

14 Non-Aviation Development



14.1 Introduction

Perth Airport is one of the largest property landlords in Western Australia and plays a significant role in developing land which facilitates the growth of Perth and Western Australia's economy.

Perth Airport seeks to optimise the development opportunities for airport land not required for aviation purposes, by creating a unique and compelling destination for community, industry and commerce.

Perth Airport has experienced ongoing demand for logistics opportunities, in particular warehouses, due to its high-profile location and unrivalled connectivity. The current property portfolio has more than 200 tenants, many of which are highly regarded, blue chip commercial operators.

The vision for non-aviation development is to create a 'city at the airport', integrating Perth Airport's infrastructure with a variety of commercial, industrial, and cultural facilities. Through this approach, the airport estate is being established as a premier centre of activity within Perth, leveraging the global and national connectivity of the airport alongside its location in the metropolitan region.

To achieve this vision, Perth Airport requires a flexible, cohesive and innovative development plan. This non-aviation development plan takes into consideration:

- compatibility with aviation activities and aviation support facilities
- Perth Airport's designated status as a Specialised Activity Centre in State planning documents
- complementary and integrated development with surrounding land uses in consultation with government authorities
- demand from industries that see a benefit to their operations being located on the Perth Airport estate
- proximity and connectivity to the Central Business District (CBD) and regional road network
- Perth Airport's location in relation to freight hubs and transport infrastructure
- proximity to the Airport Central Station and Redcliffe Station
- security of electricity, water and communications networks
- existing large developable land parcels on the airport estate, and
- environmental and heritage values.



The vision for non-aviation development is to create a 'city at the airport'.

14.2 Non-Aviation Development Plan

The non-aviation development plans presented in Master Plan 2026 reflect the current planning and vision for the Airport North, Airport West, Airport Central and Airport South precincts.

The development plans have been designed to be flexible so as to respond to changes in market and customer expectations. The timing and scope of any development will be influenced by a range of factors including market demand, business viability, and Airports Act development approval requirements.

14.2.1 Airport North Precinct

The Airport North precinct, shown in Figure 14-1, is 365 hectares in area and is envisaged to be a world-class industrial and commercial precinct, leveraging connectivity to Western Australia and beyond. The precinct also presents an opportunity for aviation-related development, with direct apron frontage available for some sites.

The portion of this precinct located north of Kalamunda Road is fully developed with a range of industrial, warehouse, showroom, storage and logistics land uses.

Non-aviation development since 2020 is shown in Table 14-1.

An interpretive walking trail celebrating Whadjuk heritage and culture is planned to link two key cultural sites—Allawah Grove and Munday Swamp—creating a central feature for the precinct’s development and providing an enriching experience for precinct visitors and employees.

Within the next five years, it is expected that the undeveloped portion of Airport North will begin to undergo development, which is likely to include industrial, logistics and aviation support land uses, following the construction of access roads and other supporting utility infrastructure. Given the area of land available, large lots can be created to support industrial land uses, and a range of research, innovation and technology land uses which require large flat sites can also be accommodated.

Access to the precinct will be provided as part of the Northern Access Project which is being jointly funded by the Federal and State governments and is planned for delivery by the State Government within the next five years. This project will make heavy vehicle movements safer and more efficient, at the same time providing the access required to deliver the future potential of the Airport North precinct. The future internal road network of Airport North is designed to accommodate the land uses within the precinct, ensuring further improved accessibility.

There is an opportunity to develop the area with other complementary, high amenity and convenient land uses for the future local workforce and resident population in Forrestfield North, within the City of Kalamunda.

The Midland Freight Rail Line bisects Airport North, creating the potential for a rail spur extension into the precinct. Combined with opportunities to establish airside access for air freight, this could enable the development of an intermodal facility, opening the door to new and more diverse land uses not currently present on the estate. There are constraints—such as limited developable height due to the cross runway, as well as environmental considerations—which restrict this opportunity, and Perth Airport will continue exploring options to enhance the viability of such development.

