

City of Armadale Local Planning Strategy

Part Two: Background Information and Analysis



14 November 2024



Document Information

Local Planning Strategy - Part 2

The City of Armadale Local Planning Strategy has been prepared in accordance with Part 3 of the *Planning and Development (Local Planning Scheme) Regulations 2015*.

List of Acronyms

ARRR	Armadale Regional Recreational Reserve	EPA	Environmental Protection Authority
BAL	Bushfire Attack Level	ESS	Employment Self Sufficiency
BHL	Bushfire Hazard Level	ITS	Integrated Transport Strategy
BMP	Bushfire Management Plan	MRS	Metropolitan Region Scheme
CBD	Central Business District	MRWA	Main Roads Western Australia
City	City of Armadale	POS	Public Open Space
CCW	Conservation Category Wetland	PTA	Public Transport Authority
DBCA	Department of Biodiversity and Conservation	REW	Resource Enhancement Wetland
DFES	Department of Fire and Emergency Services	SPS	State Planning Strategy
DPLH	Department of Planning, Lands and Heritage	Scheme 5	City of Armadale Town Planning Scheme No. 5
DMIRS	Department of Mines, Industry Regulation and Safety	TBB	Taylor Burrell Barnett
		WAPC	Western Australian Planning Commission
		WWTP	Waste Water Treatment Plant

Disclaimer

This Local Planning Strategy document was prepared for the City of Armadale for the purposes of complying with the *Planning and Development Act* and Regulations. The Strategy contains information gathered from a number of sources and variety of methods and the City of Armadale advises all persons to independently verify all information and expressly disclaims liability for any loss or damage suffered by any person relying on strategy contents.



Table of contents

1.0 Introduction	5	4.4 Environment - Issues and Opportunities	77
1.1 Purpose	5	4.5 Infrastructure - Issues and Opportunities	80
1.2 Stakeholder and Community Participation	6		
2.0 State and Regional Planning Context	12	5.0 Local Government Profile	86
2.1 State Planning Strategy 2050	13	5.1 Profile Overview	87
2.2 State Planning Policies	14	5.2 Population Estimates and Forecasts	88
2.3 Regional Planning Context	21	5.3 Cohorts	89
2.4 Operational Policies	23	5.4 Ethnicity	90
2.5 Position Statement and Guidelines	24	5.5 Qualifications	90
2.6 Armadale Redevelopment Scheme No. 2	26	5.6 Household Types	91
3.0 Local Planning Context	29	5.7 Household Size	94
3.1 Local Planning Strategy	29	5.8 Household Income	95
3.2 Strategic Community Plan	30	5.9 Need for Assistance	96
3.3 Previous Local Planning Strategy	31	5.10 Housing Stock	97
3.4 Local Planning Scheme	32	5.11 Employment	101
3.5 Local Planning Policies	32	5.12 Income	104
3.6 Structure Plans	38	5.13 Travel to Work	105
3.7 Local Development Plans	48		
3.8 Other Relevant Strategies, Plans and Policies	58	Appendices	
4.0 Planning Themes and Issues	67	Appendix A - Bushfire Hazard Assessment	106
4.1 Introduction	67		
4.2 Community, Urban Growth and Settlement - Issues and Opportunities	68		
4.3 Economy and Employment - Issues and Opportunities	74		

1.0

Introduction



1.0 Introduction

1.1 Purpose

The purpose of this report is to provide the relevant background information and analysis which supports the City's planning directions and actions outlined within Part 1 of the Strategy ("the Strategy"). This background review provides a summary of the relevant State, Regional and Local planning contexts, and their implications for the Strategy. It also provides the rationale and supporting evidence base for Part 1.

The City's demographic profile included in section 5 provides an overview and analysis of demographic information and the key planning issues and opportunities likely to influence future development and use of the land resource within the City.



1.2 Stakeholder and Community Participation and Engagement

The consultation process for the Strategy includes two distinct phases, i.e. extensive, preliminary community engagement has been undertaken to inform the preparation of the draft Strategy; and a formal advertising process once the Strategy has been approved for advertising purposes. In this regard, a comprehensive community and stakeholder engagement process was completed at early stages of the project to guide the preparation of the Strategy prior to formal public review and submissions stage that will follow the State Government's certification of the Strategy. The City undertook extensive publicity to advertise the community engagement sessions through online and print media notifications and encouraging participation by the Armadale community to help identify key themes and issues of importance to be addressed in the Strategy. A summary of this Community Survey, Workshop and Open Day Display series is provided in **Table 1** and further information can be viewed on the City's website: <https://www.armadale.wa.gov.au/new-local-planning-strategy-2024>.

A summary and analysis of the key messages that emerged through the process are summarised in **Table 2**.



Table 1: Engagement Process and Methods

Engagement Task	Date and Location	Purpose and Aim	Format	Stakeholders
Councillor Briefing Session	10 May 2022 – Council Chambers	Inform Elected Members of upcoming and planned engagement for the City’s Local Planning Strategy	Presentation by TBB on preliminary investigations and technical analysis, followed by questions from Elected Members.	Elected Members
Community Survey	26 May – 16 June 2022 – Online	Understand how local residents, business operators and landowners view and use the City and its facilities, including what ideas and vision they may have for the future. It allowed for preliminary identification of issues, opportunities and areas of specific interest.	A survey was produced with questions requiring either a written or tick-box answer. The survey was structured around key themes of housing growth and diversity; economy and employment; parks and community facilities; movement network and vision. The survey was conducted via Survey Monkey with a link provided on the City’s website and social media pages.	Residents Landowners Businesses
4 x Vision Workshops	13 July 2022 – Kelmscott Hall 14 July 2022 – Churchman Brook Community Centre 21 July 2022 – Baker’s House 26 July 2022 – Armadale District Hall	Establish the key values of the community and identify issues and opportunities by testing of draft Strategic ‘Principles’ and ‘Objectives’ based on key planning themes.	Workshops were facilitated for a duration of 2.5 hours and commenced with a background presentation on draft technical analysis completed, an overview of the feedback received from the surveys, and a ‘World Café Style’ discussion based on key planning themes.	Residents Landowners Businesses
4 x Community Open Days	3 September 2022 – Stargate Shopping Centre 8 September 2022 – Armadale Central Shopping Centre 10 September 2022 – Armadale City Shopping Centre 17 September 2022 – Stockland / Harrisdale Shopping Centre	Provide an overview of the outcomes of the community engagement process, collaborate and confirm the community values and vision, review, confirm and add to the planning theme issues and opportunities mapping, and collaborate and confirm the draft principles and objectives to guide future development.	Presentation of open day posters at local Armadale shopping centres, for a period of 3 hours. Community members were given the opportunity to have their say by completing an online or hard copy feedback form, to indicate any further information they wish to be considered during the preparation of the Local Planning Strategy.	Residents Landowners Businesses

Table 2: Community Survey Feedback Summary

Key Theme	Outcomes		
Housing Growth and Diversity	<p>The three housing types which received the most support were single or double storey homes with a lot size of 500m² and over (75% of respondents), retirement villages (51% of respondents) and single or double storey homes with a lot size of 350m² or over (49% of respondents). To accommodate future population growth within the City, approximately 44% of respondents preferred that the City address the need through a combination of the above suggested responses. This included subdivision and or redevelopment of suitable existing land throughout the City, through smaller lots, townhouses and apartments in centralised locations and through the development of additional higher density apartments within core areas such as activity centres.</p>		
Economy and Employment	<p>Approximately 31% of respondents currently work within the City, while 69% of respondents work outside of the local government boundaries. With regards to where greater focus should be placed in providing employment and economic activity, respondents were able to select multiple answers. Approximately 69% of respondents consider focus should be placed on activity centres (Armadale City Centre and Kelmscott, Harrisdale, or future Hilbert District Centres), 59% of respondents selected mixed business/industrial areas (Wright Road, Forrestdale Business Park, Kelmscott, Armadale and Doobarda) and 42% of respondents selected neighbourhood centres (Camillo, Haynes, Piara Waters, Roleystone, Seville Grove, Hilbert South and Hilbert East).</p> <p>Approximately 31% of respondents preferred to visit the Armadale City Centre or major shopping centres outside of the City (for shopping, dining and social activities).</p>		
Environment	<p>Respondents noted that the three key environmental issues that should be prioritised for the City are protection of the natural environment including local biodiversity, bushlands, waterways and wetlands (45% of respondents), climate change and sustainability (22% of respondents) and bushfire hazards (18% of respondents).</p>		
Transport	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%; vertical-align: top;"> <p>The City's community has identified its strong support for:</p> <ul style="list-style-type: none"> • Public transport access to community facilities and retail centres • Increased services and frequencies of public transport • Connected and separated facilities for people walking and cycling • Improvements in road safety • Streetscape upgrades and placemaking initiatives • Diversification of travel options • Density in appropriate precincts with access to public transport </td> <td style="width: 50%; vertical-align: top;"> <p>Participants also stated that they felt there is currently sufficient car parking within the City, but that parking in densified locations is also an important consideration.</p> </td> </tr> </table>	<p>The City's community has identified its strong support for:</p> <ul style="list-style-type: none"> • Public transport access to community facilities and retail centres • Increased services and frequencies of public transport • Connected and separated facilities for people walking and cycling • Improvements in road safety • Streetscape upgrades and placemaking initiatives • Diversification of travel options • Density in appropriate precincts with access to public transport 	<p>Participants also stated that they felt there is currently sufficient car parking within the City, but that parking in densified locations is also an important consideration.</p>
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Table 2: Community Survey Feedback Summary (cont.)

Key Theme	Outcomes
Parks and Community Facilities	<p>Approximately 15% of respondents always use public parks and facilities within the City on a regular basis, while 34% use facilities often and 33% sometimes use public parks and community facilities.</p> <p>Approximately 30% of respondents value shade and shelter (trees and pavilions) at the parks and facilities they visit, 25% respondents value the location of the facilities being in close proximity to their home or work and 21% of respondents value the availability of community infrastructure such as exercise equipment, sporting equipment etc. at the facilities.</p> <p>47% of respondents noted that their highest priorities for public facilities were the maintenance of public parks, the provision of shade trees and other infrastructure to improve amenity (26% of respondents) and the connectivity and usability of footpath networks (15% of respondents).</p> <p>When expanding the usability of its community infrastructure assets and facilities, respondents thought the City should prioritise the maintenance of existing community infrastructure and facilities (63% of respondents), and the diversity and number of sporting facilities (14% of respondents).</p> <p>Approximately 45% of respondents highlighted that they would prefer more parks that are combined with natural areas and bushland, 38% of respondents highlighted that they would prefer shared parks that have sporting ovals and BBQ and play equipment and 7% of respondents indicated a preference for community facilities that complement open space activities such as sporting club rooms etc.</p>
Movement Network	<p>When planning for the future of the City, over 56% of respondents stated that it is extremely important for the State Government to provide public transport access to local shops, the Armadale, Kelmscott, Harrisdale and Hilbert town centres and the Perth CBD. Only 32% of respondents suggested the beach, river and other regional recreation facilities as extremely important locations for public transport access.</p> <p>Respondents that sometimes, often or always use public transport within the City represented 39.8% of responses, while 60.2% of respondents never or rarely use public transport.</p> <p>Over 70% of respondents found that there is enough car parking available within the Armadale, Kelmscott and Harrisdale Centres. With regards to the provision of improved infrastructure, over 50% of respondents find it extremely important to address improved safety of the road network through separation of cycle/pedestrian paths from vehicles and increased path/street lighting.</p>

Table 2: Community Survey Feedback Summary (cont.)

Key Theme	Outcomes
<p>Vision and Values</p>	<p>The communities visions and values were addressed under the four topics areas of Community and Urban Growth, Economy and Employment, Environment and Infrastructure. Things that respondents liked and felt should be kept or improved included:</p> <ul style="list-style-type: none"> • <i>Community and Urban Growth:</i> Libraries, heritage buildings, diverse community, affordability, town centre, community events, large lots. • <i>Economy and Employment:</i> Town Centre/shopping centre, the variety of shops and facilities, major shops at the shopping centre and proximity to retail and local centres • <i>Environment:</i> Parks and ovals, bushland, open feel, green spaces maintained, Minnowarra Park, plant and bird life, leafy streets/trees, country feel/combination of City and country, hills, natural beauty and lakes/waterways • <i>Infrastructure:</i> Cycle paths, proximity to public transport, good roads and upgrades, lack of congestion and foot paths <p>Things that respondents don't like and would like to see addressed:</p> <ul style="list-style-type: none"> • <i>Community and Urban Growth:</i> Embrace character and heritage of the area, improved safety of parks and train stations and reductions in anti-social behaviour, demand for library in newly developed areas e.g., Piara Waters / Harrisdale (under construction 2023-24) • <i>Economy and Employment:</i> Desire for more dining and retail options at Armadale Central, increased employment opportunities, desire to harness country charm, concerns regarding increasing rates, and need for more inviting shop fronts • <i>Environment:</i> Maintenance of public parks, functional parks and green spaces, increased tree retention and ensure trees planted are suitable for the areas in which they are planted • <i>Infrastructure:</i> Increase lighting and safety of streets, reduce crime, ensure frequent cleaning and maintenance of roads, improved traffic and consider placing power underground <p>Things that respondents think are missing and will need to be planned for include:</p> <ul style="list-style-type: none"> • <i>Community and Urban Growth:</i> Investment towards schools and tertiary education opportunities including universities, arts centres for community groups, community and aged care facilities and sporting facilities • <i>Economy and Employment:</i> Diversity of restaurants, retail options and entertainment precincts in and around the City centre, business parks to increase employment opportunities, better advertisement of Hills area as a tourist destination • <i>Environment:</i> Maintenance of biodiversity, increased green spaces, verge side greenery and tree retention for shade and aesthetics • <i>Infrastructure:</i> Increased public transport connectivity, frequency of public transport, improvement in road intersections, pedestrian and cycle paths, outdoor seating, increased undercover parking, consider waterparks / theme parks / dog parks / skate parks <p>One thing that respondents think must be planned for:</p> <ul style="list-style-type: none"> • <i>Community and Urban Growth:</i> Increased demand for housing, and need for diverse and affordable house and land packages to attract young families • <i>Economy and Employment:</i> Need for increased retail and local employment opportunities within the City to reduce number of people seeking employment elsewhere • <i>Environment:</i> Climate change, need reduced climate impact through green/eco terrace housing, increased planting of native trees, consider bushfire risk • <i>Infrastructure:</i> Increased public transport, demand for aged care and suitable independent living and improved drainage

2.0

State and Regional Planning Context



2.0 State and Regional Planning Context

This section provides an outline of the key State and Regional planning strategies and policies which must be implemented through the Strategy and which will inform the preparation of the new Scheme and Local Planning Policies. The hierarchy of key guiding documents at State, Regional, and Local levels are set out in Figure 1.

The section also outlines the current local planning framework that guides development across the City and other major strategies that influence the local planning framework.

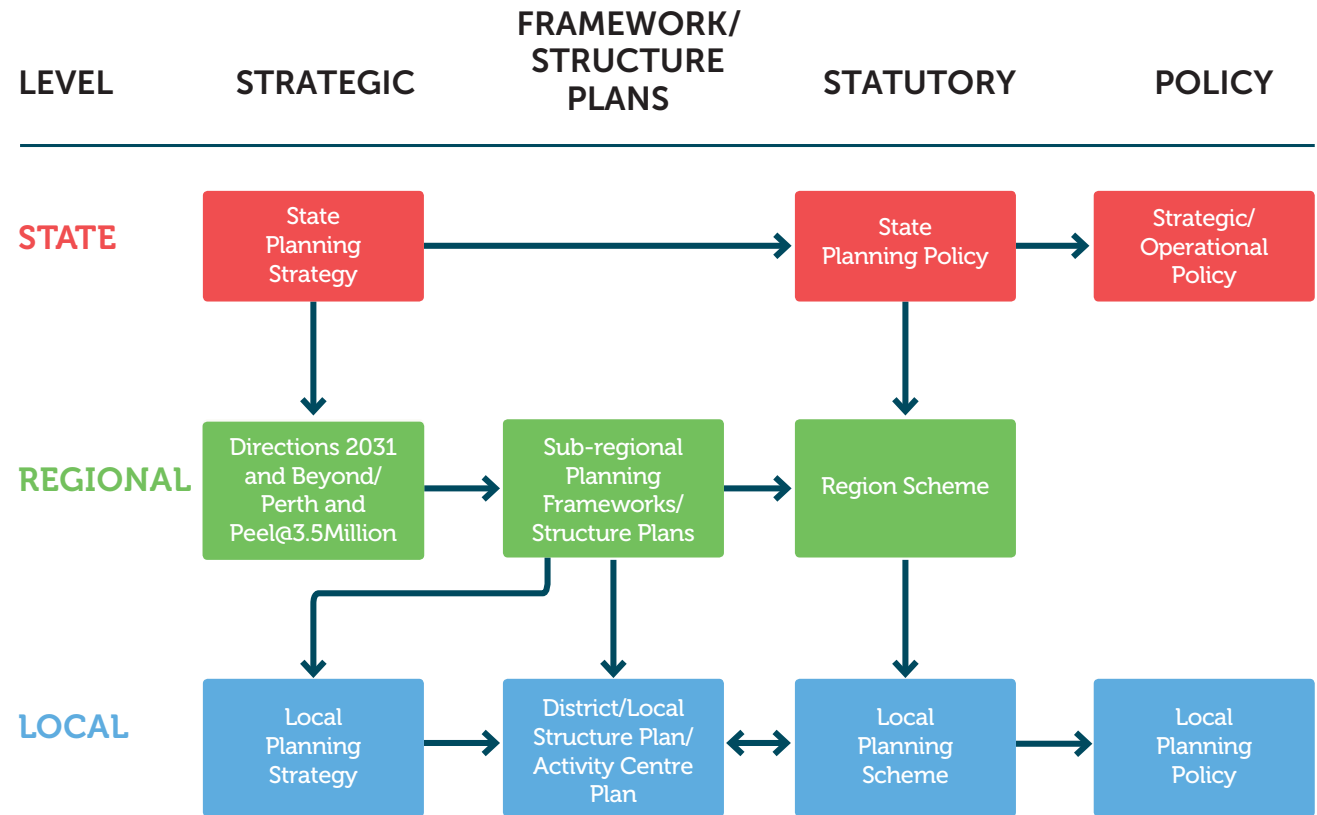


Figure 1: Western Australian Planning Framework

2.1 State Planning Strategy 2050

The State Planning Strategy (SPS) 2050 was prepared by the Department of Planning, Lands & Heritage on behalf of the Western Australian Planning Commission (WAPC). The SPS provides the strategic context and basis for the coordination and integration of land use planning and development across Western Australia at the State, regional and local levels. It contemplates a future in which high standards of living, improved public health and an excellent quality of life are enjoyed by present and future generations of Western Australians.

The SPS proposes that diversity, liveability, connectedness and collaboration must be central to achieving the vision of sustained growth and prosperity, and establishes principles, strategic goals and directions to ensure the development of the State progresses towards this vision.

The SPS identifies the six principles which underpin and inform the Strategy.

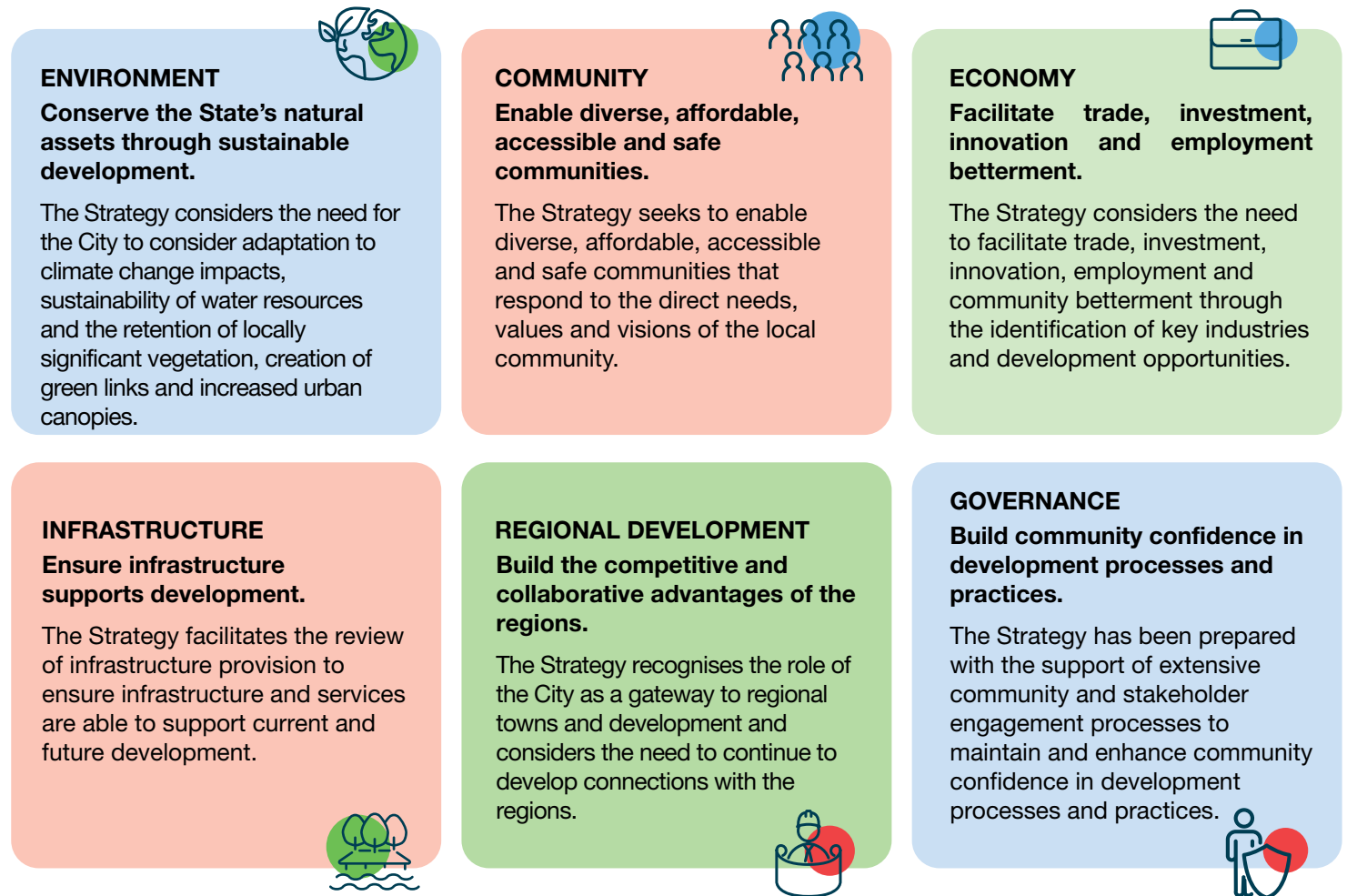


Figure 2: State Planning Strategy 6 Principles

2.2 State Planning Polices

The WAPC's State Planning Policies (SPP's) are prepared under Part 3 of the *Planning and Development Act 2005* and provide the highest level of planning policy control and guidance in Western Australia. SPP's considered to be specifically relevant to the City are outlined and described in **Table 3**.

