



CITY OF GOSNELLS

LOCAL PLANNING STRATEGY

July 2019

ADVERTISING

The City of Gosnells Local Planning Strategy certified for advertising on:

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Signed for and on behalf of the Western Australian Planning Commission:

*An officer of the Commission duly authorised by the Commission
(pursuant to the Planning and Development Act 2005)*

Date: _____

ADOPTED

The City of Gosnells hereby adopts the Local Planning Strategy, at the Ordinary meeting of the

Mayor

Chief Executive Officer

ENDORSEMENT

Endorsed by the Western Australian Planning Commission on

*An officer of the Commission duly authorised by the Commission
(pursuant to the Planning and Development Act 2005)*

Date: _____

Schedule of Modifications

Version	Comment	Document Date	Approval Date
1	Draft to Council for consideration	August 2017	12 September 2017
2	Approved Western Australian Planning Commission	July 2018	31 July 2018
3	Certified by Western Australian Planning Commission	22 July 2019	23 July 2019

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EXECUTIVE SUMMARY

The Local Planning Strategy (LPS) is the key strategic planning document for the City of Gosnells (City) that is to be read in conjunction with the Local Planning Scheme. An LPS is required to be prepared in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* and the Western Australian Planning Commission's Local Planning Manual. It is intended to:

- Set out the long-term planning directions for the local government; and
- Apply any State or regional planning policy that is relevant to the Strategy; and
- Provide the rationale for any zoning or classification of land under the local planning scheme.

The LPS is premised on the City's Community Plan (2015-2025) and the State Planning Framework, and is intended to guide land use and development in the context of:

- Housing
- Activity Centres
- Employment, Business and Industry
- Public Open Space
- Rural areas
- Environment and Water Management
- Transport
- Community Facilities
- Servicing and Infrastructure
- Heritage
- Tourism
- The Planning Framework

The LPS is divided into two distinct, but interrelated parts. Part 1 outlines the City's intentions relating to planning matters to implement the LPS and to inform the City's Local Planning Scheme. Part 2 provides background information relevant to the LPS, including a review of State Government strategic and statutory plans, analysis of the City's planning strategies, planning intentions and various strategic initiatives, review of the City's growth patterns and demographic changes over time, and consideration of the opportunities and constraints to inform the strategies and actions in Part 1.

PART 1 - LOCAL PLANNING STRATEGY

1. INTRODUCTION

The City of Gosnells (the City) is located in the south-east corridor of the Perth metropolitan region, and is approximately 17 kilometres from the Perth Central Business District (CBD), covering an area of approximately 127km². The City is bound by the City of Canning to the west, City of Kalamunda to the north and east, and the City of Armadale to the south. The City comprises the suburbs of Beckenham, Canning Vale, Gosnells, Huntingdale, Kenwick, Langford, Maddington, Martin, Orange Grove, Southern River and Thornlie. Figures 1 and 2 illustrate the location of the City of Gosnells in the context of the Perth metropolitan region and its layout, respectively.

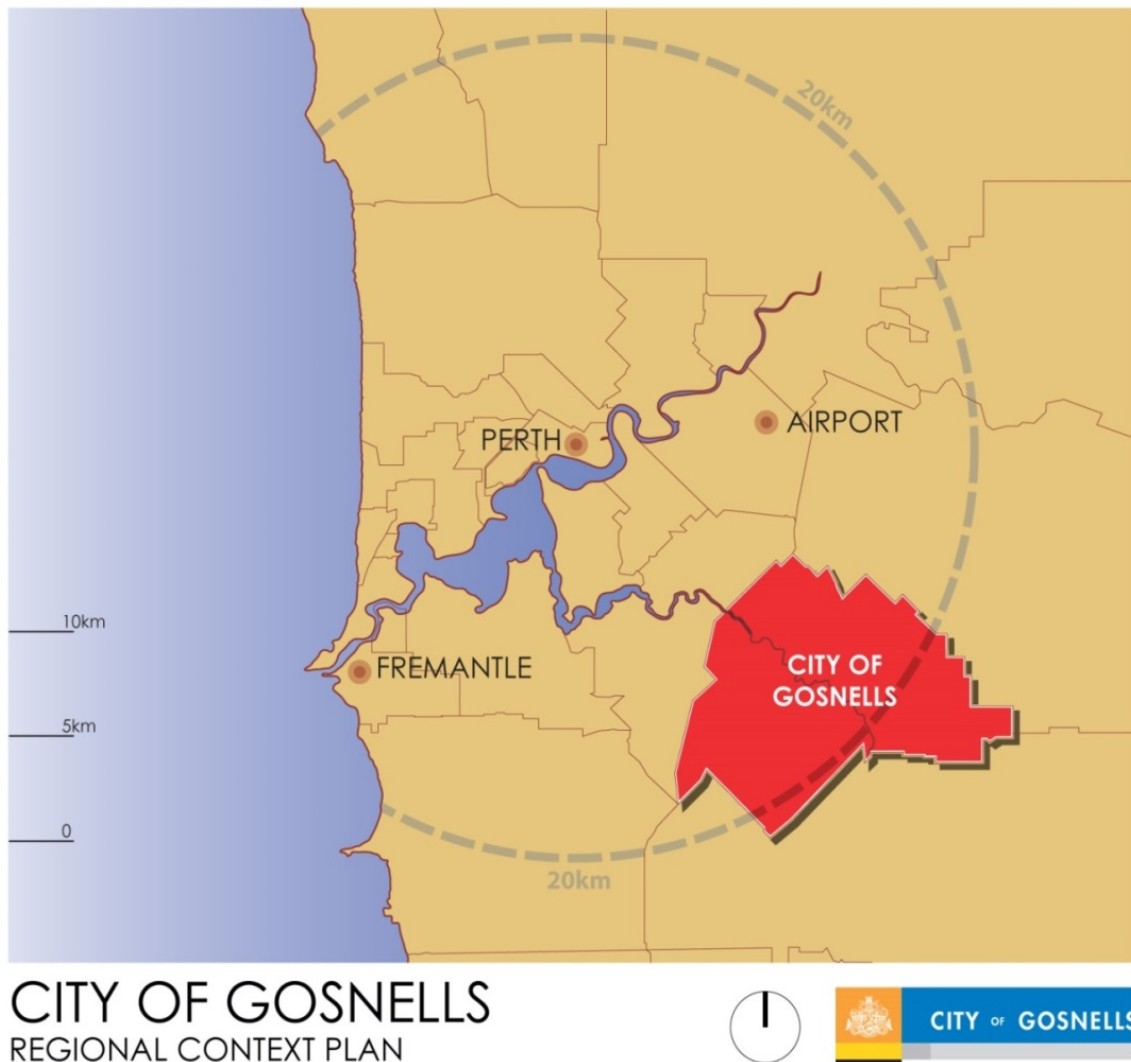


Figure 1 - Location Plan - City of Gosnells

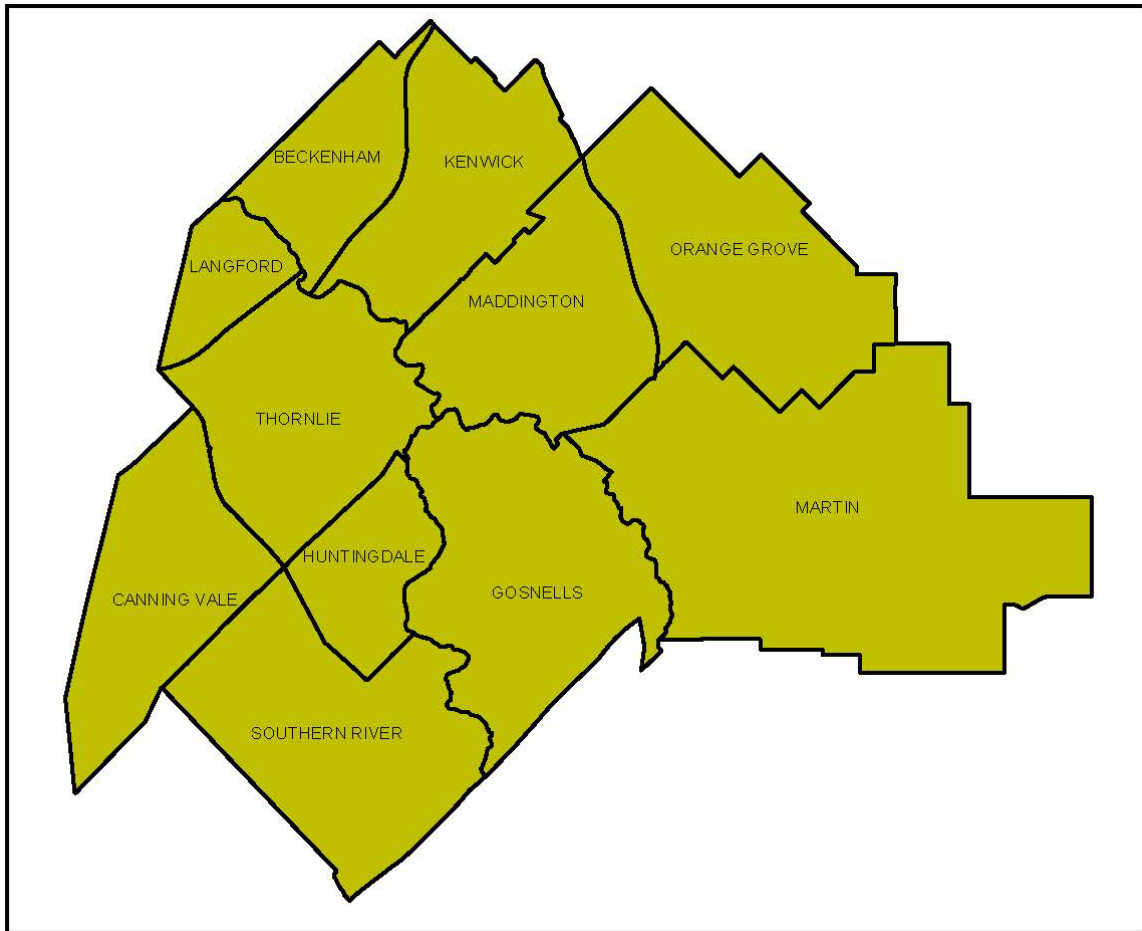


Figure 2 - Suburbs of City of Gosnells

The City is one of the largest local governments in Western Australia (by population), and has experienced high population growth. The population of the City has increased from approximately 86,500 in 2002 to an estimated residential population of 123,140 in 2017. This is mainly due to the development of greenfields subdivisions in Canning Vale and Southern River. While much of the City is developed for single residential housing, significant areas of infill development have occurred in the older suburbs of Beckenham, Kenwick, Maddington and Gosnells.

The City also encompasses large areas of rural zoned land in the Darling Range and foothills, district open space and industrial areas.

Land use and development in the City is currently guided by Town Planning Scheme No. 6 (TPS 6), various Guided Development Schemes, Structure Plans, Local Development Plans and Local Planning Policies. The LPS will support and inform the preparation of the City's new Local Planning Scheme No. 24 (LPS 24) and the subsequent review of other statutory planning instruments.

1.1 Vision and Planning Principles

The objectives of the LPS have been established on the guiding principles of the State Planning Framework, the City's Community Plan for 2015-2025 and the City's existing planning strategies.

The principles of the State Planning Framework, where relevant to the City of Gosnells, are outlined below.

State Planning Framework Principles	
Environment	To protect and enhance the key natural and cultural assets of the State and deliver to all Western Australians a high quality of life which is based on environmentally sustainable principles.
Community	To respond to social changes and facilitate the creation of vibrant, safe and self-reliant communities.
Economy	To actively assist in the creation of regional wealth, support the development of new industries and encourage economic activity in accordance with sustainable development principles.
Infrastructure	To facilitate strategic development by making provision for efficient and equitable transport and public utilities.

City of Gosnells – Planning Strategies

A series of planning strategies relating to various themes have been prepared and adopted by Council. These strategies are supplementary to the overarching LPS and include:

- Local Housing Strategy;
- Foothills Rural Strategy;
- Activity Centres Planning Strategy;
- History and Heritage Strategy; and
- Public Open Space Strategy.

These Strategies provide detailed background information, research and analysis of the planning issues. It is noted some recommendations and actions from these Strategies have already been addressed in Council's existing TPS 6 or Local Planning Policies. Those remaining recommendations and actions, where still considered relevant today, have been incorporated into the City's LPS as 'Actions' or included in draft LPS. 24 (text and/or zoning maps).

Strategic Community Plan

The City's Strategic Community Plan is a long-term strategic document that establishes a 10-year vision for the organisation and the community it serves. The vision for the year 2025, is as follows:

"We will be a vibrant City with a strong community identity; a great place to live, work, raise children, visit and invest; a place to encourage a range of lifestyles and opportunities; and where the natural environment, cultural diversity and

heritage of the City is respected and protected for the enjoyment of current and future generations."

At the Ordinary Council Meeting held on 27 November 2018 Council adopted the City's Strategic Community Plan 2018 – 2028. The Strategic Community Plan identified 5 strategic priorities that the City will aim to accomplish by 2028, as outlined in the following table:

1	Places within the City are vibrant and attractive.
2	The community is proud and harmonious.
3	The environment is protected and enhanced.
4	Businesses are supported and the economy is growing.
5	The community is protected from crime and anti-social behaviour and risks to public health and safety are reduced.

1.2 Planning Objectives

In accordance with the guiding principles of the State Planning Framework, the City's Community Plan for 2015-2015 and the supplementary planning strategies, the objectives of the LPS are as outlined below.

Local Planning Strategy Objectives		
1.	Housing	<ul style="list-style-type: none"> Facilitate development of additional and diverse housing through infill development opportunities.
2.	Activity Centres	<ul style="list-style-type: none"> Promote and facilitate the provision and responsive evolution of a viable, convenient and attractive network of activity centres to serve the retail, other commercial, social and cultural needs of the City.
3.	Employment, Business and Industry	<ul style="list-style-type: none"> Increase employment opportunities within the City of Gosnells and support local businesses.
4.	Public Open Space	<ul style="list-style-type: none"> Ensure the provision of accessible and functional public open space for recreation purposes.
5.	Rural	<ul style="list-style-type: none"> Protect, conserve and enhance the existing landscape character of the City's rural areas.
6.	Environment and Water Management	<ul style="list-style-type: none"> Protect, conserve and enhance the City's areas of natural environment. Ensure sustainable water management practices in the face of a changing climate and future growth.
7.	Transport	<ul style="list-style-type: none"> Provide and improve sustainable travel and transport options for the community.
8.	Community Facilities	<ul style="list-style-type: none"> Ensure the diverse and continuing needs of the community are met through the development of appropriate community facilities.
9.	Servicing and Infrastructure	<ul style="list-style-type: none"> Ensure that the current infrastructure and servicing needs of the community are met and future development areas are planned for.
10.	Heritage	<ul style="list-style-type: none"> Promote and preserve the City's heritage areas.
11.	Tourism	<ul style="list-style-type: none"> Promote and provide for tourism opportunities within the City.
12.	Planning Framework	<ul style="list-style-type: none"> Review relevant planning frameworks in order to implement orderly and proper planning.

An outline of the strategies and actions proposed to achieve the above planning objectives is provided in the following section.

2. STRATEGIES AND ACTIONS

The LPS provides a framework for local-level planning and the strategic basis for the City's Local Planning Scheme and aims to:

- Establish and document the rationale for the zoning, reservation of land, development and associated scheme provisions to undertake orderly and proper planning.
- Provide a strategic framework for assessment and decision-making in relation to proposed scheme amendment, subdivision and development.
- Identify the need for further studies within the City to address longer term strategic planning and development issues.
- Provide a flexible and robust framework that can readily adapt to forecast growth in the City and changing community expectations as they arise.
- Ensure consistency with State Government planning strategies, sub-regional structure plans and planning policies.

The following sections outline the strategies and their actions which will be undertaken in order to implement the objectives of the LPS. These objectives have been mapped to create the Strategic Plan Map (refer to Figure 3). The Strategic Plan Map sets out, in a spatial context, the strategic land uses, development, infrastructure and natural resources of the City. The map focuses on the general pattern of land use and not specific zonings.

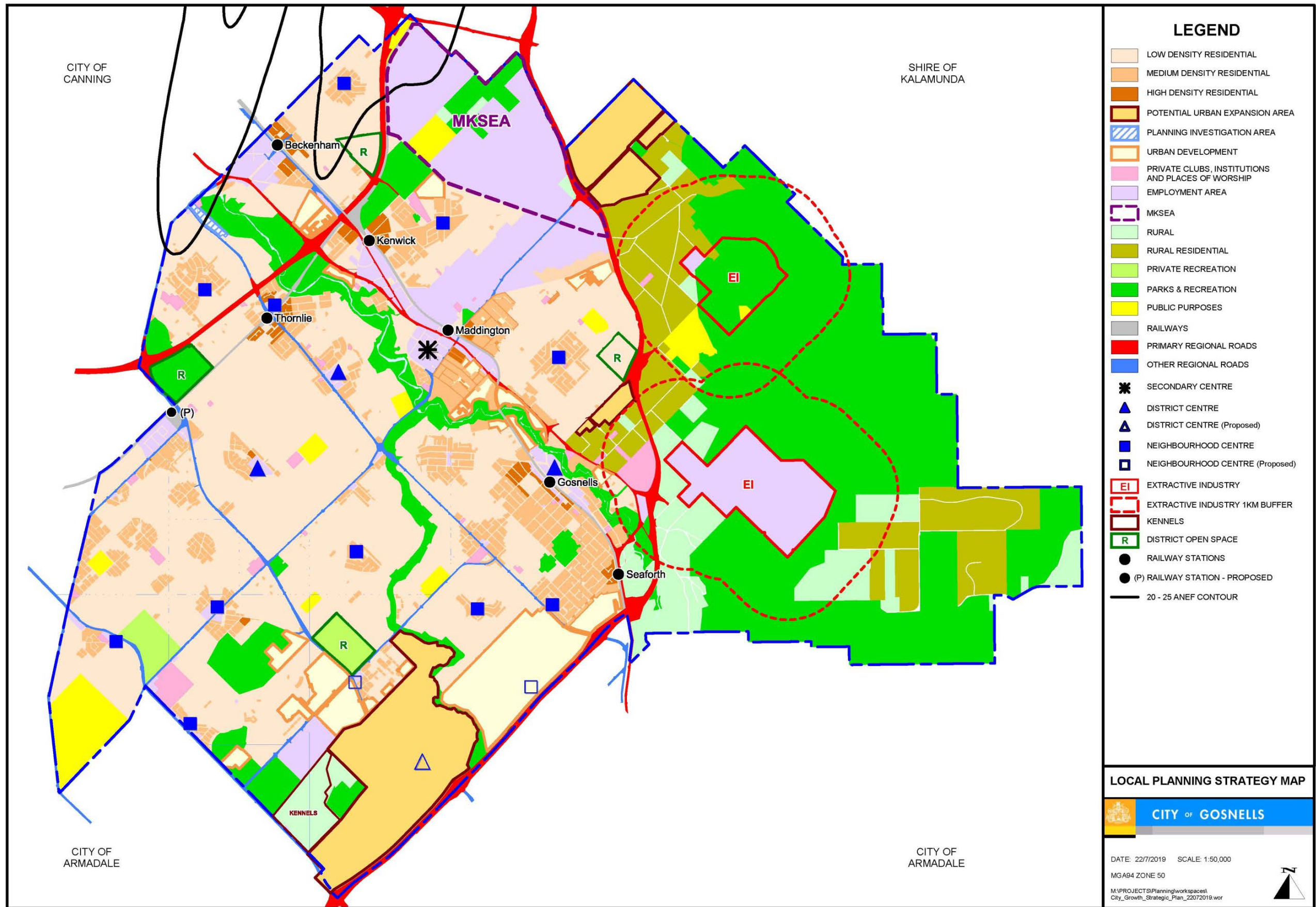


Figure 3 - Strategic Plan Map

2.1 Housing

Objective: Facilitate development of additional and diverse housing through infill development opportunities.

Strategy #1	
Provide a more consolidated form of development with an emphasis on the intensification of residential uses in and around activity centres, adjacent to areas of high amenity public open space, public transport nodes and community infrastructure.	
Action	
(a)	Amend the Scheme Map (where appropriate) to provide for residential development in activity centres and immediately adjacent to train stations in accordance with the following densities:
Residential Density in Activity Centres and Immediately Adjacent to Train Stations	
Activity Centre	Density
Secondary Centre (Maddington Town Centre)	R100-R160
District Centre - Gosnells Town Centre	R80-R160
Other District Centres	R100
Neighbourhood Centres	R60 – R80
Local Centres	R40
Train Stations	R80-R160
(b)	Introduce minimum density requirement for residential development in activity centres and immediately adjacent to major transit nodes.
(c)	Amend the Scheme Map (where appropriate) to provide for residential development within the walkable catchment of activity centres and train stations in accordance with the following density ranges:
Residential Density within Walkable Catchments of Activity Centres and Train Stations	
Activity Centre	Density
Secondary Centre (Maddington Town Centre)	R40-R80
District Centre	R40-R60
Neighbourhood Centres	R30-R40
Train Stations	
<i>5 minute/400m walkable catchment</i>	R60-R80
<i>10 minute/800m walkable catchment</i>	R40-R60
(d)	Increase the base residential density code for all suburbs from R17.5 to R20.

Strategy #2	
Provide for coordinated subdivision and development in residential areas constrained by land fragmentation and inadequate servicing.	
Action	
(a)	Support the rezoning of land in the Local Planning Scheme and prepare Structure Plans for undeveloped residential areas in Southern River Precincts 3 and 4.
(b)	Support the lifting of or rezoning of the Metropolitan Region Scheme for all remaining Urban Deferred and Rural zoned land in the Southern River and Gosnells.
(c)	Implement the requirement for structure plans in areas identified by Local Planning Policy 3.2 - Coordination of Infill Development as requiring a framework to coordinate future subdivision and development.
(d)	Where necessary, support the establishment and operation of Development Contribution Plans to provide for the coordination and delivery of servicing and infrastructure amongst developing landowners.
(e)	Introduce density bonuses in the Scheme through the split coding of land in strategic locations, typically in activity centres and immediately adjacent to major transit nodes, to encourage land assembly.

Strategy #3	
Encourage development that will enhance the amenity of residential areas, and ensure that new housing relates to the character and scale of existing and/or future desired residential amenity.	
Action	
(a)	Support infill development as a means of facilitating urban renewal of old housing stock.
(b)	Apply the Residential Design Codes (R-Codes) and Local Planning Policy 1.1.1 - Residential Development in the assessment of planning applications.
(c)	Encourage the implementation of contemporary urban design principles when assessing development applications to ensure good quality development outcomes.
(d)	Implement the Lissiman Street Improvement Plan and Gosnells Town Centre Local Planning Policy.
(e)	Finalise planning of the Maddington Town Centre including: <ul style="list-style-type: none"> • Support the rezoning of land in the MRS north of the railway to an urban zone. • Support the rezoning of land in the Local Planning Scheme to facilitate mixed use and infill development. • Support the adoption of a Structure Plan for the area. • Implement the Maddington Town Centre Development Local Planning Policy.
(f)	Provide for the retention of street trees and planting of new street trees.
(g)	Introduce scheme provisions to ensure that development abutting public open space provides good surveillance and contributes to the visual amenity of the area.

2.2 Activity Centres

Objective: *Promote and facilitate the provision and responsive evolution of a viable, convenient and attractive network of activity centres to serve the retail, other commercial, social and cultural needs of the City.*

Strategy #4	
Facilitate and promote well-planned, high-quality development in activity centres in accordance with contemporary planning principles.	
Action	
(a)	Require the preparation of Activity Centre Plans for the Maddington and Gosnells Town Centre areas, and prior to any new or significant redevelopment of District Centres and transit-oriented development areas.
(b)	Require the preparation of a Local Development Plan for Neighbourhood and Local Centres where it is considered appropriate to control site and development standards.

Strategy #5	
Preserve hierarchy of activity centres with regards to their respective distribution, role and functionality.	
Action	
(a)	Ensure that activity centre plans and developments within activity centres are consistent with the centre's classification in the activity centres hierarchy as established by the City's Activity Centres Planning Strategy and State Planning Policy 4.2 (SPP 4.2).
(b)	Ensure activity centre proposals are accompanied by a retail needs or retail sustainability assessment where required by SPP 4.2 and the City's Activity Centres Planning Strategy.

Strategy #6	
Facilitate the development of attractive, vibrant and prosperous activity centres through encouraging a mix of land uses.	
Action	
(a)	Introduce appropriate zonings into activity centres that provide for a mix of uses, including retail, office, community purposes, residential and home-based businesses.
(b)	Encourage adaptable building design with long life spans and built in flexibility to allow for changes of use with time consistent with SPP 4.2.
(c)	Plan activity centre development around a legible street network with a focus on 'main-street' planning principles where appropriate and high-quality public spaces.
(d)	Develop planning frameworks stipulating minimum built form and open space requirements for development in commercial areas.
(e)	Actively encourage the provision of entertainment and dining precincts within activity centres.

Strategy #7	
Ensure the construction of high quality built form that is desirable with regards to functionality and amenity.	
Action	
(a)	Assess activity centre plans and development applications in accordance with contemporary planning principles and relevant policies.
(b)	Encourage a diversity of land uses to promote a more equitable distribution of services, facilities and employment.

2.3 Employment, Business & Industry

Objective: Increase employment opportunities within the City of Gosnells and support local businesses.

Strategy #8	
Endeavour to reach employment self-sufficiency targets in line with State government policy.	
Action	
(a)	Encourage the development and redevelopment of new and existing activity centres in accordance with the Activity Centres Planning Strategy.
(b)	Prepare structure plans and planning strategies to guide the subdivision and development of the Maddington Kenwick Strategic Employment Area.
(c)	Facilitate the subdivision and development of City owned land in the Southern River Business Park.

Strategy #9	
Preserve the integrity of strategic areas of employment, business and industry as outlined by the State Planning Sub-Regional Framework's Employment and Economic Network.	
Action	
(a)	Protect the existing hard rock quarry operations by introducing provisions into the Scheme to prohibit sensitive land uses within 1km of their operational areas, except where it can be demonstrated that measures can be undertaken to ameliorate the adverse impacts of the quarry operations.
(b)	Protect existing industrial and service commercial areas from the encroachment of incompatible, sensitive land uses, through the application of appropriate zonings and land use permissibilities in the Scheme.
(c)	Protect Perth Airport from encroachment by incompatible (noise-sensitive) development and minimise the impact of airport operations on the Beckenham, Langford and Kenwick communities by subjecting all Single Houses within the ANEF 20-25 contour to discretionary control under the Scheme.

2.4 Public Open Space

Objective: *Ensure the provision of accessible and functional public open space for recreation purposes.*

Strategy #10	
Provide for a variety of Public Open Space (POS) that is attractive, functional, fit for purpose, sustainable and integrated into the surrounding urban form, thereby contributing towards health, recreational and social needs of the community.	
Action	
(a)	Implement the objectives of the POS Strategy with parks designed and enhanced to meet the demands of the community.
(b)	Ensure that new POS areas represent best-practice design in accordance with contemporary planning principles.
(c)	Redevelop underutilised areas of public open space in accordance with the Public Open Space Strategy and associated Implementation Plans.
(d)	Investigate the disposal of underperforming areas of public open space or redevelopment of these parcels of land, in accordance with the endorsed POS Strategy.
(e)	Undertake the planning, subdivision and development of surplus parcels of public open space which do not provide a functional recreation function.
(f)	Create parks which provide a safe environment for users consistent with contemporary urban design principles.

Strategy #11	
Provide sufficient POS to accommodate the growing community's needs for passive and active recreational open space.	
Action	
(a)	Implement the objectives of Liveable Neighbourhoods in relation to providing sufficient POS (ie 10%).
(b)	Ensure the structure planning process delivers adequate areas of POS in accordance with Liveable Neighbourhoods and the POS Strategy.
(c)	Request the Western Australian Planning Commission to require cash-in-lieu contribution to be obtained through the subdivision process to acquire land for POS in areas where a shortfall has been identified.
(d)	The City shall investigate opportunities to co-locate POS with schools.

2.5 Rural

Objective: *Protect, conserve and enhance the existing landscape character of the City's rural areas.*

Strategy #12	
Protect, conserve and enhance the landscape character of the Foothills Rural area.	
Action	
(a)	Ensure the appropriate design and placement of buildings and infrastructure through local development plans.
(b)	Prepare a local planning policy to guide the assessment of subdivision applications to address the following matters: <ol style="list-style-type: none"> i. Discourage further clearing of native vegetation ii. Encourage the planting of endemic vegetation where possible iii. Maintain a 50 metre screen of native vegetation along Canning Mills Road where possible. iv. Retain native trees within the road reserves where possible. v. Encourage screen planting between overhead high voltage power line pylons and roadways. vi. Maintain and restore where possible and appropriate, a minimum 15 metre vegetated foreshore along the Bickley Brook and Ellis Brook.

Strategy #13	
Manage land uses within the Foothills Rural area having regard for their compatibility to reduce and mitigate any potential land use conflicts.	
Action	
(a)	Protect and preserve the amenity of the Foothills Rural area by applying an appropriate Rural Residential and Rural zoning and assigning land use permissibilities in the local planning scheme to ensure the protection of the rural amenity within this zone and ultimately preserve the community's rural lifestyle.
(b)	Incorporate provisions in the local planning scheme to specify a minimum lot size for subdivision as per the City's Foothills Rural Strategy.
(c)	Manage land use through appropriate location and design where the potential for conflict may occur, to protect the rural amenity of the Foothills Rural area and ultimately preserve the community's rural lifestyle.
(d)	Incorporate provisions in to the local planning scheme to limit sensitive land uses within the buffers of the existing hard rock quarries.
(e)	Recommend to the Western Australian Planning Commission that a memorial be placed on the certificate of title for any newly subdivided lot within the memorial (quarry buffer area).

2.6 Environment & Water Management

Objectives:

- *Protect, conserve and enhance the City's areas of natural environment.*
- *Ensure sustainable water management practices in the face of a changing climate and future growth.*

Strategy #14	
Protect, enhance and conserve the natural environment.	
Action	
(a)	Ensure that areas of environmental significance are suitably protected and managed by the City and the private sector through the planning process.
(b)	Work in partnership with other government and non-government agencies on targeted projects to manage and improve natural areas.
(c)	Implement the Mary Carroll Park Vision Plan
(d)	Continue to implement the City's Biodiversity Conservation Management Plan 2010.
(e)	Implement the Ellis Brook Valley Strategic Management Plan 2016
(f)	Support the Natural Areas Partnership with the Armadale Gosnells Landcare Group
(g)	Encourage, support and facilitate community ownership and protection of natural areas.
(h)	Encourage and support community environmental volunteer activity through the Armadale Gosnells Landcare Group
(i)	Consider the land capability and suitability of proposals involving activities that may potentially impact on water bodies, surface water quality and degradation of land.
(j)	Ensure the long-term reservation of land along the Canning River as Parks and Recreation and encourage acquisition of private land by the WAPC.
(k)	Support a range of uses along the Canning River including conservation, recreation and residential development.
(l)	Ensure and encourage public access to natural areas through the provision of roads (where possible) to provide a hard edge between public and private land.
(m)	Ensure an appropriate interface is provided between the natural and built environment to provide an appropriate level of community access.

Strategy #15	
Maintain an adequate level of bushfire protection	
Action	
(a)	Implement State Planning Policy 3.7 - Planning in Bushfire Prone Areas through amendments, structure plans, development and subdivision applications.
(b)	Implement the Gosnells Golf Course Bushland Ecological Fire Management Plan 2017.
(c)	Implement the Holmes Street Bushland North Enhancement, Access and Fire Management project.
(d)	Ensure infrastructure is adequate for bush fire protection.

Strategy #16	
Manage opportunities and constraints relating to water management and design.	
Action	
(a)	Implement Better Urban Water Management Guidelines through the requirement for, and assessment of, local water management strategies and urban water management plans.
(b)	Implement the City's policies in relation to stormwater management.
(c)	Liaise with government agencies through the planning approvals process.

Strategy #17	
Promote sustainable action to reduce greenhouse gas emissions.	
Action	
(a)	Implement the Switch Your thinking program and develop partnerships with business, industry and residents to encourage energy efficient, water-wise and waste reducing behaviour.
(b)	Implement land care initiatives.
(c)	Incorporate best practice sustainable development principles in the construction of City buildings, facilities and public spaces.
(d)	Incorporate best practice irrigation design and management for City Parks and facilities

2.7 Transport

Objective: *Provide and improve sustainable travel and transport options for the community.*

Strategy #18	
Provide a safe, efficient and effective movement network for people and freight that is integrated with land uses to provide for better accessibility and sustainability.	
Action	
(a)	Planning proposals will be assessed and determined against relevant state and local transport policies and guidelines.
(b)	Promote higher densities around key public transport routes.
(c)	Work closely with neighbouring local governments and state government agencies on transport solutions for the district.

Strategy #19	
To provide safe, affordable and effective transport modes for all sectors of the community.	
Action	
(a)	Plan for transit oriented development around all existing train stations including the planned station in Canning Vale.
(b)	Work with the State Government for the staged removal of level crossings, upgrades to train stations on the Armadale Line and promote improvements to local bus services.
(c)	Implement the City's Bike Plan.
(d)	Enhance cycling and pedestrian movement networks.
(e)	Prepare a local planning policy for car parking standards including bicycle facilities.
(f)	Implement higher densities surrounding transport nodes.

Strategy #20	
To ensure transport noise is managed appropriately.	
Action	
(a)	Implement the requirements of State Planning Policy 5.4 - Road and Rail Transport Noise and Freight Considerations in Land Use Planning through the statutory planning process.

2.8 Community Infrastructure and Development

Objectives: *Ensure the diverse and continuing needs of the community are met through the development of appropriate community facilities.*

Strategy #21	
Provide and maintain community facilities of an appropriate type, quantity, quality and distribution.	
Action	
(a)	Final adoption of a Sports Plan.
(b)	Plan for district level playing fields in Southern River Precinct 4.
(c)	Undertake the Hester Park Regional Revitalisation Project.
(d)	Prepare a Community Infrastructure Plan.
(e)	Implement the Gosnells Oval Vision Plan.
(f)	Prepare a Sutherlands Park Master Plan.
(g)	Prepare a Harmony Fields Master Plan.
(h)	Prepare a Gosnells Museum (Wilkinson Homestead) Improvement Plan.
(i)	Prepare a Gibbs Park Master Plan.
(j)	Prepare a Recreation and Cultural Strategy.
(k)	Consult with the community on the provision and design of community facilities.

2.9 Servicing & Infrastructure

Objective: *Ensure that the current infrastructure and servicing needs of the community are met and future development areas are planned for.*

Strategy #22	
Ensure infrastructure and servicing meets the needs of the community and to support existing and future development.	
Action	
(a)	Liase with the Water Corporation and State Government agencies to consider the provision of sewer infrastructure for Kenwick and the Maddington Kenwick Strategic Employment Area.
(b)	Monitor, maintain and upgrade (where necessary) the City's drainage network to ensure minimal impact on the community and ensure the quality of discharged stormwater.
(c)	Deliver infrastructure through the collection of funds through mechanisms provided by the <i>Local Government Act 1995</i> and the administration of development contribution plans.

Strategy #23	
Protect existing infrastructure	
Action	
(a)	Support Metropolitan Region Scheme amendments to protect infrastructure.
(b)	Ensure Western Power high voltage powerline setback requirements are applied through the planning approvals process.
(c)	Ensure the protection of the Dampier to Bunbury Gas Pipeline through the planning approvals process.

2.10 Heritage

Objective: *Promote and preserve the City's heritage areas.*

Strategy #24	
Record and promote places and objects of significant heritage value.	
Action	
(a)	Regularly update the City's Municipal Heritage Inventory and local planning scheme.

Strategy #25	
Create a sustainable future for significant heritage items within the City of Gosnells.	
Action	
(a)	Create and implement appropriate planning, development and conservation provisions for heritage sites within the City.

Strategy #26	
Involve the community in protecting and promoting the history and heritage of the City.	
Action	
(a)	Support and promote interest groups and the City's History and Heritage Advisory Group.

2.11 Tourism

Objective: *Promote and provide for tourism opportunities within the City.*

Strategy #27	
Promote and provide for tourism opportunities within the City.	
Action	
(a)	To provide for accommodation facilities within the City, the new local planning scheme will provide for accommodation land uses in accordance with the <i>Planning and Development (Local Planning Schemes) Regulations 2015's</i> Model Provisions.

2.12 Planning Framework

Objective: Review relevant planning frameworks in order to implement orderly and proper planning.

