Future Cities

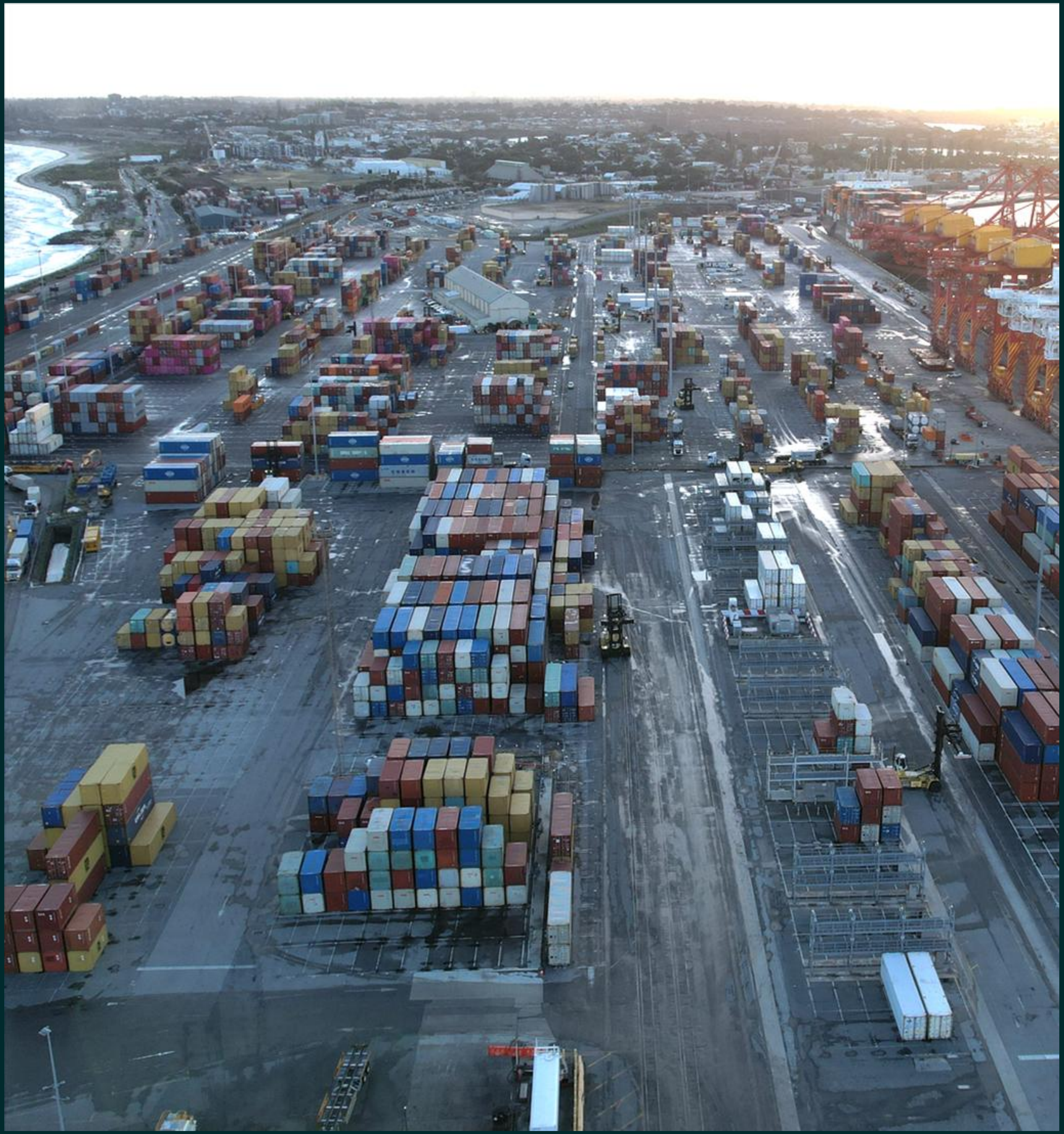
2026

Perth Industrial and Logistics Land Supply

REPORT

PERTH
REAL ESTATE

CBRE RESEARCH
SEPTEMBER 2026



Key themes

01 Industrial land availability

02 Industrial and logistics demand

03 Impacts on logistics property

01

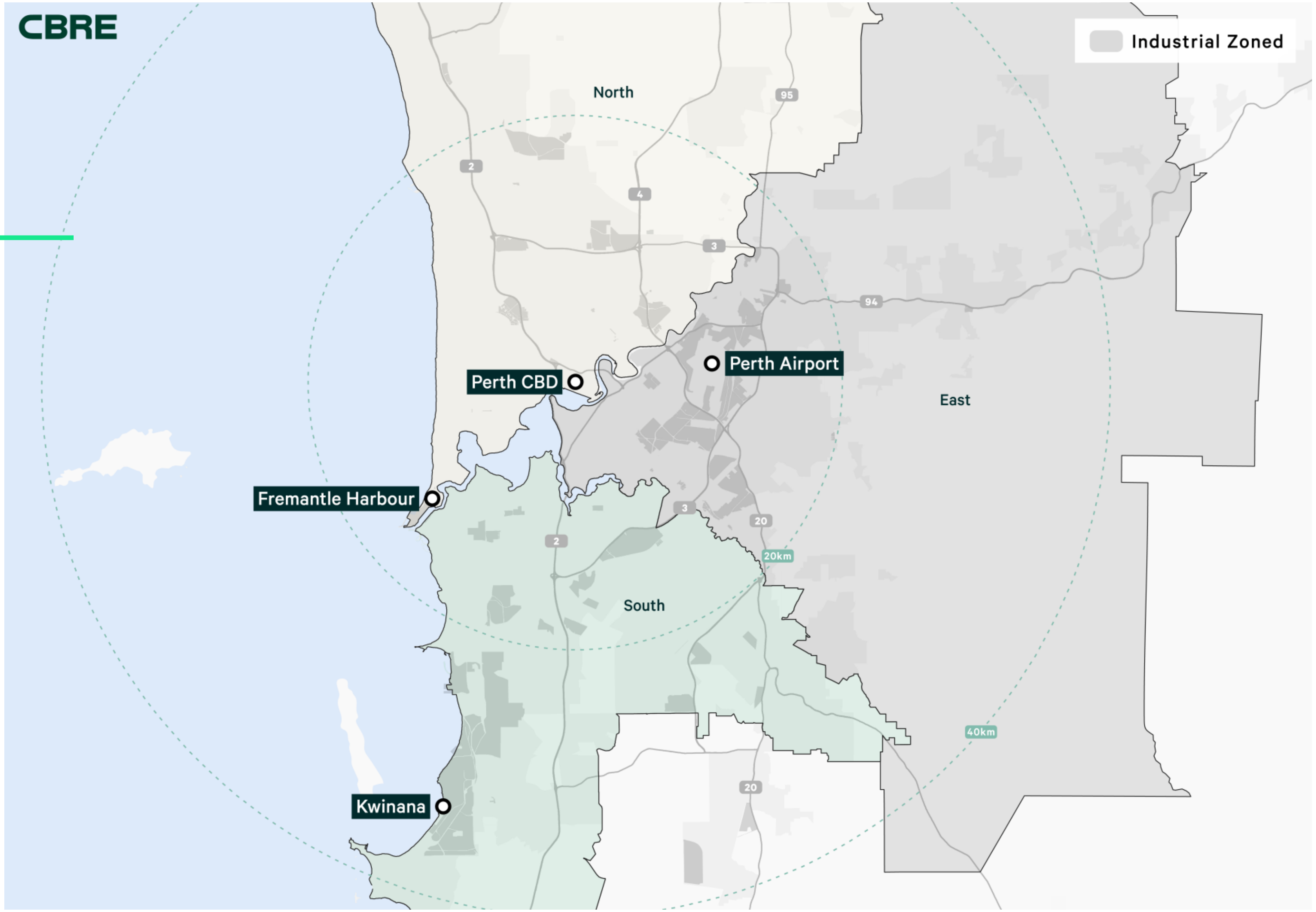
Industrial land availability

Perth market size

How big is the Perth market?