Development in Airport North will recognise and respect cultural heritage and the natural environment in the precinct. An interpretive walking trail celebrating Whadjuk heritage and culture is planned to link two key cultural sites—Allawah Grove and Munday Swamp—creating a central feature for the precinct’s development and providing an enriching experience for precinct visitors and employees.

Development /Tenant	Nature of Use	Land area (approx. hectares)
CEA	Industrial warehouse and office	3.4

Table 14-1 Non-aviation development within Airport North 2020-2025
Source: Perth Airport



Create a world-leading logistics precinct capitalising on unrivalled connectivity

Airport North is unique in its access to both air and rail freight networks. The precinct is intended to deliver industrial and commercial land uses with the airside boundary ideal for future aviation support use.



Protect and enhance the natural environment

The public realm provides a necessary amenity for workers within the precinct, while providing functional environmental services. High-quality remnant vegetation provides opportunities for retention, and to act as a palate for landscaping throughout the precinct.



Recognise and enhance Aboriginal Culture

Airport North is rich in cultural heritage in the form of Allawah Grove and Munday Swamp. Airport North will acknowledge this heritage throughout the precinct, enhancing these heritage places while linking them through the public realm and environmental features.

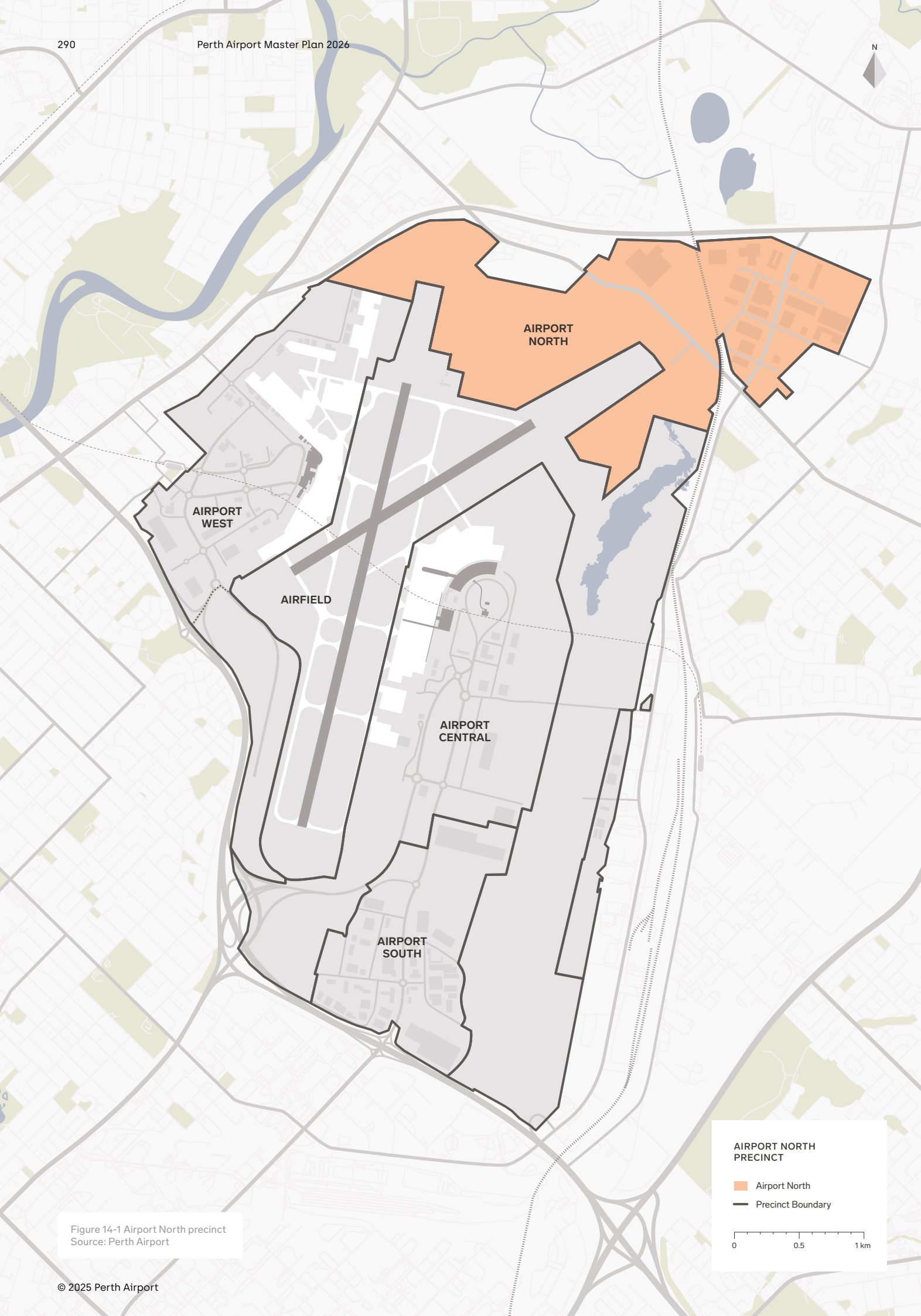


Figure 14-1 Airport North precinct
Source: Perth Airport



Within the next five years, it is expected that the undeveloped portion of Airport North will begin to undergo development, which is likely to include industrial, logistics and aviation support land uses, following the construction of access roads and other supporting utility infrastructure.

14.2.2 Airport West

The Airport West Precinct is shown in Figure 14-2 and comprises 344 hectares. It currently consists of predominantly aviation developments, with T3, T4 and the General Aviation Area all within the precinct. Other existing land uses include commercial office buildings, freight and logistics centres, and more recently the Dunreath Village and Highway Services developments.

Non-aviation development since 2020 is shown in Table 14-2.

As shown in Figure 14-2, the Airport West precinct has two distinct non-aviation development areas—Redcliffe Metro and Dunreath Green.

Development/Tenant	Nature of Use	Land area (approx. hectares)
Costco Wholesale	Large format retail warehouse and petrol station	6.3
Dunreath Village (Stage 1)	Retail centre	2.2
Dunreath Village (Stage 2)	Liquor store	0.2
Highway Services	Fast food and car wash	1.8

Table 14-2 Non-aviation development within Airport West 2020-2025
Source: Perth Airport

