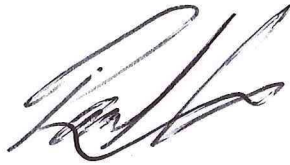




CANNING VALE OUTLINE DEVELOPMENT PLAN TEXT

IT IS CERTIFIED THAT AMENDMENTS NO. 18 AND 20 TO CANNING
VALE OUTLINE DEVELOPMENT PLAN WAS APPROVED BY
RESOLUTION OF THE WESTERN AUSTRALIAN PLANNING
COMMISSION ON: **10 MAY 2016**

Signed for and on behalf of the Western Australian Planning Commission



an officer of the Commission duly authorised by the Commission pursuant
to Section 16 of *the Planning and Development Act 2005* for that purpose.

1. Introduction

This document is known as the Canning Vale Outline Development Plan (ODP) Text.

2. Content of the ODP

Pursuant to clause 7.3.1 of the City of Gosnells (City) Town Planning Scheme No.6 (TPS 6), the ODP is comprised of the following:

- ODP Map
- ODP Text
- Schedule of Common Infrastructure Works

The ODP Text should be read in conjunction with the ODP Map and the provisions of TPS 6.

Where there is any inconsistency between the ODP Text and TPS 6, the provisions of TPS 6 shall prevail.

3. Purpose of the ODP Text

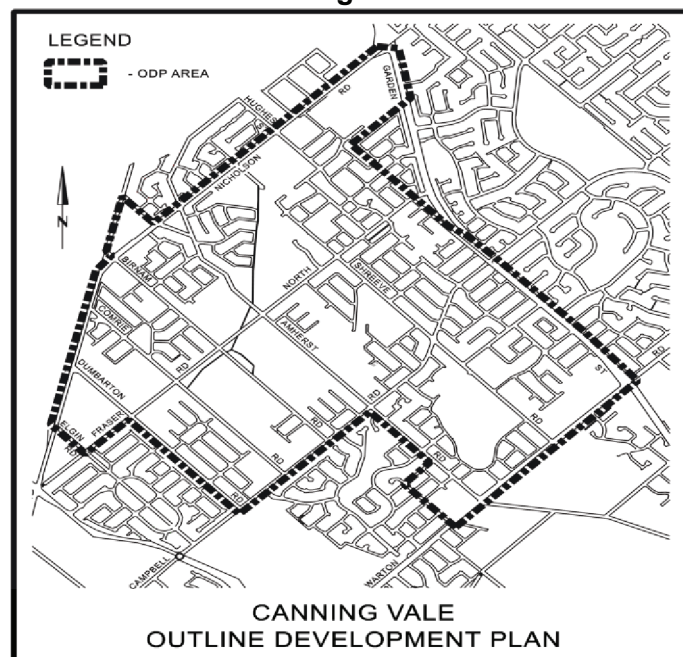
The purpose of the ODP Text is to detail the principles upon which the ODP has been formulated and the manner in which the ODP will be applied by the City when considering applications for subdivision or development of land in the ODP area.

4. Objective of the ODP

The main objective of the ODP is to provide a framework for the progressive and planned urban development of the ODP area.

The ODP area is shown at Figure 1.

Figure 1



5. ODP Principles

The ODP has been formulated upon the following principles:

5.1 Road Hierarchy

All roads reserved as Other Regional Roads under the Metropolitan Region Scheme (that is, Warton, Ranford and Nicholson Roads and Garden Street) are shown as District Distributor “A” roads. The ODP provides for these roads to fulfil their intended role in the regional road network.

A number of internal roads (the majority of which are existing) are shown as District Distributor “B” roads or as Local Distributor roads. The local road system will need to be planned having regard to the distributor road network and the need to interconnect the mixed use centres and other land uses to create a liveable neighbourhood with a reduced dependency on private vehicles.

5.2 Road Intersections

In accordance with City requirements and Liveable Neighbourhoods, intersections where Mixed Use Centres are identified will be treated with either 2 or 4-way stop signs on the lower order roads and associated traffic calming devices (eg, narrowing of carriageway and advance notice of stop signs) or traffic signals. As shown on the ODP Map, intersections carrying higher volumes of traffic would be treated by traffic signals to maximise safety and effective vehicle circulation. Other intersections will be treated with roundabouts to maximise vehicle movement in the absence of commercial/community type uses requiring pedestrian access.