Table 3: State Planning Policy Overview and Local Planning Strategy Implications and Responses

State Planning Policy	Policy Overview	Local Planning Strategy implications and responses
State Planning Policy 1.0 - State Planning Framework	SPP 1.0 restates and expands on the key principles of the State Planning Strategy in planning for sustainable land use and development.; and brings together existing State and regional policies, strategies and guidelines within a central Framework, which provides a context for decision making on land use and development. The Framework informs the WAPC, local government and others involved in the planning process on State level planning policy which is to be taken into consideration.	The Strategy has been prepared in accordance with SPP 1.0 and has considered the provisions of additional SPP's.
State Planning Policy 2.1 - The Peel-Harvey Coastal Plain Catchment	SPP 2.1 ensures that land use changes within the Peel-Harvey Estuarine System are controlled so as to avoid and minimise environmental damage, while balancing economic viability of the primary sector.	A small portion of the City is within Peel-Harvey Estuary. The City will need to ensure development applications within the Peel-Harvey Coastal Plan Catchment area accord with referral and policy requirements.
State Planning Policy 2.5 - Rural Planning	SPP 2.5 applies to rural land and rural land uses as well as land that may be impacted by rural land uses. SPP 2.5 seeks to protect and preserve Western Australia's rural land assets due to the importance of their economic, natural resource, food production, environmental and landscape values.	The City's future development assessment for land uses such as landfill and recycling centres, brickworks, kennels, poultry farms, wastewater treatment plants and natural gas pipelines.

Table 3: State Planning Policy Overview and Local Planning Strategy Implications and Responses (cont.)

State Planning Policy	Policy Overview	Local Planning Strategy implications and responses
<p>State Planning Policy 2.7 - Public Drinking Water Source</p>	<p>The purpose of SPP 2.7 is to inform decision makers of those aspects of state planning policy concerning the protection of Public Drinking Water Supply Areas throughout the state.</p> <p>It is intended that this be implemented through the preparation of strategic plans, regional and local planning schemes, conservation and management strategies, and other relevant plans or guidelines, as well as through decision-making on subdivision and development applications.</p>	<p>The policy will influence land use planning and development that will impact public drinking water source areas within the City.</p> <p>In this regard, the City has multiple Wellhead Protection Zones (WHPZ) along its western boundary and a significant Protection Area - P1 along its eastern boundary.</p>
<p>State Planning Policy 2.8 - Bushland Policy for the Perth Metropolitan Region</p>	<p>SPP 2.8 seeks to provide a policy and implementation framework that will ensure bushland protection and management issues in the Perth Metropolitan Region are appropriately addressed and integrated with broader land use planning and decision-making. The primary purpose of the policy is to secure the long-term protection of biodiversity i.e. Bush Forever areas.</p> <p>The policy recognises the protection and management of significant bushland areas as a fundamental consideration in the planning process.</p>	<p>The policy will influence land use planning that may impact on identified Bush Forever Reserves such as the Forrestdale Lake Nature Reserve, and other Conservation Wetlands.</p> <p>The local planning framework will need to demonstrate that the protection and management of the identified bushland assets will be considered.</p>
<p>Draft State Planning Policy 2.9 - Planning for Water</p>	<p>SPP 2.9 provides guidance in the planning, protection and management of surface and groundwater catchments, including consideration of availability of water and waterways management, wetlands, waterways, and estuaries and their buffers.</p> <p>The policy recognises that planning should contribute to the protection and management of water resources through implementation of policy measures.</p> <p>Draft SPP 2.9 will help streamline and simplify the current planning framework to deliver greater clarity around how water-related provisions are implemented.</p> <p>Once gazetted, it is intended that SPP 2.9 will replace other water-related State policies.</p>	<p>The policy will influence land use planning and development that may impact upon water resources, which particularly applies to areas within 1km of portions of the Canning River.</p> <p>In accordance with the policy, the Strategy will encourage the introduction of water sensitive urban design techniques in future development of private and public land, inclusive of drainage and irrigation.</p>

Table 3: State Planning Policy Overview and Local Planning Strategy Implications and Responses (cont.)

State Planning Policy	Policy Overview	Local Planning Strategy implications and responses
State Planning Policy 2.10 - Swan-Canning River System	SPP 2.10 provides a framework for consistent and integrated decision making in relation to planning proposals over the Swan and Canning rivers and their foreshores to ensure activities, land use and development maintains and enhances the health, amenity and landscape values of the river, including its recreational and scenic values.	The Canning River traverses the local government area. It is noted that no specific planning response is required through the Strategy.
State Planning Policy 3.4 - Natural Hazards and Disasters	SPP 3.4 sets out considerations for decision makers in relation to hazards including flood, bushfire, landslides, earthquakes, cyclones and storm surges. This policy encourages local governments to adopt a systemic approach to the consideration of natural hazards and disasters.	The policy is relevant to areas of the City that are designated as bushfire prone, or are prone to flooding.
State Planning Policy 3.5 - Historic Heritage Conservation	<p>SPP 3.5 sets out the principles of sound and responsible planning for the conservation and protection of Western Australia’s historic heritage. The policy seeks to conserve places and areas of historic heritage significance and to ensure development does not adversely affect the significance of heritage places and areas.</p> <p>SPP 3.5 primarily relates to historic cultural heritage noting that aboriginal heritage and natural heritage are protected by other legislative instruments.</p> <p>The policy contains development control principles and considerations for decision-makers for where development is proposed within a heritage place and heritage area.</p>	This policy provides opportunities for the sensitive adaptive re-use of protected heritage places and will be highly relevant in the review of the City’s Heritage List, heritage areas and heritage Scheme and policy provisions.

Table 3: State Planning Policy Overview and Local Planning Strategy Implications and Responses (cont.)

State Planning Policy	Policy Overview	Local Planning Strategy implications and responses
State Planning Policy 3.6 - Infrastructure Contributions	SPP 3.6 sets set out the principles and requirements that apply to the establishment and collection of infrastructure contributions in new and established areas.	<p>The Strategy addresses the infrastructure needs of the community based on growth forecasts and targets.</p> <p>The policy will guide any proposals for shared infrastructure cost funding for infrastructure required as a result of infill development into the future.</p>
State Planning Policy 3.7 - Planning Bushfire Prone Areas	SPP 3.7 provides a framework in which to implement effective, risk-based land use planning and development outcomes to preserve life and reduce the impact of bushfire on property and infrastructure. The policy emphasises the need to identify and consider bushfire risks in decision-making at all stages of the planning and development process, including land identified in a Local Planning Strategy for more intensive development.	<p>The policy is relevant to land use and development within identified bushfire prone areas. A significant portion of the Strategy area is identified as bushfire prone land.</p> <p>Changes in land use or development intensity within these areas will require preparation of a Bushfire Hazard Level Assessment. The Bushfire Hazard Level Assessment informs subsequent planning and development processes which will be accompanied by a Bushfire Management Plan where the location remains bushfire prone. A Bushfire Hazard Level Assessment has been prepared in parallel to the Strategy and will provide assurance that the land identified for future more intensive development will not generally be affected by SPP 3.7.</p>

Table 3: State Planning Policy Overview and Local Planning Strategy Implications and Responses (cont.)

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 5.4 - Road and Rail Noise	SPP 5.4 provides guidance for the performance-based approach for managing and mitigating transport noise associated with road and rail operations. This policy applies where noise sensitive land uses are located within a specified distance of a transport corridor, new or major road or rail upgrades are proposed or where works propose an increase in rail capacity resulting in increased noise.	Development adjacent or in close proximity to the Perth-Armadale passenger rail network and major traffic routes will need to be appropriately sited and designed to achieve acceptable noise impacts.
State Planning Policy 4.1 - Industrial Interface	SPP 4.1 guides planning decisions with the aim of protecting the long-term future operation of industry and infrastructure facilities, by avoiding encroachment from sensitive land uses and potential land use conflicts. The policy encourages the use of statutory buffers; facilitating industrial land uses with offsite impacts within specific zones and compatible interface between strategic/general industry zones and sensitive zones.	<p>The City will consider the appropriate siting and long term operational certainty for Industry and that adequate consideration is given in decision making to locations near sensitive land uses, potential for health and amenity impacts and long term sustainable land use planning.</p> <p>The Strategy reflects the requirements of industrial development within the planning areas to ensure consistency with long term economic growth and diversity.</p>
Draft State Planning Policy 4.2 - Activity Centres for Perth and Peel	<p>Draft SPP 4.2 and its Guidelines apply to the preparation and assessment of the relevant components of planning instruments that relate to activity centres within the Metropolitan Perth and Peel Regions. Draft SPP 4.2 seeks to provide a consistent approach for the planning and development of a hierarchy and network of activity centres that meets community needs, and provides economic and environmental benefits, enables the distribution of a broad range of goods and services, and facilitates retail, commercial and mixed used developments.</p> <p>Draft SPP 4.2 encourages the preparation of precinct structure plans for strategic, secondary, district and specialised activity centres. Neighbourhood and local activity centres may require either a precinct structure plan or local development plan, at the discretion of the decision-maker.</p>	<p>Precinct Structure Plans are in place for, or being prepared for Armadale, Kelmscott, Hilbert and Harrisdale. The Strategy includes a range of recommendations to ensure the centres develop in accordance with the policy.</p> <p>The Armadale City Centre, Kelmscott, Harrisdale and Hilbert are identified as activity centres in the policy. The policy requires the preparation of a Precinct Structure Plans for these centres.</p>

Table 3: State Planning Policy Overview and Local Planning Strategy Implications and Responses (cont.)

State Planning Policy	Policy Overview	Local Planning Strategy implications and responses
State Planning Policy 5.2 - Communications Infrastructure	SPP 5.2 recognises telecommunications infrastructure as an essential service and aims to balance the need for this infrastructure and the community interest in protecting the visual character of local areas. The policy aims to provide clear guidance pertaining to the siting, location and design of telecommunications infrastructure and sets out specific exemptions for where the policy requirements do not apply.	The Strategy considers existing services and utilities in the local government area and their capacity to support anticipated growth.
State Planning Policy 7.0 - Design of the Built Environment	SPP 7.0 is a broad sector policy relevant to all local governments. The policy sets out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals through the planning system. It is intended to apply to activity centre precinct plans, structure plans, local development plans, subdivision, development and public works.	The Strategy recognises that the ten principles of the policy will underpin the City's approach to the design of built form and public realm. The principles will be integrated into the new Scheme and planning policies.
State Planning Policy 7.2 - Precinct Design	SPP 7.2 provides guidance for precinct planning with the intent of achieving good planning and design outcomes for precincts within Western Australia. The policy recognises that there is a need to plan for a broader range of precinct-based contexts and conditions to achieve a balance between greenfield and infill development. Objectives of the policy include ensuring that precinct planning and design processes deliver good-quality built environment outcomes that provide social, economic and environmental benefit to those who use them.	The Strategy identifies 7 areas which require further detailed planning, likely through the preparation of precinct plans.
State Planning Policy 7.3 - Residential Design Codes Volumes 1 and 2	SPP 7.3 – Residential Design Codes Volume 1 and 2 provides the basis for the control of residential development throughout Western Australia for single houses, grouped dwellings and multiple dwellings. The purpose of the policy is to address emerging design trends, promote sustainability, improve clarity and highlight assessment pathways to facilitate better outcomes for residents. They are also used for the assessment of residential subdivision proposals.	The R-Codes currently apply to a significant portion of the City. The R-Codes apply to areas where residential development is permitted. The Strategy includes an action for consideration of broader application of the R-Codes across the City to be investigated as part of the preparation of the new Scheme and planning policies.



2.3 Regional Planning Context

The WAPC prepares various regional planning instruments to guide land use and development at the regional and sub-regional level, including:

- Regional and Sub-regional planning strategies and structure plans
- Regional Planning Schemes

Regional planning instruments considered to be specifically relevant to the City are outlined and described in **Table 4**.

Table 4: Regional Planning Instrument Overview and Local Planning Strategy Implications and Responses

Regional Planning Instrument	Instrument Overview	Local Planning Strategy implications and responses
Directions 2031 and Beyond	Directions 2031 and Beyond is a high level plan to accommodate future metropolitan growth from a population of 1.65 million (as of 2010) to an expected population of 2.2 million or more by 2031. It has been estimated that to accommodate this level of population growth, an additional 328,000 houses and 353,000 jobs will be required. The preferred growth scenario to accommodate this future population is for 47% of the predicted growth (154,000 dwellings) to be met through infill development across the Perth metropolitan area. Of these 154,000 dwellings, 35,000 are to be accommodated within the south-east sub-region, which includes the City of Armadale.	The increased focus of the Strategy on infill development is relevant to the City, noting that a proportion of the 35,000 dwellings required to be accommodated in the south-east sub-region will need to be accommodated in the City.
Metropolitan Region Scheme	The Metropolitan Region Scheme outlines objectives for regional development and provides a statutory mechanism to assist strategic planning, by setting out broad land-use zones, setting aside areas for regional open space, protection of environmental values and other regional infrastructure purposes, and assisting in coordinating the provision of major infrastructure. Local government planning is required to be consistent with the broad land uses under the MRS.	The land use direction in the Strategy aligns with all MRS zones and reserves.

Table 4: Regional Planning Instrument Overview and Local Planning Strategy Implications and Responses (cont.)

Regional Planning Instrument	Instrument Overview	Local Planning Strategy implications and responses
Perth and Peel @3.5 million	<p>Perth and Peel @3.5million provides a high level strategic plan for the future growth of Perth and Peel. The framework aims to accommodate for 3.5 million people by 2050 by planning for proposed infrastructure and promoting a vibrant, compact and connected City.</p> <p>The 4 sub-regional planning and infrastructure frameworks work in conjunction with the strategy to promote sustainable development, and liveable environments to ensure sustainable growth of both the population and City.</p>	<p>The Armadale strategy and targets seek to exceed the dwelling targets provided in Perth and Peel @ 3.5 Million.</p>
South Metropolitan Peel Sub-Regional Framework (2018)	<p>The South Metropolitan Peel Sub-Regional Planning Framework guides the strategic growth of the southern sub-region of the Perth Metropolitan area. A target of 160,510 people (additional 66,326 people) and 64,910 dwellings (additional 39,850 dwellings) is identified for Armadale by 2050. To support the anticipated population growth, the Framework identifies a range of proposed High Priority Transit Corridors (HPTC) including planning key connections between Armadale, Cockburn Central and Fremantle.</p>	<p>The Strategy investigates 7 planning areas, six of which are being proposed for increased residential development to address the targets outlined in the Framework. Areas correspond with land identified in the Framework as either Urban Expansion, Industrial Expansion, Urban Investigation or Urban Deferred. The planning areas also provide a focus on the Strategic Metropolitan and District Centres, as well as station precincts.</p>
Southern River, Forrestdale, Brookdale, Wungong District Structure Plan (2001)	<p>The Southern River, Forrestdale, Brookdale, Wungong District Structure Plan provides guidance for the future development of the area including the management of environmental areas, potential development areas, transport networks and community infrastructure.</p> <p>The plan provides guidance for the implementation of further development, as well as the protection of Bush Forever areas and existing communities.</p>	<p>The Strategy is formed by and is reflective of the planning framework set out by the District Structure Plan, and local structure plans that have been prepared under its guidance.</p>

2.4 Operational Policies

The WAPC's Operational Policies guide decision-making in relation to subdivision and development applications. Those operational policies considered relevant to the City's strategy are outlined in **Table 5** below.

Table 5: Operational Policies

Operational Policy	Policy Overview	Local Planning Strategy Implications and Responses
Development Control Policy 1.6 - Planning to Support Transit Use and Transit Oriented Development	This policy aims to encourage the use of transit-oriented principles to promote spatial patterns of development that enhance community accessibility to services, facilities and employment opportunities through the use of public transport as a more sustainable alternative to private vehicles across the State.	The Strategy supports and facilitates Transit Oriented Development.
Development Control Policy 1.7 - General Road Planning	This policy seeks to promote the planning of road networks throughout the State which maximise efficiency, safety and amenity. In addition to this, the policy provides a consistent approach for contributions towards the provision of roads from the subdivision and development of land.	The Strategy is consistent with the functional road classifications outlined in the policy.
Development Control Policy 5.3 - Use of Land Reserved for Parks and Recreation and Regional Open Space	This policy provides guidance on development which may be permitted on land reserved for Parks and Recreation under the MRS and sets out procedures for obtaining approval for the use and development of the land.	The Strategy requires that any future development on land reserved for Parks and Recreation is to be in accordance with DC 5.3 and the procedures set out for obtaining approval for the use and development of the land.

2.5 Position Statement and Guidelines

Position Statements are prepared by the WAPC to set out its policy position or advice on a particular planning practice or matter with Guidelines to provide detailed guidance on the application of WAPC policies. Those WAPC position statements or guidelines considered relevant are outlined in **Table 6** below.

Table 6: Position Statements and Guidelines

Position Statement or Guideline	Position Statement or Guideline Overview	Local Planning Strategy implications and responses
Container Deposit Scheme Infrastructure	This position statement seeks to ensure a coordinated approach to the provision of Container Deposit Scheme (CDS) infrastructure and ensure it is able to be installed at appropriate locations throughout the State.	There are four existing container deposit bag drop facilities within the City. The City's local planning framework enables such facilities to establish in the area.
Planning for Tourism Position Statement and Guidelines	This Position Statement aims to provide clear and consistent guidance on the definition and treatment of short-term rental accommodation to complement existing local planning frameworks, encourage a consistent approach to managing and regulating short-term rental accommodation amongst local governments and provide greater clarity for short-term rental accommodation providers and the broader community.	The City of Armadale TPS 4 does not currently have a use class to account for tourism developments. There is an opportunity to consider tourism focus areas and development standards as part of the City's Scheme review and consolidation of policy measures.
SPP7.3 R-Codes Vol.2 relationship to pre-existing local planning framework	This position statement has been prepared by the WAPC to assist stakeholders to understand the relationship between State Planning Policy 7.3 and the local planning framework. The position statement seeks to clarify the relationship of the R-Codes Vol.2 to the local planning framework and communicates the position of the WAPC regarding pre-existing local planning frameworks, and assist stakeholders during the introductory period of R-Codes Vol.2	Consistency with SPP 7.3 and the relevant position statement must be reflected in the City's review and preparation of its local planning framework.
Planning in bushfire prone areas - demonstrating element 1: Location and Element and element 2: Siting and design	This position statement has been prepared by the WAPC to provide clarity and guidance for planning proposals in an area with a bushfire hazard level (BHL) of extreme and/or where the lot(s) is impacted with a bushfire attack level (BAL) rating of BAL-40 or BAL-Flame Zone (BAL-FZ). This position statement seeks to improve understanding and promote informed decision-making when considering application of Element 1 and Element 2 of the bushfire protection criteria within the Guidelines.	A significant portion of the City is identified as being within Bushfire Prone Areas by the Department of Fire and Emergency Services (DFES) mapping. The Strategy recognises the need to address the bushfire position statement to achieve an acceptable level of bushfire risk.

Table 6: Position Statements and Guidelines (cont.)

Position Statement or Guideline	Position Statement or Guideline Overview	Local Planning Strategy Implications and Responses
Housing on lots less than 100m ²	This position statement has been prepared by the WAPC to outline the interim guidance for subdivision and house design on lots less than 100m ² , proposed on land where a structure plan is required to ensure consistent application and implementation throughout Western Australia. The position statement provides criteria and guidance for the consideration and determination of integrated subdivision of housing on lots less than 100m ² .	The Strategy recognises the need to provide a diverse range of housing types within the City to accommodate a mix of household structures and demographics. Housing growth has been appropriately located within close proximity to activity centres and key public transport nodes, consistent with WAPC policy.
Acid Sulfate soils planning guidelines	The planning guidelines outline matters to be addressed at various stages of the planning process to ensure the subdivision and development of land containing acid sulfate soils avoids potential adverse effects on the natural and built environment.	The Strategy recognises the need to mitigate the impacts of acid sulfate soils.
Expenditure of Cash-in-lieu of Public Open Space	This position statement has been prepared by the WAPC to ensure that the cash-in-lieu for open space is expended in accordance with the requirements of the <i>Planning and Development Act 2005</i> . The position statement provides guidance on the requirements for the use of cash-in-lieu funds for public open space and encourages the use of cash-in-lieu funds for the provision and betterment of open spaces for the community.	The Strategy recommends that any future Scheme or Local Planning Policy provisions relating to the expenditure of cash-in-lieu of POS be consistent with the guidance provided in the WAPC position statement and the Minister's approval for strategic regional recreation items.
Residential Accommodation for Ageing Persons	This Position Statement has been prepared by the WAPC to outline the requirements to support the provision of residential accommodation for ageing persons within Western Australia's local government planning framework. The position statement seeks to achieve consistent strategic planning consideration of residential accommodation needs for ageing persons in local planning strategies and consistent statutory planning guidance to standardise land-use definitions and zoning permissibility for residential accommodation for ageing persons in local planning schemes.	The Strategy recognises the need for services, facilities and accommodation for the City's ageing population. Appropriate statutory planning guidance will be considered in the City's review of its Scheme, acknowledging incentives for the provision of Aged Housing.

2.6 Armadale Redevelopment Scheme No. 2

The Armadale Redevelopment Scheme No. 2 is made pursuant to Part 5 of the Metropolitan Redevelopment Authority Act 2011 and is prepared and implemented by the Metropolitan Redevelopment Authority (the Authority). The Authority has been incorporated within DevelopmentWA. Authority's vision for the Armadale Redevelopment Area is:

To give a new life to the area, create new communities and facilities, introduce more housing options, forge stronger connections with the surrounding areas and to strengthen Armadale's role as a strategic centre with a strong focus on sustainability. New business and industrial opportunities combined with new housing will give people the chance to live, work and play within the Scheme Area.

Within the MRA area, the MRS and the City's local planning scheme do not apply and the MRA has planning responsibility to ensure that development is consistent with its redevelopment objectives and vision.

DevelopmentWA has commenced the process of 'normalising' some of these areas to return these to the City's planning control. Any development applications lodged in these precincts prior to normalisation are assessed and determined by DevelopmentWA with the City as referral agency, while applications prepared after normalisation are lodged with the City of Armadale and are assessed and determined in accordance with the City's standards.

2.6.1 Forrestdale Business Park West

Forrestdale Business Park West is strategically located approximately 21kms south-east of the Perth CBD, and offers direct access to Ranford Road, Armadale Road and Tonkin Highway. The realignment of Anstey Road, together with the upgrade and realignment of Ranford and Keane Roads, has helped to deliver critical road and service infrastructure to support industrial development within the Estate.

The Forrestdale Business Park West Structure Plan allows for the area to be developed predominantly for a range of Industry-General and Industry-Light uses; with Industry-Service uses to be permitted within a lineal fashion along the District road frontages and key entry points into the Estate.

2.6.2 Champion Lakes

Champion Lakes is situated at the heart of a major local and regional tourist destination and includes the international Regatta Centre, a world class water sports venue, an Aboriginal Interpretive Centre and approximately 25 hectares of residential land opportunities.

The vision for the Champion Lakes Project Area is for a unique residential lifestyle that embraces the essence of the Armadale region and mixes it with the vibrancy of living beside a world class sporting and recreational facility. The project area delivers a high quality development through the creation of a vibrant public realm, high quality built form, connecting people and places, and ensuring a successful mixture of land uses and activities.

