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**Commercial  
Development**

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## 9.1 Introduction

Parafield Airport is one of the largest private commercial land holdings within the northern Adelaide metropolitan area. Parafield Airport Limited (PAL) continues to identify and leverage opportunities that add value to the airport's traditional aviation focused business activities by maximising the development of airport land not required for aeronautical purposes. Such development will complement and enhance future airport operations, support the delivery of a wide range of services and facilities needed by airport users, and create employment opportunities, which will contribute to the local economy as well as the Gross State Product.

## 9.2 Overview

- Commercial development will continue within the Airport Business Precinct, including a childcare centre, the redevelopment of existing sites, and new developments occurring within the land adjacent to the railway line.
- Industrial and commercial development will commence within the Enterprise Precinct.
- Retail and commercial development will occur on the remainder of the developable land within the Commercial Precinct.



## 9.3 Recent Developments

Since Master Plan 2017 was approved, much of the commercial development that has occurred at Parafield Airport has been within the Commercial Precinct. Key commercial developments since 2017 (including developments recently approved) are detailed in Table 9-1 and shown in Figure 9.1.

DEVELOPMENT	DESCRIPTION
<b>Airport Business Precinct</b>	
<b>Parafield Ambulance Station</b>	New ambulance station constructed for SA Ambulance Service
<b>Aerotech Hangar</b>	Site redevelopment and construction of new hangar
<b>Parafield Childcare Centre</b>	Works underway to construct a new childcare centre (due for completion 2024)
<b>Commercial Precinct</b>	
<b>HomeCo</b>	Repurpose of the ex-Masters building. Current tenants include Officeworks, Supercheap Auto, Tradezone and Tool Kit Depot
<b>Parafield Service Centre</b>	Construction of a bulky goods retail centre anchored by Sydney Tools, RSEA Safety and KFC Construction of a bulky goods, service trade and indoor recreation centre
<b>District Outlet Centre</b>	Construction of a 15,000m <sup>2</sup> indoor premium retail outlet centre with more than 50 brands.
<b>Rivergum Homes Display Centre</b>	Relocation of the Rivergum Homes Display Centre to its new location in 2018