5.3 Public Transport

The public transport system will comprise a bus feeder service linking between the Armadale and Mandurah rail lines. The bus system will primarily use district distributor roads to connect various land uses, with routes and bus stops being located based on the 400m walkable catchments.

5.4 Pedestrian / Cycle Paths

Safe and efficient pedestrian/cycle paths will be provided to provide a high level of connectivity within and between walkable neighbourhoods. The paths will connect important land uses such as Public Open Space, Mixed Use Centres and educational and community facilities. In addition footpaths will be provided along all levels of distributor roads and local streets to facilitate the safe movement of pedestrians.

5.5 Utilities

Development will be provided with appropriate services in a timely, coordinated and efficient manner. Services are to be provided to accommodate the maximum permissible land uses identified on the ODP Map.

Some services and other infrastructure are identified as common infrastructure works for which there is an arrangement for the sharing of the cost of their provision. Details are outlined separately in the Schedule of Common Infrastructure Works.

5.6 Local Open Space

A range of district, neighbourhood and local parks are well distributed between and within the 400m walkable catchments and will be reserved for environmental and fauna protection, active and passive recreation and water-sensitive urban design and drainage purposes. To maximise safety, surveillance and recreational utility, parkland should be completely surrounded by a road system and developed and landscaped as part of any subdivision development.

5.7 Schools

Provision for a government high school and three primary schools has been made. The ODP Map also recognises the existence of a private school on Amherst Road. Schools are located within walking distance of the majority of the population and should be provided with a high level of surveillance from their surrounds to provide a safer environment.

5.8 Mixed Use Centres

Provision is made for the development of a number of Mixed Use Centres distributed throughout the ODP area with the aim of achieving a sustainable urban form.

The main principle is to create local focal points and a sense of place through the provision of opportunities for a mix of uses to be developed in a form that is integrated, human-scaled and pedestrian-based and produces active, attractive and safe environments.

Mixed Use Centres may contain facilities for local business, leisure and community uses, the sale of convenience goods and services and housing and are located in most cases at the junction of distributor roads to provide a community focus and facilitate the development of "walkable" neighbourhoods. The neighbourhoods are based on walkable catchments of a 400m radius for smaller centres and 800m for larger centres. Associated Higher Density Nodes are provided generally within a 200m radius of a Mixed Use Centre.

Restrictions on the amount of retail floorspace within each Mixed Use Centre are detailed on the ODP Map.

5.9 Housing Variety

To provide for a range of housing types and therefore cater for different household sizes and lifestyle choices, the ODP makes provision for the creation of a variety of lot sizes.

5.9.1 Base Residential Coding

Provision is made for a base coding of Residential R20 to apply to much of the ODP area, which is consistent with the base density coding recommended in the City's Local Housing Strategy.

5.9.2 *Higher Density Nodes*

Provision is made for medium density residential development within identified Higher Density Nodes. Higher Density Nodes are typically located adjacent to Mixed Use Centres and the future Nicholson Road rail station.

The objective of Higher Density Nodes is to provide for residential development at a density that will support the viability and vitality of Mixed Use Centres, make use of public transport infrastructure and cater for smaller sized households and those choosing more compact living.

Provision is made in the ODP for a number of Higher Density Nodes, where residential development is required to meet, as a minimum, the provisions of the R30 coding to a maximum of the R60 coding as set out in the Residential Design Codes.

5.10 Place of Worship Precinct

The ODP Map recognises the existence of several religious institutions on land fronting Warton Road and provides for either the continuation of these uses or redevelopment for residential purposes.

6. **Application of ODP Principles**

The following provisions apply to the development of land identified within Mixed Use Centres and Higher Density Nodes.

6.1 Mixed Use Centres

6.1.1 *Subdivision and Development*

Subdivision and development of land identified within a Mixed Use Centre shall generally be in accordance with an approved Detailed Area Plan (DAP) or Centre Plan.