2.6.3 Kelmscott

The Kelmscott Precinct incorporates part of the Kelmscott District Centre. It is an area of approximately 13.78 hectares that is bound by the Armadale Railway Line, Third Avenue and Slee Avenue to the east, Albany Highway to the west and Davis Road to the south.

The majority of the Kelmscott precinct comprises existing commercial development and has undergone extensive infrastructure upgrades associated with the Denny Avenue Level Crossing Removal project.

The vision for the Kelmscott Project Area is to draw on Kelmscott's highway orientation to create a vibrant town centre for a growing residential community along with increasing numbers of workers and visitors. As a district centre serviced by an integrated public transport system and within close proximity to the Canning River, Kelmscott has the potential to deliver an attractive and sustainable City-living environment and promote transit oriented development.

2.6.4 Wungong Urban Water

The vision for the Wungong Urban Water (Wungong) Project Area is to establish a vibrant and sustainable urban community within a landscape that respects and promotes the ecological and cultural features of the site. The project area will implement innovative environmental and urban water management principles while addressing significant housing demand identified under broader strategic planning for the Perth Metropolitan Area.



3.0

Local Planning Context



3.0 Local Planning Context

3.1 Local Planning Strategy

The Strategy is guided by the City's Strategic Community Plan and is intended to provide comprehensive guidance to the preparation of the City's planning framework, which will include the following:

- Preparation/finalisation of subsequent detailed strategic planning for critical elements, including (but not limited to) economic development, movement networks, open space and community infrastructure, heritage, character, and sustainability
- Precinct structure plans and more detailed neighbourhood and local centre planning for activity centres, nodes and corridors
- A review of the statutory controls in place under LPS4 to reflect the strategic vision and the latest model scheme provisions of the Planning and Development (Local Planning Scheme) Regulations 2015
- A review of local planning policies and design guidelines which provide detailed guidance for land use, built form and site design

The structure of the City's planning framework is outlined in **Figure 3**.



Figure 3: City of Armadale Local Planning Framework

3.2 Strategic Community Plan

The City's Strategic Community Plan 2020 – 2030 is a blueprint for the future direction of the City and its community. It sets out the vision, aspirations and objectives designed to strengthen and build on the City's natural beauty, rich heritage and culture, diverse landscapes and lifestyles, and wealth of business and investment opportunities.

Key aspirations and outcomes which are relevant to land use planning are outlined in **Table 7**.

Table 7: Aspirations and Outcomes for Land Use Planning

Aspiration	Outcomes	Local Planning Strategy Implications and Responses
Community	<ul style="list-style-type: none"> Foster and strengthen community spirit Improve community wellbeing Community facilities meet community needs An inclusive and engaged community 	Extensive community and stakeholder engagement has been undertaken to investigate the vision, values and objectives of the community prior to the preparation of the Strategy.
Environment	<ul style="list-style-type: none"> Conservation and restoration of the natural environment Attractive, inclusive and functional public spaces Functional, inclusive and sustainable infrastructure Sustainable waste management Quality development that enhances the amenity and liveability of the City 	The Strategy identifies the importance of sustainably managing the City's natural assets and maintaining their environmental integrity, and to ensure future development is appropriately planned to minimize land use conflict with key natural assets including trees.
Economy	<ul style="list-style-type: none"> Increased economic growth, job creation and retention, as well as educational opportunities Positive image and identity for the City Responsive and flexible support of business Thriving tourism industry 	The Strategy recognises the need to provide flexibility in land use planning and development to accommodate land use change and mixture that encourages increased businesses and employment self sufficiency in the City as well as facilitate access to educational opportunities for its growing population.
Leadership	<ul style="list-style-type: none"> Strategic leadership and effective management A culture of innovation 	The Strategy provides detailed strategic direction for the City from a planning perspective, with identified actions to encourage and demonstrate accountability in the City's leadership.

3.3 Previous Local Planning Strategy

The City's LPS 2016 was endorsed by the WAPC in December 2016 and has been in operation for 8 years (refer Figure 4). Its strategies and actions have been progressively implemented over this period. The first LPS, adopted in conjunction with the adoption of TPS 4 in 2005, was repealed and replaced by the second - current LPS in December 2016.

Since the adoption of LPS 2016, there have been significant developments in the State planning frameworks and legislation, changing social and economic circumstances and the release of the new WAPC Local Planning Strategy Guidelines in October 2021.

Key changes from the former LPS include:

- Updates which are in line with the current and contemporary planning framework and outcomes
- Strategies and outcomes which align with contemporary, high-level strategic documents
- An updated detailed analysis of the planning issues and opportunities relating to four key themes, being community, urban growth and settlement, economy and employment, environment, and infrastructure
- A focus on 7 distinct planning areas within the City, identifying the long-term planning directions for these areas and the rationale for zonings and classifications of land under the local planning scheme

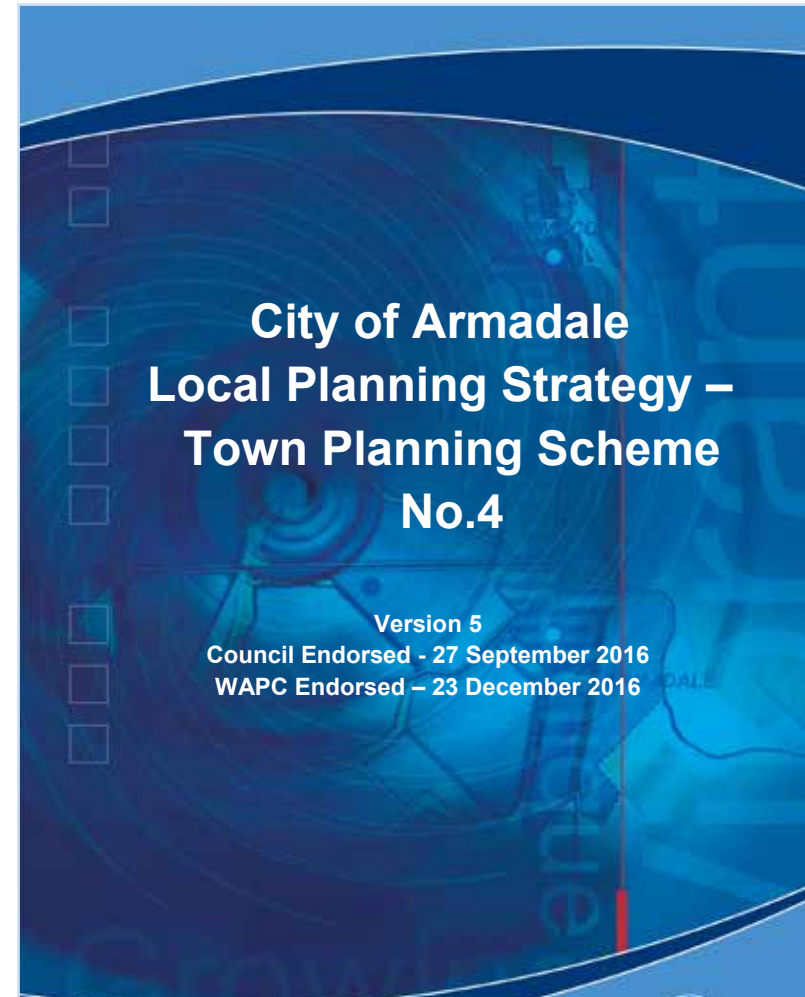


Figure 4: City of Armadale Local Planning Strategy 2016

3.4 Local Planning Scheme No. 4

TPS 4 is the primary document for controlling land use and development within the City and has been in operation since 2005. The most recent formal review was approved by the WAPC in May 2022. TPS4 has been subject to 120 scheme amendments since gazettal with these amendments updating the Scheme to provide contemporary planning standards and consideration of emerging priorities such as protection of environmental assets and bushfire and urban water risk management in urban growth and established areas.

3.5 Local Planning Policies

Local Planning Policies (LPPs) can be prepared by the City in respect of a particular class or classes of matters specified in the policy; and may apply to the whole Scheme area or part of the Scheme area. An overview of the City's LPPs and implications for the LPS are provided in **Table 8**.



Table 8: Review of the City of Armadale's Local Planning Policies

Local Planning Policy	Purpose of Local Planning Policy	Local Planning Strategy implications and responses
Environment and Natural Resources Policies		
PLN 2.1 Development Envelopes	To establish criteria to determine the appropriate location and size of development envelopes and outline the minimum submission requirements for applications to either establish a new or amend an existing development envelope.	The Strategy recognises and maintains existing rural areas wherein PLN 2.1 applies.
PLN 2.4 Landscape feature and tree preservation	To provide guidance and administration on the retention of Groups of Trees and Landscape Features that are deemed significant by the community and identifies mechanisms for their protection through the planning and development process.	The Policy is consistent with the Strategy as both promote the conservation and restoration of natural assets and the expansion of the City's tree canopy.
PLN 2.5 Erosion Prevention and Sediment Control	To assist in protecting the beneficial uses of the Canning River and watercourses, consistent with the <i>Swan and Canning Rivers Management Act 2006</i> and reduce turbidity of runoff from disturbed sites by taking measures to prevent erosion and detail any sediment.	The Policy is consistent with the Strategy as both promote taking into account the natural environment and sustainable development of the urban environment.
PLN 2.6 Water Sensitive Design	To assist in protecting the beneficial uses of the Canning River and watercourses, ensure water sensitive design best management practices are implemented for all new proposals to minimise nutrient and other pollutant export to the City's rivers, protect and enhance the values of waterways, protected wetlands, open drains and vegetation.	The policy is consistent with the Strategy as both aim to ensure the application of water sensitive urban design principles for urban water management in the City's planned development areas.

Table 8: Review of the City of Armadale's Local Planning Policies (cont.)

Local Planning Policy	Purpose of Local Planning Policy	Local Planning Strategy Implications and Responses
PLN 2.7 Environmental Management	To improve environmental management and the quantity and quality of habitats provided by land and water resources. The policy also seeks to address environmental problems including decline in remnant vegetation coverage and quality, loss of wetlands, soil degradation and erosion, raised water tables and poor drainage.	The policy is consistent with the Strategy as it aims to ensure future development does not compromise the environmental integrity of the City's natural assets and focuses growth in centres and precincts.
PLN 2.8 Subdivision	To minimise the number of newly created lots that gain riparian rights through subdivision and structure planning and ensure sound planning practices with respect to the pattern of subdivision over watercourses.	The policy is consistent with the Strategy as it seeks to focus subdivision and development potential in urban areas around centres and precincts.
PLN 2.9 Landscaping	To conserve and enhance the natural environmental biodiversity attributes of the district, provide guidance and requirements on landscaping design and provide a common theme for landscaping that encourages the enhancement of biodiversity.	The policy is consistent with the Strategy as it aims to inform good development outcomes through comprehensive structure planning and consolidated built forms.
PLN 2.10 Environmentally Sustainable Design	To provide guidance in the City's discretionary decision making whereby a design that incorporates ESD standards and technologies will be a valid planning consideration, to improve the quality of the environment and highlight the City's willingness to facilitate net zero emissions where opportunities arise.	The policy's intent to trial the early adoption of technologies that may foster positive outcomes for the City, is consistent with the Strategy.
Sustainable Settlements and Community Policies		
PLN 3.1 Residential Density Development	To locate Density development in residential areas where it can successfully integrate into the surrounding environment with existing access, services and facilities.	To be reviewed following release of Medium Density Codes.
PLN 3.2 Child Care Premises and Family Day Care	To promote the provision of Child Care Premises in accordance with community needs, through appropriate planning and the identification of suitable sites to minimise impacts on the amenity, form and function of neighbourhoods.	To be reviewed following release of draft Child Care Centres Position Statement.

Table 8: Review of the City of Armadale's Local Planning Policies (cont.)

Local Planning Policy	Purpose of Local Planning Policy	Local Planning Strategy implications and responses
PLN 3.3 Home Occupations, Home Businesses & Rural Home Businesses	To provide residents with the opportunity to conduct activities from their homes in small scale enterprises within strict guidelines to ensure local amenity is not compromised, and to facilitate small scale activities that do not necessarily warrant location in the activity centres or industrial zones.	The context of economic diversity and small business growth is supported in the Strategy.
PLN 3.4 Outbuildings	To ensure outbuildings are sited, designed and used in a manner which will not detract from the amenity, character and streetscape of an area.	To be reviewed following release of Medium Density Codes.
PLN 3.5 Setback Variations	To protect the sense of openness in rural areas and provide a consistent approach where rural lots are of limited dimension.	To be reviewed following release of Medium Density Codes.
PLN 3.6 Ancillary Dwellings	To ensure ancillary dwellings can provide accommodation for people who live independently or semi-independently to primary dwellings without compromising the services and amenities of surrounding properties.	The Strategy supports the aim of balancing the quality of rural living whilst maintaining the amenity of the surrounding development.
PLN 3.7 Araluen Residential Estate	To ensure development maintains and enhances the residential amenity for existing and future Araluen residents and the natural environmental features of the locality are protected.	The Strategy supports the objectives of the policy and encourages the protection of residential amenity and the natural environment.
PLN 3.8 Heritage Management Incentive	To promote public awareness of places of cultural heritage significance and encourage the retention, conservation and promotion of heritage places.	The Strategy supports the objectives of the policy and encourages the protection of heritage values in accordance with the Heritage Council's March 2023 Guidelines for Preparing Local Planning Policy for Heritage.
PLN 3.9 River Road Heritage Area	To enhance conservation of the heritage significance and character of the River Road Heritage Area and maintain future and existing buildings, structures and landscaping.	The Strategy supports the objectives of the policy and encourages the protection of the River Road Heritage Area.

Table 8: Review of the City of Armadale's Local Planning Policies (cont.)

Local Planning Policy	Purpose of Local Planning Policy	Local Planning Strategy implications and responses
PLN 3.10 Residential Design Codes Variations	To provide guidance for application of the R-Codes, implement the R-MD Codes and ensure buildings and structure integrates with residential streetscape and amenity.	To be reviewed following release of Medium Density Codes.
PLN 3.12 Percent for Public Art	To enhance the amenity of public spaces and promote excellence, innovation and creativity through provision of Public Art by City funded and private development.	The Strategy supports the policy through the aim to enhance the amenity and quality of the public realm for residents, workers and visitors.
PLN 3.13 Design Review Panel	To outline the circumstance where a Design Review Panel is required, its Terms of Reference and the Design Review Format.	The design review process established by the City applies to a variety of developments in excess of \$2million development cost or those of significant interest or heritage value. The Strategy recognises that the ten principles of the policy will underpin the City's approach to the design of built form.
PLN 3.14 Designing Out Crime	To provide guidance on built outcomes that assist in supporting the reduction in actual and perceived and anti-social behaviour through planning proposals.	The Strategy emphasises the need for development to be accessible, usable and with high levels of safety.
Economy and Employment Policies		
PLN 4.1 Design of Industrial Sites and Estates	To ensure a consistent high-quality approach to the development of the visual landscape, provide functional and safe vehicle access arrangements and screen aspects of development that may prejudice the amenity of the area.	The Strategy and policy are consistent.
PLN 4.2 Signage	To provide a framework for regulating the design and placement of signage in the City that does not adversely impact public amenity and streetscapes.	The policy will be updated in due course following finalisation of Scheme 5.

Table 8: Review of the City of Armadale's Local Planning Policies (cont.)

Local Planning Policy	Purpose of Local Planning Policy	Local Planning Strategy implications and responses
PLN 4.3 Development Approval Exemptions	To streamline the development process to establish or expand businesses and facilitate economic growth and activity within designated zones.	Contents of this policy to be considered during Scheme Review.
Transport and Infrastructure Policies		
PLN 5.1 Highway Development	To encourage uninterrupted movement of traffic, minimise conflicts between traffic passing, entering or leaving properties and between pedestrians and motor vehicles.	To be considered through Structure Plans, Scheme amendments and Development Applications.
PLN 5.2 Commercial Vehicle Parking	To establish the application requirements for proposals to park commercial vehicles and ensure that their parking is compatible with the amenity of the locality.	To be considered through structure plans for centres, precincts and mixed use developments and development applications.
PLN 5.3 Sea Containers	To ensure sea containers, railway carriages and other decommissioned transport conveyances do not detract from the established or intended streetscape of an area through planning requirements.	The policy is a consideration for Development Applications.
PLN 5.4 Cash in Lieu for Car Parking	To set out the provisions which the City shall have due regard to when considering applications that involve a shortfall in car parking requirements and allow for cash in lieu for the provision of car parking.	The Strategy supports this aim through the focus on development primarily in centres and industrial business parks.



3.6 Structure Plans

The City's structure plans provide the framework for subdivision and development of land often including zonings, land use, R-Codes and road layouts, and are usually accompanied by supporting environmental, servicing and other technical studies. Structure plans are generally only relevant during the subdivision and construction phases of land development projects. Once all development is completed, structure plans may be revoked and their areas normalised from their Urban Development zone to other appropriate zones and reserves in the Scheme. Structure plans include district and local structure plans, and precinct structure plans which are prepared mostly for activity centres.

The City's activity centre plans are listed in **Table 9** and the City's structure plans are listed in **Table 10**.

In relation to requirements for development envelopes depicted in structure plans, TPS 4 states that these can either be depicted in structure plans or on an approved development envelope plan. Therefore, where structure plans are no longer in place, and in cases where these are the only method of determining the development envelope, the City will retain a copy of the relevant structure plan for the purposes of an 'Approved Development Envelope Plan'.

Table 9: Precinct Structure Plans

Name of Structure Plan	Status update	Local Planning Strategy Implications and Responses
<p>Armadale City Centre Structure Plan</p>	<p>The Activity Centre Plan seeks to set the vision for the Armadale City Centre and ensure the proper planning framework is in place to guide the future development of the City Centre for the next 20 years and provides planning for the various precincts within the City Centre.</p>	<p>The Strategy is consistent with the Plan in encouraging the redevelopment of the City Centre as the primary retail and commercial centre, as one of the planning areas identified for the City</p>
<p>Kelmscott District Centre Precinct Structure Plan</p>	<p>The Precinct Structure Plan is the City's land use planning response to Kelmscott, aiming to achieve Council's employment, economic growth and education objectives. The creation of vibrant and prosperous town centres is vital. The Precinct Structure Plan will work with the City's planning scheme to set the planning framework for the Kelmscott town centre.</p>	<p>Consistent with the Precinct Structure Plan, the Strategy recommends increasing residential densities and providing a mix of housing typologies in close proximity to the train station as one of the City's identified planning areas.</p>

Table 10: Structure Plans Summary Table (by suburb)

Name of Structure Plan			
Armadale			
Structure Plan Precinct 1			
Girraween Street			
Lot 700 Armadale Road			
Owtram Road			
Structure Plan Precinct 3			
West of Rail Activity Centre Plan			
Bedfordale			
123 Canns Road			

Table 10: Structure Plans Summary Table (by suburb) (cont.)

Name of Structure Plan			
681 Canns Road			
Narbethong Estate – Corner of Dmietrieff Road & Narbethong Road			
Admiral Road (DA 29)			
Churchman Brook Estate - Corner of Canns & Churchman Brook Roads			
Lot 55 Canns Road - Corner of Cartland Court & Camfield Place			
Lot 805 Corner of Churchman Brook Road & Arania Place (east)			
Lot 81 Corner of Churchman Brook Road & Arania Place (east)			
Lot 53 Corner of Churchman Brook Road & Arania Place (east)			

Table 10: Structure Plans Summary Table (by suburb) (cont.)

Name of Structure Plan			
Lot 805 Weelarra Heights			
Lots 6 and 7 Corner of Carradine Road & Weelarra Heights			
Lot 102 Corner of Waterwheel Road & Meldrum Loop			
Lot 12 Canns Road Bedforddale, Corner of Grieve Way & Runnymede Way			
Lot 56 Corner of Canns Road and Camfield Place			
Lot 604 Corner of Waterwheel Road & Aviemore Drive,			
Lots 800 and 801 Corner of Waterwheel Road and Meldrum Loop (west)			
Lots 10 and 61 Dmietrieff Road			
Lots 23, 24 and 25 Narbethong Estate - Corner of Narbethong & Equestrian Avenue (west)			

Table 10: Structure Plans Summary Table (by suburb) (cont.)

Name of Structure Plan			
Brookdale			
Lots 1, 2 and 3 Corner of Ninth Road and Wungong Road (West)			
Camillo			
Centre Road - Corner of Centre Road & Railway Av			
Westfield Road/Centre Road/Railway Avenue Plan			
Champion Lakes			
Lake Road Precinct A1			
Lake Road Precinct B			
Lake Road Precinct C			
Doobarda			
Doobarda Industrial Area Stage 1			

Table 10: Structure Plans Summary Table (by suburb) (cont.)

Name of Structure Plan			
Forrestdale			
Lot 29 Corner of Oxley & Taylor Road (east)			
Lots 420 and 450 Taylor Road			
Lot 6, 8 and 449 Taylor Road and Corner of Rowley Road & Wolfe Road		Corner of Honeymyrtle Loop & Oxley Road	
Anstey Keane Urban Development Precinct - North West Structure Plan			
Anstey Keane Urban Development Precinct - South West Structure Plan			
Anstey Keane Urban Development Precinct - East Structure Plan (DA 51)			

Table 10: Structure Plans Summary Table (by suburb) (cont.)

Name of Structure Plan			
Harrisdale			
Lot 804 Wright Road (Village Centre)			
Harrisdale Green Estate (DA8)			
Harrisdale Activity Centre Corner of Nicholson Road and Yellowwood Av			
North Forrestdale Stage 1 Central (Reilly Road LSP) Corner of Reilly Road & Colville St			
North Forrestdale Stage 4 Corner of Reilly and Skeet Rd			
Shepherd Court Corner of Wright Road and Shepherd Court Harrisdale North			
Hilbert			
Brookwood Estate			
Karragullen			
Leworthy Loop (DA 16)			

Table 10: Structure Plans Summary Table (by suburb) (cont.)

Name of Structure Plan			
Lots 4, 102 and 103 Brookton Highway			
Kelmscott			
Centre Road – Canning River West			
Camillo Road Other Structure Plan Area 4			
Clifton Street South Precinct			
Piara Waters			
CY O'Connor			
North Forrestdale Stage 1			
North Forrestdale Stage 2			

Table 10: Structure Plans Summary Table (by suburb) (cont.)

Name of Structure Plan			
North Forrestdale Stage 3	Lot 9012 Jayes Road	Lot 9101 Warton Road	
Roleystone			
Lot 20 Robinson Road, 2008			
Araluen Corner of Heritage Drive and Country Club Avenue			
Lots 201 and 202 Coventry Road			
Roleystone Hills Precinct - Corner of Holden Road and Raeburn Road (north east)			
Lot 13, 14 and 15 Brooks Road, Corner of Heath Road and Chevin Road (south west)			
Seville Grove			
Seville Grove - Corner of Lake Road and Fallon Place (east)			

3.7 Local Development Plans

Local Development Plans (LDPs) are prepared in accordance with the Regulations for land to provide guidance for future development in relation to site and development standards and any exemptions from the requirement to obtain development approval. An overview of the LDPs within the City and implications for the LPS are provided in **Table 11**.

LDPs provide design details for small precincts in urban growth areas at a finer grain and a level below their associated structure plan. LDPs generally deal with access matters, variations to R-Code requirements, building design, fencing and other related matters.

An audit as part of the Strategy preparation process identified 115 LDPs in operation in the City.