Strategy #28																																					
Review the City's planning framework to implement the LPS and local planning scheme in accordance with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> and State policy documents.																																					
Action																																					
(a)	<p>Prepare a new Local Planning Scheme (No. 24) in accordance with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> Model Scheme Provisions, including the conversion of existing zones into the new model zones, as outlined in the table below:</p> <table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th colspan="2" style="background-color: #d9e1f2; text-align: center;">Zoning Conversions</th> </tr> <tr> <th style="background-color: #d9e1f2; text-align: center;">Town Planning Scheme No. 6 Zone</th> <th style="background-color: #d9e1f2; text-align: center;">Local Planning Scheme No. 24 Zone</th> </tr> </thead> <tbody> <tr> <td style="text-align: center;">Residential</td> <td style="text-align: center;">Residential</td> </tr> <tr> <td style="text-align: center;">Residential Development</td> <td style="text-align: center;">Urban Development Centre</td> </tr> <tr> <td style="text-align: center;">Regional Centre</td> <td style="text-align: center;">Regional Centre</td> </tr> <tr> <td style="text-align: center;">District Centre</td> <td style="text-align: center;">District Centre</td> </tr> <tr> <td style="text-align: center;">Local Centre</td> <td style="text-align: center;">Local Centre</td> </tr> <tr> <td style="text-align: center;">Office</td> <td style="text-align: center;">Mixed Use</td> </tr> <tr> <td style="text-align: center;">Mixed Business</td> <td style="text-align: center;">Service Commercial</td> </tr> <tr> <td style="text-align: center;">Highway Commercial</td> <td style="text-align: center;">Industrial Development</td> </tr> <tr> <td style="text-align: center;">Business Development</td> <td style="text-align: center;">Residential/Light Industry Composite</td> </tr> <tr> <td style="text-align: center;">Residential/Light Industry Composite</td> <td style="text-align: center;">Light Industry</td> </tr> <tr> <td style="text-align: center;">Light Industry</td> <td style="text-align: center;">General Industry</td> </tr> <tr> <td style="text-align: center;">General Industry</td> <td style="text-align: center;">Extractive Industry</td> </tr> <tr> <td style="text-align: center;">Extractive Industry</td> <td style="text-align: center;">Rural</td> </tr> <tr> <td style="text-align: center;">General Rural</td> <td style="text-align: center;">Rural Residential</td> </tr> <tr> <td style="text-align: center;">Special Rural</td> <td style="text-align: center;">Kennels</td> </tr> <tr> <td style="text-align: center;">Kennels</td> <td style="text-align: center;">Private Clubs, Institutions and Places of Worship</td> </tr> </tbody> </table>	Zoning Conversions		Town Planning Scheme No. 6 Zone	Local Planning Scheme No. 24 Zone	Residential	Residential	Residential Development	Urban Development Centre	Regional Centre	Regional Centre	District Centre	District Centre	Local Centre	Local Centre	Office	Mixed Use	Mixed Business	Service Commercial	Highway Commercial	Industrial Development	Business Development	Residential/Light Industry Composite	Residential/Light Industry Composite	Light Industry	Light Industry	General Industry	General Industry	Extractive Industry	Extractive Industry	Rural	General Rural	Rural Residential	Special Rural	Kennels	Kennels	Private Clubs, Institutions and Places of Worship
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(b)	Address any zoning anomalies through the readjustment of zonings and/or the application of a new, more appropriate zoning.																																				
(c)	Review, update and prepare local planning policies consistent with the LPS and local planning scheme.																																				
(d)	Revise the City's suite of strategic planning documents consistent with the LPS and local planning scheme.																																				
(e)	Request that the Western Australian Planning Commission prepare an omnibus amendment to fix zoning/reservation anomalies in the Metropolitan Region Scheme.																																				
(f)	Introduce the model land use categories as provided by the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> Model Scheme Provisions, and modify any land use categories and/or introduce non-standard land use categories where considered appropriate.																																				

3. IMPLEMENTATION

The City has prepared a new Local Planning Scheme No. 24 alongside the LPS. It is expected that upon endorsement of the LPS and Local Planning Scheme No. 24, several existing local planning policies will need to be reviewed and/or new policies formulated.

4. MONITORING AND REVIEW

The State Government requires that a comprehensive review of the LPS and Local Planning Scheme should be undertaken at least every five years. In terms of the LPS, this will include updating information in response to the availability of information or changes which may not have been foreseen at the time of formulating the LPS. In addition, the City will continue to monitor the performance of its current planning strategies and update them if necessary.

PART 2 - BACKGROUND INFORMATION AND ANALYSIS

1. INTRODUCTION

The LPS is a strategic planning document which outlines the City's vision and provides guidance for the growth and development of the City over the next ten years. The LPS sets out key directions and actions to manage future population growth and change.

The *Planning and Development Act 2005* and the *Planning and Development (Local Planning Schemes) Regulations 2015*, require local governments to prepare a Local Planning Strategy. The WAPC's Local Planning Manual Guidelines define the purpose of a LPS as a framework for local planning and an interface between state and local planning. The LPS forms the strategic basis for local planning schemes.

The LPS is an overarching strategic planning framework for the City. It will outline the key actions to be implemented from the City's suite of planning strategies. The LPS provides the rationale, objectives and analysis that supported the formulation of the proposed Local Planning Scheme No. 24. The Scheme includes the rules and standards that will guide future development and land use so it aligns to the LPS.



Figure 4 - Local Planning Framework

2. STATE AND REGIONAL PLANNING FRAMEWORK

2.1 Introduction

The following section outlines the State and Regional planning framework within which the Local Planning Strategy and Scheme was prepared.

2.2 State Planning Framework

The overarching planning framework in Western Australian is administered by the WAPC and is outlined in the diagram below.

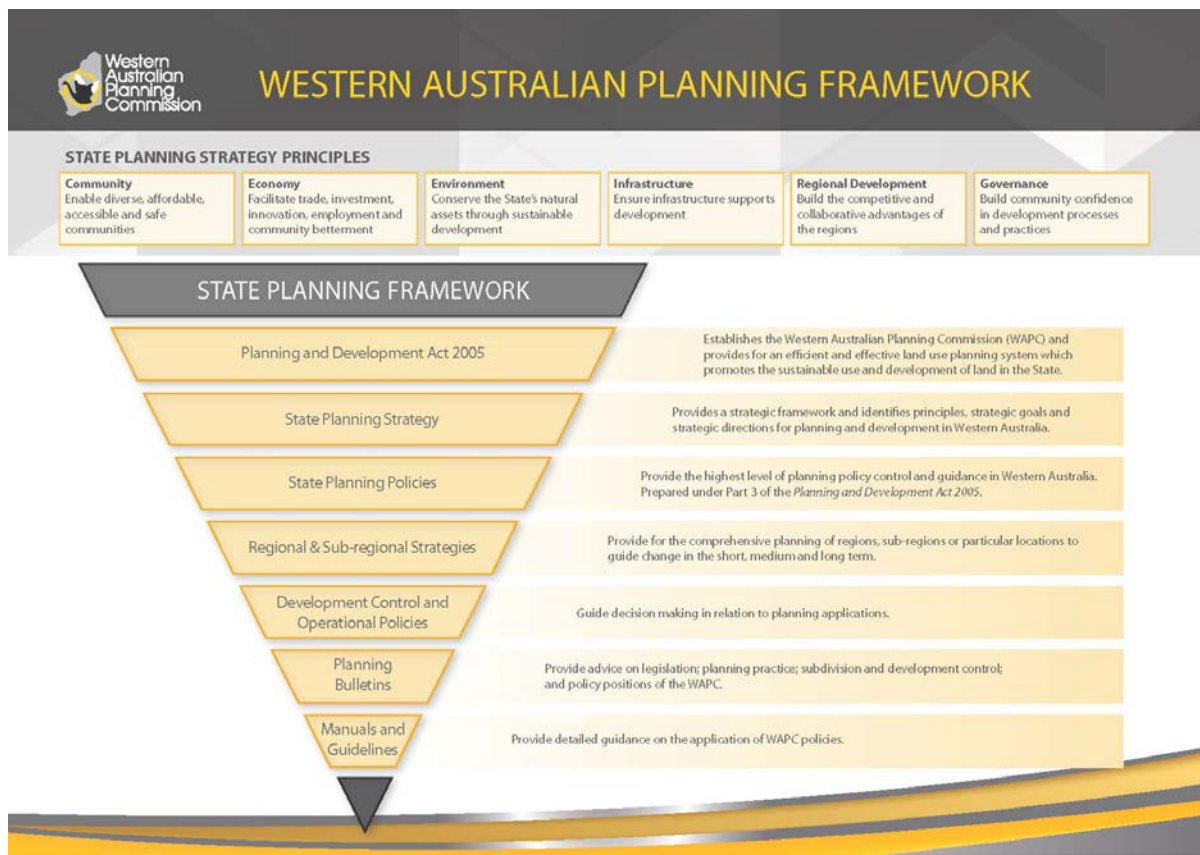


Figure 5 - State Planning Framework

2.3 State Planning Strategy 2050

The State Planning Strategy (SPS) provides the broad strategic plan for planning and development decisions across the state. Based on a framework of planning principles, strategic goals and directions, the SPS is designed to respond to the challenges and opportunities that are drivers of change at present and into the future of land-use planning and development.

The SPS provides guidance to:

- Local community plans, growth plans and local planning schemes and strategies.
- Project approvals through the State Government Lead Agency Framework.
- Planning for the coordination of physical and community infrastructure.
- Region scheme amendments, regional planning and infrastructure frameworks, regional investments and service delivery programs.
- Investment proposals into areas and sectors of the State most likely to generate a return in the public interest.

2.4 State Planning Policies

State Planning Policies (SPP's) provide the highest level of planning policy control and guidance in Western Australia. The SPP's that apply to the City are outlined in the following sections.

SPP 2.0 - Environment and Natural Resources

This policy defines the principles and considerations that represent good and responsible planning in terms of environment and natural resource issues within the framework of the State Planning Strategy. The objectives of the policy are:

- To integrate environment and natural resource management with broader land use planning and decision-making.
- To protect, conserve and enhance the natural environment.
- To promote and assist in the wise and sustainable use and management of natural resources.

Implications:

The protection and conservation of the natural environment has been given consideration in the LPS (section 4.7). The LPS recognises that there are conflicts between land use and the protection of natural resources. In order to achieve the best outcome for the City these values should be addressed as a component of decision making within areas designated as urban or within development areas. Where possible and appropriate, the development of land should ensure the protection of environmental features such as remnant vegetation, wetlands and water resources. This could be achieved through the design of the district and local open space network.

SPP 2.3 - Jandakot Groundwater Protection

SPP 2.3 aims to protect the Jandakot Groundwater Protection Area from development and land uses that may have a detrimental impact on the water resource. The objectives of this policy are;

- To ensure that all development and changes to land use within the policy area are compatible with maximising the long-term protection and management of groundwater, in particular for public drinking water supply;
- To protect groundwater quality and quantity in the policy area in order to maintain the ecological integrity of important wetlands that are hydraulically connected to that groundwater, including wetlands outside the policy area;
- To prevent, minimise or manage development and land uses that may result in contamination of groundwater; and
- To maintain or increase natural vegetation cover over the policy area.

Implications:

The policy area and the mound only applies to a small area of the City on State Government owned land (Prison site) on Warton Road in Canning Vale.

SPP 2.4 - Basic Raw Materials

This policy sets out the matters which are to be taken into account and given effect to by the WAPC and local governments in considering zoning, subdivision and development applications for extractive industries. The objectives of this policy are:

- To protect priority resource locations, key extraction areas and surrounding buffer areas from being developed for incompatible land uses which could limit future exploitation;
- To ensure that the use and development of land for the extraction of basic raw materials does not adversely affect the environment or amenity in the locality of the operation during or after extraction;
- To provide a consistent planning approval process for extractive industry proposals including the early consideration of sequential land uses.

SPP 2.4 applies to the two hard rock quarries located within the eastern portion of the City on the face of the Darling Escarpment, being the Boral and Holcim quarries.

Implications:

The City's adopted Foothills Rural Strategy provides recommendations to ensure the protection of the two existing hard rock quarries from adjacent inappropriate landuses. A 1 kilometre wide buffer exists around the quarries to ensure that sensitive landuses such as residential dwellings are not permitted within this area.

SPP 2.5 - Rural Planning

This SPP is the basis for planning and decision-making for rural and rural living land across Western Australia. The objectives of this policy are:

- To support existing, expanded and future primary production through the protection of rural land, particularly priority agricultural land and land required for animal premises and/or the production of food;
- To provide investment security for existing, expanded and future primary production and promote economic growth and regional development on rural land for rural land use;
- To provide a planning framework that comprehensively considers rural land and land uses, and facilitates consistent and timely decision-making;
- To avoid and minimise land use conflicts;
- To promote sustainable settlement in, and adjacent to, existing urban areas; and
- To protect and sustainably manage environmental, landscape and water resource assets.

Implications:

The City's adopted Foothills Rural Strategy provides recommendations to guide decision making in the Rural – Residential zones and Special Use zones in the Darling Scarp and adjacent foothills.

SPP 2.7 - Public Drinking Water Source

The policy addresses land use and development in public drinking water supply areas. The objectives of the policy are:

- To protect and manage public drinking water source areas from incompatible land uses and pollution in order to maintain the quality of the drinking water;
- Ensure land uses that are detrimental to the quality and quantity of the water supply will not be permitted unless it can be demonstrated that such impact can be managed; and
- Ensure that priority is given to the protection of the highest quality drinking water through provisions in the Metropolitan Region Scheme and local government town planning schemes.

Implications:

There are two Public Drinking Water Source Areas located within the eastern portion of the City which are associated with the Bickley Brook Reservoir and Victoria Reservoir Catchment Areas.

SPP 2.8 - Bushland Policy for the Perth Metropolitan Region

The aim of the policy is 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. This will secure long-term protection of biodiversity and associated environmental values. The policy recognises the protection and management of significant bushland areas as a fundamental consideration in the planning process, while also seeking to integrate and balance wider environmental, social and economic considerations. In general terms, the policy does not prevent development where it is consistent with the policy measures in this policy and other planning and environmental considerations.

The objectives of this policy are:

- To establish a conservation system at the regional level (through Bush Forever areas and to operate with the clearing controls under the *Environmental Protection Act 1986*) that is, as far as is achievable, comprehensive, adequate and representative of the ecological communities of the Swan Coastal Plain portion of the Perth Metropolitan Region;
- To seek to protect and manage significant bushland recommended for protection and management for conservation purposes through a range of implementation mechanisms and;
- To provide a policy and implementation framework for significant bushland areas recommended for protection and management to assist conservation planning, planning assessment and decision-making processes.

Implications:

The City works closely with the State Government in order to ensure the protection and ultimate acquisition, of the remaining Bush Forever areas that are in private ownership. The City also provides advice to the WAPC or makes planning decisions under the Local Planning Scheme when assessing applications for the rezoning, subdivision or development of land that is designated as Bush Forever.

SPP 2.9 - Water Resources

This policy is directly related to the overarching sector policy SPP 2 Environment and Natural Resources policy and provides clarification and additional guidance to planning decision-makers for consideration of water resources in land use planning strategy.

The objectives of this policy are:

- To protect, conserve and enhance water resources that are identified as having significant economic, social, cultural and/or environmental values;
 - To assist in ensuring the availability of suitable water resources to maintain essential requirements for human and all other biological life with attention to maintaining or improving the quality and quantity of water resources; and
 - To promote and assist in the management and sustainable use of water resources.
-

SPP 2.9 is relevant to the wetlands, waterways (including their associated foreshores) and floodplains located within the City.

Implications:

The LPS (sections 4.7) recognises that careful land use planning is needed to protect surface water and groundwater sources, and that development needs to be compatible with the management of public drinking water resources. The management and use of water resources should be given an appropriate level of consideration at each stage of the planning process. Water efficiency, reuse and adaptation will be an important consideration into the future. Land use and development will need to be compatible with the protection and long term management of water resources.

SPP 2.10 - Swan-Canning River System

This policy contains a vision statement for the future of the Swan-Canning river system, policies based on the guiding principles for future land use and development in the precincts along the river system and performance criteria and objectives for specific precincts. The objectives of this policy are:

- To provide a regional framework for the preparation of precinct plans based on the precincts identified in the Swan River System Landscape Description;
- To provide a context for consistent and integrated planning and decision making in relation to the river; and
- To ensure that activities, land use and development maintain and enhance the health, amenity and landscape values of the river, including its recreational and scenic values.

SPP 2.10 is applicable to the Canning River and Southern River which traverse the City.

Implications:

The City provides advice to the WAPC and State Government agencies, when assessing applications for the rezoning, subdivision or development of land adjacent or within the boundary of the Canning and Southern River Management Area.

SPP 3.0 - Urban Growth and Settlement

This policy sets out the principles and considerations which apply to planning for urban growth and settlements in Western Australia. The objectives of this policy are:

- To promote a sustainable and well planned pattern of settlement across the State, with sufficient and suitable land to provide for a wide variety of housing, employment, recreation facilities and open space;
 - To build on existing communities with established local and regional economies, concentrate investment in the improvement of services and infrastructure and enhance the quality of life in those communities;
 - To manage the growth and development of urban areas in response to the social and economic needs of the community and in recognition of relevant climatic, environmental, heritage and community values and constraints;
-

- To promote the development of a sustainable and liveable neighbourhoods form which reduces energy, water and travel demand while ensuring safe and convenient access to employment and services by all modes, provides choice and affordability of housing and creates an identifiable sense of place for each community; and
- To coordinate new development with the efficient, economic and timely provision of infrastructure and services.

Implications:

The LPS (section 4.2) addresses the infill targets identified for the City under Perth and Peel @3.5million and associated State and Regional Planning Framework. The LPS seeks to identify sufficient land to meet future population and housing needs. In identifying locations to meet this demand, the City will be seeking to accommodate new development and infill opportunities within the City's Activity Centres and along rail corridors.

SPP 3.1 - Residential Design Codes

The Residential Design Codes (R-Codes) control the design of residential development and are administered and applied by the City. The R-Codes aim 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 and should be read with Development Control Policy 2.2 - Residential Subdivision for this purpose.

Implications:

The LPS acknowledges that uniform residential development standards along with a range of choices for housing type and design are important for the community. The City is maintaining the local community's expectations for this type of infill development being directed towards centres and activity corridors.

SPP 3.4 - Natural Hazards and Disasters

The purpose of this policy is to inform and guide the WAPC in the undertaking of its planning responsibilities, and in integrating and coordinating the activities of State agencies that influence the use and development of land that may be affected. Consistent with the purpose of the policy, the objectives of this policy are:

- To plan for natural disasters as a fundamental element in the preparation of all statutory and non-statutory planning documents, specifically town planning schemes and amendments, and local planning strategies; and
- To use of these planning instruments, to minimise the adverse impacts of natural disasters on communities, the economy and the environment.

Implications

The LPS considers the impact of natural hazards and disasters in the planning and development of land across the City.

SPP 3.5 - Historic Heritage Conservation

This policy sets out the principles of sound and responsible planning for the conservation and protection of Western Australia's historic heritage. The objectives of this policy are:

- To conserve places and areas of historic heritage significance;
- To ensure that development does not adversely affect the significance of heritage places and areas;
- To ensure that heritage significance at both the State and local levels is given due weight in planning decision-making; and
- To provide improved certainty to landowners and the community about the planning processes for heritage identification, conservation and protection.

Implications:

The City has adopted a Heritage Strategy which provides the heritage conservation framework for the local government area. The Heritage Strategy is supplementary to the overarching LPS.

SPP 3.6 - Development Contributions for Infrastructure

The policy sets out the principles and considerations that apply to development contributions for the provision of infrastructure in new and established urban areas, and the form, content and process to be followed.

Implications:

The LPS (section 3) provides a summary of each of the Development Contribution Plans (DCP's) that are operational or a planned. The City's goals are that DCP's adequately and efficiently recover the cost of growth from developers and assist in providing common infrastructure and community facilities.

SPP 3.7 - Planning in Bushfire Prone Areas

SPP 3.7 directs how land use should address bushfire risk management in Western Australia. It applies to all land which has been designated as bushfire prone by the Fire and Emergency Services Commissioner as highlighted on the Map of Bush Fire Prone Areas.

SPP 3.7 seeks to guide the implementation of effective risk-based land use planning and development to preserve life and reduce the impact of bushfire on property and infrastructure. It applies to all higher order strategic planning documents, strategic planning proposals, subdivision and development applications located in designated bushfire prone areas (unless exemptions apply). This policy also applies where an area is not yet designated as bushfire prone but the proposed development is planned in a way that introduces a bushfire hazard (eg revegetation).

Implications:

Areas of natural vegetation have been mapped and are identified as Bushfire Prone Areas by the Department of Fire and Emergency Services within the City. SPP 3.7 has been taken into consideration when preparing the LPS and in determining potential areas of land use conflict. Bushfire risk management measures and protection criteria will be considered and satisfied at subsequent stages of the planning process.

SPP 4.1 – State Industrial Buffer

The purpose of the policy is to provide a consistent statewide approach for the protection and long-term security of industrial zones, transport terminals (including ports) other utilities and special uses. It will also provide for the safety and amenity of surrounding land uses while having regard to the rights of landowners who may be affected by residual emissions and risk. The objectives of this policy are:

- To provide a consistent statewide approach for the definition and securing of buffer areas around industry, infrastructure and some special uses;
- To protect industry, infrastructure and special uses from the encroachment of incompatible land uses;
- To provide for the safety and amenity of land uses surrounding industry, infrastructure and special uses; and
- To recognise the interests of existing landowners within buffer areas who may be affected by residual emissions and risks, as well as the interests, needs and economic benefits of existing industry and infrastructure which may be affected by encroaching incompatible land uses.

Implications:

Several large Industrial areas exist within the City. The LPS (section 4) informs the Local Planning Scheme in identifying and ensuring they are appropriately zoned and protected from inappropriate development on adjoining land.

The Strategy proposes to increase residential densities in the suburbs of Beckenham and Kenwick which are located adjacent to the Maddington Kenwick Strategic Employment Area (MKSEA). Residential land in these areas are currently zoned R17.5 in TPS 6 and it is proposed for a small increase in density in LPS 24 to R20. An increase in the density will only allow limited infill development as most lots are under 900m² and cannot be redeveloped.

Existing residential areas are located within 1 kilometre of the edge of MKSEA, without any adverse impacts on the amenity of residents. Residential development in Beckenham is separated from MKSEA by a 125 metre wide reserve for the Roe Highway and freight railway line. Portions of Kenwick are located opposite MKSEA on the southern side of Bickley Road.

Council is currently preparing Structure Plans for MKSEA. A Special Use zone is proposed along the northern side of Bickley Road to create an interface between existing residential development in Kenwick and planned industrial development. The Special Use zone will allow for composite development, with a residential dwelling fronting Bickley Road and industrial development at the rear of the dwelling. Access to the industrial portion of the composite lots will not be permitted off Bickley Road and access restricted to the rear of the lot via a future road. A similar composite zoned industrial area has successfully operated on Maddington Road for many years.

SPP 4.2 - Activity Centres for Perth and Peel

The main purpose of this policy is to specify broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres in Perth and Peel. It is mainly concerned with the distribution, function, broad land use and urban design criteria of activity centres, and with coordinating their land use and infrastructure planning.

Other purposes of the policy include the integration of activity centres with public transport; ensuring they contain a range of activities to promote community benefits through infrastructure efficiency and economic benefits of business clusters; and lower transport energy use and associated carbon emissions.

The policy also reflects the WAPC's intention to encourage and consolidate residential and commercial development in activity centres so that they contribute to a balanced network.

Implications:

The strategic direction for Activity Centres is reflected in the LPS to achieve optimal development. Land use and zoning in and around Activity Centres shall allow for intensification of use and mixed use development opportunities, but not undermine the sustainability of other existing and smaller Activity Centres.

The City has recently updated the Activity Centres Planning Strategy (ACPS) which is supplementary to the overarching LPS. The ACPS is outlined in Section 4.3 and states that careful planning is required to promote the shift to centres that have a mix of uses, higher activity levels and support a range of transport options for the community.

SPP 5.1 - Land Use Planning in the Vicinity of Perth Airport

SPP 5.1 applies to land in the vicinity of Perth Airport which is, or may in the future, be affected by aircraft noise. The objectives of SPP 5.1 are:

- To protect Perth Airport from unreasonable encroachment by incompatible (noise sensitive) development, to provide for its ongoing development and operation; and
- To minimise the impact of airport operations on existing and future communities with reference to aircraft noise.

SPP 5.1 is predicated on the Australian Noise Exposure Forecast (ANEF), which was prepared by Perth Airport Pty Ltd in consultation with Airservices Australia. The ANEF is referenced in this policy, which ensures all future revisions of the ANEF are incorporated into the policy automatically and concurrently.

The northern portions of the City, including parts of Langford, Beckenham and Kenwick, are located within the 20-25 ANEF contour. In accordance with SPP 5.1, it is acceptable to develop and/or subdivide in the 20-25 ANEF contour, providing a notification is placed on the certificate of title of any sensitive land use, advising of the potential for noise nuisance. It should be noted however that SPP 5.1 stipulates that residential areas located within the 20-25 ANEF contour should be limited to an R20 density, except where:

- land is identified as appropriate for more intensive development through strategic planning instruments such as a regional or sub-regional structure plan;
- a higher density coding is desirable to facilitate redevelopment or infill development of an existing residential area;
- it can be demonstrated that the public benefits of higher density coding outweigh the negative impacts of exposing additional residents to aircraft noise.

It is considered that the residential suburbs of Beckenham and Langford offer significant opportunities for redevelopment due to their high levels accessibility to major roads and public transport, and their close proximity to the Perth Central Business District and the Cannington Strategic Metropolitan Centre. For this reason, it is considered inappropriate to limit the density of these suburbs to an R20 coding. Notwithstanding, it is recommended that noise-sensitive land uses within the ANEF 20 - 25 contours be subject to discretionary control under the local planning scheme through the application of a Special Control Area.

Implications:

The LPS notes the impact on noise sensitive development in existing built up areas of the City from Perth airport. The LPS proposes limited increases in density for areas near Beckenham train station and activity centres, within the ANEF 20-25 contour. A Special Control Area is included in the draft LPS 24 within the ANEF 20-25 contour.

SPP 5.2 - Telecommunications Infrastructure

This planning policy aims to balance the need for effective telecommunications services and effective roll-out of networks, with the community interest in protecting the visual character of local areas. Using a set of land use planning policy measures, the policy intends to provide clear guidance pertaining to the siting, location and design of telecommunications infrastructure. The objectives of this policy are:

- To facilitate the provision of telecommunications infrastructure in an efficient and environmentally responsible manner to meet community needs;
- To manage the environmental, cultural heritage, visual and social impacts of telecommunications infrastructure;
- To ensure that telecommunications infrastructure is included in relevant planning processes as essential infrastructure for business, personal and emergency reasons; and
- To promote a consistent approach in the preparation, assessment and determination of planning decisions for telecommunications infrastructure.

SPP 5.2 is required to be considered in the context of any development proposal for telecommunications infrastructure, in addition to Council's Local Planning Policy 2.4 - Telecommunications Infrastructure.

Implications:

This policy has been given due regard within the LPS, particularly with respect to land use permissibility and environmental, cultural heritage, social and visual landscape values that may be compromised as a result of telecommunications infrastructure.

SPP 5.3 - Land Use Planning in the Vicinity of Jandakot Airport

The policy applies to land in the vicinity of Jandakot airport, which is, or may in the future, be affected by aircraft noise. It is important however to recognise the physical context in which the airport is situated, and to minimise as far as practicable, adverse impacts on adjacent development such as aircraft noise, which is the focus of this Policy. The objectives of this policy are:

- To protect Jandakot Airport from encroachment by incompatible land use and development, so as to provide for its ongoing, safe, and efficient operation; and
- To minimize the impact of airport operations on existing and future communities with particular reference to aircraft noise.

SPP 5.3 is applicable to a small area of the City comprising land bound by Ranford Road, Nicholson Road and Warton Road, in Canning Vale. Notwithstanding, this area is located below the 20 ANEF contour, and therefore, whilst the area may still experience noise nuisance, SPP 5.3 does not provide any restrictions on zoning or development in the area.

Implications:

There are no implications for development in the City as a result of this State Planning Policy.

SPP 5.4 - Road and Rail Transport Noise and Freight Considerations in Land Use Planning

This policy aims to promote a system in which sustainable land use and transport are mutually compatible. The objectives of this policy are:

- To protect people from unreasonable levels of transport noise by establishing a standardised set of criteria to be used in the assessment of proposals;
- To protect major transport corridors and freight operations from incompatible urban encroachment;
- Encourage best-practice design and construction standards for new development proposals and new or redeveloped transport infrastructure proposals;
- To facilitate the development and operation of an efficient freight network; and
- To facilitate the strategic co-location of freight handling facilities.

The City will need to ensure that any subdivision and/or development near major transport corridors addresses the requirements of SPP 5.4.

Implications:

The LPS recognises the need to give consideration to the impacts of transport noise on noise-sensitive developments, as well as to the compatibility of development with transport networks. Suitable land use and development opportunities shall be identified within the vicinity of major transport corridors. Planning controls to ensure compatibility of land use shall be applied at the appropriate stages of the planning process.

2.5 Strategic Planning Framework

2.5.1 Perth and Peel @ 3.5 Million

The State Government released the final Perth and Peel @ 3.5 Million strategic planning framework in March 2018. This plan defines the urban form for the next 30 years, aims limit unsustainable urban sprawl and encourage greater housing diversity to meet changing community needs. The Strategic Plan states:

When Perth reaches a population of 3.5 million people, it will continue to be an innovative 21st century city delivering distinctive Western Australian lifestyle choices and global opportunities.

Liveable: A city with an enviable quality of life characterised by a community which is diverse and inclusive; engaged and creative; safe and healthy.

Prosperous: A city that capitalises on technology and innovation to deliver a strong, competitive economy; efficient infrastructure; and an engaged community and will become a destination of choice for skilled migrants and business investment from around the globe.

Connected: A well-serviced, accessible and connected city with strong regional, national and international links. People will be able to move freely around the city via a choice of efficient transport modes.

Sustainable: Perth will responsibly manage its ecological footprint and live within its environmental constraints, while improving our connection with and enjoyment of the natural environment.

Collaborative: Government, business and the community will collaborate to progress the aims and objectives of the city as a whole.

This plan has a key objection to promote greater infill development across Perth and Peel. To meet the projected population by 2050, 800,000 new homes are required. Almost half of these houses (380,000 dwellings) will need to be built as infill development in existing built up areas. Infill development areas are closely aligned with Stage 1 of the METRONET project.

The majority of the new infill dwellings will be built in Central sub region of Perth (214,000 dwellings), The total infill housing proposed in this South Metropolitan Peel sub-region is 75,510 dwellings by 2050.

2.5.2 South Metropolitan Peel Sub-regional Planning Framework

The South Metropolitan Peel Sub-regional Planning Framework will establish a long-term, integrated planning framework for land use and infrastructure to guide future growth across the sub-region. The sub-region comprises the Cities of Armadale, Cockburn, Gosnells, Kwinana, Mandurah and Rockingham, as well as the Shires of Murray, Serpentine–Jarrahdale and Waroona.

The framework sets out proposals to:

- *achieve a more consolidated urban form and development within the sub-region;*
- *meet long-term housing requirements;*
- *strengthen key activity centres and employment nodes to meet the future needs of industry, commerce and the community;*
- *identify requirements for key community and social infrastructure such as those required for health and tertiary education;*
- *provide transport linkages that connect people with key centres of activity and employment, and access to areas beyond the Perth and Peel regions;*
- *facilitate and support a future regional transportation network and facilitate the provision of service infrastructure;*
- *identify sites to meet the growing requirements for regional sport and recreation facilities;*
- *protect areas with regional conservation, environmental and landscape value;*
- *establish the elements and functions of the green network in supporting an active and healthy community;*
- *encourage and guide increased connectivity between areas of open space or conservation through an integrated green network;*
- *protect areas with basic raw materials for timely extraction;*
- *provide ongoing consideration of water supply and protection of public drinking water source areas;*
- *retain land for rural and agricultural purposes; and*
- *guide the staging and sequencing*

The plan identifies where new homes and jobs will be located, makes best use of existing and proposed infrastructure and protects important environmental assets. They set the groundwork for the development of vibrant new communities, particularly around key transport links, including METRONET station precincts and activity centres, within a compact and connected city.

The sub-region will experience strong growth, with the population expected to more than double from 523,400 people in 2011 to 1.26 million by 2050. With an average population growth rate of 3.8 per cent, it will have the strongest growth of all sub-regions.

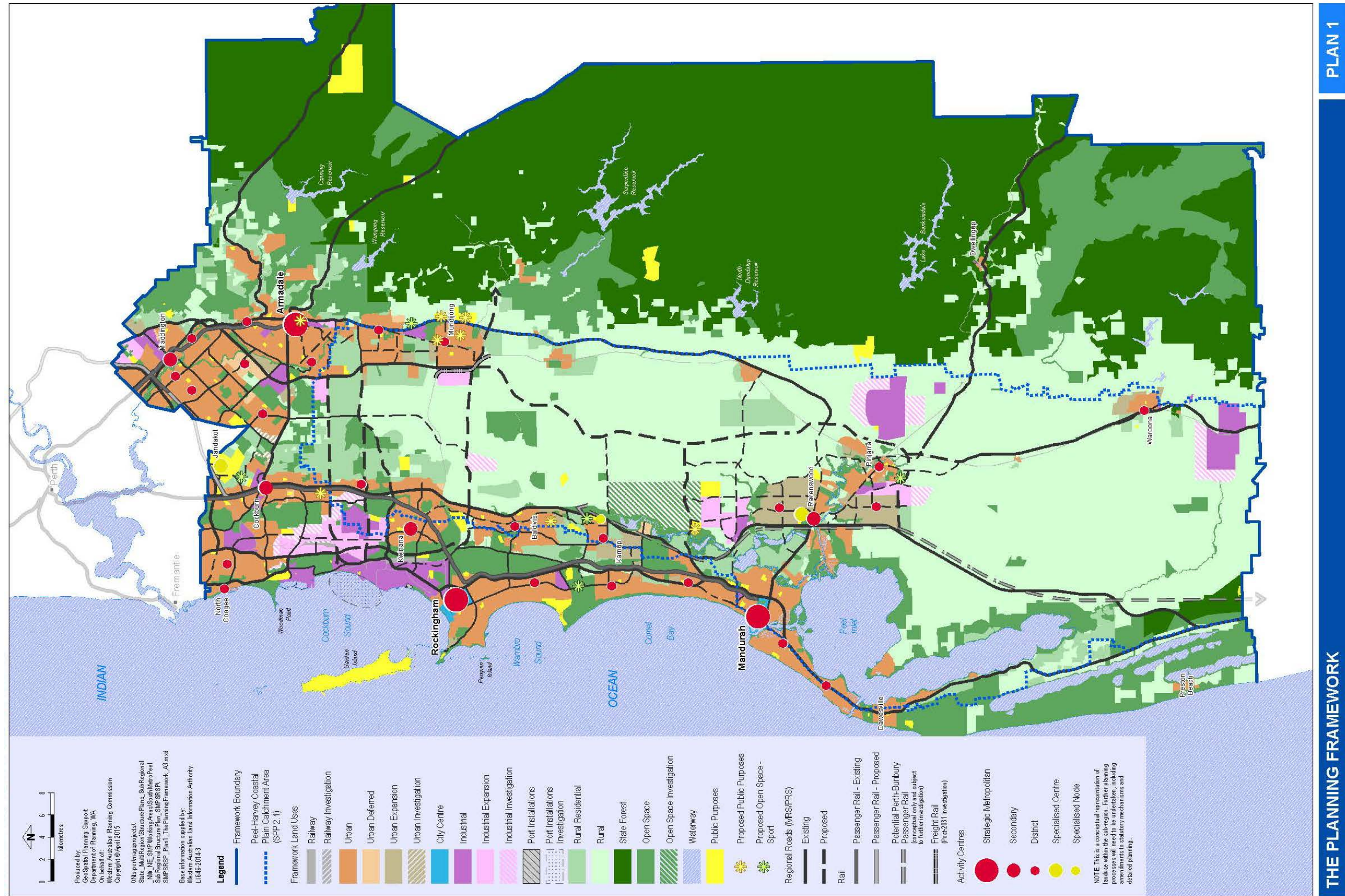


Figure 6 - South Metropolitan Peel Sub-regional planning framework

2.6 Metropolitan Region Scheme

The Metropolitan Region Scheme (MRS) is a large town planning scheme for the Perth metropolitan area and is administered by the WAPC. A copy of the MRS that applies to the City is shown below:

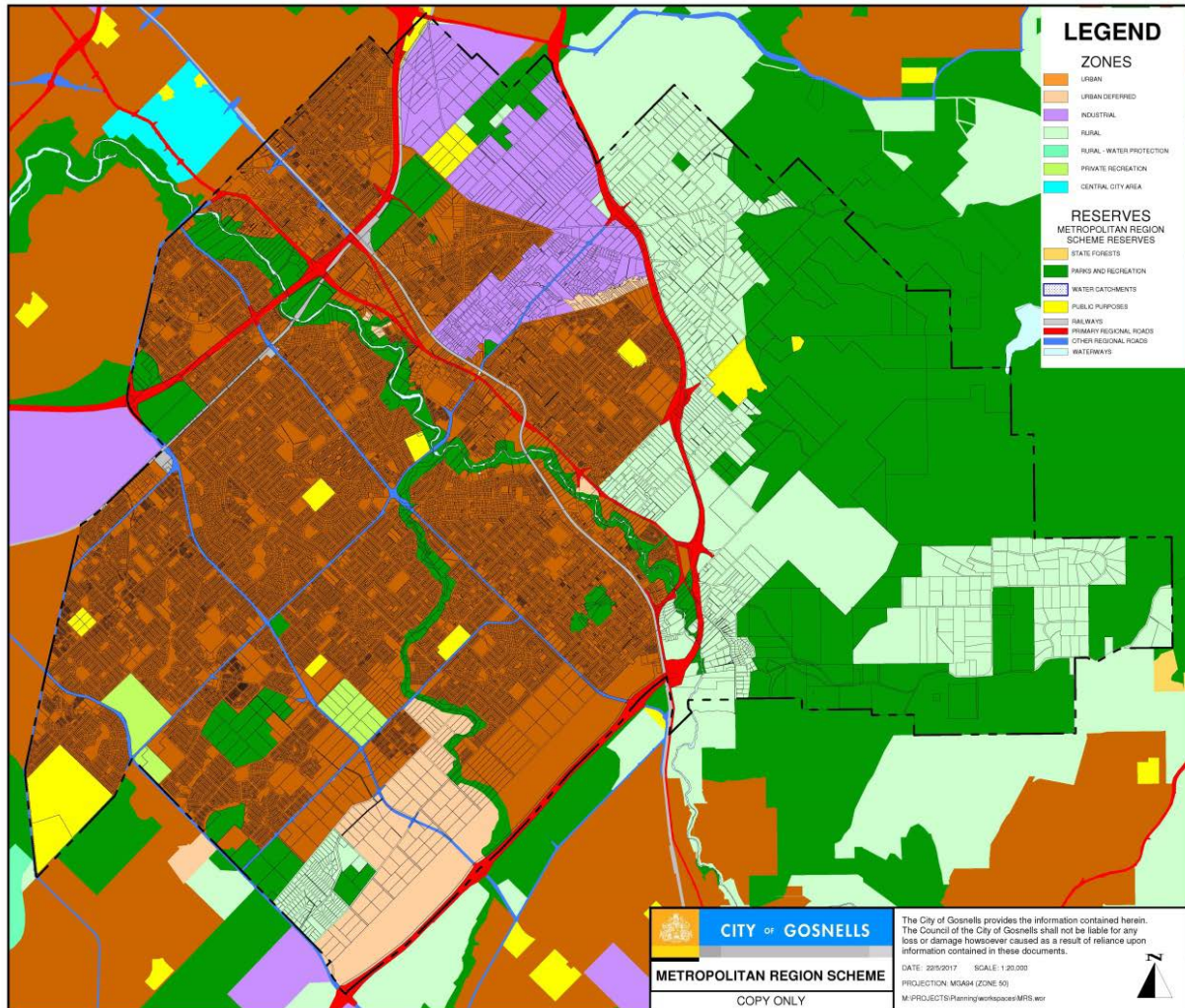


Figure 7 - Metropolitan Region Scheme

2.7 Operational Policies and Guidelines

Development control and operational policies have been adopted by the WAPC to guide decision-making in relation to subdivision and development applications. They are given statutory effect by reference in the State Planning Framework Policy.