There are approximately 15,150 hectares of industrial zoned land in the Perth metropolitan region according to CBRE estimates.[1]

Total industrial and logistics stock in the Perth market equates to just over 16 million sqm of floorspace (for stock > 3,000 sqm).



1. CBRE Research estimates per the Perth Metropolitan Region Scheme boundary

Source: CBRE Research.

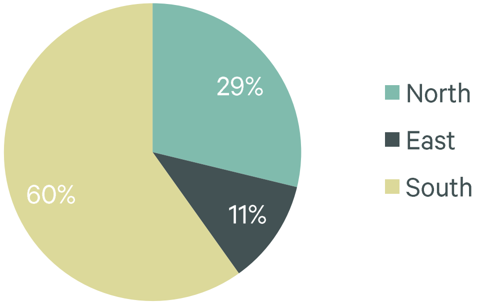
Perth's undeveloped industrial land is concentrated in outer markets

As of 2026, we have identified approximately 4,800 ha of industrial zoned land across the Perth metropolitan region that remains undeveloped, representing approximately 32% of Perth's total industrial zoned land stock.

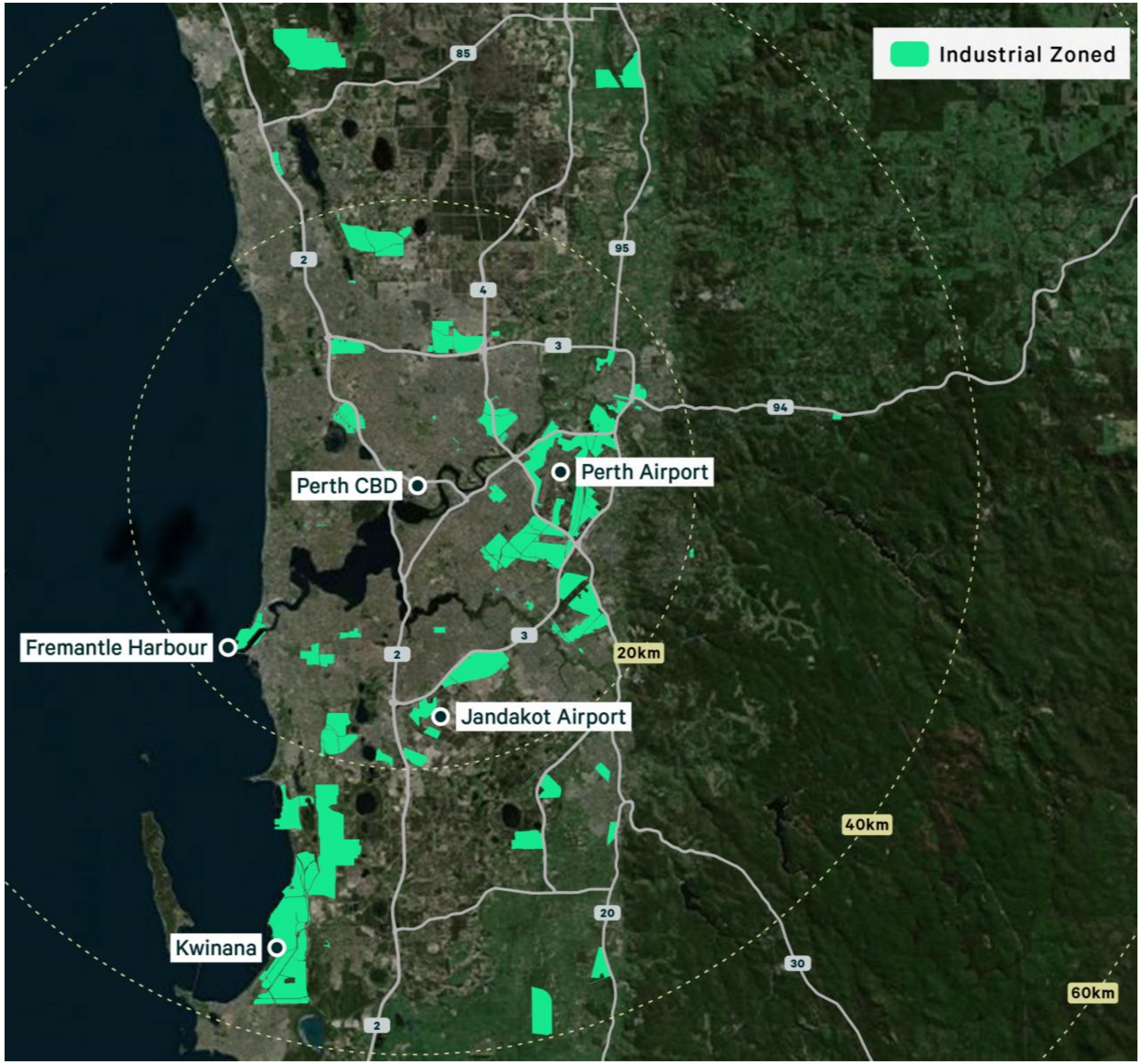
- The South precinct contains the largest share of remaining undeveloped industrial land (60%). Future supply is increasingly concentrated around strategic industrial areas and infrastructure corridors, including Kwinana, Rockingham and the Latitude 32 Industry Zone.
- Land availability in the North is predominantly located in the outer metropolitan catchment. Established inner industrial locations remain comparatively constrained, pushing future development increasingly toward outer northern markets.
- The East has the smallest share of undeveloped industrial land (11%), with future opportunities concentrated around Perth Airport and a limited number of established industrial areas.

We estimate around 1,265 ha of Perth's undeveloped industrial land (i.e. 26% of total undeveloped) will be available for development over the next five years.

