



Implementing the Plan

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PART D

Implementing The Plan

Section 15. **Development Program**

Provides details of future key developments covered by the Master Plan 2024, based on the vision, strategic objectives, anticipated aviation growth forecasts, commercial development opportunities, transport and access requirements and environmental commitments.



Development Program

15

15.1 Introduction

The Development Concept Plan contains a summary of potential developments outlined in the Master Plan 2024 to accommodate growth at Parafield Airport in accordance with the airport vision and development objectives (see Section 5).

The Development Concept Plan outlines proposed developments for improvements to the airfield, aviation facilities and infrastructure requirements to support the forecast increase for aircraft movements to 2043. The Development Concept Plan also outlines potential commercial property opportunities across Parafield Airport that are complementary to aviation operations and contribute to the economic growth of the state and local economies.

Details are also provided of the improvements to the ground transport network to accommodate traffic requirements to 2043.

The existing runway system provides sufficient capacity for the forecast volume of aircraft movements up to and beyond the 20-year planning period of this Master Plan. The aviation development plan is focused on extending the usable life of the infrastructure and improving the efficiency of the airfield.

The Parafield Airport Master Plan 2024 is underpinned by a detailed Environment Strategy, recognising Parafield Airport Limited's (PAL) responsibilities to meet legislative requirements and strive for environmentally sustainable outcomes for the ongoing operations of Parafield Airport.

15.2 8-Year Development Plan

The 8-Year Development Plan for Parafield Airport is based on capacity needs as determined by the current growth forecasts. PAL will continue to monitor the expected growth, as well as aviation trends and customer needs, and respond to any changes as necessary. Therefore, the actual timing of developments may vary and will be subject to appropriate engagement. During the next eight years, PAL will continue to focus on supporting the aviation industry, striving for innovative solutions, and achieving sustainable outcomes.

Aviation developments will focus on runway surface spray treatments, upgrading the runway lighting on Runway 03L/21R, sealing of Taxiway A, and aircraft run-up bay expansions. Electrical services may be required within aircraft parking areas for charging electric aircraft batteries.

Commercial development will continue across the airport to support businesses and provide economic stimulus to the state and region. To cater for existing and planned developments and associated employment and visitor traffic, a new intersection is planned for the Airport Business Precinct and the intersection into the Enterprise Precinct will become signalised. The internal road network across all precincts will also be modified to support the uplift of development within the airport as needed.

PAL continues to receive strong interest for vacant land within the Commercial, Airport Business and Enterprise precincts and is currently working with several third parties on a variety of site and development options.

Key development projects for Parafield Airport, as outlined in the 8-Year Development Plan, are highlighted in Table 15-1.

AREA	POTENTIAL DEVELOPMENT
Aviation Development	<p>Runways</p> <ul style="list-style-type: none"> • Surface spray treatment of runways 03L/21R, 08R/26L and 08L/26R • Upgrade of runway lighting for runway 03L/21R to maintain compliance with airfield standards • Re-sealing of runways as required
	<p>Taxiways, Aprons and Run-Up Bays</p> <ul style="list-style-type: none"> • Sealing of Taxiway A to improve airfield efficiency • Expansion of run-up bay J and run-up bay B to improve airfield efficiency • Expanded hangar and apron development area adjacent to the existing western apron to increase aircraft parking capacity where commercially viable • Surface spray treatments and re-sealing of taxiways and run-up bays as required • Installation of electrical services (within parking apron) for charging of electric aircraft
Commercial Development	<p>Airport Business Precinct</p> <ul style="list-style-type: none"> • Commercial development will continue with a focus on infill, redevelopment and upgrade to existing buildings and sites • New development to be advanced including a childcare centre, and development occurring in the land adjacent to the railway line
	<p>Enterprise Precinct</p> <ul style="list-style-type: none"> • Industrial and commercial development will commence
	<p>Commercial Precinct</p> <ul style="list-style-type: none"> • Retail and commercial development will continue, including large format retail and a retail fuel outlet
Ground Transport	<p>Roads</p> <ul style="list-style-type: none"> • New internal road network aligned with proposed development in the Enterprise Precinct and signalisation of existing intersection on Elder Smith Road • New intersection with Kings Road and new internal road network aligned with proposed development in the western section of the Airport Business Precinct • Extension of Nobby Buckley Drive (north and south) to provide access for potential new commercial development in the Commercial Precinct
	<p>Car Parks</p> <ul style="list-style-type: none"> • New car parking areas in the Airport Business Precinct
	<p>Walkways and Cycleways</p> <ul style="list-style-type: none"> • Extension of the shared path on Kings Road (within the airport site) to provide a link to the Main North Road cycle network • New walkways aligned with road extensions and new road networks within precincts
	<p>Responding to future technology – build in flexibility and responding to disruptive technology (ride share, air taxis, autonomous vehicles etc)</p>

Table 15-1: 8-Year development plan

15.3 20-Year Development Plan

The 20-Year Development Plan (20-Year Plan) for Parafield Airport is also based on capacity needs, as determined by the current growth forecasts. Key development projects for Parafield Airport, as outlined in the 20-Year Development Plan, are highlighted in Table 15-2.

AREA	POTENTIAL DEVELOPMENT
Aviation Development	Runways <ul style="list-style-type: none"> • Re-sealing of runways as required
	Taxiways, Aprons and Run-Up Bays <ul style="list-style-type: none"> • Extension of Taxiway B and granular re-sheeting or sealing of Taxiway J to improve airfield efficiency • Construction of new run-up bay on Taxiway B • Expansion of the southern apron and expanded hangar and apron development area adjacent to the existing western apron to increase aircraft parking capacity where commercially viable • Surface spray treatments and re-sealing of taxiways and run-up bays as required
	Helicopters <ul style="list-style-type: none"> • Potential relocation of helipad facilities to reduce operational constraints for helicopter operations
Commercial Development	Airport Business Precinct <ul style="list-style-type: none"> • Continued development of commercial, industrial and aviation-related facilities
	Enterprise Precinct <ul style="list-style-type: none"> • Development of industrial, freight/logistics/warehousing, commercial and aviation-related and support activities
	Commercial Precinct <ul style="list-style-type: none"> • Continued commercial development of the remainder of the developable land
Ground Transport	Roads <ul style="list-style-type: none"> • New internal road network aligned with proposed development in the Enterprise Precinct and new intersection on Elder Smith Road • Link between the Airport Business Precinct and Enterprise Precinct • Modification of the Kings Road intersection and new internal road network aligned with proposed development in the western section of the Airport Business Precinct • Extension of Nobby Buckley Drive (south) to provide access for potential new commercial development in the Commercial Precinct
	Car Parks <ul style="list-style-type: none"> • Additional car parking in the Airport Business Precinct
	Walkways and Cycleways <ul style="list-style-type: none"> • Extension of existing shared path adjacent to Elder Smith Road to connect into Enterprise Precinct • New shared path within Bennett Precinct adjacent to Elder Smith Road to enable off-road link to Main North Road cycle network • New walkways aligned with road extensions and new road networks within precincts
	Rail <ul style="list-style-type: none"> • Potential freight rail spur into Enterprise Precinct, dependent on requirements and uses of future development

Table 15-2: 20-Year development plan