

This report only relates to the advertising of the Hatch Court Light Industrial Area, all references contained in this report to the Stirling Crescent Precinct should therefore be disregarded.

Hatch Court & Stirling Crescent Local Structure Plan

Economic Impact Assessment

PREPARED FOR City of Kalamunda

9 June 2026

FINAL



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Executive Summary

Study Context

This report was prepared by Macroplan (the author) for the City of Kalamunda (the City). This report provides an independent Economic Impact Assessment (EIA) in relation to the Hatch Court and Stirling Crescent Local Structure Plan (LSP).

This report provides insights in relation to the likely direct and indirect economic and employment benefits that may arise from the future developments in the LSP together with wider qualitative economic, social and community benefits.

Hatch Court & Stirling Crescent LSP

The Hatch Court and Stirling Crescent LSP is in the northwest of High Wycombe, approximately 3.5 km northwest of the Perth Airport and 13 km from the Perth CBD. It is strategically located on the interface of the existing industrial precinct in Perth Airport / Hazelmere and residential areas in High Wycombe.

The Hatch Court precinct is zoned for Light Industrial while the Stirling Crescent precinct is zoned for Urban Development with the preferred uses being residential.

Several interventions and studies have been undertaken by the City concurrently with the preparation of the LSP. These interventions and studies have informed the recommended options for re-alignment of road access and connection of living stream to wetlands, which provides a framework for shaping the LSP. This framework concept indicates approximately 21.57 hectares of net development areas (NDAs) for industrial uses in the Hatch Court precinct and 4.7 hectares of NDA for residential uses in the Stirling Crescent precinct.

Relevant assumptions have been made based on the City's instructions and it is estimated that the Hatch Court precinct may accommodate around 94,908-118,635 sqm gross floor area (GFA) of industrial floorspace while the Stirling Crescent precinct may yield around 115-125 dwellings when fully built out, subject to design and layout.

The LSP is anticipated to complete in mid-late 2028, while the developments in the LSP will be generally led by market.

Key Economic Impacts

The potential industrial and residential developments in the LSP will deliver several economic and community benefits to the local area and wider region.

Key quantifiable economic impacts that may arise from the potential developments are summarised below.

- The construction of the developments together with the delivery of enabling infrastructure in the LSP may attract an estimated total of **\$177.6-\$219.1 million** of construction investment. This initial construction investment is expected to create another **\$220.8-\$272.3 million** production-induced indirect output and **\$140.8-\$173.6 million** consumption-induced output elsewhere in the wider economy. This totals **\$539.2-\$665.1 million** construction output (including direct and indirect) to the economy during the construction phase.

- The construction of the developments and infrastructure is expected to generate approximately **335-414** direct construction full time equivalent (FTE) jobs on site, plus another **451-556** production-induced indirect FTE jobs and **425-524** consumption-induced indirect FTE jobs elsewhere in the economy. This totals **1,211-1,494** construction related FTE jobs during the construction phase.
- Upon completion, the developments will accommodate a mix of industries which are anticipated to be anchored by transport, postal and warehousing, manufacturing and construction, followed by wholesale trade, mining and other services (i.e. repair and maintenance), and supplemented by business services, professional services and other supporting services benchmarking to the current industrial mix in the existing Forrestfield / High Wycombe industrial precinct, as well as some home based businesses.
- These anticipated uses in the LSP are likely to create around **864-1,079** ongoing FTE jobs on site when fully operational, which will support a further **605-756** production-induced FTE jobs and **766-957** consumption-induced FTE jobs elsewhere in the economy. This totals **2,235-2,792** direct and indirect FTE jobs in the local and regional economy.
- The ongoing employment operating in the LSP is also expected to create approximately **\$354.8-\$443.3 million** direct economic output per annum, translating to another **\$278.9-\$348.5 million** production-induced indirect output and **\$253.6-\$316.8 million** consumption-induced indirect output per annum elsewhere in the economy. This totals **\$887.2-\$1,108.6 million** direct and indirect economic output per annum.
- The Stirling Crescent residential precinct is expected to accommodate approximately **269-292 residents** upon completion, who has the capacity to generate up to **\$14.5-\$15.8 million** consumption expenditure per year.
- The industrial and residential developments in the LSP will also generate an estimate of approximately **\$1.7-\$2.1 million** industrial and residential rates revenue per annum (subject to future valuation undertaken by the Valuer-General), which is a net increase of approximately **\$1.6-\$2.0 million** from the current level.

Table 1 Key Economic Impact Summary

Item	Direct	Indirect		Total (D+P+C)
		Production	Consumption	
Construction Output (\$M)	177.6-219.1	220.8-272.3	140.8-173.6	539.2-665.1
Construction Employment (FTE)	335-414	451-556	425-524	1,211-1,494
Ongoing Output (\$M)	354.8-443.3	278.9-348.5	253.6-316.8	887.2-1,108.6
Ongoing Employment (FTE)	864-1,079	605-756	766-957	2,235-2,792
Residents' Consumption Expenditure (\$M)	14.5-15.8	-	-	-
Increase in Rates Revenue(\$M)	1.6-2.0	-	-	-

Source: ABS, ABS Census 2021, City of Kalamunda (2026), City of Sydney Floor Space and Employment Survey (2022), JLL (2026), MarketInfo, Rawlinsons Australian Construction Handbook, SQM Research (2026), Macroplan

In addition, the proposed facility will also deliver a number of non-quantifiable economic and community benefits.

The proposed land uses and developments in the LSP will transform underutilised land into productive land and provide the much-needed industrial and housing supply amid the currently extremely constrained industrial market in Perth and nationwide housing shortage. It can leverage its locational advantages adjacent to major transport infrastructure and existing industrial precincts, stimulating investments, economic activities, employment opportunities, industrial clustering, and improved productivity, while mitigating adverse amenity impacts on the

residential precinct by appropriate re-alignment of road access. This will assist with the achievement of progressive value uplift and upgraded branding to the wider precinct.

The indirect social benefits of increased employment opportunities involve broader improvements in wellbeing, stability and social outcomes for individuals, households and community, which lies beyond the direct benefits to the employees supported by the specific developments.

Overall, the proposed industrial and residential uses in the LSP address the current undersupply of both uses and will deliver multiple benefits to the economy and community at both local and regional levels.

The detailed benefits are elaborated upon in this report.

Introduction

This report has been prepared by Macroplan (the author) for the City of Kalamunda (the City). This report provides an independent economic impact assessment (EIA) in relation to the Hatch Court and Stirling Crescent Local Structure Plan (LSP).

The draft LSP is currently under preparation aiming at public advertising by the City of Kalamunda Council in mid-2026 and submission to the WA Planning Commission (WAPC) in late 2026.

This report provides insights in relation to the likely economic and employment benefits that may rise from the future developments in the LSP, both directly and indirectly, together with various non-quantifiable wider economic, social and community benefits.

This report is presented as follows:

- **Section 1: Precinct & Regional Overview** – provides an overview of the LSP and the regional context of City of Kalamunda.
- **Section 2: Economic Impact Assessment** – provides an assessment estimating the likely economic output and employment benefits to be supported by the future developments in the LSP during the construction phase and upon completion, both directly and indirectly.