Total share of undeveloped industrial land by precinct



Source: CBRE Research



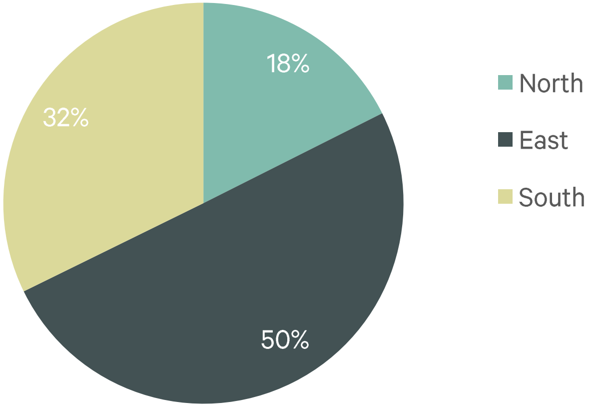
Perth's core industrial markets are increasingly land constrained

We estimate approximately 457 ha of industrial land will be available for development across Perth's 'core' industrial markets over the next five years, equivalent to just 3% of Perth's total industrial zoned land stock.

Much of Perth's remaining developable land is located in outer markets. Within established industrial areas close to population centres and major infrastructure, availability is considerably more constrained, which is expected to put continued pressure on land values and increase the importance of unlocking new industrial land.

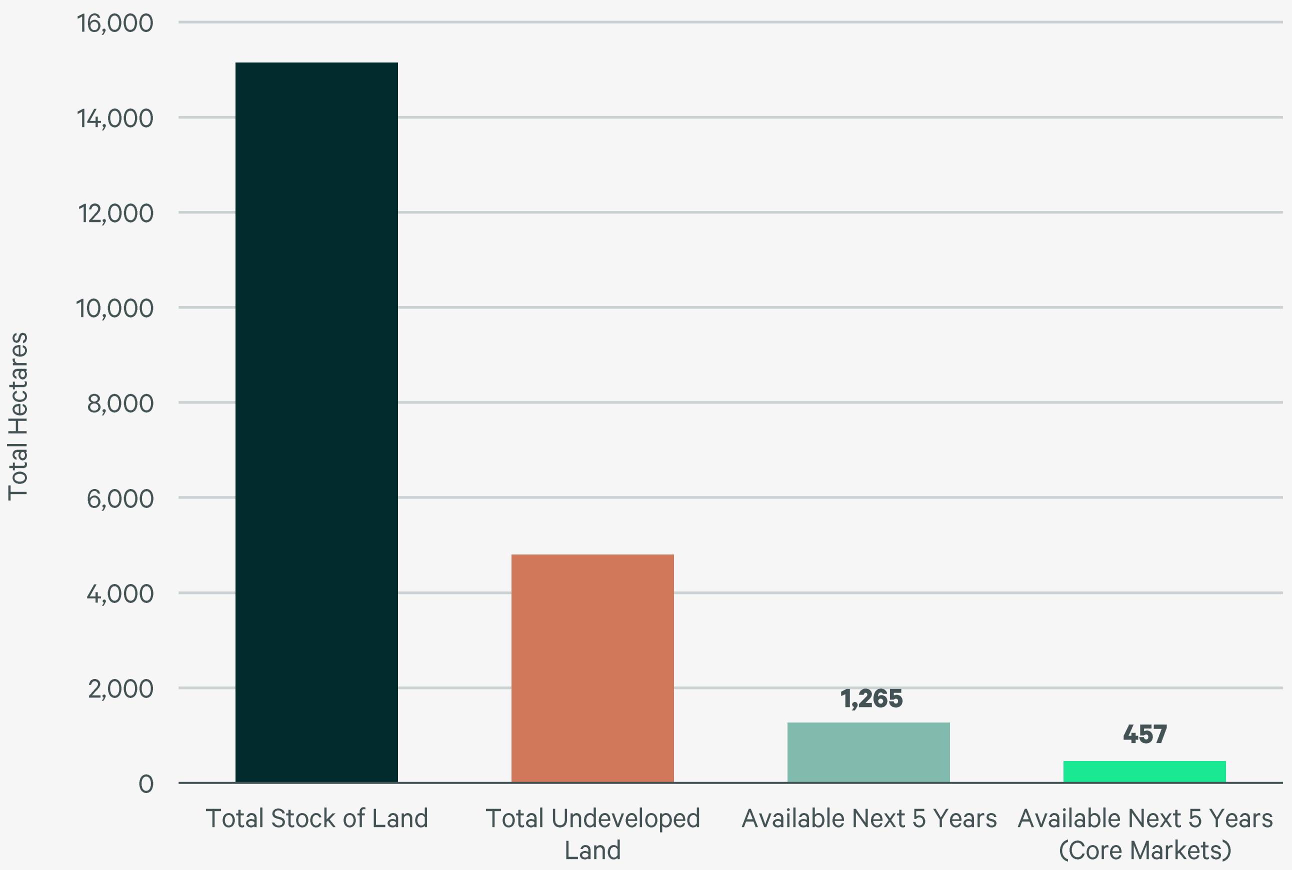
The East accounts for around half of the five-year land availability within Perth's core markets, reflecting opportunities around established industrial locations including Perth Airport, Kewdale, Welshpool and Hazelmere.

Share of land available over the next 5 years, by precinct (core markets)



Source: CBRE Research

Perth Metropolitan Region Industrial Land Breakdown



Source: CBRE Research
To note: 'Core' Markets assessed include Wangara, Malaga, Bayswater, Bassendean, Osborne Park, Balcatta, Hazelmere, Midland, Bellevue, Maddington, Kenwick, Kewdale, Welshpool, Forrestfield, High Wycombe, Canning Vale, Jandakot Airport, Perth Airport, Bibra Lake, Furley Road Southern River

02

Industrial and logistics demand

Perth’s take-up remains elevated

Perth’s industrial take-up has remained strong post-pandemic, supported by population growth, economic resilience and continued occupier demand. Gross take-up in the rolling 12 months to 1H 2026 reached approximately 409,000 sqm, well above the long-run average of around 194,000 sqm.