2.7.1 Liveable Neighbourhoods

Liveable Neighbourhoods is the WAPC's primary policy for the design and assessment of structure plans (regional, district and local) and subdivision for new urban developments (predominantly residential) on greenfield and large infill sites. Liveable Neighbourhoods promotes an urban structure of walkable neighbourhoods. Community facilities and services are accessed by walking, cycling and public transport through an efficient interconnected movement network. Employment opportunities and economic sustainability are facilitated through a coherent hierarchy of activity centres.

2.7.2 Development Control Policies

The following relevant development control policies have been adopted by the WAPC and apply to the City:

General

- DC 1.1 - Subdivision of Land - General Principles
- DC 1.2 - Development Control - General Principles
- DC 1.3 - Strata Titles
- DC 1.5 - Bicycle Planning
- DC 1.6 - Planning to Support Transit Use and Transit Oriented Development
- DC 1.7 - General Road Planning
- DC 1.8 - Amendment to Region Schemes

Residential

- DC 2.2 - Residential Subdivision
- DC 2.3 - Public Open Space in Residential Areas
- DC 2.4 - School Sites
- DC 2.5 - Special Residential Zones
- DC 2.6 - Residential Road Planning

Rural

- DC 3.4 - Subdivision of Rural Land

Industrial and Commercial

- DC 4.1 - Industrial Subdivision
- DC 4.2 - Planning for Hazards and Safety

Land Reserved by Region Schemes

- DC 5.1 - Regional Roads (Vehicular Access)
- DC 5.3 - Use of Land Reserve for Parks and Recreation and Regional Open Space
- DC 5.4 - Advertising on Reserved Land

Draft Policies

- DC 2.2 - Residential Subdivision
- DC 4.3 - Planning for High-Pressure Gas Pipelines

2.7.3 Planning Bulletins

Planning bulletins provide advice on legislation, planning practice, subdivision and development control, and policy positions of the WAPC.

No.	Planning Bulletin
3	Notification of Titles (Memorials)
7	Government Sewerage Policy Perth Metropolitan Region
10	Geotechnical Reports for Subdivisions
21	Cash-in-lieu of Public Open Space
33	Rights-of-way or laneways in established areas
37	Draft Model Text Provisions for Structure Plans
49	Caravan Parks
52	Process for Seeking Approval Under the Stata Titles Act 1985 (and Planning and Development Act 2005) for Strata Titles and Delegation to Local Government of Built Strata Applications
60	New System for Classifying Western Australian Planning Commission Policies and Plans
69	Bush Forever Areas
70	Caretakers Dwellings in Industrial Areas
71	Residential Leasehold Estates and Developments
72	Child Care Centres
83	Planning for Tourism
87	High Pressure Gas Transmission Pipelines in the Perth Metropolitan Region
91	Restrictive Covenants
94	Approval Requirements for Public Works and Development by Public Authorities
97	Proposed Street Tree and Utility Planning Amendment to Liveable Neighbourhoods and Development Control Policy 1.3 Strata Titles
99	Holiday Homes Guidelines
100	State Planning Policy 3.6 Development Contributions for Infrastructure
102	Section 76 of the Planning and Development Act 2005
104	Improvement Schemes and Plans
105	Section 126 - Zoning amended by regional planning schemes
107	New Model Subdivision Conditions
108	Layout Plans
110	Guidance on the processing of Built Stata title applications
111	Planning in Bushfire Prone Areas
112	Medium-density single house development standards-Development Zones
113	Multiple Dwellings in R40 coded areas and variation to R-codes Multiple Dwelling development standards

Fact sheets, Manuals and Guidelines provide detailed guidance on the application of WAPC polices.

Fact Sheets
Bushfire Fact Sheets
Basic Raw Materials
Piggeries
Poultry Farms
Diverse City by Design
Manuals
Local Planning Manual
Visual Landscape Planning in Western Australia
Basic Raw Materials Applicants Manual
Enquire-by-Design Workshop Process - A Preparation Manual
Guidelines
Rural Planning Guidelines
Transport Impact Assessment Guidelines
Planning in Bushfire Prone Areas
Structure Plan Framework
Local Development Framework
Tourism Planning Guidelines
IPWEA Subdivision Engineering Guidelines Edition 2.2
State Coastal Planning Policy Guidelines
Guidelines for preparation of integrated transport plans
Reducing Crime and Anti-social Behaviour in Pedestrian Access Ways
Procedure for the Closure of Pedestrian Access Ways
Holiday Homes Guidelines - short stay use of residential dwellings
Road and Rail Transport Noise and Freight Considerations in Land Use Planning
Acid Sulphate Soils Planning Guidelines
Better Urban Water Management
Guidelines for the Lifting of Urban Deferment
Designing Out Crime Planning Guidelines
The Design and Geometric Layout of Residential Road

3. LOCAL PLANNING CONTEXT

3.1 Community Plan

The Strategy has been prepared to reflect the vision, objectives and actions from Council’s adopted Community Plan. The Community Plan is a long term strategic (10 year) document that is imbedded in Council operational documents. These documents include the 4 year Corporate Business Plan, 10 year Financial Plan, annual budget and operational plans for Council’s individual directorates.

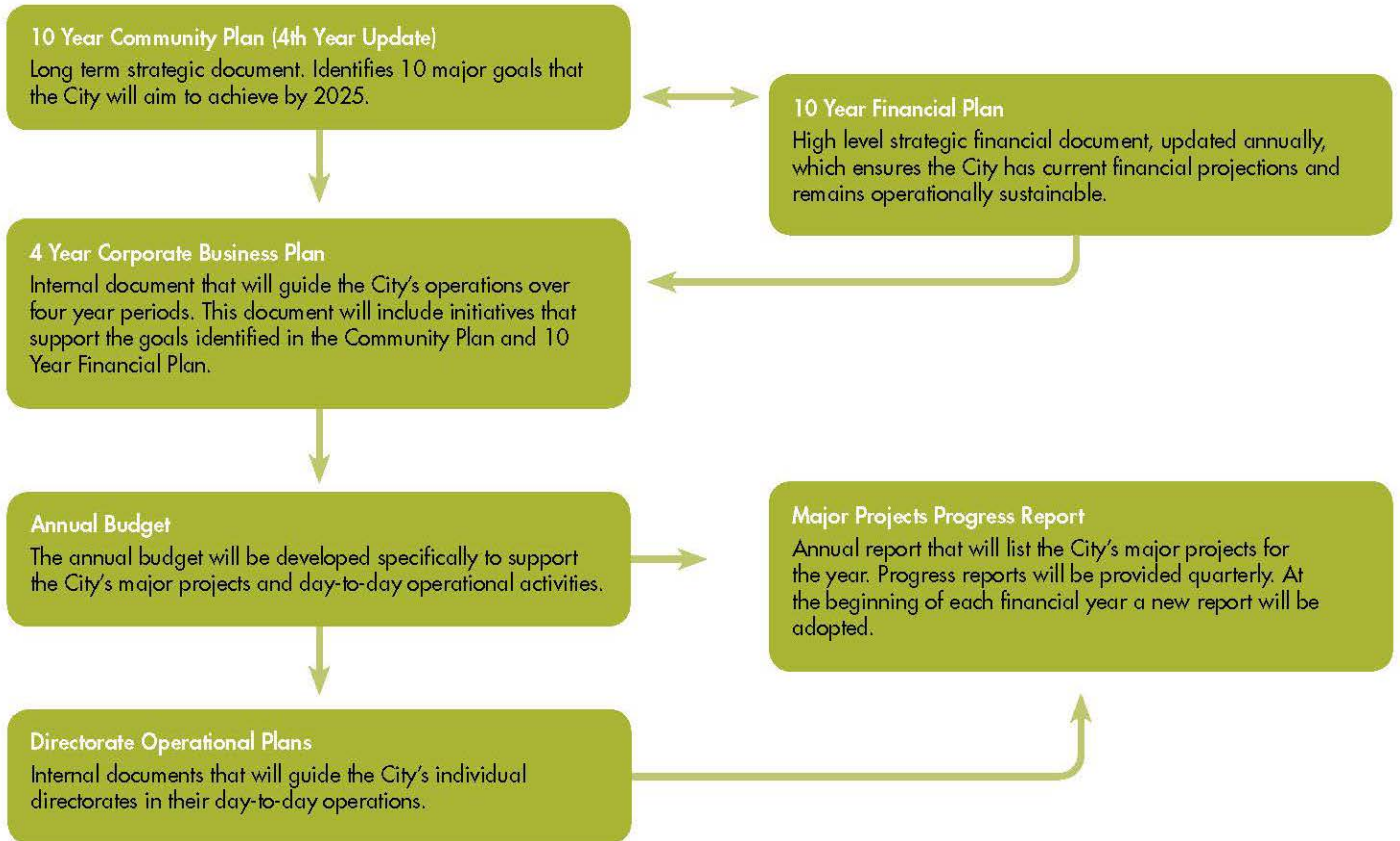


Figure 8 - Council’s Community Plan

3.2 Town Planning Schemes

3.2.1 Town Planning Scheme No. 6

Town Planning Scheme No. 6 (TPS 6) is a district zoning scheme that applies to the whole district of the City of Gosnells. TPS 6 was gazetted on 15 February 2002. The purpose of TPS 6 is to:

- (a) *Set out the local government's planning aims and intentions for the Scheme area;*
- (b) *Set aside land as reserves for public purposes;*
- (c) *Zone land within the Scheme area for the purpose defined in the Scheme;*
- (d) *Control and guide land use and development;*
- (e) *Set out procedures for the assessment and determination of planning applications;*
- (f) *Make provisions for the administration and enforcement of the Scheme; and*
- (g) *Address other matters set out in the First Schedule in the Town Planning Act.*

3.2.2 Town Planning Scheme 9A

Town Planning Scheme No. 9A (TPS 9A) applies to a 106 hectare area of land in Maddington, generally bound by Alcock Street, Harmony Fields, Tonkin Highway and the undeveloped land fronting Maddington Road. TPS 9A was gazetted on 24 August 1990 and the primary purpose of TPS 9A is to facilitate and coordinate the residential development of the land. The Scheme provides for the payment of contributions by landowners and the provision of infrastructure such as sewer, roads, drainage and public open space.

There is approximately 6 hectares of land remaining to be developed in TPS 9A. The City anticipates that land in this area will be fully developed by 2025. At that time, Council will review and consider revoking the TPS 9A.

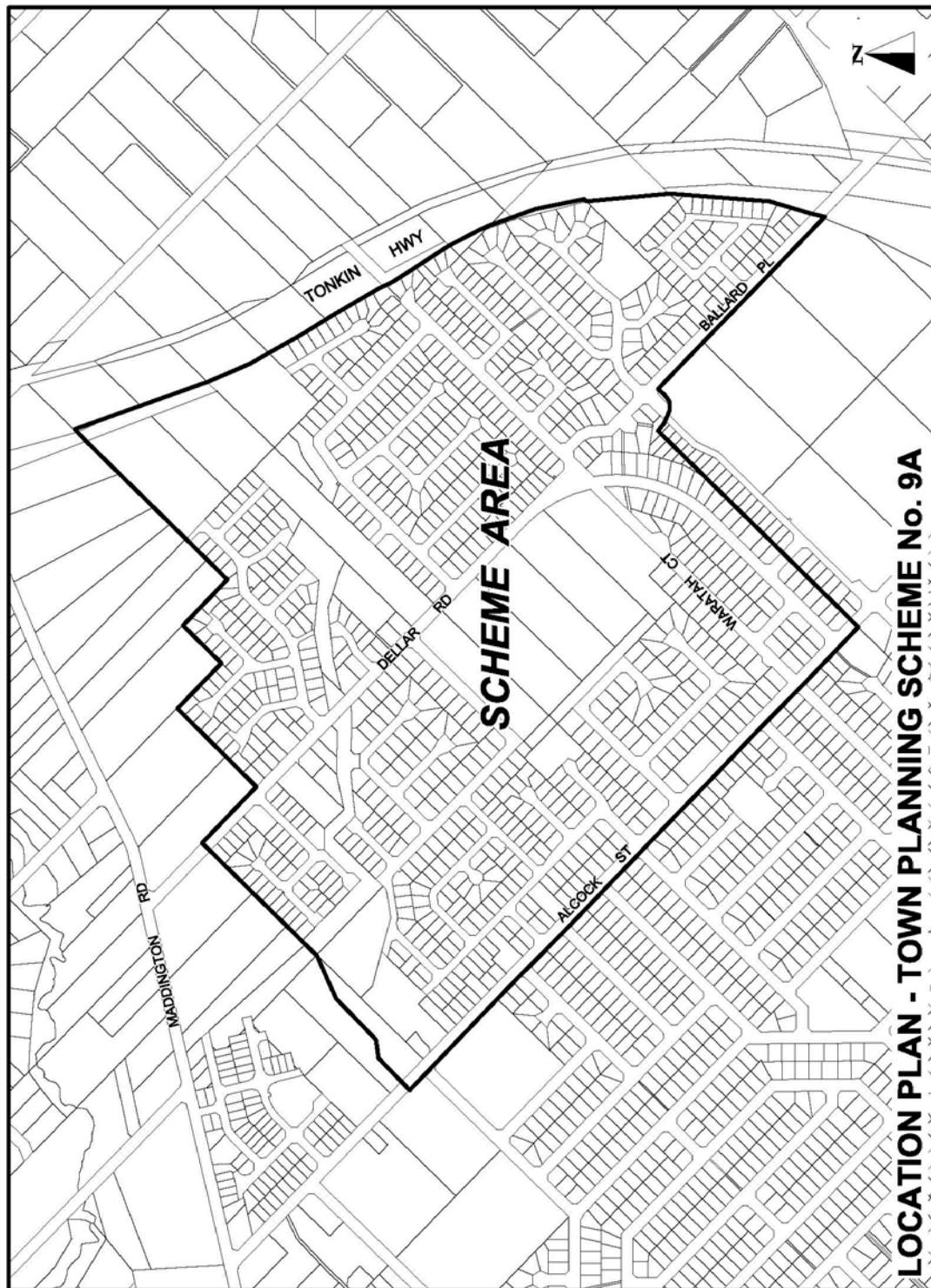


Figure 9 - Town Planning Scheme 9A

3.2.3 Town Planning Scheme 15

Town Planning Scheme No. 15 (TPS 15) applies to a 142 hectare area in Maddington, generally bound by Bickley Road, Tonkin Highway, Bickley Brook, Myola Place, Maddington Road, Stebbing Road and the locality boundary of Kenwick. TPS 15 was initially gazetted on 28 June 1991 and the primary purpose of the Scheme is to guide subdivision and industrial development in the above area. TPS 15 provides for the payment of contributions by landowners and the provision of infrastructure such as services, roads, cycleways, drainage and public open space.

TPS 15 is almost fully developed with only a few large parcels of land remaining to be subdivided. TPS 15 will be reviewed over the next five years and could possibly be revoked.

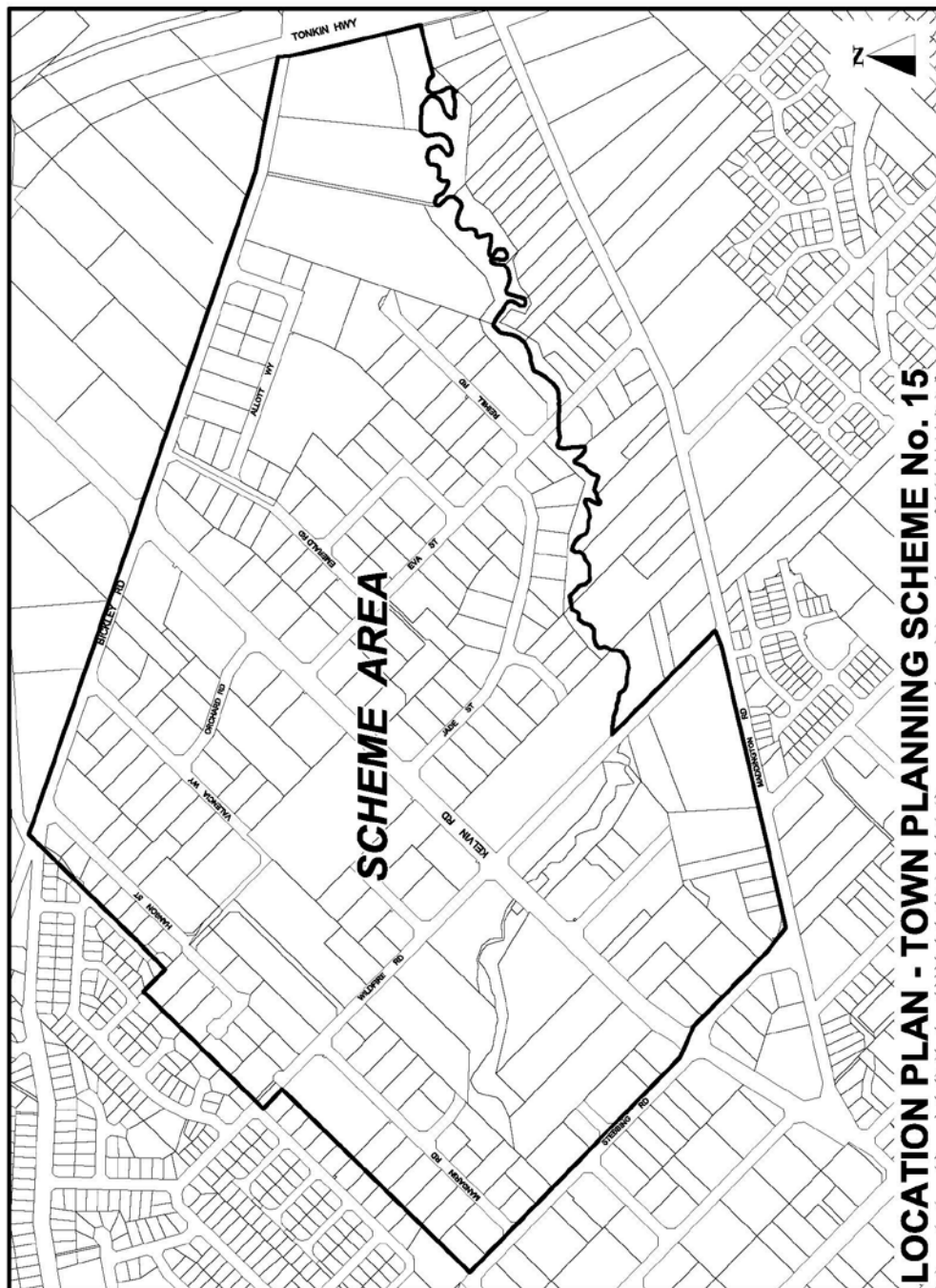


Figure 10 - Town Planning Scheme 15

3.2.4 Town Planning Scheme 17

Town Planning Scheme No.17 (TPS 17) is a Guided Development Scheme which refers to the 313 hectare area bound by Warton Road, Huntingdale Road, Southern River Road, Holmes Street and Garden Street Extension. TPS 17 was initially gazetted on 23 March 1990 and the main aim of TPS 17 is to guide subdivision and residential development in the area. Associated with the scheme is an arrangement administered by the City for the shared provision of development infrastructure. The arrangement requires landowners to make contributions towards the construction of drainage facilities, major roads and pathways, provision of sewerage and public open space.

The City is currently undertaking a review of TPS 17 which will involve replacing the majority of the remaining undeveloped land within the Scheme area with a contemporary Development Contribution Plan and Structure Plan. If this occurs, Council will then review and revoke TPS 17.

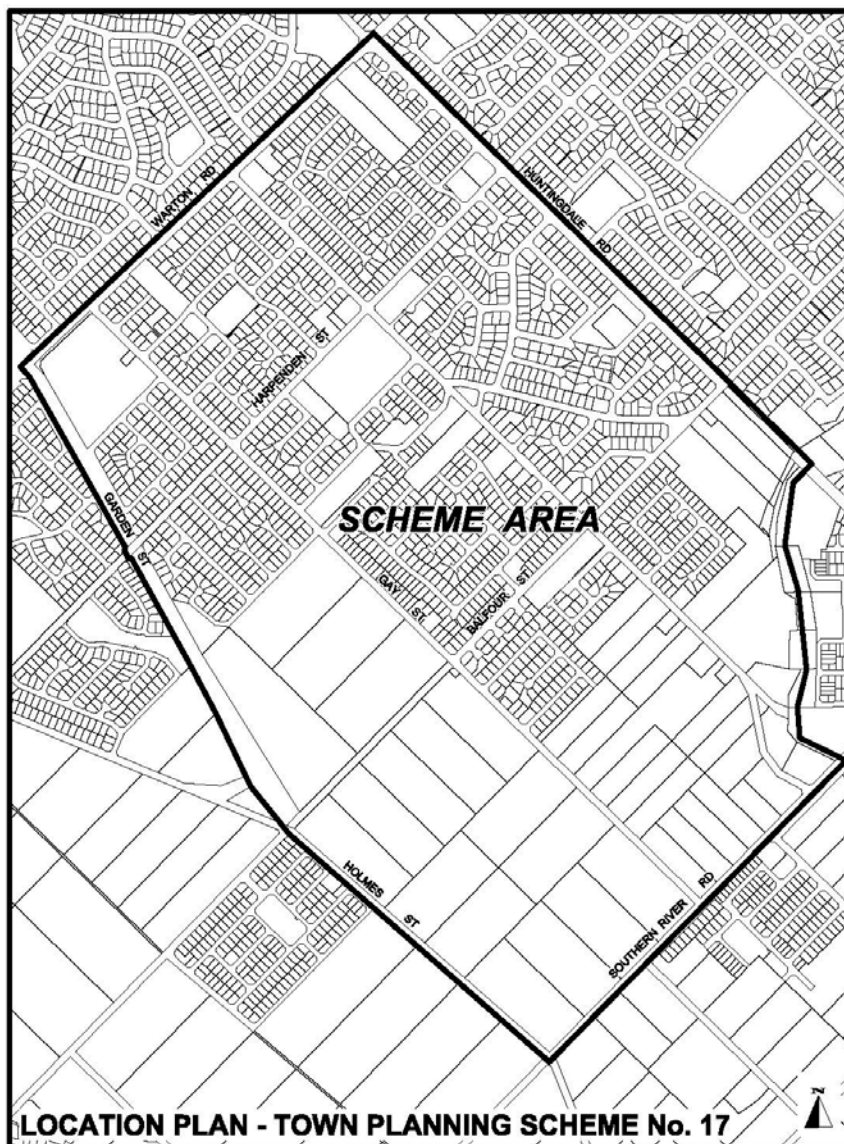


Figure 11 - Town Planning Scheme 17

3.3 Structure and Activity Centre Plans

A structure plan is a plan that provides for the coordination of future subdivision and zoning of an area of land. In accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015 - Schedule 2 - Deemed Provisions* (the Regulations), a decision maker for an application for development approval or subdivision approval in an area covered by a structure plan is required to have due regard to that structure plan.

In accordance with the Regulations, a structure plan has effect for a period of 10 years from the date it is approved by the WAPC. In the case of structure plans that were approved prior to the commencement of the Regulations, the approval date is taken to have been the commencement date of the Regulations. It is anticipated that during this timeframe a structure plan area should be significantly developed and therefore incorporated or 'normalised' into a scheme via a scheme amendment or as part of a scheme review. Should a structure plan area not be significantly developed, the Regulations allow for the WAPC to grant extensions to the operational period of a structure plan.

There are 32 structure plans (formally referred to as Outline Development Plans or ODPs) that are currently operational within the City. A summary of all the structure plans, their expiry date and a recommendation on whether they should be incorporated into the scheme is provided in the following table.

Structure Plan Name	Expiry Date	Status	Incorporate into Scheme?
Canning Vale	25 August 2025	Substantially developed and no longer requires structure plan to guide subdivision and zoning.	Yes
Central Beckenham Precinct I	25 August 2025	Does not require structure plan to guide subdivision and zoning.	Yes
Central Maddington	25 August 2025	Required to guide subdivision and zoning.	No
Central Maddington Precinct E	25 August 2025	Required to guide subdivision.	No
Chamberlain Street	25 August 2025	Substantially developed	Yes
Corfield Street	7 July 2027	Required to guide subdivision and zoning	Yes
Eileen Street Precinct 1	25 August 2025	Does not require structure plan to guide subdivision and zoning. Road layout plan to be prepared.	Yes
Homestead Road	25 August 2025	Required to guide subdivision and zoning.	No
Kenwick South	30 July 2018	Required to guide subdivision and zoning.	Yes
Maddington Homestead	25 August 2025	Substantially developed and no longer requires structure to guide subdivision and zoning.	Yes

Structure Plan Name	Expiry Date	Status	Incorporate into Scheme?
Maddington Kenwick Strategic Employment Area Precinct 3A	25 August 2017	Required to guide subdivision and zoning	Yes
Maddington Road Precinct A	25 August 2025	Required to guide subdivision and zoning.	No
Maddington Road Precinct B	25 August 2025	Required to guide subdivision and zoning.	No
North Gosnells Precinct K	25 August 2025	Does not require structure plan to guide subdivision and zoning. Road layout plan to be prepared.	Yes
Southern River Precinct 1A	25 August 2025	Substantially developed and no longer requires structure plan to guide subdivision and zoning.	Yes
Southern River Precinct 1B	25 August 2025	Substantially developed and no longer requires structure plan to guide subdivision and zoning.	Yes
Southern River Precinct 1C	31 August 2025	Substantially developed and no longer requires structure plan to guide subdivision and zoning.	Yes
Southern River Precinct 1D	25 August 2025	Substantially developed and no longer requires structure plan to guide subdivision and zoning.	Yes
Southern River Precinct 1E	25 August 2025	Substantially developed and no longer requires structure plan to guide subdivision and zoning.	Yes
Southern River Precinct 1F	25 August 2025	Substantially developed and no longer requires structure plan to guide subdivision and zoning.	Yes
Southern River Precinct 2 Phase 1	25 August 2025	Required to guide subdivision and zoning.	No
Southern River Precinct 2 Phase 2	25 August 2025	Required to guide subdivision and zoning	No
Southern River Precinct 2 Phase 3	27 October 2026	Required to guide subdivision and zoning	No
Southern River Precinct 3A (North)	25 August 2025	Required to guide subdivision and zoning	No
Southern River Precinct 3A (South)	25 August 2025	Required to guide subdivision and zoning	No
Southern River Precinct 3E	4 May 2027	Required to guide subdivision and zoning	No
Southern River Precinct 3F	9 September 2026	Required to guide subdivision and zoning	No

Structure Plan Name	Expiry Date	Status	Incorporate into Scheme?
Southern River Precinct 5	25 August 2025	Substantially developed and no longer requires structure plan to guide subdivision and zoning.	Yes
West Canning Vale	25 August 2025	Substantially developed and no longer requires structure plan to guide subdivision and zoning.	Yes
West Martin Precinct 1	25 August 2025	Substantially developed and no longer requires structure plan to guide subdivision and zoning.	Yes
West Martin Precinct 2	25 August 2025	Required to guide subdivision and zoning	No
Yule Brook Precinct 1	25 August 2025	Required to guide subdivision and zoning	No

Table 1 – Approved Structure Plans

As outlined above, there are two structure plans, being Eileen Street Precinct 1 and North Gosnells Precinct K, where subdivision would be better facilitated by a road layout plan contained in Local Planning Policy 3.2 - Coordination of Infill Development.

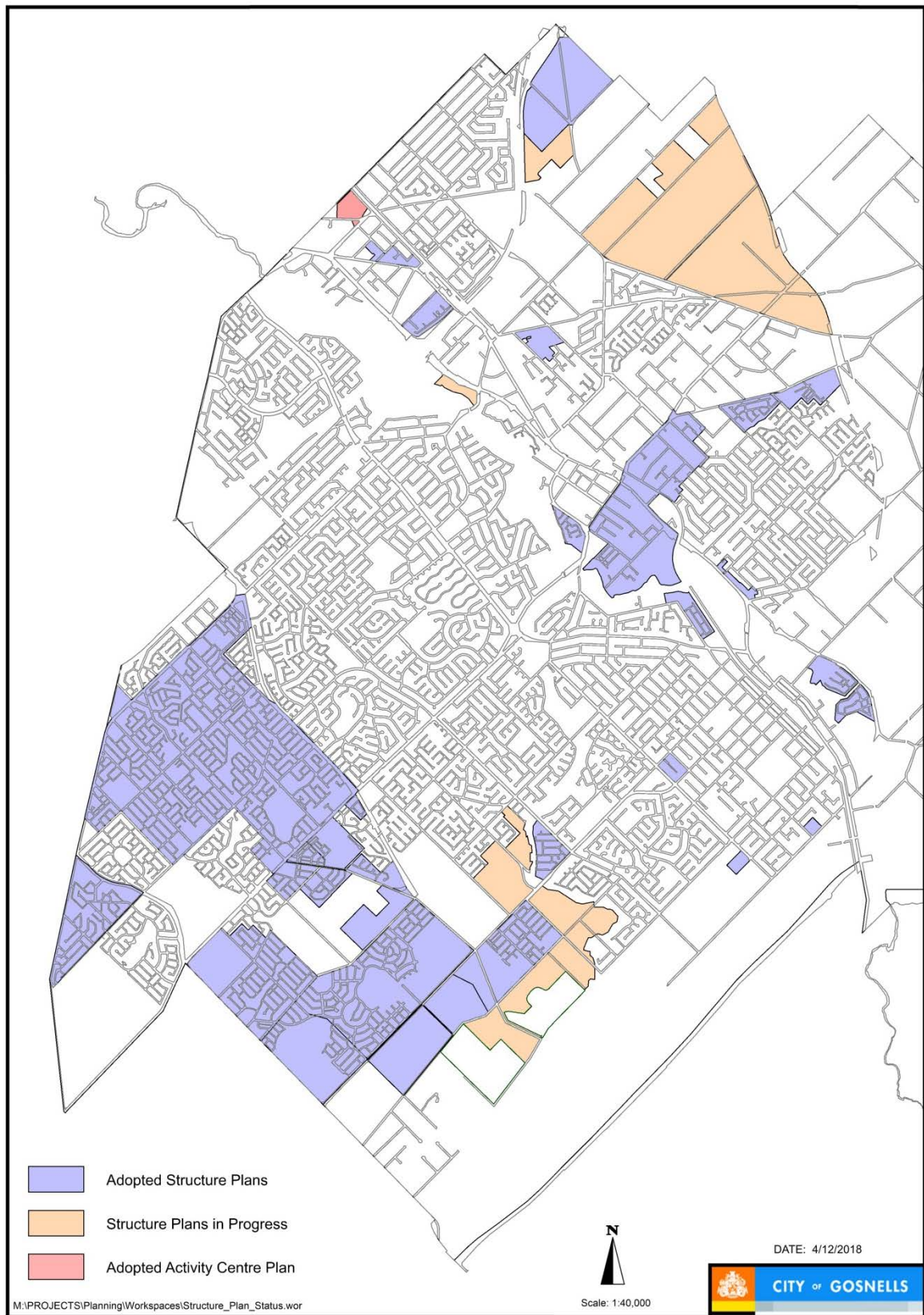


Figure 12 - Location of approved and proposed structure plans

3.4 Development Contribution Plans

The City administers a number of Development Contribution Plans (DCP) for the purpose of equitably sharing the costs of providing infrastructure and public open space required to support new development. DCP's set out in broad terms the various items of infrastructure and administration that are required in the area they relate to. The detail underpinning those items is contained within the associated Development Contribution Plan Report (DCPR), the following DCP's operate in the City.

3.4.1 Canning Vale

The Canning Vale DCP lists common costs associated with development of land within the Canning Vale ODP, which encompasses an area of 469.53ha. The infrastructure and administration items that are funded by the DCP and detailed in the DCPR, include the following:

- Drainage - Land acquisition and Construction
- Shared Paths
- Road Construction
- Road Resumption
- Traffic Management
- Service Relocation
- Power Line Upgrading
- Conservation Category Wetland Development
- General Administration and Studies
- Public Open Space

To date, a significant portion of the Canning Vale ODP area has been developed. As such, there are opportunities to 'normalise' the ODP by incorporating the zonings into the Scheme and revoking the ODP. Notwithstanding, the DCP would still need to continue to operate until such time that the area is fully built out.

3.4.2 West Canning Vale

The West Canning Vale DCP lists common costs associated with development of land within the West Canning Vale ODP, which encompasses an area of 60.5ha. The items that are funded by the DCP and detailed in the DCPR, include the following:

- Drainage – Land acquisition and construction
 - Shared Paths
 - Road Construction
 - Road Resumption
 - Traffic Management
 - Service Relocation
-

- Power Line Upgrading
- Conservation Category Wetland resumption and development
- General Administration and Studies
- Public Open Space

To date, a significant portion of the West Canning ODP area has been developed. As such, there are opportunities to 'normalise' the ODP by incorporating the zonings into the Scheme and revoking the ODP. Notwithstanding, the DCP would still need to continue to operate until such time that the area is fully built out.

3.4.3 Central Maddington

The Central Maddington DCP is associated with the Central Maddington ODP which encompasses an area of approximately 115ha and affects 550 properties. The infrastructure and administration items that are funded by the DCP include the following:

- Drainage construction
- Construction of shared paths
- Road construction
- Land acquisition for roads
- Traffic Management
- Street lighting
- Underground power
- Street Trees
- Public open space development
- General administration and studies
- Public open space (4.9ha).

The ODP and DCP should continue operating until such time that the area is fully built out.

3.4.4 Homestead Road

The Homestead Road DCP is associated with the Homestead Road ODP which compasses an area of approximately 10.72ha. The infrastructure and administration items that are being funded by the DCP include the following:

- Construction of a drainage upgrade along Homestead Road.
 - Construction of traffic management devices on Homestead Road.
 - Construction of shared paths in the adjacent Parks and Recreation reserve.
 - Construction of a drainage detention basin.
 - Development of public open space.
-

- ODP preparation
- General Administration
- Public open space at 10.06%.

The ODP and DCP should continue operating until such time that the area is fully built out.

3.4.5 Maddington Road Precincts A and B

The Maddington Road Precincts A and B DCP is associated with the Maddington Road Precinct A ODP and a portion of the Maddington Road Precinct B ODP. The DCP seeks to facilitate the equitable provision of public open space and the sharing of costs associated with developing the public open space and administering the DCP. More specifically, the DCP makes provision for the following:

- Public open space for Precinct A at 13.88%
- Public open space for Precinct B at 13.41%
- Development of public open space.
- General administration (Precinct A only).

The ODPs and DCP should continue operating until such time that the area is fully built out.

3.4.6 Southern River Precinct 1

The Southern River Precinct 1 DCP is applicable to the Southern River Precincts 1A, 1B, 1C, 1D, 1E and 1F ODP areas, which encompasses an area of approximately 69ha. The infrastructure and administration items that are funded by the DCP include the following:

- Land for widening Arterial Road - Warton Road
 - Arterial Road - Upgrading Warton Road (where it abuts the development contribution area).
 - Traffic Management - Installation of traffic signals at the intersections of Warton Road/Garden Street and Warton Road/Holmes Street.
 - Fauna underpasses under Holmes Street.
 - Roundabout at the intersection of Holmes Street and Harpenden Street.
 - Land acquisition for the roundabout at the intersection of Holmes Street and Harpenden Street.
 - General administration and studies
-

To date, Southern River Precinct 1 has been substantially developed and no longer relies on the applicable ODPs to guide subdivision and development. As such, there are opportunities to 'normalise' the ODPs by incorporating the zonings into the Scheme and revoking the ODPs. Notwithstanding, the DCP would still need to continue to operate until such time that the area is fully built out.

