

1.0 INTRODUCTION

The City of Gosnells Local Housing Strategy (the Strategy) is a strategic planning tool that will identify the capacity for increasing residential densities within the City to cater for population growth and change, whilst contributing to a more sustainable form of residential settlement.

The document is divided into two main parts - the first part (Sections 1 – 5) outlines the strategic context of the Local Housing Strategy as well as research on key issues; the second part (Sections 6-8), being the Strategy itself, sets out the key recommendations relating to density within each Housing Precinct and more generic actions which will be applicable Citywide.

Whilst the Department for Planning and Infrastructure's 1992 *Guidelines for the Preparation, Form and Content of Local Housing Strategies* remain the most current, it is considered that since their inception there has been a shift in local government emphasis away from the control of population and housing stock directly to a more general focus on contributing to the principles of *Liveable Neighbourhoods* and the creation of sustainable urban environments. This being the case, the City of Gosnells Local Housing Strategy focuses on facilitating such environments through the careful selection of areas suitable for higher residential densities based on access to services and facilities, leaving the control of housing type and style to the Residential Design Codes and the City of Gosnells Town Planning Scheme No. 6, and related Local Planning Policies.

1.1 BACKGROUND

The City of Gosnells Town Planning Scheme No. 6 was published in the Government Gazette on 15 February 2002, and resulted in the majority of all residential areas within the City remaining at an R17.5 base-density code. As a result, it was considered appropriate to use the Local Housing Strategy process to identify and justify the recoding of suitable areas for increases in residential density within the Scheme Area of Town Planning Scheme No. 6.

Notwithstanding its focus on residential density, the Local Housing Strategy will also provide benefit to the City through fulfilling the following functions:

- It will reflect appropriate policy measures found within the State Planning Framework and facilitate their incorporation at a local level;
- It will identify locations suitable for new housing development, redevelopment and infill;
- It will assist assessment of applications for rezoning or development by identifying those areas most suitable for residential density increases based on established and accepted principles and criteria, and as such will discourage ad hoc rezonings/recodings and development of residential land outside of those areas (refer to Section 8.0);
- It will provide a degree of certainty and direction for the public, Council and staff in relation to residential densities;

- It will provide a context for the preparation and review of town planning schemes in respect of the residential development and density provisions contained within the scheme;
- It will provide a degree of influence over future Council service provision and capital works expenditure; given the Strategy's potential affect on population in particular areas.

1.2 OBJECTIVES

The objectives of the Local Housing Strategy are to:

- provide diverse and sustainable housing options to accommodate an increasing and diverse population, through the provision of a greater mix of housing, in terms of type, density and affordability.
- provide a more contained and energy efficient pattern of urban development with emphasis on efficient and effective use of existing and new facilities, services and infrastructure.
- encourage and facilitate sustainable design initiatives in keeping with Liveable Neighbourhoods and other Council Policies.
- encourage development that will enhance the amenity of residential areas, and ensure that new housing relates to the character and scale of existing residential development.

1.3 METHODOLOGY

Upon commencement of the process of developing the Local Housing Strategy Council endorsed an agreed approach at its 22 May 2001 meeting. This approach was generally applied, however as time passed and unforeseen issues and variables emerged some departures to the agreed approach were made along the way. In some instances this meant that further consultation processes were undertaken, or that there were case specific departures from the advertised density increase recommendations to the adopted density increase recommendations. In all cases these departures were endorsed by Council, were Precinct specific and did not necessarily affect the chosen approach across the City. These departures are explained in Section 1.3.3 .

Appendix 1 includes a brief summary of all reports considered by Council that relate to this Strategy.

The process of producing the Local Housing Strategy involved several stages that are outlined below:

1.3.1 Establishing Housing Precincts

Sixteen Housing Precincts were created across residential areas of the municipal area (Figure 1), however land contained within the Foothills Rural Strategy and the Future Maddington Kenwick Industrial Area was excluded due to its rural land zoning. Identification of these Precincts and their boundaries was based on a number of factors, including: the physical extent of existing suburbs; natural features such as river systems; man made features such as major highways and planning issues such as existing and proposed Outline Development Plan and Town Planning Scheme areas. In addition, it was important to establish Precincts that the community could identify with given the level of consultation being sought.

Housing Precincts were contained within the City's Municipal boundary due to the physical barrier of Tonkin Highway to the east and planning processes such as the Southern River District Structure Plan area covering the development of land on the southern and south-eastern extremities. Along the north-western and western boundaries the City's boundary is shared with the City of Canning. Development here is occurring in a similar manner with density increases in the City of Canning having been included in their District Town Planning Scheme since the 1990's.

1.3.1.1 Interface with other Local Governments

Liaising with neighbouring Councils on planning matters is very important as it ensures consideration of local issues no matter where the municipal boundary lies. The City of Gosnells borders with the Cities of Armadale and Canning and the Shire of Kalamunda. At this stage none of these neighbouring Councils have Local Housing Strategies. Informal discussions have been held with these Councils and whilst there is a need to ensure consistency with the approach to residential densities across municipal boundaries there is a clear understanding that the implementation of Local Housing Strategies can only be performed via the affected Council's Town Planning Scheme.

A large portion of the interface is shared with the City of Armadale and includes land affected by the Southern River/Forrestdale/Brookdale/Wungong District Structure Plan (Structure Plan). The proposals earmarked in the Structure Plan have been developed in a co-ordinated manner irrespective of Local Authority boundaries and as such it is envisaged that the development of this area will be orderly and more easily implemented.

The City also shares a significant interface with the City of Canning, which includes the Housing Precincts of Canning Vale, Thornlie West, Langford and Outer and Central Beckenham. Apart from Canning Vale that is characterised with low density housing these Housing

Precincts abut existing developed areas, which include areas of medium density housing.

The Shire of Kalamunda's boundary is mainly shared along the City's rural areas and areas affected by "Other Planning Processes". Accordingly there are no issues that need to be considered further as part of the Strategy.

1.3.2 Research and Contextual Analysis of Each Precinct:

This component of the Strategy involved consideration of a number of layers of information that influenced the recommended residential densities that were advertised for public comment. In some instances information was transferred onto "working maps" for analysis and consideration.

1.3.2.1 Accessibility Mapping

To accurately determine accessibility levels within each Precinct, the City developed "Accessibility Indicator" maps. These maps were used to provide a consistent approach to help identify the areas best suited to residential density increases, and correspondingly those areas less suitably located for such increases.

The "Accessibility Indicator" maps were developed using the City's Geographic Information System. The methodology used is detailed in Appendix 2, however it is important to note that prior to identification of areas suitable for higher densities, services and facilities namely, railway stations, bus routes, public open spaces and parks, local shops, community centres, libraries, recreation centres and grounds, schools and medical centres were identified. The levels of proximity were illustrated on a sliding colour scale depicting levels of access.

The levels of accessibility to services and facilities were weighted, with the proximity to train stations and bus routes having the highest weighting, followed by proximity to public open space areas, retail centres and community facilities (Refer to figure 2).

1.3.2.2 Survey Assessment of Existing Housing Stock and Lot Sizes

A Citywide survey was carried out which looked at housing age and condition. The survey included a sample analysis of approximately 10,400 houses across the 11 Housing Precincts. Information collected was imputed into a data base that was then used to develop a Geographical Information System (GIS) map. More details are provided at Section 5.3 and Appendix 7 provides the meta data relating to the mapping.

The housing age categories included a range from pre '50's, 50's to 80's and post '80's. These categories were identified as being a

representative breakdown which related to significant eras in residential development in the City of Gosnells.

Housing condition was also considered as part of the survey and the following ratings were used:

- Good – good condition and/or new
- Average – sound structure, some maintenance required, average wear and tear
- Poor – needs paint, poor maintenance, need of repair
- Very Poor – structural damage, urgent need of repair, holes

Lot sizes within each Precinct were also considered and are discussed in greater detail in Section 5.3.

1.3.2.3 Broad Analysis of Demographic Characteristics

Demographic data was considered Citywide and then in context to each Precinct. This analysis included consideration of a number of factors namely, population, family structure and households type, employment and education and are detailed in section 4.0 of this report.

1.3.2.4 Desktop Analysis of Existing and Future Infrastructure Provisions

This involved discussions with staff from Council's Infrastructure directorate and external agencies such as the Water Corporation, Western Power, Main Roads, Transperth and Westrail. Information from various discussions and existing State Government policies and initiatives was collated and a basic assessment of infrastructure provisions carried out.

1.3.2.5 Identification of Significant Environmental and/or Other Constraints to Development.

The City has a constraints map which captures major state and regional infrastructure on its Geographical Information System. This map incorporates various layers of information that may constrain development. Other considerations such as environmental assets and constraints such as floodways, Bush Forever sites and Aircraft Noise Emissions Frequency (ANEF) contours are also featured on this map.

The relevant information was extracted from the constraints map and considered as part of the process of establishing areas suitable for increased densities. The most relevant issues are incorporated into the Strategy Plans for each Housing Precinct (refer to Section 8.0).

1.3.2.6 Consideration of 400 Metre Pedestrian Catchment Areas Around Railway Stations and Local Shopping Centres (Equivalent of a Five Minute Walk)

The 400 metre pedestrian catchment area was identified around local centres and existing (including the relocation of Gosnells), proposed (Thornlie) and future (Nicholson) railway stations. Given the accessibility map methodology this was a major influence in identifying areas considered suitable for increased densities.

1.3.3 Developing Strategy Plans

Following the preparation of the Accessibility Indicator Maps the data was analysed and the areas shown to have the highest level of accessibility were highlighted. An overview of this information is illustrated in Figure 3. These areas were then compared against the Liveable Neighbourhoods 400-metre pedestrian catchment, which was overlaid. Whilst these two layers of information were most influential in developing the preliminary recommendations for increases in residential densities, other information collated in the Analysis and Research stages was also considered at a Precinct by Precinct level. The outcomes were then translated into draft Strategy Plans illustrating the preliminary recommendations for each Housing Precinct.

Following this, the preliminary recommendations for each Housing Precinct were put before Council in the form of Strategy Plans. A Strategy Plan for each Housing Precinct was endorsed and granted consent to advertise.

1.3.3.1 Advertising of Draft Strategy Plans and Consultation

Advertising was carried out in 3 stages with up to 4 draft Strategy Plans being advertised at each stage. All draft Strategy Plans were advertised for a public consultation period of 28 days. During this consultation period the following was carried out:

- Advertisements were placed in the local newspaper;
- A brochure was delivered to each household as their relevant Precinct was advertised (an example is Appendix 3);

- Public displays were set up at the City's Administration office, libraries and local shopping centres. The displays included information about the process of developing the strategy, some background planning information and maps illustrating the areas proposed for density increases. Staff attended public displays at the local shopping centres.
- An Information Sheet was produced for each advertised Precinct (Appendix 4). This provided greater detail about the process of the Strategy together with a more detailed map. These information sheets were made available at all displays and upon request.
- Standard submission forms were developed and made available at all displays, on the City's web site and upon request.(Appendix 5)

1.3.3.2 Review of Submissions and Preparation of Revised Precinct Proposals

Once advertising was completed, the submissions received were assessed. This then resulted in a re-evaluation of the preliminary recommendations. A decision to change the preliminary density recommendation as a result of a submission received was based on the following criteria:

- Did the submission relate to a property inside the Precinct?
- Was the colour of the property on the Accessibility Indicator Map of a shade consistent with other areas supported for higher density?
- How direct was the access by foot of the property to the facility/service highlighted on the plan (eg. railway station or neighbourhood centre)?
- Was the lot within the 400-metre pedestrian catchment?
- Was the lot of sufficient size to facilitate a high standard of redevelopment (this relates to the relationship of the lot size to the house and the age and condition of the existing house)?

The final step in the revision process was to decide upon the allocation of a suitable R-Code as the densities advertised were open to variation (eg. R20+). This process required careful assessment of the lot sizes prevailing in each Precinct, the level of redevelopment desired, and the strategic importance of the facility/service highlighted.