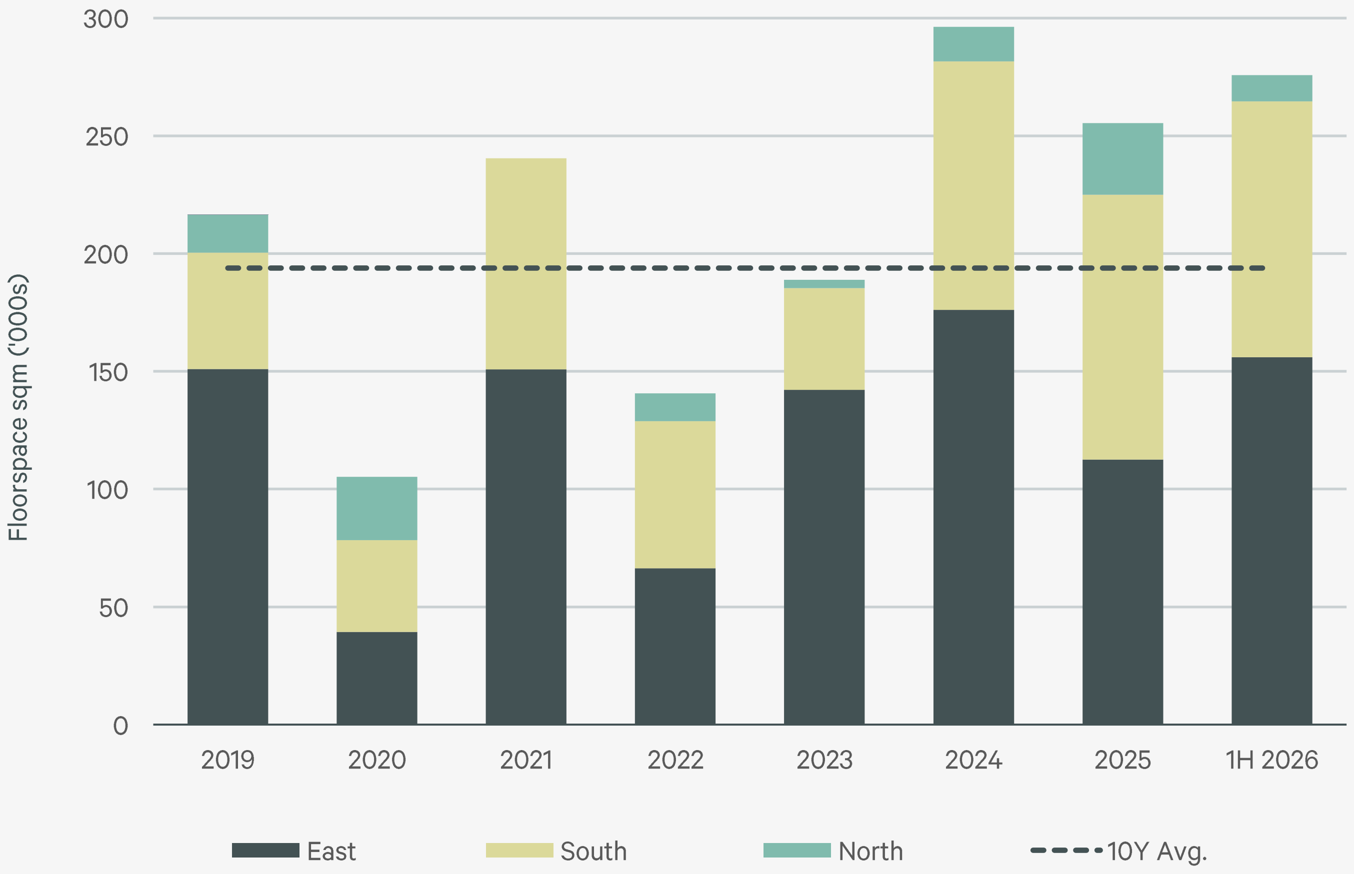
— Demand is concentrated in the East precinct, which accounted for around 57% of Perth’s gross take-up over the past five years. This is despite the East having the smallest share of Perth’s industrial zoned land.

— While the East accounts for a relatively greater share of land expected to become available over the next five years, the overall quantum remains limited, particularly across established industrial locations. This highlights the relative scarcity of future supply in one of the market’s most active occupier locations.

— Transport, Postal & Warehousing remains the largest occupier group, accounting for around 38% of floorspace leased over the past five years.

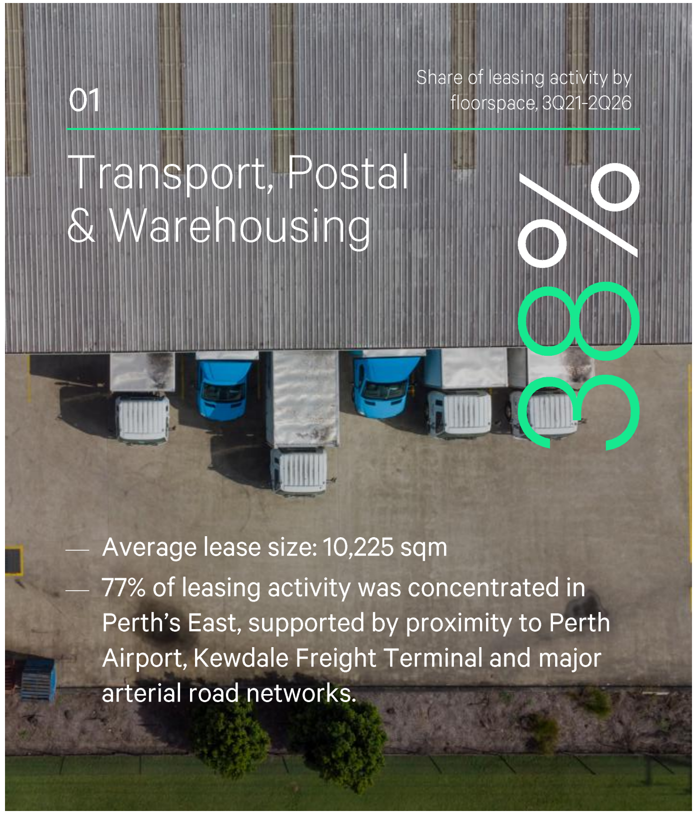
— Perth has a distinctly higher concentration of mining-related occupier demand, with the sector accounting for around 7% of industrial floorspace leased over the past decade, compared with just 1% nationally, reflecting the importance of mining to the WA economy.

Perth Gross Take-up 2019 - 1H 2026, by Precinct



To note: Reflects transactions >3,000 sqm
Source: CBRE Research. As at 2Q26.

Three key industry sectors have driven Perth's industrial demand



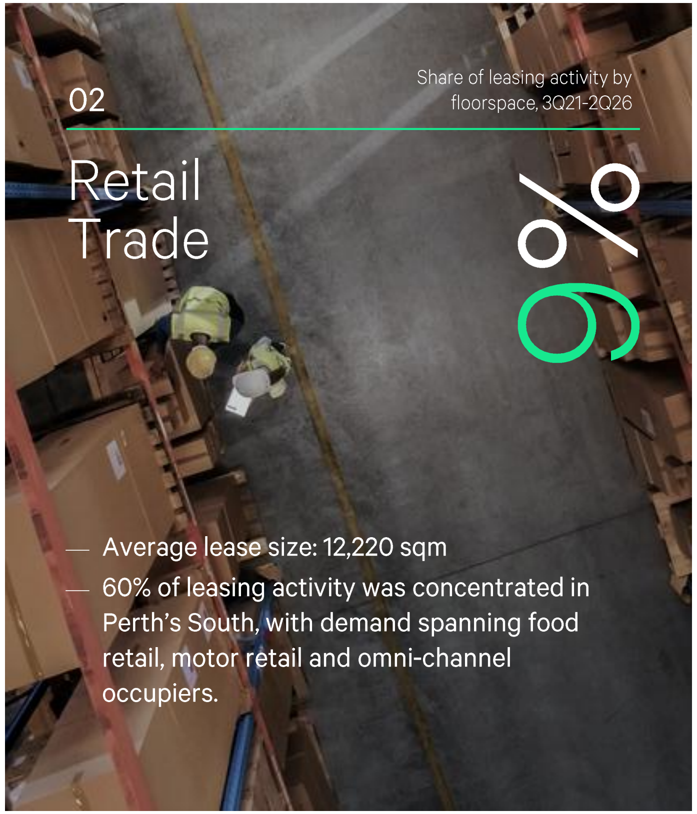
01

Share of leasing activity by floorspace, 3Q21-2Q26

Transport, Postal & Warehousing

38%

- Average lease size: 10,225 sqm
- 77% of leasing activity was concentrated in Perth's East, supported by proximity to Perth Airport, Kewdale Freight Terminal and major arterial road networks.