3.4.7 Southern River Precinct 2

The Southern River Precinct 2 DCP is applicable to the Southern River Precinct 2 area, however in accordance with the DCPR, contributions are only applicable to the Phase 1 and 2 areas of the Precinct 2. These areas encompasses approximately 223ha. The infrastructure and administration items that are funded by the DCP include the following:

- Arterial Road Construction/Drainage Construction - Southern River Road, Ranford Road and Garden Street (where they abut the development contribution area)
- Land acquisition for the widening of Southern River Road.
- Traffic management - Construction of two roundabouts on Southern River Road.
- Relocation of major services.
- Land acquisition and development of conservation category wetlands.
- General administration and studies.
- Public open space at 16.22%.

The ODPs and DCP should continue operating until such time that the area is fully built out.

3.4.8 Draft Development Contribution Plans

The City has prepared draft DCPs for land across the City. These DCPs are not yet operational and are subject to an amendment to the Scheme to create a Special Control Area and introduce provisions to establish the DCP. The draft DCP's proposed encompass the following areas:

- Southern River Precinct 3 (Amendment 110)
- Kenwick South (Amendment 138)
- MKSEA Precinct 3 (Amendment 167)

It should be noted that the above DCPs are in the process of being finalised and require final approval from the WAPC. As such, the items proposed to be included in the DCP are subject to change.

In terms of any other future DCPs, it is anticipated that DCP(s) will be established for the MKSEA (Precincts 1 and 2) and Huntingdale (TPS 17)., however it is not yet known what items would be included until such time that further investigation is undertaken.

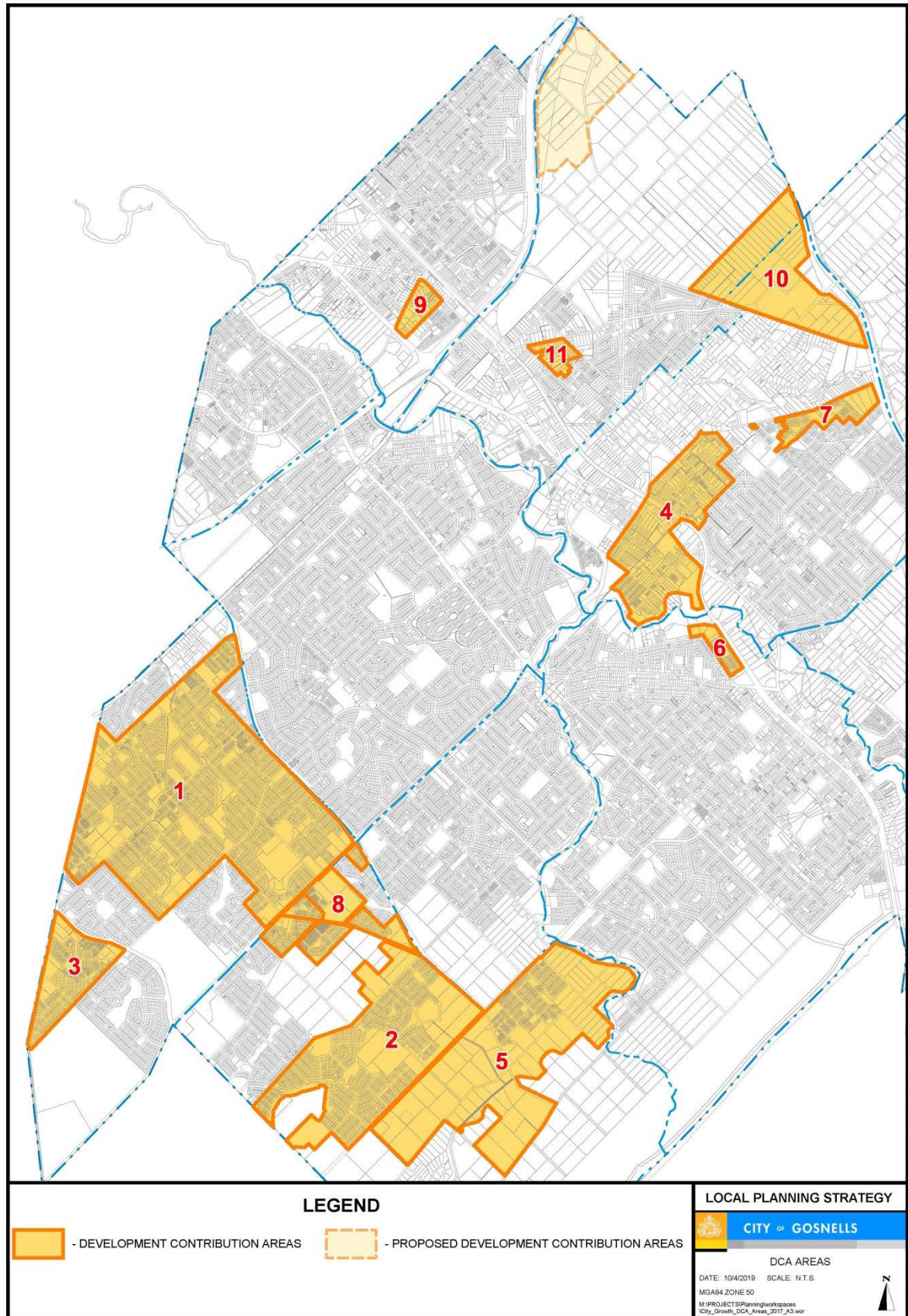


Figure 13 - Location of current and proposed Development Contribution Areas

3.5 Local Planning Policies

The City has adopted the following Local Planning Policies:

Zone-Specific Policies

- LPP 1.1.1 - Residential Development
- LPP 1.2.1 - Ancillary Accommodation - Rural Zones

Land Use Policies

- LPP 2.1 - Commercial Vehicle Parking
- LPP 2.2 - Outbuildings and Sea Containers
- LPP 2.3 - Lodging Houses and Bed & Breakfast Accommodation
- LPP 2.4 - Telecommunications Infrastructure
- LPP 2.5 - Home Based Activities
- LPP 2.6 - Display Homes and Land Sales Office
- LPP 2.8 - Planning Guidelines for Places of Worship
- LPP 2.9 - Land Fill

Strategic Growth Management Policies

- LPP 3.2 - Coordination of Infill Development
- LPP 3.3 - Southern River Precinct 3 Planning Framework
- LPP 3.4 - Development Contribution Arrangements

General Planning Policies

- LPP 4.1 - Public Consultation
- LPP 4.7 - Planning and Development of Public Open Space and Streetscapes
- LPP 4.8 - Residential Density Bonuses - Corner Lots
- LPP 4.9 - Signage and Flags
- LPP 4.10 - Subdivision and Development Abutting Public Areas

Site Specific Policies

- LPP 5.1 - Maddington Town Centre Development
- LPP 5.2 - Gosnells Town Centre Development
- LPP 5.5 - Pedestrian Accessways
- LPP 5.6 - Maddington Kenwick Strategic Employment Area
- LPP 5.7 - Gosnells and Beckenham Laneways
- LPP 5.9 - Central Maddington Outline Development Plan Area
- LPP 5.10 - Public Art

4 LOCAL PROFILE

4.1 Context

The City of Gosnells covers an area of 127km² and is located in the south east corridor of the Perth metropolitan region.

It is bounded by the City of Canning to the west, City of Kalamunda to the north and east and City of Armadale to the south. It includes the suburbs of Beckenham, Canning Vale, Gosnells, Huntingdale, Kenwick, Langford, Maddington, Martin, Orange Grove, Southern River and Thornlie. It is one of the largest local governments in Western Australia by population.

The primary land use across the City is residential. The City's earliest residential areas developed along Albany Highway and the Perth to Armadale railway line and included settlements at Beckenham, Kenwick, Maddington and Gosnells. Extensive suburban development occurred in the 1960s-1980s on both sides of the Albany Highway including Beckenham, Kenwick and Maddington to the north and Langford, Thornlie, Huntingdale and Gosnells in the south. In the last 25 years, large residential communities have been established in the southern parts of the City in Canning Vale and Southern River.

To the west in the City of Canning, are the residential areas of East Cannington, Lynwood and Canning Vale. To the south in the City of Armadale, are the residential areas of Kelmscott, Camillo, Champion Lakes and Harrisdale.

Major employment areas are located to the west in the City of Canning including the Canning Vale industrial area, Cannington secondary centre and the Kewdale industrial area. The Forestdale Business Park is located to the south along Ranford Road in the City of Armadale. A small industrial precinct is planned to the north of the City along Welshpool Road in the Shire of Kalamunda.

East of the Tonkin Highway, the area is rural in nature, including the Wattle Grove in the (City of Kalamunda). Most of the land in the Darling Range is reserved as Regional Open Space in the MRS.

4.2 Population and Growth

4.2.1 Current Population

The City has an estimated residential population of 123,140 people (2017). The City experienced rapid population growth since 2001 with the population increasing by approximately 43,000 people. This equates to an average increase in population of between 3,000 – 4,000 people per year or an annual growth rate of between 4% and 6%.

Most of this growth occurred in the suburbs of Canning Vale, Southern River, Maddington, Huntingdale and Gosnells. However, a number of older suburbs are experiencing redevelopment. Suburbs such as Beckenham, Kenwick, Maddington and Gosnells contain large lot sizes and older housing stock. Council has increased the density in many parts of these suburbs, which has seen redevelopment occur with older houses replaced by grouped and multiple dwellings. Since 2014, growth rates in the City have declined in line with prevailing economic conditions in Western Australia and reduced levels of inward migration from overseas and interstate.

A plan showing the areas of greenfields and infill subdivision in the City between 2002 and 2017 is shown below.

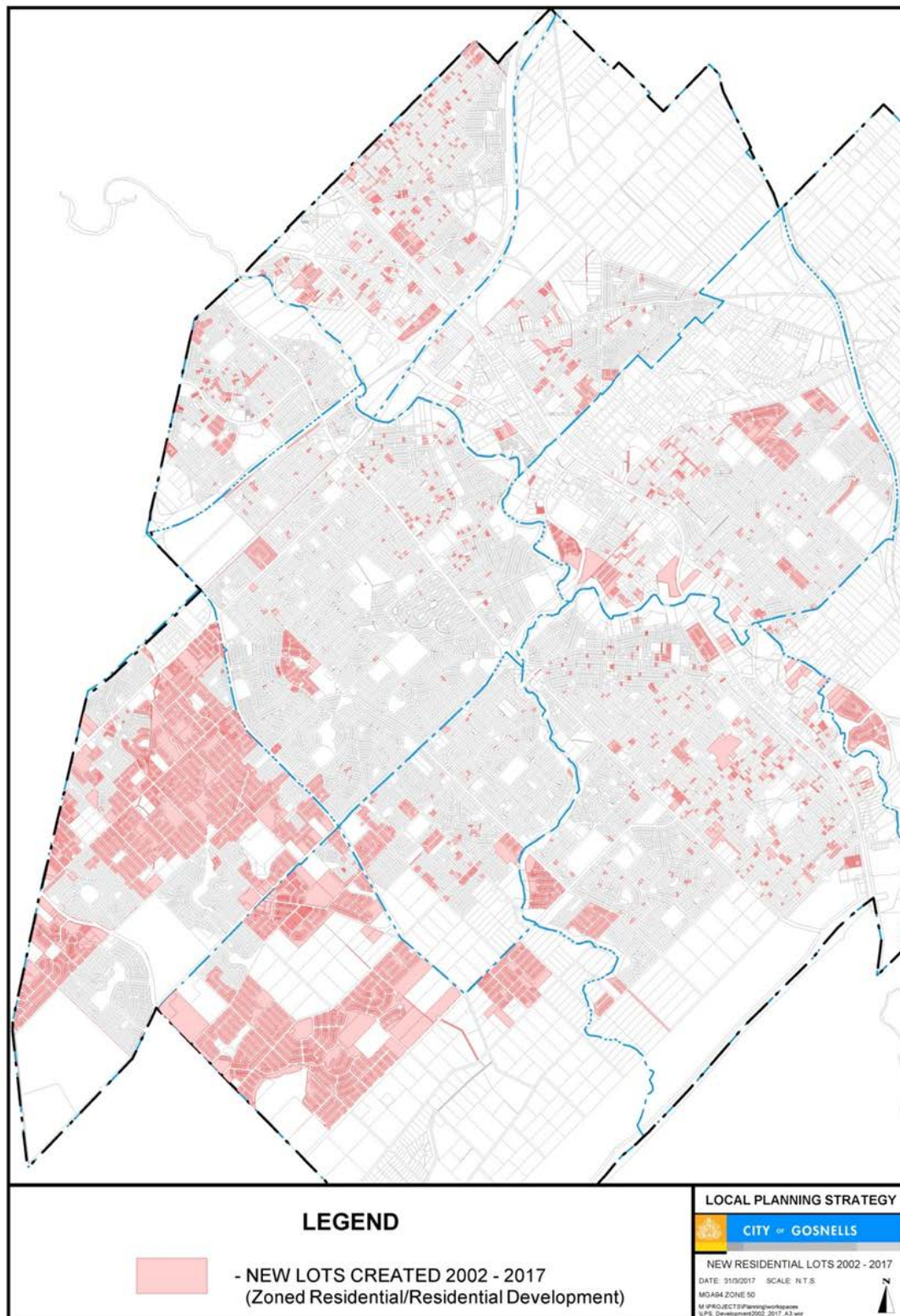


Figure 14 – Greenfields and Infill subdivisions 2002 - 2017

4.2.2. Future Population

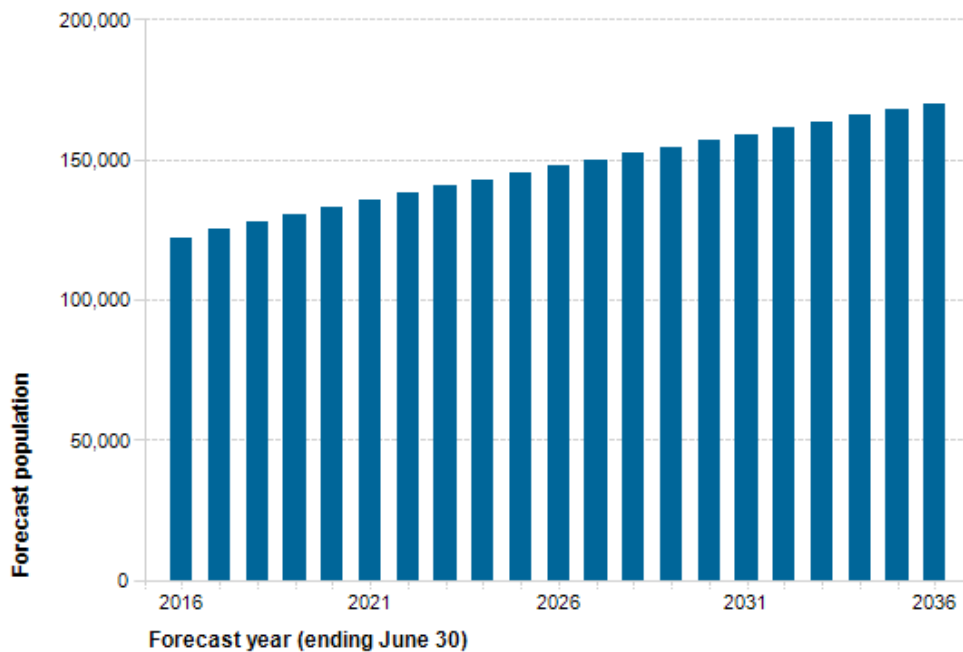
The City utilises demographic information prepared by *id Forecasts* to establish population and growth projections. Demographic information outlined in this Strategy is based on the 2016 Census, records of development and building approvals for single, grouped and multiple dwellings and subdivision approvals statistics from the WAPC.

Population projections are reviewed on an annual basis. These reviewed consider information such as recent development activity in the City, developer intentions for subdivision in the City, changes to the States economy and growth rates and demographic changes such as the amount of overseas and interstate migration.

By 2036, it is projected that the City will have an estimated population of 170,048 (Refer Figure 15).

Forecast population

City of Gosnells



Population and household forecasts, 2016 to 2036, prepared by .id, October 2017.



Figure 15 – Forecast population for the City (2016-2036)

The major areas of growth in the City over the next 20 – 30 years is listed below:

GROWTH AREAS	LOCALITIES
Greenfields subdivisions	Huntingdale Gosnells (South) Southern River
Infill development	Beckenham Kenwick Maddington Gosnells Thornlie Langford
Long Term	West Martin Orange Grove

Table 2 – Future Growth Areas

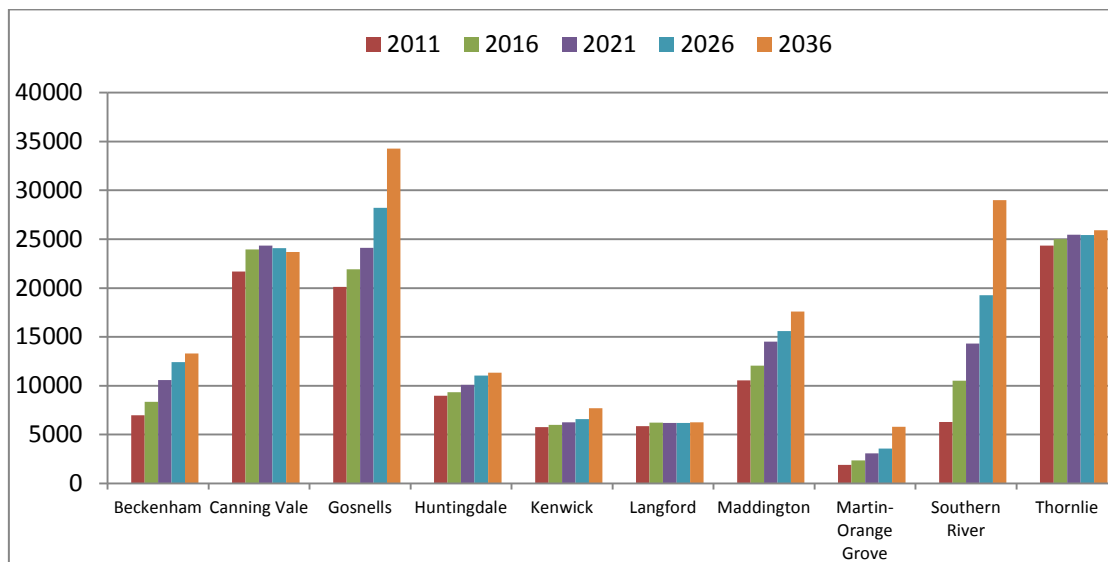


Figure 16 - Population trends for each suburb

4.2.3 Age Profile

Between 2011 and 2016, 30 to 34 year olds emerged as the dominant age group within the City. This age group is also forecasted to be the dominant group going into the future, alongside younger age groups of 0 to 4 year olds and 5 to 9 year olds. This trend is indicative of the continued attraction of first home buyers and young families to the area.

The City is also experiencing an increase in the total number of people over the age of 65 as a result of an aging population.

4.2.4 Household Structure

In 2016, the most dominant household type comprised couples with children, accounting for 37.5% of total households within the City. This type of household is forecast to remain the dominant group into the future, accounting for 35.5% of total households by 2036. There is also expected to be a steady increase in the number of households comprising of couples without dependants, as this household type is expected to account for 28.5% of all households by 2036, compared to 22.8% in 2016.

Household sizes in the City have increased between 2006 and 2016, reversing a long term trend of reducing household sizes. This trend is occurring across many local government areas in Australia that are experiencing greenfield housing developments. This shift in household sizes is due to wide range of factors including changing household needs and preferences, housing affordability, undersupply of dwellings in growth areas, cultural diversity and economic drivers. There is also a rise in the number of multi-family households, where previously these formed only a very small share of total household numbers.

The average household sizes in the City has increased from 2.76 (2011) to 2.81 (2016). These trends need to be carefully monitored to ensure that community, social and recreational facilities are adequately provided for at the local community level.

4.2.5 Dwellings

The age and condition of housing stock varies significantly across the City. The majority of older housing stock (1940s to 1970's homes) exist in the suburbs of Beckenham, Kenwick, Maddington, Gosnells, Langford and Thornlie. This older housing stock in these suburbs presents attractive redevelopment opportunities.

Dwelling types within the City, along with the rest of greater Perth are predominately single detached dwellings, being 87% of all dwellings. The City contains a lower proportion of medium density and high density dwellings when compare to the greater Perth region

Since 2002, approximately 13,000 new dwellings have been constructed across the City. Between 2011 and 2016, the number of dwellings in the City increased by 4,407, including:

- 2,129 separate dwellings;
- 1,622 medium density dwellings; and
- 139 high density dwellings.

It is projected that over the next twenty years, an estimated 18,000 additional dwellings will be constructed.

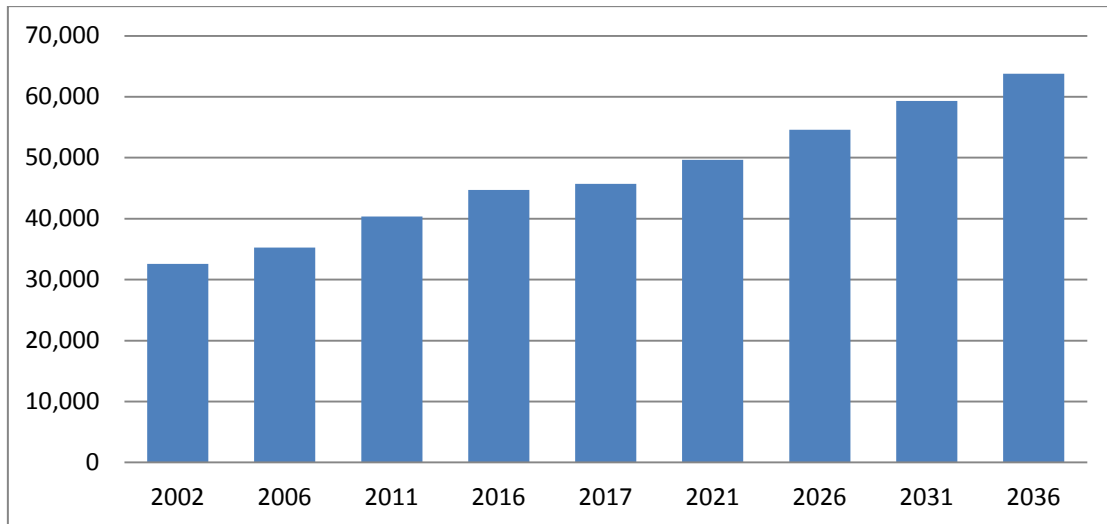


Figure 17 - Forecast dwelling uptake - City of Gosnells

4.2.6 Urban Growth Areas

Large areas of land identified as residential, remain undeveloped in Southern River and the southern parts of Gosnells. Across the City, smaller pockets of land within the suburb of Beckenham, Kenwick, Maddington and Huntingdale have not yet been subdivided.

PLANNED URBAN GROWTH AREAS:

Location	Status of Planning undertaken to date
Southern River – Precinct 2	Structure plans have been approved in the Precinct and the area is substantially developed. Approximately 72 hectares of land remains undeveloped.
Southern River – Precinct 3	An overarching Outline Development Plan was endorsed for Precinct 3. A number of structure plans have been approved for this area, whilst in other areas, structure plans are currently being considered by Council or the WAPC. A small part of the area has been subdivided. Approximately 138 hectares of land remain undeveloped.
Southern River – Precinct 4	The northern portion of this precinct is zoned Urban, whilst the southern portion is zoned Urban Deferred in the MRS. The WAPC is currently assessing a request to lift the Urban Deferred zone in this precinct. The Precinct covers approximately 590 hectares and is one the largest parcels of undeveloped in the Perth metropolitan area that is held on single ownership.

Huntingdale	<p>This area is subject to a Guided Development Scheme – Town Planning Scheme No. 17 (TPS 17). The City is currently undertaking a review of TPS 17 which will include the preparation of a structure plan and development contribution plan.</p> <p>Approximately 39 hectares of land remain undeveloped.</p>
Beckenham	<p>The main area of undeveloped land is bounded by Albany Highway, Roe Highway, Kenwick Link and Peckham Street and covers 34 hectares. A structure plan was approved for part of this area.</p>
Kenwick	<p>There are many large parcels of land in close proximity to the Kenwick railway station.</p> <p>On the northern side of the railway line, the City initiated an amendment to TPS 6 to rezone land to higher densities in an area bounded by Stafford Road, Kenwick Road and Park Road. A structure plan has been approved for the area.</p> <p>On the southern side of the railway line, the main areas of undeveloped land is bounded by:</p> <ul style="list-style-type: none"> • Albany Highway, Royal Street, Kenwick Link and Roe Highway; and • Rimmer Lane precinct – South of Kenwick Link.
Maddington	<p>There are many large parcels of land in close proximity to the Maddington railway station. The Central Maddington Structure Plan is approved and provides for a range of medium to high density zones.</p> <p>There is also a number of sites across Maddington that have subdivision potential including:</p> <ul style="list-style-type: none"> • Maddington Road between Tonkin Highway and Yule Street. • South Maddington between Albany Highway, Canning River and the railway line.
Gosnells/ Martin	<ul style="list-style-type: none"> • Lissiman Street near the Canning River. • Mills Road West. <p>A Structure Plan is approved over a portion of land in Mills Road West.</p>

Table 3 – Planned Urban Growth Areas

Planning Investigation Areas

The WAPC endorsed South Metropolitan Peel Sub - Regional Planning Framework has identified limited areas of land for further planning investigation. These planning investigation areas require further planning studies to be undertaken, prior to consideration of whether to change the lands current zoning in the MRS.

LOCATION	IMPLEMENTATION
<p>1. <u>Urban Expansion/ Investigation</u></p> <p>Other Urban Expansion areas will consolidate and 'round off' existing urban areas.</p> <p>Further detailed planning is required before development can occur in these areas including, but not limited to, investigations into significant environmental attributes, servicing, community and social infrastructure, movement networks and employment. Minor refinement of expansion or investigation area boundaries may be required to accommodate more detailed future planning.</p>	<p><u>Orange Grove</u></p> <p>Area bounded by Tonkin Highway, border with City of Kalamunda, Kelvin Road/ White Road/ Dale Place.</p> <p>Key considerations</p> <ul style="list-style-type: none"> • Geotechnical analysis/land suitability to provide connections to reticulated waste water services. • Bushfire risk. • Protection of significant environmental attributes.
<p>2. <u>Planning Investigation</u></p> <p>Limited areas of land have been classified for further planning investigation as part of the strategic reconsideration of land use in the sub-region. These investigations will determine whether any possible change from the lands current zoning is possible and/or appropriate. These investigations are required to be undertaken prior to any related MRS amendment processes.</p>	<p>Hester Park - Spencer Road, Langford</p> <p>Key considerations</p> <ul style="list-style-type: none"> • Land use transition/interface with regional open space and coordination/integration with adjoining Urban areas. • Regional recreation needs analysis. <p>The City has been working in partnership with the WAPC to explore development scenarios at Hester Park. A number of technical studies have been completed and community consultation undertaken. A Master Plan has been prepared that identifies areas for residential development, recreation and conservation.</p>

Table 4 – Urban Expansion/ Investigation and Planning Investigation Areas

4.2.7 Urban Infill

Council has implemented a number of actions under TPS 6 to support infill development across the City, including:

1. Implementing Council's Local Housing Strategy; and
2. Increasing densities for over 4000 properties around train stations and activity centres.
3. Modifying the Scheme to provide for density bonuses up to R30, for corner lots.

The WAPC has previously developed infill targets for all local governments across the Perth metropolitan area. In the first five year target period (2011- 2016), the City's infill target was 2,130 dwellings. During this period, Council's records for development and building approvals, indicate that approximately 1600 grouped and multiple dwellings were approved. This means that the City achieved approximately 75% of the infill target.

The WAPC has set minimum targets for the infill residential development for all local government areas up to 2050 (Refer to Table 6).

The WAPC has established ten guiding principles for urban consolidation and local governments are required to have regard to these principles when identifying locations for future infill development. The Strategy has concentrated infill development sites around train stations and activity centres, which is consistent with these guiding principles.

This Strategy builds upon past decisions made by Council to increase densities across the City and meet the density targets set by the State Government. It also aims to provide for a more diverse range of housing choices from single residential dwellings to grouped and multiple dwellings.

Around the Beckenham railway station, there is a marginal increase in residential densities as provided for in TPS 6 and proposed LPS 24. Within the higher density node around the train station, a portion of the land is located within the Perth Airport 20-25 ANEF contour. This City is satisfied that this planning decision for a small increase in residential densities, will not have an adverse impact on future residents due to aircraft noise.

	Dwelling target	Estimated population
City of Gosnells	12,800	28,160

2011 – 16	2016 - 21	2021 – 26	2026 – 31	Total 2031	Post 2031	Total infill (2050)
2,130	1,620	2,010	1,750	7,500	5,300	12,800

Table 5 – Urban Infill dwelling target to 2050

4.2.8 GROWTH SCENARIOS

The City is projected to have a population of 170,000 by 2036. Beyond 2036, some parts of the City will remain undeveloped especially around Southern River Precinct 4, Orange Grove and West Martin.

The City has modelled a number of Growth Scenarios, to determine the maximum development potential of greenfield land and infill development, in the long term. The Scenario used in the LPS, provides an estimate on the maximum number of dwellings that could be built in each suburb based on the proposed zoning of land in the draft LPS 24.

For this long term Growth Scenario, it was assumed that all parcels of land will be subdivided or redeveloped over the next 40 years. It is accepted that not all properties will be redeveloped during this time, however the estimate provides Council will a long term horizon to assist in planning for the district.

Locality	2016 Dwellings	2016 Population	2036 Dwellings	2036 Population	2056 Potential Population
Beckenham	3,101	7,760	5052	12,523	20,800
Kenwick	2,165	5,885	2,829	7,557	19,000
Maddington	4,432	11,709	6,524	17,064	30,500
Gosnells	8,559	20,872	13,366	32,449	53,000
Langford	2,146	5,882	2,258	6,031	7,200
Thornlie	8,987	23,987	11,267	28,437	33,500
Huntingdale	3,159	8,998	3,995	11,169	10,500
Canning Vale	7,356	23,891	7,928	23,852	21,500
Southern River	3,394	10,715	10,238	28,736	32,000
Orange Grove	354	764	1,160	3,195	6,500
Martin	612	1,548	982	2,587	5,000
TOTAL	44,265	122,011	65,629	173,600	240,000

Table 6 – Growth Scenario (2016 – 2056)

4.3 Employment and Business

4.3.1 Introduction

Economic development plays an important role in creating sustainable communities. The skills and composition of the local and regional labour force, transport connections and infrastructure, all contribute to the economic success of the City.

The key objective of the South Metropolitan Peel Sub-Regional Planning Framework is:

“To promote employment opportunities and increase the number of people who live and work in the sub-region, with a focus on attracting strategic economic and employment land uses within the strategic metropolitan centres and key industrial areas, while maximising use of existing and proposed infrastructure”

The future economy of the sub-region and related employment opportunities will be focussed on manufacturing, construction, retail, healthcare, social assistance, education, training, public administration, safety and tourism. Population driven businesses are also significant contributors to total employment in the sub-region.

4.3.2 Regional Employment Targets

The WAPC analysed employment data for the south east sub region including the Cities of Gosnells and Armadale and the Shire of Serpentine - Jarrahdale. It identified that there was a reliance on jobs outside the sub-region including the Perth Central Business District, Central sub region including Canning Vale, Kewdale and Welshpool industrial areas as well as fly in – fly out workers.

The south east sub region currently has low levels of employment self-sufficiency level at 45%. The WAPC has set a target for employment self-sufficiency target for the south east region by 2050, of 61%. This target, is still well below the targets set for the Western sub-region (83%) and Peel sub-region (79%).

	2011	2050	Total change	Total change %
Labour Force	94,600	223,760	129,140	137%
Jobs	42,720	137,030	94,310	221%
Employment Self Sufficiency	45%	61%	16%	N/A

Table 7 – WAPC Employment targets for the South East Region

4.3.3 City of Gosnells Economic Profile

Economic modelling for the City, and this has been compared with the overall economic data for the State.

The City's Gross Regional Product (GRP) was \$3.86 Billion (June 2017) which is 1.63% of the States total GRP.

Gross Regional Product	\$3.86 billion	NIEIR 2017
Population	123,140	ABS ERP 2017
Employed residents	59,700	NIEIR 2017
Local jobs	29,105	NIEIR 2017
Local businesses	7,363	ABS 2017
Largest industry	Construction	NIEIR 2017

Table 8 – City of Gosnells Economic Profile

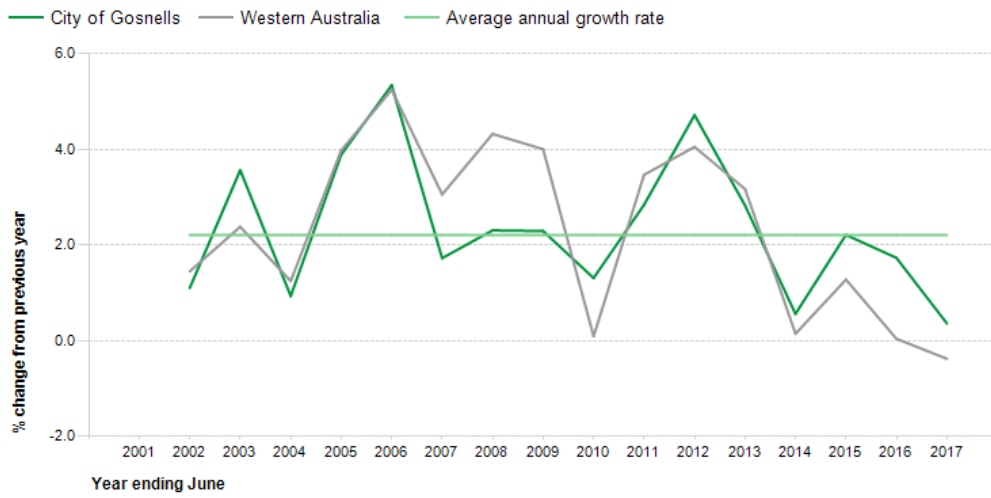
Source:

Australian Bureau of Statistics (ABS)

Economy.id industry structure and industry sector profiles use a National Accounts regional econometric model developed by National Economics (NIEIR).

4.3.4 Employment Trends

Annual change in local jobs

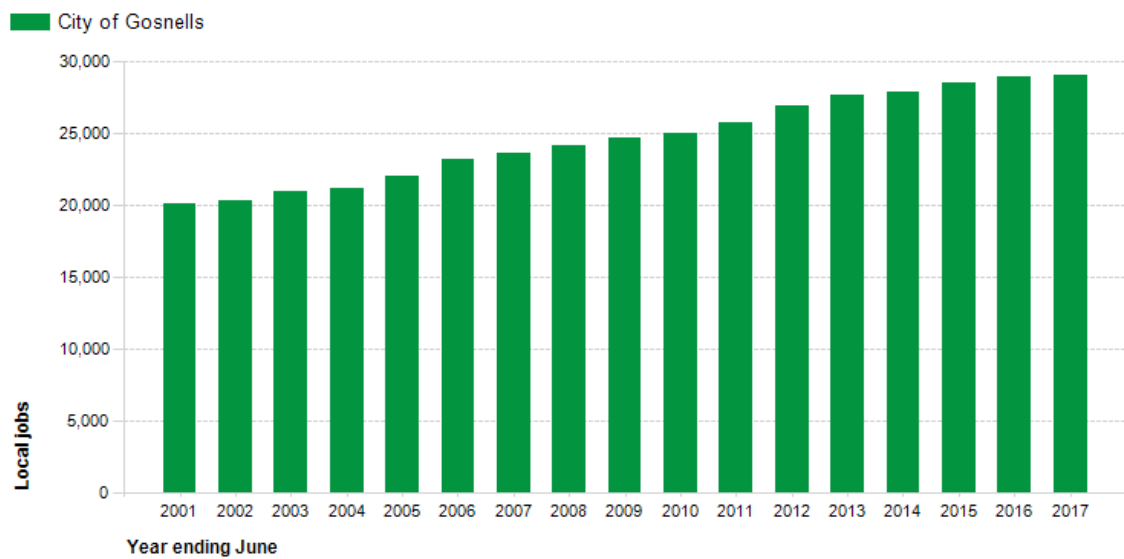


Source: National Institute of Economic and Industry Research (NIEIR) ©2016
 Compiled and presented in economy.id by .id the population experts



Figure 18 – City of Gosnells Annual Change in Local Jobs

Local jobs



Source: National Institute of Economic and Industry Research (NIEIR) ©2016
 Compiled and presented in economy.id by .id the population experts



Figure 19 – City of Gosnells Local Jobs (2001 – 2017)

There were 29,105 jobs located in the City as at 30 June 2017, which represents 2.18% of the States total employment.

In 2016, 52,936 people living in the City were employed of which 62% worked full time and 36% part time. There were 1,860 more employed people than 2011. Only 9,509 people (18.6%) of the total number of working residents, work within the City of Gosnells.

INDUSTRY SECTOR	NUMBER OF EMPLOYED RESIDENTS (2011)
Manufacturing	5,852
Retail	5,773
Health Care and Social Assistance	5,039
Construction	4,951
Transport, Postal and Warehousing	3,496
Education and Training	3,239
Public Administration and Safety	3,124
Professional, Scientific and Technical Services	2,961

Table 9 – Top Eight Industry Sectors (2011)

Over the last decade, there has been major shift in the composition of employment in the City. Census data from 2011 and 2016 provides an indication of the changing trends in employment (refer Table 12).