1 Precinct & Regional Context

1.1 The Subject Precinct

The Hatch Court and Stirling Crescent LSP is located in the northwest of High Wycombe, within the City of Kalamunda. It is approximately 3.5 km northwest of the Perth Airport and 13 km from the Perth CBD. The LSP is strategically located on the interface of the existing industrial precinct in Perth Airport / Hazelmere and residential areas in High Wycombe.

The Hatch Court LSP involves the Hatch Court Light Industrial Area (HCLIA) bounded by Kalamunda Road, Stirling Crescent, and Adelaide Street. It abuts the existing industrial areas to the northwest, with residential uses including a lifestyle village to the southwest of Kalamunda Road and southeast of Stirling Crescent.

With approximately 30 hectares of gross land area, the majority of the area is zoned for Light Industrial and partially subject to Bushfire Prone Areas under the *City of Kalamunda Local Planning Scheme* (LPS) No. 3. Based on the LPS, the area is permitted for uses of light industry and general industry, with industrial development subject to planning approval.

There are currently 15 lots from around 1 hectare to up to 8 hectares within the Hatch Court LSP, totalling 25.8 hectares of gross developable area. Only Lot 200 is currently developed as hardstand, with the balance of the precinct largely undeveloped. Several other lots have been granted with development approvals, but development have not yet been implemented.

The Stirling Crescent LSP is located to the southeast of the Stirling Crescent, adjacent to the Hatch Court precinct to the north and the existing residential area to the south, northeast and southwest. With approximately 6 hectares of gross land area, the Stirling Crescent LSP is currently zoned for Urban Development and partially subject to Bushfire Prone Areas under the LPS. There are currently 11 lots within the Stirling Crescent LSP, 10 of which area around 4,000 sqm except one being 20,000 sqm. Most of these lots are used for one storey detached houses.

Current access to the precinct is predominantly via the existing Stirling Crescent and Hatch Court.

There are also two large Class 2 wetlands at extremities, linked by open drainage channels, with environmental buffer zones around the wetlands and drainage.

Map 1.2 Hatch Court and Stirling Crescent LSP



Source: City of Kalamunda (2026), MetroMap (2026), Macroplan

1.2 Proposed Land Uses

To facilitate coordinated development within the Hatch Court and Stirling Crescent LSP, the City has undertaken a number of interventions concurrently with the preparation of the LSP. This includes the following:

- Purchase of land at Lot 13;
- Ceding of Peak Court access road from Adelaide Street as public road;
- Provision of Local Planning Policy No 35 as interim development control to the Hatch Court precinct; and
- Appointment of consultants to advise on the LSP and Development Contribution Plan (DCP).

These interventions together with advice received from consultants on the re-alignment of road access and connection of living stream to wetlands provide a framework for shaping the LSP. At the time of preparing this report, consideration by the City and consultants of the likely recommended features of the LSP include the following:

- A new access road over Lot 13 from Adelaide Street into the Hatch Court precinct connecting to the existing Hatch Court;
- Cul-de-sac of Hatch Court to protect residential amenity of the Stirling Crescent precinct with the Stirling Crescent being a logical boundary between industrial and residential uses;
- Controls over access from Lot 200 onto Kalamunda Road and Stirling Crescent;
- A new access road through the Stirling Crescent connecting to the intersection of Wem Mews and Acton Link;
- Re-alignment of living stream to Hatch Court and connection to wetland on Lot 11 to improve ecological outcomes and optimise developable areas; and
- The preferred outcome being a residential precinct for the Stirling Crescent precinct with R25 density which would facilitate typical lots of 12-metre wide and 32-metre depth.

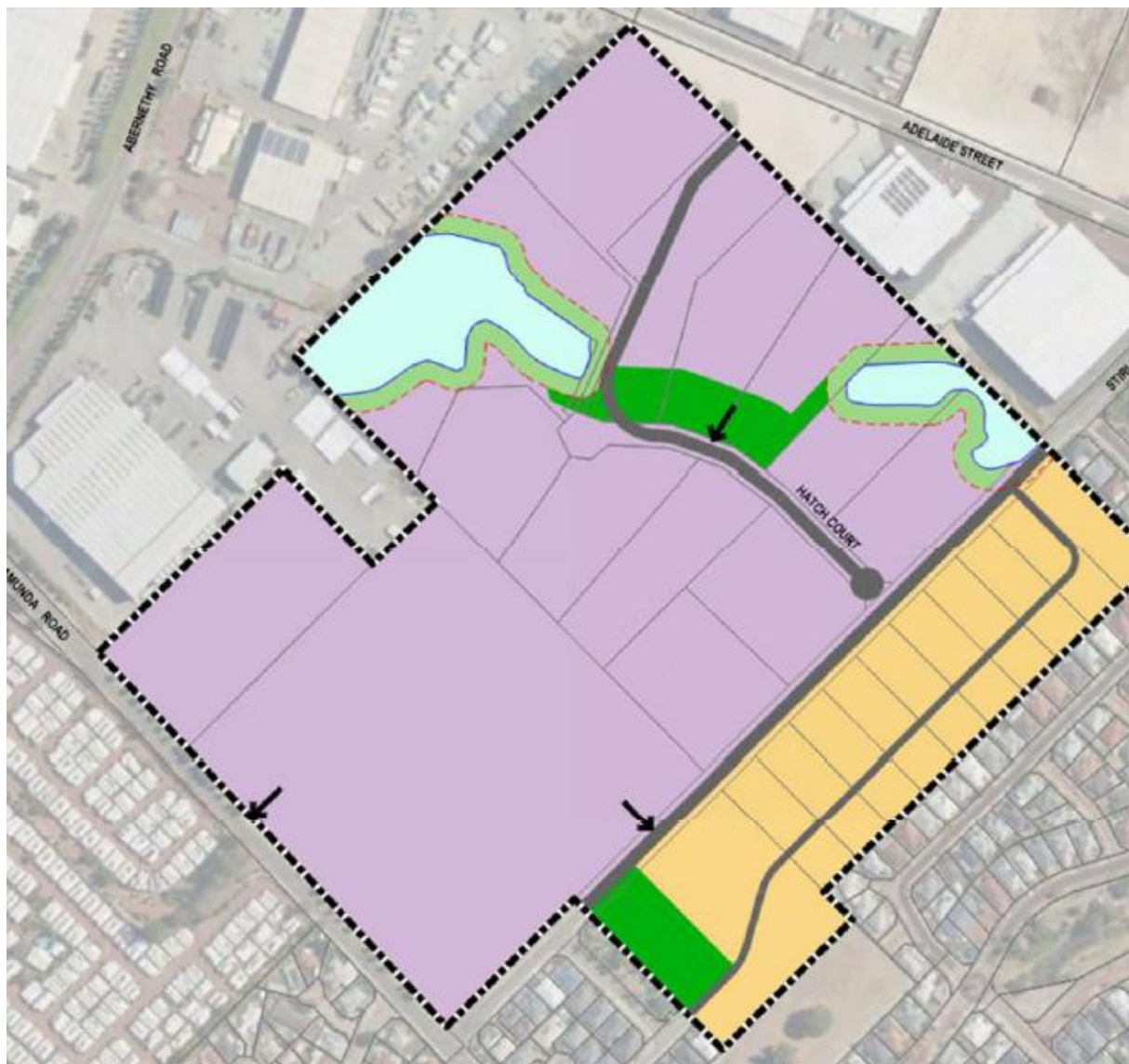
Based on the above, it is estimated that the net development areas (NDAs) for the Hatch Court and Stirling Crescent LSP are 21.57 hectares for industrial uses and 4.7 hectares for residential uses respectively.