02

Share of leasing activity by floorspace, 3Q21-2Q26

Retail Trade

9%

- Average lease size: 12,220 sqm
- 60% of leasing activity was concentrated in Perth's South, with demand spanning food retail, motor retail and omni-channel occupiers.

03

Share of leasing activity by floorspace, 3Q21-2Q26

Mining

8%

- Average lease size: 9,885 sqm
- 80% of leasing activity was concentrated in Perth's East, reflecting proximity to Perth Airport and its connectivity to the Pilbara and offshore energy markets.

Source: CBRE Research. As at 2Q26.

Elevated supply is being absorbed amid persistently low vacancy

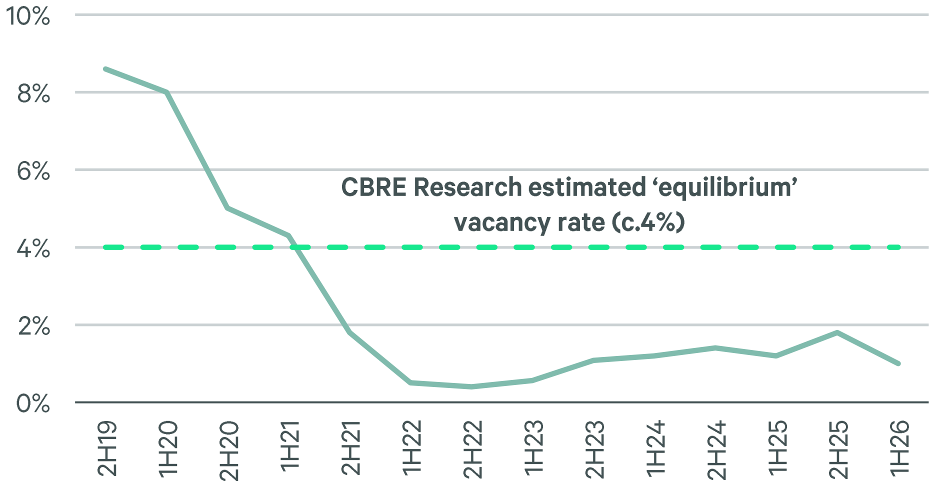
Perth's industrial supply has increased materially since 2023, with completions running above the long-term average. Despite this uplift, vacancy has remained very low, reflecting continued strong occupier demand.

— Vacancy has remained below 2% for much of the period since 2H21, even as new development activity increased.

— Low vacancy has driven strong growth in rents, with Perth super prime grade net face rents increasing by 83% over the past five years.

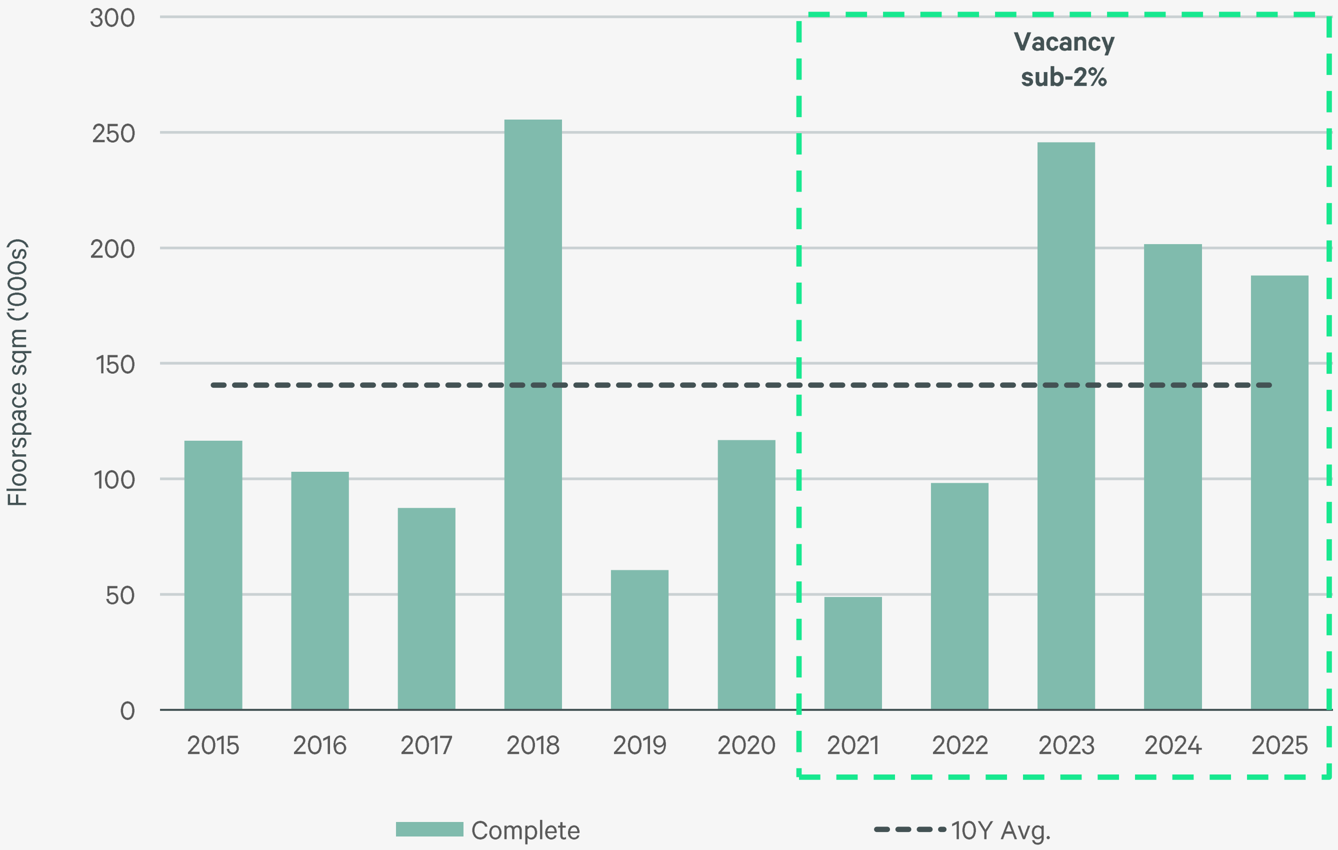
— Approximately 74% of the forward pipeline is pre-committed, limiting the amount of speculative space expected to enter the market.