**Table 9-1: Recent commercial developments at Parafield Airport**

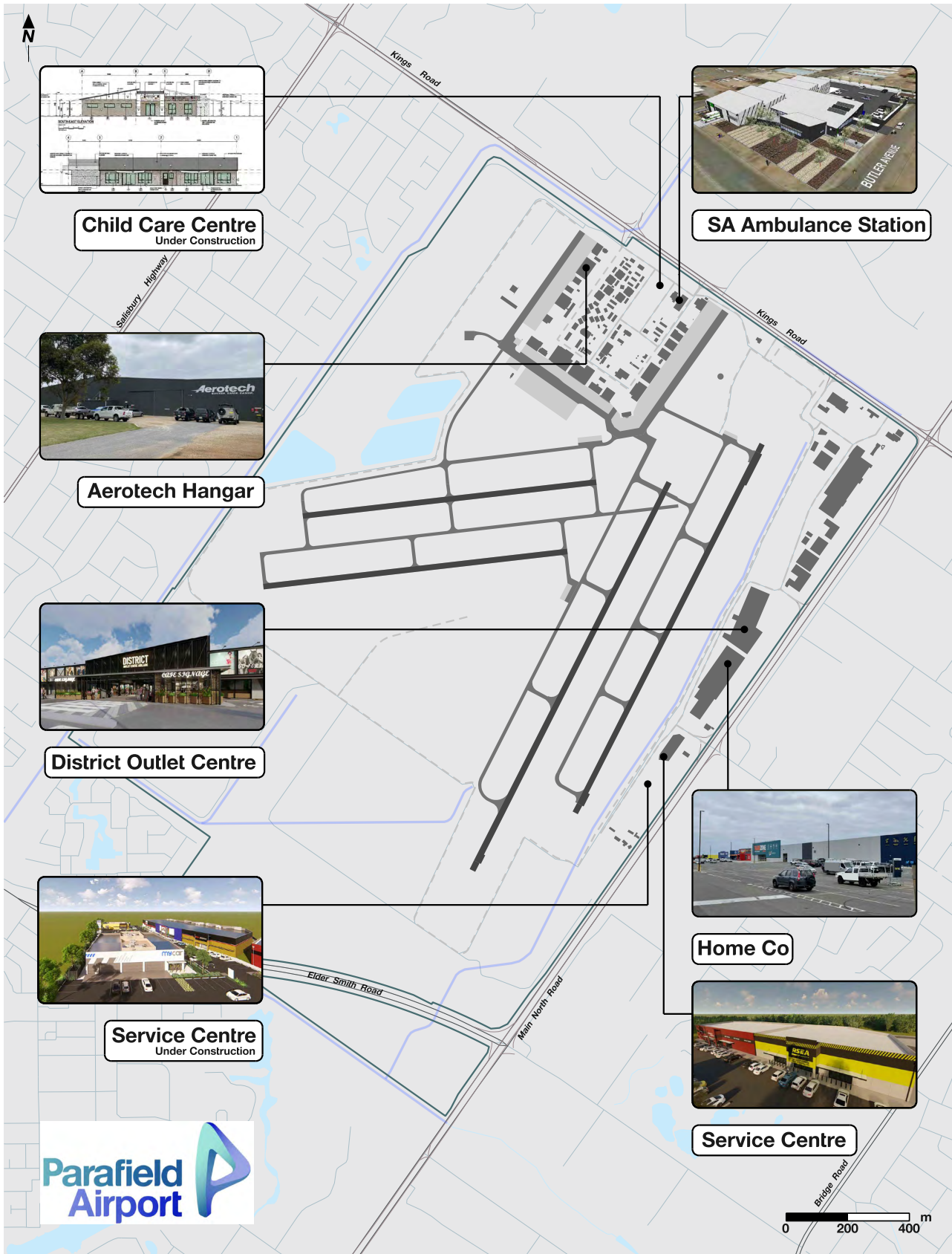


Figure 9.1: Recent commercial developments at Parafield Airport

## 9.4 Commercial Property Strategy

As discussed in Section 4, Parafield Airport is a substantial economic and employment generator in Northern Adelaide, with this region being recognised as a major growth corridor. The Land Supply Report for Greater Adelaide: Part 3 Employment Land (2021), published by Plan SA, identifies low availability of vacant land for industrial and commercial activities within the region that Parafield Airport is located.

Supporting the demand for development land in the Northern Adelaide region is the incremental completion of one of Adelaide's most important transport corridors, the North-South Corridor. Once completed, this corridor will be a 78-kilometre uninterrupted link between the northern and southern ends of metropolitan Adelaide.

The availability of large vacant land banks at Parafield Airport, as well as the airport's geographical location and connectivity to major infrastructure, provide an opportunity to meet growing demand for industrial and commercial land in a manner that is aligned with both Adelaide and national trends. This includes demand for buildings with larger footprints and commercial offerings catering for specialised markets, such as defence and technology.

The Commercial Property Strategy presented in the Master Plan 2024 reflects the current planning for potential future commercial developments and economic predictions. The timing and scope of any future commercial developments at Parafield Airport are subject to a range of factors which are usually driven by market forces, including airport requirements, business viability, market demand and economic conditions. It is often challenging to predict the uptake and rollout of commercial developments as the different commercial segments often go in cycles which change rapidly depending on regional economic conditions.

### **Over the next eight years, it is anticipated:**

- **Commercial development will continue within the Airport Business Precinct, including a childcare centre, the redevelopment of existing sites, and new developments occurring in the land adjacent to the railway line**
- **Industrial and commercial development will commence within the Enterprise Precinct**
- **Retail and commercial development will occur on the remainder of the developable land within the Commercial Precinct**

Over the 20-year horizon it is envisaged that the main focus for development will continue to be within the Airport Business and Enterprise Precincts.

Major industrial, freight and distribution developments noted in Master Plan 2017 for the Enterprise Precinct have not yet commenced but remain likely to occur over the 20-year horizon, subject to commercial demand. It is anticipated that Parafield Airport will continue to attract significant investment in industrial and commercial developments particularly as the supply of large scale, developable land with similar locational characteristics diminishes.

The envisaged industrial and commercial developments are consistent with the types of developments already located at the airport. Future commercial uses (as outlined in Section 7), including bulky goods retail, are complementary to the retail hierarchy surrounding the airport and the wider catchment areas. The development options planned for each of the precincts, encompassing the desired outcomes, desired character and assessment criteria, are detailed in Section 7.

The intentions for each precinct, as part of the Commercial Property Strategy, are discussed below.

### 9.4.1 Airport Business Precinct

Existing development within the Airport Business Precinct consists of hangars, aviation-related support industries, offices, ambulance station and flight training classrooms and student accommodation.

The amount of additional building area to be developed or upgraded in this precinct over the next eight years is estimated to be approximately 10,000 square metres, including a childcare centre and commencement of the development of the land adjacent to the railway line. Some existing under-utilised sites may also undergo re-development.

