting that the this land forms part of the broader precinct. There is also a a relationship between development that occurs under the Perth Airport Masterplan and the City's Local Planning Scheme No. 15 which should be recognised and maintained.

Action 1.1

Reserve 'Industrial' zoned land between Dunreath Drive and Redcliffe Road 'Public Purpose - Commonwealth Government' through the preparation of a new local planning scheme.

Action 1.2

Retain the DA 6 boundary to be consistent with Local Planning Scheme No. 15.



Perth Airport Masterplan

The Perth Airport Masterplan 2020 guides development within the Perth Airport Estate and in doing so, designates areas of commercial/ industrial development.

The Perth Airport Masterplan divides the Estate into five precincts, with varying desired land uses in each (see Figure 5). Two of these are solely aviation-related: the Airfield Precinct for aircraft operations and the Airport Central Precinct for passenger facilitation. The Airport West, Airport North and Airport South Precincts have, or are planned to have, a mix of aviation and non-aviation developments.

The five precincts described above contain the following land use zones as also visualised by Figure 6:

- Airfield Zone;
- Terminal Zone;
- Airport Services Zone;
- Commercial Zone; and
- Mixed Use Zone.

The Masterplan sets out objectives for each zone and designates land use permissibility by including a list of 'Discretionary' uses.

It is vital that the City remains aware and considers the current and future land use mix proposed to be located within the Perth Airport Estate. This will assist the City in understanding the relationship between land uses in the Perth Airport Land and the City of Belmont to help guide future planning.

Action 1.3

Continue to liaise with Perth Airport, monitoring development and the potential impact of future development on existing activity centres within the City of Belmont.



Figure 5

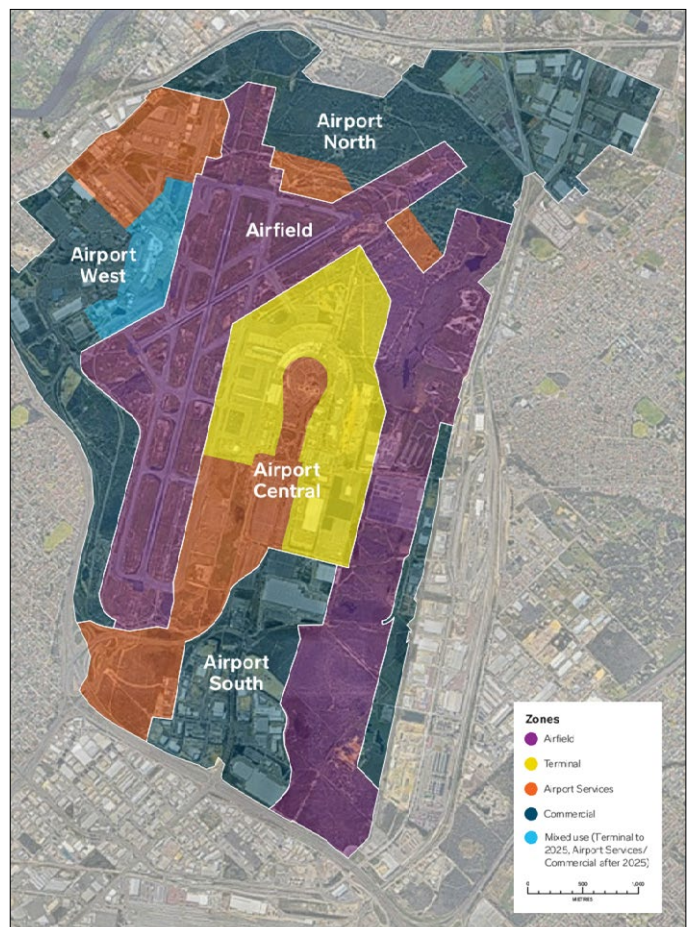


Figure 6

Airport West

The Airport West precinct is zoned 'Commercial' under the Perth Airport Masterplan which caters for a large range of discretionary land uses. In particular, the Airport West precinct is proposed to contain retail outlets and bulky goods showrooms. This form of development has already commenced within this precinct with the construction of the Direct Factory Outlet (DFO) and Costco.

The Perth Airport Masterplan details that there will be a transition from large scale regular passenger transport services and other aviation facilities within the Airport West precinct, to office, education, hospitality, wellbeing, retail, and bulky good developments. It is considered that these land uses may be more appropriately located outside of the Perth Airport estate within existing activity centres in the City of Belmont. As described by the RNA prepared to inform this Strategy, the large format retail developments planned for Perth Airport's land significantly adds to commercial competition. Therefore, the City of Belmont should liaise with Perth Airport regarding

their future land use intentions particularly for the Airport West precinct with a view to understanding how the scale and range of land uses proposed and contemplated by the Masterplan will impact the City's existing activity centres.