Perth average vacancy rate



To Note: reflects stock > 3,000 sqm, includes sub-lease vacancy.
Source: CBRE Research

Development Supply, Perth



To note: Reflects projects >3,000 sqm
Source: CBRE Research, as at 2Q26

Population growth will underpin continued industrial demand

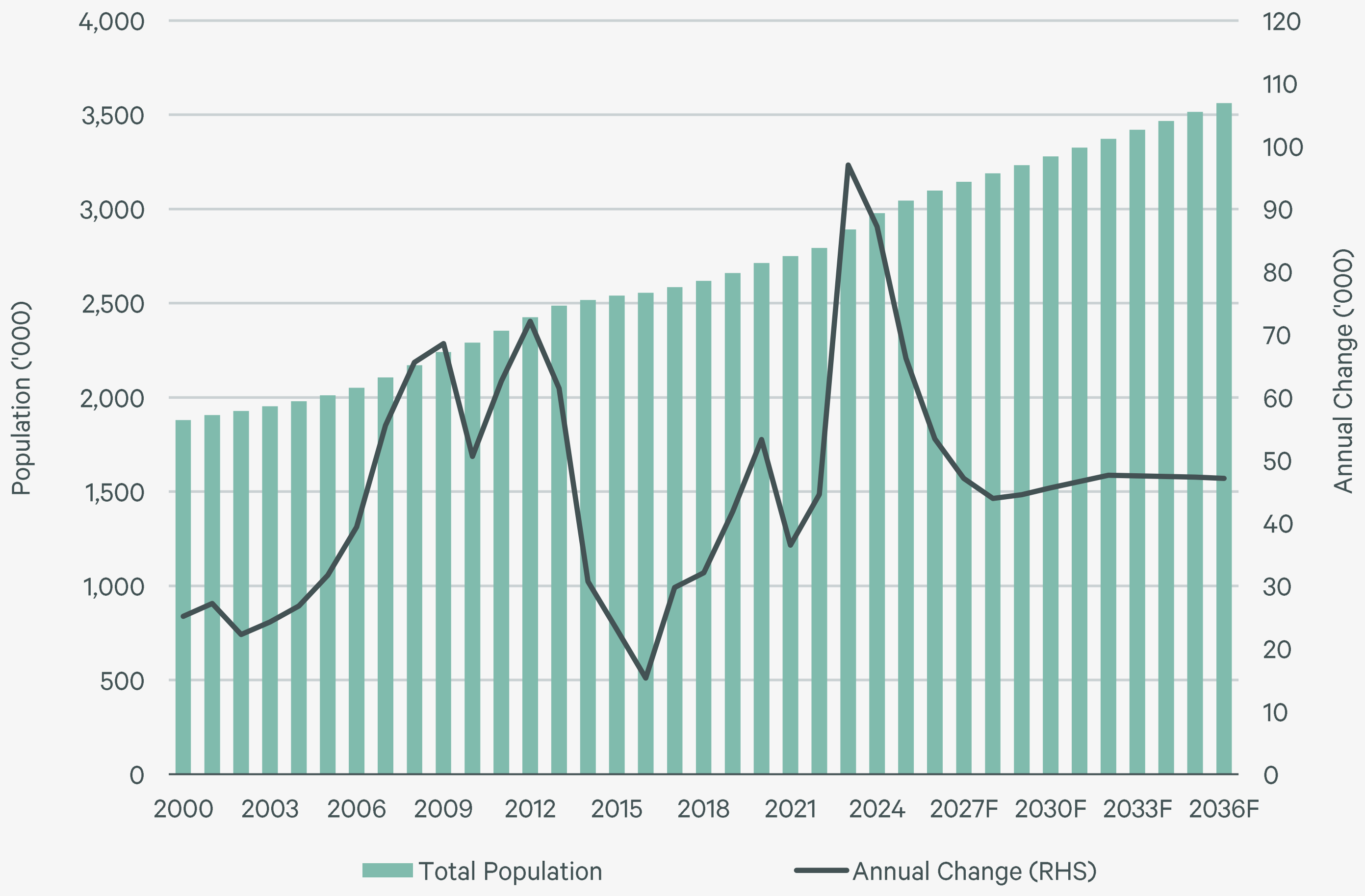
Western Australia's population is forecast to increase from around 3.1 million today to approximately 3.6 million by 2036, supporting continued demand for industrial and logistics floorspace.

— Perth is expected to record some of the strongest population growth nationally, with around 430,000 additional residents forecast by 2036.

— Based on historical relationships between population growth and industrial demand, this could support approximately 1.9 million sqm of additional industrial and logistics floorspace demand over the period.

— Growth will be strongest across Perth's outer northern and southern catchments, where residential expansion is occurring alongside greater availability of developable industrial land. As core industrial markets become increasingly constrained, this is expected to support further outward expansion of industrial development.

WA Historic and Forecast Population (Financial Years)



Source: ABS, 2025 Population Statement, CBRE Research

Major infrastructure investment will support industrial demand

Population growth and sustained government investment are driving significant upgrades to Perth's transport, defence and freight infrastructure. These programs are expected to support industrial and logistics demand and improve connectivity across key precincts.

Infrastructure Investment

Henderson Defence Precinct & HMAS Stirling

— Significant defence investment is expected to support industrial demand in Perth's South, particularly around Henderson and Garden Island.

— The scale of investment is expected to create long-term opportunities across defence-related manufacturing, maintenance and supply chains.

Perth Airport Capital Investment and 2026 Master Plan

— Major investment in airport infrastructure will increase capacity and strengthen Perth Airport's role as a key freight and logistics hub.

— Improved aviation and road connectivity is expected to support continued industrial demand across Perth's East.

METRONET and Road Network Expansions

— Ongoing investment in passenger rail and major road infrastructure is materially improving connectivity across Perth.

— Upgrades to key transport corridors will support access to emerging industrial markets and facilitate further development in outer metropolitan areas.

Westport Program and Road & Rail Freight Network

— Westport and associated freight infrastructure represent a significant long-term catalyst for industrial development in Perth's South.

— Improved port, road and rail connectivity is expected to support the continued evolution of Kwinana and surrounding industrial areas.

Source: Australian Government Defence, Perth Airport, METRONET, WA Government, Westport, Deloitte Investment Monitor, CBRE Research

03

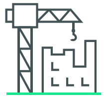
Impacts on logistics property

Land constraints will continue to support land values

Industrial land values have risen sharply across Perth over the past five years, reflecting strong occupier demand and a tightening supply of serviced industrial land. Average 0.25 ha lot values have increased by around 90%, while 1.6 ha lot values have increased by approximately 93% over the period.