Artist's impression of future commercial development at Perth Airport

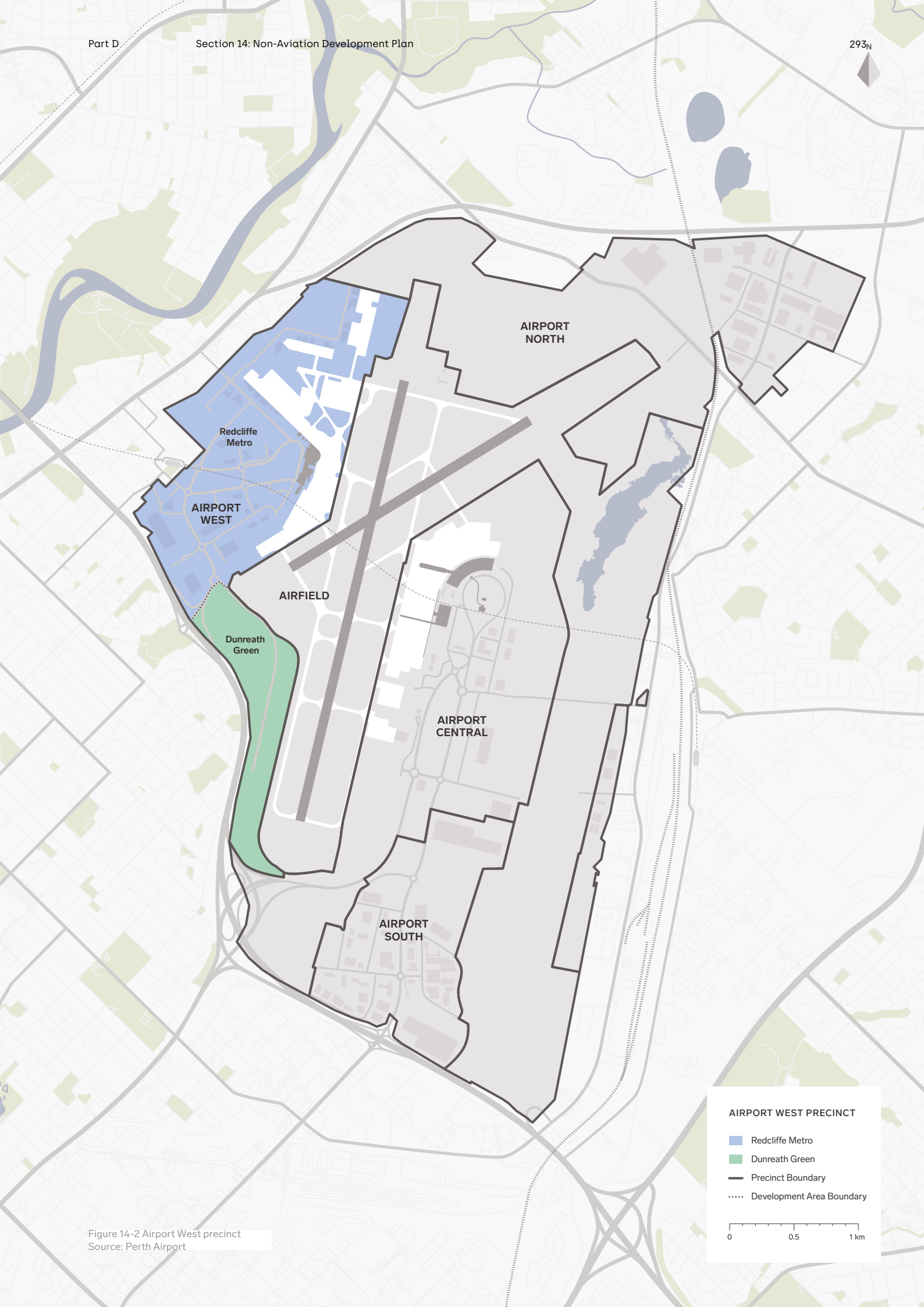


Figure 14-2 Airport West precinct
Source: Perth Airport

14.2.2.1 Redcliffe Metro Development Area

Redcliffe Metro is a distinct commercial centre of Airport West that covers an area of 274 hectares.

It maximises the benefit of the Federal and State government investments in the METRONET rail project. The area is anchored by a commercial core adjacent to Redcliffe Station, with a wide range of business and land uses that provide all the conveniences of a local shopping centre for passengers, airport workers and the local community. Since 2018, the Direct Factory Outlet, Costco Wholesale, Dunreath Village (featuring Woolworths, Priceline, Sushi Hub, Dan Murphy's and other speciality retail shops), McDonalds, KFC and an IMO car wash have opened, creating more than 1,300 ongoing retail jobs.

The area will continue to provide a range of aviation support facilities and associated ground transport infrastructure for T3/T4 until Qantas relocates to a new terminal within the Airport Central precinct. After the relocation, the existing services and established road network with abundant car parking will become progressively available for use (and re-use) by complementary land uses.

The staged realignment of the General Aviation Area (discussed in Section 13.7) will allow for expanded general aviation and cargo uses, and may include private passenger transport by way of, for example, vertical take-off and landing aircraft in the future.

The demand for new office developments is anticipated to increase over time, assisted by the uptake in the use of the Forrestfield-Airport Link rail services to Redcliffe Station and the increased surrounding residential population. This population will be ideally located for easy access to employment opportunities within the estate.