INDUSTRY SECTOR	NUMBER OF CITY RESIDENTS EMPLOYED (2016)	CHANGE IN NUMBER OF RESIDENTS EMPLOYED (2011- 2016)
Health Care and Social Assistance	6,148	+1,109
Retail	5,675	-656
Construction	5,094	+143
Manufacturing	3,989	-1,863
Transport, Postal and Warehousing	3,694	+198
Education and Training	3,631	+392
Accommodation and Food Services	3,479	+700
Professional, Scientific and Technical Services	2,630	-331

Table 10 – Top Eight Industry Sectors (2016)

The main shift in the number of residents employed by Industry Sectors between 2011 and 2016, are:

INDUSTRY SECTOR	CHANGE EMPLOYMENT	IN	TREND
Health Care and Social Assistance	+1,109 persons		Increasing
Accommodation and Food Services	+700 persons		Increasing
Manufacturing	-1,863 persons		Decreasing
Wholesale trade	-656 persons		Decreasing

Table 11 – Residents employed by industry sector (2011 – 2016)

In 2016, the three largest industry sectors for local residents were:

- Health Care and Social Assistance (6,148 people or 11.6%)
- Retail Trade (5,675 people or 10.7%)
- Construction (5,094 people or 9.6%)

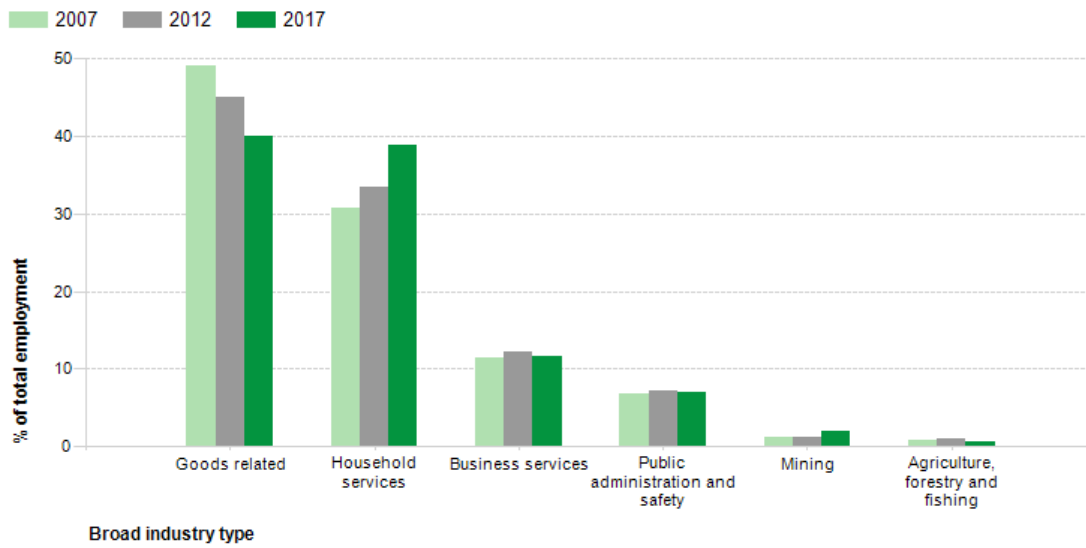
These three industries employed 16,917 people in total or 32.0% of the total employed resident population.

In comparison, Greater Perth employed 12.3% in Health Care and Social Assistance; 9.8% in Retail Trade; and 9.9% in Construction.

When compared to the Greater Perth area, the major differences between the type of jobs held by the City's resident population is:

- A larger percentage of persons employed in manufacturing (7.5% compared to 5.7%)
- A larger percentage of persons employed in transport, postal and warehousing (7.0% compared to 4.6%)
- A smaller percentage of persons employed in education and training (6.9% compared to 8.8%)
- A smaller percentage of persons employed in professional, scientific and technical services (5.0% compared to 7.2%)

Employment composition



Source: National Institute of Economic and Industry Research (NIEIR) @2016
 Compiled and presented in economy.id by .id the population experts



Figure 20 – City of Gosnells Changes in Employment Composition (2007 – 2017)

The City has approximately 24,000 businesses, with nearly two thirds of these businesses being sole traders.

The City’s current employment self-sufficiency rate is 45.6% which is a decrease from 47.3% in 2006. Each working day, more than 35,000 people leave the City to travel to other parts of Perth for work and the City imports more than 10,000 workers. This represents a significant movement of people and consequent pressure on travel time, public and private transport, fuel costs and quality of life.

LGA	Workers residing in the LGA	Jobs in the LGA	Employment self sufficiency	Employment self-containment
City of Gosnells	51,072	20,846	40.8%	18.6%
City of Canning	43,028	52,266	121.5%	25.2%
City of Armadale	29,746	13,139	44.2%	24.1%

Table 12 – Employment self sufficiency in the sub-region

4.3.5 Activity Centre Planning Strategy

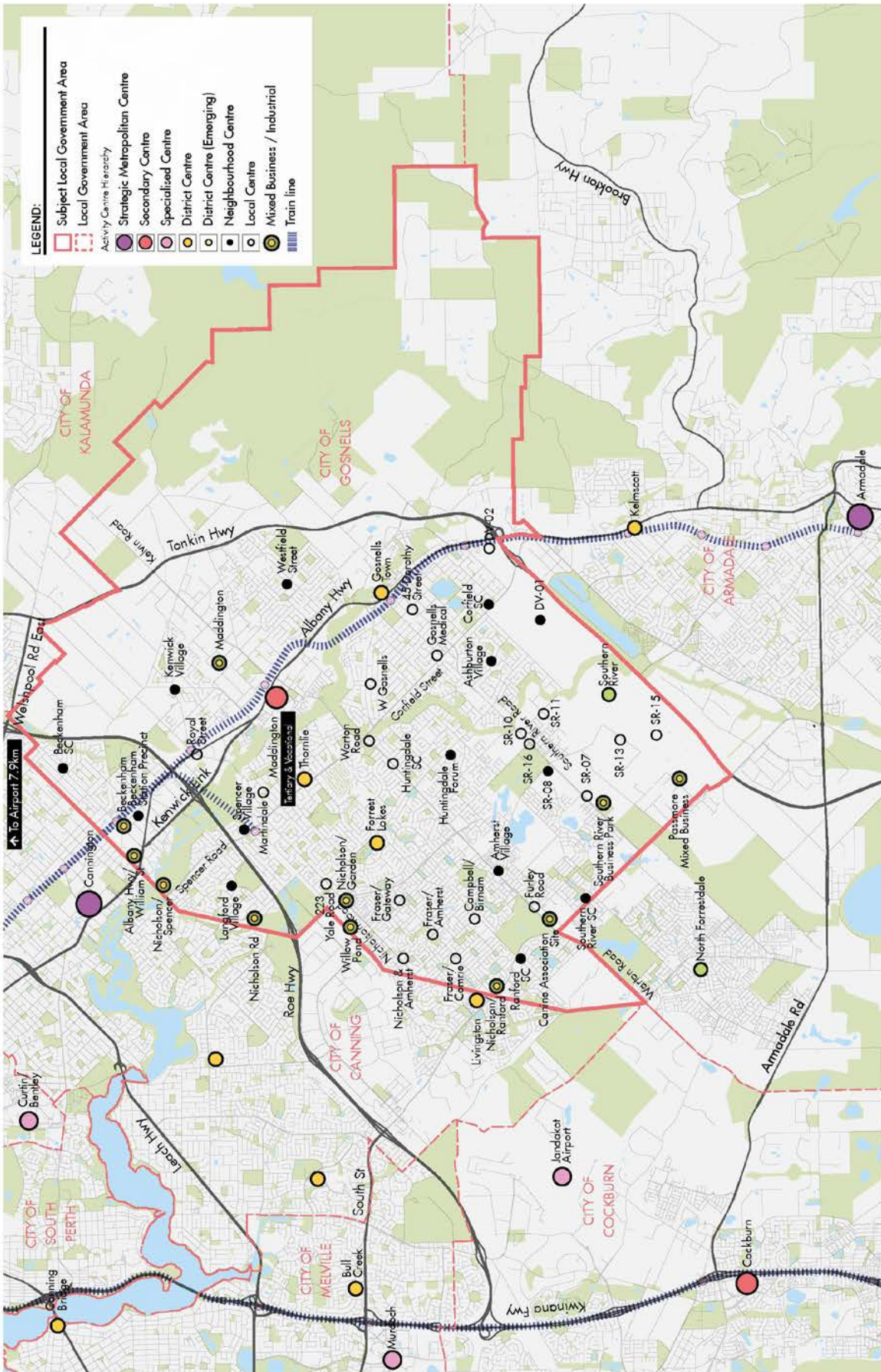
The City adopted an Activity Centres Planning Strategy (ACPS) in accordance with the requirements of SPP 4.2 – Activity Centres for Perth and Peel. The ACPS was reviewed and updated in 2019.

The ACPS establishes an activity centres hierarchy which categorises activity centres by their function and characteristics. This hierarchy is established in the context of the broad activity centres hierarchy for the Perth Metropolitan and Peel Region. The following table provides an outline of the activity centre hierarchy as defined by SPP 4.2 and the ACPS.

Activity Centre Classification	Function/Role
Perth Capital City	Perth Capital City is the largest of the activity centres, providing the most intensely concentrated development in the region. It has the greater range of high order services and jobs, and the largest commercial component of any activity centre.
Strategic Metropolitan Centres	Strategic Metropolitan Centres are the main regional activity centres. They are multipurpose centres that provide a diversity of uses. These centres provide the full range of economic and community services necessary for the communities in their catchment. Strategic Metropolitan Centres that exists near the City of Gosnells include Cannington and Armadale.
Secondary Centres	Secondary centres share similar characteristics with strategic metropolitan centres but serve smaller catchments and offer a more limited range of services, facilities and employment opportunities. They perform an important role in the city's economy, and provide essential services to their catchments. Examples of Secondary Centres across the region include Maddington and Belmont.
District Centres	District Centres have a greater focus on servicing the daily and weekly needs of residents. Their relatively smaller scale catchment enables them to have a greater local community focus and provide services, facilities and job opportunities that reflect the particular needs of their catchments. The City of Gosnells has Districts Centres at Thornlie, Forest Lakes and Gosnells Town Centre, and a planned centre in Southern River Precinct 4.
Neighbourhood / Local Centres	<p>Neighbourhood and Local Centres provide for daily and weekly household shopping needs, community facilities and a small range of other convenience services.</p> <p>The ACPS categories this type of centre into Neighbourhood Centre and Local Centre which are classified based on the amount of shop/retail floorspace they provide, as follows:</p> <ul style="list-style-type: none"> • Neighbourhood Centre • Local Centre - Less than 1,500m²

In terms of residential density, each activity centre will be assigned a residential density, which will generally be assigned on the basis of the status in the hierarchy of activity centres.

The location of Activity Centres across the City is shown in Figure 21.



DATE: 15.06.2019
 JOB NO: F000637
 DWG NO: CNTR
 REV: C

ACTIVITY CENTRES PLANNING STRATEGY MAP
 CITY OF GOSNELLS ACTIVITY CENTRES PLANNING STRATEGY

Figure 21 – Location of Activity Centres

City of Gosnells

Secondary Centre	Maddington
District Centre	Gosnells, Thornlie Forest Lakes and Southern River
Neighbourhood Centres	Various locations
Local Centres	Various locations
Other Centres/ Mixed Business/ Industrial Areas	Maddington/ Kenwick, Southern River and other locations

Table 13 – City of Gosnells Retail Hierarchy

Secondary Centre

The WAPC identified Maddington as a Secondary Centre in the South Metropolitan Peel - Sub Regional Planning Framework. As this activity centre grows over time, it will diversify its economic base and develop into a major employment centre incorporating retail development. The Centre is planned to be a key area for service based employment in the sub-region

The anticipated job numbers of the Maddington Secondary Centre are:

2011 jobs	2050 jobs	Total additional jobs (2011 – 2050)
2,310	4,610	2,300

The Secondary Centre is dominated by the Maddington Central shopping centre located between Burslem Drive, Olga Road and Attfield Street. This centre was built in the 1980's in the typical "box" format centre with the building surrounded by large areas of open car parking. The centre currently has 31,616m² of retail floorspace.

The Maddington Secondary Centre represents the highest order centre in the City. The ACPS provides no upper retail floorspace limit, however any major developments or expansions that would result in shop/retail floorspace exceeding 60,000m² would need to be accompanied by a Retail Sustainability Assessment (RSA).

Due to the strategic importance of the Maddington Secondary Centre and its potential to provide for a wider range of retail and commercial uses, it is considered that encouraging high-density residential development should be a priority for the area. To provide for this, the residential density of the area should be increased to R100-R160.

Between the Maddington Central shopping centre and Albany Highway, there is a diverse range of land uses including shops, restaurants, offices, medical centres, single and medium density developments.

The Department of Communities, is a major landowner in the area and owns a 20 hectare site. This site provides a excellent opportunity to establish a medium to high density residential and mixed use development, in close proximity to a major shopping centre, public transport including rail and buses and local services. The Department of Communities has previously considered opportunities for this site.

Albany Highway has developed into a major precinct for the sale of motor vehicles and caravans/ campervans. The area is transitioning, with a number of new showrooms being built by major vehicle dealerships, replacing older buildings. The area contains a mixture of older buildings, open air display yards and more recent buildings.

The Maddington Activity Centre (MAC) extends north of the railway line and contains the Maddington Industrial area (west of Kelvin Road) and residential areas (east of Kelvin Road). Immediately north of the Maddington train station, the major landowners are the City of Gosnells (Operations Centre and former Maddington Oval), Landcorp and Crown land.

Structure Plans

The City has adopted a Structure Plan to guide development for the residential areas on the eastern side of Kelvin Road and Olga Road. A Development Contribution Plan was also established to ensure contributions are made by all landowners towards to the provision of infrastructure and public open space in the area.

A Structure Plan has been prepared for the commercial and industrial land in the MAC. The City's Vision for this land is to create a transit orientated development around the Maddington train station, provide strong and safe pedestrian links and improve road access between the shopping centre, the railway station and land north of the railway line.

The City has requested the WAPC to modify the MRS for land on the northern side of the railway line. This would involve changing the zone from Industry and Parks and Recreation, to an Urban zone. The MRS is currently being reviewed by the Department of Planning, Lands and Heritage, Public Transport Authority and Main Roads WA. The MRS amendment will allow Council to progress the further planning of this land.

District Centres

The following retail floorspace limits are recommended in the ACPS:

District Centres	Retail floorspace limit
Gosnells Town Centre	No upper shop/ retail floorspace limit
Thornlie Square	Maximum 16,000m ² of shop/ retail floorspace is permitted without an Retail Sustainability Assessment (RSA)
Forest Lakes	Maximum 16,000m ² of shop/ retail floorspace is permitted without an RSA
Southern River (future centre)	Maximum 25,000m ² of shop/ retail floorspace is permitted without an RSA. Any proposal to significantly change the geographic location of this centre requires a RSA, regardless of the floorspace proposed

Table 14 – District Centres Floorspace

Gosnells Town Centre

The Gosnells Town Centre (GTC) is the historic heart of the City. Early commercial development occurred along Albany Highway and along Lissiman Street and Wheatley Street, abutting the railway line.

The area contains a wide range of commercial businesses along Albany Highway including supermarkets, restaurants, shops, offices, medical centres and professional services. Employment in the town centre is dominated by retail, specialised services and public administrative jobs at the City of Gosnells administration office and at the Knowledge Centre (library).

In the late 1990s and early 2000's, the City undertook a comprehensive planning investigation of the GTC, in response to a declining local economy and a shop vacancy rates of 50%. The City in partnership with the State Government, identified a number of initiatives to be implemented to reverse the economic decline and improve the visual amenity of the GTC.

Significant public investment has occurred in the GTC by the Federal, State and Local governments as outlined in Table 16.

Project	Summary of Project
Gosnells Train Station	The old station platform was located at the edge of the town centre, east of Dorothy Street. A new railway station and bus interchange was built 400 metres to the west to the middle of the Town Centre.
Main Street	Council purchased land and constructed a new road between Lissiman Street and Albany Highway, known as Main Street. A new level crossing was also built adjacent the railway station connecting Main Street to Stalker Road.
Agonis building	The City constructed a major community building and public plaza fronting Albany Highway. The building incorporates the Knowledge Centre (library), Business Incubator Station, meetings rooms and shops
Federation Parade	The original settlement pattern of the area had lots fronting Albany Highway and backing onto the Canning River. There was no public interface between private land and the Canning River foreshore. Council negotiated with landowners to extend Main Street from Albany Highway to the river and construct a new road along the edge of the river. The new road provides an demarcation between public and private land and improves public access the Canning River.
Landscaping	Upgrading of streetscapes, road verges, footpaths, installation of new signage and public art to improve the visual amenity of the town centre.
Improvement Plan	<p>Council obtained approval from the WAPC for the adoption of a Improvement Plan for land around Lissiman Street.</p> <p>Council has acquired key strategic parcels of land to implement the Vision for the GTC. This includes the demolition of a number of derelict buildings.</p>

Table 15 - Major Projects in Gosnells Town Centre

This public investment had a positive impact on the economic performance of the GTC with a major drop in shop vacancy rates. Some old buildings have been upgraded by landowners and new commercial buildings constructed. Council's focus is to provide landowners with urban design advice and ensure development applications complies with the GTC Local Planning Policy and achieves urban design excellence.

Thornlie Square

This centre has limited potential for future expansion as the site fully developed.

Forest Lakes

This centre has limited potential for future expansion as the site fully developed.

Future Southern River

A district centre is planned for development in the future in Southern River Precinct 4. This centre will be constructed on the future extension of Garden Street, which will connect with Tonkin Highway/ Champion Lakes Drive.

In accordance with SPP 4.2, an Activity Centre Plan should accompany any major developments of these centres and to facilitate a mix of land uses. Residential development in District Centres should also be provided for up to the R100 density, with the exception of the Gosnells Town Centre which should incorporate higher densities up to R160 as it is supported by Gosnells Station.

Neighbourhood Centres

Retail floorspace limits are recommended in the ACPS for each of the following Neighbourhood Centres.

Large Neighbourhood Centres	Retail floorspace limit
Amherst Village, Canning Vale	An absolute maximum of 12,500m ² of shop/ retail floorspace is permitted and 800m ² of other retail.
Ranford Road, Southern River	Maximum 7,000m ² of shop/ retail floorspace is permitted without an RSA and 1000m ² of other retail
Proposed – Southern River (Holmes Street/ Southern River Road)	Maximum 7,000m ² of shop/ retail floorspace is permitted without an RSA and 1000m ² of other retail.
Proposed – Southern River Precinct 4 (west of Tonkin Highway)	Maximum 7,000m ² of shop/ retail floorspace is permitted without an RSA

Table 16 – Neighbourhood Centres with retail floorspace limits

Ashburton Village, Gosnells
Beckenham Shopping Centre
Beckenham Station Precinct
Corfield Street, Gosnells
Huntingdale Forum
Kenwick Village
Langford Village
Ranford Road, Canning Vale
Spencer Village, Thornlie
Westfield Street, Maddington

Table 17 – Other Neighbourhood Centres

In accordance with SPP 4.2, an Activity Centre Plan or Local Development Plan is required prior to any new development and should facilitate a mix of land uses. Residential development should also be provided for up to the R80 density.

The ACPS limits shop/retail floorspace in Neighbourhood Centres to 4,500m² of shop/retail floorspace, without an RSA. The development of new or redevelopment of existing Neighbourhood Centres may necessitate the need to prepare a Local Development Plan.

Residential development in Neighbourhood Centres should be limited to the R60 density.

Local Centres

The ACPS identifies 20 existing and proposed Local Centres in the City which are to be limited to 1,500m² of shop/retail floorspace. The development of new or redevelopment of existing Local Centres may necessitate the need to prepare a Local Development Plan. Residential development in Local Centres should be limited to the R40 density.

Existing Local Centres	Future Local Centres
Campbell/ Birnam, Canning Vale	Southern River – Southern River Road/ Holmes Street
Dorothy Street, Gosnells	Southern River – Matison Street
Fraser/ Comrie, Canning Vale	Southern River – Southern River Road/ Leslie Street
Fraser/ Amherst, Canning Vale	Southern River – Leslie Street/ Matison Street
Fraser / Gateway, Canning Vale	Southern River – Della Dedova land 2 centres - north and south
Furley Road, Canning Vale	Southern River – Della Dedova land 2 centres - north and south
Gosnells Medical Centre	
Huntingdale shopping centre	
Huntingdale – Gay Street	
Martindale – Thornlie	
Nicholson/Amherst, Canning Vale	
Royal Street, Kenwick	
Warton Road, Huntingdale	
West Gosnells	
Yale Road, Thornlie	

Table 18 – Local Centres

4.3.6 Transit-Oriented Development

The close integration of activity centres with public transport based on the principles of Transit-Oriented Development (TOD) is a key aim of the draft Perth and Peel @ 3.5 million and SPP 4.2. TOD is an approach to development that focuses land uses around a train station or within a transit corridor and is typically characterised by a mix of uses, moderate to high density residential development, pedestrian connectivity, transportation choices, reduced parking and high quality design. Established parts of the City are well serviced by rail infrastructure with stations at Beckenham, Kenwick, Thornlie, Maddington, Gosnells and Seaforth. Discussion on implementing TOD principles around these train stations and the proposed Nicholson Road station follows.

Beckenham Station

Beckenham Station is not currently well integrated in accordance with TOD principles. Aside from the presence of an existing convenience store (Caltex Petrol Station) located north of the station at the intersection of William Street and Railway Parade, the surrounding 'commercial' uses consist purely of light industrial and mixed business uses, such as workshops, warehouses, car wrecking yards and bulky goods showrooms, which are located south of the station generally along William Street.

The area is located approximately 15km from the Perth CBD, 500m from Albany Highway and 1km from Westfield Carousel Shopping Centre. There are significant redevelopment opportunities available within the walkable catchment of the station that could lead to the creation of a robust TOD. This includes 7.5ha of vacant land situated to the south-west of the station that has been earmarked for TOD development through a 'Special Use' zoning under TPS 6. More specifically, the site has been identified as being suitable for mixed commercial and residential development up to a density of R160, subject to further detailed planning being undertaken to address matters relating to site access, the composition of land uses, capacity for retail floorspace and urban design. The detailed planning for this site has been progressed as an Activity Centre Plan which has been supported by the City and is currently under assessment by the WAPC.

Land to the north of the station is residential however it has been subject to recent density increases in the range of R60-R100 in order to support medium density housing. Through the preparation of a new local planning scheme, there are opportunities to consolidate the Special Use zoning to a Mixed Use zoning. There are also further opportunities to expand the zoning to industrial and mixed business zoned land within the walkable catchment of Beckenham Station to similarly provide for redevelopment opportunities that align with TOD principles.

Beckenham Station was the subject of a recent upgrade, which includes the expansion of the station platforms and the facade. This upgrade has resulted in a more attractive urban environment and supports TOD principles. A major impediment to the development of a comprehensive TOD in this location is the future plans to grade separate William Street over the top of the railway line as per the Other Regional Roads Reservation in the MRS. Careful consideration will be required on matters relating to access and integration of surrounding land uses to enhance walkability and permeability to the station and commercial uses.

Kenwick Station

Kenwick Station is not currently well integrated in accordance with TOD principles. In 2007, the City undertook 'Kenwick by Design' workshops that brought government and community stakeholders together to explore future development and design possibilities for revitalising the suburb of Kenwick. This led to the adoption of the Kenwick Vision Plan, which proposes to establish the Kenwick Town Centre with its core being the Kenwick Station. The Kenwick Vision Plan provides for the Town Centre and its walkable catchment to be developed as a pedestrian friendly, close-knit urban core that would incorporate 'main-street' planning principles with mixed commercial and medium to high density residential development.

A key growth challenge for Kenwick lies in its existing development pattern and servicing. Its development pattern consists of predominantly highway-based commercial and light industrial uses to the west of Kenwick Station, and to the east it is characterised by large, irregular shaped lots of varying sizes, fragmented land ownership and sparse development patterns. A significant barrier to the redevelopment of the area is due to the lack of sewer infrastructure.

A review of the existing zonings and densities applicable to this area is required as part of the preparation of a new local planning scheme. Notably, it is proposed to begin transitioning industrial uses out of the Kenwick Town Centre through rezoning the area for mixed use purposes and applying R-Codings in the range of R80-R100 immediately adjacent to the station, and R30–R80 further afield. To control built form in the area, it is considered appropriate to establish design guidelines in the form of a local planning policy or activity centre plan.

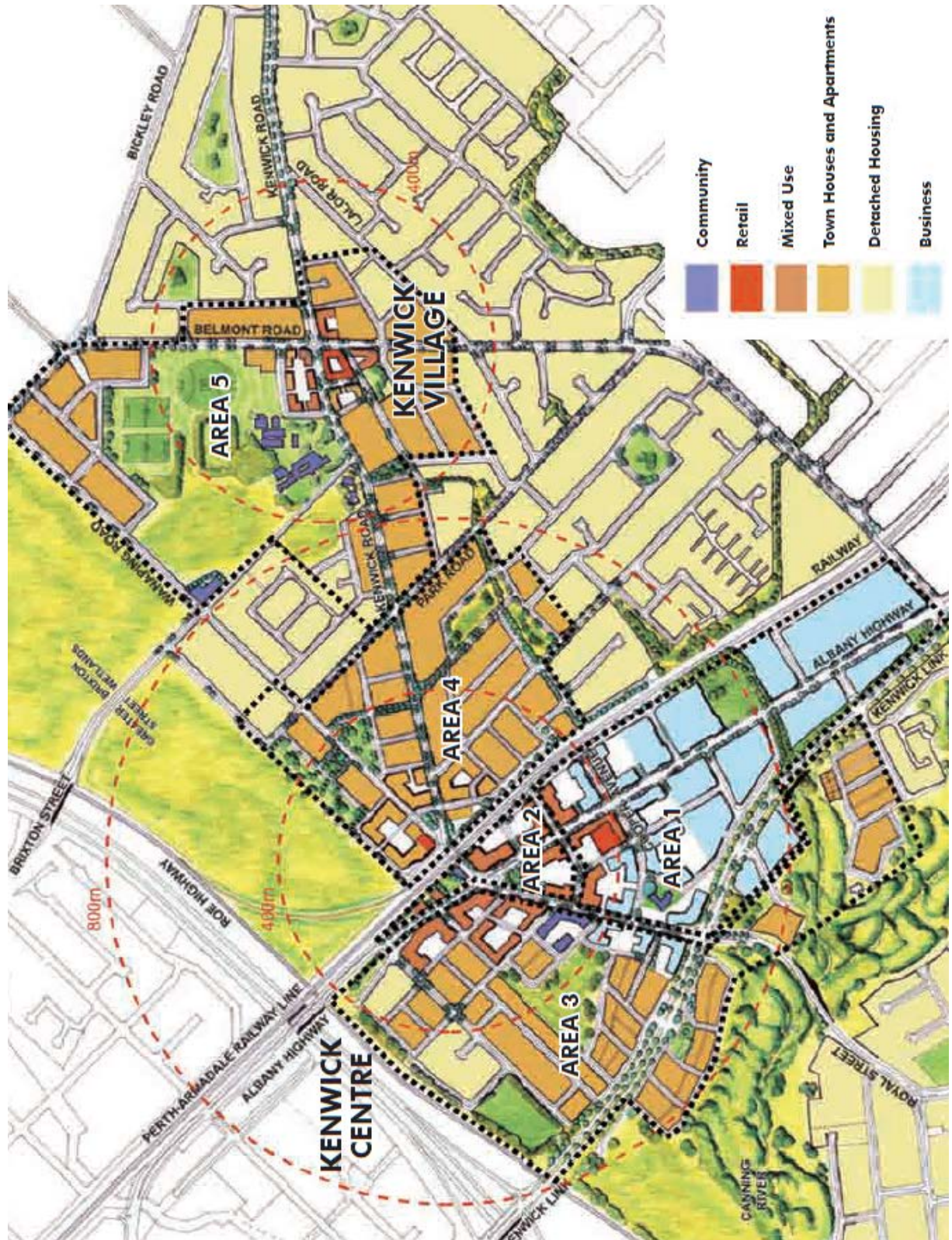


Figure 22 - Kenwick Vision Plan

Maddington Station

Maddington Station is located within the Maddington Town Centre (MTC) area, which consists of the Maddington Centro Shopping Centre, showrooms /light industrial uses along Albany Highway, and the Maddington Industrial area. Maddington Station is currently not well integrated as a TOD, particularly due to its disconnection with Maddington Centro Shopping Centre by Albany Highway and its immediate surrounds consisting of showrooms, car yards and industrial uses which provide a poor station environment.

The better integration of Maddington Station into the Town Centre is central to the vision to regenerate the area. The MTC area is located 17km from the Perth CBD and possesses the infrastructure, services and activities to create a vibrant and activated place. There are many opportunities to achieve a high quality development in the MTC including a dense urban core around the railway station on Council and State Government owned land. Key opportunities that have been identified for the MTC include:

- Improvements to Maddington Station to deliver better transit integration;
- Provision for a direct road connection between Maddington Central Shopping Centre and Maddington Station.
- Intensification of commercial uses on Albany Highway.
- Creation of a new town square.
- Consolidation of Maddington Central Shopping Centre in a way that promotes better pedestrian connections to the surrounding areas.
- Streetscape enhancements.
- An appropriate development interface with the Canning River.
- Improved pedestrian connection to unite Thornlie TAFE and the MTC.
- Consolidation of residential development in areas within walking distance of Maddington Station.
- Redevelopment of the Council Depot site.
- Redevelopment of the southern portion of the Maddington Industrial area.
- Modifications to intersections to provide greater choice for local traffic movement and a safer pedestrian environment.

Development within the MTC is guided by Local Planning Policy 5.1 - Maddington Town Centre Development (LPP 5.1), which prescribes standards that are aimed to promote a high standard of development and quality built form in accordance with the vision for the area. Notwithstanding, further high-level planning work is required to provide for the urban regeneration of the area. It is anticipated that an activity centre plan will be the manner in which this planning work is undertaken.

Planning initiatives already completed by the Council for the MTC include:

- Increasing residential densities in accordance with the Housing Strategy;
- Adopt a Structure Plan and implement a Development Contribution Plan; and
- Request the WAPC to rezone land north of the railway line from the Industry zone and Parks and Recreation reservation, to the Urban zone.

It is estimated that approximately 4000 new dwellings could be accommodated within a 1 kilometre walkable catchment of Maddington station.

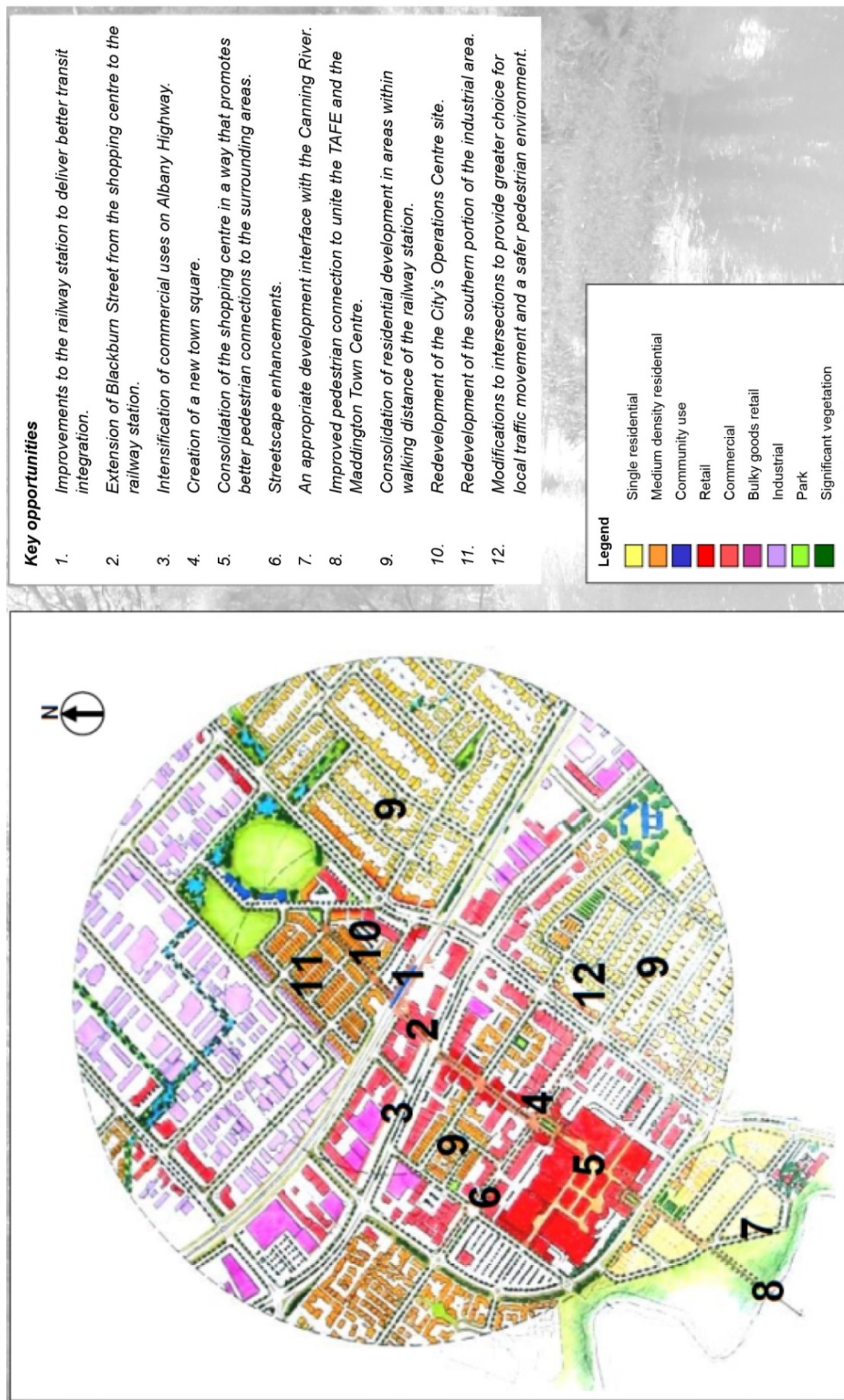


Figure 23 – Concept Plan for the Maddington Station precinct

Gosnells Station

Gosnells Station is located within the Gosnells Town Centre (GTC) area and represents the City's best example of good integration with a surrounding activity centre. This is due to the City, in partnership with the State and Federal governments, having invested significant funding and resources into the GTC as part of a revitalisation project. This project facilitated the relocation of the Gosnells Station to a more central position in the GTC, public thoroughfare upgrades, significant streetscape improvements and the installation of public artworks.

The development of the GTC area is guided by Local Planning Policy 5.2 - Gosnells Town Centre (LPP 5.2). LPP 5.2 prescribes key objectives and controls for development within the GTC area, which is generally premised on the 'main street' planning principle. More specifically, buildings would be typically positioned on front and side boundaries (ie nil setbacks), with shared parking provided at the rear of buildings, and building heights in the range of three to four storeys. The GTC is identified as a District Centre under the Activity Centres Hierarchy, and therefore in accordance with SPP 4.2, subdivision and development should ideally be guided by an Activity Centre Plan. Nonetheless, it is considered that LPP 5.2 currently provides sufficient guidance for development and therefore could remain in place however there may be scope in the future to transition LPP 5.2 into an Activity Centre Plan.

Despite significant investment into the GTC area, there are several landowners within the area that appear reluctant to take advantage of the development opportunities created by the City and have allowed their properties to deteriorate to an unacceptable condition. These properties are generally confined to the Lissiman Street area, which runs parallel to the train line and opposite the Gosnells Station. To address this issue, the Lissiman Street Improvement Plan has been adopted to assist Council with achieving the vision for the area, potentially through land acquisition and the subsequent co-ordination of the development process. The implementation of the Lissiman Street Improvement Plan is ongoing and Council has recently acquired a number of parcels of land in the area for future development

There has been limited private investment in residential development within the core of the GTC area. In accordance with TOD principles, a mix of uses should be provided within the centre and walkable catchment to the train station, including high-density residential development. Aside from landowner reluctance to develop, it is considered that the existing R80 density code may be insufficient in enticing developers to invest in high-density residential development in the GTC. Furthermore, an R80 coding no longer reflects best-practice for an area that possess the attributes of the GTC. For this reason, the R-Coding of the GTC is proposed to be revised to R100-R160 under the new local planning scheme.



GOSNELLS TOWN CENTRE DISTRICT CONTEXT PLAN



Figure 24 - Location of Gosnells Town Centre



Figure 25 - Plans for the Gosnells Town Centre

Seaforth Station

Seaforth Station is located in the suburb of Gosnells and is the most southern train station in the City. Seaforth Station is currently under-utilised which could be attributed to its small catchment that is primarily drawn from the low density residential area to the west and rural land to the east. A large area of underdeveloped rural land exists to the south of the station and is planned as a future residential area. There is significant opportunities to employ TOD principles in the future structure planning for the area.

In terms of ensuring that Seaforth Station remains viable in the short-term, effort should be made to increase population within its walkable catchment. The adjacent residential area is currently coded R40 within a 400m walkable catchment of the train station. By way of background, the R40 coding applicable to the area came into effect in 2010 as part of a City-wide implementation of Local Housing Strategy recommendations dated from 2003. It is considered that these recommendations are no longer reflective of contemporary planning practice which generally involves densities in the range of R60-R160 or greater within a 400m walkable catchment around transport nodes, with medium densities of R30-R40 being provided within the 800m walkable catchment. In acknowledging the suburban nature of this area with few amenities or 'density anchors', it is considered that its density should be towards to lower end of these scales, in the range of R40-R80 within the 400m walkable catchment and R30-R40 within the 800m walkable catchment.

Thornlie Station

Thornlie Station was constructed in 2005 along a spur line from Kenwick. The railway is planned to be extended to Cockburn Central via Canning Vale. Thornlie Station is located on Spencer Road and comprises a park and ride facility and bus interchange.