1.3.3.3 Case Specific Departures from Methodology

Through the consultation process it became clear via petitions and submissions that community members were concerned with the potential development outcomes of particular density increases. There were two major departures from the methodology, these being the Outer Beckenham and South Thornlie Housing Precincts.

In relation to Outer Beckenham, Council resolved (at its meeting of 25 February 2003) that a community workshop be held to discuss the densities proposed, in order to reach a community consensus. As a result of this workshop, residential densities for both Central and Outer Beckenham were reviewed. Whilst the criteria outlined above in 1.3.2 were used to determine areas suitable for higher densities, in this case the criterion was not strictly adhered to.

A petition was received from residents within the South Thornlie Precinct expressing concerns with the proposed increase in residential density on Warton Road opposite the local centre. For various reasons residents were firmly opposed to such an increase and as such the density increase was not recommended.

These departures were a direct response to the community's concerns and were considered appropriate.

1.3.3.4 Preparation of a Local Housing Strategy Plan for Each Precinct

Following the assessment of the submissions received during the advertising period the following occurred:

- (a) A separate Local Housing Strategy Plan was prepared for each Housing Precinct:
 - * showing the designated Precinct and the areas proposed for increased residential density, including the recommended R-Code.
 - * inclusion of a strategic written statement that summarises pertinent details (including environmental factors and constraints) about the Precinct and recommendations.
- (b) Council considered and adopted a Local Housing Strategy Plan for each Precinct following the advertising of each stage (refer to Appendix 1 for further detail).

1.3.3.5 Review of Process – 24 June 2003

The process of developing the Local Housing Strategy was reviewed after finalisation of the first eight Housing Precincts, in light of work done to date and strategic planning work being done in other areas of the City. The purpose of the review was to establish that the Strategy would be progressed in such a way as to ensure that practical outcomes would be achieved.

As part of the review process, Council resolved to take into account the fact that separate planning processes ('other planning processes') were occurring in the following Housing Precincts: South Huntingdale, Southern River, Canning Vale, West Martin and North Maddington and portions of North Gosnells and Central Maddington, refer to Figure 3.

These 'other planning processes' included either the endorsement of, or progression of guided development schemes and/or outline development plans. It was resolved that these Precincts would not undergo consultation processes such as those carried out for Stages 1 – 3 (Precincts 1-11) as the separate planning processes were either the subject of consultation in the past or will be in the future. The Strategy will need to have due regard to the 'other planning processes' and vice versa.

As such 11 Housing Precincts have been considered in detail in the Strategy and the remaining 5 Housing Precincts are to be handled via separate planning processes with the incorporation of Local Housing Strategy principles where appropriate.

1.3.4 Strategy Endorsement

1.3.4.1 Council Endorsement

The endorsed Local Housing Strategy Plans were brought together with the finalisation of the final Local Housing Strategy document and adopted by Council on 16th December 2003. As such the Strategy can now be used as a strategic planning tool, guiding decision making processes within the City of Gosnells. However, its implementation will not be pursued until such time as Council has received endorsement of the Strategy from the State Government.

1.3.4.2 State Government Endorsement

The final Local Housing Strategy document upon Council's adoption requires endorsement of the Western Australian Planning Commission.

1.3.5 Implementation and Monitoring Program

An implementation and monitoring program will be developed to:

- 1) provide a framework for the staged implementation of the Strategy's recommendations including establishing the need for further planning processes such as guided development schemes, outline development plans and/or local planning policies; and
- 2) outline the process to monitor the implementation of the key recommendations, the effectiveness of the Strategy and the process of reviewing the document.

1.4 KEY PRINCIPLES

In achieving the above objectives the overarching principle of the Local Housing Strategy is to ensure that development occurs in a sustainable manner. This requires integration of environmental, social and economic aspects. The following key principles have been established to ensure that the objectives can be met and to guide the development and implementation of the Local Housing Strategy:

1.4.1 Sustainability

The pursuit of "sustainability" is a paradigm shift in local government planning. Land use decisions have major economic, social and environmental consequences and the increasing competition between land users ensures that these decisions will become increasingly difficult and increasingly complex.

The Local Housing Strategy seeks to promote a more sustainable form of residential development through facilitating more compact residential areas, which in turn are capable of greater efficiencies in the use of infrastructure. This type of residential development can benefit the community in numerous ways, with some of the more significant benefits explained below.

In the first instance the Strategy's emphasis on higher densities within walking distance of railway stations, provides the obvious benefit of an increase in the number of households provided with a real alternative form of transport to the private car. The increased use of public transport not only has environmental benefits from a reduction in gas emissions, but also encourages more physical activity as people walk or ride bicycles to the train station (Mason, 2000). The relationship between accessible public transport and a reduction in private car use is clear and in order to effect this behaviour shift an integrated approach to urban and transport planning will be essential (City of Gosnells, 2003).

Another benefit is a reduced need for urban expansion due to the consolidation of existing urban areas, which reduces the need to clear native vegetation and also promotes much more cost-effective infrastructure provision. In addition, in seeking to accommodate people within existing "non-fringe" areas, the Strategy promotes reduced travel distances.

It is anticipated that in addition to these environmental and social benefits, significant economic benefit can also result from the implementation of the Strategy's recommendations. These economic benefits will come from an increased population surrounding many local shops and services (which in turn will improve their viability), and also land values within the areas recommended for higher densities will increase.

Within the context of sustainability the following three key principles have guided the development of the Strategy, being:

- Density based on accessibility;
- Promotion of diverse housing options; and
- Liveable Neighbourhoods principles.

The Strategy focuses on facilitating the development of more sustainable urban environments through the careful selection of areas suitable for higher residential densities. This more limited scope constitutes a slight departure from the Department for Planning and Infrastructure's *Guidelines for the Preparation, Form and Content of Local Housing Strategies*, which has a greater emphasis on housing types. However, it is considered appropriate that the control of housing type and style be left to the Residential Design Codes and the City of Gosnells Local Planning Policy framework.

1.4.2 Density Based on Accessibility

Whilst a number of factors were considered in determining residential densities, the most influential factor related to the level of accessibility to services and facilities.

In determining the levels of accessibility, the Strategy's recommendations are based on the assumption that the areas having the highest levels of access to: public transport services; local shops; community facilities; and public open space, have the greatest potential for accommodating increased residential density within each Housing Precinct.

To accurately determine accessibility levels within each Housing Precinct, the City developed "Accessibility Indicator" maps. These maps were used to provide a consistent approach to help identify the areas best suited to residential density increases, and correspondingly those areas less suitably located for such increases.

The "Accessibility Indicator" maps were developed using the City's Geographic Information System. The methodology used for the development of the Accessibility Maps is detailed in Appendix 2.

It emerged through this exercise that a high level of accessibility generally existed within a 400 metre pedestrian catchment from train stations and local neighbourhood centres. However, it needs to be highlighted that the

accessibility rating was one of many layers of information that assisted in the determination of increases in residential densities.

1.4.3 Promotion of Diverse Housing Options

The predominant housing type in the City of Gosnells is single residential housing developed to a low density. Medium density housing options are currently limited to isolated pockets through out the City.

The City of Gosnells is currently in a phase of rapid population growth, largely due to increasing residential development in the suburbs of Canning Vale and Southern River. Many of these newer developments currently cater almost entirely for single residential living.

Population trends within the Perth metropolitan area demonstrate that family structures will continue to change, and demand for well-located and suitably varied housing will increase. To meet this demand, it will be important to develop more “liveable” and compact, medium density housing in existing residential areas within the City, as well as in the new suburbs.

In order to accommodate a growing, and increasingly diverse population, the City’s Local Housing Strategy aims to facilitate the provision of a range of housing types for a variety of households. This will be achieved by encouraging a range of lots sizes that will in turn encourage a variety of dwelling types and sizes. Expansive areas of R17.5 density (as is currently the case) does not encourage this level of diversity

Although this is included as a key principle, it is acknowledged that the Local Housing Strategy has only a facilitation role in providing diverse housing options.

With regard to the current R17.5 density code across the City of Gosnells, Metroplan, which sets out strategic planning direction for the Perth metropolitan area suggests that local governments give consideration to a minimum R20 residential density code for sewerred areas. There are marginal differences between the general site requirements of R17.5 and R20 development. The main difference is the average lot size required to develop being 571m² for R17.5 and 500m² for R20.

With the introduction of the 2002 Residential Design Codes came a change in the minimum and average lot size requirement for grouped dwellings in areas coded R17.5. This resulted in some lots losing the development potential they had under the 1991 Codes. An R20 base density code across the City would ensure that this development potential is restored, while at the same time bringing the City into line with Metroplan and also providing a consistent approach to density, given that R20 is already being used as a minimum density in some of the newer areas of the City.

It is anticipated that the proposal to increase the City’s base zoning from R17.5 to R20, coupled with opportunities for higher densities will provide

adequate diversity in lot sizes to provide for a range of diverse housing options.

1.4.4 Liveable Neighbourhoods Principles

The principles of the state government's *Liveable Neighbourhoods* (WAPC June 2000) document are a key element underpinning the proposals of the Local Housing Strategy. In particular, the concept of walkable areas generally within a 400 metre pedestrian catchment of local neighbourhood centres and railway stations has influenced the decisions made in relation to density increases.

The following objectives contained in *Liveable Neighbourhoods* have influenced the Local Housing Strategy recommendations:

“To provide for an urban structure of compact walkable neighbourhoods (within a 400 metre - or 5 minute walk - radius) clustering to form towns of compatibly mixed uses in order to reduce car dependence for access to employment, retail and community facilities.

To facilitate new development which supports the efficiency of public transport systems where available, and provides safe, direct access to the system for residents.

To provide a variety of lot sizes and housing types to cater for the diverse housing needs of the community at a density that can ultimately support the provision of local services.”

(WAPC 1997)

It has become clear through the development of the Strategy that the above objectives have been most influential in identifying areas suitable for density increases. Of particular significance is the development of the accessibility mapping.

Other aims of *Liveable Neighbourhoods* as identified in *WA Sustainability Case Studies* are to, in short:

- *“create walkable neighbourhoods that reduce automobile dependency;*
- *facilitate equitable access to goods, services, employment and educational opportunities;*
- *create a strong community identity;*
- *create SAFE (Safe, Attractive, Friendly, Efficient) street networks where buildings face the streets increasing activity and personal security;*
- *create neighbourhoods that are supportive of public transport systems;*
- *create diverse opportunities within local neighbourhoods by allowing mixed-use developments to occur in line with community expectations;*
- *provide a variety of housing types and densities to suit a diverse range of needs;*

- *build cultural and environmental awareness into the urban landscape while respecting culturally or environmentally sensitive sites;*
- *combine urban waste water management with the provision of public open space; and*
- *ensure the development is as cost-effective and resource efficient as possible to increase the availability of affordable housing*

Such an environment demonstrates how integrating social, cultural, economic and environmental objectives can create alternative urban experiences that would not otherwise be achieved under current planning policies.”

(Armstrong and Head 2003)

2.0 STATE AND METROPOLITAN PLANNING CONTEXT

The City of Gosnells Local Housing Strategy is required to address issues and principles contained within State government planning strategies and policies at a local level. In this regard, it is important to understand the context within which the Local Housing Strategy sits. Apart from the direct relationship between the Local Housing Strategy (the Strategy) and the City's Town Planning Scheme (which includes the Residential Design Codes that are detailed in Section 3.0), the Strategy is also influenced by the following documents:

2.1 STATE PLANNING STRATEGY

In 1997, the Western Australian Planning Commission (WAPC) prepared and adopted the State Planning Strategy pursuant to Section 18(1) (b) of the *Western Australian Planning Commission Act 1985*. The State Planning Strategy provides an overview of current and future challenges facing the State in relation to land use planning as well as key principles relating to environment, community, economy, infrastructure and regional development. The key principles are as follows:

- “1. *Environment Principle – 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 sound environmentally sustainable principles.*
2. *Community Principle – To respond to social changes and facilitate the creation of vibrant, accessible, safe and self-reliant communities.*
3. *Economic Principle – 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.*
4. *Infrastructure Principle – To facilitate strategic development by ensuring land use, transport and public utilities are mutually supportive.*
5. *Regional Principle – To assist the development of regional Western Australia by taking account of the region's special assets and accommodating the individual requirements of each region.”*

(WAPC 1997)

The State Planning Strategy establishes a vision for the State's future and as such, all local level policies and strategies should strive to contribute towards this vision. In this regard, local housing strategies should ensure that the above principles are incorporated wherever practical.