Upon a review of the built forms of similar lots in the industrial precincts in Perth Airport / Hazelmere and High Wycombe / Forrestfield, it is also assumed around 40%-50% site coverage and average of 1.1 levels for future industrial developments in the Hatch Court precinct. This may result in an estimated industrial gross floor area (GFA) of 94,908-118,635 sqm when fully built out.

For the Stirling Crescent precinct, applying the R25 density and typical lot dimension, this may yield around 115-125 dwellings, subject to design and layout.

The LSP is anticipated to complete in mid-late 2028, while there is currently no timeframe for the developments in the LSP which is generally led by market.

Map 1.3 LSP Concept Framework



Source: City of Kalamunda (2026)

1.3 Regional Context

The Hatch Court and Stirling Crescent LSP is located in the City of Kalamunda and adjacent to the Perth Airport.

The City of Kalamunda is home to an estimated resident population (ERP) of approximately 65,000 residents as of 2025. It grew by 1.7% per annum on average from the last Census in 2021. While this growth rate is below that of the Greater Perth, the City of Kalamunda has generally maintained steady population growth during the past decade.

As an outer area of the Greater Perth, the demographic profile of the City is largely characterised as older, more affluent, more family dominant, but less diverse. The current housing provision is generally homogeneous with the majority being separated houses, resulting in a lower population and dwelling density compared to the Greater Perth average. The home ownership is higher in the City than the Greater Perth average.

Of the resident population aged 15 year and over living in the City of Kalamunda, approximately 29,000 residents were employed as at the 2021 Census. Over half of them were employed in health care and social assistance, construction, education and training, retail trade, mining, and transport, postal and warehousing.

The 2021 Census also reports a total of 16,385 local workers working in the City as of 2021. Over 60% of them were working in transport, postal and warehousing, education and training, construction, healthcare and social assistance, retail trade and manufacturing. The transport, postal and warehousing sector is the largest employing sector in the City. This is more prominent in Forrestfield where the largest existing industrial precinct in the City is located, together with other industrial sectors such as manufacturing and construction.

While there appears to be significant existing industrial precincts in Forrestfield / High Wycombe and Perth Airport / Hazelmere, the available industrial land and floorspace in these precincts and the wider Perth region is extremely constrained. Research indicates that industrial vacancy rates have remained below 2% since around 2022 and take-up over the past 12 months exceeded the 10-year average with new supply not being able to keep up with continuing demand. The demand for industrial land has been led by the transport, postal and warehousing, manufacturing, resource and retail sectors, as observed in the industrial precincts in Forrestfield / High Wycombe and Perth Airport / Hazelmere.

The demand for industrial land and floorspace is anticipated to remain solid during the short-term horizon, with potential increasing requirements toward smaller formats. However, new supply is expected to remain constrained, with limited serviced land and more cautious development sentiment, particularly for core precincts which are expected to remain severely undersupplied. This will continue to put downward pressure on vacancy rate.

Given the current industrial market and development environment, the Hatch Court LSP will play an important role in providing the much-needed developable industrial land adjacent to the Perth Airport / Hazelmere industrial precinct.

The detailed data in relation to the regional context is contained in Appendix 1.

2 Economic Impact Assessment

2.1 Overview

An EIA identifies the key economic impacts of a project, both quantitative and qualitative impacts (where they can be addressed) on the local and regional economy. The key economic indicators assessed include the following:

- Construction impacts, including estimated construction investment, output and related employment,
- Ongoing employment and economic output,
- Residents and expenditure,
- Estimated rates revenue, and
- Broader economic, social and community impacts.

To quantify potential economic impacts from the construction of a project, the Australian Bureau of Statistics (ABS) Input-Output (I-O) tables (2023-24) are used as a basis for calculating the flow-on impacts of initial capital expenditure upon local and wider economy in the construction sector both directly and indirectly. The I-O tables are an economic accounting framework published by the ABS. They show what each industry produces in the Australian economy, how each industry supplies its inputs from other industries to produce output, and who uses the output (e.g. other industries or final consumers).

The I-O multipliers are derived from the ABS I-O tables. They quantify how much economic activity (e.g. economic output and employment) is created across all industries to generate final demand for an industry's output. Output and employment multipliers have been used in this assessment to estimate the above economic indicators, which involve the following three folds in terms of impact in the economy:

- Direct impacts – including economic output and employment created in that industry, such as construction and manufacturing based on the *Australian and New Zealand Standard Industrial Classification* (ANZSIC).
- Indirect impacts: production-induced– which include the amount of economic output and employment required from all industries of the economy to produce the initial investment and all the subsequent induced output, such as manufacturing of building material / equipment, transport, postal and warehousing of material / equipment, professional, scientific and technical services, financial and insurance services, administrative and support services, and other services that support the construction and operation of the proposed development.
- Indirect impacts: consumption-induced – which include the amount of economic output and employment required from all industries of the economy to support the commodities and services that are spent by wage and salary earners to produce the initial investment and the production-induced output, such as, employees' spending their incomes at local supermarkets, retail, accommodation and food services, health and education, and various services.

The I-O multipliers have been adjusted by location quotients for Western Australia (WA) based on the latest employment status by industry as of February 2026.

More information relating to the methodology, glossary of terms and limitations of the quantitative assessment of an EIA is contained in the Appendices 2-4.

To quantify ongoing / operational phase economic impacts upon project completion, several assumptions and benchmarks regarding employment densities and expenditure are applied, together with relevant I-O multipliers (where applicable).

There are also a range of impacts which cannot be quantified. In this case, a qualitative approach is undertaken to assess the impacts likely to be generated by the project on the wider economy

2.2 Construction Impacts

To estimate the likely construction investment for the potential developments in the Hatch Court and Stirling Crescent LSP, the *Rawlinsons Australian Construction Handbook* has been referred to. The 2026 Q1 cost data indicate the following building cost rates for relevant uses:

- Single storey industrial / warehouse: ranging from \$1,040/sqm to \$1,590/sqm across letting type and owner occupation including low bay and high bay construction;
- Multi-storey ancillary office / amenities: \$2,670-\$2,875/sqm depending on different building standards;
- One-storey project house: \$1,760-\$2,045/sqm from basic to medium standard;
- One-storey individual house: \$2,545-\$3,205/sqm on average for medium standard;
- Two-storey townhouse: \$2,890-\$3,115/sqm on average for medium standard.

For the Hatch Court industrial precinct, a 10% on the total GFA has been assumed for ancillary offices and amenities, with the remaining being a mix of industrial and warehouses, including low bay and high bay for both letting and owner occupation. This averages \$1,435/sqm.

