

Overarching Plan



The 2022 Master Plan for Melbourne Airport is a strategic document providing a blueprint for airport's development over the next 20 years and beyond. It includes a vision for the airport,

development objectives, land use precincts, planning zones and concept plans, which form the overarching basis of the plan for the airport going forward.

The Master Plan's vision for the next 20 years is:

To strengthen Melbourne Airport's position as Victoria's principal 24/7 international and domestic air transport gateway, and premier logistics hub, business, sport and recreation activity centre that generates economic, social and employment benefits for Victoria and Australia.

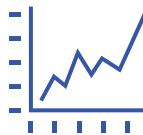


2022 Master Plan Development Objectives



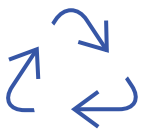
Connectivity

- Enhance the airport's place as Victoria's gateway to the world.



Growth

- Meet the aviation needs of a growing national economy.
- Facilitate the needs of the airline community.



Sustainability

- Provide economic and social benefits to the local community and Victoria through long-term sustainable growth and investment.
- Minimise the impact on, and seek opportunities to improve natural, constructed and social environments.



Safeguarding

- Safeguard the airport and its environs from incompatible development.
- Protect the airport's 24-hour curfew-free status for the benefit of Victoria.
- Maintain the airport as one of Victoria's key activity and employment centres.



Safe and secure

- Ensure development maintains a safe and secure operating environment.



Efficiency

- Deliver timely and cost-efficient infrastructure for airlines, businesses, passengers and staff.
- Improve every traveller's experience of the airport.

Land Use Plan

The land use plan for the airport comprises three broad land-use precincts: Aviation Precinct, Landside Main Precinct and Landside Business Precinct. A copy of the Land Use Precincts Plan is provided on the following page.

The land-use precincts have been developed to reflect Melbourne Airport being designated a state-significant Transport Gateway in the metropolitan planning strategy "Plan Melbourne".

Each precinct has a different purpose:

Aviation Precinct

The role of the Aviation Precinct is to provide for:

- safe, secure and efficient airfield activities including aircraft take-off, landing, taxiing, handling and parking
- aircraft navigation aids, Aviation Rescue Fire Fighting Services and other facilities essential to aircraft operations
- the operation, use and development of land for passenger and baggage processing, thereby enabling the terminal facilities to operate safely, securely, efficiently and cost-effectively
- best-practice facilities for airlines and passengers, including efficient terminal facilities with sufficient commercial areas and utilities infrastructure
- integrated terminals with commercial, office and retail uses
- the flexible expansion of passenger terminal facilities to meet forecast demand
- 24-hours-a-day, seven-days-a-week aircraft operations.

Landside Main Precinct

The primary role of the Landside Main Precinct is to provide:

