





Section 5: **Non-Aviation Development Plan**

The development of the Perth Airport estate supports the growth of Perth's population and economy.



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

5.1 Introduction

The five-year Non-Aviation Development Plan supports the growth of land not required for aviation purposes and takes into consideration:

- compatibility with aviation activities including aviation support facilities,
- Perth Airport's designated status as a 'Specialised Activity Centre' in State planning documents,
- complementary development with surrounding land uses in consultation with government authorities,
- demand for non-aviation facilities including office accommodation, leisure and retail,
- 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, being constructed as part of the Forrestfield-Airport Link project, and other supporting public transport facilities,
- security of electricity, water and communications networks,
- existing large developable land parcels on the airport estate, and
- environmental and Aboriginal heritage values.

Due to its quality, highly accessible and visible location, Perth Airport has experienced ongoing demand for non-aviation opportunities, predominantly warehouses and large format retail. Businesses expanding their existing presence on the airport estate have also played a role in the growth of non-aviation development at Perth Airport.

This demand reflects that:

- many companies need access to passenger and freight air services, particularly those servicing clients in regional Western Australia, and
- the estate is in close proximity to other transport modes, including the Kewdale rail freight facility, major highway networks and, via those roads, the Port of Fremantle.

Perth Airport has also received interest from companies associated with the mining and resource industries, seeking to locate their remote operations centres and other corporate and administration functions at Perth Airport.

Additional land for future non-aviation development opportunities is available and has been identified in the Perth Airport Land Use Plan (Figure 3-2). Many of the potential developments are subject to Commonwealth approval under the *Airports Act 1996* and the *Environmental Protection and Biodiversity Conservation Act 1999*. Perth Airport is required to submit a Major Development Plan when Airports Act triggers are met, and these plans require Stakeholder and community consultation prior to Commonwealth approval.





5.2 Precinct Planning

Consistent with Perth Airport's Integrated Planning Framework (described in Section 2), Perth Airport has developed indicative plans for each precinct across the estate. These precinct plans are guided by this Master Plan 2020 and consider:

- development objectives including long-term vision and implementation planning,
- land use plans and associated zones and uses,
- sustainable design,
- activity forecasts (aviation and non-aviation related),
- environmental and heritage values, and
- integration with surrounding land use, both on and off the estate.

The precinct planning process includes an assessment of a wide range of constraints and opportunities including:

- aviation safety, security and future planning including the consolidation of commercial air services to Airport Central by 2025,
- Federal, State and Local statutory and strategic planning and development, including the State's METRONET Forrestfield Airport Link project,
- community impacts including the development interface with adjacent communities,
- employment generating land uses,
- environmental impacts,
- bicycle and pedestrian movement, connectivity and integration with other modes,
- changes in personal and public transport options, and
- utility, infrastructure and service capacities and requirements.

The precinct planning process is used to set a framework that ensures aviation requirements are prioritised in terms of land use, is responsive to customer needs, provides innovation, and is sustainable.

Approval of this Master Plan 2020 does not provide approval for development to commence, and in many cases a Major Development Plan will be required for submission to the Commonwealth. These plans include stakeholder and community consultation prior to consideration of Commonwealth approval. The subsequent development approvals process is outlined in Section 11.



Airport North Precinct

The centre for global-reaching businesses and leading-edge smart technology industries.

Figure 5-1 Airport North Precinct
Source: Perth Airport

5.3 Proposed Five-Year Non-Aviation Development Plan

The following precinct plans inform Perth Airport's five-year non-aviation development plan for Airport North, Airport West, Airport South and Airport Central.

5.3.1 Airport North Precinct

The Airport North Precinct, shown in Figure 5-1 is 363 hectares in area and is envisaged to be developed predominately for an integrated mix of industrial, commercial, warehouse, storage, and logistics land uses, representing an opportunity for a major metropolitan intermodal logistics centre servicing the needs of both the airport and wider Perth metropolitan area. This centre will take advantage of the availability of large serviced sites and major road and rail freight access. 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. Table 5-1 lists the non-aviation development completed within the past five years.