Where there is no approved DAP or Centre Plan, the City may support an application for subdivision or approve an application for development where one of the following circumstances apply:

- i) The application is for the amalgamation of lots;
 - ii) The application is for subdivision and there is a legally enforceable agreement already in place for the development of the subject land for a form of development consistent with the ODP's principles for the development of Mixed Use Centres;
 - iii) The application is for a change of use that complies with the requirements of TPS 6 and if for retail use does not exceed restrictions on retail floorspace detailed on the ODP Map;
 - iv) The application is for development on a lot which is already substantially developed and the granting of approval will not be in conflict with the ODP's principles for development of Mixed Use Centres;
 - v) The application demonstrates that the proposed development is of a built form that is robust enough to allow conversion in future to a use
-

consistent with the ODP's principles for development of Mixed Use Centres;

- vi) Council is satisfied that the proposed development is consistent with the ODP's principles for development of Mixed Use Centres and will not prejudice the ability of other land in the Centre to be developed in accordance with these principles.

6.1.2 Detailed Area Plan Requirements

Unless the City allows otherwise, a proposed DAP shall include the details listed in clause 7.6.3 of TPS 6, demonstrate the achievement of the ODP's principles for development of Mixed Use Centres and meet relevant design guidance contained in Liveable Neighbourhoods.

6.2 Higher Density Nodes

6.2.1 Subdivision and Development

Subdivision and development of land identified within a Higher Density Node shall generally be in accordance with an approved DAP.

Where there is no approved DAP, the City may support an application for subdivision or approve an application for development where one of the following circumstances apply:

- i) The application is for the amalgamation of lots;
- ii) The application is for subdivision and there is an appropriate alternative enforceable mechanism to ensure the development of the proposed lots will be in a form of development consistent with the ODP's principles for the development of Higher Density Nodes and the provisions of the Residential Design Codes and relevant City Local Planning Policies;
- iii) Council is satisfied that the proposed development is consistent with the ODP's principles for development of Higher Density Nodes, complies with the Residential Design Codes and relevant City Local Planning Policies and will not prejudice the ability of other land in the Node to be development in accordance with these principles.
- iv) Subdivision of the land has already occurred and the City considers that applications for development and building approval can be appropriately guided by the Residential Design Codes.

6.2.2 Detailed Area Plan Requirements

Unless the City allows otherwise, a proposed DAP shall include the details listed in clause 7.6.3 of TPS 6, demonstrate the achievement of the ODP's principles for development of Higher Density Nodes and meet relevant design guidance contained in Liveable Neighbourhoods, the Residential Design Codes and City Local Planning Policies.

6.3 Place of Worship Precincts

6.3.1 *Common Infrastructure Works and Public Open Space Contributions*

The following principles apply to the collection of contributions as specified in the Schedule of Common Infrastructure Works and Public Open Space Contributions where development or subdivision is undertaken in the Place of Worship Precincts:

- (i) is exempt from paying contributions where the use of the land is associated with or ancillary to the existing Place of Worship;
 - (ii) is required to pay contributions where the use of the land is not associated with or ancillary to the existing Place of Worship.
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LEGEND

- BOUNDARY OF OUTLINE DEVELOPMENT PLAN
- HIGHER DENSITY NODE (DENSITY TO BE IN ACCORDANCE WITH A DAP APPROVED BY COUNCIL)
- MIXED USE CENTRES (SUBJECT TO PROVISIONS OF THE DAP)
- PLACE OF WORSHIP PRECINCT
- LOCAL ROAD LAYOUT (INDICATIVE)
- ZONES**
- RESIDENTIAL (R20)
- RESIDENTIAL (R25)
- RESIDENTIAL (R30)
- RESIDENTIAL (R40)
- RESERVES**
- LOCAL OPEN SPACE
- LOCAL OPEN SPACE (CONSERVATION CATEGORY WETLAND & BUFFER)
- PUBLIC PURPOSE - (SCHOOLS)
- INFRASTRUCTURE**
- DISTRICT DISTRIBUTOR 'A'
- DISTRICT DISTRIBUTOR 'B'
- LOCAL DISTRIBUTOR
- PEDESTRIAN / CYCLE PATH (INDICATIVE)
- HIGH VOLTAGE (132KV) POWER LINES (INDICATIVE)
- BOUNDARY OF WALKABLE NEIGHBOURHOOD UNIT (400M RADIUS)
- BOUNDARY OF WALKABLE TOWN UNIT (800M RADIUS)
- STORMWATER SWALE (INDICATIVE)
- STORMWATER PIPES (INDICATIVE)
- COMPENSATING BASIN (INDICATIVE)
- TRAFFIC SIGNALS (INDICATIVE)