Through a staged approach over the 20-year planning period of this Master Plan 2026, the area will transition into a highly integrated and walkable mixed-use hub that could include the following:

- expanded general aviation and cargo facilities
- restructured traffic network which separates heavy-duty vehicles from other precinct traffic
- a connected active transport network throughout
- increased public open space
- high-amenity office campus
- adaptive re-use of existing warehouses
- entertainment and leisure facilities
- prioritisation of culture and the arts
- education and training centres, and
- improved amenities such as childcare facilities and food and beverage offerings.



A range of commercial land uses that create a destination

Redcliffe Metro will include a wide range of commercial, retail, education and training land uses.



Create distinct precinct with unique character and function

Redcliffe Metro will become a precinct structured around neighbourhoods, each with a distinct role and character ranging from an urban, high-street typology to aviation support within the outer neighbourhoods of the precinct. Improved landscaping and public realm are used to further define neighbourhoods to create a unique sense of place.



Walkable and accessible

Consolidation of commercial aviation in Airport Central provides the opportunity to restructure the movement network within Redcliffe Metro, bisecting car park sites to create a permeable grid that supports pedestrians, micromobility, and vehicle movement. Conflict with heavy vehicles is reduced by creating a service road along the airside boundary.



Promote creativity and innovation

Redcliffe Metro will provide opportunities to support the advancement of creativity and innovation, promoting cultural and creative industries and Traditional Custodian storytelling.

14.2.2.2 Dunreath Green Development Area

The Dunreath Green development area is situated at the southern end of the Airport West precinct and spans 70 hectares. It offers excellent connectivity to the nearby Tonkin Highway and is within walking distance of Costco Wholesale and the Direct Factory Outlet developments.

Development of Dunreath Green will focus on creating an experience-driven destination, featuring large-format retail and leisure land uses, as well as industrial, logistics and automotive uses.

The area includes an existing living stream (vegetated open drainage channel) which will be preserved as part of development; new green spaces will also be added to enhance the quality of the environment for visitors and employees.

Development within Dunreath Green is set to begin in 2025.

Development of Dunreath Green will focus on creating an experience-driven destination, featuring large-format retail and leisure land uses, as well as industrial, logistics and automotive uses.



A Leisure and Tourism Destination

Dunreath Green will operate as a leisure and tourism destination that attracts people from near and far. The area is also home to Perth Airport's aviation viewing platform.



Create distinct precinct with unique character and function

Dunreath Green will become a precinct structured around flagship or experiential large-format retail and leisure offerings. Improved landscaping and public realm are used to create a unique sense of place.



Access Priorities

Dunreath Green will prioritise driver accessibility as well as pedestrian amenity and safety.

14.2.3 Airport South

The Airport South precinct comprises approximately 203 hectares of land and is supported by quality transport links and infrastructure.

As shown in Figure 14-3, the Airport South precinct comprises the non-aviation development area in the south of the estate, and a portion of land along the eastern boundary of the airport estate. It is serviced by Tonkin Highway, Horrie Miller Drive and Airport Drive, which provide high commercial exposure for development sites. Abernethy Road provides access to the portion of land along the eastern boundary.

The precinct is made up of primarily industrial developments such as distribution centres, storage warehouses and workshops. There are also some commercial facilities within the precinct, including offices and food and beverage offerings.

Non-aviation development within Airport South since 2020 is shown in Table 14-3.

The precinct benefits from high-quality transport links and infrastructure, serving as Perth Airport’s southern gateway and providing a seamless transition to Airport Central. It will continue to be developed for large-format commercial and industrial use, while opportunities for aviation support facilities within the precinct will also be explored. The long-term vision for Airport South is of a highly accessible industrial and logistics precinct anchored by an identifiable precinct-centre, supported by high-quality public realm with spaces for workers to meet.