Table 11: Local Development Plans Audit Summary Table (by suburb)

Local Development Plan	Status update	Recommendation
Armadale		
Lot 100 Little John Road	Vacant site.	Satisfactory
Camillo		
Lot 27 (3) Westfield Road	Lots being developed but not yet created. Development application approval for grouped dwelling.	Satisfactory
The Reserve Development - Corner of Lake Road and Semple Road (east)	Lots created but remain vacant – not all lots have building permit.	Satisfactory
Champion Lake		
Lots 16 & 17 - Corner of Lake Road and Catalonia Street (west)	All stage 1 lots constructed – not all lots have building permits. Stage 2 lots remain unconstructed. Revoke once all dwellings within stage 1 and stage 2 have been constructed.	Satisfactory

Table 11: Local Development Plans Audit Summary Table (by suburb) (cont.)

Local Development Plan	Status update	Recommendation
Scenic Lakes Estate - Corner of Lake Road and Bay Court (south)	Not all of the site has been subdivided. LDP provide additional detail in relation to public and communal open space, and road widths (not covered by LSP).	Satisfactory
Forrestdale		
Anstey Grove - Corner of Armadale Road and Anstey Road (north west)	Not all lots created.	Satisfactory
Mahala - Corner of Anstey Road and Boudicca Drive	Not all lots created.	Satisfactory
Solaris Estate LDP 1	Not all lots created.	Satisfactory
Solaris Estate LDP 2	Not all lots created.	Satisfactory
Harrisdale		
Arion LDP 1 to 5 - Corner of Nicholson and Warton Road (east)	Land has been developed so LDP no longer required.	No longer used
Harrisdale Green - Lot 413 Green Link Boulevard	Lots have not been created yet.	Satisfactory

Local Development Plan	Status update	Recommendation
Harrisdale Green 1A (1-3) Corner of Flametree Boulevard and Greenlink Boulevard	Land has been developed so LDP no longer required.	No longer used
Harrisdale Green Stage 2A & 2B	All land has been developed.	No longer used
Harrisdale Green Stage 2A (1-2)	All land has been developed.	No longer used
Harrisdale Green Stage 2B (1-2)	All land has been developed.	No longer used
Harrisdale Green Stage 3A	Land has been developed	No longer used
Harrisdale Green Stage 4	Several lots are till vacant without a building permit.	Satisfactory
Harrisdale Green Stage 5	Grouped housing site on Calidris Crescent remains vacant. All other lots have constructed dwellings.	Satisfactory
Harrisdale Green Stage 6	All lots created but some lots not issued with building permits.	Satisfactory
Heron Park stages 1-6 Corner of Nicholson Road and Wright Road	Land has been developed so LDP no longer required.	No longer used

Table 11: Local Development Plans Audit Summary Table (by suburb) (cont.)

Local Development Plan	Status update	Recommendation
Heron Park Stage 10 Corner of Greenshank Road and Peaceful Vista	Land has been developed so LDP no longer required.	No longer used
Heron Park Stage 10c Corner of Oakbella Parade and Nambi Way	Two lots remain vacant with a building permit.	Satisfactory
Heron Park Stage 10d Corner of Nambi Way & Dunmore Crescent	Land has been developed so LDP no longer required.	No longer used
Heron Park Stage 11 & 12 - Corner of Gleeson Way and Dovedale Street	Land has been developed so LDP no longer required.	No longer used
Heron Park Stage 13 - Corner of Keane Road & Gracefeld Boulevard	All lots created and building permits issued but 2 yet to be built.	Satisfactory
Heron Park Stage 14 - Corner of Gracefield Boulevard & Nicklup Street	Land has been developed so LDP no longer required.	No longer used

Name of Local Development Plan	Status update	Recommendation
Heron Park Stage 15 & 16 - Corner of Keane Road & Garinga Road	Land has been developed so LDP no longer required.	No longer used
Heron Park Stage 17 - Corner of Gracefield Boulevard & Hamelin Loop	Land has been developed so LDP no longer required.	No longer used
Heron Park Stage 20 - Corner of Gracefield Boulevard & Argo Way	Land has been developed so LDP no longer required.	No longer used
Heron Park stage 21 - Corner of Wyoming Loop & Dovedale Street	Land has been developed so LDP no longer required.	No longer used
Heron Park stage 22	Land has been developed so LDP no longer required.	No longer used
Heron Park stage 23 (2014)	Land has been developed so LDP no longer required.	No longer used
Heron Park stage 24 - Corner of Hazeldene Drive & Nisden View	A lot remains vacant but has an approved building permit – retain until dwelling constructed.	Satisfactory
Heron Park stage 25 - Corner of Barossa Loop & Hazeldene Drive		No longer used

Table 11: Local Development Plans Audit Summary Table (by suburb) (cont.)

Local Development Plan	Status update	Recommendation
Heron Park stage 26 - Corner of Rockvale Crescent & Manberry Crescent	Land has been developed so LDP no longer required.	No longer used
Heron Park stage 27 - Corner of Windstorm Road & Celia Way	A lot is vacant however has a building permit.	Satisfactory
Heron Park stage 28 - Corner of Korong Way & Bonvue Road	Two remain vacant with no Building permit – LDP still required.	Satisfactory
Heron Park stage 29 - Corner of Abercrombie Entrance & Windstorm Road	A lot remains unconstructed with no building permit approved.	Satisfactory
Heron Park stages 30-32 - Corner of Yalleen Street & Marlup Road	Several lots remain vacant with no Building Permit – LDP Still relevant.	Satisfactory
Newhaven Lot 3620 Corner of Exchange Avenue & Nicholson Rd		No longer used

Local Development Plan	Status update	Recommendation
Harrisdale District Centre Lots 3004 and 3003 Corner of Yellowwood Avenue and Nicholson Road	Majority of site remains vacant.	Satisfactory
Piara Central No.1- Corner of Limestone Rise & Travertine Street	A lot remains vacant with no building permit.	Satisfactory
Piara Central No.2- Corner of Slate Way and Nicholson Road	Land has been developed so LDP no longer required.	No longer used
Piara Central No.3 Corner of Rockefeller Way & Basalt Road	Land has been developed so LDP no longer required.	No longer used
Piara Central No.4 - Corner of Skeet Road & Limestone Rise	Land has been developed so LDP no longer required.	No longer used
Vertu Reference Plan and Plans No1 – No5 - Corner of Wright Road & Schwartz Avenue	Land has been developed so LDP no longer required.	No longer used

Table 11: Local Development Plans Audit Summary Table (by suburb) (cont.)

Local Development Plan	Status update	Recommendation
Piara Waters		
Aspiri No.1 2018 Corner of Armadale Road & Rossiter Avenue	Lot 1 and 640 remain vacant with no building permit.	Satisfactory
Burtonia Gardens No.1 to 3 – 2012 Corner of Mason Road and Wright Road	Land has been developed so LDP no longer required.	No longer used
CY O'Connor Village Standard Lots & Precinct A to C - Corner of Pipeline Boulevard and Exponential Road	Land has been developed so LDP no longer required.	No longer used
Holland Park - Corner of Armadale Road & Wright Road	Numerous lots along Armadale Road and Wright Road remain vacant without building permit – LDP still required.	Satisfactory
Karmara Estate No.1 Corner of Greywacke Entrance & Grapestone Road	A lot remains vacant without building permit.	Satisfactory
Karmara Estate No.2 Corner of Minette Road & Kenya Street	A lot Minette Road remains vacant with a building permit from 2020.	Satisfactory

Local Development Plan	Status update	Recommendation
Lot 1006 Nicholson RD No.1 – 4 Corner of Nicholson Road & Erade Drive	Land has been developed so LDP no longer required.	No longer used
Lot 500 Nicholson Road - Corner of Gossan Ch & Gabbro Lane	Grouped dwelling site is still vacant with no building permit.	Satisfactory
Lot 800-805 Skeet Road & Syracuse Cove	Single house lots and grouped dwelling site.	Satisfactory
Madox No.1 - Corner of Nicholson Road and Terracina Parkway	Numerous lots remain vacant without building permits.	Satisfactory
Madox No.2 - Corner of Livorno Boulevard & Sorrento Avenue	A lot remains vacant with no building permit.	Satisfactory
Madox No.3 - Corner of Monticello Parkway & Messina Way	Numerous lots remain vacant without building permits.	Satisfactory

Table 11: Local Development Plans Audit Summary Table (by suburb) (cont.)

Local Development Plan	Status update	Recommendation
Mason Green No.1 - Corner of Wright Road & McGibbon Street	2 lots remain vacant without building permit. Mason green estate office still located on 2 lots.	Satisfactory
Mason Green No.2 - Corner of Wright Road & McGibbon Street	Land has been developed so LDP no longer required.	No longer used
Mason Green No.3 - Corner of Wright Road & Jarrahdene Street	Numerous lots remain vacant without building permit.	Satisfactory
Newhaven – Lot 146 Columbia Parkway - Corner of Highland Rise & Columbia Parkway	Land has been developed so LDP no longer required.	No longer used
Newhaven - Lot 10 Magdalen Loop	Land has been developed so LDP no longer required.	No longer used
Newhaven - Lot 749 Magdalen Loop	Land has been developed so LDP no longer required.	No longer used
Newhaven - Lot 975 Wright Road	Land has been developed so LDP no longer required.	No longer used
Newhaven - Lot 976 Wright Road	Land has been developed so LDP no longer required.	No longer used

Local Development Plan	Status update	Recommendation
Newhaven - Lot 977 Wright Road	Land has been developed so LDP no longer required.	No longer used
Newhaven No.1 - Bound by Keane Road, Nicholson Road and Wright Road	A lot remains un-subdivided (into two lots) with no building permit and, A lot is vacant but has a recent building permit.	Satisfactory
Newhaven No.1B - Corner of Bluestone Loop & Birmingham Parade	Land has been developed so LDP no longer required.	No longer used
Newhaven No.1C - Corner of Isla Place & Highland Rise	Land has been developed so LDP no longer required.	No longer used
Newhaven 2A - Corner of Wright Road & Gilman Court	Land has been developed so LDP no longer required.	No longer used
Newhaven 3A	Land has been developed so LDP no longer required.	No longer used
Newhaven 3B - Corner of Pleasant Avenue & Pearl Lane	Land has been developed so LDP no longer required.	No longer used
Newhaven 4A - Corner of Barton Loop & Eccles Lane	Land has been developed so LDP no longer required.	No longer used

Table 11: Local Development Plans Audit Summary Table (by suburb) (cont.)

Local Development Plan	Status update	Recommendation
Newhaven 4F - Corner of Sidgwick Avenue & Cosin Street	A lot remain vacant with a building permit from 2015.	Satisfactory
Newhaven 4F Broadway - Corner of McPhail & Broadway Boulevard	A lot remains vacant although has a recent building permit.	Satisfactory
Newhaven 5 - Corner of Pleasant Avenue & Columbia Parkway	Land has been developed so LDP no longer required.	No longer used
Newhaven 5A Broadway - Corner of Mason Road & Columbia Parkway	Land has been developed so LDP no longer required.	No longer used
Newhaven 6C - Corner of Wright Road & Mason Road	Land has been developed so LDP no longer required.	No longer used
Newhaven 8B - Corner of Sackler Link & Oriel Lane	Land has been developed so LDP no longer required.	No longer used

Local Development Plan	Status update	Recommendation
Newhaven 8C - Corner of Fell Lane & Wellman Avenue	Land has been developed so LDP no longer required.	No longer used
Newhaven 8C to 8G - Corner of Egrove Lane & Medawar Loop	A lot remains vacant with no building permit.	Satisfactory
Newhaven 9A & 9D - Corner of Egrove Lane & Medawar Loop	Land has been developed so LDP no longer required.	No longer used
Newhaven 9F - Corner of Exchange Avenue & Monument Street	Land has been developed so LDP no longer required.	No longer used
Newhaven 9I, 9J, 9K - Corner of Skeet Road & Liberation Street	Land has been developed so LDP no longer required.	No longer used
Newhaven 9G Keane Road Locality	Land has been developed so LDP no longer required.	No longer used
Newhaven Grove Estate - Corner of Nicholson Road & Mason Road	A lot remains vacant without a building permit.	Satisfactory
Newhaven Grove – Dual Frontage - Corner of Grasby Way & Mason Road	Land has been developed so LDP no longer required.	No longer used

Table 11: Local Development Plans Audit Summary Table (by suburb) (cont.)

Local Development Plan	Status update	Recommendation
Newhaven Lot 3620 Exchange Avenue - Corner of Nicholson Road & Exchange Avenue	Land has been developed so LDP no longer required.	No longer used
Newhaven Grove Estate (North) - Corner of Nicholson Road & Mason Road	Several lots remain vacant without a building permit.	Satisfactory
Newhaven Grove Estate (South) - Corner of Astartea Parkway & Silvergum Way	A lot remains vacant without a building permit.	Satisfactory
Peregrine Estate 2020 - Corner of Interdominion View & Lancaster Loop	Several lots remain vacant without a building permit.	Satisfactory
Piara Central 1 to 4	Several lots remain vacant without a building permit	Satisfactory
Piara Garden - Corner of Greywacke Entrance & Lignite Avenue	Several lots are vacant with no building permit issued.	Satisfactory

Local Development Plan	Status update	Recommendation
Riva 1 - Corner of Nicholson Road & Riva Entrance	Land has been developed so LDP no longer required.	No longer used
Riva 2 - Corner of Skeet Road & Riva Entrance	Two lots remain vacant with no building permit.	Satisfactory
Riva 3 - Corner of Torino Crescent & Riva Entrance	Land has been developed so LDP no longer required.	No longer used
Riva 4 - Corner of Tordera Parkway & Riva Entrance	Land has been developed so LDP no longer required.	No longer used
Riva 5 - Corner of Calvera Gardens & Varazze Way	Land has been developed so LDP no longer required.	No longer used
Riva 5B & 5C - Corner of Skeet Road and Passendale Crescent	Several lots remain vacant with no building permit.	Satisfactory
Riva 6 - Corner of Montecello Parkway & Miramar Way	A lot remains vacant with no building permit.	Satisfactory
The Nursery Estate - Corner of Kenya Street & Minette Road	A lot remains vacant without a building permit.	Satisfactory

Table 11: Local Development Plans Audit Summary Table (by suburb) (cont.)

Local Development Plan	Status update	Recommendation
Roleystone		
Robin Road Estate - Corner of Jarrah Road & Robin Road	Several lots remain vacant with no building permit.	Satisfactory
Seville Grove		
Champion Drive Cottage Parkland Small Lot 1 - Corner of Cilantro Parkway & Sylvan Way	Land has been developed so LDP no longer required.	No longer used
Champion Drive Cottage Parkland Small Lot 2 - Corner of Blossom Court & Verdant Crescent	Land has been developed so LDP no longer required.	No longer used
Champion Drive Cottage Parkland Small Lot 3 - Corner of Blossom Court & Verdant Crescent	Land has been developed so LDP no longer required.	No longer used
Champion Drive Lots 10 & 11 - Corner Gillam Drive & Heathcote Road	Lots along Radley Street remain to be subdivided.	Satisfactory

Local Development Plan	Status update	Recommendation
Champion Drive Lots 201 & 202 1 Thrive Terrace and Peartree Terrace	Lot 202 remain vacant but has a recent building permit.	Satisfactory
Champion Drive Lots 395 - Corner of Cilantro Parkway & Muscari Close	Land has been developed so LDP no longer required.	No longer used
Champion Drive Modified DAPs 1 and 2 Seville Grove Estate 1 - Corner of Cilantro Parkway & Redheart Way	Land has been developed so LDP no longer required.	No longer used
Champion Drive Modified DAPs 1 and 2 Seville Grove Estate 2 - Corner of Cilantro Parkway & Xanthium Circle	Lot 291 remains vacant but has a recent building permit.	Satisfactory
Champion Westfield Road - Corner of Cilantro Parkway & Thrive Terrace	All dwellings constructed Several lots remain vacant however building permit have been recently approved.	Satisfactory

Table 11: Local Development Plans Audit Summary Table (by suburb) (cont.)

Local Development Plan		Status update	Recommendation
Lot 1001 Westfield Road - Corner of Westfield Road & Verdant Crescent		Lot 235 remains vacant with no building permit.	Satisfactory
Lot 30 Champion Drive - Corner of Champion Drive & Sullivan Road (2021)		Lots yet to be created.	Satisfactory
Lot 431 Muscari Close		Strata titled development completed	Satisfactory
Lot 9000 Hesketh Avenue - Corner of Lake Road & Edinburgh Road		Land has been developed so LDP no longer required.	No longer used
Approved DAP for 40 Grouped Dwelling site - Corner of Lake Road & Edinburgh Road		Number of lots remain vacant with no building permit.	Satisfactory
Lots 200 - 203 Clover Approach - Corner of Ullapool Place & Edinburgh Road		Land has been developed so LDP no longer required.	No longer used





3.8 Other Relevant Strategies, Plans and Policies

This section briefly outlines any other strategies, plans and policies that have relevance to the Strategy, as prepared by the City, neighbouring local governments and other stakeholders. Only those strategies, plans and policies that have land use planning implications for the Strategy have been included. **Table 12** outlines the information and planning implications of relevant strategies, plans and policies.

Table 12: Other Strategies, Plans and Policies Summary

Title	Purpose	Local Planning Strategy implications and responses
City of Armadale Local Heritage Survey	<p>The Survey seeks to identify local heritage places in a systematic manner that provides base cultural and historic information for the community and local authority.</p> <p>A total of 117 places were identified in the Survey, with 12 new places adopted from community nominations. Eleven places previously within the DevelopmentWA sites, were assessed for cultural heritage significance for possible future inclusion in the Survey, and six nominations were assessed but not included in the Survey.</p>	<p>The Strategy recognises the unique heritage, history and culture of the City and through the directions and actions associated with the focus on activity centres, corridors and the tourism economy, aims to provide a framework for sustaining these values in the future. Council adopted the Heritage Survey and the Heritage List on 22 May 2023.</p>
City of Armadale Activity and Retail (Commercial) Centres Strategy (2020)	<p>The Strategy provides a strategic framework focusing on the function and shopping floorspace size of centres of local significance. The Strategy utilises the latest population forecasts as a basis to model and identify centre hierarchies, indicative floorspace levels and provide guidance for the preparation of the shopping floorspace component of structure plans, scheme amendments and local planning policies.</p> <p>The Strategy envisages the Armadale Strategic Metropolitan Centre to grow from 60,621m² of retail floorspace to 100,000m² by 2041, with expansions to the Kelmscott District Centre, Harrisdale and Hilbert Centres to each reach a total of 25,000m². Smaller neighbourhood centres such as Camillo and Champion Drive are expected to reach an indicative floorspace of approximately 4,000m².</p>	<p>The Strategy identifies the Armadale City Centre as a Strategic Metropolitan Centre, the Kelmscott, Harrisdale and Hilbert Centres as District Centres, six neighbourhood centres, 28 local centres and five mixed business / industrial centres.</p> <p>The Strategy identifies the Armadale City Centre as the key activity centre; with the Kelmscott District Centre as a highly prominent centre that is a 'gateway' to the City.</p>

Table 12: Other Strategies, Plans and Policies Summary (cont.)

Title	Purpose	Local Planning Strategy implications and responses
<p>City of Armadale Economic Development Strategy 2023-2028</p>	<p>The Strategy identifies four priority focus areas to unlock Armadale's economic potential, and realise strong benefits for local businesses and our community. This includes:</p> <p>Our People and Businesses - Champion Armadale as a great place to visit, live, work and study to attract talent and skills and expenditure for local businesses, engage proactively and support local businesses and support the development of local skills for local jobs.</p> <p>Our City Centre - Build momentum for more investment in the City Centre, encourage and enable community and business activation initiatives and invest in the development and maintenance of high quality places and infrastructure.</p> <p>Our Business Parks, Commercial Precincts and Employment Hubs - Promote the City's business parks, commercial precincts and employment hubs to attract major tenants, jobs and investment, facilitate between industry and Government to progress transformative investment and development and support the maintenance of attractive commercial areas and business parks.</p> <p>Our Visitor Economy - Promote the region as a unique and desirable destination for visitors and businesses alike and build a collective vision for the City's tourism region through engagement with tourism businesses and stakeholders.</p>	<p>The Strategy champions the City's competitive advantages and unique value proposition, noting its ability to accommodate a range of commercial, mixed business industrial enterprises and general industry activity that can assist in increasing the City's employment self sufficiency.</p> <p>The Strategy identifies two planning areas for further industrial development, that seek to leverage surrounding strong transport linkages and proximity to freight network connections, South Western Highway and Rowley Road and subsequent opportunities for businesses investing in the City.</p>

Table 12: Other Strategies, Plans and Policies Summary (cont.)

Title	Purpose	Local Planning Strategy implications and responses
City of Armadale Urban Forest Strategy	<p>The Strategy seeks to strengthen a diverse landscape character through allocating suitable tree diversity to the City. The Strategy seeks to provide a proactive framework to encourage appropriate landscape planning while showcasing the City’s botanic heritage. The Strategy broadly defines four landscape character precincts within the City. Shared citizen responsibility is heavily promoted, particularly with regards to ongoing governance of the urban forest planning, including bushfire mitigation and management. The Strategy identifies further opportunities for ongoing management and implementation, such as its integration with local planning policies and approvals, the development of an interactive on-line tree mapping system and continued education and engagement with the local stakeholders.</p>	<p>The Strategy highlights the value of the City's bushland and existing tree canopy and supports the ongoing processes of extending the tree canopy within suburban and urban environments to reduce the urban heat island effect and to add to the ecological and environmental diversity of the City's landscape. A new Strategy is currently being prepared.</p>
City of Armadale Tourism Destination Strategy 2023 - 2028	<p>The Strategy has been developed to provide the framework for tourism planning, destination development and marketing of the region’s tourism experience. The Strategy set out a goal to strengthen existing local partnerships and tourism-based initiatives and build pride across the region with residents and workers becoming advocates for the place. The strategic direction of the strategy reflects key challenges identified and includes the need to engage local markets and define target audiences, shift old and embedded perceptions, leverage authentic experiences, place branding, the development of a digital marketing strategy and the need for increased access and connectivity within the region.</p>	<p>The Strategy seeks to leverage the City’s authentic experiences and natural environment through the growth of the Strategic and District Centres to further develop the local economy, improve visitor spend and generate increased economic activity.</p>

Table 12: Other Strategies, Plans and Policies Summary (cont.)

Title	Purpose	Local Planning Strategy implications and responses
Community Engagement Strategy 2018 – 2030	<p>The Strategy seeks to ensure that the City is responsive to community values and recognises that community engagement provides a valuable link between the Community, Councillors and City staff in being aware of community views and expectations of what influences decision making.</p> <p>The Strategy outlines an engagement approach in alignment with the International Association for Public Participation, with regular engagement with regards to development applications, reviews of local laws, elector representation and proposed rates amongst other services.</p> <p>The City has developed a Community Engagement Toolbox which guides City Officers and is supported by specialist training and support for Officers to ensure a consistent approach across the organisation.</p>	<p>The Strategy has been prepared in consultation with and participation by the Councillors and City staff, key government stakeholders and the wider community. The methods used included surveys, workshops and individual meetings as well as project updates via the City's website.</p>
Community Health and Wellbeing Plan 2021 - 2024	<p>The Plan aims to identify strategies and their relevant actions to prevent and minimise public health risks as well as seek opportunities to promote and advance community health and wellbeing. The Plan recognises that the City provides services and advice for a diverse range of health and wellbeing needs within the community.</p>	<p>The Strategy places significant value on the quality and amenity of the built and natural environment, access to open space and diversity of economic and employment opportunities and housing choices, which all support community health and well being. A new Community Health and Wellbeing Plan is being prepared in 2024.</p>

Table 12: Other Strategies, Plans and Policies Summary (cont.)