CODES
 SPECIAL CONTROL AREA

PLEASE NOTE:

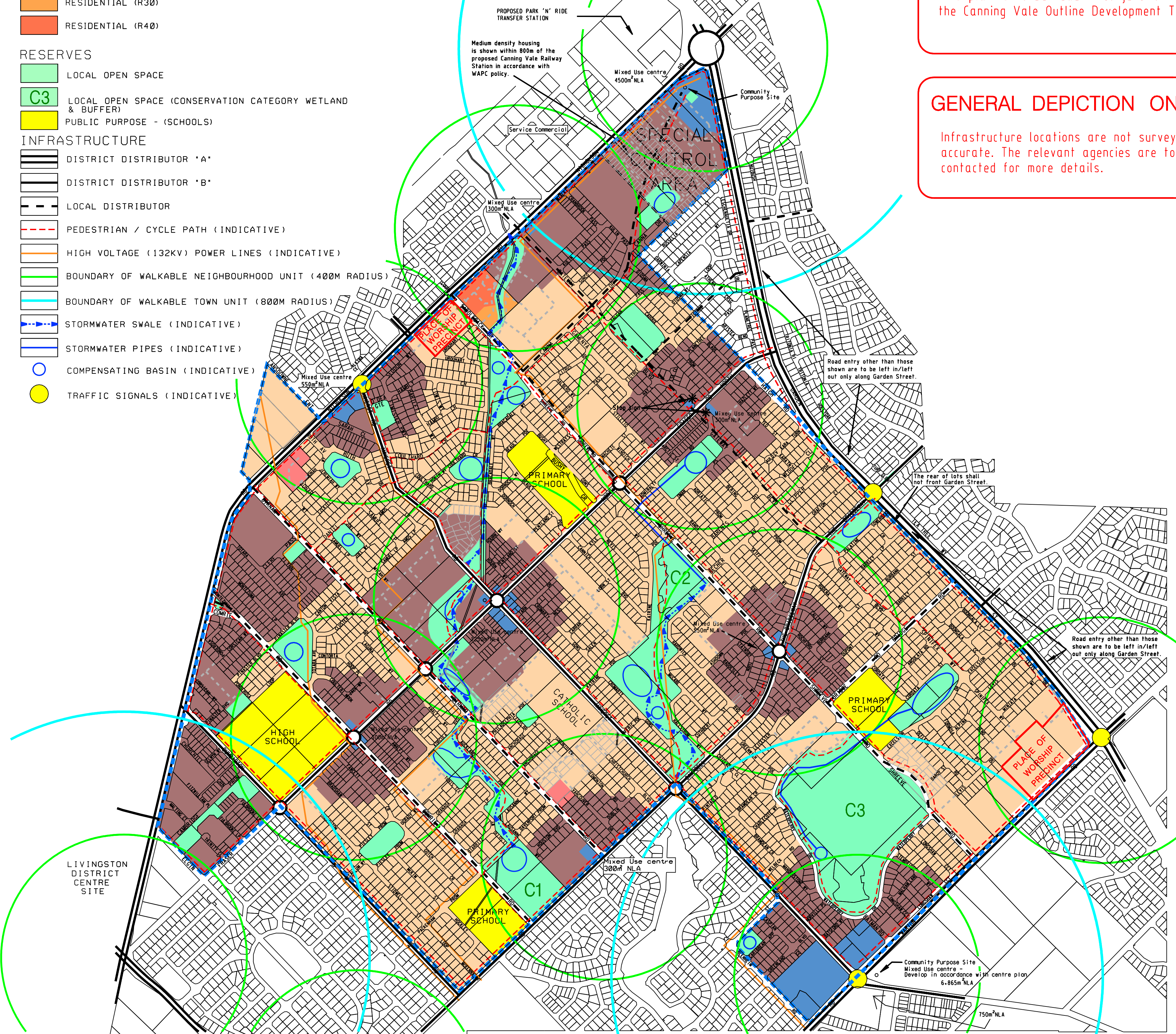
This map is a general indication of existing & proposed land uses only. For information relating to town planning zoning and legal land uses contact Council's City Planning Branch.