2.2 THE STATE PLANNING FRAMEWORK

The State Planning Framework was gazetted as a Section 5AA, Statement of Planning Policy in December 1998. The framework unites existing State and regional policies, strategies and guidelines to form a context for decision making on land use and development in Western Australia (WAPC 2000). There are a number of policies and/or strategy documents found within the State Planning Framework that will influence the recommendations found in the City's Local Housing Strategy. The more significant of these are outlined below.

2.2.1 Metroplan – Regional Strategy

Metroplan was published in 1990 and sets the state government's strategic planning direction for the metropolitan region. The document promotes an increased emphasis on urban containment and suburban renewal. It proposes that this be achieved in the following ways:

- Providing increased choice and variety in housing in new urban areas;
- Locate medium density housing close to centres of activity and public transport facilities in new urban areas; and
- Revitalising existing suburbs.

The Local Housing Strategy's key principles and objectives flow from the aims of Metroplan, in particular, the latter two dot points as mentioned above.

Included in the document is the following reference to local housing strategies:

“Local governments will be encouraged to prepare local housing strategies which will provide the policy framework for the residential zonings, densities and standards in Town Planning Schemes.

As a general guideline, the minimum residential density code for seweraged residential areas should be R20. Local government should identify and carefully justify those circumstances where residential densities should be higher or lower than R20 having regard to physical servicing constraints and the character of the particular locality.

There will be a general presumption against the loss of existing and potential housing land to other land uses.

Local governments will be encouraged to prepare housing design and development guidelines, to ensure the amenity of established suburbs is protected from ill-considered or inappropriate development.”

(WAPC 1990)

The Local Housing Strategy has been developed within the context of the above principles and it is envisaged that the final outcomes will closely reflect these requirements wherever possible.

2.2.1.1 Network City: Community Planning Strategy for Perth and Peel (September 2004)

Network City is a planning strategy for managing Perth's growth and development over the next three decades and will replace Metroplan, which was released in 1990. It has emerged from the Dialogue with the City consultation exercise held in September 2003, involving more than 1,100 Perth and Peel residents.

Network City recognises that over the next thirty years the population of Perth is likely to increase from 1.4 to 2.2 million and generate demand for 370,000 new homes and support a similar number of new jobs. It also recognises that accommodating this growth without strong planning controls will bring further rise to issues of urban sprawl, car dependency, travel times, congestion, greenhouse gas emissions and lifestyle impacts.

Network City establishes the vision that by 2030, Perth people will have created a world-class sustainable city; vibrant, more compact and accessible with a unique sense of place and adopts the values of sustainability, inclusiveness, innovation and creativity, a sense of place and equity. Its key principles are to enhance the efficiency of urban land use and infrastructure, protect and rehabilitate the environment and improve resource efficiency and energy use and enhance community vitality and cohesiveness.

The key objectives of Network City are to:

- i. Deliver urban growth management;
- ii. Accommodate urban growth primarily within a Network City pattern, incorporating communities;
- iii. Align transport systems and land use to optimise accessibility and amenity;
- iv. Deliver a safe, reliable and energy-efficient transport system that provides travel choice;
- v. Protect and enhance the natural environment, open spaces and heritage;
- vi. Deliver for all a better quality of life, building on our existing strengths;
- vii. Plan with the community;
- viii. Ensure employment is created in centres;
- ix. Deliver a city with 'urban' energy, creativity and cultural vitality;
- x. Provide a city plan that will be implemented, provide certainty and deliver results.

The vision and objectives of Network City reflect an awareness of the need for sustainable use of land and urban form, management of growth through shared responsibilities, inclusive and open community dialogue, encouragement of public transport, strengthening of local sense of place and fostering opportunities for local housing, employment and recreation.

In an attempt to manage urban growth and achieve the hopes for future Perth, Network City sets out an extensive series of strategies and actions divided across the following seven key areas:

- Spatial plan and strategy
- Implementation: governance and process
- Planning for a liveable city
- Economy and employment
- Environment and heritage
- Transport
- Infrastructure co-ordination

The release of Network City represents a significant stage in the ongoing evolution of planning strategy for the future of Perth.

The City of Gosnells has undertaken or is in the process of undertaking various actions that are consistent with the objectives and strategies of Network City.

At a corporate level, Council, through the goals and actions of the 2004-2006 Strategic Plan and its operations, is heavily focussed on the pursuit of sustainability, which is at the heart of the objectives of Network City. Many of the initiatives of Council, such as the Safe City Urban Design Strategy, the Economic Development Plan and the Environmental Management Plan, accord with Network City.

The revitalisation of older neighbourhoods through collaboration with other government agencies, dialogue with the local community and building its capacity to achieve regeneration, is already a key focus of the City as demonstrated by the Maddington-Kenwick Sustainable Communities Partnership.

Through the Strategy, opportunities for redevelopment and higher density in older established areas such as near railway stations and shopping centres have already been recognised. In its approach to the planning of new urban areas, the principles of Network City are already being applied by the City taking the lead in preparing outline development plans and infrastructure provision arrangements, consideration of the triple bottom line, focus on sustainable urban form

and the role of centres and in maximising public transport and other sustainable transport modes.

The close alignment of the strategies and actions of Network City with those of the City of Gosnells suggest that the City is already leading the way in demonstrating more sustainable approaches to the urban growth management and is well placed to support the implementation of Network City.

The comprehensive set of strategies and actions outlined in Network City to achieve the vision of creating a world-class sustainable city were broadly endorsed by Council at its meeting of 23 November 2004 and together with a submission to be lodged during the public comment period of Network City.

Whilst this project is in its infancy it is likely to have a major impact on planning in the Metropolitan Area as its intention is to supersede Metroplan.

2.2.2 Urban Expansion Policy – Strategic Policy

The Western Australian Planning Commission also released the Urban Expansion Policy in 1990, and it supports the principles contained within Metroplan. The policy identifies three categories of land that are suitable for new urban development:

- Category A1: Short-term development areas that are relatively unconstrained and form the principal sources of new housing land for 5 to 10 years. Land within the locality of Canning Vale falls within this category.
- Category A2: Medium to long-term development areas, with some constraints which if satisfied could result in earlier development. Land within the locality of Martin and Southern River falls within this category.
- Category B: Suitable for urban development in most respects, but subject to major constraints that constrain its development in the short term. Development will therefore depend on when the constraints can be overcome. Land within the locality of Canning Vale falls within this category.

Some of the areas identified in the Urban Expansion Policy are now the subject of separate planning processes and more detail is provided in Section 9.0 of this document.

2.2.3 Statement of Planning Policy 5.1 (SPP 5.1)– Land Use Planning in the Vicinity of Perth Airport (February 2004)

A Statement of Planning Policy, prepared under Section 5AA of the Town Planning and Development Act 1928 (as amended) has been developed for Land Use Planning in the Vicinity of Perth Airport. This policy is relevant for portions of the Outer and Central Beckenham and Kenwick Housing Precincts that lie within the 20 to 25 ANEF (Australian Noise Exposure Forecast) contour and a minor portion of Outer Beckenham Housing Precinct lies within the 25 to 30 ANEF contour. The latter area has not been identified for higher density as a response to the SPP 5.1.

Within the 20 to 25 ANEF a house is considered conditionally acceptably development. There are a number of matters that development within this ANEF contour will need to satisfy prior to development being supported. As such a mechanism (if there isn't already one established) needs to be established through the statutory planning processes to ensure compliance with SPP 5.1. Refer to Section 5.1 for further detail.

2.2.4 Liveable Neighbourhoods: Community Design Code (Edition 3 October) – Strategic Policy

The *Liveable Neighbourhoods* document is intended to implement the objectives of the State Planning Strategy with regard to sustainable urban development. In order to do so, it addresses both strategic and operational aspects of subdivision development, in a code framework. The Western Australian Planning Commission has adopted *Liveable Neighbourhoods* as an alternative to the current subdivision policies contained within its Development Control Policy Manual.

Liveable Neighbourhoods offers an alternative approach to conventionally planned development and is intended to satisfy demands from developers and consumers for more innovative, site-responsive and environmentally sustainable neighbourhoods that are supportive of employment opportunities and community development.

Liveable neighbourhoods is now being considered as an operational policy of the WAPC and its content and status is currently being reviewed in light of their trial over the past 7 years.

2.2.5 Development Control Policies – Operational Policies

The Western Australian Planning Commission's Development Control Policy Manual includes a number of policies relating to housing and residential development. They include:

- DC 2.1 Residential Design Codes (October 2002)
- DC 2.2 Residential Subdivision (May 1999)
- DC 2.3 Public Open Space in Residential Areas (June 1998)
- DC 2.4 School Sites (October 1998)
- DC 2.5 Special Residential Zones (June 1998)
- DC 2.6 Residential Road Planning (June 1998)

The City's planning and development activities are influenced by these policies. As the City's Town Planning Scheme also requires the endorsement of the Western Australian Planning Commission, it is expected to generally accord with the content of these policies.

In addition to these Development Control policies generally relating to residential development, DC 1.6 Planning to Enhance Public Transport Use is also particularly relevant to the Local Housing Strategy.

2.2.5.1 Western Australian Planning Commission Policy DC 1.6 (Planning to Enhance Public Transport Use)

Policy DC 1.6 (December 1999) sets out the Western Australian Planning Commission's position in relation to development within approximately 800 metres of existing and future railway stations in the Perth Metropolitan Region. The primary objective of the policy is to encourage the adaptation and amendment of local government town planning schemes so that they facilitate intensive residential and mixed-use development within reasonable walking distance of stations, hence ensuring the best possible integration of land use with the suburban rail system. This in turn will improve the system's viability, accessibility and patronage.

The Local Housing Strategy applies the principles relating to residential development contained within DC 1.6, however, focuses on the 400-metre pedestrian catchment as outlined in Liveable Neighbourhoods. Within the City of Gosnells there are six existing railway stations at Beckenham, Kenwick, Maddington, Gosnells, Seaforth and Thornlie. A future Nicholson Road station is earmarked for Canning Vale.

2.3 THE METROPOLITAN REGION SCHEME

The Metropolitan Region Scheme is a statutory mechanism applying to the whole of the Perth Metropolitan Region. Similar to other town planning schemes, the Metropolitan Region Scheme includes a plan showing zoned and reserved land, and a scheme text that identifies areas of responsibility for, and methods of implementing, what is shown on the plan.

The Metropolitan Region Scheme is the primary statutory mechanism that implements state government policies and strategies such as Metroplan. Local governments are required to maintain their district scheme so that it is consistent with the Metropolitan Region Scheme, which shows broad zonings such as Urban, Rural and Industrial. Residential land within local town planning schemes is included in the more general Urban zone.

2.4 SOUTHERN RIVER / FORRESTDAL / BROOKDALE / WUNGONG DISTRICT STRUCTURE PLAN (JANUARY 2001, WAPC)

The Southern River/Forrestdale/Brookdale/Wungong District Structure Plan (Structure Plan) was developed by the Western Australian Planning Commission and includes land within the Cities of Armadale and Gosnells. The ever increasing development pressure in the area combined with the need to resolve issues relating to constraints to development has largely driven the development of the Structure Plan.