Spencer Village Shopping Centre is located approximately 100 metres to the north of Thornlie Station. It is difficult to integrate this centre with the railway station due the physical separation created by the Spencer Road bridge over the railway line. Thornlie Station is surrounded by low and medium density housing with densities ranging between R40-R60 within its 400m walkable catchment, and R17.5 to R30 within its 800m walkable catchment.

The current residential densities around Thornlie Station are no longer reflective of contemporary planning practice and should be increased to density ranges of R40-R100 within the 400m walkable catchment and R30-R40 within the 800m walkable catchment. It is considered that higher density residential development in this location will assist with increasing patronage through Thornlie Station and support TOD principles.

Nicholson Road Station

The State Government has committed to the extension of the rail line from Thornlie to Cockburn Central as part of Stage 1 of Metronet with construction to begin in 2019. This project will involve the construction of two new stations at:

- Nicholson Road in the City of Gosnells; and
- Ranford Road in the City of Canning.

The Nicholson Road station precinct is 8.4 hectares in area and is bounded by the freight railway to the west, Nicholson Road to the north and east and industrial land (Tulloch Way) to the south. Most of the land in this precinct is vacant and is owned by the WAPC. The precinct contains one large parcel of privately owned land (Lot 801) and the Canning Vale Police Station. Lot 801 is used a restaurant and reception centre, however in the longer term is ideally located for a mixed use development and high density housing.

Land to the west of the railway line and south of Nicholson Road is located in the City of Canning and is zoned Industry in the MRS.

The boundary between the Cities of Gosnells and Canning is located along the freight line and Nicholson Road. The future railway station and surrounding infrastructure such as the bus station and car parking areas will be located within the City of Gosnells.

Residential land to the north of the station near Yale Road was developed during the 1990s and is currently zoned R17.5. The LPS proposes to increase the density to the minimum base code of R20 to better reflect the prevailing lot size of the area. In the longer term, the area may be developed to a higher density.

Residential land east of Nicholson Road was developed in the last 10 – 15 years. The land is currently zoned Residential Development and contains medium density development including grouped dwellings, cottage lots and single residential lots. The precinct also contains a mixed use local centre on Canna Drive incorporating shops/offices on the ground floor and residential development on the second floor. The LPS proposes to zone part of the area as Mixed use and the remaining areas Residential R30 - R60.

Precinct Planning

The Department of Planning, Heritage and Lands has commenced the preparation of precinct plans around all of the railway stations across the City, with the primary focus being on those precincts that form part of Metronet Stage 1. These studies will identify the opportunities and constraints within a 1 kilometre radius of each station, and will examine land use options, housing densities, transport links and site access issues. As the railway extension and station has not yet been constructed, opportunities exist to carefully consider the planning opportunities to create a TOD based precinct.

4.4 Industry

The major employment area in the City is the Maddington industrial area. Other areas of employment are the commercial zones along Albany Highway between Beckenham and Gosnells, Maddington Town Centre/ Maddington Centro shopping centre, in Gosnells Town Centre, Thornlie Square and Forest Lakes District Centres.

Suburb	Industrial Area (hectares)	Mixed Use zone
Beckenham	22	Albany Highway/ William Street
Kenwick	42	
Maddington (Austin Avenue/Kelvin Road)	255	Albany Highway/ Attfield Street
Maddington (Dalziell Street)	7	

Table 19 - Existing Industrial Areas

The largest industrial area in the City was established in Maddington in the 1970s. This industrial area is now fully developed with only a few vacant lots remaining. Smaller industrial areas were also developed in the 1960s in Beckenham (William Street) and Kenwick (Royal Street/ Albany Highway).

Maddington Kenwick Strategic Employment Area

The City has prepared planning strategies to facilitate the development of a major new employment area, known as the Maddington-Kenwick Strategic Employment Area (MKSEA). This industrial area covers 480 hectares and is bounded by Roe Highway, Welshpool Road, Tonkin Highway and Bickley Road. Council has completed environmental, drainage, bush fire and geotechnical investigations for MKSEA. This technical information will be used to support the further planning of the area including the rezoning of land and the preparation of a structure plan.

The area is bisected by the Greater Brixton Street Wetlands and Yule Brook. Council is working in partnership with State Government agencies including the WAPC and Environmental Protection Authority to ensure the best environmental outcome are incorporated into the area, whilst improving the conservation of these important natural assets.

A copy of the MKSEA Indicative Structure Plan is with Figure 26.

Southern River Business Park

A structure plan for the Southern River Business Park was recently approved by the WAPC. The City is a major landowner in this area and will work with private landowners, to provide services and infrastructure to this area. It is expected that land development will commence in the short – medium term.

A copy of the Southern River Structure Plan is with Figure 27

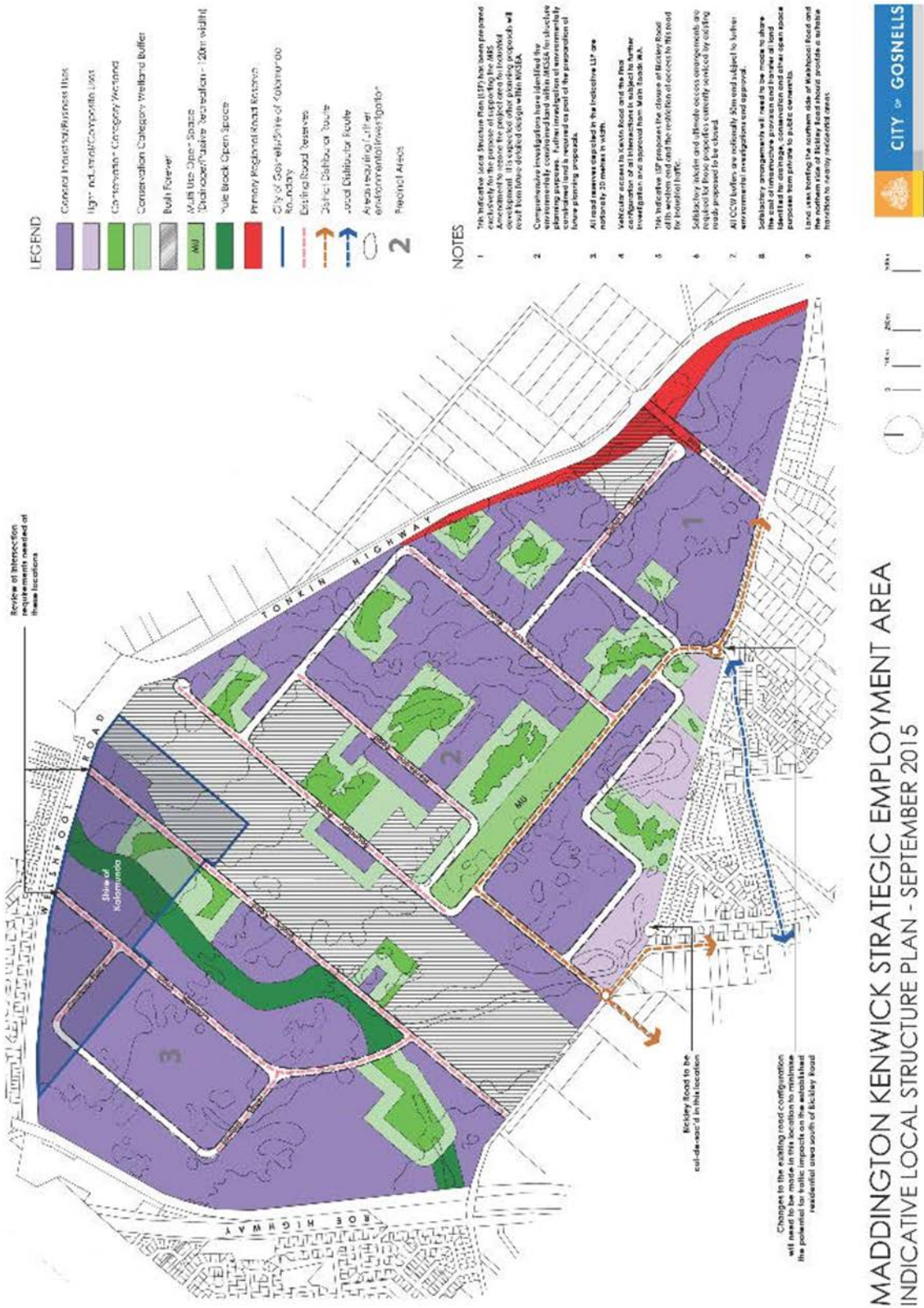


Figure 26 - MKSEA Indicative Structure Plan

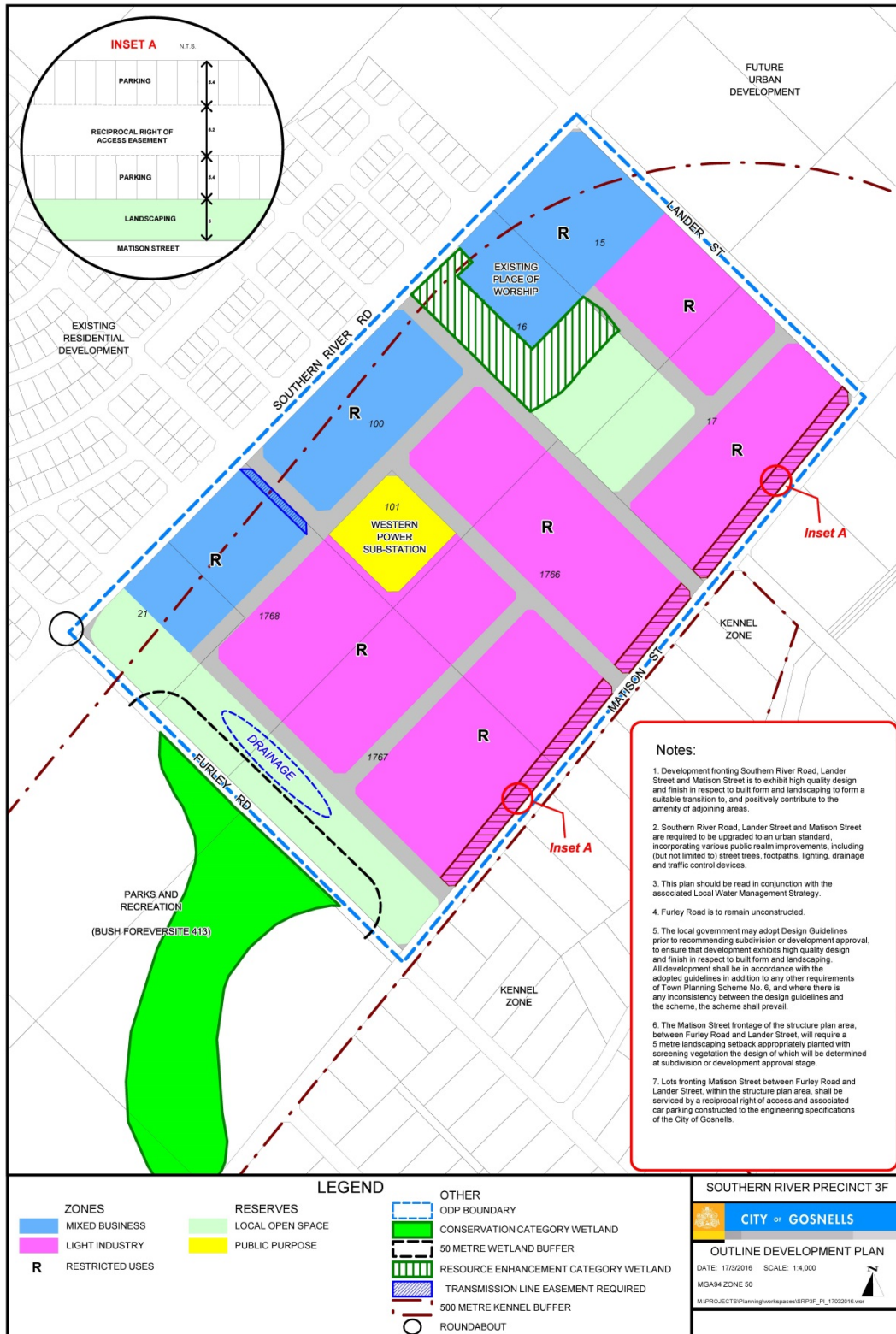


Figure 27 – Southern River Structure Plan

Mixed Business Zone

The Mixed Business zones provide a large variety of shop/retail and other retail activities in the City. These areas are recognised for providing a considerable amount of employment, and in doing so help boost the level of employment self-sufficiency and self-containment for the City. The Activity Centre Planning Strategy stipulates that very limited additional shop/retail floorspace should be allowed in these areas however, no limitation should be placed on other forms of retail and general service commercial floorspace. Residential development should not be permitted in service commercial and industrial areas.

Land has been developed for mixed business purposes, reflecting a broader trend for an expansion of bulky goods retailing. Much of this growth has been concentrated along William Street, Beckenham; Nicholson Road, Canning Vale and Ranford Road, Southern River. There will be future demand for more of this form of development and land has been zoned along Albany Highway at Maddington and Gosnells, Warton Road, Southern River and the Southern River Business Park.

Constraints

Planning for industrial areas will need to address the requirements of SPP4.1 – State Industrial Buffer.

A residential area exists in Kenwick abutting the southern boundary of MKSEA. The City is preparing a Structure Plan for MKSEA Precincts 1 and 2 which will propose a Special Use (Light Industrial/ Composite) zone for lots on the northern side of Bickley Road.

The proposed Special Use zone will establish a buffer between residential lots in Kenwick and Industrial development in MKSEA. Lots on the northern side of Bickley Road, will be required to construct a single dwelling to create a deep setback to the existing residential area. Industry will be permitted to the rear of the Single Dwelling. Access to the portion of the property to be used for Industry will be via an internal road in the Industrial area and not from Bickley Road.

To the west of MKSEA are residential areas in Beckenham. This area is separated from the future industrial area by the Roe Highway, freight railway line and the Public Transport Authority freight storage area. These residential areas are currently zoned R17.5 for low density residential housing. The Strategy proposes a minor increase in the residential density to R20. The proposed density increase will only allow for a limited number infill subdivision and developments.

4.5 Public Open Space

The City recognises the many social, health, environmental and economic benefits in providing appropriately located, functional and attractive public open space (POS) to the community. These spaces are instrumental in shaping suburbs into communities by providing positive lifestyle and recreation opportunities, venues for interaction, events and programs and active sports pursuits.

The City values the benefits of POS and to ensure future protection, provision and management of these sites meets the ongoing needs of the community, the City has developed a POS Strategy. The POS Strategy, through its framework of recommendations and holistic approach guides, coordinates and informs POS planning from the strategic level through to the operational level within the City. The implementation of the Strategy recommendations will ensure an improved POS provision for the community in the future.

The POS Strategy was first adopted by Council in 2010 and updated in 2014. An updated POS Strategy will adopted by Council in mid 2019. The POS Strategy is supplementary to the overarching LPS.

The objectives of the POS Strategy are:

- To provide a variety of POS that is attractive, functional, fit for purpose, sustainable and integrated into the surrounding urban form, thereby contributing towards the health, recreational and social needs of the community.
- To achieve efficiency in land use planning.
- To optimise the use of Council resources to achieve effective POS outcomes, i.e. design, acquisition, consolidation and management of these spaces to meet community and City requirements.
- To guide statutory planning decision making processes to enable the future

The Recommendations of the POS Strategy are outlined in the following table:

ACTION	RECOMMENDATION
1. Designation of POS via a Statutory Framework	That all new Structure Plans and all modifications to existing Structure Plans / Guided Development Schemes, allocate Public Open Space in accordance with Liveable Neighbourhoods and the endorsed POS Strategy plans.
2. Acquisition of Public Open Space via subdivision	<p>That the City seeks to acquire, through the subdivision process, areas of POS in accordance with any adopted Outline Development Plan and/or the endorsed POS Strategy plans.</p> <p>In considering such opportunities, the City shall have regard for likely future demand for POS, the desire to achieve consolidated parcels of POS, and any applicable financial constraints.</p>

3. Cash-in-Lieu	That, for any proposed subdivision creating three or more lots, the City will, in accordance with Local Planning Policy 3.2 - Coordination of Infill Development, recommend to the Western Australian Planning Commission that it imposes a POS (cash-in-lieu) condition, unless actual land is required pursuant to Recommendation 1 or 2 above.
4. Disposal of surplus POS	<p>That the City seek to dispose of any areas of POS that are surplus to current and anticipated requirements, in accordance with any adopted Structure Plans and/or the endorsed Public Open Space Strategy plans.</p> <p>Any profits from the sale of residual land (regardless of tenure) will fund the future enhancement and acquisition of POS as part of the POS Strategy.</p>
5. Strategic subdivision of underperforming areas of POS	<p>That the City investigates the strategic subdivision of underperforming areas of POS, in accordance with the endorsed POS Strategy plans.</p> <p>In investigating such subdivisions, the City will seek to create an urban environment that will build upon the character of the suburb, maintains a reasonable amount of POS, provides appropriate interface with the open space and through design improves functionality and accessibility of the space to the community.</p> <p>Any profits from the sale of residual land (regardless of tenure) will fund the future enhancement and acquisition of POS as part of the POS Strategy.</p>
6. Management of POS	<p>That the City, as funding and resources allow, maintain POS, in line with the City's maintenance schedule for the community's benefit, throughout the City.</p> <p>The City will endeavour, as funding and resources allow, enhance three Parks per annum, in line with the City's POS classification framework. In prioritising any competing upgrades, the City shall have regard to existing maintenance standard, nearby recreational opportunities and community demand.</p>
7. Improving access to existing areas of POS	That the City, as funding and resources allow, improve pedestrian access to existing areas of POS throughout the district. In prioritising any competing improvements, the City shall have regard to existing maintenance standard, nearby recreational opportunities and community demand.

	That the City to investigate options of incorporating POS as part of existing libraries, recreation centres and other community significant buildings, in areas which are deficient in POS.
8. Assessment of Parks and Recreation land	That the City shall make an assessment of all land reserved as Parks and Recreation in the Metropolitan Region Scheme within the City, reviewing areas that are currently developed and prioritising undeveloped areas for improvement as required. The assessment will consider land in relation to future potential use and significance for the local area including environmental, drainage, recreational and or tourism opportunities and community values.

Table 20 - POS Strategy Recommendation

Cash in lieu for POS

The POS Strategy has calculated the total amount of residential land, the amount of POS and the percentage of POS in each suburb. The Strategy identified a shortfall of POS, below the recommended standard of 10% as required by the WAPC. This shortfall is outlined below:

SUBURB	PERCENTAGE OF POS IN SUBURB
Beckenham	5.53%
Huntingdale	7.00%
Kenwick	7.00%
Maddington	7.00%
Southern River	8.00%

Table 21 - Suburbs with less than 10% POS

Council's LPP 3.2 Co-ordination of Infill Development, provides guidance on POS Cash in lieu when considering subdivision proposals. Clause 3.5.5 of LPP 3.2 states:

Unless contrary requirements apply under an established planning framework, where the approval of an application for subdivision (including green and strata titles) will result in the creation of three lots or more (or two additional lots if counting the existing lot), the City will recommend to the WAPC that it impose a requirement for a cash-in-lieu POS contribution to be made in accordance with the valuation provisions outlined in the Planning and Development Act 2005.

This requirement will be imposed on the basis of Clause 3.1.6 of the Commission's Development Control Policy 2.3, which allows for POS contributions to be collected for the creation of three lots or more in circumstances where a number of similarly characterised properties are likely to be subdivided in a locality and the resulting cumulative effect of more intensive development will generate the need for additional land for new POS or improved facilities on existing POS.

Implementation

The Strategy is a long term plan outlining future recommendations for POS within the City of Gosnells. Although every care has been taken to assess future POS requirements in a holistic manner the City understands that with a lengthy implementation timeframe, situation and circumstances will change. It is also recognised that due to budgetary constraints the development component implementation of the Strategy will be, to some extent, contingent on the successful disposal of unsuitable POS. This factor contributes towards uncertainty in the overall implementation of the Strategy, particularly regarding financial viability, establishment of timeframes and community perception.

It is therefore the City's preference to implement the Strategy in a staged approach (via 6 year Implementation Plans) based on available funding, statutory requirements and future development opportunities. Within the implementation phase of the Strategy, the City will prioritise the Strategy's activities based on available resources, funding and Council priorities.

Since 2011, the City has sold five POS sites valued at \$8.7 million. All of these funds have been directed into nearby POS enhancement projects. A total of \$33.1 million has been spent enhancing land for 11 new park projects.

Another aspect of the POS strategy is land acquisition in areas where POS is lacking. Since 2011, the City has spent \$3.3 million to purchase eight parcels of land for POS. The City has also spent \$62.4 million to maintain and renew POS since the strategy began. Funds allocated towards POS will continue to increase overtime as development continues. The City expects to receive an extra 130ha of POS through subdivision. This figure does not include Southern River Precinct 4 or the Maddington Town Centre. Not only has the need for POS become more important as lot sizes decline and more apartments are built, but so too has the need for the quality of opens spaces as community expectations rise.

A list of achievements of the POS Strategy's since it was adopted is outlined below:

Enhancements
Partridge Way Reserve, Thornlie
Rede Street Reserve, Gosnells
Keston Street Reserve, Gosnells
Yilgarn Way Reserve, Gosnells
Sorbello Circuit Reserve, Southern River
Harrogate Street Reserve (formerly Sydenham Street Reserve), Beckenham
Spinifex Way Reserve, Canning Vale
Belfast Close Reserve, Canning Vale
Cedar Way Reserve, Maddington
Leonharte Street, Beckenham
Bromley Street Reserve, Maddington
Weston Street Reserve, Maddington

Acquisitions
23 Cedar Way, Maddington and 26 Bertram Street, Maddington (Cedar Way Reserve)
14 Wilpon Street, Beckenham and 461 Sevenoaks Street, Beckenham (Wilpon Street Reserve)
Portion of Lot 64 Elizabeth Street, Beckenham (Leonharte Street Reserve)
Lot 44 Weston Street, and Lot 410 Weston Street, Maddington (acquired via Central Maddington Structure Plan - enhancement via POS Strategy municipal funds)
Lot 311 and Lot 502 Newenden Street, Maddington (acquired via Central Maddington Structure Plan - will be enhanced via POS Strategy municipal funds)

Disposals
Part of Prince Street Reserve, Gosnells: Funded Yilgarn Way Reserve.
Paley Park, Thornlie: Funded Partridge Way Reserve.
Lot 4793 Partridge Way, Thornlie: Funded Partridge Way Reserve.
Part of Sydenham Street Reserve, Beckenham: Funded Harrogate Street Reserve and Mills Park.
Farnaby Lane, Beckenham: Funded Mills Park.

Crown Land Acquisitions for Disposal to fund the Enhancement and Acquisition of other Public Open Space Sites
Reserve 31301 and Reserve 38089: Enhancement of Holling Street Reserve, Maddington
Simms Park, Maddington: Enhancement of Longies Park, Maddington
Berry Court Reserve, Maddington: Enhancement of Maple Place Reserve, Maddington
Willow Way Reserve, Maddington: Enhancement of Peace Park, Maddington
Robinson Park, Gosnells: Enhancement of Robinson Park, Gosnells.

4.6 Rural

The main concentration of rural land within the City is situated in Orange Grove and Martin on the Darling Escarpment and foothills, traversing the eastern edge of the City in a north-south direction.

Land use, zoning and subdivision of these rural areas is guided by the Foothills Rural Strategy (FRS). The Strategy seeks to protect, conserve and enhance the existing natural environment and landscape character of the area. The FRS identifies four Rural Planning Precincts within this area. These areas have been selected on the basis of:

- Similar characteristics in terms of land use and settlement;
- Areas with logical boundaries;
- Areas with similar local or regional strategic imperatives;
- Areas considered manageable for the purpose of precinct planning.

The general characteristics of each of these Rural Planning Precincts (RPPs) are discussed in the following sections. The location of each RPP is shown in Figure 23.

4.6.1 Rural Planning Precinct No. 1 - Martin Escarpment (RPP 1)

RPP 1 is located on top of the Darling Escarpment in the eastern part of the Study Area within the locality of Martin. It comprises a sparsely settled area of Special Rural lots with a predominant lot size of four hectares, most of which are heavily vegetated. Some larger lots exist within the Precinct and are being used to operate orchards. With the exception of the larger lots, the Precinct is essentially being used for rural lifestyle purposes.

The land form is characterised by valley systems, which have historically accommodated orchards and flatter areas beyond the top of the Escarpment. The reserved areas surrounding RPP 1 are extensively forested and include Banyowla Regional Park and Korung National Park. Land to the immediate north and east of the Precinct is also designated as a Priority 1 Public Drinking Water Source Area and identified as a water catchment area on the MRS.

The South Metropolitan Peel Sub-regional Planning Framework designates the larger lots in RPP 1 as Rural and the smaller lots in RPP 1 as Rural Residential. This is reflected in the Local Planning Strategy Map and LPS 24.

A 1 kilometre buffer has been established from the edge of the property boundaries of the Holcim Gosnells hard rock quarry. The aim of this buffer is to protect the ongoing operation of the quarry from unreasonable encroachment by incompatible noise sensitive development.

4.6.2 Rural Planning Precinct No. 2 - Southern Foothills (RPP 2)

RPP 2 is situated in the southernmost part of the Study Area within the locality of Martin and extends from the Canning River eastwards up the lower slopes of the Darling Escarpment. It comprises a range of lot sizes including larger rural lifestyle lots up to approximately four hectares abutting the Canning River, and smaller lifestyle properties with lots sizes around 2,000m² located on the lower slopes of the Darling Escarpment.

The landform is generally characterised by a gentle elevation sloping up from the Canning River, with the eastern part of RPP 2 comprising steeper slopes of the Darling Escarpment. Aside from one poultry farm and several small orchard operations, the majority of the Precinct is used for rural lifestyle purposes. An area in the south east of RPP 2 consists a small lot settlement with lot sizes around 2000m², whereas the remaining rural land within the Precinct comprises larger lots ranging from one to four hectares. Larger lots adjoin the Canning River (Bush Forever Site 246).

The South Metropolitan Peel Sub-regional Planning Framework designates land in RPP 2 as Rural. This is reflected in the Local Planning Strategy Map and LPS 24.

A 1 kilometre buffer has been established from the edge of the property boundaries of the Holcim Gosnells hard rock quarry. The aim of this buffer is to protect the ongoing operation of the quarry from unreasonable encroachment by incompatible noise sensitive development.

4.6.3 Rural Planning Precinct No. 3 - Tonkin Highway East (RPP 3)

RPP 3 is positioned central to the Study Area between the Tonkin Highway extending eastwards rising up towards the Darling Escarpment. It comprises a variety of lots sizes between 1 to 12 hectares. Whilst the majority this Precinct is being used for rural lifestyle purposes, there is a variety and mix of other rural related land uses including, nurseries, orchards, a winery, caravan parks, primary school and equestrian club.

The land form of RPP 3 is characterised by predominantly flat, cleared, rural land with gentle undulations rising upwards towards the Darling Escarpment in the east. The Precinct abuts the Banyowla Regional Park to the east, and includes Ellis Brook and Bickley Brook. Bush Forever Site 51 (White Road Bushland) is significant remnant Banksia woodland, listed by the Federal Government as endangered. Whilst the majority of land holdings within RPP 3 comprise rural lifestyle activities, there is a variety and mix of other rural related land uses that are more prevalent within the Precinct than in any other Precinct within the Study Area.

The South Metropolitan Peel Sub-regional Planning Framework designates RPP 3 as Rural Residential with the large properties designated as Rural. This is reflected in the Local Planning Strategy Map and LPS 24.

The South Metropolitan Peel Sub-regional Planning Framework designates a small portion of RPP 3 adjacent to RPP 4 as a Potential Urban Expansion Area. This is reflected in the Local Planning Strategy Map. Land in this area is zoned Rural Residential in LPS 24 which reflects the prevailing small lot sizes in the area. In the future, planning investigations will need to occur to support residential development including an amendment to MRS and preparation of a structure plan.

A 1 kilometre buffer has been established from the edge of the property boundaries of the Boral hard rock quarry. The aim of this buffer is to protect the ongoing operation of the quarry from unreasonable encroachment by incompatible noise sensitive development.

4.6.4 Rural Planning Precinct No. 4 - Kelvin Road Precinct (RPP 4)

RPP 4 contains a variety of lot sizes, which are generally between one to four hectares. The Precinct is relatively well serviced with scheme water, electricity and telecommunications. It is however, not serviced by reticulated gas or sewer.

The precinct comprises 36 individual properties that collectively cover approximately 90 hectares. 16 of the properties are owned by the City which combined, once occupied the Kelvin Road Waste Disposal site. The remaining 20 properties are held in private ownership.

The land has been mostly cleared of native vegetation, though there are some mature tree species varied throughout. With the exception of the former Kelvin Road Waste Disposal Site, which is slightly elevated due to prior filling, the land within the Precinct is generally flat.

Land within the Precinct contains several land use activities that are commercial in nature. These activities include a truck driving school, transportable building construction, firewood and garden supplies, and residential dwellings.

Much of the Precinct is exposed to significant traffic noise from Tonkin Highway and to a lesser extent Kelvin Road. The intersection of Tonkin Highway and Kelvin Road experiences heavy traffic congestion during peak hours. Land has been reserved and acquired by Main Roads Western Australia to enable the intersection to be grade-separated (Kelvin Road will 'fly-over' Tonkin Highway) in the future.

The South Metropolitan Peel Sub-regional Planning Framework designates RPP 4 as a Potential Urban Expansion Area. This is reflected in the Local Planning Strategy Map. Land in RPP 4 is zoned Rural in LPS 24, with an Additional Use zone to allow for Light Industry and a Waste Disposal facility.

4.6.5 Subdivision

The FRS provides recommendations on the minimum lot size in the Foothills rural area. Land in Precinct 1 (Martin Escarpment) has a minimum lot size of 4 hectares, reflecting the subdivision pattern in the area. Land in the remaining Foothills (Precinct 2, 3 and 4) will have a minimum lot size of 1 hectare. Council will provide a recommendation on subdivisions applications to the WAPC in accordance with the endorsed FRS.

4.6.6 Key Planning Opportunities

The FRS seeks to protect, conserve and enhance the existing landscape character and natural environment of the Foothills Rural area.

The FRS outlines various planning considerations which are applicable to the Study Area, such as the hard rock quarries, bushfire management, environmental assets, public drinking water source areas, poultry farms, power and gas infrastructure and future zoning proposals. It also provides a precinct based analysis of the landscape character of each precinct, as well as establishing a set of objectives to ensure that the rural amenity of the Study Area is maintained and enhanced where possible.

4.6.7 Southern River Kennel Zone

The Kennel zone is located in the suburb of Southern River and is generally bordered by Matison Street to the north-west, Phoebe Street to the north-east, the Forrestdale Main Drain and Passmore Street to south-east and Ranford Road to the south-west. The objective of the Kennel zone is to provide for dog kennels in appropriate locations to meet the needs of the community with respect to animal boarding and commercial breeding. A noise buffer of 500m extends from the boundary of the Kennel zone and restricts the development of sensitive land uses such as residential development.

A Special Use zone for the Kennel Area is incorporated into the new local planning scheme.

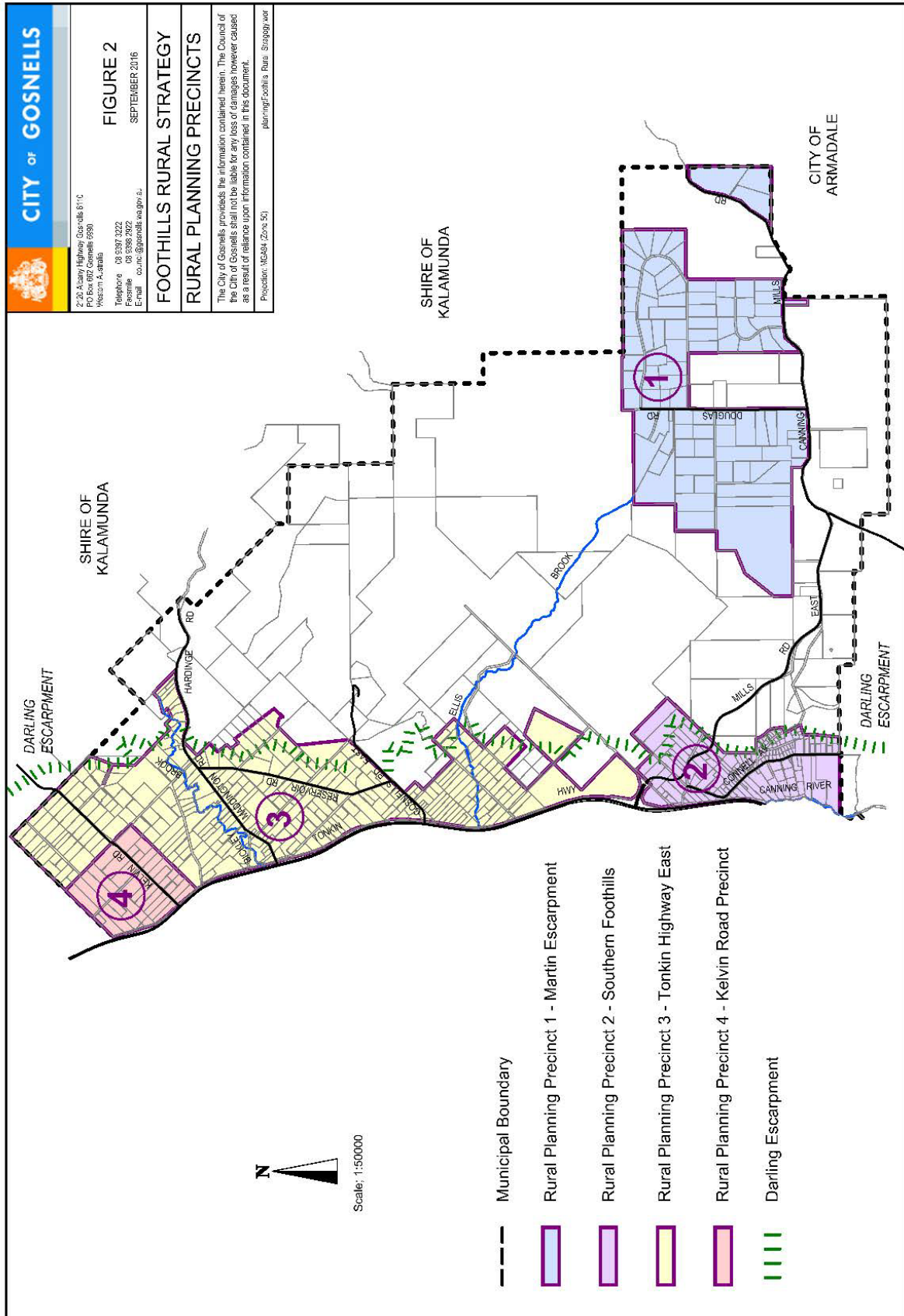


Figure 28 - Foothills Rural Strategy Planning Precincts

4.7 Environment and Water Management

4.7.1 Physical Features, Natural Heritage, Natural Areas and Sustainability

The City of Gosnells encompasses two distinct landforms - the Darling Scarp to the east and the Swan Coastal Plain to the west. Their different soil types, climate, hydrology, soil fertility, and other factors underpin unique vegetation characteristics and patterns of historical land clearing and development.

The Darling Scarp runs in a north-south direction. Little development has occurred on the Scarp, and it remains largely covered by forests and heathlands. Many areas are in secure conservation reserves and included in Regional and National Parks. A number of seasonal watercourses including Yule, Bickley and Ellis Brooks, form on the Scarp and flow westwards to the Canning River. Two large hard rock quarries exist on the Scarp, and will continue to operate into the future.

The Swan Coastal Plain lies to the west of the Darling Scarp and covers most of the City.

Two major rivers pass through the City. The Southern River joins the Canning River at Burslem Drive, with the Canning River heading in a north westerly direction. The boundary of the Canning River Regional Park currently ends at Nicholson Road on the border with the City of Canning. The State Government is considering an extension of the boundary of the management area southwards down to the Roe Highway.

Long term weather records exist for the district from the Gosnells weather recording station. In summer, the mean maximum temperature is 32.3 degrees Celsius and the mean minimum temperature is 17.9 degrees Celsius. In winter, the mean maximum temperature is 19.3 degrees Celsius. and the mean minimum temperature is 9.1 degrees Celsius. The average rainfall for Gosnells is 820.3 millimetres.

The Swan Coastal Plain has been extensively cleared for agriculture and urban development, although approximately 15% remains under native vegetation, of which 670 hectares are protected as Bush Forever Sites. The City manages a large number of natural areas. The amount of land that it manages is increasing, due to subdivision and development across the City and land being ceded as open space. Developers are often required to undertake revegetation and/or rehabilitation works, and to maintain these works for a defined period prior to the City's management.

The City is located within one of the world's top twenty-five biodiversity hotspots, a classification based on high species richness and the level of threat to that richness. It is home to a high number of Declared Rare Flora, Threatened Ecological Communities and Conservation and Resource Enhancement management category wetlands.

The Greater Brixton Street wetlands are listed on the Register of the National Estate and are one of the most important conservation areas on the Swan coastal plain. They contain more than 320 plant species, which equate to more than 21% of Perth's flora biodiversity. The wetlands contain significant numbers rare and endangered plant communities and species.

Council adopted a Biodiversity Conservation Management Plan (2010) to prioritise and guide the management of more than 400 hectares of natural areas. A number of specific plans have been completed for natural areas including:

- The Mary Carroll Park Vision Plan, with works to be completed as funding becomes available.
- Holmes Street Bushland North enhancement, access and fire management plan.
- Ellis Brook Valley Reserve Strategic Management Plan.
- Gosnells Golf Course Bushland Ecological Fire Management Plan.