There are several industrial developments planned within the next five years. The first development is the 16.3-hectare parcel of land located to the north-east of the precinct, along Tarlton Crescent, planned to be prepared for development. The site can cater for multiple developments, suitable for land uses such as industrial, logistics and aviation support. The proposal for land clearing and construction of roads and services of this land parcel is detailed in a Major Development Plan that underwent public comment in early 2025 and will be submitted to the Federal Minister for Infrastructure for decision.

The Airport South precinct has an interface with the Airfield precinct. With the upcoming Airport Central precinct developments, including the new runway and new and expanded terminals, there will be an increase in the aviation workforce on the estate. Consequently, land uses which provide amenity for the growing workforce may be pursued in this area.

Given the height constraints within the eastern boundary, there is limited future development on the five-year horizon for that portion of the Airport South precinct. The only development Perth Airport is currently working on is the relocation of an existing shipping container storage tenant—which will be displaced by the new runway development—to a new site within this area.

Development/Tenant	Nature of Use	Land area (approx. hectares)
Air Radiators	Industrial workshop and office	1.2
Border Express	Logistics warehouse and office	4.2
Cummins	Industrial warehouse and office	1.4
Epiroc	Industrial workshop and office	1.7
Geordis	Industrial warehouse and office	0.9
Officeworks	Warehouse and office	3.3
Pacific Energy	Industrial warehouse and office	1.5
Westrac	Industrial warehouse and office	1.3
Westrac	Industrial warehouse and office	0.9
Dnata	Industrial warehouse and office	2
Capital Group	Industrial warehouse and office	1.1

Table 14-3 Non-aviation development within Airport South 2020-2025
Source: Perth Airport



Figure 14-3 Airport South precinct
Source: Perth Airport



Create a sense of community

The precinct core is to be established around Whitham Road, anchored by commercial, food and beverage offerings and public spaces providing amenities to workers. New and redeveloped buildings will have attractive front facades that strengthen the interplay between the public and private realm.



A gateway precinct

Create a southern entrance to the Perth Airport estate around the Horrie Miller Drive and Tonkin Highway intersection. Landscaping and wayfinding will support improvements to the precinct amenity.



A coherent and legible character

Public realm and landscaping improvements focused in the eastern area of the precinct will support people moving safely and comfortably through the precinct.



Support industry and economy

Airport South will continue to provide valuable large-format industrial and logistics floorspace to existing long term tenants, supporting economic activity within the airport estate. Further development of adjacent land will create space for new aviation and non-aviation tenants.



14.2.4 Airport Central

Unlocked by the upcoming multi-billion-dollar consolidation of commercial passenger services into the precinct, Airport Central will be the gateway to Western Australia. The precinct is shown in Figure 14-4 and is approximately 417 hectares, comprising mainly Terminal and Airport Services Zones.

T1 International, T1 Domestic pier and T2 are located within the precinct, as well as the Airport Central Station, public and staff car parks, and the Air Traffic Control tower. A range of non-aviation developments also exists within the Airport Central precinct, including retail, office accommodation and car rental facilities.

Airport Drive is the main terminal access road, linking with Tonkin Highway. Horrie Miller Drive runs through Airport Central, linking from Airport South, and is used by heavy vehicles accessing the precinct to service various freight and other related land uses.

Non-aviation development with Airport Central since 2020 is shown in Table 14-4.

Development/ Tenant	Nature of Use	Land area (approx. hectares)
United Petroleum	Fuel station	0.8

Table 14-4 Non-aviation development within Airport Central 2020-2025
Source: Perth Airport

Non-aviation development within the next five years includes the construction of the airport’s first hotel (see Section 2.9.1.5), located adjacent to the Air Traffic Control tower, and two multi-storey car parks.

The construction of a new terminal and expansion of existing terminal facilities will also take place within the next five years, with Qantas operations to relocate from T3/T4 to Airport Central around 2031. This will provide opportunity for other aviation-related development, with direct apron frontage available for some sites, as well as complementary commercial projects aimed at improving visitor convenience and supporting the increased workforce within the precinct.