For the Stirling Crescent residential precinct, most of the lots are assumed to be developed into single storey detached houses, with a small portion of up to 10% assumed to be two storeys. An average of 140 sqm GFA has been assumed per dwelling, plus 35 sqm garage, totalling 175 sqm per dwelling. This indicates an average cost of \$343,000 per dwelling.

Applying these building costs to the estimated yield within the LSP, this indicates an estimated construction investment of approximately \$175.6-\$213.1 million should the LSP be fully developed.

Additionally, the City indicated preliminary infrastructure cost of approximately \$2 million to up to \$6 million for construction of roads, wetlands and other enabling civil infrastructure.

Including both construction of infrastructure and developments, this amounts to a total of \$177.6-\$219.1 million of estimated construction investment.

Table 2.1 Estimated Construction Investment

Use	Estimated Yield	Average Cost Rate	Total Estimated Cost
Industrial	94,908-118,635 sqm	\$1,435/sqm	\$136.1-\$170.2 M
Residential	115-125 dwellings	\$343,000/dwelling	\$39.4 -\$42.9 M
Infrastructure	-	-	\$2.0-\$6.0 M
Total	-	-	\$177.6-\$219.1 M

Source: City of Kalamunda, Rawlinsons Australian Construction Handbook (2026), Macroplan

The initial construction investment will translate into a first round of benefits, realised as increased construction output and employment during the construction phase.

Output multipliers derived from the ABS I-O tables are used for estimating potential economic output of the future development within the construction sector. Output multipliers indicate every \$1 of construction investment is likely to generate another approximately \$1.2 production-induced indirect economic output and \$0.8 consumption-induced indirect output during the construction phase.

The production-induced impacts include the amount of output required within other industries throughout the economy to support the initial construction investment. This may include the following:

- Manufacturing (e.g. building material manufacturing),
- Professional, scientific and technical services (e.g. professional / technical services in planning, design and other services),
- Financial and insurance services (e.g. project financing services),
- Transport, postal and warehousing (e.g. storing and transporting building materials),
- Wholesale trade (e.g. building materials trade),
- Rental, hiring and real estate services,
- Administrative and support services (e.g. government / Council's supporting services, development assessment and approvals), and
- Other industries.

The consumption-induced impacts include the amount of output required within other industries in the economy to support the commodities and services that are spent by workers to produce the initial investment and output. This may include the follows:

- Health care and social assistance (e.g. healthcare and social assistance required for construction workers),
- Public administration and safety (e.g. government / Council's supporting services for everyday living),
- Financial and insurance services (e.g. financial and insurance for construction workers)
- Manufacturing (e.g. manufacturing of daily goods),
- Professional, scientific and technical services (e.g. various population-based services),

- Education and training (e.g. education and training required for construction workers' qualifications and skills),
- Retail trade (e.g. daily goods shopping),
- Transport, postal and warehousing (e.g. transport / daily commuting of construction workers), and
- Other industries.

Based on the output multipliers of the construction sector, the initial construction investment of \$177.6-\$219.1 million for the potential development in the LSP is likely to create another \$220.8-\$272.3 million production-induced indirect output and \$140.8-\$173.6 million consumption-induced output elsewhere in the wider economy, totalling \$539.2-\$665.1 million construction output (including direct and indirect) to the economy during the construction phase. This is significant compared to the current Gross Regional Product (GRP) of \$4,303 million in the City.

It is noted that the I-O multipliers have been adjusted based on location quotients by industry for WA. If building materials and services are sourced locally, it is expected that a large share of this construction output can be captured locally in Greater Perth and WA.

Table 2.2 Estimated Construction Output

Construction Output \$M	Direct	Indirect		Total (D+P+C)
		Production	Consumption	
Construction	177.6-219.1	220.8-272.3	140.8-173.6	539.2-665.1

Source: ABS 5209, 5220, 5246, City of Kalamunda (2026), Rawlinsons Australian Construction Handbook, Macroplan

The construction of the LSP will also create a significant number of onsite and supporting employment during the construction phase.

Employment multipliers from the ABS I-O tables are used for estimating potential employment effects of the proposed facility during construction phase. Employment multipliers for the construction sector indicate an initial impact at approximately 1.9 construction jobs created per \$1 million of investment; plus another 2.5 production-induced indirect jobs and 2.4 consumption-induced indirect jobs elsewhere in the economy during the construction phase. All jobs reported in the ABS I-O tables are measured as full time equivalent (FTE).

Similarly, both the production and consumption-induced employment involves the additional jobs required in other industries throughout the economy to support the initial construction investment and the commodities and services spent by workers.

Based on employment multipliers, the construction of the infrastructure and developments in the LSP is expected to generate approximately 335-414 direct construction FTE jobs on site, plus another 451-556 production-induced indirect FTE jobs and 425-524 consumption-induced indirect FTE jobs elsewhere in the economy, totalling 1,211-1,494 construction related FTE jobs during the construction phase.

Table 2.3 Estimated Construction Employment

Construction Employment FTE	Direct	Indirect		Total (D+P+C)
		Production	Consumption	
Construction	335-414	451-556	425-524	1,211-1,494

Source: ABS 5209, 5220, 5246, City of Kalamunda (2026), Macroplan

2.3 Ongoing Employment and Economic Output

As the developments move into operational phase upon completion, it is expected to support ongoing direct and indirect employment at the subject and in the wider economy.

Given the early stage of the LSP and uncertainty of the types of tenants / occupiers of the floorspace, the current industrial employment mix in Forrestfield / High Wycombe has been referred to and benchmarked against. It indicates the tenants / occupiers of the industrial floorspace in the Forrestfield / High Wycombe industrial precinct are anchored by transport, postal and warehousing, manufacturing and construction, followed by wholesale trade, mining and other services (i.e. repair and maintenance), and supplemented by business services, professional services and other supporting services.

For each of these industries, the following average employment densities have been applied based on the *City of Sydney Floor Space and Employment Survey 2022* and other industry employment density guides:

- Mining: around 85 sqm of internal area per worker,
- Manufacturing: around 50 sqm of internal area per worker,
- Electricity, gas, water and waste services: around 45 sqm of internal area per worker,
- Construction: around 85 sqm of internal area per worker,
- Wholesale trade: around 90 sqm of internal area per worker,
- Transport, postal and warehousing: around 150 sqm of internal area per worker,
- Information media and telecommunications: around 35 sqm of internal area per worker,
- Professional, scientific and technical services: around 20 sqm of internal area per worker, and
- Other services: around 45 sqm of internal area per worker.

This results in a weight average employment density of approximately 94 sqm of internal area per worker for industrial uses in the Hatch Court precinct.

Additionally, another 0.05 FTE jobs per dwelling have been assumed to account for potential home-based businesses to be supported by the residential uses in the Stirling Crescent precinct.

Assuming an average building efficiency of 85% for industrial developments, based on the above average employment densities, this indicates the Hatch Court and Stirling Crescent LSP has the capacity to support around 864-1,079 ongoing FTE jobs on site when fully operational.

This direct employment will flow through the economy, realised as indirect employment growth elsewhere in the economy. Employment multipliers derived from the ABS I-O tables in the relevant industries are used for estimating the indirect employment generation. This indicates the onsite direct employment in the LSP may support another 605-756 production-induced FTE jobs and 766-757 consumption-induced FTE jobs elsewhere in the economy. This totals 2,235-2,792 direct and indirect FTE jobs in the local and regional economy.