WARNING:

This plan is to be read in conjunction with the Canning Vale Outline Development Text.

GENERAL DEPICTION ONLY!

Infrastructure locations are not survey accurate. The relevant agencies are to be contacted for more details.



AMENDMENTS TO THE OUTLINE DEVELOPMENT PLAN

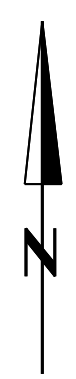
NO.	DATE OF ADOPTION	PROPERTIES	DETAILS OF AMENDMENT
1	26/3/2002	Lots Pt51, Pt52 & 50 Cnr Nicholson Rd & Birnam Rd	From Residential (R17.5) to Residential Density Greater than R17.5
2	11/2/2003	Area bounded by Elgin Rd., Fraser Rd North, Dumbarton Rd and Nicholson Rd.	From Residential (R17.5) to Residential Density Greater than R17.5
3	10/6/2003	Lots 106 & 107, 112 - 114 Bushy Grove and lots 13 & 14, 50 & 51 Shreeve Road	Relocation of two Primary School sites
4	9/9/2003	Lots 106 & 107 Fraser Road North and Portions of Lots 112, 113 & 114 Bushy Grove	Reconfiguration of the Bushy Grove Primary School site
5	16/12/2003	Lot 112 Dumbarton Road.	From Residential (R17.5) to Residential Density Greater than R17.5
6	24/2/2004	Lots 1, 90, 3, 4, 14 & 23 Nicholson Road	Included in Special Control Area
7	11/5/2004	Lot 22 Shreeve Road	From Residential (R17.5) to Residential Density Greater than R17.5
8	24/2/2004	Shreeve Rd between Fraser Rd North & Warton Rd	Relocation of D.U.P. from south side of Shreeve Rd to north side
9	26/10/2004	Lots 180 - 184 Birnam Road and Lot 9005 Totara Avenue	From Residential (R17.5) to Residential Density Greater than R17.5
10	12/07/2005	Lots Pt6 & Pt7 Amherst Rd	From Residential (R17.5) to Residential Density Greater than R17.5

AMENDMENTS TO THE OUTLINE DEVELOPMENT PLAN

NO.	DATE OF ADOPTION	PROPERTIES	DETAILS OF AMENDMENT
11	06/12/2005	Lots 9, 10, 11 & 111 Amherst Rd and Lots 26, 27, & 28 Birnam Rd	Relocation of drainage basin, density increase & DAP notation
12	14/3/2006	Lots 88, 73, 9001, 429 to 432, Pt 4000 Comrie Rd; Lots 414, 415 Hoop Pl; 416 to Pt 419; 426 to 428 Couleri Nook	From Residential (R17.5) to Mixed Use Centre & Residential Density Greater than R17.5 - (Mixed Use Centre & Residential Density Greater than R17.5 relocated from 'Dumbarton Rd to the area')
13	10/10/2006	Lot 35 Fraser Rd North and portion of Lot 999 Yeo St	From Residential (R17.5) to Residential Density Greater than R17.5
14	25/9/2007	ODP REVISION	
15	15/12/2009	Lot 9001 Birnam Rd	From Residential (R20) to Residential R25
16	21/4/2016	Lots 29 & 30 Birnam Rd	POS/Drainage change, Residential (R20) to Higher Density Node
17	15/12/2009	Lot 10 Amherst Rd	Realignment of POS
18	10/9/2013	Lot 123 (280) Shreeve Rd	Included in Place of Worship Precinct
19	12/10/2015	Lots 4 & 161 Nicholson Rd	From Residential (R20) to Residential R25
20	12/5/2016	Lot 41 Warton Rd	Expansion of Place of Worship Precinct, ODP text change
21	22/2/2016	Lot 20 Shreeve Rd & Lot 9002 Gateway Bvd	From R20 to R30 & R40, modified road layout

Revised ODP as adopted by Council on 25 September 2007, pursuant to Cl 7.4.7(a) of TPS6

Plan dated 28 June 2016



CITY OF GOSNELLS

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**CANNING VALE
 OUTLINE DEVELOPMENT PLAN**

The City of Gosnells provides the information contained herein. The Council of the City of Gosnells shall not be liable for any loss or damages howsoever caused as a result of reliance upon information contained in this document.

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