In the longer term, it is anticipated that up to 60,000 square metres of industrial, aviation-related and commercial developments could occur which may be driven by multiple large developments or a mix of smaller developments.

### 9.4.2 Commercial Precinct

Existing development within the Commercial Precinct consists of shops and bulky goods outlets, tavern, quick service restaurants and retail fuel outlet.

Over the next eight years it is expected that there could be expansion to existing bulky goods and large format retail developments or new developments, each up to 4,500 square metres building area and a new retail fuel outlet. The remainder of developable land is anticipated to be developed within the 20-year planning period of this Master Plan.

### 9.4.3 Bennett Precinct

The Bennett Precinct contains vernal pools located in the north-west portion of the precinct in a management zone designated by PAL (approximately 130,000 square metres). With suitable management, the zone could provide compatible activities to future development within the Bennett Precinct, including walking trails. Any ancillary promotional, research and commercial activities within the Bennett Precinct will be suitably buffered from the vernal pool localities and will be required to be compatible with the continued safe operation of aircraft.

### 9.4.4 Enterprise Precinct

The Enterprise Precinct is currently undeveloped and offers approximately 350,000 square metres of land that could be developed.

Over time, PAL has considered a variety of different development opportunities for this land however due to economic conditions at the time these developments have not proceeded. Subject to market demands, this area has great potential for commercial and industrial development however, the timing will be subject to market demands, economic factors and the initial development being of sufficient scale to justify the large investment in services and infrastructure required to commence a new commercial precinct.

It is anticipated that future development within a large proportion of the precinct will focus on industrial activity and a range of other uses such as commercial and office development, education, freight distribution, warehousing and storage and other technological industry, consistent with the aim of establishing an industrial park. An area to the north is set aside for aviation-related operations and support industries such as future helicopter operations and facilities and potential vertical take-off and landing facilities (see Section 7.7 and 8.5.7).

It is anticipated that two large industrial developments could occur in the next eight years. Further industrial and aviation-related developments would occur over the longer term, with the majority of the available land envisaged to be developed within the 20-year planning period of this Master Plan.

The Enterprise Precinct also contains an environmental management zone for the vernal pools of approximately 70,000 square metres. Any commercial activities within the Enterprise Precinct will be sited in a manner that ideally integrates the key areas of the vernal pools into the wider precinct amenities.



**Parafield Airport is a substantial economic and employment generator in Northern Adelaide, with this region being recognised as a major growth corridor.**

## 9.5 Commercial Development Plan

Potential key developments within each precinct over the first eight years and twenty of the planning period of this Master Plan 2024 are detailed in Table 9-2 and Table 9-3, respectively. This includes details regarding the type of development, scale and associated development triggers.

The timing of development is influenced by demand and economic circumstances and is therefore subject to variation. Other developments could proceed in each precinct and will be consistent with the planning processes and procedural matters detailed for each precinct in Section 7.

DEVELOPMENT TYPE	APPROXIMATE SCALE (Building area sqm)	DEVELOPMENT TRIGGER
<b>Airport Business Precinct</b>		
Childcare centre	1,000 sqm	Subject to approvals
Commercial	9,000 sqm	Subject to approvals and commercial demand
<b>Enterprise Precinct</b>		
Industrial (two)	50,000 sqm total	Subject to approvals and commercial demand
Commercial	500 sqm	Subject to approvals and commercial demand
<b>Commercial Precinct</b>		
Large format retail (two)	20,000 sqm each	Subject to approvals and commercial demand
Retail fuel outlet	400 sqm	Subject to approvals

**Table 9-2: 8-Year commercial development plan**

DEVELOPMENT TYPE	APPROXIMATE SCALE (Building area sqm)	DEVELOPMENT TRIGGER
<b>Airport Business Precinct</b>		
Commercial	20,000 sqm	Subject to approvals and commercial demand
Industrial	20,000 sqm	Subject to approvals and commercial demand
Aviation-related	10,000 sqm	Subject to approvals and commercial demand
<b>Enterprise Precinct</b>		
Industrial (three)	200,000 sqm total	Subject to approvals and commercial demand
Freight/ logistics/ warehousing	50,000 sqm total	Subject to approvals and commercial demand
Commercial	45,000 sqm total	Subject to approvals and commercial demand
<b>Commercial Precinct</b>		
Commercial	5,000 sqm	Subject to approvals and commercial demand

**Table 9-3: 20-Year commercial development plan**