Title	Purpose	Local Planning Strategy implications and responses
Corporate Business Plan 2023/24 – 2026/27	The Corporate Business Plan outlines the key actions that should be undertaken to progress the achievement of the aspirations and objectives outlined in the City's Strategic Community Plan.	The Strategy is informed and guided by the aspirations and objectives outlined in the City's Strategic Community Plan.
Community Development Strategy 2021 - 2026	The Strategy guides three key outcomes including fostering and strengthening community spirit, improving community wellbeing and facilitating an inclusive and engaged community.	The Strategy is informed and guided by the social priority action plans, structured to align with community need and available resources.
Community Infrastructure Plan 2021 - 2037	<p>The Community Infrastructure Plan provides an evidence based framework to assist Council in making decisions about the level of provision of community facilities throughout the City over time.</p> <p>The Plan highlights the significant increases in population as a result of greenfield development through the rezoning of undeveloped land primarily used for agricultural purposes to urban, in areas such as Harrisdale, Piara Waters, Champion Lakes, Hilbert and Haynes. Greenfield and infill development in the City creates a unique challenge where new community infrastructure is required in new urban setting and greater demand is placed on existing and ageing community infrastructure in older established where infill is occurring.</p>	The Strategy acknowledges the planned community infrastructure identified through the Community Infrastructure Plan and provides direction where new facilities may be required in growth areas as new communities become established. The Strategy recognises the continued need to also regenerate existing facilities in older more established areas, where infill development is likely to occur.
Access and Inclusion Plan 2021 - 2026	The Plan seeks to provide an effective framework for meeting the needs of all people in the community. This includes people with a disability, parents with young children and prams, older people, and people from culturally and linguistically diverse backgrounds.	The Strategy supports inclusivity and universal access as well as housing choice.
Arts and Culture Strategy 2021 - 2026	The Strategy provides a vision for the City, with a balanced calendar of arts and cultural activities, programs and commissions across the City which are designed to attract increased visitation, bolster the local economy and celebrate our community and cultural assets.	The Strategy recognises the cultural and environmental values of the City, and supports the objectives of the Arts and Culture Strategy.

Table 12: Other Strategies, Plans and Policies Summary (cont.)

Title	Purpose	Local Planning Strategy implications and responses
Parks Facilities Strategy 2019	The City's Parks Facilities Strategy aims to strengthen the design, implementation and management of public open space and associated infrastructure. The Strategy provides guidance by establishing a hierarchy of parks based on their classification and function.	The Strategy recognises the recommendations of the Parks Facilities Strategy and supports the approach for distribution and location of functional POS.
Streetscape Beautification Strategy for Key Arterial and Distributor Roads 2020	The City's Streetscape Beautification Strategy has been prepared to guide the quality planning, design and landscaping of major Arterial and Distributor roads.	The Strategy supports streetscape beautification of arterial and distributor roads.
Dry Parks Strategy 2021	The Dry Parks Strategy provides guidance to ensure that the needs and open space expectations of the community, are met through the continual and programmed improvement of the City's dry parks.	The Strategy recognises the recommendations of the Dry Parks Strategy and supports continual programmed improvement of POS.
Corporate Greenhouse Action Plan 2020/21 to 2029/30	The Corporate Greenhouse Action Plan is proposed to be implemented until 2029/30, in alignment with Australian targets under the Paris Agreement. The Plan makes recommendations for abatement activities within the City's waste, building and fleet portfolios.	The Strategy recognises the recommendations made by the Plan and encourages the improve of the City's sustainability across its sectors.
Bushfire Risk Management Plan 2021 - 2026	The Management Plan seeks to document a coordinated and efficient approach towards the identification, assessment and treatment of assets exposed to bushfire risk within the City.	A Bushfire Hazard Level Assessment has been prepared as part of the Strategy to inform strategic land use decisions in areas identified for future intensive development and areas currently identified for intensive development but not yet developed.

Table 12: Other Strategies, Plans and Policies Summary (cont.)

Title		Purpose	Local Planning Strategy implications and responses
Integrated Transport Strategy 2023 – 2026		<p>This Strategy sets out the City’s vision and areas of strategic focus to facilitate better access and mobility across all transport modes used by the Armadale community.</p> <p>An Action Plan is also included identifying a series of interventions and initiatives supporting this strategy which is aimed at enhancing travel opportunities available to the diverse Armadale community and achieving Council’s vision for transport and mobility.</p>	<p>The Strategy sets out the City’s transport vision, which is a safe and inclusive integrated transport network that efficiently connects people to places, encourages sustainable travel, supports development and vitality of Armadale’s economy. It outlines actions that will implement the City’s transport vision.</p>



4.0

Planning Themes and Issues



4.0 Planning Themes and Issues

4.1 Introduction

The four themes and planning issues/opportunities are set out as follows:

- Community, Urban Growth and Settlement
- Economy and Employment
- Environment
- Infrastructure



4.2 Community, Urban Growth and Settlement - Issues and Opportunities

This section provides an overview of key issues and opportunities impacting community, urban growth and settlement within Armadale and informs the relevant direction and actions in Part 1 of the Strategy.

4.2.1 Housing

The City's population is expected to increase from an estimated population of 97,705 people in 2021, to approximately 141,177 by 2031. With an average annual growth rate of 3.75%, it is estimated that the City's population will reach approximately 151,896 people by 2041.

To meet population growth demands, the Sub-Regional Framework specifies a target of 302,180 additional dwellings by 2050 for the sub-region. This will take the South Metropolitan sub-region's dwelling count to 507,670. To support the provision of these dwellings, a target of 39,850 additional dwellings is specified for the City.

More consolidated urban form and infill development will need to be facilitated within the City to accommodate the projected population growth, and meet long-term housing requirements. The Framework sets out 10 principles for urban consolidation that seek to ensure infill is proposed within areas with proximity to transit corridors and stations, within activity centres and urban corridors, and areas with high-quality open space.

The identification of Planning Areas within the City which respond to the 10 principles is intended to guide further development where necessary and facilitate the preliminary review of existing zonings and density provisions.

4.2.2 Housing Diversity and Affordability

Exploring the City's age structures and household make up is vital in providing key insights into its changing demographic makeup and corresponding demand for age-based services, necessary infrastructure and facilities.

Analysis of the City's service age groups in 2021 compared to Greater Perth shows that there was a higher proportion of people in the younger age groups (0 to 17 years) and a lower proportion of people in the older age groups (60+ years), providing key insights into the level of demand for age-based services and facilities such as child care and primary schools. Similar to this, analysis of the number of persons usually resident in a household in the City compared with Greater Perth shows that there were a lower proportion of lone person households, and a higher proportion of larger households (those with 4 persons or more). Increasing household size is often an indication of limited affordable or diverse opportunities for young people seeking to enter the housing market, or an increase in family formation in the area as a result of young adults leaving home or families separating. This demographic also places emphasis on the rental and shared ownership housing market.

The SCP highlights the prevalence of people who need support in the community and accessible housing options. Approximately 1,060 residents of the City currently live with a disability and access the National Disability Insurance Scheme (NDIS), 16.3% of which are seniors over the age of 65 and 34.7% being young people living with a disability.

The Sub-Regional Framework identifies urban infill development within established urban areas as a key avenue to facilitate housing diversity, respond to ongoing changing demographics and achieve community aspirations. The Framework notes that the lack of real housing diversity and choice and the continued dominance of low-density, suburban development will place both infrastructure and the natural environment under escalating pressure.

To maximise the use of existing community, transport and services infrastructure, the Framework specifies a minimum infill target of an additional 15,020 dwellings for the City to aspire towards by 2050. This target is expected to accommodate approximately 33,040 more people in the City. A focus on infill development within the City will ensure delivering of housing is diverse and affordable.

Opportunities exist for infill development within the City's activity centres and surrounding new and existing transit precincts, including the Armadale and Kelmescott stations, and Challis and Sherwood stations.

4.2.3 Character and Cultural Heritage

The City has a diverse and rich history and cultural heritage stock that is the foundation for the present and future community. In addition, an increasing richness in cultural diversity is being provided by an increasing growth in the culturally and linguistically diverse community choosing to make their family home in Armadale.

Through the *Heritage Act 2018*, associated *Heritage Regulations 2019* and the *Regulations*, the planning framework sets out the basis for the identification, conservation and protection of cultural heritage places. The City is required to maintain a list of buildings, objects and places known as the Heritage List, which are protected under the local planning scheme.

The City's Local Heritage Survey (LHS) and Heritage List includes 117 heritage places including 35 which are State Registered, such as the Armadale District Hall, Narrogin Inne and the Old Jarrah Tree. There were 12 new places adopted in the 2020 LHS from community nominations. The LHS and Heritage List are required to be kept relevant through periodic updates, including ad hoc changes and general reviews when these are required. Such reviews and updates ensure all heritage places are recorded, and their cultural heritage significance identified. This will assist in ensuring development and infill protect the identified significance of places, streets, and Heritage Areas.

Aboriginal heritage sites are administered by State Government which is the custodian of such heritage information under separate legislation which requires both specialist archaeological and anthropological skills. Rivers, streams and wetlands within the City are ethnographically significant for Aboriginal people, as they are sources of abundant food throughout the year, places of ceremony and trade, and sites of spiritual value. Sixty Aboriginal sites in the City have been listed on the State Register of Aboriginal Sites. The predominant type of registered

place in the City is an artefact site, of which there are 45. The City through its work in the Reconciliation movement and among the local Aboriginal community is making investments in generating mutual respect and understanding among the wider community in addition to its contributions to the South West Land Settlement arising from Native Title decisions made by the higher levels of State and Commonwealth Government.

4.2.4 Access to and Diversity of Public Open Space

The City currently maintains 365 individual parks, reserves or Public Access Ways (PAWs) with various primary functions. This includes 16 regional open spaces, 16 district open spaces, 45 neighbourhood open spaces, 234 local open spaces and 54 PAWs.

Trends towards higher density development and decreasing private open space, arising out of the decline in land affordability and resulting trend for smaller homesites with larger homes, has placed new expectations on the role of public open space to provide spaces for sport, physical activity, children's play, relaxation, social interaction and community facilities, in addition to serving as spaces for access to nature and trees. Areas of public open space also provide opportunities to implement water sensitive urban design, conserve nature, provide wildlife corridors and enhance the visual amenity of the landscape.

The City's Parks and Facilities Strategy sets a standard for POS to not only be a primary site for sport and recreation, but also to contribute to a range of recreation, sport and environmental functions. Open space in the City performs varied functions as follows:

- **Recreation spaces:** Provide a setting for informal play and physical activity, relaxation and social interaction.
- **Sports spaces:** Provide a setting for formal structured sporting activities.
- **Nature spaces:** Provide a setting where people can enjoy nearby nature and protect local biodiversity and natural values.

It is recognized that many suburbs still being developed such as Haynes and

Hilbert will have additional POS provided under the planning frameworks in the City, including subdivision and development processes to meet the community demand. However, in existing suburbs such as Kelmscott and Armadale, the provision of additional POS will be limited due to a lack of available land and State Government regulatory processes.

4.2.5 Quality of Community Infrastructure

The Armadale City Centre is a Strategic Metropolitan Centre is expected to provide regional-level services and facilities, to serve population catchments of up to 300,000 people. The Sub-Regional Planning Framework identifies requirements for:

- Key community and social infrastructure, such as those required for health and tertiary education;
- Sites to meet the growing requirements for regional sport and recreation facilities;
- Encouraging and guiding increased connectivity between areas of open space or conservation through an integrated green network; and
- Guiding the staging and sequencing of future urban development.

Greenfield and infill development create a unique challenge where new community infrastructure is required in new urban settings and greater demand is placed on existing and ageing community infrastructure in older established areas where infill is occurring. To combat this, there is often an opportunity to co-locate community infrastructure through community hubs, with a cluster of community facilities or single multi-purpose facilities accommodating a variety of services that provide a space for local residents and community groups and organisations to meet and participate in a range of activities, programs, services and events. The City's major investment in the Forrestdale Hub project in the Forrestdale Town Site and the Armadale Regional Recreation Reserve for future provision of multiple sports and related service facilities are examples of this direction.

The City has seen trends towards an increasing prevalence of young families driving demand for age specific services such as child health, early learning schools and family support services. An increase in young families, coupled with smaller lot sizes, will also increase demand for community facilities such as community centres, libraries, parks and playgrounds, sporting pavilions, courts, connected cycling and walking infrastructure and an effective tree canopy for cooling and shade.

To ensure existing and future residents have equitable access to fit-for-purpose, sustainable community infrastructure, the City undertakes the regeneration of existing facilities in older more established areas, and provides new facilities in growth areas as communities become established.

4.2.6 Dwelling Yield Analysis

In order to demonstrate that the City has sufficient residential growth capacity to meet and/or exceed its dwelling target of 39,850 dwellings over the next 20-30 years, a dwelling capacity analysis has been undertaken for the local government area as a whole.

This capacity analysis has been undertaken based on a series of assumptions which reflect the status of planning for each area and the anticipated opportunities and constraints of the locality. It should be noted that this analysis has been undertaken retrospectively from 2010, as this is the date from which the WAPC Perth and Peel @ 3.5 million infill targets are to be measured.

The analysis demonstrates that the City's existing growth areas, along with the proposed additional growth within the identified Planning Areas, will provide for an estimated 50,000 new dwellings between 2010 and 2050, exceeding the State's target for the City of 39,850 dwellings. This will provide a suitable buffer should it be demonstrated that any of the less certain urban expansion or urban investigation areas are not capable of accommodating the extent of urban growth anticipated. Please note the estimate is potential dwellings, some landowners will not decide to develop or there are no constraints that may delay/prevent the full dwelling yield.

The dwelling capacity analysis outcomes are outlined within **Table 13**, and the explanation of each precinct and the assumptions which have underpinned the analysis are summarised as follows:

R-code density 'split codes'

The R-Code density “split-codes” (e.g. R15/40) were introduced in TPS No. 4 via direction of the Minister for Planning as part of the State's approval of the Scheme. The depiction of the codes on the scheme map was seen as a more transparent way of reflecting a long-standing provision in an earlier planning scheme, Town Planning Scheme No.2, which enabled Council to permit Grouped Dwellings (not exceeding R40) or Aged Persons Dwellings (not exceeding R40) where it is satisfied that the amenity of the locality will not be prejudicially affected. Since that time, the planning framework around the split-codes has developed to include multiple split-codes and has been refined to incorporate a related local planning policy PLN 3.1 – Residential Density Development. First adopted in June 2003, the policy included a number of design provisions above and beyond what the Residential Design Codes of the time asked for that had to be met in order for a development to qualify for the higher code in a split code area. As this approach has generally led to a higher standard of residential dwelling complexes across the City, with measures enabling greater retention of mature trees, varied dwelling form and appearance, and areas of communal open space in larger complexes, it is proposed for this to be continued as part of Scheme 5.

Strategic Centre - The dwelling yield estimate of 3,000 dwellings represents the Armadale Strategic Centre and immediate surrounds, with the anticipated dwelling yield derived from the endorsed Activity Centre Plan for the precinct and the proposed residential coding for the peripheral area depicted in Planning Area 8.

Activity Centres - The dwelling yield estimate of 4,750 dwellings represents the three activity centres within the City outside of the Strategic Metropolitan Centre, being the Kelmscott Town Centre, Hilbert District Centre and Harrisdale District Centre. The estimated dwelling yields for these precincts have been derived from applicable Structure Plans and Precinct Plans.

Station Precincts - The dwelling yield estimate of 2,750 dwellings represents the Sherwood and Challis Station Precincts, with the estimated dwelling yield derived from the proposed residential coding for the 400m and 800m catchment depicted in Planning Area 7.

Existing Planned Growth Areas - A dwelling yield of 18,450 dwellings is estimated for these areas which are subject to an endorsed structure plan under TPS 4 or under the Armadale Redevelopment Scheme No. 2. The estimated dwelling yields are derived from the analysis undertaken within each of these structure plans.

Zoned Development Areas - 7500 Dwellings are estimated to be provided in these areas which are identified within the City's Local Planning Scheme No. 4 as subject to a structure plan, but where structure planning is yet to be undertaken. The estimated dwelling yields are derived from the application of broad development assumptions for land use efficiency and achieved residential density.

Residential Development (2010-2022) - The 6,350 dwellings have been constructed between 2010 and 2022 and fall outside of operational structure plans, with the total yield provided based on the City's rates information.

Latent Subdivision Potential - Residential Zoned Land - This represents land within existing suburban areas of the City which are zoned Residential, and have subdivision potential under their existing residential coding.

The estimated dwelling yields are derived from broad development take-up assumptions within these areas over the next 20-30 years.

Future Potential Growth Areas - An estimated 6,300 dwellings could be provided within areas identified as suitable for future urban growth subject to further investigation of site constraints, and includes land which zoned MRS 'Urban Deferred' and land which is identified under Perth & Peel @ 3.5 million as either 'Urban Expansion' or 'Urban Investigation'. Please note the estimate is potential dwellings, some landowners will not decide to develop or there are no constraints that may delay/prevent the full dwelling yield.

Table 13: Dwelling Yield Analysis

Yield Analysis Category	Dwelling Yield Estimate (2010 - 2050)
Strategic Centre	
Armadale Strategic Metropolitan Centre	3,000
Sub-Total	3,000
Activity Centres	
Kelmscott Town Centre Precinct and surrounds	4,000
Harrisdale Activity Centre Plan	150
Hilbert Activity Centre	600
Sub-Total	4,750
Station Precincts	
Challis and Sherwood Station Precincts (Planning Areas)	2,750
Sub-Total	2,750

Yield Analysis Category	Dwelling Yield Estimate (2010 - 2050)
Existing Planned Growth Areas	
Greenfield Structure Plans Growth Estimate (2010 - Completion)	8,400
Rural-Residential Structure Plans Growth Estimate (2010 - Completion)	800
Development WA Precincts Growth Estimate (2010 - Completion)	9,750
Sub-Total	18,950
Zoned Development Areas	
Greenfield Structure Plans Growth Estimate (2022 - Completion)	2,000
Rural-Residential Structure Plans Growth Estimate (2022 - Completion)	100
Development WA Growth Areas Growth Estimate (2022 - Completion)	5,500
Sub-Total	7,600
Residential Development (2010 - 2022)	
Estimated Residential Development (Outside of current structure plans)	6,350
Sub-Total	6,350
Latent Subdivision Potential - Residential Zoned Land	
Estimated Latent Subdivision Potential Remaining	300

Yield Analysis Category	Dwelling Yield Estimate (2010 - 2050)
Sub-Total	300
Future Potential Growth Areas	
MRS Urban Deferred	550
Perth and Peel Urban Expansion	4,150
Perth and Peel Urban Investigation	1,600
Sub-Total	6,300
Total Dwelling Yield Estimate	50,000
Dwelling Target (Perth and Peel)	39,850



4.3 Economy and Employment - Issues and Opportunities

This section provides an overview of key issues and opportunities impacting economic activity within Armadale and informs the relevant direction and actions in Part 1 of the Strategy.

4.3.1 Location

The City's location presents a key opportunity for employment and economy growth, as it is in close proximity to key economic infrastructure in the South Metropolitan Sub-Region. This includes Perth and Jandakot Airports, Kewdale, Canning Vale and Welshpool industrial areas, and the proposed Westport (Outer Harbour) Development. It is directly linked to Perth CBD via the metropolitan rail network (and to numerous other centres on the line), the Tonkin Highway and the Kwinana Freeway.

4.3.2 Alignment with State Government Planning Framework

The Sub-Regional Framework identifies employment targets for the sub-region as a whole, as well as specific targets for strategic centres.

Across the sub-region there is a target of 137,030 jobs by 2050. The Framework sets a specific target for the Armadale Strategic Metropolitan Centre of 5,210 jobs by 2050, which equates to an increase of approximately 2,150 new jobs by 2050 in the Armadale Strategic Metropolitan Centre, which represents a 42% increase from 3,060 in 2011. Armadale's anticipated employment growth indicates that a minimum of 15,000 new jobs will be created by 2036, representing a 75% increase.

The City's total forecast broadly aligns with the State's targets for the Sub-region.

The Armadale City Centre Structure Plan, estimates an additional 14,954 new jobs will be created in the City Centre between in 2036 and beyond, which exceeds the target set under the framework.

The Framework also identifies 180 hectares of undeveloped land in Doobarda for Industrial expansion. Industrial centres at Forrestdale, Armadale (along with Maddington/Kenwick and Mundijong-Cardup) are also predicted to accumulatively contribute approximately 20,000 jobs during this timeframe. These job numbers are a projection only, based on the draft framework scenario, and may vary due to a number of factors including economic drivers, staging and sequencing of land uses, as well as infrastructure provision.

4.3.3 Population Growth

The rapid population growth experienced in Armadale over the past decade has attracted both public and private investment into the region, resulting in significant investment in infrastructure and amenities. The continued growth identified through Perth and Peel@3.5m is likely to continue for at least the next 20 years. This should have a positive influence on the local economy and is further supported by the diversifying population and changing demographics.

Armadale's forecasted population growth from 65,000 in 2011 to 160,510 in 2050 provides the opportunity for substantial expansion in the activity centres. This will positively impact their ability to provide a wide range of services and functions, and to facilitate associated employment and economic growth.

4.3.4 Employment Growth opportunities

Industrial

Armadale's emerging industrial strength, with firms engaged in industries including advanced manufacturing, logistics and building supplies, could provide a strong basis for future economic development as these sectors over both the short and long term are valuable to the economy.

Forrestdale Business Park - The Forrestdale Business Park is expected to accommodate up to 700 industrial lots and approximately 15,000 jobs. According to the Retail Strategy 2020 it currently comprises approximately 100 businesses and 1,300 workers. The Strategy notes that over the last 5 years, \$246.5m worth of private investment has been committed, indicating the demand for industrial land.

Doobarda Business Park - The City's Economic Development Strategy identifies Doobarda Business Park as a critical industrial expansion zone in the corridor noting its close proximity to freight networks lining with the Western Trade Coast, Kewdale and the future West Mundijong internal transfer facility. Development of the Doobarda Business Park commenced in 2023-4.

Centres

Substantial growth is assumed for the Armadale Strategic Metropolitan Centre. It currently has 60,216m² of retail floorspace, and it is envisaged this could grow in stages to 100,000m² by 2036.

The level of growth projected will facilitate the possible entry of a larger retailer and redevelopment of the City Centre as provided for in the City Centre Structure Plan.

The Retail Strategy identifies capacity for expansion of:

- The Kelmscott District Activity Centre up to a total of 25,000m² retail floorspace. The Activity Centre Plan for Kelmscott identifies the current commercial floorspace of 50,934m² with the potential for an additional 11,300m² to 21,200m² of additional floorspace;
- The Harrisdale District Activity Centre up to a total of 22,000m² by 2021, with the potential to grow to 25,000m² beyond this period; and
- The future Hilbert District Activity Centre is not expected to grow beyond a maximum of 20,000m² due to proximity to the Armadale City Centre.