Both the Commonwealth and State Governments have major roles to play in, and significant resources to fund, promote environmental issues and to encourage or mandate public and business responses. Local government has no ability to mandate action, although it can promote behavioural change and inspire the community through leadership.

The Switch your thinking program is a sustainability initiative lead by the Cities of Gosnells and Armadale and the Shire of Serpentine-Jarrahdale. The program contributes to environmental protection by guiding or inspiring community members and businesses to take appropriate action. The program provides support to eleven Perth local governments through licensed use of intellectual property. The City works in partnership with CoA and Armadale Gosnells Landcare Group and community volunteers to manage natural areas.

The City has a strong sustainability focus in the construction of buildings and facilities. The Agonis community facility in the Gosnells Town Centre was the first non-commercial building in the state to be the subject of an Australian Building Greenhouse Rating scheme Commitment Agreement. The City was the first government organisation to achieve a 5 Star Green Star rating for the Civic Centre building. The Mills Park Community Facility is the first public building in Australia to achieve a 6 Star Green Star design rating, which represents world's best practice in design and construction focusing on environmental sustainability.

4.7.2 Water Management

Water management is a key consideration for planning urban areas. In the past, the main drivers for stormwater management were that of public safety and mitigating economic effects from flood events. The design of stormwater management has historically focussed on the collection and channelled removal of stormwater, with little opportunity to address the removal of pollutants or consideration for water as a valuable resource. It is now recognised that water is an important resource and its appropriate management directly correlates to the improved environmental outcomes, particularly for natural waterbodies. Contemporary practice advocates the integration of water management infrastructure with the urban built form and landscape design, including providing water infrastructure in areas of public open space.

The City seeks to implement best practice urban water management in accordance with the WAPC's Better Urban Water Management Guidelines to facilitate better management and use of our urban water resources. In 'greenfield' areas, this can be achieved by ensuring an appropriate level of consideration is given to the total water cycle at each stage of the planning process from structure planning through to subdivision and development. This includes requiring the preparation of a Local Water

Management Plan (LWMS) for any new structure plan proposal. A LWMS is a broad drainage strategy for a specific development area that addresses the management of additional quantities of stormwater created from urban development. Following the LWMS, an Urban Water Management Plan (UWMP) would be required for subdivisions, which would address in technical detail, the drainage strategy for that subdivision.

The City maintains an extensive drainage network designed to prevent the flooding of roads and properties. In established suburbs, the City's drainage network has limited capacity to cater for increased urban infill development. Drainage requirements will therefore need to be addressed on-site and predevelopment flows maintained. The City requires the installation of a drainage system that protects people and other properties from the adverse effects of redirected rain water. Stormwater management is an integral part of building construction and all buildings are required to have roof water directed to an approved stormwater disposal system.

Different soil types and water table levels affect the method of stormwater disposal for individual properties. The distinguishing soil types in the district are sandy soil and clay/silty sandy soil. Stormwater management for areas with sandy soils, such as Thornlie and Langford, is provided by way of soakwells which allow water to gently seep into the surrounding soil. Clayey soils, which are particularly prevalent in the suburbs of Maddington and Kenwick, prove more difficult for stormwater management due to its limited permeability and perched water table. Soakwells are generally not suitable for sites with silty sand or underlying clay content as it does not provide for water to be effectively dispersed. Stormwater management is instead provided by way of interconnected sumps that hold water for disposal into the City's drainage network at pre-development rates. Stormwater management in the suburbs of Southern River and Canning Vale is required to respond to the high water table that characterises the area, which is guided by an LWMS and UWMP.

Due to the limited capacity of the City's drainage network and the demand for infill development, the City uses the planning process to apply stormwater management requirements through either the application of LWMS and UWMP documents in greenfield areas, or the approval of drainage plans for infill development. For established areas, greater stormwater capacity may be required as part of a development approval for commercial or high density development following assessment of a site geotechnical report. The National Construction Code also includes provisions for stormwater disposal but the disposal method may vary depending on the site conditions. A building permit will include conditions confirming the approved disposal method for a building.

The majority of the City's drainage network has been constructed prior to the advent of water sensitive design principles and as such most of the City's drainage network is built to traditional methods. In order for the City to adapt to a drying climate the City's drainage network will need to be modified over time to meet water sensitive design principles. Future upgrades can be designed in accordance with best practice water sensitive design principles. This normally involves making the traditional drainage system a "leaky system" where stormwater is encouraged to water plants and trees and infill groundwater at its source rather than transport it over long distances. The Water Corporation is also embarking on a transformation of their regional drainage network, from traditional drains with steep slopes into living streams.

4.8 Transport

The movement of people and freight is important to economic development and liveability of communities. It is critical to integrate urban and employment centres with efficient transport infrastructure and services. Global concern with regard to transport efficiency and reliance on fossil fuels should be key considerations in transport planning.

The City has excellent major transport links, with an efficient road network, passenger rail and bus services and is close proximity to Perth airport and is 17 kilometres from the Perth CBD. The City is serviced by Albany Highway, Roe Highway, Tonkin Highway and the Armadale and Thornlie railway lines.

In 2016, the proportion of residents within the City of Gosnells that did not own a car was 4%, compared to 4.7% across Greater

Residents most preferred method of travel to work is by private vehicle. This mode of travel, either as driver of passenger (car, motorbike or truck) accounted for 74% of the City's population as of 2016. This level of car dependency was markedly higher in comparison to Greater Perth, where this mode of travel was preferred by 69.5% of the population.

The proportion of residents who travel to work via more sustainable modes (cycling, walking, public transport) was 10.5% in 2016. This percentage was lower in comparison to the Greater Perth Metropolitan region, where these sustainable forms of transport were the preferred mode of travel to work by 12.8% of the population.

4.8.1 Roads

The road networks in the City cater for regional and local traffic movements. The City is well serviced by major regional roads including Roe Highway, Tonkin Highway, Albany Highway/ Kenwick Link, Ranford Road and Nicholson Road. The City has a legible road network including a series of major distributor roads. A number of these distributor roads are planned to be upgraded in the future from 2 to 4 lanes.

Major new roads planned include the future extension of Holmes Street/ Garden Street through to the Tonkin Highway and a new distributor road in MKSEA

State Roads that fall within the control of Main Roads WA (MRWA) are as follows:

- Albany Highway
- Tonkin Highway
- Roe Highway
- Kenwick Link

All remaining streets within the City fall within the control of the City of Gosnells.

Level crossings exist at William Street, Beckenham, Wanaping Road, Kenwick, Austin Avenue, Kelvin Road and Albany Highway, Maddington and Fremantle Road, Main Street and Dorothy Street, Gosnells. The City will work closely with the state government to prioritise grade separation on the Perth to Armadale line

A number of bridges in the City will need to be widened or upgraded in the future to cater for road upgrades and increased traffic volumes.

4.8.2 Freight

The City contains major freight networks that connect the City to surrounding key destinations such as Perth Airport, Fremantle harbour and major industrial areas. This includes major highways, being Roe Highway and Tonkin Highway, and the freight rail line between Midland/ Forreestfield and Fremantle/ Kwinana.

4.8.3 Public Transport

The WAPC in conjunction with the Department of Transport, MRWA and the Public Transport Authority (PTA) finalised the Perth and Peel @ 3.5million – The Transport Network report in March 2018. This document is closely aligned to the WAPC endorsed Perth and Peel @3.5 Million Planning Framework.

The vision for Perth's future transport network; designed to keep our city moving as we grow and help Perth to continue to be one of the most liveable cities in the world. It provides a long term plan for transport infrastructure and considers how we can use the transport network more efficiently as Perth's population approaches 3.5 million and beyond. The plan looks at where people will live and work when the population reaches 3.5 million and outlines a flexible transport system so that people and freight can keep moving as the city grows.

The integration of key centres with high-quality public transport networks is a key principle of the planning framework. Public transport infrastructure has been prioritised through METRONET, to support activity centres and deliver sensitive, sustainable and vibrant communities as part of station precincts or larger activity centres. METRONET also proposes to remove some level crossings to improve traffic movements, safety and amenity. This strategic infrastructure investment will provide additional opportunities for infill.

Public transport services provided an important role to the community and the long term growth of the City. The City contains 6 rail stations on the Perth to Armadale line and the spur line to Thornlie. An extensive bus network services the City with many of the buses feeding into local railway stations. The provision of a high quality and high frequency public transport network is critical to the future sustainability of the City.

Planning is underway and construction will begin in 2019 to extend the Thornlie line to Cockburn Central, which will include a new railway station at Canning Vale. This new station, will be located on Nicholson Road and will service a large residential catchment including Canning Vale and Southern River.

The sub-region's passenger rail network will be supported by a network of High Priority Transit Corridors (HPTC) and High Frequency Transit Corridors that will provide public transport connections between activity centres, population catchments, rail stations and local bus services. Both corridor types feature a high frequency of services, with HPTCs featuring infrastructure that will facilitate priority over other traffic.

The network of transit corridors corresponds with the distribution of key activity centres, related urban catchments and will integrate with passenger rail and local bus services. These are the priority for improving on-road public transport services.

4.8.4 Cycling and Walking

Cycling and walking is an important of the transport mix in the City. There is an extensive network of footpaths and pedestrian facilities across the City. The City is primarily responsible for this localised network and has adopted a Bike Plan to provide a safer and more comprehensive shared cycle/ pedestrian path network.

The City will work closely with the Public Transport Authority (PTA) to improve pedestrian facilities and cycle connections at railway stations. The PTA is currently reviewing data and undertaking mode surveys at railway stations to inform the preparation of Station Access Strategies. These investigations will improve the knowledge on passenger movement patterns to train stations, improve accessibility and infrastructure at the rail stations and surrounding road networks and increase public transport patronage.

The proposed implementation of the City's Bike Plan will provide a safer and more comprehensive shared cycle/ pedestrian path network for residents.

4.8.5 Parking

The provision of parking within the City exists in both public and private forms, both on-street and off-street in order to cater to local residents, visitors, local businesses and commuters. All rail stations within the City provide parking facilities that include kiss and ride facilities and disabled car parking provisions. Scheme provisions applicable to Parking are currently being revised through the review of the City's Local Planning Scheme.

4.8.6 Future Transport Planning

The City is currently preparing a Strategic Roads Plan to ensure its future planning and priorities for transport infrastructure, particularly its major road network is considered and prioritised. This Plan will quantify transportation issues, including desirable outcomes and a programme of short-term and long-term interventions for the listed roads within the City. A number of options will be investigated including:

- Small scale improvements to the network, e.g. improvements to key junctions.
- Major road improvements.
- Traffic Management options e.g. introduction of one-way system, downgrade from four-lanes to two, creation of boulevards, rationalise travel routes.
- Improvements to Active Travel networks.

This Strategic Roads Plan is intended to provide the City with an understanding of the future road network requirements to ultimately support future development, inform the City's long term financial plans and assist with future planning of these road upgrades.

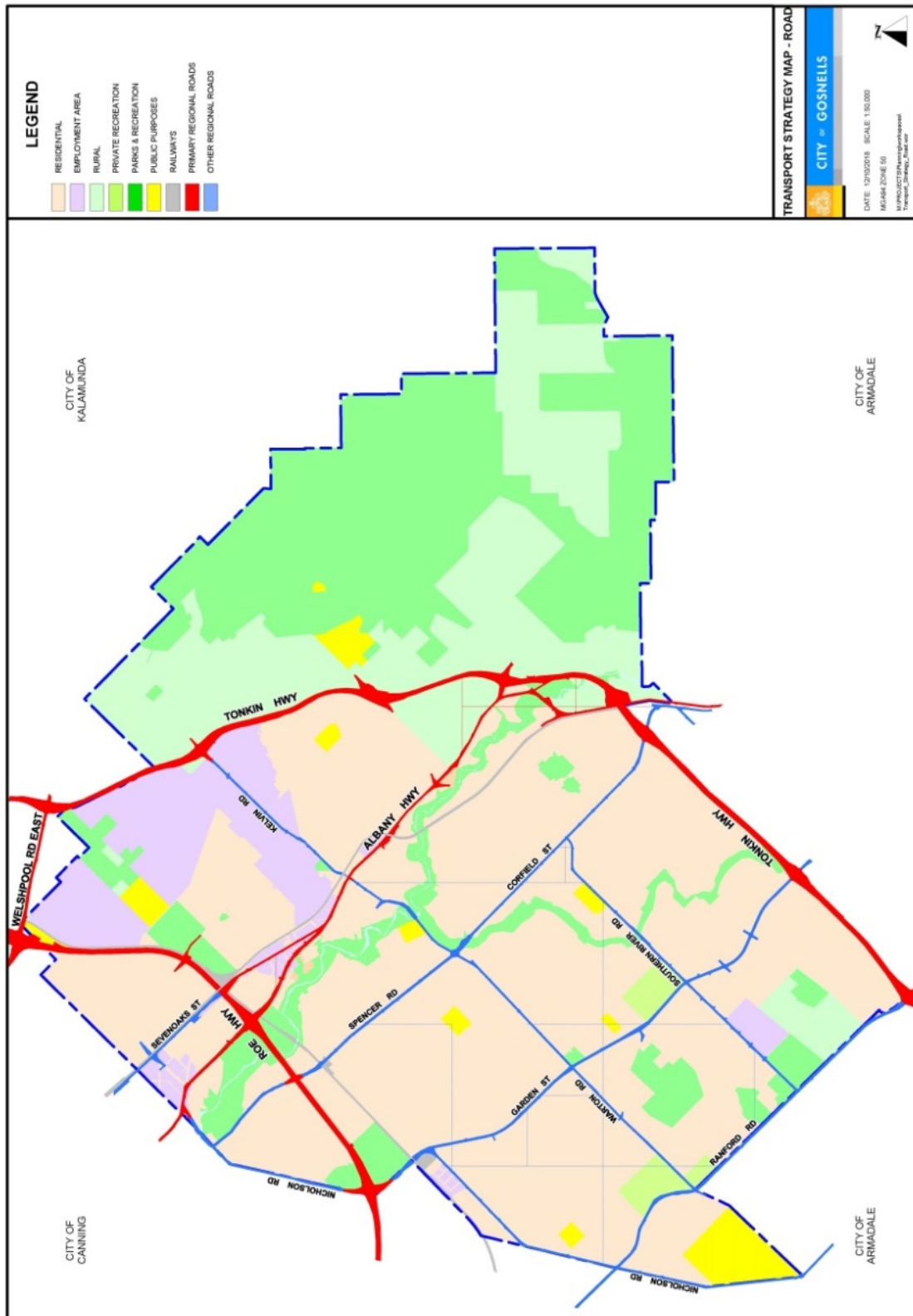


Figure 29 – Road Network

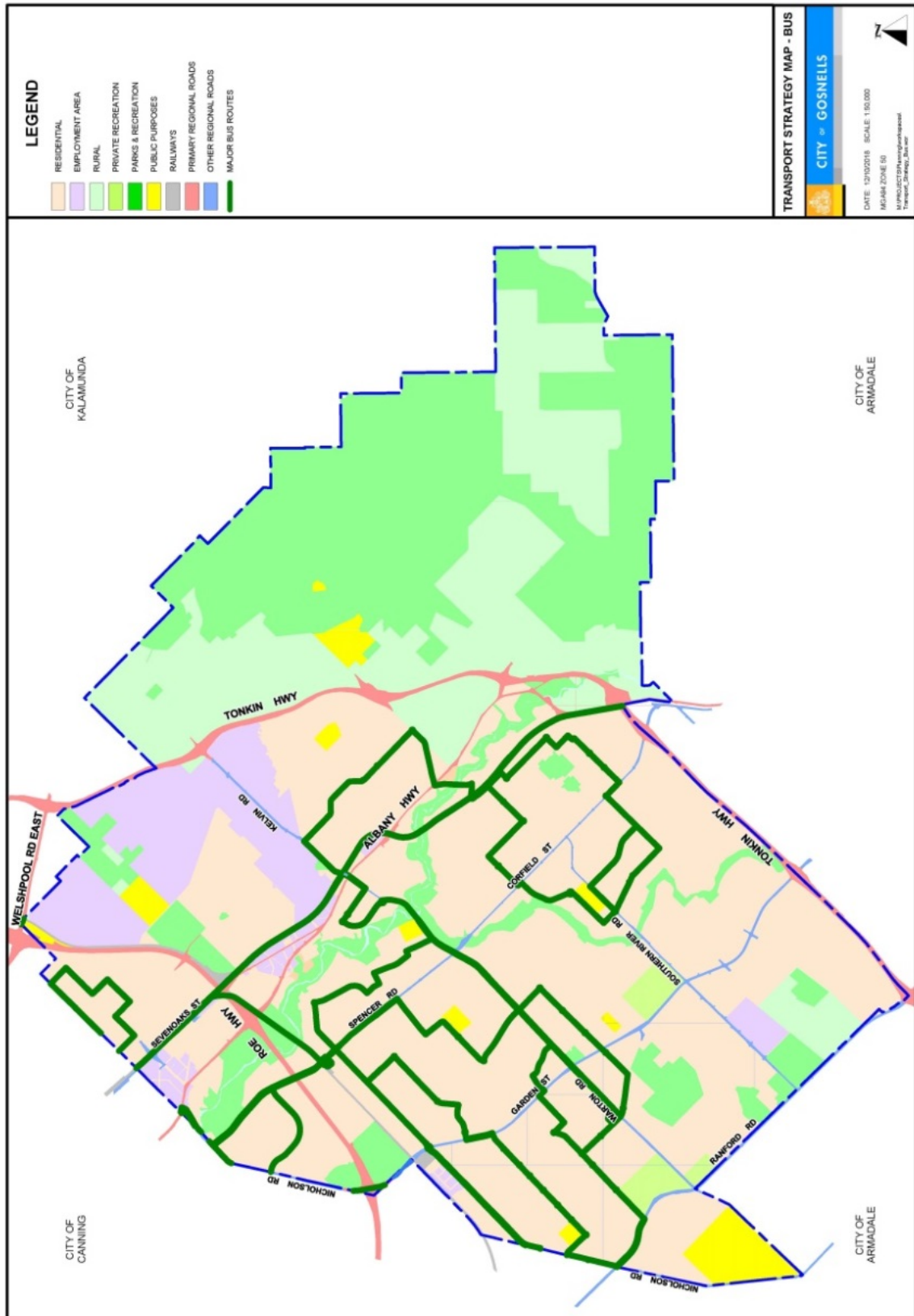


Figure 30 – Bus Network

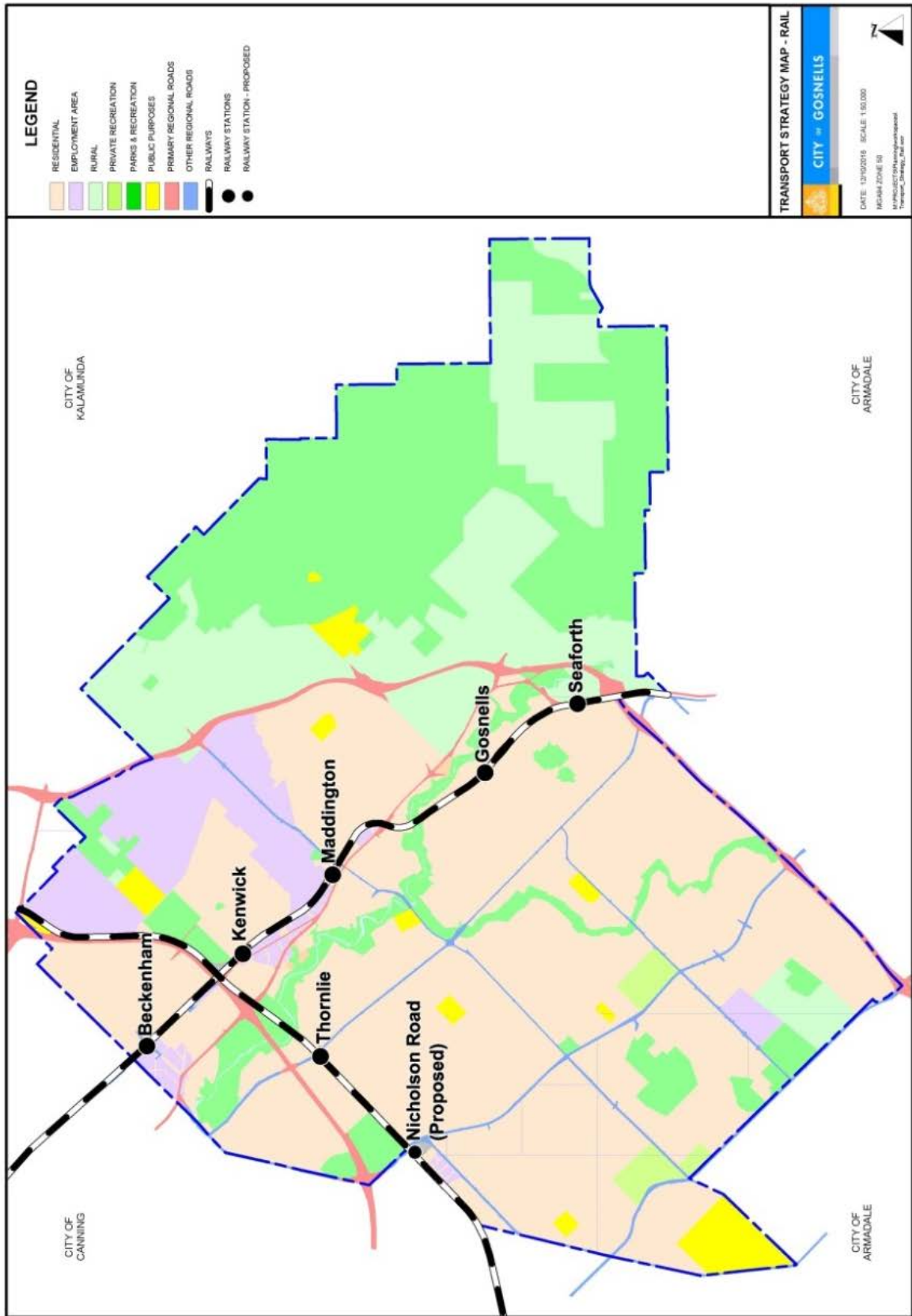


Figure 31 – Rail Network

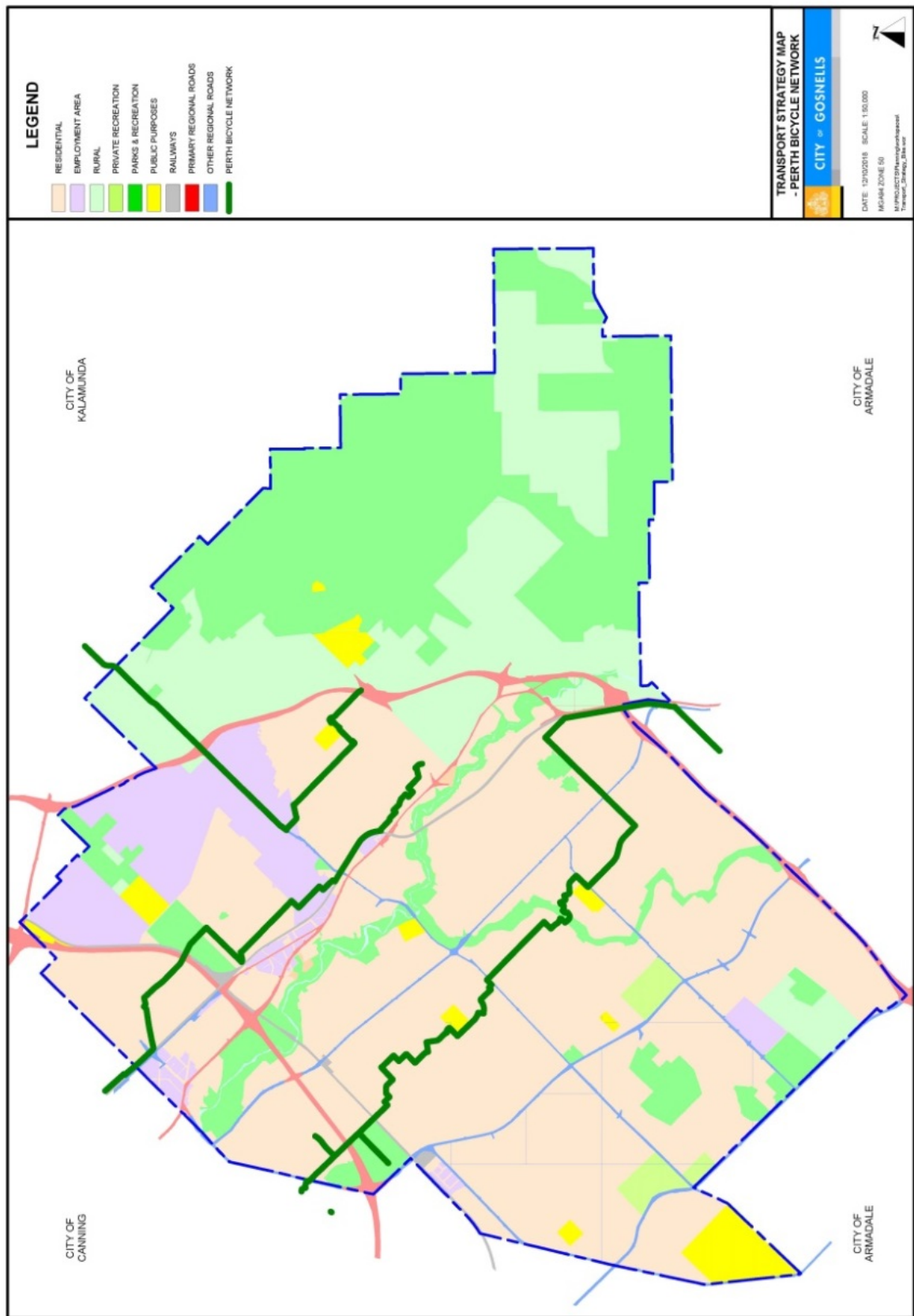


Figure 32 – Perth Cycle Network

4.9 Community Development and Infrastructure

4.9.1 Community Infrastructure Plan

A range of government agencies and non-government organisations provide and manage community facilities in the local government area. The State Government provides facilities such as law enforcement, emergency services and educational facilities, including:

- Police Stations – Gosnells and Canning Vale;
- Fire Station – Maddington;
- Public Primary Schools – 20;
- Public High Schools – Yule Brook College, Southern River College, Canning Vale College and Thornlie Senior High School;
- TAFE – Thornlie Campus.

The City provides a range of recreational services and facilities and manages 89 built facilities that range from small neighbourhood buildings to a large aquatic centre. The following is a summary of the major City managed community facilities:

- Community Centres including the Richard Rushton Community Centre, Thornlie Community Centre, Kenwick Community Precinct and other smaller centres.
- Leisure World aquatic facility.
- Don Russell Performing Arts Centre.
- Libraries in Gosnells, Kenwick, Southern River and Thornlie.
- Addie Mills Centre with programs and services to seniors and people with disabilities.
- Wilkinson Homestead Museum

These facilities have different forms, functions, capacities, capabilities and service levels. A Community Infrastructure Plan (CIP) is being prepared to ensure that the City adequately plans, maintains and renews these facilities to meet the City's ongoing needs and community's expectations.

The CIP intends to:

- Provide strategic direction for the planning of community infrastructure in the future.
- Prioritise the development of community infrastructure, including community facilities and district open space.
- Inform and assist in the sustainable delivery of community infrastructure.

Stage 1 of the preparation of the CIP has occurred and the demand and usability requirements of community infrastructure have been explored. This involved:

- An audit of the current provision of City facilities.
- A literature review of industry best practice management, planning and development.
- A gap analysis.
- A demographic analysis.

The City undertook a literature review which explored the best practice models for the provision of community infrastructure. From this Review it was determined that the Community Hub Model (CHM) was the most logical approach to the development of community infrastructure. This model guides the delivery of a multipurpose building that is co-located with complimentary infrastructure. The layout and function of the building and site should make it a destination for the community to engage in activities that build community capacity.

The main characteristics are:

- Location - on a main road and co-located with complimentary infrastructure.
- Capacity - have the capacity to accommodate a range of services and uses.
- Flexibility of use - building design that allows multiple room configurations.
- Community Capacity Building - more than a building, provide a place for the community to gather and interact.
- Sustainability and Asset Management - Achieving environmental, economic and social sustainability and addressing the complete financial consideration for the construction of buildings and associated lifecycle costs.

A large portion of the City's community infrastructure was constructed over 30 years ago when the trend was to provide smaller buildings for a specific purpose at a neighbourhood level. This has resulted in these buildings having limited capacity to provide functional space and restricts the usage and usability capacity. More recently, local authorities have been moving away from the provision of these smaller facilities to a model where fewer facilities are provided but with increased floor space and greater functionality. These provide a variety of spaces or configuration options that have the capacity to accommodate an increased diversity of needs and uses.

The benefits of the CHM include:

- Providing an opportunity for service collaboration, integration and a place-making to occur with the aim of building cohesive communities.
 - Co-locating activities for community hubs and therefore improving access to programs and services, and providing an opportunity to engage non-traditional users.
 - Addressing the sustainability factors relating to increased land efficiency and achieving more from limited resources (financial, human).
-

4.9.2 Sports Plan

A Sports Plan is currently being prepared by the City. The principal purpose of the Sports Plan is to support future decision making in relation to sporting infrastructure provision, upgrade and development. The aim is to provide a consistent approach to levels of service for the delivery of sports facilities whilst enabling a variety of sporting opportunities for the community.

The research and analysis focused on the capability of existing infrastructure and potential future requirements with the aim of ensuring that the anticipated population growth and associated projected sporting needs are catered for. The aim is for the City to have a document that;

1. Supports decision making and provides direction in relation to sporting infrastructure provision, upgrade and development, including details around the future sporting infrastructure provision in areas where infrastructure is lacking.
2. Identifies opportunities for:
 - Partnerships between compatible sport codes
 - Disposal of sites and ancillary infrastructure which are surplus to requirements
 - The establishment of new sports
3. Informs the City's long-term financial plan".

4.9.3 District Open Space

District Open Space (DOS) is principally designed to provide for formal organised sport. The City has eight sporting fields containing various facilities and playing surfaces to accommodate a wide range of sporting codes and activities. A description of these individual sporting fields follows:

- Mills Park
 - Harmony Fields
 - Sutherland Park
 - Canning Vale College Oval
 - Walter Padbury Reserve
 - Tom Bateman Reserve
 - Gosnells Oval
 - Langford Oval
 - Karinya Equestrian Park
-

4.10 Servicing and Infrastructure

4.10.1 Wastewater

Wastewater infrastructure in the City is serviced by a gravity style wastewater system, which connect to local pump stations which carry wastewater to treatment plans.

The City will seek support from the Water Corporation to install deep sewerage in remaining established suburbs such as parts of Kenwick, that are currently unsewered.

It is considered desirable that deep sewerage is provided to MKSEA. However, the capital cost of providing these works including pump stations, rising mains and gravity sewers over such a large areas will be very high. Whilst larger developers are able to fund these works, most of MKSEA contains small lots sizes and a large number of landowners. It is unlikely that these individual landowners will have the funds or ability to provide the upfront sewer infrastructure. This issue will need to be addressed by Council and the State Government as part of the rezoning and structure planning process for MKSEA.

4.10.2 Water

The City is adequate provided with water supply services. Developers are required to provide water services for all new lots created. Any upgrades to water supply services that are not the responsibility of developers, will be funded by the Water Corporation.

When higher density residential or mixed use developments occur, there is a requirement for landowner / developer to provide fire fighting capacity with adequate water flows. In some cases, local water supplies are insufficient and the cost to upgrade is borne by the developer, as the Water Corporation will provide an upgrade to the system.

4.10.3 Electricity

An extensive network of power infrastructure cover the City. In some parts of the Maddington Town Centre, power infrastructure will need to be upgraded to accommodate residential and commercial development.

Large areas of the City do not have underground power. The City will continue to investigate the removal of overhead powerlines in conjunction with the State Government. The State Underground Power Program provides a subsidy by the State Government, to offset part of the cost of underground power. Funding for this work requires a contribution from Council and/or landowners in the local area in which works are proposed.

Two major electricity transmission lines cross the City adjacent to Tonkin Highway, with one line traversing along the foothills and the second line across the Darling Scarp. Another major line runs along the Roe Highway to electricity sub stations on the Kenwick Link. Other electricity sub stations exist in the Maddington industrial area, Gosnells and along Southern River Road. Separation distances apply for any development or subdivision adjacent to major electricity infrastructure.

There are also several other high-voltage transmission lines that run through most suburbs in the City. Where Western Power does not have easements on freehold land,

it relies on 'Restriction Zones' established by the *Energy Operations (Powers) Act 1979* to ensure appropriate development occurs in the vicinity of the transmission lines. This includes imposing appropriate setbacks of buildings, vegetation and use of land in proximity to the transmission lines. The planning and building processes should have regard to these requirements.

4.10.4 Gas

The Dampier to Perth natural gas main pipeline runs along the Darling Range foothills and Tonkin Highway. The Parmelia gas pipeline also runs along Roe Highway and the freight railway line. Development in the vicinity of these pipelines is to be assessed against the WAPC's draft Development Control Policy 4.3 - Planning for High-Pressure Gas Pipelines. The City is well serviced by mains gas supply.

4.10.5 Telecommunications

The City is well serviced by telecommunications infrastructure. The National Broadband Network is currently being rolled out across Perth with works due to be completed in the City by the end of 2019.

4.10.6 Waste Disposal

Domestic waste is collected and taken to a privately operated waste transfer station in Welshpool for disposal. The City is a member of the Rivers Regional Council, with a number of local governments in the south eastern corridor and Peel region. The aim of this group is to establish a waste to energy facility, to address the long term waste disposal needs of the member Council's. The planned facility has not yet had all the necessary final approvals. If all necessary approvals are granted and the private operator builds the facility, it is not expected to be commissioned until around 2021.

The City is also investigating with a number of neighbouring local governments, the development of a jointly managed waste transfer station in the City of Canning. If this project did not proceed, the City would investigate establishing a waste transfer station at the former Kelvin Road landfill site in Orange Grove. This land is currently used by the City as a materials recycling area.

The planning process is required to consider matters relating to waste disposal, including the method for which waste collection will be undertaken and access for waste vehicles. The City's Information Sheet for Waste Collection provides guidance on the assessment and determination of applications for subdivision and development where the future use will require waste collection to be undertaken by the City.

4.10.7 Future Infrastructure

The Perth and Peel @ 3.5m spatial planning framework, identified the following major infrastructure items to be provided across the City of Gosnells.

Short Term (2015 – 2021)	New 132kV line route Southern Terminal to Byford/ Southern River
	New 330kV line route Cannington to Kenwick Link
	Upgrade 330kV line route Southern River to Kenwick Link
Medium Term (2022 – 2031)	Walter Street Pressure main duplication
	Extension of the passenger rail network Thornlie – Cockburn Nicholson Road station
	New 132kV Substation Thornlie
	Tonkin Highway south upgrade to freeway standard to Mundijong Road (staged)
Long Term (2031 – 2050)	Further Investigation – extension of the passenger rail network Forrestfield Station to connect with the Thornlie to Cockburn line

4.11 Heritage

4.11.1 Heritage Strategy

The City's inaugural History and Heritage Strategy (HS) 2008-2016, has been reviewed. Council has developed a new HS which aligns with the aims of the City's Community Plan 2018 - 2028. The HS is supplementary to the overarching LPS

The new Strategy actions reflect the progress contained within the City's previous HS, such as continuing to develop and maintain historic collections. It also addresses the changing needs and contemporary practices of the digital environment through actions that take into account the potential for increased online collaboration and consultation with the community.

The new HS 2018 - 2022 was adopted by Council in December 2018, with the following actions:

- Record and protect the City's historic buildings and places
- Create and implement appropriate planning, development, and conservation provisions for heritage sites within the City.
- Provide onsite recognition of the City's historic places
- Provide information and assistance for owners of heritage sites within the City
- Develop and maintain local collections
- Promote the Cultural Gifts Program
- Promote heritage awareness within the City
- Support and promote local interest groups
- Encourage community participation through online interaction

- Conduct the City of Gosnells History and Heritage Awards

4.11.2 Municipal Inventory and Heritage List

In accordance with Section 45 of the *Heritage of Western Australia Act 1990*, the City is required to establish and maintain a Municipal Inventory of Heritage Places as a record of significant aesthetic, social, scientific and historical places within the City. Heritage places have been assigned a management category from 1 to 4 where 1 is the highest significance and 4 is the lowest.

There are two places on the State Heritage List. These are:

Site 1 Maddington Park Homestead

Site 2 Wilkinson Homestead.

In accordance with Schedule 3, Part 3, Clause 8(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the City is also required to establish and maintain a Heritage List to identify those places within the Scheme area which are of cultural heritage significance and worthy of conservation under the Scheme. Only places listed as Category 1 or 2 in the Municipal Inventory are included in the TPS 6 Heritage List. The Municipal Inventory and Heritage List were recently updated in 2016 and will be reviewed as part of the implementation of a revised HS and new local planning scheme.

There are twenty eight places on the Municipal Heritage List.

4.12 Tourism

There are no areas set aside specifically for tourism development in the City and there is not a perceived need for specific zoning category within the local planning scheme. Tourism in the City is limited, although there are several attractions that draw visitors to the area, as listed in the below table.