Tenant	Nature of Use	Approx. area (hectare)
Bunnings	Warehouse and office	1.44
Wridgeways	Warehouse and office	2.62
Mainfreight	Freight warehouse and office	3.15
Daimler Trucks	Showroom, warehouse and office	4.24
Ceva	Freight and logistics warehouse and office	8.14

Table 5-1 Non-aviation developments constructed in Airport North within the past five years

Source: Perth Airport

5.3.1.1 Airport North Precinct Non-Aviation Development Plan

Planning is underway for the area south of Kalamunda Road, including a proposed road realignment. The preliminary Kalamunda Road design provides a new northern access point and will improve traffic flow and access to the precinct. The realignment of Kalamunda Road is expected to be undertaken after 2020, subject to final agreement with Main Roads WA, the cities of Swan and Kalamunda and the Metropolitan Cemeteries Board. Up to three access points off Kalamunda Road and into the Airport North Precinct will be required in the long term, as discussed in Section 6.

Within the next five years, it is expected that the undeveloped portion of Airport North will begin to undergo staged development, which will include industrial, logistics and commercial land uses at a rate of approximately 10 hectares per year following the construction of access roads and other supporting utility infrastructure.

The Midland Freight Rail line also bisects Airport North, allowing for a rail spur to be extended into the precinct. Combined with opportunities for airside access to be created for air freight facilitation, the development of an intermodal facility allows for the consideration of new and more diverse land uses which do not currently exist on the estate.

An intermodal facility will improve and strengthen the link between the North-East subregion, the Kewdale/Forrestfield freight hub and the wider strategic port infrastructure located in the South-West sector, by supporting and facilitating the movement of freight by road and rail.

Airport North is highly accessible, and with the future custom designed internal road network to be constructed to accommodate the land uses within the precinct, accessibility will improve further.

The Westport: Port and Environs Strategy is outlined in Section 6.2.4 and Perth Airport's potential development of an intermodal facility within Airport North builds on the aim of the strategy to plan for the development of additional container port facilities to service future needs of a growing population. Transporting goods via rail will remove additional freight vehicles from the metropolitan road network, thereby assisting to address traffic congestion.

It is anticipated that land use planning in the precinct will extend beyond that of material freight and, in the future, may also include private passenger transport by way of vertical take-off and landing aircraft.

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 be accommodated. Opportunities also exist for autonomous/ electric vehicles (sales, storage, repair and charging stations), smart energy generation land uses, and other commercial land use supporting the main industry focus.

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.

As outlined in Section 4.7, a future fuel storage facility may be developed in Airport North, utilising a possible extension to the existing Midland Freight Rail line. The planned fuel facility in this location would serve a dual purpose; to provide additional fuel security for the airport, and to promote the development of fuel dependant and logistics land uses. As mentioned in Section 4, the proposed fuel facility would likely be subject to a Major Development Plan, with associated public consultation and approvals.



Airport West Precinct

The hub for showcasing Western Australia's leisure, health, knowledge and enterprise attractions.

Figure 5-2 Airport West Precinct
Source: Perth Airport

5.3.2 Airport West Precinct

The Airport West Precinct is shown in Figure 5-2 and comprises 341 hectares. It will continue to provide a range of aviation support facilities and associated ground transport infrastructure until the end of 2025, when Qantas relocates from T3/T4 (in Airport West) to a new terminal within the Airport Central Precinct.

While the Airport West Precinct currently consists of mainly aviation developments, non-aviation development has progressed over the past five years. Table 5-2 details the key Airport West non-aviation developments constructed within the past five years in addition to Costco, which is currently under construction.

Building Tenant	Nature of Use	Approx. land area (hectares)
Bravo Building	Office building	1.38
Direct Factory Outlet	Retail outlet centre	8.97
Costco	Large format retail warehouse (construction commenced in 2019)	6.30

Table 5-2 Non-aviation developments in Airport West within the past five years

Source: Perth Airport

5.3.2.1 Airport West Precinct Non-Aviation Development Plan

As all regular passenger transport services will be consolidated within the Airport Central Precinct by the end of 2025, no additional land is likely to be required for regular aviation purposes in the Airport West Precinct. Terminal 3 and Terminal 4 will remain as passenger terminals until 2025, after which the redundant terminal buildings will be demolished, as they have reached the end of their useful life.