Table 2.4 Estimated Ongoing Employment

Ongoing Employment FTE	Direct	Indirect		Total (D+P+C)
		Production	Consumption	
Mining	61-76	25-31	48-60	133-167
Manufacturing	159-198	79-98	106-132	343-429
Electricity, Gas, Water & Waste Services	30-37	40-50	38-47	107-134
Construction	134-167	142-178	160-201	437-546
Wholesale Trade	77-97	82-103	93-116	252-315
Transport, Postal & Warehousing	294-367	193-241	244-306	731-914
Information Media & Telecommunications	5-6	4-6	8-11	18-22
Professional, Scientific & Technical Services	31-39	21-26	26-33	78-98
Other Services	68-85	18-22	39-49	125-156
Home based businesses	~6	~2	3-4	11-12
Total	864-1,079	605-756	766-957	2,235-2,792

Source: ABS, City of Kalamunda (2026), City of Sydney Floor Space and Employment Survey (2022), Macroplan

With the ongoing employment operating onsite in the LSP, this will generate ongoing direct economic output in relevant industries, which will further translate into flow-on impacts in other industries throughout the economy. Based on the output multipliers derived from the ABS I-O tables in the relevant industries, it is estimated that the future onsite employment may create approximately \$354.8-\$443.3 million direct economic output per annum. The direct economic output will further create another \$278.9-\$348.5 million production-induced indirect output and \$253.6-\$316.8 million consumption-induced indirect output per annum elsewhere in the economy. This totals \$887.2-\$1,108.6 million direct and indirect economic output per annum.

Table 2.5 Estimated Ongoing Output

Ongoing Output \$M	Direct	Indirect		Total (D+P+C)
		Production	Consumption	
Mining	17.9-22.4	10.0-12.5	15.9-19.9	43.8-54.8
Manufacturing	46.3-57.8	33.0-41.3	35.0-43.8	114.3-142.9
Electricity, Gas, Water & Waste Services	15.7-19.6	19.5-24.4	12.4-15.5	47.6-59.5
Construction	82.1-102.6	73.5-91.8	53.1-66.4	208.7-260.9
Wholesale Trade	47.4-59.3	42.5-53.1	30.7-38.4	120.6-150.8
Transport, Postal & Warehousing	115.7-144.7	80.8-101.1	81.0-101.2	277.6-346.9
Information Media & Telecommunications	3.1-3.9	2.1-2.6	2.8-3.5	8.0-10.0
Professional, Scientific & Technical Services	12.4-15.5	8.7-10.8	8.7-10.8	29.7-37.2
Other Services	13.0-16.3	8.2-10.2	12.9-16.1	34.1-42.6
Home based businesses	1.1-1.2	0.7-0.8	1.1-1.2	2.9-3.1
Total	354.8-443.3	278.9-348.5	253.6-316.8	887.2-1,108.6

Source: ABS, City of Kalamunda (2026), Macroplan

2.4 Residents and Expenditure

The residential uses in the Stirling Crescent precinct will provide additional housing supply with increased density to the local area. Based on the current dwelling occupancy of 93.6% and average household size of 2.5 persons in the High Wycombe Statistical Area Level 2 (SA2) as at the 2021 Census, the estimated dwelling yield in the Stirling Crescent precinct has the capacity to accommodate approximately 269-292 residents upon completion.

Based on the average consumption expenditure of \$54,082 per capita per annum across Greater Perth, it is estimated these residents living in the precinct may generate up to \$14.5-\$15.8 million consumption expenditure per year. This includes expenditure in food, liquor and grocery, food catering, apparel retail, household goods, leisure, general retail, retail services and other services, most of which are likely to be contained in the local area.

Table 2.6 Estimated Residents and Expenditure

Dwelling Yield	Households Accommodated	Residents Accommodated	Total Consumption Expenditure
#	#	#	\$M
115-125	108-117	269-292	14.5-15.8

Source: ABS 8501, ABS Census 2021, City of Kalamunda (2026), MarketInfo, Macroplan

2.5 Rates Revenue

The improved land use for industrial and residential developments in the Hatch Court and Stirling Crescent LSP will generate increased rates revenue for the City.

The City applies differential rating categories on gross rental value (GRV). The GRV is the total annual rent a property might reasonably be expected to earn each year if it was rented out. This includes associated rates, taxes, charges, insurances, and other outgoings. The GRV is determined by the Valuer-General for all rateable and leviable properties in WA. The valuation assessment is conducted every 3 years for the metropolitan area.

The City indicated that the total current rates revenue collected from the existing properties within the LSP is \$126,141.86 in the financial year.

To estimate the likely rates revenue to be generated from the developments in the LSP, the current industrial and residential market rents have been referred to:

- The *Perth Industrial Market Dynamics* Q1 2026 released by Jones Lang LaSalle (JLL) indicates average net rent of \$150/sqm per annum for industrial properties in Perth. Assuming 25% allowance for outgoings and other associated charges, this translates into an estimated gross rent of \$200/sqm per annum.
- SQM Research indicates the current average weekly rent for houses in High Wycombe is \$729 per week as of week ending 20 May 2026. This amounts to an annual gross rent of \$38,012 per dwelling.

It is noted that the above assumptions have been made for analysis purposes. The actual GRV is subject to valuation undertaken by the Valuer-General.

Applying the current rate in dollar set by the City to the above estimated rental values, it is estimated that the future developments in the LSP may generate approximately \$1.7-\$2.1 million industrial and residential rates revenue per annum. This is an increase of approximately \$1.6-\$2.0 million per annum in rates revenue for the City.

With the ongoing price appreciation and potential increase in rate in dollar, the likely rates revenue to be generated by the development in the LSP upon completion is expected to be higher than the above estimates.

Table 2.7 Estimated Rates Revenue

Uses	Estimated GRV \$ p.a.	Rate in Dollar	Estimated Rates Revenue \$ p.a.
Industrial	16,134,360-20,167,950	0.087115	1,404,545-1,756,931
Residential	4,371,396-4,751,518	0.070124	306,540-333,195
Total			1,712,085-2,090,126
Net Increase			1,585,943-1,963,985

Source: City of Kalamunda (2026), JLL (2026), SQM Research (2026), Macroplan

2.6 Broader Economic, Social and Community Impacts

In addition to the quantified economic benefits outlined above, the potential development of the LSP is expected to deliver several economic, social and community benefits to local area and wider regions.