“The District Structure Plan provides a guide to the future development of the study area and management of key environmental issues. It includes potential development areas, road networks, major community facilities, conservation and Bush Forever areas, and as neighbourhood structure. It also provides proposals for the implementation of the plan such as zoning mechanisms, staging and financial and management arrangements.”

(WAPC, Southern River/Forrestdale/Brookdale/Wungong district structure plan - Final Report, January 2001)

The Structure Plan was developed with a considerable amount of community input, which, included workshops and formal advertising periods. Consultation was also carried out with State government agencies. A Steering Committee which, consisted of Local and State government representatives oversaw the development of the project.

The Southern River land component of this Structure Plan relates to 547 hectares of land located within the City of Gosnells, estimated to produce 6,430 dwellings with a population of 15,750.

Whilst the Structure Plan provides a guide to development and assists with decision making processes some of the land is constrained from further development and additional studies are required.

More detailed strategic planning work is required at a local level which is why this developing area is subject to other planning processes as discussed in detail in Section 6.4 of this Strategy.

3.0 THE LOCAL PLANNING CONTEXT

Although the impetus for development of local housing strategies generally arises from State government policy, it is entrenched in the local planning framework through its relationship with the City's town planning scheme and proposed Local Planning Strategy. These local planning processes are in turn strategically linked to the overarching vision of the City of Gosnells through its Corporate Strategic Plan.

3.1 CITY OF GOSNELLS STRATEGIC PLAN

Ensuring that Local Planning processes are in keeping with the community's desires it is important to consider the Strategic Plan for the City of Gosnells (2004) as this provides the overarching vision for the local community and is based on extensive and innovative community research and participation.

In summary, the vision to the year 2020 is for the City to be a:

“vibrant City with strong community identity”, and a “great place to live, work, raise children and visit, which will cater for a range of lifestyles”.

The City will also be characterised by:

“offering an attractive, clean, friendly and safe environment, with an outstanding reputation for caring for our natural environment, cultural diversity and heritage”.

To achieve this vision, the Strategic Plan identifies a number of goals and strategies. Of particular relevance to the Local Housing Strategy is the following goal:

“To plan and develop a natural and built environment which aims to be sustainable.”

This goal provides the overarching goal for the development of the Local Housing Strategy and its objectives.

3.2 LOCAL PLANNING STRATEGY

The Model Scheme Text, set out as Appendix B of the *Town Planning Regulations 1967* (as amended), requires the preparation of Local Planning Strategies to accompany any new town planning scheme. The Local Planning Strategy will guide the preparation and/or review of schemes as it sets out the local government's broad vision for the municipality and its long-term directions for land use and development.

The Local Housing Strategy will form an integral part of the Local Planning Strategy along with other local strategies addressing issues relating to commercial development, transport, employment and industry. A diagrammatic representation of this is shown below.



3.3 SAFE CITY URBAN DESIGN STRATEGY

The City of Gosnells developed the “Safe City Urban Design Strategy” (Safe City) in 2001 as a response to a customer satisfaction survey expressing that community safety needed to be addressed. Whilst the results are focused on addressing environmental components that affect crime there are a number of elements that are inter related with urban design principles.

“There are four Safety Principles:

- 1. To reduce the isolation of people, houses and areas, which make them vulnerable to crime.*
- 2. To maximise visibility and surveillance. If there are “eyes on the street” or “natural surveillance” from passers-by and neighbours, people feel safer and criminals feel exposed. Natural surveillance should be the primary aim towards crime prevention.*
- 3. To make a clear distinction between private and public areas. This involves reinforcing a sense of ownership. Where areas are doubtful, they are not “claimed” and become the focus of anti-social and criminal behaviour. This is often unchallenged because of a lack of ownership.*
- 4. To create balanced relationships in streets and public places so that pedestrians feel comfortable and safe. If more people are encouraged to walk surveillance is increased.”*

Safe City “*is applicable at various scales, from the design and development of overall suburbs and towns, to the scale of individual buildings.*” The Safe City design recommendations relate to 7 key areas. These are: urban structure, streets and parking, subdivision and houses, parks and landscape, fences and walls, windows and doors, and lighting and signage.

Some of these principles have also been identified in the Liveable Neighbourhoods work done by the Western Australian Planning Commission

The Safe City Urban Design Strategy has been adopted across all areas within the administration of the City of Gosnells. All Council policies have been modified to reflect the objectives of Safe City.

3.4 TOWN PLANNING SCHEME NO. 6

Town Planning Scheme No. 6 (the Scheme) was published in the Government Gazette on 15 February 2002. The Scheme was not accompanied by a Local Planning Strategy as the relevant amendments to the Town Planning Regulations setting out the form and procedures for Local Planning Strategies were enacted after Town Planning Scheme No. 6 was adopted for public comment.

As a result, the Town Planning Scheme No. 6 Scheme Report attempted to address some of the more strategic issues with the understanding that a more detailed assessment would take place with the progression of a Local Planning Strategy. However, it should be noted that Town Planning Scheme No. 6 represented a well overdue consolidation of Town Planning Scheme No. 1, and in itself did not propose

fundamental change in land use or residential density. This explains to a certain extent the emphasis of the Local Housing Strategy being placed on density.

3.5 RESIDENTIAL DESIGN CODES

The Residential Design Codes 2002 is a 5AA Statement of Planning Policy and forms a local government control through its incorporation into the Scheme. The stated aims of the Codes are to:

- “ • *Encourage the widest possible range of dwelling types, to meet community desires;*
- *Encourage innovative design solutions;*
- *Ensure that new developments incorporate adequate standards of access and amenity including for people with a disability;*
- *Ensure that adverse impacts on neighbouring residents are minimised;*
- *Ensure that new developments contribute positively to the streetscape and locality of which they form a part; and*
- *Aid fair, efficient, straightforward and timely approvals.”*

(WAPC 2002)

It is considered that the new performance-based approach to assessing residential development applications will encourage much more innovative and varied residential development.

3.6 LOCAL PLANNING POLICIES

Local Planning Policies are generally prepared as required and are adopted under the Scheme. These policies provide another mechanism to control development. In relation to residential development, the most relevant policy to the Local Housing Strategy is the *Residential Development Urban Design Guidelines*.

The Residential Development Guidelines aim to improve:

- residential and street amenity;
- the quality of life;
- the quality of residential development within the City of Gosnells; and
- the safety of the public realm.

The policy provides a limited number of controls beyond the scope of the Residential Design Codes, to ensure development is appropriate to the local context.

As a result of the Local Housing Strategy it is envisaged that other policies will be required to address issues that may arise as a result of the Strategy's implementation. Some of these policies will be identified through the Implementation and Monitoring Program, with others developed as required.

In addition, all Planning policies have been modified to reflect the outcomes of the Safe City Urban Design Strategy.

4.0 CITY OF GOSNELLS DEMOGRAPHIC SNAP-SHOT

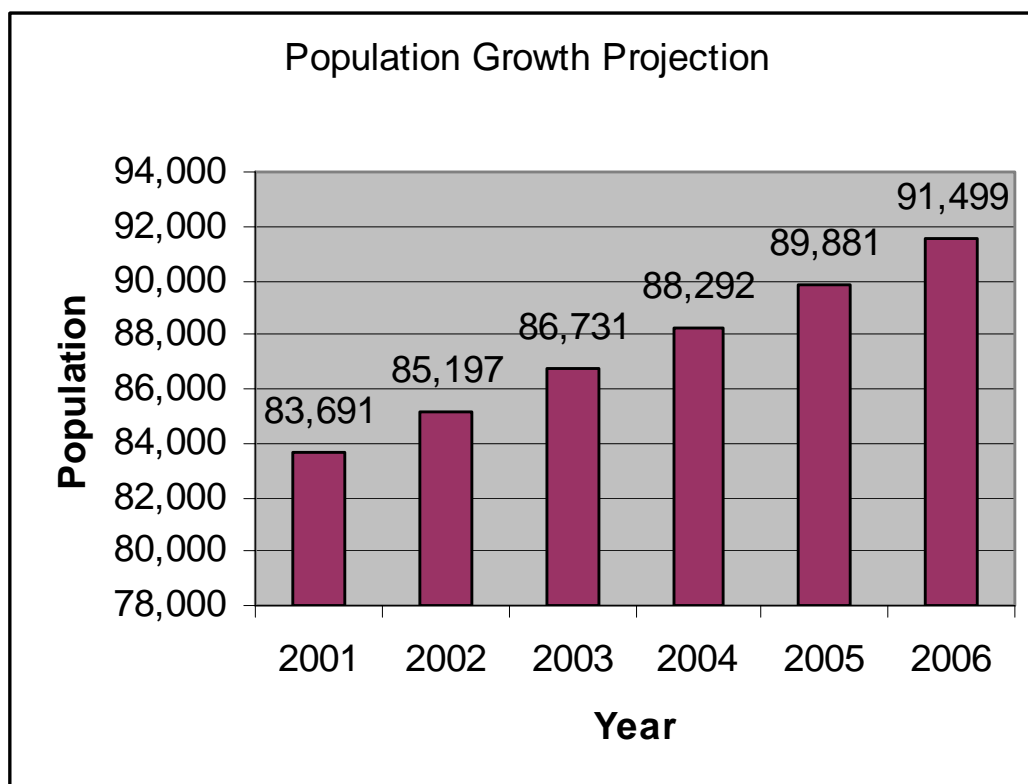
The City of Gosnells municipality is one of the largest metropolitan local government areas in Western Australia. Situated only 18 kilometres from the Perth CBD area, the City is experiencing not only rapid population growth but also increasing demands for services. The City is the population centre of the south-east metropolitan corridor of Perth and is estimated to expand to from 83, 691 people to 103,000 people by 2021 (Western Australian Planning Commission, October 2000).

This section presents a broad overview of some of the key demographic factors of the City of Gosnells. The data comes from a number of sources, with the predominant source being the Australia Bureau of Statistics 2001 census data.

4.1 POPULATION

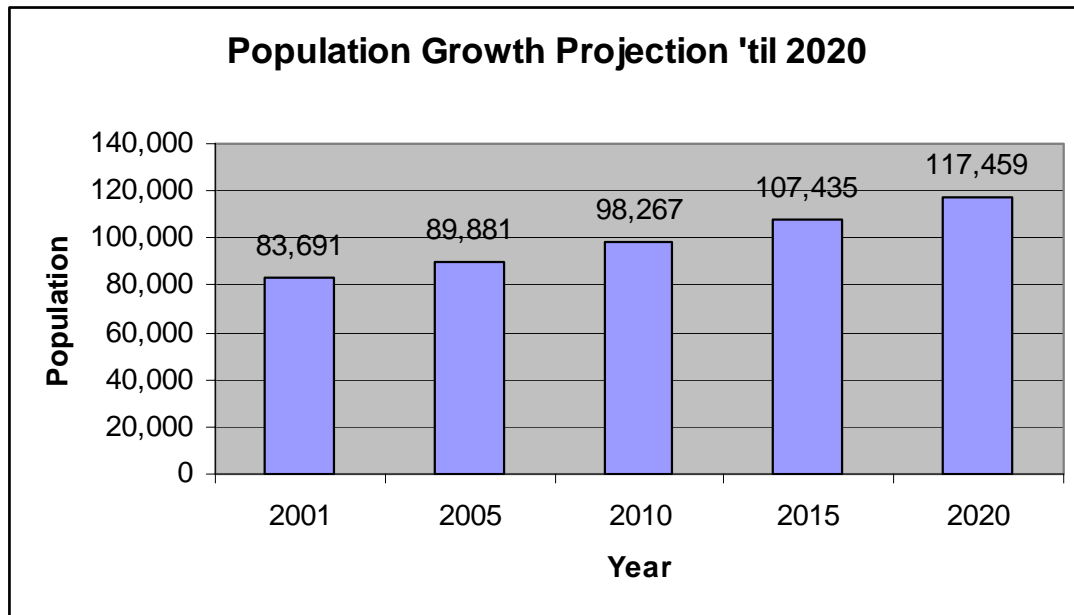
According to the Australian Bureau of Statistics (ABS) the Resident Population figure for the City of Gosnells as at 30 June 2001 was 83,691.