After 2025, land within the Airport West Precinct will progressively become available for complementary, non-aviation land uses including offices, retail and commercial. The existing services and established road network with abundant car parking is available for use (and re-use) by complementary land uses. This will include, for example;

- high-amenity office park,
- destination themed retail park, and
- establishment of land uses, such as entertainment and leisure, which may not be permitted in other localities closer to noise sensitive land uses.

As outlined in Section 2.6, the City of Belmont's Development Area 6 (DA6) abuts Airport West. Structure planning is progressing for DA6, and current plans are to focus on providing medium to high density residential land uses surrounding the Redcliffe Station being constructed as part of the Forrestfield-Airport Link project.

The rate of commercial development within this precinct is dependent on market demand for land. In the next five years it is expected that non-aviation developments will continue at an average rate of approximately eight to 10 hectares per year.

Although the demand for new office development has been low, this is anticipated to increase over time, assisted by the expected 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 precinct.

Airport West currently has 10,210 parking bays. Following the consolidation of all commercial air services to Airport Central, these car parking areas will offer redevelopment opportunities.

The scale of commercial development within Airport West is envisaged to be commensurate with a 'Neighbourhood Centre', as defined under the State Planning Policy 4.2 Activity Centres for Perth and Peel. Redcliffe Station is due for completion in 2021, and the principles of creating a Transit Oriented Development with high intensity land uses is being sought by the City of Belmont, Perth Airport and the State Government as part of the METRONET project. It is envisaged that land uses in the precinct will leverage the opportunities that a Transit Oriented Development brings, and be centred around retail, entertainment, leisure and recreation in a high amenity, walkable 'high street' 24/7 setting for the future increasing local residential population, the growing employee base on the estate and the wider population of Perth.

The southern portion of the precinct is envisaged to accommodate commercial land such as bulk goods/retail showrooms. Other desired land uses include health and medical, and education and training, to provide convenient services for the growing nearby population and eastern suburbs (detailed in Section 3). Land use planning in the precinct may also extend to include private passenger transport by way of, for example, vertical take-off and landing aircraft in the future.



Figure 5-3 Airport South Precinct
Source: Perth Airport

5.3.3 Airport South Precinct

The Airport South Precinct comprises approximately 237 hectares of land and will continue to be developed for a range of aviation and non-aviation uses, with a focus on logistics and distribution facilities. The precinct is shown in Figure 5-3 and is supported by quality transport links and infrastructure.

The Airport South Precinct is zoned for commercial use. Table 5-3 highlights buildings constructed within the past five years with those that are currently under construction.

Building Tenant	Nature of Use	Approx. area (hectare)
FedEx	Freight distribution warehouse	0.8
Geodis	Warehouse and Office	0.94
Siemens	Warehouse and Office	1.17
Fuchs & Speno	Warehouse	1.46
Epiroc	Warehouse and Office	1.8

Table 5-3 Non-aviation developments constructed in Airport South within the past five years

Source: Perth Airport

5.3.3.1 Airport South Precinct Non-Aviation Development Plan

It is expected that for the next five years, developments will occur within the precinct (once approved) at a rate consistent with that experienced over the past five years, being on average approximately five hectares of non-aviation floorspace per year.

Airport South is serviced by Tonkin Highway, Horrie Miller Drive and Airport Drive, which provide high commercial exposure for development sites. These sites are envisaged to be available for a range of aviation-related and non-aviation purposes, including industrial (light and general), warehouse, storage, distribution and freight and logistics uses. This precinct may also be developed for office and accommodation, subject to market demand for these uses proximate to Airport Central. Industrial land uses are expected to be predominantly located along the eastern boundary of the precinct. Given the heavy vehicle access currently provided from Horrie Miller Drive, a wider range of non-aviation uses may be developed in the vicinity of this road adjacent to the Airport Central Precinct.

Development opportunities also exist to repurpose under-utilised car parking areas in the precinct for complementary non-aviation land uses. Multi-storey car parks may be constructed in Airport South in the future.