Some key benefits are summarised as follows:

- The potential industrial and residential developments in the LSP will transform underutilised land into productive land for employment uses and additional housing supply.
- The proposed land uses in the LSP align with the strategic directions of the overarching policy (such as the *Perth and Peel @ 3.5 Million*) and the purposes of current zoning.
- The construction and ongoing operation of the LSP will support increased investment and economic activities in various industries at local and regional levels, leveraging its strategic location adjacent to major transport hub and existing industrial precincts.
- The industrial land use will provide much-needed developable industrial land and floorspace to the currently extremely constrained market, supporting continuous business expansion and increasing industrial activities. The lot sizes in the Hatch Court precinct are generally smaller than those in the Perth Airport / Hazelmere precinct. These smaller industrial lots are currently sought after in the market, and also present differentiated offerings to meet diverse market needs.
- Being located with immediate access to major transport infrastructure and existing industrial precincts also stimulates interaction and synergy effect with existing uses, promoting industrial clustering, diversification and productivity.
- The development of the LSP will create additional employment opportunities both during construction and upon completion, enhancing the long-term employment sustainability with further improved employment self-sufficiency and self-containment in the area.
- The industrial uses in the Hatch Court precinct will provide ongoing long-term employment in various sectors including transport and logistics, manufacturing, construction, trades, and repairs and maintenance at a local level, which may also involve apprenticeships, skilled trades and training and technical support opportunities. This will provide local residents and the regional workforce with potential pathways for training, upskilling and career development.

- The indirect social benefits of increased employment opportunities involve broader improvements in wellbeing, stability and social outcomes for individuals, households and community, which lies beyond the direct benefits to the employees supported by a specific project or investment. The indirect social benefits of increased employment opportunities are well documented, and this may include improved financial stability for individuals, families and households, reduction in unemployment and underemployment, reducing social disadvantage, population retention and stability, increased expenditure on local services and facilities, improved mental health and wellbeing, improved community engagement and social cohesion, and decrease in crime rates, etc.
- The residential uses in the Stirling Crescent precinct will provide much-needed additional housing supply amid current nationwide housing shortage, with increased dwelling density and intensified land use compared to the current large lots.
- By providing housing options close to employment, it will improve access to jobs and therefore improve employment containment and population retention.
- The current concept framework of the LSP with the recommended road access will help mitigate adverse amenity impacts on the Stirling Crescent residential precinct.
- The development of the LSP will assist with the achievement of progressive value uplift and upgraded branding to the wider precinct.

Overall, the proposed industrial and residential uses in the LSP address the current undersupply of both uses and will deliver multiple benefits to the economy and community at both local and regional levels.

References

Australian Bureau of Statistics (ABS)

ABS, Cat. 5209 Australian National Accounts: Input-Output Tables, 2023-24

ABS, Cat. 5220 Australian National Accounts: State Accounts, 2024-25

ABS, Cat. 5246 Information Paper: Australian National Accounts: Introduction to Input-Output Multipliers

ABS, Cat. 8501 Retail Trade, 2025

ABS Census 2021

ABS Estimated Resident Population (ERP), 2025

City of Kalamunda

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Perth and Peel @ 3.5 Million, 2018

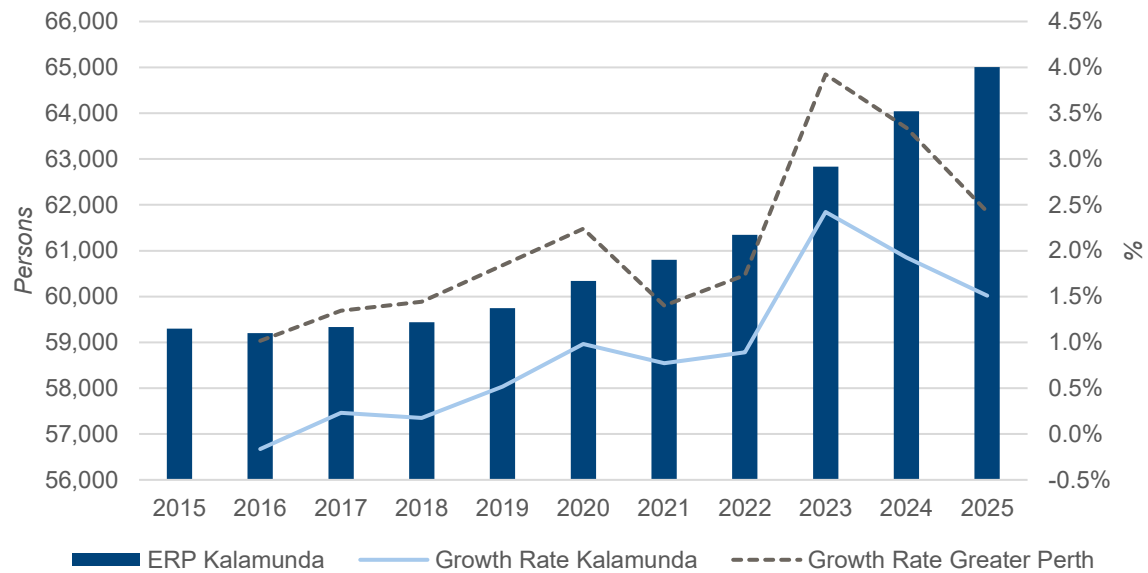
Rawlinsons Australian Construction Handbook, 2026

SQM Research, 2026

Appendices

Appendix 1 Supplementary Data

Figure A1 Population Growth, City of Kalamunda, 2015-2025



Source: ABS

Table A1 Demographic Profile, City of Kalamunda, 2021

Census 2021	Kalamunda	Greater Perth
Estimated Resident Population	58,762	2,116,647
<i>Population Density (persons/ha)</i>	1.8	3.3
Age Distribution (% ERP)		
0-4	5.6%	6.1%
5-19	19.8%	18.7%
20-24	5.4%	6.3%
25-34	11.0%	14.4%
35-44	13.6%	14.5%
45-54	13.4%	13.0%
55-64	12.3%	11.3%
65-74	10.6%	9.0%
75+	8.3%	6.8%
<i>Median Age (years)</i>	40	37
Birthplace (% ERP)		
Australian	70.2%	62.3%
Overseas	29.8%	37.7%
Household Composition (% Households)		
Couples with no children	29.4%	26.4%
Couples with children	34.5%	33.2%
One parent families	11.1%	10.8%
Other families	1.0%	1.2%
Lone person	21.8%	24.9%
Group households	2.2%	3.5%
<i>Average Household Size (persons)</i>	2.6	2.6
Income Levels		
Median Household Income (\$ pa)	\$97,299	\$97,247
<i>Variation From Greater Perth Benchmark</i>	0.1%	-

Source: ABS Census 2021

Table A2 Dwelling Profile, City of Kalamunda, 2021

Census 2021	Kalamunda	Greater Perth
Total Private Dwellings	22,627	851,322
<i>Dwelling Density (dwellings / ha)</i>	0.7	1.3
Dwelling Structure (% dwellings)		
Separate House	93.9%	77.8%
Semi-detached / Townhouse	4.9%	14.2%
Flat / Unit / Apartment	0.4%	7.6%
Other	0.8%	0.3%
Housing Tenure (% households)		
Owned outright	35.2%	28.5%
Owned with a mortgage	45.1%	41.9%
Rented	16.7%	26.6%
Other	3.0%	3.0%
Mortgage Stress		
Median monthly mortgage repayments	\$1,907	\$1,907
Households with mortgage ≥ 30% of household income	12.7%	13.3%
Rent Stress		
Median weekly rent	\$370	\$350
Households with rent ≥ 30% of household income	31.0%	29.9%