In order to gauge the current population, a growth factor needs to be applied for the years after 2001. The ABS advise that the population growth rate in the City of Gosnells for the preceding five year period was 1.8%, adding this growth figure produces an estimated population figure for the next five years below. These figures will be reviewed once 2006 census information becomes available.



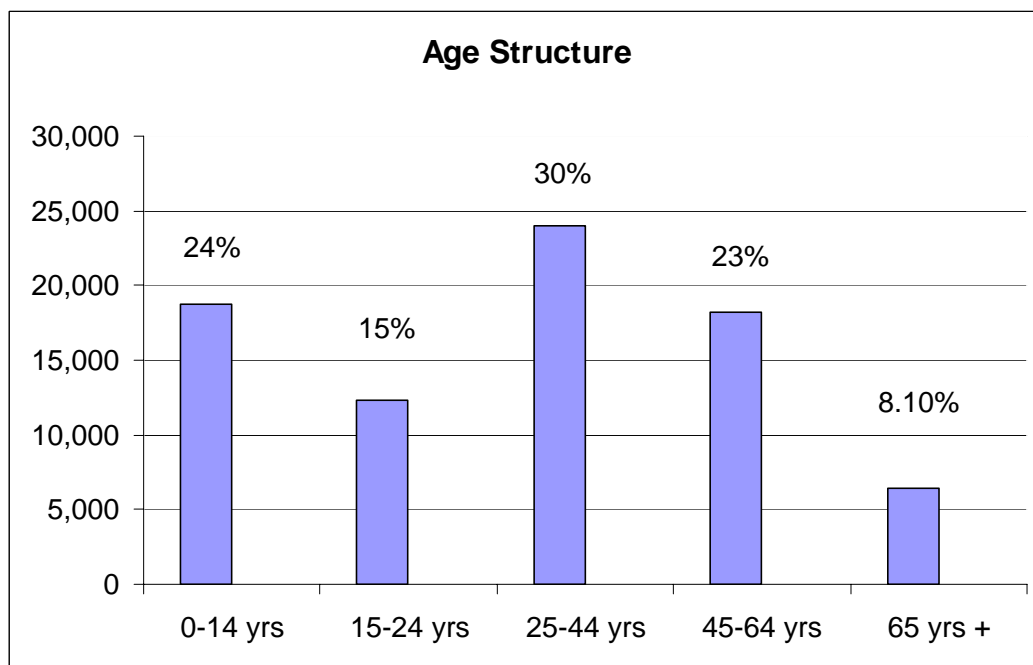
ABS 2001 and City of Gosnells

Using the same rationale as above the population figures for 5 yearly intervals until 2020 are illustrated in the table below:



Source: ABS 2001 and City of Gosnells

Age generally has an impact on both the demand for housing and its type and size. The following graph gives an indication of the percentage of the age breakdown in the community taken from the ABS 2001 Census.



Source: ABS 2001

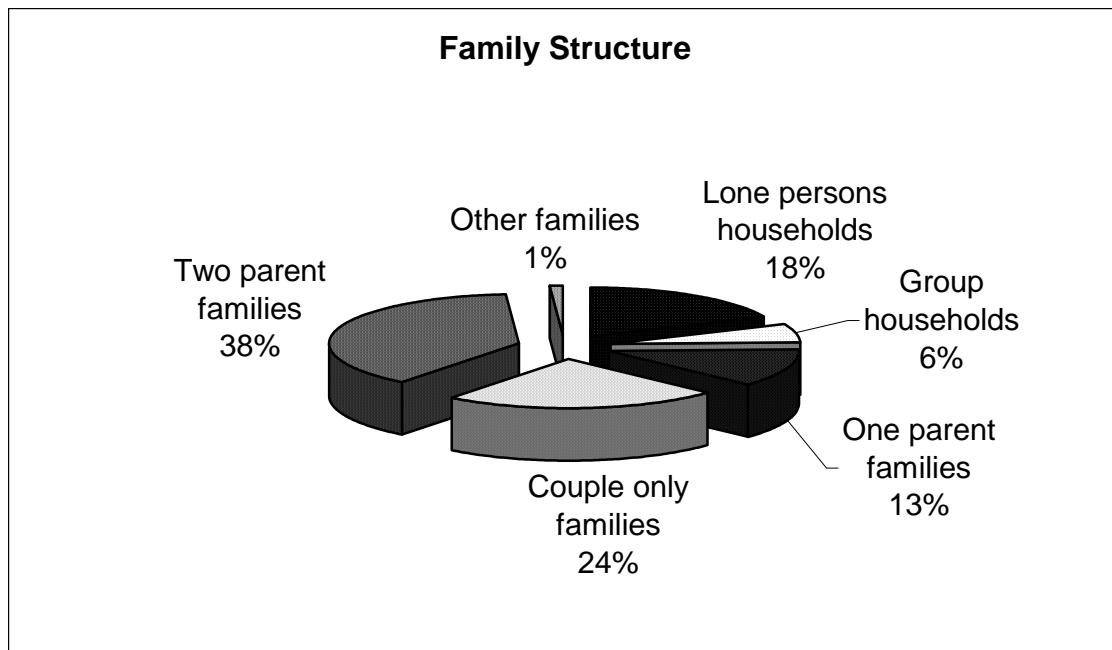
It is fair to say that the population is aging with the median age of people in 2001 being 32 years compared with 30 years in 1996 and 28 years in 1991. Comparatively this trend is slightly higher for the Perth metropolitan area with the median age being 34 years while in 1996 it was 33 years and 31 years in 1991. Careful consideration will need to be made in terms of future services and facilities that will be required to cater for an aging population.

Having said this, there are still large tracts of land that are under developed. These are located in Canning Vale, Huntingdale, West Martin, North Maddington and Southern River, and the development of these areas may have an impact on the age demographic given the tendency for these “fringe” areas to accommodate a large proportion of younger families.

The population of the City of Gosnells is culturally diverse, with around 8,000 residents or about 10% of the population being born in traditionally non-English speaking countries. On the ground evidence of this cultural diversity can readily be seen in various Precincts with a variety of multi-cultural education institutes, community facilities and places of worship. The City is also home to an indigenous population of 1,957 persons, representing 2.5% of the total population, compared with 1.5% for the Perth metropolitan area.

According to the 2001 Census the median weekly income for people aged 15 years and over was \$300 - \$399, which is consistent with the Perth metropolitan area. 18% of the population earn in excess of \$700 per week, 34% earn between \$300 - \$699 and 34% earn between \$1 - \$299.

4.2 FAMILY STRUCTURE AND HOUSEHOLDS



Source: ABS 2001

Whilst two parent families make up 38% of households, lone persons households, couple only families and one-parent families make up 55%. There has been considerable change in these households since 1991 with a significant increase in the number of lone persons households in particular, increasing two fold from 2,498 to 5,328 persons in 2001 and couple only families increasing from 4,621 to 6,895 respectively. Notably though is the reduction in two parent family groups decreasing from 51% in 1991 to 38% in 2001.

It is clear from the table below that many households are getting smaller, averaging one to three persons. Anecdotal evidence suggests these households are more compatible with medium density housing where the house is smaller, easier to maintain, and are generally interested in being located close to services and facilities, however, the availability of this type of housing within the City of Gosnells is presently limited.

Household trends over the last ten year period are summarized as follows:

Characteristic	1991	1996	2001
Lone persons households	2498 (12%)	4232 (17%)	5328 (18%)
Group households	676 (3%)	753 (3%)	1771 (6%)
One parent families	2286 (11%)	2955 (12%)	3647 (13%)
Couple only families	4621 (21%)	5789 (24%)	6895 (24%)
Two parent families	11019 (51%)	10633 (43%)	11123(38%)
Other families	426 (2%)	272 (1%)	357 (1%)

Source: Census of Population and Housing ABS 2001

Within the Perth-Mandurah Region, the average household size was 2.5 people in 2001 compared with 2.7 people in 1991. This trend has largely been driven by a combination of low birth rates, increase in divorce rates and baby boomers becoming “empty nesters” as they move towards retirement and general increases in life expectancy (Perth Social Atlas 2001). The average household size for Gosnells is slightly higher than that of the Perth-Mandurah Region with an average household of 2.8 people in 2001.

The 2001 Census for the City of Gosnells indicates that although household size may be decreasing, households are still predominantly living within single detached housing. The following table breaks down the predominant dwelling types:

Dwelling type:	Total 1996	Percentage	Total 2001	Percentage
Separate houses	22,733	90	26,529	93
Semi detached, row or terrace houses & townhouses	1,759	6.9	1555	5.4
Flats, units or apartments	454	1.8	317	1.1
Other dwellings	142	0.56	111	0.39

Source: Census of Population and Housing ABS 2001

It is interesting to note the percentage of change with “separate residential houses” has increased by 3% in the past five years, which, could relate to growth in areas such as Canning Vale and Southern River. These areas have generally been developed to cater for families. However it should be noted that the typical lot size has reduced considerably over the years with the introduction of the Residential Design Codes.

The reduction in medium density housing can be attributed to the fact that until the development of the Local Housing Strategy there had been no strategic direction to facilitate this type of development. In addition, many flats have been demolished in Langford as part of the Department of Housing and Works’ “New Living Program”, with these lots being re-subdivided into smaller single residential lots.

Whilst the data that correlates Family Structure and Dwelling Type is available the inclusion of the data was not considered appropriate as there are a number of factors that determine the dwelling type a household group resides in. These factors vary and include such aspects as whether or not the market place can provide an appropriate choice of dwelling to cater for the desires of a household group which, is also linked in with the affordability of housing (whether it be a rental or privately owned home). A household’s choice in housing is often a result of what the market can provide and may not necessarily match its needs and desires. Having said this, a shift toward the provision of greater housing options is already happening, which can be attributed to State Government Policy changes and the eagerness of households to reside in a dwelling other than a 4 bedroom and 2 bathroom house.

In order to meet the housing needs of the City of Gosnells’s community it is considered appropriate to monitor changes in the family structure and dwelling type as part of the Implementation and Monitoring Program. The results of this monitoring will enable the Strategy to respond to the demands of the market and emerging trends. The Strategy can respond to these influences at the time of its review and when more detailed planning work is carried out.

4.3 EMPLOYMENT

During the week prior to Census night 2001, 36,273 people in Gosnells were employed, representing 91.8% of the labour force whilst 3,228 people were unemployed. Of those employed 22,972 people were working full time and 12,147 people were working part-time. Since 1991 the number of workers employed in part-time work has increased, which follows trends at both state and national levels.

Unemployment in the City of Gosnells was 8.0% as at March 2002 compared to a Western Australian average unemployment rate of 6.8% at that time¹. Youth unemployment represents a significant number of those unemployed. Anecdotal evidence from employment services suggests that the majority of people currently unemployed are semi skilled or unskilled and there is a very real issue of intergenerational unemployment in the City².