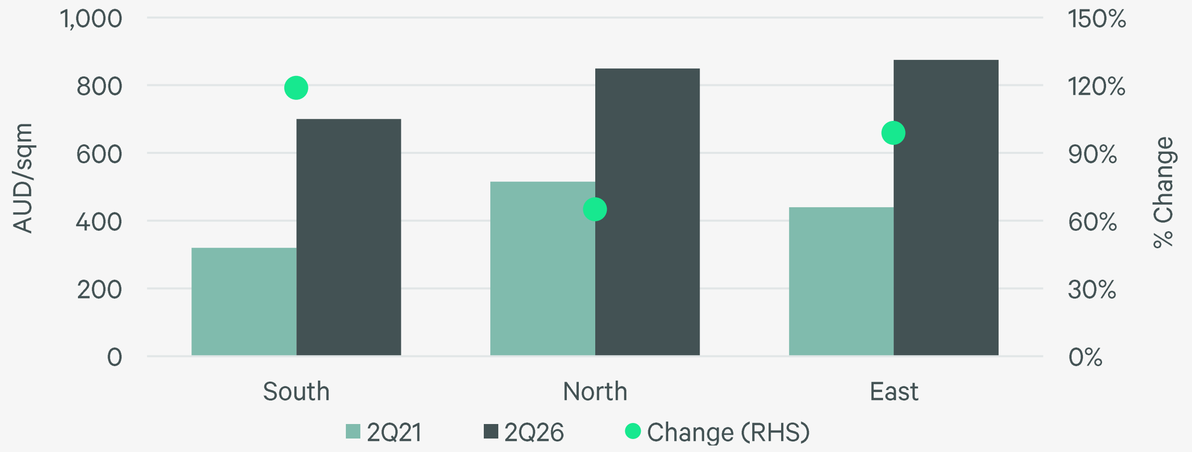
— With developable land increasingly concentrated outside Perth's established industrial markets, competition for well-located serviced sites is expected to remain elevated.

— Limited opportunities to replenish land supply across core markets should continue to place upward pressure on land values over the medium term.

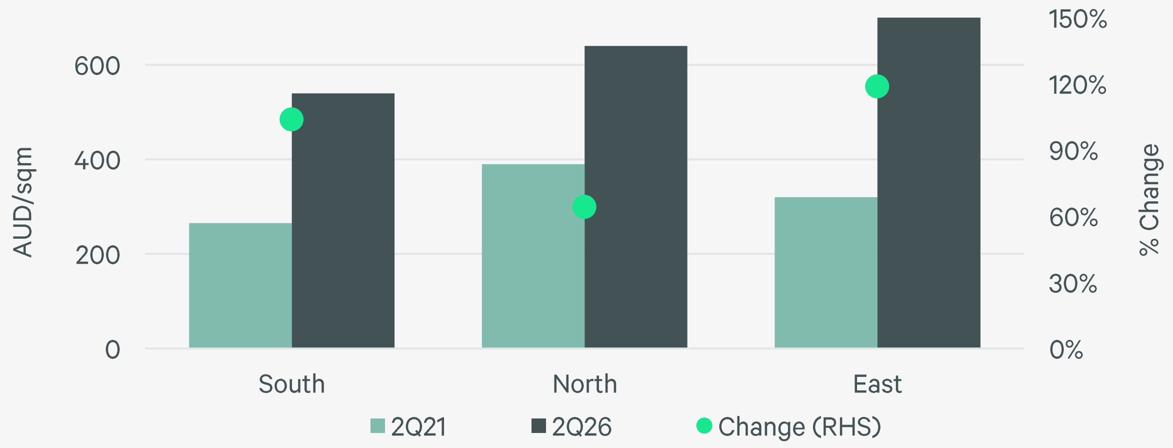


Limited core-market land supply expected to support further land value growth

Perth Industrial Land Values (0.25 Ha Lots)



Perth Industrial Land Values (1.6 Ha Lots)



Source: CBRE Research

Limited speculative supply will support tight market conditions

Perth's recent development cycle has been characterised by elevated completions and strong absorption, with vacancy remaining at historically low levels. Looking forward, the development pipeline is expected to moderate materially.

- Average annual new supply is forecast to fall by around 69%, from approximately 230,000 sqm p.a. between 2023–2026 to around 71,000 sqm p.a. between 2027–2030.
- Approximately 74% of the forward pipeline is pre-committed, further limiting the volume of speculative space expected to enter the market.
- With new supply contracting and developable land remaining constrained across established industrial markets, vacancy is expected to remain tight over the medium term, supporting stronger rental growth and lower incentives.

Average annual new supply vs forward pipeline

Source: CBRE Research. As at 2Q26.

Higher land costs are driving a structural uplift in economic rents

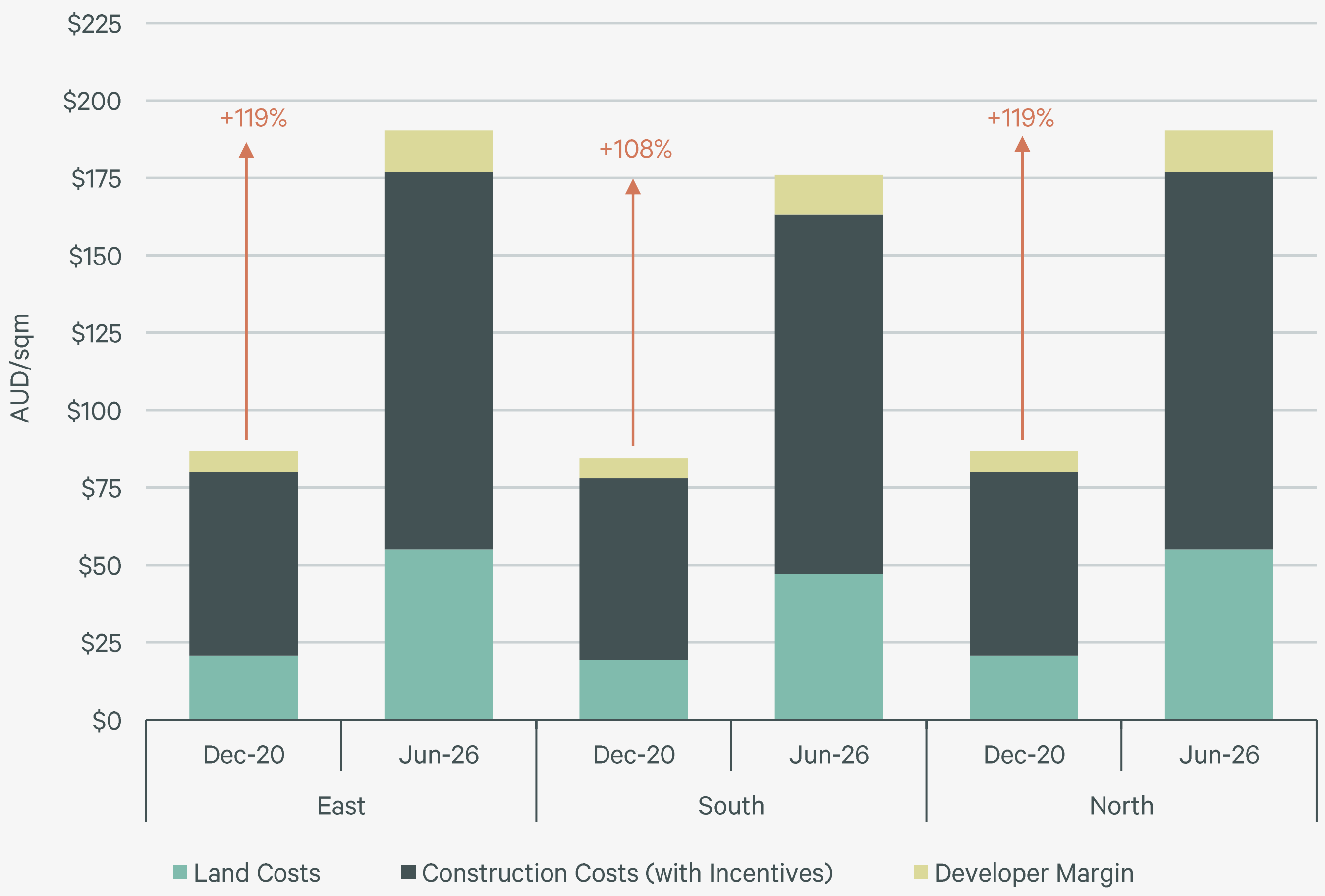
A combination of rising industrial land values and higher construction costs have materially increased the rent required to support new development across Perth. Average economic rents have increased by approximately 116% since the end of 2020.