The Centre Plans for each area facilitates the development of retail floorspace.

Tourism

The City has a unique opportunity to build on the growing tourism industry in Armadale, which currently contributes \$49.8m (2015/16) to the economy. Tourism offerings in Armadale range from accommodation to entertainment as well as experienced based services. Both the Economic Development Strategy and Tourism Strategy (2023) identify the growth opportunity to leverage the Armadale region of the Perth Hills, with considerable potential for investment in tourism infrastructure and experiences.

4.3.5 Employment Diversity

A diversity of jobs and investment opportunities are required to create a vibrant, sustainable economy. In particular, a diversity of jobs assists in improving employment self-sufficiency and reduces the burden on residents who currently have to travel outside of the area to find employment.

The City already has a diverse workforce, with much of the recent growth in jobs as a result of the increased growth in population. Key employers include the health care, retail, education and construction industries. As a Strategic Metropolitan Centre, the City Centre has a role in providing a diversity of uses and a full range of economic and community services necessary to support the region it services.

The City's demographic profile identifies a number of key drivers in relation to employment diversity, noting the City has a larger percentage of younger people, including:

- Babies and pre-schoolers (8.7%/6.5%)
- Young workforce (17.2%/15.8%)
- Primary schoolers (10%/9%)

The City also has a smaller percentage of Seniors (6%/7.5%) when compared to Greater Perth. The higher percentage of pre-school aged children will likely drive the need for child care services and business employment opportunities for youth workers.

These key demographics should influence the growth and diversity of businesses and employment opportunities within the City, which need to provide a range of offerings to cater for these groups. Other new industries are emerging, such as tourism, advanced manufacturing and public administration.

Increased business diversity will lead to localised consumption and better activation within Centres and employment precincts.

4.3.6 Thriving Centres

The City's Retail Strategy acknowledges the role of activity centres is transitioning and there is some uncertainty on the precise nature of their future role, and the drivers for their development and viability.

With the increasing popularity of on-line retail, the retail anchors that have, until now, underpinned the performance of centres, while still important, are waning in significance. Activity centres must work harder to attract and retain people and their spending with a bigger focus on non-retail opportunities. This is attributable to the growing importance on food, entertainment, recreation offerings, and of personal and health services as key components for centres of all sizes. Increasingly, successful centres must not only be convenient and functional but also attractive and welcoming places.

The Centre Plans for each of the activity centres acknowledges the need for centres to not only provide additional attractions, but to be places of interest, with high amenity and a range of service offerings.

4.4 Environment - Issues and Opportunities

This section provides an overview of key issues and opportunities concerning the environment within Armadale and informs the relevant direction and actions in Part 1 of the Strategy.

4.4.1 Climate and Air Quality

Climate Change

Based on the CSIRO's Climate Change in Australia information produced in 2015, it is anticipated that winter rainfall in the WA Southern and Western Flatlands sub-cluster would decline approximately 15% by 2023 and up to approximately 30% in 2090 under the intermediate emissions scenario. Climate change is likely to result in lower rainfall levels in spring and winter coupled with more intense rainfall events and longer periods of drought which are linked to limited soil moisture and increased evaporation rates.

Climate change impacts may be seen through, declining stream-flows and superficial groundwater levels, reduced availability of surface and ground water for human and environmental needs, elevated risk of extreme weather events, increased stormwater and potential for localised flooding. Decreased groundwater levels are likely to enhance the risk of acidification, the disturbance of acid-sulphate soils and potential for heavy metal contamination.

Urban Heat

The City has measured the urban heat temperatures throughout the local government to investigate the cooling potential of tree canopy and wetlands as well as the heat generated by cleared and bare land. The results demonstrate the importance of establishment of tree canopy cover within future greenfield development, as well as the importance of incorporating water into constructed landscapes and the retention of trees as far as possible. Effort will need to be directed towards retaining valued wetland, mature trees, and using water sensitive design methods to enhance the resilience of landscapes and reduce the impact of urban heat in new development precincts, plus educating the community on benefits of trees and focussing on the City's tree planting to where people are (such as pedestrian routes and public spaces) and on heat islands. A greater focus on public transport, cycling and walking will also reduce heat in the urban environment.

Air Quality and Emissions

An air monitoring station to monitor air particles has been installed in the City in collaboration with state agencies, with measured air pollutants for the City showing that it experiences generally healthy air quality.

Historically, increased population and urbanisation tend to increase particulates, however, technological improvements such as switching to alternative fuels and the trend for increasingly high standards of environmental regulation have the potential to further reduce air pollution in parallel to continued economic growth and increasing standards of living of the Armadale community.

The City has adopted the Corporate Greenhouse Action Plan 2020/21 and has invested in numerous projects to improve energy efficiency, including:

- The Armadale Landfill Gas Flaring Project which is an alternative waste treatment process using highly efficient temperature gas flares to convert methane into carbon dioxide at the landfill site in Hopkinson Road, Hilbert; and
- The installation of photo voltaic solar technology at three of the City's major buildings including Champion Centre, the Orchard House Administration building and the Armadale Fitness and Aquatic Centre.

Offsite Emissions

Some land uses permitted by the City's planning scheme and zones such as industry, poultry farms, brickworks, wastewater treatment, and orchards are managed through the geographic location of zoning in relation to land uses that may be sensitive to potential emissions such as noise, dust, light, vapours and/or odour byproducts from productive land uses. The City's Town Planning Scheme and location of zones are regulated by the State Government through the Environmental Protection Authority (under the *Environment Protection Act 1986*) and the WAPC processes such as Scheme and Structure Plan provisions, conditions of approval, buffer zones and separation distances or in accordance with the generic separation distances contained within the Environmental Protection Authority's *Guidance for the Assessment of Environmental Factors No. 3*.

4.4.2 Natural Areas

As identified by the City's Urban Forest Strategy 2014, there is an opportunity to strengthen a diverse landscape character through allocating suitable tree diversity, proactively undertaking landscape planning to showcase the City's botanic heritage and distinguish the City as an expanding tree destination. There are 11 Bush Forever Sites identified within the City, alongside vast areas of State Forest and environmentally sensitive areas.

The 2020 update of Green Cover Benchmarking in Our Cities and Suburbs by Greener Spaces, Better Places measured the canopy cover of the City at over 60% in 2020. This very high percentage is likely due to the significant area of national park and other parks and bushland reserves which are protected by the City's planning framework, however retaining and increasing the canopy cover within urban areas, which is likely to be much lower than 60% is an important priority. The report also noted a trend over time for an increase in "grey cover" (hard surfaces) and a reduction in canopy cover, a not altogether surprising observation for an outer metropolitan Council undergoing some of the most rapid urban and economic development in the State.

The City's Local Biodiversity Strategy aims to protect valued locally significant natural areas and recommends a detailed assessment should be required where land use or development proposals are being considered and the land potentially contains natural bushland area of local significance. The City's Planning Scheme contains extensive areas of special rural zones where the clearing of all natural vegetation is prohibited unless a planning approval is obtained. Detailed environmental assessments are a standard planning requirement for land use change such as from rural zones to Urban Development or Industrial Development zone or other productive land uses. The City assesses all major land use change proposals in addition to smaller developments at the single lot level which require planning approval. This would assess which parts of a lot are significant "local" natural bushland areas so that any decision-making processes can give special consideration to protection and on-going management of the local natural areas and which parts can accommodate more intensive use and development.

4.4.3 Water Resources

4.4.3.1 Waterways

The natural watercourses identified within the City include the Canning River, Neerigen Brook, and Wungong River. It is noted that the sediment from disturbance activities such as major land development can decrease the availability of oxygen and impact habitat diversity, alter species composition and leaf processing rates, decrease primary production by diminishing the light to stream-beds, cause loss of drought refuge for aquatic life and cause infilling. Securing of environmental buffers to natural watercourses as part of planning assessments assists reducing impacts, as does conditions of subdivision and development approvals and the City's compliance activities on persons undertaking inappropriate activities or not observing legal conditions.

4.4.3.2 Wetlands

The portion of the Swan Coastal Plain located within the City is characterised by low lying land with high seasonal groundwater tables, numerous lakes, wetlands, watercourses and seasonally inundated land. Wetlands are located both in Planning Scheme Reservations which provide protection and in areas of Rural zoning, however, as part of assessments for land use change the inventory of wetlands protected in Scheme Reservations continues to expand and support.

Important wetlands already protected in the Planning Scheme Reservations or yet to come under the Scheme's jurisdiction or protection, in Wungong Urban Water redevelopment area, include Forrestdale Lake, Anstey Road Wetland, Hilbert Road wetland and Balannup Lake.

4.4.3.3 Surface Water

The majority of the City is located within the Canning River catchment area, which drains north west to the Swan River and north-east into the Upper Helena catchment area. A small portion of the City drains to the Peel-Harvey Estuary. It is noted that a significant portion of the Canning River catchment is dammed by Water Corporation dams that supply water into the integrated water supply scheme. The Canning's dams are protected by the Canning River catchment area public drinking water source area. There are two ongoing district scale water quality monitoring programs being undertaken in the City, the Forrestdale Catchment Post-Development Monitoring Program and the Wungong Urban Water Monitoring Program. Urban water management plans and water sensitive urban design are implementation tools to manage surface water.

4.4.3.4 Stormwater Storage and Urban Water Management

Stormwater Storage and urban water management is relevant for existing and future development in the City, and should be managed in accordance with the Department of Water and Environmental Regulation (DWER) recommendations for storage of a 1:100 event at the 24hr duration.

DWER's recently updated floodplain mapping reflects updated modelling of the Wungong Urban Water district in 2020. The modelling findings indicate that the proposed Wungong Urban development has significant need to address potential for risk to the study area flood behaviour particularly in the downstream model area upstream of Armadale Road, where the Development WA Wungong development increases peak flows by approximately 62%.

Development WA will be required to address the significant shortfall of stormwater storage in Wungong and fund mitigation of potential downstream risks of excess stormwater flows. This issue is required to be addressed by DevelopmentWA by appropriate mitigation as part of normalisation of the Wungong Urban project under the MRS and TPS and the City is advocating for this currently outstanding issue to be resolved in the short term.

4.4.3.5 Bushfire Risk

A significant portion of the City is designated as a Bushfire Prone Area by the Department of Fire and Emergency Services. This arises chiefly from the extent of State Government parts and reserve landholdings supporting bushland in addition to private freehold land and parks and reserves managed by the City.

The new Strategy is supported by a Bushfire Hazard Risk Assessment in accordance with State Government legislation and policy requirements to assess the locations proposed for land use intensification, including proposed new urban development areas, and outline methods to reduce bushfire risks to acceptable levels.



4.5 Infrastructure - Issues and Opportunities

This section provides an overview of key issues and opportunities impacting infrastructure within Armadale and informs the relevant direction and actions in Part 1 of the Strategy. The provision of new and upgraded infrastructure is required to facilitate development and satisfy demand generated by population growth. Infrastructure generally includes:

- Transport - roads, footpaths, cycleways, public transport
- Services - sewer, power, water, telecommunications, gas

The majority of the City's transport network has been defined through historical development of the road network and the Perth-Armadale Railway line, although new urban growth areas and station precincts may require the development of new transport infrastructure. The planning framework guides the development of new transport networks and infrastructure through structure/precinct planning and the application of transport related policies through approval of development.

The availability and timing of the provision of infrastructure is solely between landowners, developers and under the discretion of the servicing agencies.

4.5.1 Wastewater and Water

The key guiding principles to be adopted include:

- Facilitate implementation of sustainable best practice urban water management
- Provide integration with planning processes and clarity for agencies involved with implementation
- To minimise public risk, including risk of injury or loss of life
- Protection of infrastructure and assets from flooding and inundation
- Encourage environmentally responsible development

The objectives include:

Stormwater Management

- Landscape design measures to reduce applied nutrient loads
- At source infiltration of small storm events (15mm)
- Infiltration of stormwater runoff on lots, in road reserves and POS areas where possible, with excess stormwater overflow to surrounding road network consistent with existing peak flow rates
- Water quality treatment systems and water sensitive urban design structures designed in accordance with the Stormwater Management Manual for Western Australia (DoW, 2009a) Chapter 9 (Structural Controls) and Australian Runoff Quality (Engineers Australia, 1997)

Groundwater Management

- Actively recharge the groundwater resource with stormwater
- Manage fertiliser and pesticide application in streetscapes and POS areas using soil amendments, appropriate plant selection and maintenance management plans

Water Conservation and Sustainability

- Develop a strategy to minimise household scheme water use
- Ensure that non-potable water supply systems are considered as part of an integrated water supply
- Use of waterwise landscaping practices both at a precinct and lot scale
- Adopt stormwater harvesting and reuse options where feasible and cost effective

Water Quality

- Adopt nutrient load reduction design objectives for stormwater runoff
- Use of amended soils and bioretention systems to treat stormwater

4.5.1.1 Groundwater and Surface Hydrology

High groundwater levels have implications for urban development as it impacts the strategies for stormwater management, which may incur additional development costs and may require allocation of extra land for stormwater treatment purposes. The nature of the surface geology may affect the infiltration rate of stormwater, which will therefore influence the construction methodology.

Developers will be required to provide historical maximum groundwater table level data to understand the surface geology of the planning area which may require additional modelling to be completed.

4.5.2 Transport

- Key freight routes in the City include Tonkin Highway, South Western Highway and Albany Highway, enabling movement of goods within the Sub-Region and linking the City with the broader metropolitan network.
- The City is serviced by public transport with 4 main train stations and 14 bus routes, with bus interchanges provided at Armadale and Kelmscott Stations.
- The Local road network comprising 790km of roads provides linkages between suburbs and a network of higher order roads
- Existing pedestrian network comprises 566km of footpaths and shared paths

4.5.2.1 Transport Principles guiding the Strategy

Best practice transport principles that has been applied through this Strategy to manage an increased population, include the following:

Community, Urban Growth and Settlement

- Ensure an appropriate mix of land uses within planning areas to ensure communities have essential services in their local areas rather than having to travel elsewhere.
- Ensure all community destinations and activity centres are accessible for walking and cycling.
- Residential areas should include footpaths, on both sides of the road, of sufficient width to accommodate for mobility aids and the future increase in e-ridables.
- Apply the principles of Healthy Streets throughout local communities to ensure everyone of all ages and abilities can walk and ride.
- Explore the need for high priority transit corridors and/or high frequency bus networks connecting community to employment.

Economy and Employment

- Developing around Armadale and Kelmscott Train Stations (Transit Orientated Development) will be mixed used precincts to ensure lower reliance on private vehicles
- Developing Sherwood and Challis Train Stations as local village stations – providing local amenities to bring a local village station concept
- Employment Nodes to be aligned with key public transport nodes and corridors and the Long Term Cycle Network
- Explore need for High Priority transit corridor and/or high frequency bus networks connecting employment to community

Environment

- Bringing the nature element prominent in the Armadale Hills and public open space and private special rural land into the streetscape and town/local centres by incorporating street trees, low level planting, pocket parks, etc, while not adding significantly to bushfire risks.
- Promote the use of, and provide infrastructure for, e-mobility.
- Ensure development of community and employment centres have the core network running through them to support walking and riding as genuine alternative transport modes.

Infrastructure

- Integrate transport infrastructure for all modes into land use planning and development
- Ensure modes do not compete for the same space.
- Provide protected and safe networks for all modes.
- Reduce the need for local trips to be undertaken by private car by prioritising walking and riding infrastructure, and public transport infrastructure, over private vehicles within centres by using a Movement and Place Approach.
- Ensure all new infrastructure is designed to Safe System principles to reduce crashes and save lives.
- Promote a transport network that achieves sustainable neighbourhoods.

4.5.2.2 Road Network

Existing Road Network

The Future Planning Areas are understandably currently lacking in road infrastructure. However, Local Structure Plans will address the road and pathway network for the individual areas, specifically to meet the needs of the future residents and visitors

A traffic and transport assessment should be undertaken using the appropriate frameworks to ensure suitable street and network design.

Additionally, land uses within each of the Structure Plans should be situated with walkable and rideable catchments as appropriate.

4.5.2.3 Parking

The Strategy supports best practice principles for the supply and management of parking relevant to the City and its future planning areas, and this will be implemented through the new Scheme 5, local planning policies and through the City's assessment of structure plans, subdivisions and development applications.

Parking supply and management

Avoiding both an over or under supply of parking highlights the need for public and private parking to be carefully assessed and supplied to the appropriate level while also acknowledging the multiple benefits of encouraging modes other than private cars which are often inefficient due to single occupants in most trips. On-site parking requirements can have negative impacts, particularly where these parking rates do not reflect demand. Where an insufficient supply of parking is permitted, this can stifle development, by limiting the intensity of activity that can be supported for example within a Commercial Centre. This will occur only where alternative transport modes are not available or sufficiently attractive to offset the capacity for private vehicle transport.

Modern cities tend to operate with an over-supply of parking, resulting in a system where the demand for parking is well below supply, and the benefit to cost ratio of such parking is very low. This oversupply of parking has a wide range of effects that can adversely impact the development and function of an Activity Centre. The provision of excess on-site parking adds a financial cost to the costs of services, housing and land can impact the amenity of a neighbourhood. Over-reliance on

private motor vehicles which need parking provision also costs the resident in vehicle ownership and the environment in less climate change mitigation. It affects urban design, traffic congestion, economic development, climate change and affordable housing. It reduces the supply and therefore increases the price of housing.

Urban Design

The character and urban design of a neighbourhood can be negatively impacted by car parking. Space provided for parking is not available for alternative productive uses and contributes to an auto dependent urban form. There may be a loss of rentable/saleable floorspace for business and community activity and a loss of retail frontage when carpark entrances or parking are required.

Building mass increases with the additional allocation of space to parking, both directly as a result of above-ground facilities, and indirectly, as a consequence of the need to recoup the additional financial cost of construction. This impact is greatest where parking is supplied in at-grade facilities, but is still present in podium and basement parking forms.

The City will ensure that the right amount of parking is provided in activity centres with a focus on reciprocal parking to balance parking provided for different land uses so that there is mutual use of the parking facilities throughout the day where there are differing needs for parking associated with these uses. Although not the focus of this Strategy, the City will consider technological changes including the impact of self-driving cars on parking needs across the City.

4.5.2.4 Traffic Impact

While transport mode shift will also be induced through improved alternative transport, experience shows that this is most effective when accompanied by congestion caused discouragement of growth in private motor vehicles, parking supply restrictions. Ample and unconstrained parking encourages people to drive in private motor vehicles more and creates congestion on the roads with significant costs due to time delays. The METRONET Byford extension and upgrades to stations and station precincts within the City will potentially increase the use of public transport and other modes of transport such as cycling and walking.

Where parking is constrained, trip behaviour is different for each of the three main constituent groups:

Residents - Residential vehicle trip generation and vehicle ownership are intrinsically related as when ownership rates drop, vehicle trips decline. This occurs due to a number of reasons: smaller household sizes, greater accessibility to alternative transport and proximal activity and a reduced provision of on-site residential parking. Constraining residential parking has a dramatic impact on traffic generation for all trip purposes, as this measure ultimately reduces vehicle ownership.

The key principle to observe is the amount of parking needs to be sufficient for the purpose, avoiding both undersupply and oversupply.

Visitors - Retail, restaurant and entertainment activity is important for the function of activity centres. Visitors tend to park for a short period of time and public parking remains the most effective way of supplementing short term visitor parking demands.

Where visitor parking is hidden from view, (sleeved, basement or podium parking) parking from an urban design perspective can be the least effective (and therefore the costliest) from an operational perspective.

As development intensifies, private vehicle ownership and vehicle trip generation tends to decline, and alternative transport mode shares increase. While multiple-unit apartment and townhouse development is expected to primarily occur along corridors and within activity centres, the same effects in residential areas promote sustainable transport outcomes.

4.5.2.5 Environmental Impact

Ample parking encourages people to drive by, inviting people to drive vehicles to/ from locations that have alternative options available. This creates congestion on the roads with significant environmental costs through air and noise pollution, and greenhouse gas emissions.

Paved areas create stormwater management issues, water pollution and heat island effects in the urban environment. Parking therefore contributes to a significant land take at the expense of landscaping and open space. These car parking areas create negative environmental impacts such as heat gain from solar absorption, glare and stormwater contamination.

Parking in new planning areas needs to be sufficient for the purpose, avoiding both under supply and oversupply. Modal shift to alternatives to the private car used for all trips, together with support for e-vehicles, public transport use and walking and cycling are important to encourage in new developments for many social, economic and environmental reasons.

An understanding of the relationship between parking supply and car mode share is fundamental if the dependence on private vehicles is to be reduced and the availability of alternatives is a key part of this equation.

5.0

Local Government Profile



5.0 Local Government Profile

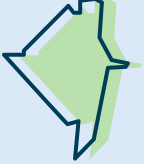










The profile and analysis of the City of Armadale's key demographics provides the basis for understanding the issues and opportunities of each of the Strategy's themes. This knowledge is essential in addressing the potential issues faced by the City in planning for the future, how these are dealt with through the Strategy and ultimately the Local Planning Scheme.

The demographic profiling for the City is used to guide the planning for future housing, community infrastructure, open space, service infrastructure, transport and the local economy.

The following sections are based on data provided by .id and the Australian Bureau of Statistics Census data. A range of data including from the most recent 2021 census have been compiled and maintained by the ID demography services provider and a range of information can be obtained from the City's website Community and economic profiles at <https://www.armadale.wa.gov.au/community-and-economic-profiles>



5.1 Profile Overview

			 City of Armadale	 Greater Perth	 Western Australia	 Australia
	Age	Median Age	33	36	36	38
	Income	Median Weekly Household Income	\$1,493	\$1,636	\$1,582	\$1,431
	Households	Couples with Children	34.9%	32%	31%	30%
		Older Couples without Children	8%	9%	9%	10%
	Dwelling types	Medium and High-Density Housing	13%	25%	21%	27%
	Cost of housings	Households with a Mortgage	50%	40%	37%	32%
		Median Weekly Rent	\$332	\$372	\$348	\$339
		Households Renting	21%	26%	27%	29%
	Ethnicity	Non-English Speaking Backgrounds	19%	20%	18%	21%
	School/ education	University Attendance	3.4%	3.4%	4%	5%
		Bachelor or Higher Degree	16%	16%	21%	22%
		Vocational	24%	24%	20%	19%

5.2 Population Estimates and Forecasts

A usual resident population of 94,184 was recorded for the City of Armadale in 2021 (Figure 5). There has been an increase in population of 31,888 people between 2011 and 2021, indicating a 10-year growth rate of almost 51%. The City of Armadale population forecast for 2023 is 103,602, and is forecast to grow to 148,346 by 2041 (Figure 6).