¹ DEWR Small Area Labour Markets March Quarter 2002

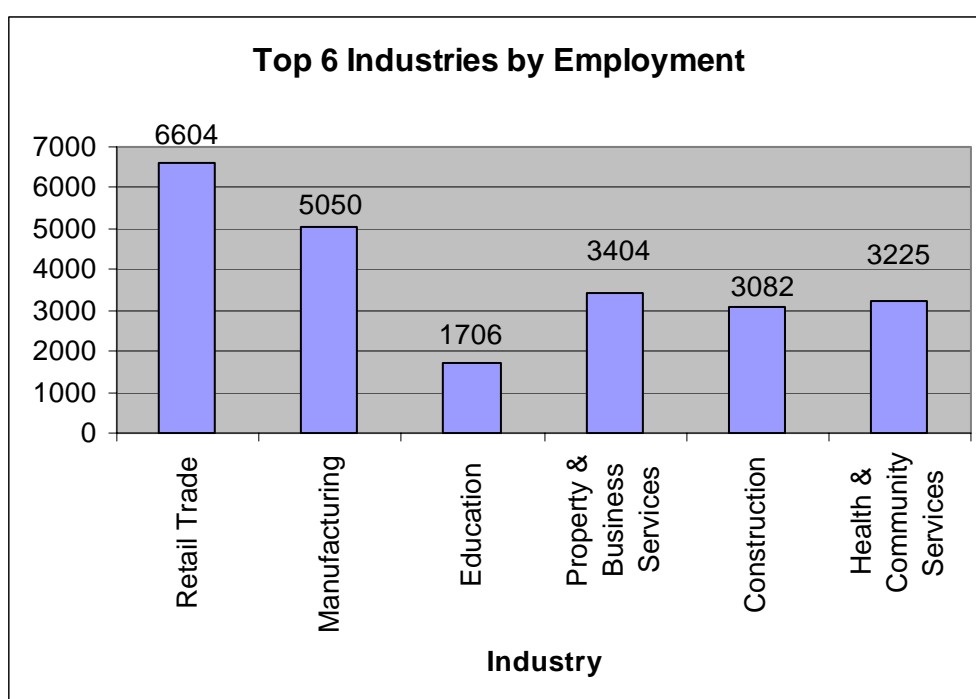
²City of Gosnells, Just 4 Research City Life: City of Gosnells Community Health Needs Study 2002

The following represents employment areas by occupation groupings for 1996 and 2001:

Occupation	1996	2001	% of increase
Managers and Administrators	1601	1626	25
Professionals	2942	3480	538
Associate Professionals	3278	3965	687
Tradespersons and Related Workers	5675	5791	116
Intermediate Clerical, Sales and Service Workers	6305	7139	834
Labourers and Related Workers	3445	3784	339

Source: ABS 2001

The most significant increases are in the Intermediate Clerical, Sales and Service Workers and Professionals and Associate Professionals occupations.



Source: ABS 2001

The 2001ABS figures showed that 70.9% of workers travelled to work by car, 2.7% took the bus only, 2.2% travelled to work by train only, 1.6% either rode a bike or walked to work and 0.6% took both the bus and train to work. These statistics demonstrate the dominance and possible need of a motor vehicle to get to places of employment.

4.4 EDUCATION

The 2001 Census data states that almost 7,000 students attend primary and secondary schools in the City of Gosnells. Of this number some 1,800 students are attending private schools.

The City is fortunate to have one of the largest Technical and Further Education (TAFE) facilities in Western Australia, being the Thornlie Campus of Swan TAFE.

The college provides vocational training in a range of subjects tailored to the needs of industry and has been nationally recognised in this area.

As at the 2001 census night within the City of Gosnells, 645 (1.1%) people held a postgraduate degree or graduate certificate in comparison with 482 (0.9%) people in 1996 and 345 (0.7%) people in 1991. In 2001, over 2,500 persons reported that they were attending a technical or further education facility and a further 2,000 respondents indicated that they were attending a university or similar. On the other hand 42,638 (69.9%) people did not have a qualification, did not state a qualification or stated a qualification outside of the scope of the standard classification. This compares with 40,878 (74.2%) people in the 1996 Census and 38,239 (75.5%) people in 1991.

4.5 SUMMARY

The preceding statistics confirm that the City of Gosnells is growing and is expected to continue to do so. The area is popular with families with children however there is a significant trend toward smaller households with higher numbers of lone persons and couple only families.

The “Retail Trade and Manufacturing” industries feature as the top areas of employment whilst employment by occupations have remained relatively steady with the only noticeable change being an increase of employment in the “Intermediate Clerical, Sales and Service Workers” area. Unemployment levels within the City are generally higher than that of the State.

The combination of: changes in household size to smaller households; an aging population; a relatively low median weekly income and high unemployment illustrates a need for a variety of housing options in the City of Gosnells. At 2001, 93% of dwellings were separate houses, with only 6.5% of dwellings being a mix of semi detached and unit style dwellings (which are generally smaller in size). It is considered that these percentages demonstrate a deficiency in current housing stocks to meet the needs of a community whose characteristics have changed considerable in the last 10 years.

5.0 KEY ISSUES IN THE CITY OF GOSNELLS

As the Strategy has been progressed, a number of key issues have emerged that need to be considered in conjunction with the consideration of increases in residential densities. These issues can be seen as either providing opportunities to accommodate higher residential densities or constraining such opportunities. A broad analysis of some of the more significant opportunities and constraints is provided in the following section, with each Strategy Plan (which appear in Section 8.0) providing a more local consideration of the relevant issues. Prior to progressing any amendments or outline development plans resulting from Local Housing Strategy recommendations, it must be demonstrated that these issues have been adequately addressed.

5.1 ENVIRONMENTAL CONSIDERATIONS

Approximately 60% of the City of Gosnells land area has been developed for urban and related purposes. Whilst this still leaves sizeable areas undeveloped to accommodate native remnant vegetation and natural ecosystems, there is an increasing awareness that our ability to achieve a more sustainable form of development will rely heavily on our ability to reduce our “ecological footprint” (Government of Western Australia, 2003). Integral to achieving this outcome will be the consolidation of existing urban areas.

The City covers the two distinctive landforms of the Darling Plateau and Escarpment in the east and the Swan Coastal Plain. The City is bisected by the Canning River and further divided by the Southern River, both providing significant amenity and ecological features. In addition, a number of important wetlands and areas of high conservation value (including Bush Forever sites) exist within the City. Those that are relevant to each Precinct have been identified in the relevant Strategy Plan, and due regard needs to be given to these features prior to the development or redevelopment.

Soil types vary across the Precincts with many areas characterised by clay-related soils. The main soil complexes are: Swan, Guildford, Southern River and Bassendean. The latter complex is found in western portions of the City, and is the most development-friendly. The Southern River complex, the dominant soil type found within the City, provides more difficulty with traces of peat, clay and coffee rock. The Swan and Guildford complexes are found in areas along and near the northern reaches of the Canning River, and into the base of the Darling Scarp.

The prevalence of relatively impermeable soils in many parts of the City, combined with a high groundwater table has led to drainage issues since as far back as the 1920s. Rural subdivision of land abutting the Canning River between 1900 and 1920 resulted in the draining of many wetlands to allow for farming of the presumed fertile soils. This, as well as an artificially raised groundwater level resulting from agricultural clearing, has historically resulted in many areas within the earlier subdivisions in Beckenham, Kenwick, Maddington and Gosnells being prone to flood.

In addition to these natural features it is also important to note the existence of two significant unnatural features that also have the potential to impact upon future development across the City of Gosnells, being the Bunbury to Dampier Natural Gas Pipeline and the Perth Airport ANEF Contours.

The Perth to Bunbury gas pipeline is protected by a 300-metre buffer either side, within which all development proposals must be referred to the Department of Land Administration, who in turn refers the proposal to the pipeline operator. The Housing Precincts most affected by the location of the pipeline are each covered by other planning processes which must have due regard to the buffer.

The Perth Airport 20 to 25 ANEF Contour encompasses portions of land in the Outer and Central Beckenham and Kenwick Housing Precincts and a minor portion of Outer Beckenham Housing Precinct lies within the 25 to 30 ANEF contour. *Statement of Planning Policy 5.1* (also discussed in Section 2.2.3) states that where land within the 20 to 25 ANEF contour is zoned for residential purposes, the maximum dwelling density should generally be limited to R20, except where:

- There is a strategic need for consolidated development; or
- A higher density coding is desirable to facilitate redevelopment or infill development of an existing residential area; or
- There is some other public interest reason, which justifies the need for higher density coding.

It is considered that the process of preparing the Accessibility Indicator maps and analysis of other information will provide adequate justification for increases in density for some land falling within the 25 ANEF Contour. However, land located within the 25 to 30 ANEF has not been considered for higher density. Any proposals to rezone and develop land within the ANEF Contours should have due regard to the provisions of SPP 5.1.

5.2 COMMUNITY FACILITIES AND LAND USE

The City is currently amidst a population growth phase that is characterised by extensive new residential development in the Precincts of Canning Vale and Southern River, and smaller scale redevelopment of the older established suburbs of Beckenham, Langford, Kenwick, Gosnells, Maddington and Thornlie. As highlighted in the demographic analysis, the City's population is aging and family structure is changing. The provision of Community facilities and services will need to reflect these changes, ensuring that a diverse range can be provided and where possible include multi use facilities. This presents both opportunities as well as challenges for the City in relation to its role in facility management and provision.

Community facilities available within each Precinct are listed in each Strategy Plan and vary from Precinct to Precinct. Generally there is a good range of community facilities across the City, with the exception of areas currently underdeveloped such as parts of Canning Vale and Southern River. However, the planning processes for these areas are providing for sites for community purposes as development progresses. In addition, some of the older areas have developed with an under-provision of local

open space. It is envisaged that the Local Housing Strategy density recommendations will influence decisions in relation to facility planning and management, with attention being focused on those centres that are identified for greater residential populations.

In relation to land use, there is a good mix of residential and non-residential land uses across the City, providing local employment and meeting places where community members can interact. Given the Local Housing Strategy's relationship between residential density and access to community facilities and services, it is likely that a number of the smaller centres containing older shops and non-residential uses will be revitalised by an increased surrounding population. In addition, the Local Housing Strategy will seek to remove incompatible non-residential land uses from within residential areas, by providing an incentive for non-residential uses to relocate.

5.3 HOUSING STOCK & LOT SIZES

Both housing stock being age and condition of housing and lot size have influenced decisions as to areas most suited for increases in residential density.

The age and condition of housing stock varies significantly across the Precincts as is illustrated in Figures 4 and 5. The meta data for these maps is Appendix 6 and should be read in conjunction with use of these maps given that the housing stock was surveyed as a sample. Accordingly, to give greater meaning to the map, an age and condition value correlation has been added which reflects the percentage of that age range found in an area.

The suburbs of Beckenham, Kenwick, Maddington and Gosnells all have representative examples of pre-1950s housing, with many still in sound condition. These suburbs also represent the widest cross section of housing age from pre 1950 to post 1980's homes.

An analysis of Figures 4 illustrate that the most dominant housing ages include the eras from 1970 to 1980 and post 1980's. Having said this, the twenty-year period 1956-1976 saw rapid growth within the City with the addition of significant residential subdivisions in Thornlie and Langford as well as intensification of development in the existing suburbs. Large areas of housing built during this period remain across these older suburbs and given their condition, present attractive redevelopment opportunities. It is considered that more recent subdivisions in North Maddington, Huntingdale and South Thornlie with relatively new housing are unlikely to be redeveloped in the short-term.

Figure 5 shows the condition of housing stock to be generally average to good with some small pockets of poor condition housing.

Figure 6 is an illustration of average lot sizes Citywide which have been grouped at a super lot level, refer to Appendix 6 for the meta data. Lot sizes, like housing stock, vary across the Precincts considerably, however by far the most typical lot sizes would be in excess of 500m² and characterised by single residential development, hence providing significant scope for infill development. The 500m² to 750m² lots characterise almost half of the lots, with the 750m² to 1,000m² lot range contributing

approximately 25% and lots within the 1,000m² to 5,000m² range contributing the remaining 25%. The 1m² to 500m² lots sizes on the other hand are found in isolated pockets. This illustrates limited medium density development within the city.

5.4 PUBLIC TRANSPORT

With the Perth to Armadale railway line running through the City (Figure 7), many areas are considered highly accessible in terms of their access to public transport. This accessibility has further improved with the construction of the Thornlie station via a spur-line from Kenwick in the short-term, and an extension of this line to Nicholson Road in the longer term. Notwithstanding this, public transport within a number of areas still fails to meet public expectations, due to a “patchy” bus network and limited opportunities for traversing across suburbs in the local area (City of Gosnells 2003).