Land is being safeguarded for a future second hotel to the east of the first hotel site, along with an area designated for commercial development between the two hotels. This commercial space may include retail, office and leisure facilities, catering to passengers and other airport visitors.



Create a sense of arrival and departure

Airport Central is the stepping-off point for people visiting or returning to Western Australia. Public realm and landscaping within the forecourt will introduce the rich variety of Western Australia, with the physical environment creating a sense of arrival and welcome.



Support aviation function

With significant access to airside land, the Airport Central precinct will play a critical role in the aviation functions of the airport. Precinct design will support a range of aviation support services.



The forecourt as a destination

The terminal forecourt will be a destination centred around the terminals, hotels and other commercial activity, as well as the Airport Central Station



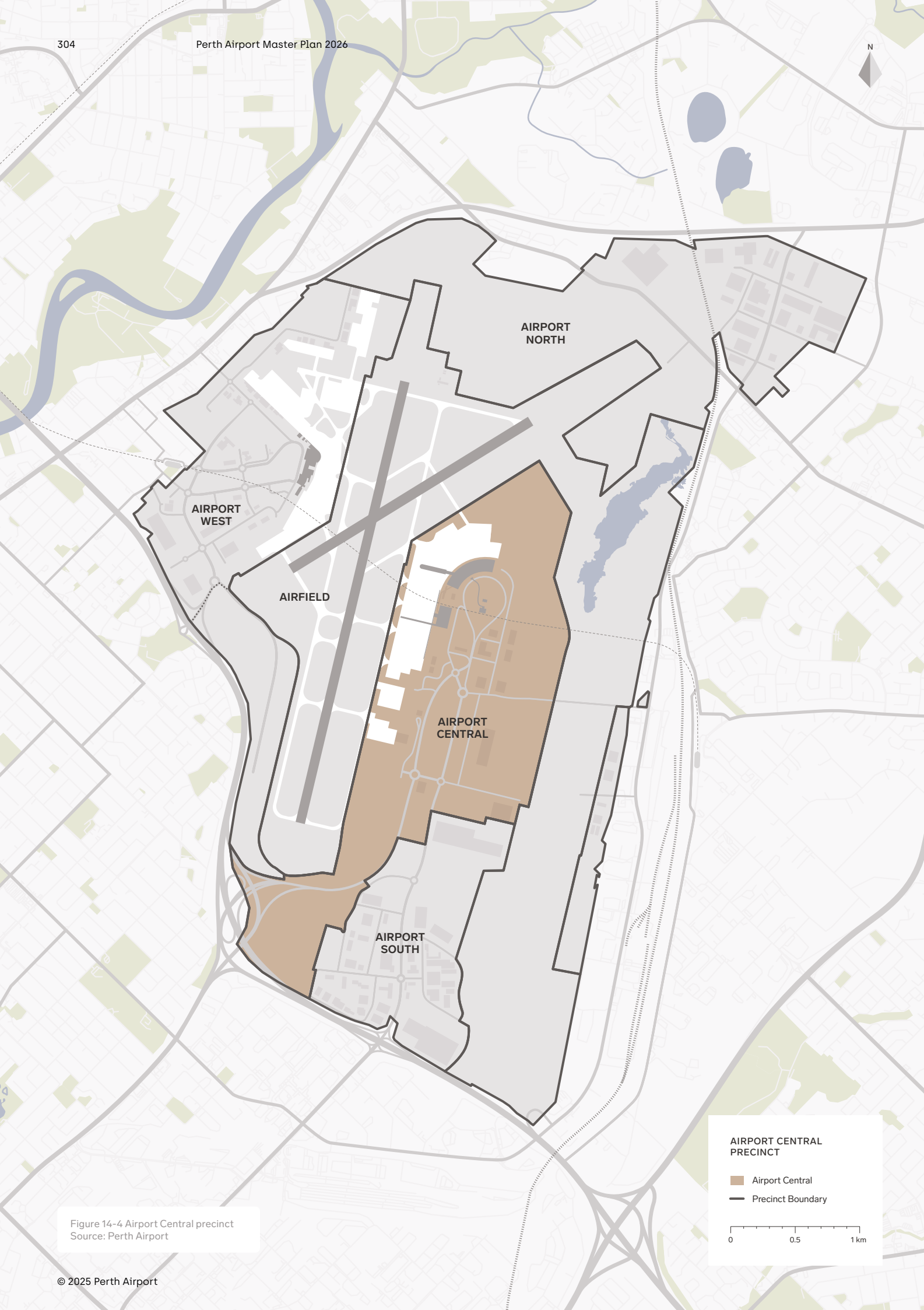


Figure 14-4 Airport Central precinct
Source: Perth Airport

14.3 Impacts of Non-aviation Development

Future non-aviation development at Perth Airport will complement, preserve and protect the primary function of current and future aviation requirements. Interim developments may be considered in areas set aside for aviation with suitable break clauses incorporated into the leases. These interim developments will be relatively low capital intensity uses, such as vehicle storage and warehouses.

Non-aviation development at Perth Airport fulfils an important role supporting economic growth, noting the importance the airport is given within State and local government planning frameworks. As detailed in Section 3, non-aviation tenants on the estate directly employed 6,896 full-time equivalent employees in FY24 and generated 13,541 jobs across the Perth metropolitan area, contributing over \$2.9 billion to Gross Regional Product. By FY46, non-aviation tenants on the estate are expected to generate 54,318 jobs within the Perth metropolitan area and contribute \$10.9 billion to Gross Regional Product.

Perth Airport has undertaken a net benefit test, consistent with the State Planning Policy 4.2 Implementation Guidelines, to measure a significant impact for a proposed activity centre. The analysis assessed cumulative impacts and determined proposed developments planned within Redcliffe Metro and Dunreath Green over the next five years will have a minimal, and acceptable level of impact on the turnover of surrounding centres. As well as supporting short- and long-term employment, the proposed developments also provide improved access to goods and services for residents of the surrounding area.