Further consideration should also be given to the range of land uses capable of approval in the 'Commercial' zone under the Perth Airport Masterplan. Land uses capable of approval extend beyond those recommended by SPP 4.2 for activity centres. Given this, the City should continue to liaise with Perth Airport to ensure that appropriate activity centre land uses are established particularly within the Redcliffe Neighbourhood Centre which facilitate high levels of activity and a day/night time economy.

The City should also seek to understand the overall impact of an increase in bulky goods showrooms on the 'Belmont Business Park' and land uses along Great Eastern Highway.



Airport Central

Airport Central Precinct is currently responsible for housing terminal and aviation facilities and commercial development, inclusive of retail and office uses. The Perth Airport Masterplan states that the Airport Central Precinct will in the future include an expanded international terminal, a new terminal (replacing current terminal three or four in the Airport West Precinct), ground transport systems (including the Perth Airport Station and automated mass transit system), and additional commercial development (including offices, retail and hotels).

The City should consider the increase in potential employment opportunities for the surrounding residential population, while understanding the potential economic impact that additional commercial space may have on the broader economic viability of other activity centres and employment areas within the City of Belmont.

Airport South

The Airport South Precinct is currently characterised by a number of industrial style land uses, particularly focused around freight and logistics.

The Perth Airport Masterplan explains that this style of development and particular focus on freight and logistics is expected to continue into the future.

The City should be mindful of the overall development potential of this precinct and should seek to understand the potential impact that the continued expansion may have on the Kewdale Industrial Area.

Airport North

The Airport North Precinct is envisaged to be developed predominately for an integrated mix of industrial, commercial, warehouse, storage, and logistics land uses. Perth Airport has identified this precinct as having the potential for a major metropolitan inter modal logistics centre servicing the needs of the airport and the metropolitan area. With this in mind, the City should monitor development and land use in this area despite it not being located within the City of Belmont, to understand the potential impact future development may have on the Redcliffe and Kewdale Industrial Areas.

Employment

Perth Airport is a major employment generator for the City of Belmont and greater Perth metropolitan area.

The Perth Airport Masterplan states that in 2018 a total of 16,700 workers were employed in aviation and non-aviation full-time jobs; this number is expected to rise to 36,600 by 2040.

The continued growth of Perth Airport will present significant employment opportunities for existing and future residents within the City of Belmont. Significant population growth is expected to occur within Development Area 6 (Redcliffe Train Station Precinct) and an appropriate scale of new commercial development (particularly within the Airport West Precinct) is likely to benefit the local community in terms of goods and service provision and employment self-sufficiency.

While the City should encourage a level of employment self-sufficiency for the new local residential population, the level of impact on existing activity centres within the City should be continually monitored to ensure their sustainability into the future.

Action 1.4

Investigate the benefit of commercial development within Perth Airport for the local community, while advocating to minimise the impact upon existing activity centres within the City of Belmont.





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Perth Airport

Actions



Actions & Implementation

Perth Airport

No.	Action	Document Reference	Strategic Community Plan	Relationship to Other Documents	Timing	Responsibility
1.1	Reserve 'Industrial' zoned land between Dunreath Drive and Redcliffe Road 'Public Purpose - Commonwealth Government' through the preparation of a new local planning scheme.	Part 2 Perth Airport Reservation Page 4	 5.7	Perth Airport Masterplan	Short	Planning
1.2	Retain the DA 6 boundary to be consistent with Local Planning Scheme No. 15.	Part 2 Perth Airport Reservation Page 4	 5.7	Perth Airport Masterplan Draft Redcliffe Station Precinct Activity Centre Plan	Short	Planning
1.3	Continue to liaise with Perth Airport monitoring the impact of future development on existing activity centres within the City of Belmont.	Part 2 Perth Airport Masterplan Page 6	 1.2 1.4  5.1 5.7	Perth Airport Masterplan	Ongoing	Planning Economic Development
1.4	Investigate the benefit of commercial development within Perth Airport for the local community, while advocating to minimise the impact upon existing activity centres within the City of Belmont.	Part 2 Employment Page 8	 1.2 1.4  5.1 5.7	Perth Airport Masterplan Draft Redcliffe Station Precinct Activity Centre Plan	Ongoing	Planning