The bus network within the City of Gosnells is quite extensive with connections to and from major centres, train stations and along major road networks. However anecdotal evidence suggests whilst the network is extensive the frequency of services is limited in many areas.

The Perth to Armadale railway line stops at six existing stations, being Beckenham, Kenwick, Maddington, Thornlie, Gosnells and Seaforth. The location of these stations has had a major influence on the “Accessibility Indicator” maps, with railway stations being weighted the highest of all the services and facilities taken into consideration. The opportunity to increase residential densities around train stations is in line with the Liveable Neighbourhood and sustainability principles.

5.5 SEWER

The majority of developed residential areas within Local Housing Strategy Precincts are either provided with sewer, or highlighted as being part of the Water Corporation’s infill sewerage program for 2002/03 to 2004/05. Any proposals for higher densities would be subject to the availability of sewer, and this may delay redevelopment of some areas – most notably parts of Kenwick and Maddington. Figure 8 provides an overview of sewered and unsewered areas of the city.

5.6 DRAINAGE

Given the high water table and the nature of the soil types across much of the City, on-site stormwater disposal for new developments varies from difficult to impossible. As such, the City allows for its drainage network to be utilised where required. This drainage infrastructure varies in terms of age, condition and capacity to cater for increases in residential densities.

Some basic analysis of existing drainage infrastructure occurred with the development of the Strategy Plans however more detailed analysis is required prior to any development taking place. This is an area that requires immediate review prior to Council consideration of any recordings.

In addition, the outcomes of the basic drainage analysis are mentioned in the relevant Precinct Strategy Plan.

5.7 ROADS

The City is well positioned in terms of its accessibility to the regional road network. Albany Highway provides a strong north-west/south-east connection between the Perth CBD and other significant centres within the south-east corridor. This is complemented by the strong north-east/south-west connection provided by Kelvin Road, Olga Road and Burslem Drive, which link the Tonkin Highway to the east with the suburban areas to the west. In addition, Ranford Road and Garden Street will carry increasing traffic volumes in a north-west/south-east direction as residential development in Canning Vale and Southern River continues to expand, and the Roe Highway will eventually provide convenient access to Fremantle. Given these strong connections, it is considered that the City is well placed to accommodate an increase in local population without requiring any changes to the regional road network.

The current internal road system within some Local Housing Strategy Precincts will require upgrade and the coordination of new roads, to ensure an appropriate standard of redevelopment to higher densities occurs. This will be most common in the older suburbs of Beckenham, Kenwick and Maddington where past subdivisions resulted in the creation of very large lots with single road frontages.

5.8 HERITAGE

Town Planning Scheme No. 6 contains requirements for local governments...*“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...”* (City of Gosnells - TPS 6 – 2002).

The Heritage list provides a mechanism...*“to at the very least require the building or structure to be properly recorded before any significant redevelopment or demolition.”* and *“Unless a property is included on the Heritage List no development approval is required for demolition or for alterations or additions to single houses. A property’s listing will not however prevent owners from pursuing development or redevelopment of their properties, it simply requires them to obtain approval to do so.”* (City of Gosnells OCM 17 December 2002 – Res. 12.5.1).

There are currently 22 properties listed on the City’s Heritage List.

The City of Gosnells Municipal Inventory (MI) was endorsed by Council in 1998 and holds an extensive record of heritage properties in the City. This document provided the background information required for Council to create its Heritage List in its Town Planning Scheme. The MI also provides a historical overview of the development of the area and discusses the management of places of heritage significance. Unlike properties listed in the Heritage List, there are no implications for owners with properties listed in the inventory apart from the standard town planning requirements.

6.0 THE PROPOSED LOCAL HOUSING STRATEGY

6.1 INTRODUCTION

The City of Gosnells Local Housing Strategy (the Strategy) will provide a clear indication of the City's capacity for residential density increases and its ability to provide a range of housing types.

In preparing the Strategy, 16 "Housing Precincts" were identified within the municipality (Figure 1). Of these 16 Precincts, 11 were advertised for public consultation as Local Housing Strategy Plans, with the remaining five being the subject of other planning processes such as guided development schemes and outline development plans (Figure 2). The 11 Precincts were advertised in accordance with an agreed level of priority. Given the importance of linking density with accessibility the Precincts containing railway stations were generally considered to be of highest priority.

The progression of the Strategy by Precinct also enabled the City to respond to the local issues and concerns that are unique to each area.

6.2 STATEMENT OF HOUSING POLICY

The City of Gosnells is currently in a phase of population growth, largely due to the rapidly increasing residential development in the suburbs of Canning Vale and Southern River. As the Perth Metropolitan population and family structures continue to change and grow, it will be necessary to provide well located and suitably designed housing to meet the diverse needs of the future population. To accommodate additional housing it is important that more liveable and compact, medium density housing be encouraged in existing residential areas within the City of Gosnells, as well as in the new suburbs.

Whilst it is difficult to gauge the take up of development within identified areas for increased densities, it is anticipated that within the first 5 years, 25% of the area identified for higher residential densities would be developed. 100% development within 5 years is highly unlikely.

As a local government the ability to facilitate increases in residential density is through appropriate density codings. This Strategy endeavours to provide opportunities for more diverse housing options with the provision of medium density residential codings within the City of Gosnells. As it is the first Strategy of its type in the City, the establishment of a monitoring program to gauge emerging housing trends is essential. Up until now limited information has been available to establish housing trends within the City of Gosnells. With the monitoring program in place any subsequent reviews of the Strategy will be able to respond to trends in the future provision of housing.

An overall Strategy Map is Figure 9 and includes:

- All the areas identified for increases in residential density;
- Major transport nodes and routes;

- Hierarchy of centres;
- Proposed and approved Outline Development Plans;
- Proposed and existing Town Planning Schemes; and
- The area within the Southern River/Forrestdale/Brookdale/Wungong District Structure Plan

6.3 HOUSING PRECINCT STRATEGY PLANS

Strategy Plans have been prepared for 11 Housing Precincts. These Strategy Plans include an overview of:

- Environmental considerations;
- Community Facilities and Land Use;
- Housing Stock and Lots Sizes;
- Utilities & Infrastructure Services;
- Demographics;
- Issues and Opportunities; and
- Recommendations

A Strategy Plan exists for each Housing Precinct and is detailed in Section 8.0.

6.4 HOUSING PRECINCTS AFFECTED BY OTHER PLANNING PROCESSES

During the development of the Local Housing Strategy Council resolved to take into account the fact that separate planning processes were occurring in the following Housing Precincts:

- Canning Vale
- Southern River
- West Martin
- North Maddington
- South Huntingdale

As referred to in earlier sections of the Strategy, the Housing Precincts mentioned above comprise mostly undeveloped areas on the City's urban fringe. These areas are being planned and developed through independent processes, either through the endorsement of/or progression of guided development schemes (including their review) and/or outline development plans. Refer to Figure 3

There are two other areas, which are the subject of Guided Development Schemes and include:

- Portion of North Gosnells with Scheme No. 20

- Portion of Central Maddington with draft Scheme No.21

It is important that these planning processes have due regard to the strategic intent and key principles of this Strategy. As such, the recommendations for these Precincts affected by other planning processes will reflect the key principles of the Local Housing Strategy into the planning processes already underway in these areas. As the planning of these areas is subject to change, no Strategy Plans have been included in the Local Housing Strategy document however the area to which the different planning instruments currently apply is illustrated on the Strategy Map (Figure 9).

6.4.1 Canning Vale

The Canning Vale Precinct is generally bound by Warton Road to the south east, Nicholson Road to the west and Garden Street to the north east. The majority of land within the Canning Vale Precinct is subject to the Canning Vale Outline Development Plan, with the southern portion of the Precinct subject to the Campbell Estate Outline Development Plan.

The Canning Vale Outline Development Plan (gazetted as part of Town Planning Scheme No. 1 in April 2001) provides for urban expansion in a framework consistent with the objectives of *Liveable Neighbourhoods*. The ODP facilitates a road hierarchy based on a modified grid, a series of pedestrian based/mixed use local centres and density increases around nodes, and as such is also consistent with the principles of the Local Housing Strategy.

The West Canning Vale Outline Development Plan, for the area bounded by Campbell, Nicholson and Ranford Roads, has recently been approved. The Outline Development Plan is based on similar principles to the Canning Vale Outline Development Plan, incorporating a range of residential densities and an interconnected path/road network providing ease of access to areas of commercial and community activity.

6.4.2 Southern River

The Southern River Precinct is generally bound by Ranford Road to the south west, Warton Road to the east, Garden Street to the north west, then north along Southern River Road, following the Southern River to the north east and to the east Allen Road.

Outline Development Plans within the Southern River area are being developed in accordance with the Southern River Forrestdale Brookdale Wungong District Structure Plan, which was adopted in January 2001. The structure plan addresses many planning issues and incorporates *Liveable Neighbourhoods* principles to guide the physical neighbourhood structure. This results in an emphasis on accessibility and cost-effective infrastructure, which will then be incorporated at the local structure plan level.

The City has divided the Southern River Precinct into six sub-Precincts, five being the subject of new or future outline development plans, and one being

the existing Southern River Kennel Zone. The outline development plans being developed for the area are placing a strong emphasis on increased residential densities within walking distance of future local centres, areas of high amenity and those areas best serviced by future public transport movements.

6.4.3 West Martin

The West Martin Precinct is generally bound by Gosnells Road West to the north, Tonkin Highway to the east and along the Canning River to the west.

The West Martin area was identified for future urban development under Metroplan (1990) and previous state planning policies. The land is in fragmented ownership and is predominantly functioning as a rural lifestyle area, although some urban and semi-urban uses have developed. The City of Gosnells is actively seeking to engage the community in developing a vision for this area and in doing so examining the potential for various amendments to the Metropolitan Region Scheme and Town Planning Scheme.

A Precinct-based approach has been identified as the most appropriate way to address the future planning of the area, and it is anticipated that an outline development plan will provide the necessary guidance for any future subdivision and development.

Key issues that will need to be addressed in planning for this area will include the provision of servicing infrastructure, appropriate buffer measures to land uses including major roads and quarry activities and the identification of areas required for conservation purposes.

6.4.4 North Maddington

The North Maddington Precinct is generally bounded by Maddington Road to the north, Tonkin Highway to the east and Alcock to the south.

The Precinct was initially developed following the preparation of Guided Town Planning Scheme No. 9A in 1979, which was implemented in 1985. However, with the exception of an initial subdivision of 65 residential lots, no further large-scale subdivision occurred until 1989. This can be attributed to high development costs, coupled with low residential lot values. This Town Planning Scheme was reviewed in 1989 and incorporated changes to State Planning Commission policy relating to subdivisional planning and design.

Given over ten years have passed since this last review, a further review is necessary to accord with the requirements of the *Town Planning and Development Act 1928*. It is considered appropriate for this review to be used to incorporate the key principles of the Local Housing Strategy into the Scheme

6.4.5 South Huntingdale

The South Huntingdale Precinct is bound by Huntingdale Road and the Southern River to the north-east, Warton Road to the north-west, the future Garden Street extension to the south-west, and Southern River Road to the south-east.

The Precinct is guided by Town Planning Scheme No. 17 (TPS 17), gazetted in 1990. The aim of the Scheme was to facilitate development and subdivision in accordance with sound planning principles, ensuring the timely provision of infrastructure.

Development towards the Southern River has been difficult to achieve due to the lack of a reticulated wastewater network. The City of Gosnells is currently progressing plans for the extension of sewer into the TPS 17 area and investigating the inclusion of sewer as part of the 'Scheme Works' under TPS 17, providing a cost-sharing mechanism that will facilitate the future development of the area.