Attraction	Natural	Education	Heritage	Commercial and Dining	Recreation	Event
Amanda's Garden						✓
Baseball Park, Tom Bateman Reserve					✓	✓
Bickley Reservoir	✓				✓	
Bickley Outdoor Recreation Camp	✓				✓	
Canning River	✓		✓		✓	
Centro Maddington Shopping Centre				✓		
Don Russell Performing Arts Centre						✓
Ellis Brook Valley	✓				✓	
Gemstone Factory				✓		
Gosnells Golf Course					✓	
Gosnells Hotel			✓	✓		
Gozzy Rock Festival						✓
Greater Brixton Street Wetlands	✓				✓	
Hester Park	✓				✓	
Homegrown Festival						✓
Jadran Winery				✓		
Kaarakin Wildlife Centre	✓	✓				
Mary Carroll Park	✓					
Mills Park					✓	
Multicultural Food Fair						✓
Orange Grove Pony Club					✓	✓
South East Regional Centre for Urban Landcare	✓	✓				
Southern River	✓					
Wilkinson Homestead and Museum		✓	✓			
Willow Pond Reception Centre				✓		

In terms of tourist accommodation, there are currently three commercially operated accommodation venues within the City, including:

- Astralodge Motel, Beckenham
- Perth City Motel, Thornlie
- Crystal Brook Caravan Park, Orange Grove

There is likely to be some demand for short-stay accommodation within the City, particularly home-based accommodation which has emerged as a popular option in recent times. To provide for this and other accommodation facilities within the City, the new local planning scheme will include the following 'Model Provision' land uses:

- Bed and Breakfast
- Caravan Park
- Holiday House
- Hotel
- Motel
- Park Home Park
- Serviced Apartment

The permissibilities of the abovementioned land uses will be assigned in accordance with the objectives of the zone and the intensity of the land use.

4.13 Planning Framework

The City's operational local planning scheme, TPS 6, was prepared in accordance with the (former) *Town Planning Regulations 1967*, and became operational upon its gazettal on 18 February 2002. Since its inception, TPS 6 has operated well and there have been no fundamental problems that impact upon the delivery of good planning outcomes and statutory planning controls in the City. Notwithstanding, the substantive changes required to TPS 6 to address the Strategy's recommendations and the WAPC's requirement for local governments to incorporate the *Planning and Development (Local Planning Schemes) Regulations 2015* Model Scheme Provisions warrants the preparation of a new local planning scheme.

In this regard, Local Planning Scheme No. 24 has been prepared in conjunction with this Strategy and is proposed to replace TPS 6 as the principal statutory planning tool for controlling land use and development in the district. It builds on the successful foundations of TPS 6, and more specifically, presents the following key changes:

- The introduction of the new model provision reservations, zones and land uses as established by the Regulations.
 - Increasing the base residential density code.
 - Increasing the residential density in activity centres, immediately adjacent to train stations, and within the walkable catchment of those activity centres and train stations.
 - The introduction of several development requirements relating to minimum and bonus densities; built form and open space for commercial development; minimum lot sizes for rural areas; land use control in quarry buffer areas; and
-

the requirement to obtain development approval for development abutting areas of Public Open Space (POS), and in areas affected by noise from Perth Airport.

- The rationalisation of industrial zonings in activity centres and adjacent to residential areas (where appropriate).
- The rezoning of a majority of the Orange Grove and Martin rural areas to a 'Rural Residential' zone.
- Normalising several structure plan areas by way of zoning areas that have been substantially developed.

4.13.1 Zoning

The Regulations require a local planning scheme to be prepared in accordance with the model provisions for local planning schemes. The intent of the model provisions is to 'streamline' each local government's local planning scheme to provide for consistency in interpretation and decision making. In doing so, the model provisions establish a standardised format for a local planning scheme including provisions, zones, reservations and land uses. In terms of zonings, the review of TPS 6 and the subsequent preparation of LPS 24 involved converting existing TPS 6 zones into appropriate model provision zones. The following table outlines the manner in which this is proposed to occur.

Zoning Conversions	
Town Planning Scheme No. 6 Zone	Local Planning Scheme No. 24 Zone
Residential	Residential
Residential Development	Urban Development Centre
Regional Centre	Regional Centre
District Centre	District Centre
Local Centre	Local Centre
Office	Mixed Use Service Commercial
Mixed Business	
Highway Commercial	
Business Development	Industrial Development
Residential/Light Industry Composite	Special Use
Light Industry	Light Industry
General Industry	Industry
Extractive Industry	Special Use
General Rural	Rural
Special Rural	Rural Residential
Kennels	Special Use
-	Private Community Purpose

4.13.2 Commercial Zones

LPS 24 proposes to consolidate the six commercial zones currently provided by TPS 6 into three model provision commercial zones, being 'Commercial', 'Mixed Use' and 'Service Commercial' zones. These zones can be summarised respectively as being a core commercial zone, a minor commercial or transitional residential zone, and a bulky goods and services zone. The Commercial zone is broken down to into three parts – Regional Centre, District Centre and Local Centre.

The introduction of the 'Mixed Use' zone is considered to be particularly significant, as it is a dedicated zone that provides for the implementation of contemporary planning principles relating to mixed land uses. More specifically, its objective is to provide for the development of a mix of varied, but compatible land uses, with a particular emphasis on active uses on street level that are compatible with residential and non-active uses on upper levels. This zone is considered appropriate in the context of town centre environments, particularly in locations identified as being suitable for intensive residential development, or on the periphery of activity centres to provide a transition between intensive commercial development and residential areas. TPS 6 does not currently have an equivalent zone, and rather the 'Mixed Business' zone, which is intended to primarily provide for bulky-goods showrooms, has generally been inappropriately applied in these instances.

The 'Service Commercial' zone will be utilised to consolidate the 'Highway Commercial' and the 'Mixed Business' zone (where it has not otherwise been zoned 'Mixed Use'), to provide for bulky good retail and service industry uses. It is also proposed to be applied to several industrial areas where it has been identified that the industrial zoning is no longer appropriate due to either its existing development pattern, interface with surrounding zones, or location in an existing or future town centre or transit-oriented development area.

4.13.3 Rural Zones

LPS 24 proposes to introduce the model provision zones of 'Rural' and 'Rural Residential' to replace the 'General Rural' and 'Special Rural' zonings of TPS 6, respectively. LPS 24 also proposes to implement the recommendations of the FRS by way of rezoning significant portions of the Orange Grove and Martin rural areas from 'General Rural' to 'Rural Residential'. In this regard, it should be noted that like the 'Special Rural' zone under TPS 6, LPS 24 will provide a reduced scope of permissible land uses in the 'Rural Residential' zone than the 'General Rural' and 'Rural' zones of TPS 6 and LPS 24. More specifically, LPS 24 does not permit uses relating to intensive agricultural, animal establishment, rural industry or community purpose in the 'Rural Residential' zone. The intent of this is to protect the rural amenity of these areas from the introduction of incompatible and intensive land uses. Notwithstanding, LPS 24 seeks to apply an 'additional use' to the Kelvin Road area to provide for light industrial uses. It also seeks to apply 'restricted uses' to the Martin Escarpment area to restrict intensive uses which are urban in nature in recognition of servicing constraints and rural amenity.

In terms of the 'Rural' zone, LPS 24 proposes to maintain this zone for properties fronting Kelvin Road between Tonkin Highway and White Road in Orange Grove, and in the Martin Escarpment area where properties operate intensive agricultural uses. This zoning will provide for more intensive uses in areas that are appropriate for, or currently operate, such as rural businesses or horticulture.

4.13.4 Private Community Purpose

The model provisions include a new zone for 'Private Community Purpose'. A key objective of this zone is to provide sites for privately owned and operated clubs, institutions and places of worship. LPS 24 seeks to apply this zone to any existing clubs, institutions (private schools) and places of worship in the district. Should any new private club, institution or place of worship be proposed in an area where such uses are not permitted by the Scheme, an amendment will be required to LPS 24. This will provide Council with the opportunity to consider the appropriateness of certain land uses in particular zones.

4.13.5 Non-Standard Zones

The 'Extractive Industry' and 'Kennels' zones that exist in TPS 6 are not model provision zones. These zones are proposed to be designated as Special Use zones in LPS 24.

4.13.6 Residential Density

LPS 24 seeks to implement several actions proposed by the Strategy in relation to increases in residential density. The most significant changes proposed are increases in the residential density in activity centres, immediately adjacent to train stations, and within the walkable catchment of those activity centres and train stations. It is also proposed to change the base residential density code, with a higher coding being favoured in suburbs well-served by infrastructure, services and high amenity POS.

4.13.7 Activity Centres and Train Stations

Contemporary planning advocates incorporating high-density residential housing in activity centres, immediately adjacent to train stations, and within the walkable catchment of those activity centres and train stations. This form of development is known to reduce the overall need to travel and support the use of public transport, cycling and walking for access to services, facilities and employment. Residential development in commercial areas can also provide opportunities for affordable housing, increase activity outside normal business hours and provide a sense of community.

The City has already implemented higher densities around train stations and activity centres in TPS 6. Notwithstanding, in some instances, the existing residential densities in and around activity centres and train stations should be reviewed to better align with contemporary planning practice and community and industry expectations. The following table outlines existing and proposed residential densities for land located within activity centres and immediately adjacent to train stations.

Activity Centre	TPS 6 Density	LPS 24 Density
Maddington Secondary Centre	R80	R100-R160
District Centres		
<i>Gosnells Town Centre</i>	R80	R100/R160
<i>Thornlie Square</i>	R80	R100
<i>Forest Lakes</i>	R80	R100
Large Neighbourhood Centres		
<i>Amherst Village</i>	R80	R80
<i>Southern River</i>	R80	R80
Neighbourhood Centres		
<i>Spencer Village</i>	R80	R100
<i>Beckenham Shopping Centre</i>	R80	R60
<i>Corfield Shopping Centre</i>	R80	R60
<i>Ashburton Village</i>	R80	R60
<i>Langford Village</i>	R80	R60
<i>Westfield Street</i>	R80	R60
<i>Kenwick Village</i>	R80	R60
<i>Huntingdale Forum</i>	R80	R60
<i>Ranford Shopping Centre</i>	R80	R60
Local Centres	R80	R40
Train Stations		
Beckenham	R100/R160	R100/R160
Kenwick	R20/R60	R80/R100
Maddington	N/A	To be determined through an Activity Centre Plan
Gosnells	R80	R100/R160, R80/R100
Seaforth	R20/R40	R60/R80
Thornlie	R20/R60	R80/R100

The key rationale for applying certain densities to activity centres can be summarised as follows:

- Higher-order activity centres (ie the Secondary Centre, District Centres and Large Neighbourhood Centres) offer a greater range services and amenities and therefore have been allocated higher densities of R80, R100 and R160.
- Lower order activity centres (ie Neighbourhood and Local Centres) are intended to serve a convenience function and usually provide limited services and amenities, and therefore have been allocated medium densities of R40 and R60.
- Activity centres located adjacent to a train station (ie Gosnells Town Centre, Spencer Village) have been allocated higher densities than other activity centres in the same category.
- Train stations with a mixed residential and commercial catchment (ie Gosnells, Maddington, Thornlie, Kenwick) have been allocated higher densities than train stations that only have a residential catchment (ie Seaforth). Beckenham train station has been allocated a higher density in recognition of its proximity to the Cannington Strategic Metropolitan Centre.

In terms of residential densities of properties located within the walkable catchments of activity centres and train stations, the Strategy recommends that Local Planning Scheme No. 24 achieve the following density ranges:

Activity Centre/Train Station	Density
Secondary Centre (Maddington Activity Centre)	R40-R80
District Centres	R40-R60
Neighbourhood Centres	R30-R40
Train Stations	
<i>5 minute/400m walkable catchment</i>	R60-R80
<i>10 minute/800m walkable catchment</i>	R40-R60

It considering the above most activity centres in the City already achieve the abovementioned density ranges under TPS 6. Notwithstanding, the Strategy and Local Planning Scheme No. 24 propose to increase and/or expand the residential densities around the following activity centres and train stations:

- Maddington Central Shopping Centre
- Gosnells Town Centre and Station
- Spencer Village and Thornlie Station
- Kenwick, Seaforth, Beckenham, Maddington Stations
- Thornlie Square
- Langford Village
- Huntingdale Forum
- Beckenham Shopping Centre

It is considered that the residential densities proposed will address shortcomings in the existing densities provided by TPS 6 and are representative of contemporary planning practice and State government, community and industry expectations.

4.13.8 Base Residential Density

The LHS recommends a slight increase in the base residential density code for the entire City from the current R17.5 density to an R20 density. Whilst the LHS dates back to 2003, the Strategy suggests that this recommendation generally remains relevant.

The LPS aims to ensure that residential land is fully utilised to its full potential especially around railway stations and activity centres. LPS 24 will include provisions to ensure that development and subdivision of land achieves a minimum density in areas that are zoned for medium to high density.

4.13.9 Minimum and Bonus Densities

It is proposed to introduce minimum and bonus densities in activity centres and around train stations as a means of ensuring desired development outcomes are achieved and to encourage land assembly. In terms of the minimum density requirement, Local Planning Scheme No. 24 includes a provision requiring residential development in areas coded R80-R160 to achieve a minimum density of R60. This provision will ensure that opportunities to move towards a more sustainable urban form are not lost through the underutilisation of land.

LPS 24 will introduce development parameters to determine when development can occur at the higher of the split codings. Density bonuses will apply with each coding having a minimum land area requirement in order to qualify for the higher coding or 'bonus'. The following table outlines the proposed land assembly requirement for each split coding.

Split Coding	Qualification for Density Bonus (Minimum lot size)
R100/R160	3,000m ²
R80/R100	1,500m ²
R60/R80	1,500m ²
R40/R60	1,000m ²

In considering the application of a split coding and the proposed development parameters, the following should be noted:

- Larger lots have a greater ability to provide for a more consolidated and integrated form of development.
- Given that the proposed densities provide for more intensive residential development, it is considered that better built form outcomes could be achieved on larger lots.
- It would provide an incentive for land owners to acquire adjoining land parcels or undertake coordinated development.

The method of split coding land to encourage land assembly, currently applies to land around Beckenham Station and it is proposed to be extended to other train station precincts.

4.13.10 Development Parameters

LPS 24 proposes to consolidate and retain many of the development requirements and special control areas established by TPS 6, with the exception of vehicle, access and parking standards which are proposed to be transitioned into a more flexible local planning policy. Notwithstanding, LPS 24 proposes to introduce the following new development and/or special control area requirements:

- Building height and plot ratio controls and minimum open space requirements for commercial development.
- Minimum lot size requirements for land zoned Rural or Rural Residential.
- Restrictions on the introduction of sensitive land uses and/or development within the buffers of the existing hard rock quarries in Orange Grove and Martin.
- The requirement to obtain development approval for any noise-sensitive development within the Perth Airport ANEF 20-25 contour.

These requirements are unlikely to have a significant impact on the current planning assessment process. Nonetheless, it is considered that they will lead to better and/or more desirable planning outcomes and where necessary, address the requirements of any relevant State Planning Policy.

4.13.11 Land Use Categories

The Model Scheme Provisions contain a list of land use categories that should, where relevant, be incorporated into local planning schemes. LPS 24 will incorporate most of the land use categories provided by the Model Scheme Provisions, many of which are the same or have similar intent to the land use categories provided by TPS 6.

The following table provides a list of the new land use categories provided by the Model Scheme Provisions that did not have an equivalent land use category in TPS 6, and whether they have been incorporated into LPS 24

New Model Scheme Land Use Categories	
Incorporated into LPS 24	Excluded from LPS 24
brewery holiday accommodation holiday house liquor store - large liquor store - small resource recovery centre serviced apartment small bar trade supplies waste disposal facility waste storage facility	abattoir animal husbandry - intensive art gallery freeway service centre marina marine filling station mining operations road house tourist development tree farm workforce accommodation

The model land use categories that are proposed to be excluded from LPS 24 are not considered relevant to the City of Gosnells area.

It is proposed to incorporate several one-standard land use categories into LPS 24. The following table outlines the proposed non-standard land use categories to be incorporated and justification for their inclusion.

Non-Standard Land Use Category	Justification
Commercial Kitchen	To provide for a common land use.

5. OPPORTUNITIES AND CONSTRAINTS FOR DEVELOPMENT

This section summarises and analyses the opportunities and constraints affecting development in the City. This analysis has informed the strategies and the actions which are outlined in Part 1 of the LPS.

5.1 Housing

The objective of the LPS relating to housing is to facilitate the development of additional and diverse housing through infill development opportunities. The following table outlines opportunities and constraints for the development of housing in the City.

Opportunities	Constraints
<ul style="list-style-type: none"> • The ability for the City to accommodate additional housing and population through both infill and greenfield development. • The presence of land with significant development potential within the walkable catchments of activity centres and train station, which can be enhanced through further density increases. • Ageing housing stock in the suburbs of Beckenham, Kenwick, Maddington, Gosnells, Langford and Thornlie is attractive for redevelopment. • New housing stock delivered through infill development can improve the amenity of areas. • Existing growth areas of Canning Vale and Southern River continue to deliver additional housing supply. • The availability of, and demand for, affordable and aged person housing within the City. • The administration of development contribution plans can facilitate the delivery of infrastructure to support additional housing. • The preparation and implementation of structure plans can coordinate and facilitate the subdivision and development of fragmented land. 	<ul style="list-style-type: none"> • The availability of large tracks of greenfield land and sites suitable for urban development is decreasing. • Fragmented landownership. • Infill development in Kenwick adjacent to the train station is restricted by the lack of sewerage infrastructure in the area. • The ability to attract high quality development to an area that has generally low land values. • Landowner's unwillingness to capitalise on development potential. • Unavailable or inadequate servicing required for accommodating urban growth. • Difficult site conditions, including a high groundwater table and clay-based soils can make development difficult and expensive.

The key focus of the LPS for housing is to capitalise on infill development opportunities in and around activity centres and train stations, unlock land constrained by land fragmentation and inadequate servicing, and enhance and protect the amenity of residential areas. The focus on infill development, as opposed to greenfield development, is due to the City's impending shift from additional housing being delivered from primarily growth areas through greenfield subdivision, to the older suburbs by way of infill development. To provide for this, it is proposed to increase residential densities in and around train stations and activity centres, introducing minimum density and land assembly requirements in strategic locations, supporting structure planning and cost sharing arrangements as a means of facilitating land development and new infrastructure, and implementing design policies including the R-Codes.

5.2 Activity Centres

The objective of the LPS relating to activity centres is to promote and facilitate the provision of responsive evolution of a viable, convenient and attractive network of activity centres to serve the retail, other commercial, social and cultural needs of the City. The following table outlines opportunities and constraints for the development of activity centres in the City.

Opportunities	Constraints
<ul style="list-style-type: none"> • The City's Activity Centres Planning Strategy provides an established hierarchy of activity centres for the area. • Facilitating town centre initiatives and redevelopment in the Gosnells, Maddington and Kenwick Town Centres in partnership with landowners, developers and the State government. • Maddington Central Shopping Centre has the potential to expand significantly over time (60,000m² shop/retail floorspace) thereby providing an incentive for improvements to the centre. • A shift towards entertainment and leisure precincts and dining precincts being key focus points for activity centres, creating a place for the community to meet and interact, not just shop. • More diversity of land uses in activity centres which meet the 'mix of land uses' outlined in SPP 4.2 to create interesting and multi-use centres. • Increasing residential density in activity centres and immediately adjacent to train stations to encourage redevelopment and mixed uses. • Transition industrial uses out of the Maddington and Kenwick Town Centres and Beckenham Station to provide for intensive commercial and residential development. • Promote the preparation and implementation of activity centre plans to provide for the delivery of well-planned and high quality activity centres in a coordinated manner. • The potential to integrate Beckenham, Thornlie and Seaforth Stations with transit-oriented commercial development. Modelling indicates that many underperforming older centres have reasonable trade area potential and could perform much better if they were modernised and made more attractive. • The ability to implement contemporary planning principles in new activity centres proposed in Southern River. • The introduction of a 'Mixed Use' zone into the local planning scheme that provides for a wide variety of active uses which are compatible and mixed with residential uses. 	<ul style="list-style-type: none"> • Significant centre expansions occurring within neighbouring local governments (eg. Expansion of Westfield Carousel) which may impact the trading performance or expansion potential of some centres. • Retail sector is being tested by numerous factors including changing consumers, online trading and other cost pressures which are driving change within activity centres. This can be viewed as both an opportunity and constraint. • Landowner's unwillingness to invest in, and capitalise on, development potential. • Unavailable or inadequate servicing that is required to accommodate urban growth. • Many older centres underperform and have poor levels of amenity. • Effective redevelopment of centres may be constrained by fragmented ownership or alternatively, largely reliant on one major landowner. • In the short to medium term, Seaforth and Kenwick Stations lack sufficient population catchment to allow for the development of a comprehensive transit-oriented development due to surrounding constrained and/or unserviced land.

The key focus of the LPS for activity centres is to preserve the hierarchy of activity centres, facilitate attractive and vibrant centres with a mix of land uses, and provide for high quality built form. This will be achieved through a range of measures including the assessment of planning applications against the City's Activity Centres Planning Strategy and SPP 4.2, the application of appropriate zoning and residential densities, the preparation and implementation of activity centre plans, local development plans and/or local planning policies to provide for the design and use of activity centres.

The City will also require suitable retail needs or sustainability assessments consistent with SPP 4.2 to ensure the preservation of the activity centre hierarchy.

The City will continue to facilitate town centre initiatives as a means of encouraging activity centre development in strategic locations, such as the Lissiman Street Improvement Plan in the Gosnells Town Centre area and planning around the Maddington train station.

5.3 Employment, Business and Industry

The objective of the LPS relating to employment, business and industry is to increase employment opportunities within the City and support local businesses. The following table outlines opportunities and constraints relating to employment, business and industry in the City.

Opportunities	Constraints
<ul style="list-style-type: none"> • Facilitate the planning of industrial estates in Maddington, Kenwick and Southern River that will create employment and business opportunities. • The expansion and redevelopment of activity centres, particularly Centro Maddington Shopping Centre which is a Secondary Centre under the activity centre hierarchy. • Existing industrial and mixed business areas perform well and are expected to do so in the future. • The City is attractive place for business and industry investment due to its accessibility to the regional freight road network of Tonkin and Roe Highways. • The existing hard rock quarries will continue to supply resources for the long term. 	<ul style="list-style-type: none"> • The planning work required to facilitate new industrial estates is complex due to the lack of services and environmental constraints. • Future business and employment opportunities are dependent on private landowners facilitating redevelopment in industrial and commercial areas. • The buffers of the existing hard rock quarries contain sensitive land uses (ie rural-residential uses). • The Perth Airport ANEF contours contain noise-sensitive land uses (ie residential). • The existing Maddington industrial area is flanked by residential housing which could inhibit more intensive industrial operations. • The loss of land for industrial and mixed business uses around Kenwick and Beckenham Stations to facilitate the highest and best use of the area in accordance with transit-oriented planning principles.

In terms of preserving strategic areas of employment, business and industry, the key areas that were identified included the existing general industrial area of Maddington, the light industrial areas of Kenwick, Canning Vale and Beckenham, the hard rock quarries in Orange Grove and Martin, and existing activity centres.

With regards to the industrial areas, it is proposed to review the zoning of these areas, with a view of ensuring that they provide an appropriate interface to any adjacent residential areas and/or reflect the best use of the land for its location. Whilst such a review may result in some areas being 'downgraded' to a less intensive industrial or

service commercial zone, it is considered that this will ultimately lead to more certainty for businesses in the area.

In terms of Perth Airport and the hard rock quarries, it is proposed to introduce requirements into the local planning scheme that favour the protection and long-term operation of these uses. The development of any noise-sensitive land use in the residential areas of Beckenham and Langford will be required to obtain planning approval to ensure the requirements of SPP 5.1 are implemented. In the quarry buffer areas, sensitive land uses will not be supported unless it can be demonstrated that appropriate measures can be undertaken to ameliorate the adverse impacts of quarry operations.

5.4 Public Open Space

The objective of the LPS relating to public open space is to ensure the provision of accessible and functional public open space for recreation purposes. The following table outlines opportunities and constraints relating to public open space in the City.

Opportunities	Constraints
<ul style="list-style-type: none"> • Increase the health and wellbeing of the community through the providing public open space and sporting facilities. • Increase economic opportunities for the City and the community through providing unique and attractive facilities that attract visitors to the area and can be utilised for outdoor events and programming. • Conserving areas of environmental significance through the provision of public open space. • Reduce crime through the provision of quality public open space that is activated by appropriate infrastructure and programming. • Establishing and promoting community identity through the provision of district open space and sporting facilities. • Acquire land for public open space through the subdivision process and enhancing existing areas of public open space through cash-in-lieu funds collected from subdividers. • The Southern River and Canning River foreshore reserves can be developed to provide recreational functions. 	<ul style="list-style-type: none"> • Acquiring additional areas of usable and practically-sized public open space in established suburbs. • Acquiring land for public open space in greenfield areas where its locational requirements are not equitably shared amongst all developing landowners and cost sharing arrangements do not compel landowners to develop and cede public open space. • Contemporary planning frameworks place greater focus on environmental values and water management practices resulting in public open space not being provided exclusively for recreation purposes. • The financial cost to develop areas of public open space has increased due the minimum development requirement not meeting community expectations and the increasing need to accommodate drainage and environment constraints in areas of public open space. • The development of land reserved for Parks and Recreation can be costly due to site constraints and the management of coordination of their development can be difficult due to the involvement of multiple agencies. • The Western Australian Planning Commission does not always apply a 10% cash-in-lieu requirement on subdivisions proposing three to five lots in areas of infill development.

To ensure that the objective of the LPS in relation to public open space is met, the City will need to proactively implement its Public Open Space Strategy and ensure that the planning process (ie structure planning and subdivision) delivers adequate areas of public open space.

5.5 Rural Areas

The objective of the LPS relating to the rural areas is to protect, conserve and enhance the existing landscape character of these areas. The following table outlines opportunities and constraints for the rural areas in the City.

Opportunities	Constraints
<ul style="list-style-type: none"> • Protect the rural character, lifestyle and amenity of Orange Grove and Martin. • Provide for the continuation of agricultural uses in Rural Planning Precinct 1. • The low amenity and highly accessible areas along Kelvin Road in Orange Grove present an opportunity to allow for some intensive rural activities, including low-impact commercial and industrial operations. 	<ul style="list-style-type: none"> • Limited subdivision and development opportunities within the buffers of the existing hard rock quarries in Orange Grove and Martin. • Most rural land in the City is declared bushfire prone. • Rural Planning Precinct 1 is not serviced by infrastructure such as scheme water, reticulated sewer or gas due to its remoteness and elevation in the Darling Escarpment. • Existing agricultural uses in Rural Planning Precinct 1 could be threatened by the encroachment of rural residential and lifestyle uses.

The key focus of the LPS in relation to the rural areas is to protect, conserve and enhance the landscape character and manage land use conflict. To provide for this, it is proposed to rezone significant portions of the Orange Grove and Martin rural areas to Rural Residential, with a limited scope of permissible land uses aimed to protect the rural amenity of these areas from the encroachment of incompatible and intensive land uses. A Rural zoning is proposed to be applied to properties fronting Kelvin Road between Tonkin Highway and White Road in Orange Grove, and in the Martin Escarpment area where properties operate intensive agricultural uses. This will provide for more intensive uses in areas that are appropriate for, or currently operate, such intensive uses. A local planning policy may also be prepared to guide land use and development in the rural areas.

5.6 Environment and Water Management

The objective of the LPS relating to the environment and water management is to protect, conserve and enhance the City's areas of natural environment, and ensure sustainable water management practices recognise challenges associated with climate change and are implemented to accommodate future growth. The following table outlines opportunities and constraints on the environment and water management in the City.

Opportunities	Constraints
<ul style="list-style-type: none"> • The City contains significant natural environmental assets including remnant vegetation, wetlands and watercourses. • To continue working in partnership with other government and non-government agencies on projects aimed to manage and improve natural areas. • The planning process requires the private sector to assume responsibility for protecting and managing the natural environment. 	<ul style="list-style-type: none"> • The City has no ability to mandate action on environmental issues, and rather the Federal and State governments are relied upon for funding, promoting and regulating environmental matters. • The natural environment is placed under pressure by urban development through land clearing. • The need to provide adequate bushfire protection can compromise the ability to retain areas of remnant vegetation on private property. • The impact of climate change on the natural environment.

Opportunities	Constraints
<ul style="list-style-type: none"> The planning process provides opportunities to better integrate the built and natural environments through applying appropriate interfaces Utilising the planning process to address stormwater management constraints associated with infill development through the approval of drainage plans. Implementing and requiring the implementation of best-practice water management. Improve existing stormwater management systems to address water quality, in particular sediment transport. Maintain and improve working relationships with other government agencies to achieve better outcomes. 	<ul style="list-style-type: none"> Retrospectively integrating urban areas with the natural environment is difficult due to existing development patterns. Limited ability to acquire land containing natural assets from landowners who have minimal development potential. The City's drainage infrastructure has limited capacity to cater for increased urban development. Difficult soil conditions can make development more expensive due to greater treatment requirements. Incorporating best-practice water management is not enforceable through any State policy. The development industry can be reluctant to implement best-practice water management due to increase cost and land requirements.

The key strategies of the LPS in relation to the environment and water management relate to environmental protection, water management and bushfire protection. From a development perspective, these matters present complex issues that can provide an impediment to unlocking land for development. Nonetheless, the City seeks to ensure that best-practice measures are implemented through the planning process by way of preparing and implementing appropriate policies, liaising directly with developers and State government agencies, and leading by example.

5.7 Transport

The objective of the LPS relating to transport is to provide and improve sustainable travel and transport options for the community. The following table outlines the opportunities and constraints for transport in the City.

Opportunities	Constraints
<ul style="list-style-type: none"> The City is well-positioned in terms of its accessibility to the regional road network. Established parts of the City are well serviced by rail infrastructure with stations as Beckenham, Kenwick, Thornlie, Maddington, Gosnells and Seaforth, and a new station is proposed in Canning Vale. Establish a new transit-oriented precinct around the planned Canning Vale Station. 	<ul style="list-style-type: none"> The current local planning scheme parking standards are, in some instances, onerous, and do not reflect the actual demand for parking. The current local planning scheme does not require provision for bicycle parking, including end-of-trip facilities. Transport noise from the existing road and rail network.

The key focus of the LPS in relation to transport is to ensure that the movement network is safe, efficient and effective, and providing for the integration of adjacent land uses and development with the movement network and ensuring that a range of transport modes are accessible to all sectors of the community. This is generally proposed to be achieved by:

- Ensuring that the movement network is appropriately planned for through the preparation of a Transport Study and is designed and assessed in accordance with relevant State and local policies and guidelines;

- Providing for higher density residential development and mixed uses around key transport routes in accordance with TOD principles, and consult with the State government for improvements to existing train stations; and
- Enhancing cycling and pedestrian movement networks.
- Work closely with the State government to plan for the new train station in Canning Vale and liaise with for improvements to existing train stations and the bus network.

The LPS also recognises the impacts of the transport network on noise-sensitive land uses and seeks to manage this through implementing the requirements of SPP 5.4.

In terms of car and bicycle parking, it is proposed to provide these standards in the form of a local planning policy, as opposed to in the local planning scheme. It is anticipated that this will allow for more flexibility in assessing parking demand and provide opportunities to establish a performance-based approach to car and bicycle requirements.

5.8 Community Infrastructure and Development

The objective of the LPS relating to community infrastructure and development is to ensure the diverse and continuing needs of the community are met through the development of appropriate community facilities. The following table outlines the opportunities and constraints for community infrastructure and development in the City.

Opportunities	Constraints
<ul style="list-style-type: none"> • The creation of community hubs to better accommodate multiple services, activities and incorporate community and commercial uses. • To build social capital in the community through providing community facilities and public open space. • Increase health and well-being for the community. • Increase economic opportunities for the City and the community. • Ensuring the long-term protection and sustainability of the City's assets through the implementation of the City's Buildings Asset Management Strategy. 	<ul style="list-style-type: none"> • Lack of functional land for new community facilities in established suburbs. • Access to funding for the development of community facilities. • Balancing community expectations with the City's capacity to provide community facilities and public open space. • Fragmented landholdings.

To achieve the LPS objective in relation to community infrastructure and development, it is proposed to prepare and implement several plans that will guide the long-term provision and maintenance of community infrastructure.

5.9 Servicing and Infrastructure

An objective of the LPS is ensuring that the current infrastructure and servicing needs of the community are met and future development areas are planned for. The following table outlines opportunities and constraints for servicing and infrastructure in the City.

Opportunities	Constraints
<ul style="list-style-type: none"> • Explore alternatives for on-site effluent disposal in the way of alternative treatment unit systems. • Utilise the structure planning process and associated cost sharing arrangements to facilitate the delivery of new services and infrastructure. • Consult with the State government to deliver services and infrastructure. 	<ul style="list-style-type: none"> • The extension of sewer to the Maddington Kenwick Strategic Employment Area is complicated by the need to extend infrastructure under Roe Highway, the freight railway line and gas pipeline. • The extension of sewer to the Kenwick residential area is complicated by the need to extend infrastructure under Albany Highway and the Armadale train line. • The City's drainage infrastructure has limited capacity to cater for increased urban development and developers are therefore required to provide for on-site stormwater disposal. • There are several high-voltage powerlines that have associated development setback requirements.

The key focus for achieving the LPS objective in relation to servicing and infrastructure is as follows:

- Consult with the State government for sewer infrastructure or alternatives to sewer infrastructure in Kenwick and the Maddington Kenwick Strategic Employment Area.
- Monitor, maintain and upgrade (where necessary) the City's drainage network;
- Provide for the delivery of infrastructure through the collection of funds through mechanisms provided by the *Local Government Act 1995* and development contribution plans.
- Consult with servicing authorities through the planning approvals process.
- Support the protection of servicing and infrastructure through metropolitan and local planning scheme zoning.

5.10 Heritage

An objective of the LPS is to promote and preserve the City's heritage areas. The following table outlines the opportunities and constraints for heritage in the City.

Opportunities	Constraints
<ul style="list-style-type: none"> To protect and preserve history and heritage through the planning process. Promote heritage awareness through the development of various heritage awareness initiatives. 	<ul style="list-style-type: none"> Lengthy process to enter a place on the heritage list. Limited planning control to enforce the protection of history and heritage within the City. Land owners negative perceptions about having their properties heritage listed.

The strategies of the LPS in relation to heritage including recording, promoting and creating a sustainable future for significant heritage places and items, and involving the community in protecting and promoting the heritage of the City. To provide for this, the City will continue to utilise its Heritage List as a statutory tool for protecting and preserving history and heritage in the City.

The City is in the process of reviewing its Heritage Strategy to provide for heritage planning up to 2020. The revised document will reflect the progress of the current Heritage Strategy having regard for the opportunities and constraints outlined above.

5.11 Tourism

An objective of the LPS is to promote and provide for tourism opportunities within the City. The following table outlines the opportunities and constraints for tourism in the City.

Opportunities	Constraints
<ul style="list-style-type: none"> Promote the private sector to develop accommodation to support major attractions such as the Ellis Brook Valley. 	<ul style="list-style-type: none"> The availability of suitable land to provide major tourist attractions such as theme parks.

To address the objective of the LPS in relation to tourism, it is proposed to provide for accommodate land uses in the new local planning scheme in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* Model Provisions. The City will also continue to promote and market the City's tourism assets.

5.12 Planning Framework

An objective of the LPS is to review relevant planning frameworks in order to implement orderly and proper planning. The following table outlines the opportunities and constraints for the planning framework of the City.

Opportunities	Constraints
<ul style="list-style-type: none"> • To prepare a new local planning scheme that aligns with the Model Text of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>. • Consolidate existing zonings into new model zones as outlined by the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>. • Rectify any zoning anomalies in the local planning scheme. • To clarify land use categories and assign appropriate land use permissibilities through the preparation of a new local planning scheme. 	<ul style="list-style-type: none"> • Zoning and/or reservation under Metropolitan Region Scheme prevents some properties from being modified to a more appropriate zone through the preparation of a new local planning scheme. • The model land use categories provided by the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> are, in some instances, unclear.

The preparation of a new local planning scheme provides the City with the opportunity to implement best-practice planning. The new local planning scheme will align the City's planning framework with the WAPC's requirements, and specifically the *Planning and Development (Local Planning Schemes) Regulations 2015* Model Scheme Provisions. Notwithstanding, the City will seek to depart from the Model Scheme Provisions by way of modifying some of the model land use categories and introducing some non-standard land use categories. The purpose of such departures would be to provide greater clarity and development control in the planning assessment process.

6. CONCLUSION

The draft LPS has been prepared as a broad framework to guide the planning for sustainable growth and development of the City of Gosnells into the future, promoting a number of strategic objectives associated with the management of growth, the encouragement of infill and commercial opportunities, and the protection and enhancement of the natural environment. The key actions contained within the LPS provide the basis for the preparation of LPS 24.

APPENDIX 1 LOCAL HOUSING STRATEGY

Document available for viewing at the:

- [Local Housing Strategy :: City of Gosnells](#)
- City of Gosnells administration office

APPENDIX 2 Foothills Rural Strategy

Document available for viewing at the:

- [Foothills Rural Strategy :: City of Gosnells](#)
- City of Gosnells administration office

APPENDIX 3 ACTIVITY CENTRES PLANNING STRATEGY

Document available for viewing at the:

- [www.gosnells.wa.gov.au/Planning the City/Draft Local Planning Strategy and Local Planning Scheme/](http://www.gosnells.wa.gov.au/Planning%20the%20City/Draft%20Local%20Planning%20Strategy%20and%20Local%20Planning%20Scheme/)
- City of Gosnells administration office

APPENDIX 4 HERITAGE AND HISTORY STRATEGY

Document available for viewing at the:

- [History and heritage :: City of Gosnells](#)
- City of Gosnells administration office

APPENDIX 5 PUBLIC OPEN SPACE STRATEGY

Document available for viewing at the:

- [Public Open Space Strategy :: City of Gosnells](#)
- City of Gosnells administration office