Source: ABS Census 2021

Table A3 Employed Residents' Profile, City of Kalamunda, 2021

Census 2021	Kalamunda	Greater Perth
Employed Residents	28,979	1,058,890
Resident Workforce	30,369	1,117,807
<i>Employment Rate (%)</i>	<i>95.4%</i>	<i>94.7%</i>
<i>Participation Rate (%)</i>	<i>64.1%</i>	<i>65.2%</i>
Industry of Workers (% workers)		
Agriculture, Forestry & Fishing	1.0%	0.7%
Mining	7.6%	6.6%
Manufacturing	5.9%	5.3%
Electricity, Gas, Water & Waste Services	1.1%	1.1%
Construction	9.4%	8.9%
Wholesale Trade	3.7%	2.5%
Retail Trade	8.7%	8.9%
Accommodation & Food Services	5.2%	6.5%
Transport, Postal & Warehousing	7.5%	4.5%
Information Media & Telecommunications	0.8%	0.9%
Financial & Insurance Services	1.7%	2.4%
Rental, Hiring & Real Estate Services	1.4%	1.5%
Professional, Scientific & Technical Services	6.0%	7.8%
Administrative & Support Services	2.8%	3.1%
Public Administration & Safety	5.6%	6.0%
Education & Training	8.9%	8.8%
Health Care & Social Assistance	11.8%	14.1%
Arts & Recreation Services	1.6%	1.8%
Other Services	4.7%	3.9%
Other	4.6%	4.7%
Occupation of Workers (% workers)		
Managers	11.9%	11.9%
Professionals	18.8%	23.7%
Technicians and Trades Workers	17.3%	14.7%
Community and Personal Service Workers	10.8%	12.0%
Clerical and Administrative Workers	14.4%	12.5%
Sales Workers	7.6%	7.9%
Machinery Operators and Drivers	9.3%	7.0%
Labourers	8.2%	8.7%
Other	1.7%	1.7%

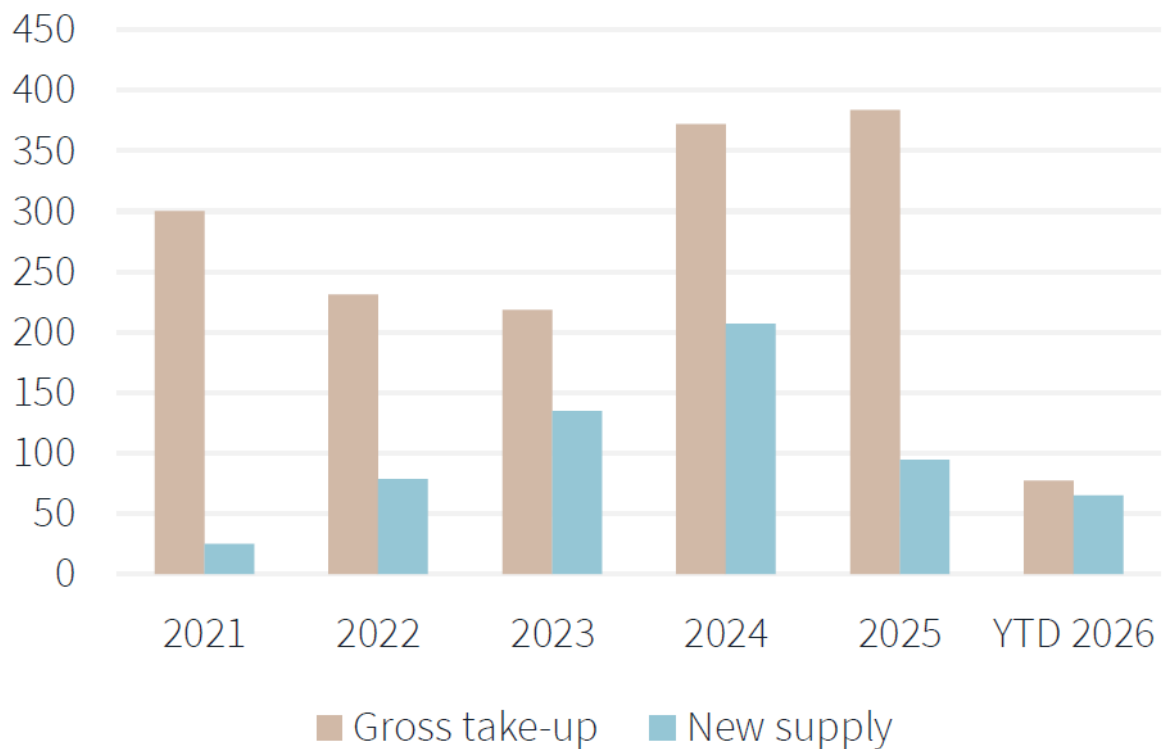
Source: ABS Census 2021

Table A4 Workers' Profile, City of Kalamunda, 2021

Census 2021	Kalamunda	Greater Perth
Workers	16,385	972,128
<i>Job Density (workers/ha)</i>	0.5	1.5
<i>Job Servicing Ratio (workers/resident)</i>	0.3	0.5
Industry of Workers (% workers)		
Agriculture, Forestry & Fishing	1.6%	0.6%
Mining	2.9%	4.4%
Manufacturing	8.2%	5.5%
Electricity, Gas, Water & Waste Services	1.4%	1.2%
Construction	8.9%	7.7%
Wholesale Trade	3.8%	2.6%
Retail Trade	8.8%	9.5%
Accommodation & Food Services	6.7%	6.7%
Transport, Postal & Warehousing	13.7%	4.5%
Information Media & Telecommunications	0.4%	0.9%
Financial & Insurance Services	1.0%	2.6%
Rental, Hiring & Real Estate Services	1.9%	1.6%
Professional, Scientific & Technical Services	3.5%	8.2%
Administrative & Support Services	2.9%	2.8%
Public Administration & Safety	2.5%	6.4%
Education & Training	12.0%	9.4%
Health Care & Social Assistance	8.9%	14.8%
Arts & Recreation Services	1.1%	1.8%
Other Services	4.6%	4.0%
Other	5.0%	4.8%
Occupation of Workers (% workers)		
Managers	11.5%	12.3%
Professionals	15.4%	24.6%
Technicians and Trades Workers	16.6%	13.3%
Community and Personal Service Workers	11.4%	12.4%
Clerical and Administrative Workers	12.7%	13.2%
Sales Workers	7.8%	8.4%
Machinery Operators and Drivers	12.7%	5.9%
Labourers	10.2%	8.1%
Other	1.6%	1.6%