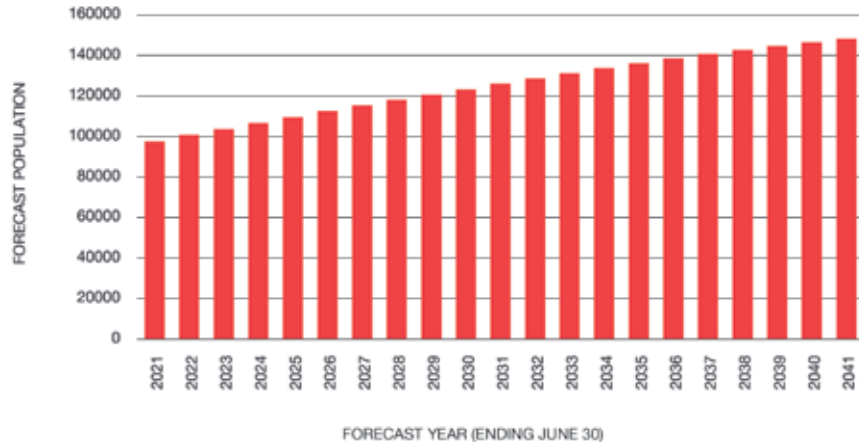


Figure 5: Forecast Population 2021 - 2041

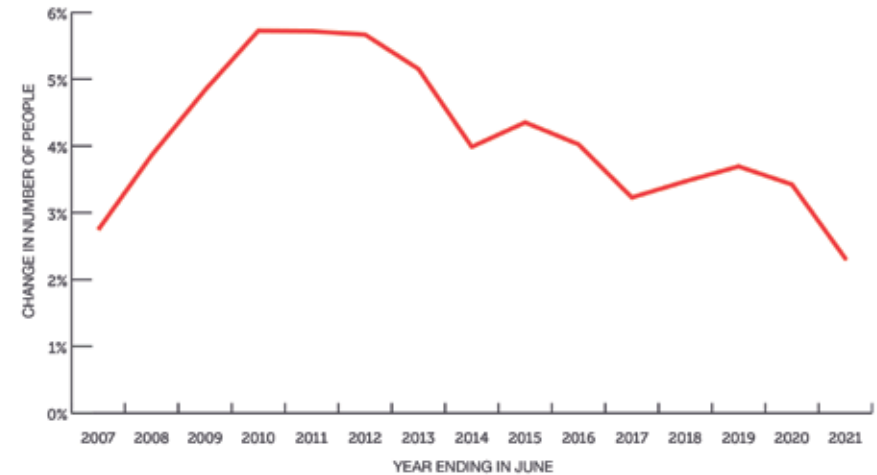


Figure 6: Age structure - service age groups (2016)

5.3 Cohorts

Exploring the City’s age structure provides key insights into its changing demographic makeup and corresponding demand for age-based services, necessary infrastructure and facilities.

Consistent with trends in Greater Perth, the parents and home builders (35 to 49 years) service age group accounts for the majority of the population at 20.4% (Figure 7). However, this is closely followed by the young workforce (25 to 34 years) service group at 17.2% and older workers and pre-retirees (50 to 59 years) at 11%.

The major differences between the age structure of the City and Greater Perth were:

- A larger percentage of ‘Babies and pre-schoolers’ (8.7% compared to 6.5%)
- A larger percentage of ‘Young workforce’ (17.2% compared to 15.8%)
- A larger percentage of ‘Primary schoolers’ (10.0% compared to 9.0%)
- A smaller percentage of ‘Seniors’ (6.0% compared to 7.5%)

From 2011 to 2016, City’s population increased by 17,302 people (27.8%). This represents an average annual population change of 5.02% per year over the period. The largest changes in the age structure in this area between 2011 and 2016 were in the age groups (Figure 7):

- Young workforce (25 to 34) (+4,400 people)
- Parents and home builders (35 to 49) (+3,708 people)
- Primary schoolers (5 to 11) (+2,083 people)
- Babies and pre-schoolers (0 to 4) (+2,018 people)

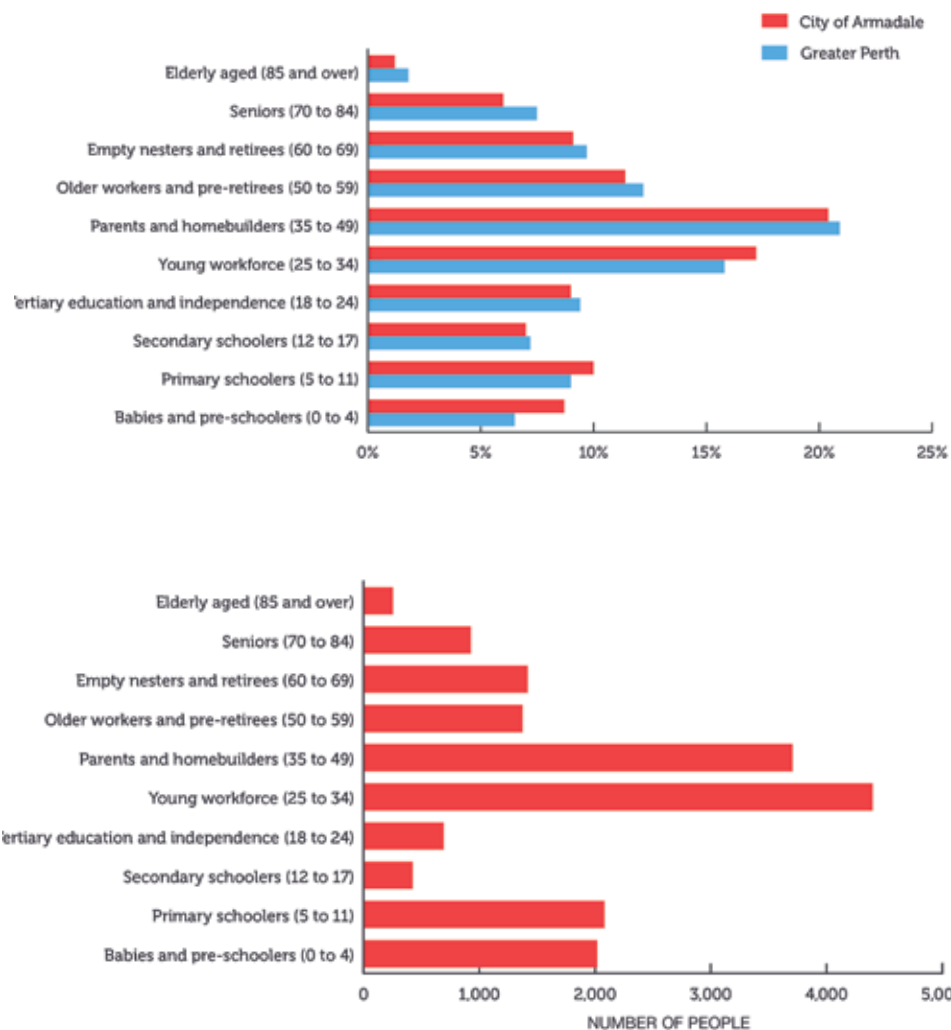


Figure 7: Change in number of people (2011 - 2016)

5.4 Ethnicity

Analysis of the country of birth of the population of the City in 2016 compared to Greater Perth shows that there was a smaller proportion of people born overseas. Overall, 34.5% of the population was born overseas, compared with 36.1% for Greater Perth. Similarly, approximately 18.7% of the population spoke a language other than English language, compared to 20.1% for Greater Perth (Figure 8).

Between 2011 and 2016, however, there was a 47.5% increase in residents who were born overseas, with the largest changes in birthplace countries was India (+2,449), Philippines (+842), New Zealand (+646) and Malaysia (+594). The number of residents who were born in the United Kingdom decreased by 216.

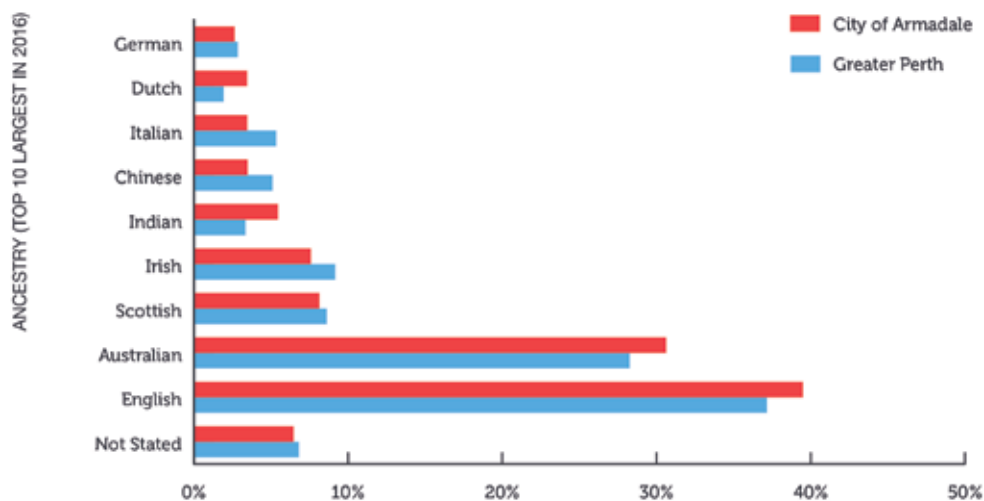


Figure 8: Ancestry

5.5 Qualifications

The 2016 census shows that a low portion of residents aged over 15 years within the City (48.7%) held formal qualifications such as a Bachelor or higher degree, Advanced Diploma or Diploma, or Vocational qualifications. This is a smaller proportion when compared to Greater Perth (51.7%).



5.6 Household Types

The City's household and family structure is one of the most important demographic indicators, revealing the area's role and function and provides insights into demand for services and facilities. The total number of households in the City increased by 6,024 between 2011 and 2016.

Analysis of the household/family types in the City in 2016 compared to Greater Perth indicates that there was a higher proportion of the couples with children and one-parent family household types, and a lower proportion of lone person households. Overall, 21.2% of total households with children were couples with young children, and 9.2% were couples with older children, compared with 18.0% and 9.9% respectively for Greater Perth (Table 14).

Couples with young children had the most significant change, increasing by 2,096 households in 5 years between 2011 and 2016.

Single parents with children increased by 578 households, and account for 12.2% of total households in the City in 2016.

Table 14: Comparison of household types

City of Armadale	2016			2011			Change 2011 to 2016
	Number	%	Greater Perth %	Number	%	Greater Perth %	
Households with children							
Couples with children	10,124	34.9	32.3	7,423	32.2	31.6	+2,701
With young children	6,164	21.2	18.0	4,068	17.7	17.3	+2,096
With mixed-age children	1,300	4.5	4.4	1,114	4.8	4.6	+186
With older children	2,660	9.2	9.9	2,241	9.7	9.7	+419
Single parents with children	3,536	12.2	9.8	2,958	12.8	9.9	+578
With young children	1,545	5.3	3.7	1,265	5.5	3.9	+280
With mixed-age children	391	1.3	1.1	383	1.7	1.2	+8
With older children	1,600	5.5	5.0	1,310	5.7	4.8	+290
Total households with children	13,660	47.0	42.1	10,381	45.1	41.5	+3,279
Total households	29,050	100.0	100.0	23,026	100.0	100.0	+6,024

5.6.1 Households with Children

Households with Children require different services and facilities than other household types, and their needs change as both adults and children age. For households with children in the City, life stage is based on the age of children in the household (Figure 9). The age of parent(s) is not taken into account.

- Young children: Children aged under 15 only
- Mixed aged children: One or more children under 15 and one or more children over 15 (must have 2 or more children)
- Older children: Children aged 15 and over only

To continue building the story, the City’s Household data should be viewed in conjunction with Household Size, Age Structure and Dwelling Type.

Dominant Groups

Analysis of the families with children in the City in 2016 compared to Greater Perth shows that there was a larger proportion of couples with young children, as well as a smaller proportion of couples with older children (Figure 9).

Overall, 21.2% of total households with children were couples with young children, and 9.2% were couples with older children, compared with 18.0% and 9.9% respectively for Greater Perth.

There were a larger proportion of single parent households with young children and a larger proportion of single parent households with older children. Overall, the proportion of single parent households with young children was 5.3% compared to 3.7% in Greater Perth while the proportion of single parent households with older children was 5.5% compared to 5.0% in Greater Perth.

Emerging Groups

Between 2011 and 2016, the number of households with children increased by 3,279 households or 31.6%. The largest changes in households with children in this area between 2011 and 2016 were couples with young children (+2,096 persons) (refer Figure 9).

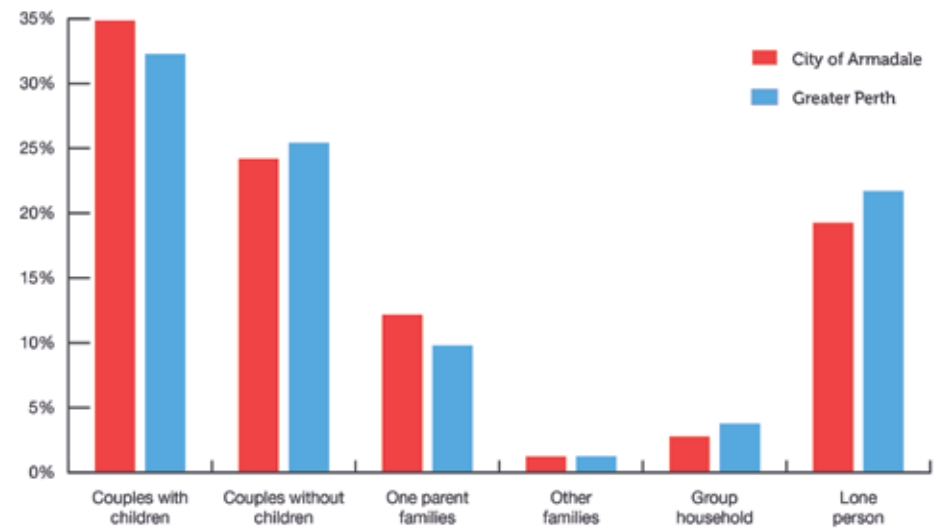


Figure 9: Households with children (2015)

5.6.2 Households without Children

For Households without Children in the City, life stage is based on the age of the household reference person (usually person 1 on the Census form):

- Young: Aged 15 – 44
- Middle-aged: Aged 45 – 64
- Older: Aged 65 and over

Dominant Groups

Analysis of the households without children in the City in 2016 compared to Greater Perth shows that there was a similar proportion of young couples without children, a similar proportion of middle-aged couples without children, and a smaller proportion of older couples without children (Figure 10).

In addition, there were a similar proportion of young lone person households, a similar proportion of middle-aged lone person households, and a smaller proportion of older lone person households.

Emerging Groups

Between 2011 and 2016, the number of households without children increased by 2,111. The largest changes in households without children in the City, between 2011 and 2016 were young couples without children (+616 persons) (Figure 10).

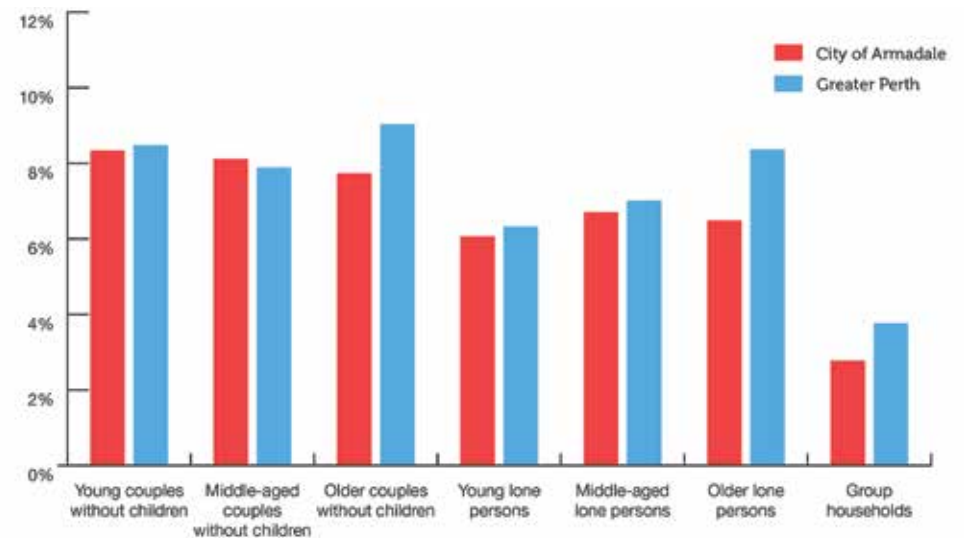


Figure 10: Households without children (2016)

5.7 Household Size

The size of households in general follows the life-cycle of families, from early marriage to the advent of children, adulthood and then smaller households once the children have left home. However, household size can also be influenced through trends such as multi-generational or extended families or the sharing economy/multiple households under one roof. Household size in Australia has gradually declined since the 1970s but remained stable from 2006-2016. An increasing or stable household size can be an indicator of lack of affordable housing but may also reflect the trend toward larger properties.

Analysis of the number of persons usually resident in a household in the City compared with Greater Perth shows that there were a lower proportion of lone person households, and a higher proportion of larger households (those with 4 persons or more). Overall, there were 20.4% of lone person households, and 28.2% of larger households, compared with 23.0% and 26.8% respectively for Greater Perth (Figure 11).

The largest changes in the number of persons usually resident in a household in the City between 2011 and 2016 were:

- 2 persons (+1,343 households)
- 3 persons (+1,338 households)

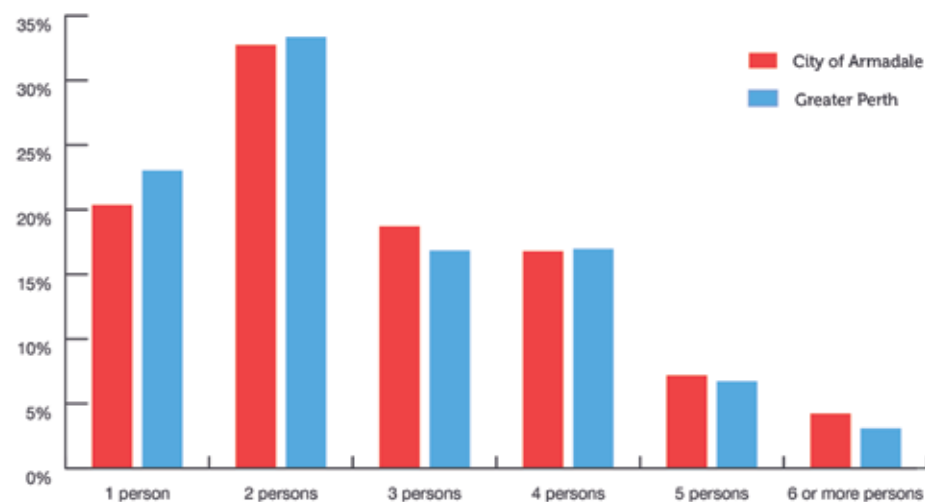


Figure 11: Distribution of households (2016)

5.8 Household Income

Analysis of household income levels in the City in 2016 compared to Greater Perth shows that there was a smaller proportion of high-income households (those earning \$2,500 per week or more) and a similar proportion of low-income households (those earning less than \$650 per week) (Figure 12).

Overall, 19.7% of the households were in the highest income group and 15.5% were in the lowest household income group, compared with 15.7% and 24.8% respectively for Greater Perth. The major differences between the household incomes of the City and Greater Perth were:

- A larger percentage of households who earned \$1,250 - \$1,499 (7.9% compared to 6.7%)
- A larger percentage of households who earned \$1,000 - \$1,249 (8.6% compared to 7.3%)
- A smaller percentage of households who earned \$3,500 - \$3,999 (3.4% compared to 4.6%)

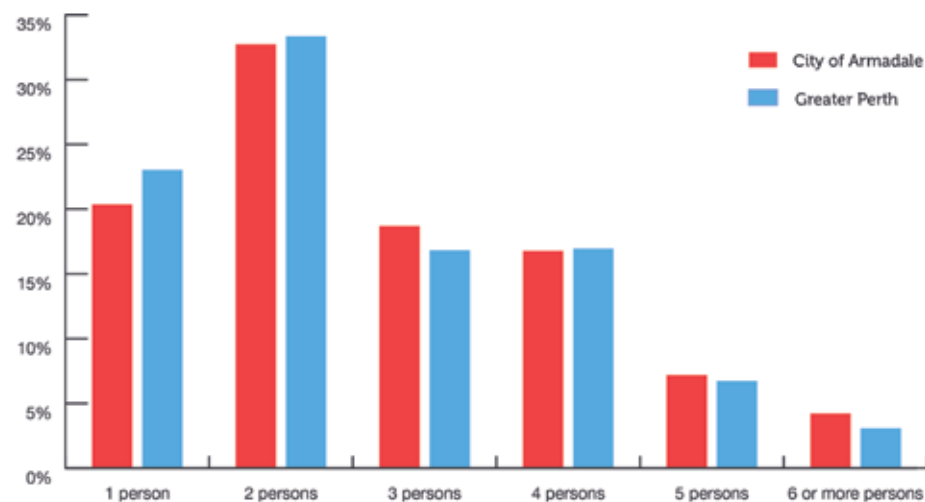


Figure 12: Household size

5.9 Need for Assistance

The City's disability statistics relate directly to need for assistance due to a severe or profound disability. The information may be used in the planning of local facilities, services such as day-care and occasional care and in the provision of information and support to carers.

Analysis of the need for assistance of persons in the City compared to Greater Perth shows that there was a similar proportion of people who reported needing assistance with core activities. Approximately 3.8% of the population within the City of Armadale reported needing assistance with core activities, similar to 3.9% for Greater Perth (Figure 13).

The major differences in the age groups reporting a need for assistance in City and Greater Perth were:

- A larger percentage of persons aged 70 to 74 (9.8% compared to 8.7%)
- A smaller percentage of persons aged 85 and over (38.0% compared to 43.0%)

Between 2011 and 2016, those aged between 20 to 59 experienced the greatest increase in the number of persons requiring assistance with core activities (+258 persons) (Figure 14).

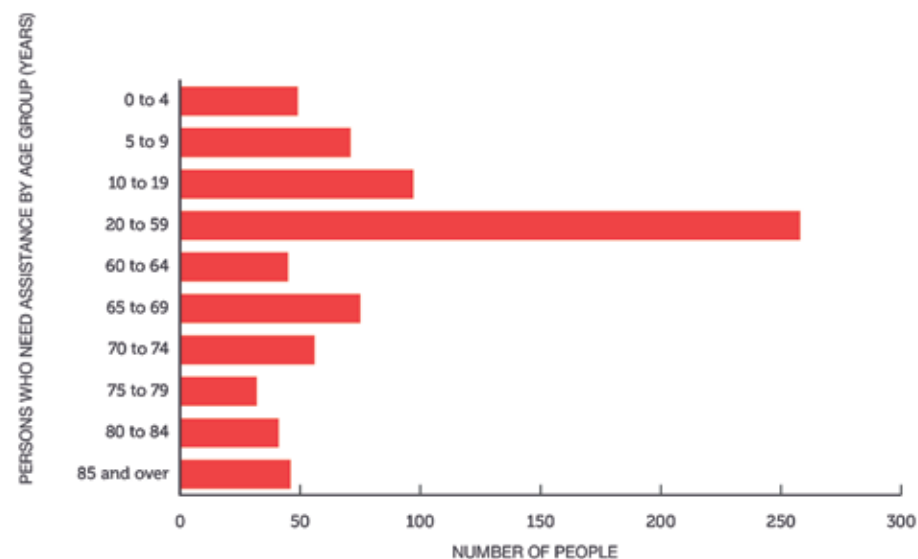
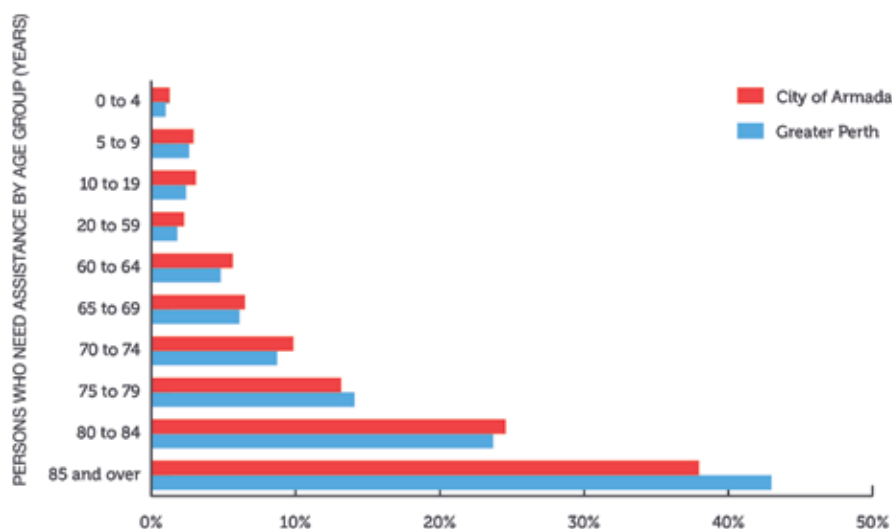


Figure 13: Need for assistance with core activities (2016)

Figure 14: Change in need for assistance with core activities (2011 - 2016)

5.10 Housing Stock

5.10.1 Overall Housing Stock

It is important to understand the make-up of the City's housing stock as an indicator of its residential role and function, and to determine whether the stock is compatible with future forecasts of population and household growth and dynamics.