Non-aviation tenants on the estate directly employed 6,896 full-time equivalent employees in FY24.

14.4 Consistency with State and Local Government Planning

As discussed in Section 12, Perth Airport is identified as a Specialised Activity Centre under the State Government's planning framework, which supports the growth of economic activity at Perth Airport as an employment generation hub.

The non-aviation development of Perth Airport is consistent with the Specialised Activity Centre designation. The estate creates a consolidated business and commercial hub that caters to companies seeking access to passenger and freight air services. These companies can take advantage of the location of the airport estate in close proximity to other transport modes, including the Kewdale rail freight facility, the Forrestfield-Airport Rail Link, major highway and regional road networks and, via those roads, the Port of Fremantle.

Each precinct has defined zones which outline the discretionary land uses. These zones have considered the applicable State and local government planning frameworks and have sought to complement and support these to the fullest extent possible.

This Master Plan 2026 has been developed to be consistent with planning undertaken in the cities of Belmont, Swan and Kalamunda. The development of the estate as an activity centre providing economic and employment opportunities is complementary to the planning being undertaken by these local government authorities to grow the resident population by way of infill development. Planning for non-aviation development at Perth Airport includes, among other land uses, opportunities for nearby residents to access goods, services and amenity.

14.5 Design Guidelines for Non-aviation Development

Perth Airport has implemented a suite of Design and Technical Requirements (DATR) guidelines to inform the design of new developments on the estate.

The DATR guidelines provide built form and site development standards to encourage the development of contemporary buildings of a high design quality adding to the corporate image of the tenant and the overall vision of Perth Airport as a premier commercial and industrial location. In line with the objectives of precinct planning, the designs of new developments are required to incorporate sustainable design requirements and sustainability best practice, promote environmental and Aboriginal heritage values, and create safe, attractive and connected places offering high amenity for visitors and the local workforce.