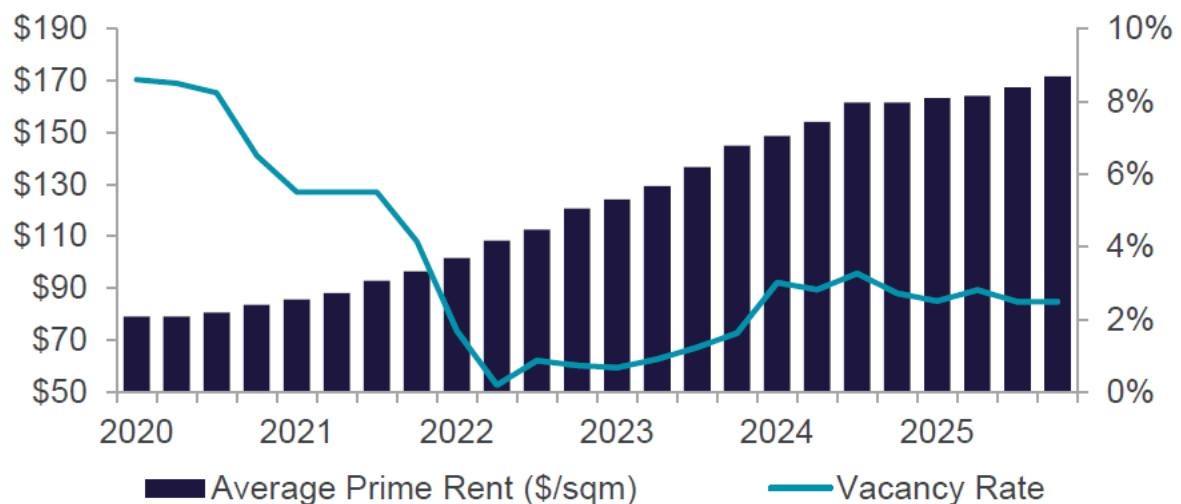
Source: ABS Census 2021

Figure A2 Industrial Floorspace Supply and Demand Trend, Greater Perth, 2021 - 2026 Q1
sq.m. (thousands)



Source: JLL

Figure A3 Industrial Average Prime Rent & Vacancy, Greater Perth, 2020-2025



Source: Cushman & Wakefield

Appendix 2 Methodology

The Australian Bureau of Statistics (ABS) publishes the Australian National Accounts: Input-Output (I-O) Tables which provide detailed information about the supply and use of products in the Australian economy and the structure of and inter-relationships between Australian industries.

The ABS I-O Tables can translate into a series of I-O multipliers, including multipliers for economic output, employment, income and industry value added. The I-O multipliers are used as a way to estimate the economic impact of a change in demand for a product or service. They can be used to quantify the flow-on effect of a change in the output of an industry on one or more of imports, income, employment or output on individual industries, or in total. They can also be used to show "first-round" changes, or the aggregate effects once secondary effects have flowed through the system.

As an example, for every \$1 investment in the construction sector, multipliers can be utilised to calculate the likely direct and indirect impacts on other industries in terms of output, employment, income and/or value added, both production and consumption induced.

The I-O multipliers is a most commonly used tool to quantify the economic impacts (both direct and indirect) relating to policies and projects.

The latest ABS I-O Tables release of FY2022-23 have been used to derive the national I-O multipliers. Further, locational quotients (LQ) based on employment by industry by each State during the same period have been applied, which adjusts the multipliers to a State / regional level.

Appendix 3 Glossary

The following lists a number of glossary of terms relating to an economic impact assessment as indicated by ABS.

Input-output tables provide a detailed dissection of intermediate transactions in an economy, and are thereby a means of describing the supply and use of the products of an entire economic system.

Input-output multipliers are summary measures used for predicting the total impact on all industries in an economy of changes in the demand for the output of any one industry.

Output multipliers for an industry (e.g. construction) are defined as the total value of production by all industries of the economy required to satisfy one extra dollar's worth of final demand for that industry's output.

Employment multipliers correspond to the additional employment (number of persons employed) generated by producing the extra output induced by each of the output effects.

Income multipliers for a given industry are defined as the total value of income from wages, salaries and supplements required to satisfy a dollar's worth of final demand for the output of that industry.

Value added multipliers can be interpreted in the same way as the income multipliers being wages, salaries and supplements plus gross operating surplus required to satisfy a dollar's worth of final demand for the output of an industry.

Initial effects are the initial requirement for an extra dollar's worth of output of a given industry.

First round effects are the amount of output / employment / income / value added required from all industries of the economy to produce the initial one dollar of extra output from an industry.

Industry support effects are the induced output / employment / income / value added from the first round effects (but excluding the first round effect), where the first round output from all industries will induce extra output from all industries, and in turn, these will induce extra output, and so on.

Production-induced effects are the amount of output / employment / income / value added required from all industries of the economy to produce the initial one dollar of extra output and all the subsequent induced output. Production-induced effects include the total of first round effects and industry support effects.

Consumption-induced effects means, to produce the initial and the production-induced output, wage and salary earners will earn extra income which they will spend on commodities produced by all industries in the economy and this spending will induce further production by all industries, where the output / employment / income / value added resulting from this further induced production is the consumption-induced effects.

Total multipliers are the total amount of output / employment / income / value added induced by the requirement from all industries to produce output to satisfy the demand for an extra dollar of output from an industry, and by the spending of the extra wages and salaries earned (from producing the additional output) by householders (consumers). The total multipliers include initial effects, production-induced effects (which include first round effects and industry support effects), and consumption-induced effects.

Appendix 4 Limitations

The following provides a summary of the limitations of I-O multipliers approach for an economic impact assessment as indicated by ABS.

I-O multipliers are most commonly used to quantify the economic impacts (both direct and indirect) relating to policies and projects.

While their ease of use makes I-O multipliers a popular tool for economic impact analysis, they are based on limiting assumptions that results in multipliers being a biased estimator of the benefits or costs of a project.

Inherent shortcomings and limitations of multipliers for economic impact analysis include:

Lack of supply-side constraints: The most significant limitation of economic impact analysis using multipliers is the implicit assumption that the economy has no supply-side constraints. That is, it is assumed that extra output can be produced in one area without taking resources away from other activities, thus overstating economic impacts. The actual impact is likely to be dependent on the extent to which the economy is operating at or near capacity.

Fixed prices: Constraints on the availability of inputs, such as skilled labour, require prices to act as a rationing device. In assessments using multipliers, where factors of production are assumed to be limitless, this rationing response is assumed not to occur. Prices are assumed to be unaffected by policy and any crowding out effects are not captured.

Fixed ratios for intermediate inputs and production: Economic impact analysis using multipliers implicitly assumes that there is a fixed input structure in each industry and fixed ratios for production. As such, impact analysis using multipliers can be seen to describe average effects, not marginal effects. For example, increased demand for a product is assumed to imply an equal increase in production for that product. In reality, however, it may be more efficient to increase imports or divert some exports to local consumption rather than increasing local production by the full amount;

Absence of budget constraints: Assessments of economic impacts using multipliers that consider consumption-induced effects (type two multipliers) implicitly assume that household and government consumption is not subject to budget constraints.

No allowance for purchasers' marginal responses to change: Economic impact analysis using multipliers assumes that households consume goods and services in exact proportions to their initial budget shares. For example, the household budget share of some goods might increase as household income increases. This equally applies to industrial consumption of intermediate inputs and factors of production.

Not applicable for small regions: Multipliers that have been calculated from the national I-O table are not appropriate for use in economic impact analysis of projects in small regions. For small regions multipliers tend to be smaller than national multipliers since their inter-industry linkages are normally relatively shallow. Inter-industry linkages tend to be shallow in small regions since they usually don't have the capacity to produce the wide range of goods used for inputs and consumption, instead importing a large proportion of these goods from other regions.

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