In 2016, housing within the City comprised of 27,408 separate houses (86.1%), 4,181 medium density houses (13.1%) and 77 high density dwellings (0.2%). This mix is slightly unique to figures recorded for Greater Perth. The City has a much higher percentage of separate houses (74.6% for Greater Perth) and a much lower percentage of high-density houses (5.1% for Greater Perth) (Table 15).

Of the 31,851 private dwellings within the City, 91.1% were occupied, while 8.9% were unoccupied.

Table 15: Housing stock

City of Armadale	2016			2011			Change
	Number	%	Greater Perth %	Number	%	Greater Perth %	2011 to 2016
Occupancy							
Occupied private dwellings	29,048	91.1	89.4	23,026	91.9	90.8	+6,022
Unoccupied private dwellings	2,803	8.8	10.5	2,021	8.1	9.1	+782
Non private dwellings	20	0.1	0.1	15	0.1	0.1	+5
Total dwellings	31,871	100.0	100.0	25,062	100.0	100.0	+6,809
Dwelling Type							
Separate house	27,408	86.1	74.6	22,116	88.3	76.7	+5,292
Medium density	4,181	13.1	19.6	2,739	10.9	17.9	+1,442
High density	77	0.2	5.1	42	0.2	4.8	+35
Caravans, cabin, houseboat	96	0.3	0.3	116	0.5	0.4	-20
Other	27	0.1	0.2	22	0.1	0.1	+5
Not stated	54	0.2	0.2	13	0.1	0.1	+41
Total Private Dwellings	31,843	100.0	100.0	25,048	100.0	100.0	+6,795

5.10.2 Distribution of Housing Stock by Suburb

All suburbs in the City experienced an increase in their number of dwellings, with a more prominent increase in Harrisdale and Piara Waters in recent years (Table 16). The number of dwellings in Harrisdale has rapidly increased in recent years, with an increase of 1,896 dwellings or 135.3% between 2011 and 2016. In Piara Waters, the number of dwellings increased from only 37 in 2006 to 3,204 in 2016, the third largest suburb by number of dwellings in the City. Other suburbs with a significant change between 2011 and 2016 included Haynes (462.3%), Hilbert 299.4%) and Champion Lakes (68.8%).

Table 16: Distribution of housing stock

Dwelling Type	Number of Dwellings (2006)	Number of Dwellings (2011)	Number of Dwellings (2016)	Percentage Change (2006-2011)	Percentage Change (2011-2016)
Armadale (North)	2,211	2,720	2,771	23.0%	1.9%
Armadale (South)	3,139	3,386	3,668	7.7%	8.3%
Bedforddale District	633	785	975	24.0%	24.2%
Brookdale – Wungong	849	989	1,184	16.5%	19.7%
Camillo	1,897	1,812	1,836	-4.5%	1.3%
Champion Lakes	85	285	481	235.3%	68.8%
Forrestdale	398	435	418	9.3%	-3.9%
Harrisdale	41	1,401	3,297	3317.1%	135.3%
Haynes	67	53	298	-20.9%	462.3%
Hilbert	105	165	659	57.1%	299.4%
Kelmscott (East)	2,065	2,117	2,253	2.5%	6.4%
Kelmscott (West)	1,868	2,162	2,328	15.7%	7.7%
Mount Nasura	1,158	1,205	1,237	4.1%	2.7%
Mount Richon	803	836	881	4.1%	5.4%
Piara Waters	37	1,093	3,204	2854.1%	193.1%
Roleystone – Karragullen	2,386	2,587	2,723	8.4%	5.3%
Seville Grove	2,426	3,261	3,663	34.4%	12.3%
Total	20,168	25,292	31,876	25.4%	26%

5.10.3 Dwelling Size

The number of bedrooms in a dwelling is an indicator of the size of dwellings, and when combined with dwelling type information, provides insight into the role the City plays in the housing market. For example, an area of high-density dwellings that are predominantly one and two bedrooms are likely to attract students, single workers and young couples. In contrast, dwellings that range from two to three bedrooms may attract more ‘empty nesters’ and some families.

Analysis of the number of bedrooms in dwellings in City in 2016 compared to Greater Perth shows that there was a lower proportion of dwellings with 2 bedrooms or less, and a higher proportion of dwellings with 4 or more bedrooms (Figure 15). Overall, 7.4% of households were in dwellings with 2 bedrooms or less, and 46.3% of 4 or more bedroom dwellings, compared with 15.2% and 42.9% for Greater Perth respectively.

The major difference between the number of bedrooms per dwelling of City and Greater Perth was a large percentage of 3 bedroom dwellings, with 39.4% in the City compared to 35.3% in Greater Perth. The largest changes in the number of dwellings in the City between 2011 and 2016 related to 4 bedrooms (+3,025 dwellings) and 3 bedrooms (+1,889 dwellings) (Table 17).

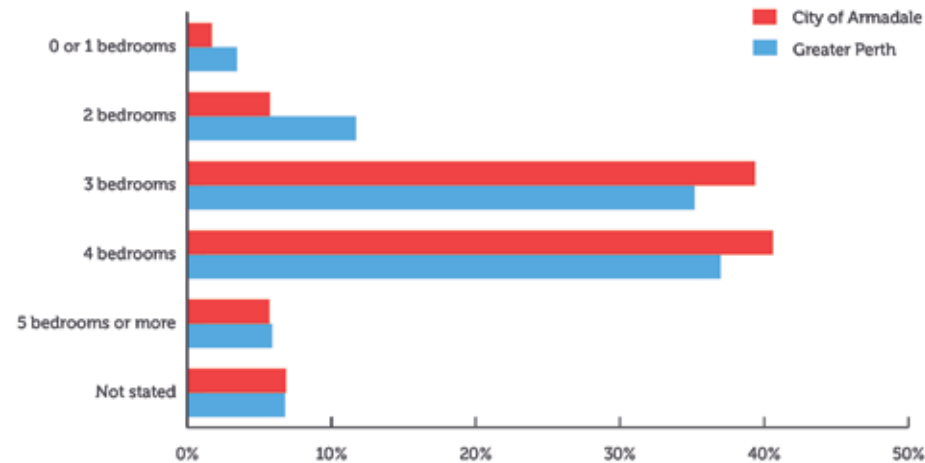


Figure 15: Number of bedrooms per dwelling (2016)

Table 17: Comparison of bedrooms per dwelling

City of Armadale	2016			2011			Change
	Number	%	Greater Perth %	Number	%	Greater Perth %	
Number of bedrooms							2011 to 2016
0 or 1 bedrooms	497	1.7	3.5	569	2.5	3.6	-72
2 bedrooms	1,666	5.7	11.7	1,474	6.4	12.6	+192
3 bedrooms	11,435	39.4	35.2	9,546	41.5	36.7	+1,889
4 bedrooms	11,795	40.6	37.0	8,770	38.1	36.0	+3,025
5 bedrooms or more	1,659	5.7	5.9	1,385	6.0	5.5	+274
Not stated	1,988	6.8	6.8	1,282	5.6	5.5	+706
Total dwellings	31,871	100.0	100.0	25,062	100.0	100.0	+6,809

5.10.4 Housing Tenure and Affordability

In 2016, most households either owned their own home or were paying off a mortgage. Analysis of housing tenure in the City compared to Greater Perth indicated there was a smaller proportion of households who fully owned their dwelling in the City (20.9% compared to 26.7% in Greater Perth). The proportion of those paying off a mortgage was high (49.8% compared to 39.7% in Greater Perth) and those renting social housing was less at 2.6% compared 3.1% in Greater Perth (Figure 16).

Housing loan repayments and weekly rentals within the City in 2016 showed that there was a smaller proportion of households paying high mortgage repayments (\$2,600 per month or more) (21.2%) compared to Greater Perth (27.5%).

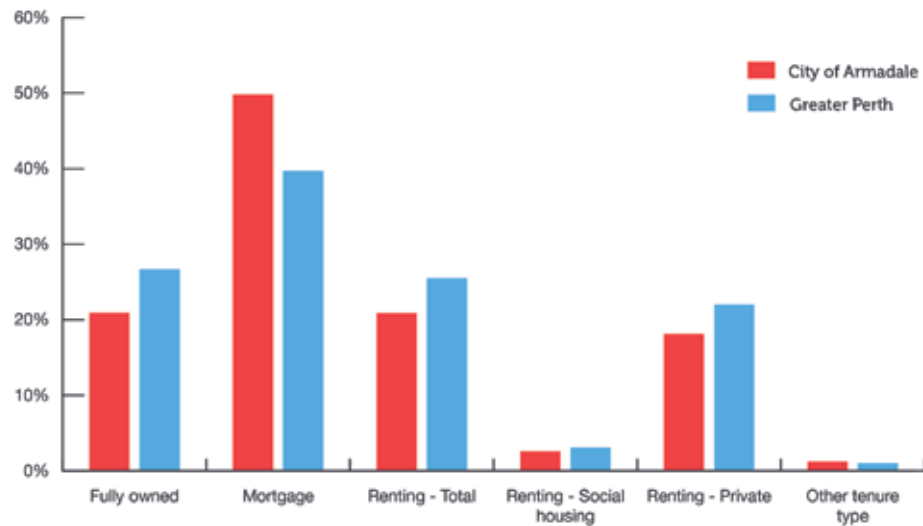


Figure 16: Housing Tenure (2016)



5.11 Employment

In 2016, over 35,419 residents in the City were employed in either a part time or full time capacity. Approximately 49% of the workforce resides in the City of Armadale, while 51% of the workforce travels into Armadale from surrounding local governments including Gosnells, Serpentine-Jarrahdale, Cockburn and Canning.

In contrast to this, only 23.8% of residents live and work in the City of Armadale, and 71.2% live in the City of Armadale and travel elsewhere for work. The City of Canning and the Perth City Centre are major employment destination for the City's working population. Approximately 4,425 (12.2%) of Armadale's working population are employed within the City of Canning and 3,071 (8.6%) residents work in the City of Perth.

The City's employment statistics are an important indicator of socioeconomic status. The levels of full or part-time employment, unemployment and labour force participation indicate the strength of the local economy and social characteristics of the population.

Employment status is linked to a number of factors including age structure, which influences the number of people in the workforce; the economic base and employment opportunities available in the area and; the education and skill base of the population. The City's employment status is illustrated in Table 18.

At the same time of the 2016 census, the employment rate within the City was slightly lower than that of Greater Perth, with 90.7% of the labour force employed and 9.3% unemployed. This compares to 91.7% and 8.3%, respectively for Greater Perth.

Table 18: Employment Status

City of Armadale	2016			2011			Change
	Number	%	Greater Perth %	Number	%	Greater Perth %	2011 to 2016
Employment status							
Employed	35,419	90.7	91.7	29,001	94.5	95.1	+6,418
Employed full-time	22,286	57.1	56.0	18,630	60.7	59.9	+3,656
Employed part-time	12,493	32.0	34.2	9,644	31.4	33.4	+2,849
Hours worked not stated	640	1.6	1.5	727	2.4	1.9	-87
Unemployed (Unemployment rate)	3,636	9.3	8.3	1,703	5.5	4.9	+1,933
Looking for full-time work	2,349	6.0	4.9	1,112	3.6	2.8	+1,237
Looking for part-time work	1,287	3.3	3.4	591	1.9	2.1	+696
Total labour force	39,055	100.0	100.0	30,704	100.0	100.0	+8,351

5.11.1 Employment Industries

In 2016, the industry sectors of Health Care and Social Assistance (12.5%), Retail Trade (10.8%), and Construction (10.3%) dominated employment within the City. Furthermore, the City employed a larger percentage of people in transport, postal and warehousing (6.8%) compared to only 4.6% in Greater Perth. Similarly, the City employed approximately 7.2% of people in manufacturing compared to only 5.7% in Greater Perth (Figure 17).

The largest change in jobs held by the City’s resident population between 2011 and 2016 was for those employed in Health Care and Social Assistance (+1,363 persons). Education and Training and Retail Trade sectors also increased by 630 and 650 persons respectively. In contrast to this, the Manufacturing and Wholesale Trade sector experienced a decline of 622 and 223 persons respectively between 2011 and 2016.

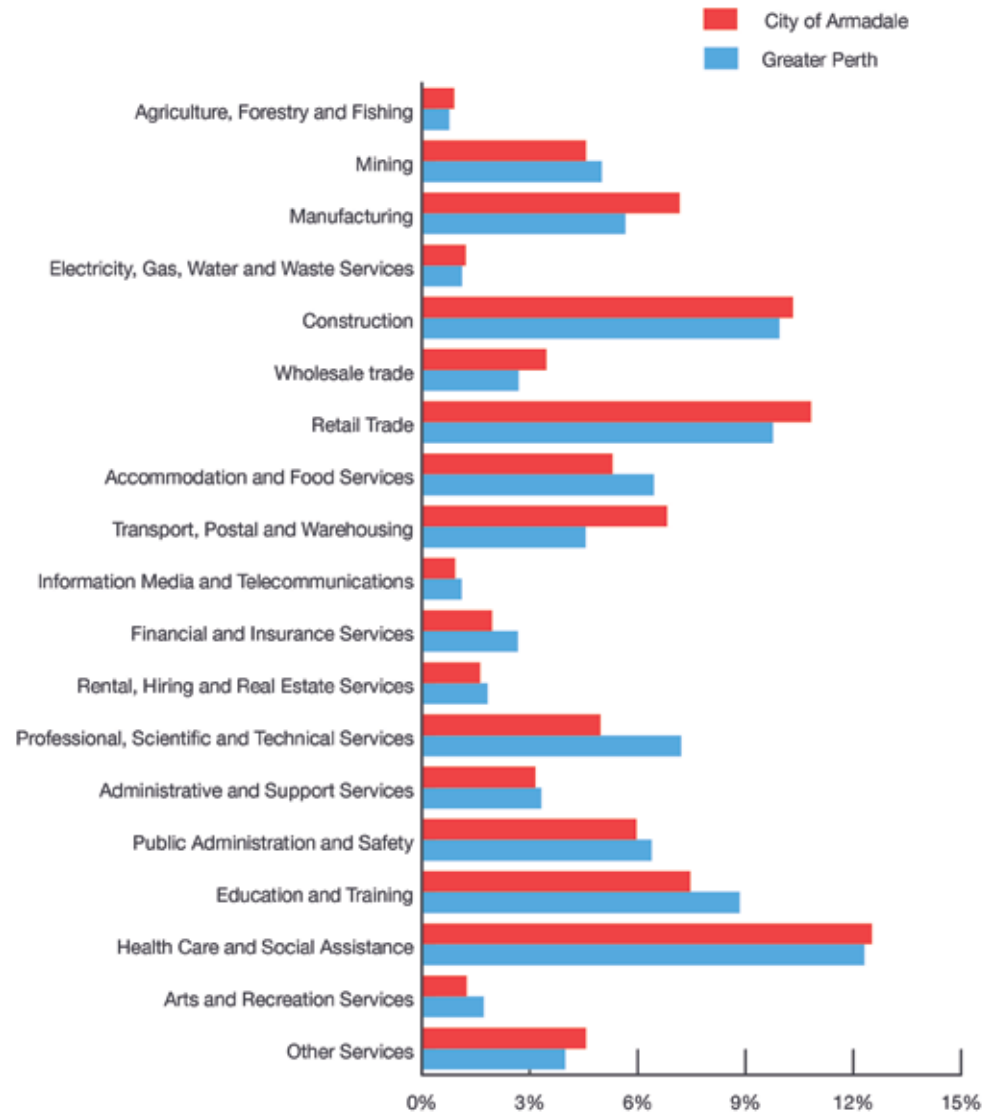


Figure 17: Employment industries

5.11.2 Occupations

Table 19 explores the changes in occupation of employment between 2011 and 2016 for the City and Greater Perth. The City experienced an increase of professionals from 13.6% in 2011 to 15.8% in 2016, while the number of labourers declined from 11% to 10.3% in 2016.

Table 19: Occupations

City of Armadale	2016			2011			Change
	Occupation	Number	%	Greater Perth %	Number	%	
Managers	3,332	9.2	11.5	2,737	9.2	11.4	+595
Professionals	5,728	15.8	22.2	4,033	13.6	21.7	+1,695
Technicians and Trades Workers	6,393	17.6	15.6	5,623	18.9	16.1	+770
Community and Personal Service Workers	4,092	11.3	10.8	2,991	10.1	9.7	+1,101
Clerical and Administrative Workers	5,194	14.3	13.6	4,663	15.7	15.3	+531
Sales Workers	3,511	9.7	9.2	2,797	9.4	9.0	+714
Machinery Operators and Drivers	3,768	10.4	6.5	3,158	10.6	6.6	+610
Labourers	3,728	10.3	9.0	3,277	11.0	8.8	+451
Not stated or inadequately described	544	1.5	1.6	468	1.6	1.4	+76
Total employed persons aged 15+	36,290	100.0	100.0	29,747	100.0	100.0	+6,543

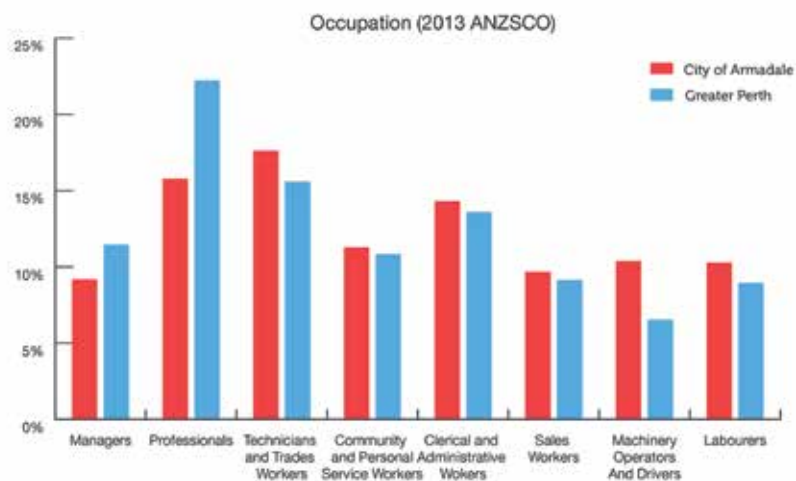


Figure 18: Occupation

5.12 Income

In line with the key occupations and industry employment sectors in the City, individual income levels are moderate to low.

Analysis of individual income levels in the City in 2016 compared to Greater Perth shows that there was a lower proportion of people earning a high income (\$1,750 per week or more) and a greater proportion of low-income people (less than \$500 per week).

Approximately 11.2% of the population earned a high income (15.1% for Greater Perth) and 32.7% earned a low income (35.7% for Greater Perth) (See Table 19).

Table 20: Income

City of Armadale		2016	
Weekly gross income	Number	%	Greater Perth %
Negative Income/ Nil income	6,790	11.0	10.7
\$1 - \$149	2,655	4.3	4.4
\$150 - \$299	4,318	7.0	6.5
\$300 - \$399	4,605	7.4	7.2
\$400 - \$499	4,336	7.0	6.9
\$500 - \$649	4,305	7.0	6.7
\$650 - \$799	4,327	7.0	6.4
\$800 - \$999	5,217	8.4	7.4
\$1,000 - \$1,249	5,896	9.5	8.5
\$1,250 - \$1,499	4,047	6.5	6.2
\$1,500 - \$1,749	3,447	5.6	5.5
\$1,750 - \$1,999	2,267	3.7	4.0
\$2,000 - \$2,999	3,251	5.3	6.8
\$3,000 or more	1,333	2.2	4.3
Not stated	5,082	8.2	8.6
Total employed persons aged 15+	36,290	100.0	100.0

5.13 Travel to Work

Similar to that of Greater Perth, the method of travel to work for residents of the City is overwhelmingly dominated by the car (as a driver), noting that the proportion is more than that for Greater Perth (68.6% compared to 64.1%). Table X below demonstrates that a smaller proportion of Armadale residents than those in Greater Perth used alternative travel to work methods such as train (6.3% compared to 6.1%), bicycle (0.3% compared to 1.0%), and walked (1.1% compared to 2.1%). In addition to this, a smaller proportion of Armadale residents worked at home (3.1% compared to 3.9%) (refer Table 21).

The largest changes in the method of travel to work by resident population in the City between 2011 and 2016 were for those nominated:

- Car – as driver (+5,660 persons)
- Did not go to work (+403 persons)
- Train (+214 persons)
- Worked at home (+211 persons)

Table 21: Method of travel to work

City of Armadale Main method of travel	2016			2011			Change
	Number	%	Greater Perth %	Number	%	Greater Perth %	2011 to 2016
Train	2,303	6.3	6.1	2,089	7.0	6.5	+214
Bus	620	1.7	4.1	433	1.5	4.0	+187
Tram or Ferry	8	0.0	0.0	7	0.0	0.0	+1
Taxi	53	0.1	0.2	32	0.1	0.2	+21
Car - as driver	24,889	68.6	64.1	19,229	64.7	61.5	+5,660
Car - as passenger	1,669	4.6	4.6	1,707	5.7	5.4	-38
Truck	324	0.9	0.7	414	1.4	0.9	-90
Motorbike	171	0.5	0.5	178	0.6	0.6	-7
Bicycle	113	0.3	1.0	102	0.3	1.1	+11
Walked only	410	1.1	2.1	437	1.5	2.3	-27
Other	622	1.7	1.9	526	1.8	1.8	+96
Worked at home	1,135	3.1	3.9	924	3.1	3.4	+211
Did not go to work	3,607	9.9	9.9	3,204	10.8	11.0	+403
Not stated	372	1.0	1.0	460	1.5	1.3	-88
Total employed persons aged 15+	36,296	100.0	100.0	29,742	100.0	100.0	+6,554

Appendix A

Bushfire Hazard Assessment





Local Planning Strategy Part 2

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