- Limited serviced land in Perth's core industrial markets is expected to keep development inputs elevated, placing continued upward pressure on economic rents.
- As the availability of new development sites tightens, existing assets benefit from a higher replacement-cost benchmark, strengthening the medium-term outlook for market rents.
- Combined with a declining speculative pipeline and persistently low vacancy, this creates conditions for stronger effective rental growth and lower incentives over time.

116%

growth in average Perth economic rents between December 2020 and June 2026

Perth Industrial Economic Rents by Precinct



Source: CBRE Research. As at 2Q26.

Land constraints will accelerate Perth's outward industrial expansion

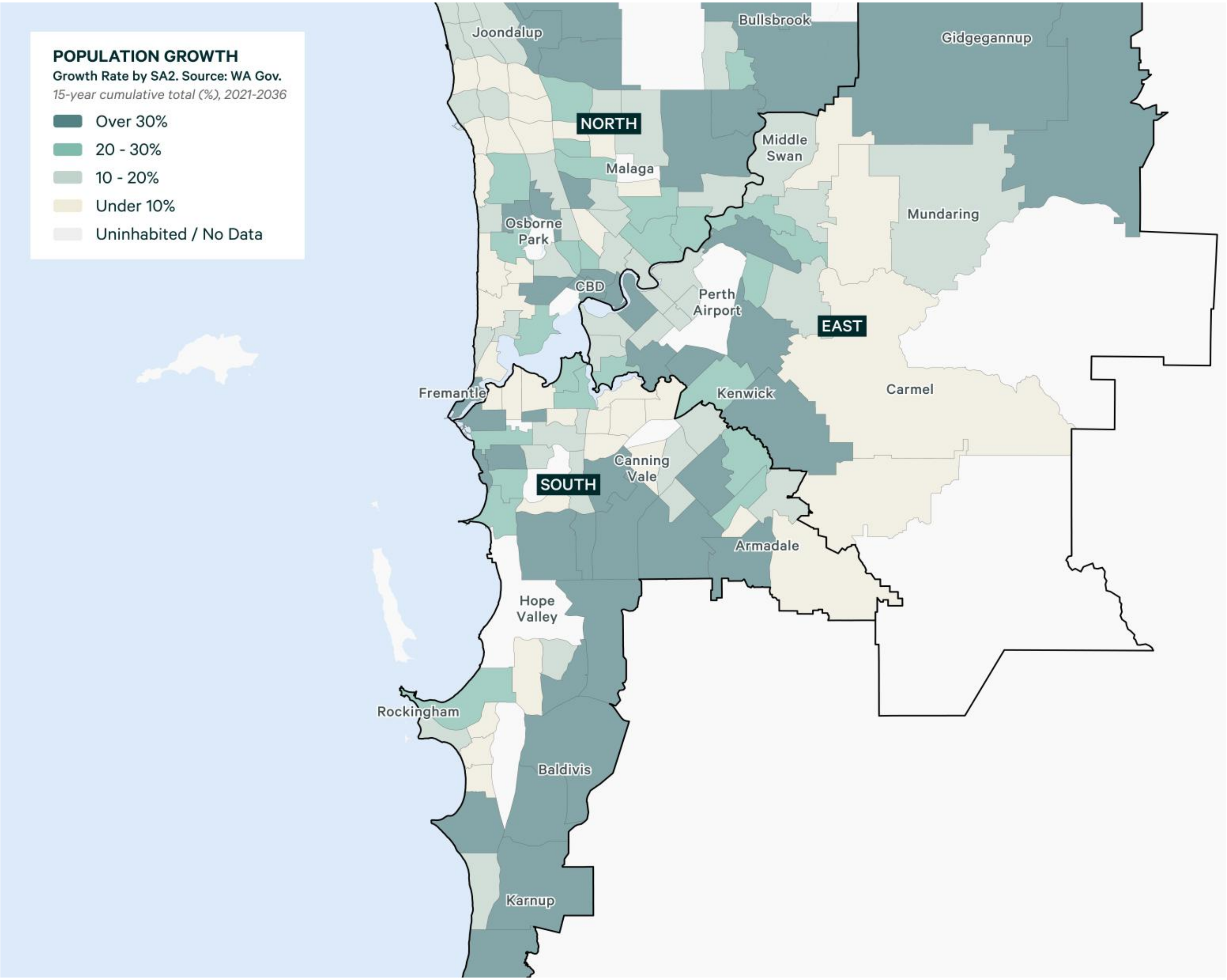
Perth's established industrial markets will remain critical to servicing the metropolitan population; however, limited availability of developable land is increasingly constraining new development in these locations.

- Population growth across Perth's outer northern and southern catchments will generate additional industrial and logistics demand closer to these emerging population centres.
- Greater availability of developable industrial land in outer markets will increasingly accommodate this demand as opportunities within core markets become scarcer.
- This is expected to progressively reshape Perth's industrial footprint, with a greater share of future development occurring in outer metropolitan locations.

+17%

Perth population growth over the next decade

Source: Centre for Population, ABS, WA Government, CBRE Research



Key Points

01 Perth has approximately 15,150 ha of industrial zoned land, of which around 4,800 ha remains undeveloped.

02 Only around 1,265 ha - approximately 8% of Perth's total industrial zoned land - is expected to become available for development over the next five years, with much of this located outside established core industrial markets.

03 Land availability is particularly constrained in Perth's core industrial markets, where only around 457 ha, equivalent to approximately 3% of total industrial zoned land, is expected to be available for development over the next five years.

04 Occupier demand remains strong, with gross take-up reaching approximately 409,000 sqm in the rolling 12 months to 1H 2026, more than double the long-run average of around 194,000 sqm.

05 Demand is concentrated in the East precinct, which has accounted for around 57% of Perth's gross take-up over the past five years despite having the smallest share of undeveloped industrial land. Transport, Postal & Warehousing remains the dominant occupier sector.

06 Despite elevated development completions, vacancy remains around 1% and has remained below 2% since 2H21, demonstrating the market's ability to absorb new supply.

07 The development pipeline is set to contract materially, with average annual new supply falling from approximately 230,000 sqm over 2023–2026 to around 71,000 sqm over 2027–2030. With approximately 74% of the forward pipeline pre-committed, speculative additions are expected to remain limited.

08 Scarcity of serviced land in established markets, combined with a declining development pipeline and persistently low vacancy, is expected to support further land value and rental growth and place downward pressure on incentives over the medium term.

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