Airport South has an interface with the Airfield Precinct and noting the future development of the new runway (subject to approval), there will be an increase in the aviation workforce on the estate. As such, land uses within this precinct that provide amenity for the growing workforce will be pursued, including retail, food, entertainment, and fuel facilities.





Figure 5-4 Airport Central Precinct
Source: Perth Airport

5.3.4 Airport Central Precinct

The Airport Central Precinct will become the hub for commercial passenger operations. The precinct is shown in Figure 5-4 and is approximately 405 hectares, mainly comprising of Terminal and Airport Services Zones. T1 International, T1 Domestic pier and T2 are located within the Precinct, as well as associated ground transport facilities and the Air Traffic Control tower.

Horrie Miller Drive runs through this precinct, linking from Airport South. Heavy vehicles access the precinct via this road to service various freight and other related land uses. Airport Drive is the main terminal access road linking with Tonkin Highway.

A range of non-aviation developments also exists within the Airport Central Precinct, including retail, office accommodation and car rental facilities. The precinct presents an opportunity for aviation-related development, with direct apron frontage available for some sites. Table 5-4 details the non-aviation development constructed within the past five years.

Building Tenant	Nature of Use	Approx. area (hectare)
Thrifty	Car rental facility	0.55
Europcar	Car rental facility	0.6
Hertz	Car rental facility	0.8
Avis	Car rental facility	1.1
Toll Express	Freight distribution warehouse	5.59

Table 5-4 Non-aviation developments constructed in Airport Central within the past five years

Source: Perth Airport

5.3.4.1 Airport Central Precinct Non-Aviation Development Plan

As shown in the zoning tables in Section 3.3, a range of non-aviation land uses can be developed within the Terminal and Airport Services Zones, subject to approval. The opening of Airport Central Station (as part of the Forrestfield-Airport Link) and planned Multi-Modal Transport Interchange facilities (including multi-storey car parks) will provide the opportunity for complementary non-aviation development within the surrounds to support visitor convenience and experience. A hotel is also planned for Airport Central in a centralised location to the terminals, subject to market demand.

It is expected that for the next five years, ad hoc developments will occur on an as-needed basis as approved, in response to market demand. This is likely to include the redevelopment of under-utilised long-term car parks for other uses, such as food and beverage developments and fuel service stations.

5.4 Impacts of Non-Aviation Development

Any future development 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 planning frameworks. As detailed in Section 1.5, the total (direct and indirect) number of non-aviation related full-time employees at the estate is

estimated at approximately 6,768, contributing approximately \$1.274 billion to Gross Regional Product (GRP) annually. In 2025, the total number of non-aviation related full time employees is forecast to be approximately 9,097, contributing approximately \$1.84 billion to GRP annually, increasing to approximately 18,000 employees, and contributing approximately \$3.9 billion to GRP annually in 2040.

5.5 Consistency with State and Local Government Planning

As discussed in Section 2.5, 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.

This Master Plan 2020 has been developed to be consistent with planning undertaken in the cities of Belmont, Swan and Kalamunda. The non-aviation development plans in particular have been guided by extensive engagement with State and Local Government. In preparing this Master Plan 2020, Perth Airport conducted workshops with key stakeholders to ensure planning for non-aviation development remains complementary to, and representative of, the aspirations of the surrounding areas.

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.

As discussed in Section 2.7, the estate adjoins the cities of Belmont, Swan and Kalamunda. The development of the estate as an activity centre providing economic and employment opportunities, will be complementary to and consistent with, the planning being undertaken by these Local Governments, where possible, to grow the resident population by way of infill development. Planning for non-aviation development will include, amongst other land uses, opportunities for nearby residents to access goods, services and amenity.

5.6 Design Guidelines for Non-Aviation Development

Perth Airport has prepared Design Guidelines for the Airport North, Airport West, Airport South, and Airport Central precincts.

The Design 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, sustainable outcomes that create safe, attractive and connected places offering high amenity for visitors and the local workforce are encouraged. Further, non-aviation development on the estate is encouraged to promote environmental and Aboriginal heritage values.