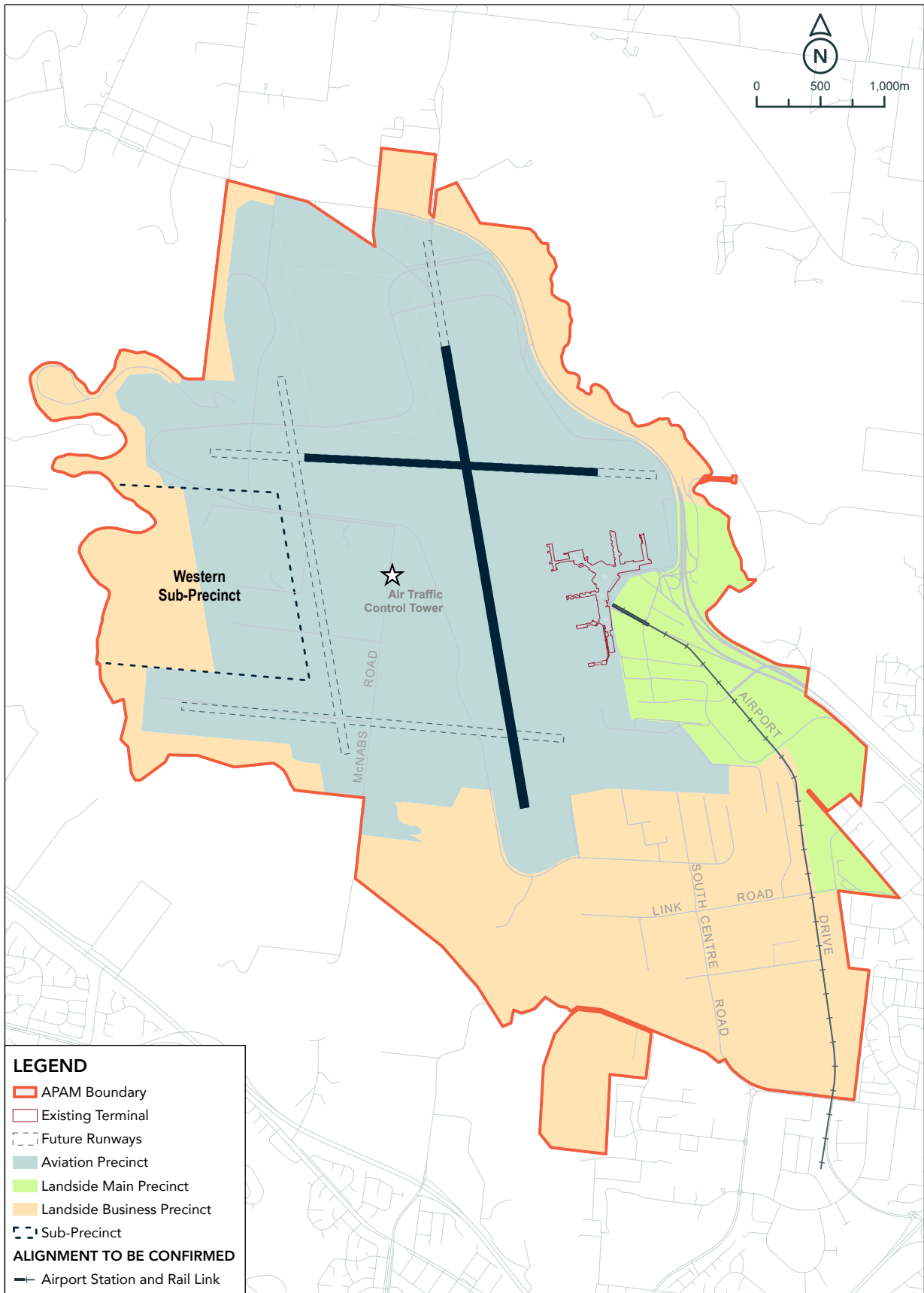
- Airport support activities, services and facilities for airlines, passengers, government agencies, freight businesses and transport providers
- integrated car parking, hotel accommodation, and commercial and retail uses that support the airport
- an attractive and functional gateway to the airport
- ground transport facilities and services for efficient access to the airport, including Melbourne Airport Rail.

Landside Business Precinct

The primary role of the Landside Business Precinct is to provide:

- land for aviation and non-aviation uses
- aviation-related services including aircraft maintenance and servicing, and freight terminals
- non-aviation uses including industrial, commercial, retail, office, recreational, manufacturing, warehousing and associated activities
- ground transport facilities and services for efficient access to the airport, including Melbourne Airport Rail.

Melbourne Airport Land Use Precincts



Planning Zones

For the assessment for land use proposals, the Master Plan includes planning zones derived from the Victoria Planning Provisions (VPP). The specific provisions of the zones have been tailored to the airport context.

There are three planning zones:

- The Special Use Zone has been applied to the Aviation Precinct to reflect the distinctive nature of this area and its critical role in the airport's operation
- The Activity Centre Zone has been applied to the Landside Main and Landside Business precincts to reflect their mix of uses and intensive development; and their role as a focus for business, shopping, working, leisure, hotels, transport and community facilities
- The Road Zone applicable to the section of Sunbury Road and the Tullamarine Freeway that traverses the airport boundary.

Development Concept Plans

The 2022 Master Plan includes three Development Concept Plans, which indicate proposed land uses within the land use precincts. The three concept plans are:

- The 2027 Development Concept Plan (five-year plan) for Melbourne Airport is based on capacity needs as determined by the current growth forecasts
- The 2042 Development Concept Plan (20-year period) for Melbourne Airport primarily involves expanding the existing terminals precinct up to the maximum number of aircraft parking positions it can foreseeably support
- Long-term Development Concept Plan (beyond 20 years) which incorporates the eventual four-runway configuration on the site, which will provide capacity well beyond the scope of this 20-year Master Plan.

A copy of the Long-term Development Concept Plan is provided on the following page.

Further information

Section A2: Vision, Development Objectives and Concept Plans

Section C8: Land Use Plan

Long-Term Development Concept Plan for Melbourne Airport