The Scheme is currently being reviewed, providing the opportunity to examine increased residential density based on the principles established through the Local Housing Strategy.

6.4.6 North Gosnells

Guided Development Scheme No. 20 is located within a portion of the North Gosnells Housing Precinct. Scheme 20 provides for re-development opportunities and infrastructure and streetscape improvements. The Scheme seeks to facilitate increased residential densities generally within an 800-metre radius of the Gosnells Train Station. A review of the Scheme is currently underway, providing an opportunity to further incorporate the principles of the Local Housing Strategy.

6.4.7 Central Maddington

The draft Guided Development Scheme No. 21 (Scheme 21) area is located within portion of the Central Maddington Housing Precinct. The City has prepared Scheme 21 to facilitate an increase in residential density generally within 800 metres of the Maddington railway station (refer to Section 8.5).

Scheme 21 is also proposing to upgrade drainage and provide for additional roads and public open space to support the increased residential density. This increased density will enable many landowners to subdivide their land into smaller lots and/or develop further residential dwellings. .

Scheme 21 is considered a seriously entertained proposal with Council support to advertising granted in September 2003. It is anticipated that the advertising of this Scheme will commence in the near future. The planning for the Town Planning Scheme No 21 area will progressed in conjunction with the planning for the future of the Maddington Town Centre.

6.5 UNDER DEVELOPED LAND (I.E. LAND NOT DEVELOPED TO CURRENT BASE DENSITY)

Notwithstanding that this Strategy identifies a number of areas as being suitable for higher density and the fact that a number of “other planning processes” are occurring concurrently, there are a number of areas within Housing Precincts that are under developed. These areas whilst may not be considered suitable for higher densities will require co-ordination of planning and infrastructure to achieve the current density coding. Identification and analysis of these areas will occur as part of the implementation and monitoring program.

6.6 KEY IMPLEMENTATION ACTIONS AND OUTPUTS

Whilst there are a number of recommendations for each Precinct detailed in the Strategy Plans, the following are broad key recommendations for the City of Gosnells Local Housing Strategy:

6.6.1 Development of an Implementation and Monitoring Program

It is considered that an Implementation and Monitoring Program (Program) is required to ensure the development of areas occurs in a coordinated and planned manner. This Program will:

- 1) provide likely timeframes and recommendations for the progression of development within the areas identified for higher densities through the use of guided development schemes, outline development plans and/or policies; and
- 2) outline the process to monitor the implementation of the key recommendations, the effectiveness of the Strategy and the process of reviewing the document.

In addition to the above, this program is required to have due regard to the City’s budget processes.

6.6.2 Residential Densities as Outlined on Strategy Plans

The City should pursue residential densities reflecting those as identified in the endorsed Local Housing Strategy Plans for each Housing Precinct. The implementation will ultimately be carried out via amendments to Town Planning Scheme No. 6.

6.6.3 Precincts Affected by Other Planning Processes

Precincts affected by other planning processes will have due regard to the strategic intent of the Local Housing Strategy and in particular the key principles.

6.6.4 Review of the Base Residential Density Code

In recognition of the R Codes and the need to provide for diverse housing options as outlined in Section 1.4.3, the Strategy proposes changes in the base residential density code. Further consideration shall be given to the process and methodology to modify the base residential density code across the Town Planning Scheme No. 6 area from R17.5 to R20.

6.6.5 Consideration of Local Housing Strategy in the development and/or modification of Outline Development Plans

All Outline Development Plans (ODP's) and any reviews of ODP's shall have due regard to the Local Housing Strategy together with the principles of Safe City Urban Design Guidelines.

6.6.6 Development of Policies

Through the development of the Implementation and Monitoring program a number of policies will be required to address specific issues these being:

- Design Guidelines for R40 and R60 Development around Railway Stations;
- Design Guidelines for Density Bonus Developments (Second Dwellings on Corner Lots and Lots Abutting Public Open Space, Pedestrian Access Ways and Right Of Ways)
- Design Guidelines for Properties Impacted by Noise

Notwithstanding the above the development of other policies may be required.

7.0 IMPLEMENTATION AND MONITORING

7.1 TOOLS FOR IMPLEMENTING LOCAL HOUSING STRATEGY RECOMMENDATIONS

The Local Housing Strategy will form an integral part of the Local Planning Strategy, which will guide the preparation and/or review of Town Planning Scheme No. 6 as it sets out the local government's broad vision for the municipality and its long-term strategic direction for land use and development.

The Local Housing Strategy, while providing direction for decision-making, has no statutory standing on its own. In order to implement the recommended density increases contained within the Strategy, amendments to the City's District Zoning Scheme must occur. In certain areas a degree of coordination of additional subdivision and/or infrastructure provision will also be required prior to any amendments taking place.

The recommendations contained within the Local Housing Strategy will be progressed using the following "tools":

7.1.1 Implementation and Monitoring Program

The development of an Implementation and Monitoring Program will ensure that development is in keeping with the Strategy recommendations and occurs in a coordinated and planned manner. The objectives of the Implementation and Monitoring Program (Program) are to:

- 1) Provide likely timeframes and recommendations for the progression of development within the areas identified for higher densities; and
- 2) Outline the process to monitor the implementation of the key recommendations, the effectiveness of the Strategy and the process of reviewing the document.

It needs to be noted that there are many variables involved in determining the process of implementing this Strategy. Accordingly, the Strategy will set out an Implementation and Monitoring Program framework only.

A more detailed Implementation and Monitoring Program will be established as an operational document outside of this Strategy ensuring that timeframes and approaches contain a degree of flexibility in their ability to respond to changes.

7.1.1.1 Determining Timeframes

Given the number of variables involved in planning processes, timeframes for the Implementation and Monitoring Program framework will be established in a broad sense. These variables largely include:

- the need for the Western Australian Planning Commission to endorse the Strategy. The timeframe for endorsement is unknown as it does not follow a set statutory process; and
- the need for further detailed studies across a number of the Housing Precincts e.g. drainage and traffic studies. The timing for such studies will depend upon establishing priorities in terms of those Housing Precincts experiencing the greatest development pressure, Council staff resources and budget processes.

To assist with determining likely timeframes, the following needs to be considered for each Housing Precinct:

- environmental constraints;
- a more detailed review/audit of infrastructure available, in particular the condition of roads, drainage system capacity and availability of sewer;
- the location and amount of local open space;
- the capability of the affected land to be developed in a coordinated manner; and
- any other related matters.

7.1.1.2 Planning Processes

In determining the above it is anticipated that the Implementation and Monitoring Program will highlight:

- i) which areas can be developed with little or no upgrades of infrastructure;
- ii) those areas that will require some upgrades for e.g. drainage upgrades being facilitated via a drainage contribution scheme; and
- iii) those areas that will require further structure planning to ensure coordinated development.

The Implementation and Monitoring Program should also consider whether any changes to Town Planning Scheme No. 6 will be required together with the preparation of new Local Planning Policies.

The following Implementation and Monitoring Framework provides an overview of the main tasks involved with the implementation of the Strategy whilst Appendix 7 contains a summary of issues and outcomes for each Housing Precinct and is linked to this framework.

Implementation and Monitoring Framework

Amendments to Town Planning Scheme No. 6	Priority
Omnibus amendment [#] : corner lots, POS, PAW, ROW and non-residential uses etc.	HIGH
Base residential density code to R20	HIGH
Recoding of residential land in accordance with the adopted Residential Densities within each Housing Precinct	Refer to Appendix 7
Related Studies	
Under Developed land identification and analysis	HIGH
Local Planning Policy	
Design Guidelines for R40 and R60 Development around Railway Stations	HIGH
Design Guidelines for Density Bonus Developments (Second Dwellings on Corner Lot and Lots abutting POS, PAW and ROW)	HIGH
Design Guidelines for properties impacted by noise	HIGH
Monitoring	Priority
There is a need for checks to be in place to ensure that the Strategy can be modified in the event of any major changes to the levels of service provisions. This will be necessary given the relationship between access to services and recommended density increases.	HIGH
It will also be beneficial to monitor details relating to the “take up” rate of the areas identified for an increase in density. This would include a record of amendments to the Scheme along with development applications related to these amendments.	HIGH
Review of the Local Housing Strategy	Priority
First review should coincide with the review of TPS 6 despite the fact that the review will occur in the third year of the Strategy. The need for further reviews will be determined at the first review although intervals of 5 years are considered appropriate.	MEDIUM

An omnibus amendment involves the grouping of a number of planning matters into one amendment process.

HIGH: Estimated at 1 to 3 year timeframe from WAPC endorsement date.

MEDIUM: Estimated at 3 – 5 year timeframe from WAPC endorsement date.

7.1.2 Scheme Amendments Undertaken by the City

Once the Implementation and Monitoring Program has been finalised, the City will begin to progress amendments to the Scheme to effect the recommendations contained within the Strategy. The order that the amendments will proceed in will depend upon the outcomes of the Implementation and Monitoring Program and the following factors:

- Whether the area is considered a priority given its proximity to a railway station;
- The extent to which other studies (e.g. drainage studies) or outline development plans are required; and
- The availability of staff and financial resources to progress the amendments, which will need to compete against other Council priorities

The implementation framework above sets out the likely amendments required.

7.1.3 Landowner Initiated Recodings

As outlined above, given the limited availability of resources, and in some cases the additional planning work required, it may be some time before all the recommendations within the Strategy are effected. As a result, in some circumstances landowner initiated recodings may be supported to facilitate redevelopment at an earlier time.

A landowner initiated recoding will require landowner co-ordination i.e. the area to be recoded must be a self contained area and not one lot in isolation to an area identified for a higher density. As such a landowner needs to demonstrate that the rezoning will coordinate the redevelopment of a Precinct or self- contained area in a strategic and orderly manner.

In assessing an application for a landowner initiated recoding, the City will have regard to the following matters:

- Whether the area to be recoded is a suitable self-contained area.
- Whether the proposal accords with the Local Housing Strategy recommendations in relation to location and density proposed.
- Whether an outline development plan is required to coordinate subdivision design and/or infrastructure and public open space provisions.
- Whether existing infrastructure is capable of supporting the ultimate development as identified in the relevant Strategy Plan for that Precinct.

- Whether the rezoning of the lot in isolation will compromise future development of other surrounding lots.

Having said this, it is not considered appropriate to support such recodings until the Implementation and Monitoring Program is finalised and the suggested omnibus amendment is substantially progressed to ensure that appropriate guidelines are in place.

7.1.4 Outline Development Plans

The City of Gosnells Town Planning Scheme No. 6 sets out that the City may require an outline development plan to be prepared in any zone where there is a need for a framework to coordinate subdivision, development and use of land due to the fragmented land ownership or other matters that may impact the orderly and proper planning of an area.

In a number of areas that are recommended for increased density there will be either large lots/under developed land requiring some sort of subdivision design coordination and/or the coordination of common infrastructure including roads, drainage and/or public open space. These outline development plans may either be prepared by the City or by landowners.

Regardless of which scenario occurs, the ODP will need to include the following information as a minimum:

- (a) a general description of the area;
- (b) an analysis of landform, topography, hydrology, landscape, vegetation, soils, conservation and heritage issues, ownership, land use and roads (including pedestrian and cycle networks);
- (c) the planning context for the ODP, in particular the ODP's relationship with the Local Housing Strategy;
- (d) the physical context for the ODP area in terms of how it will be integrated into surrounding areas;
- (e) existing community facilities (including public open space) and provision for new facilities where appropriate;
- (f) the location of new roads (including pedestrian and cycle networks) and an indicative lot pattern to guide subdivision in the Precinct;
- (g) estimates of future lots and dwelling numbers;
- (h) provision for major infrastructure, including drainage, sewerage, water supply and other key infrastructure services;
- (i) the timeframe and staging of subdivision and development, and the method of implementation, including any proposals for funding by development contributions; and
- (j) if development contributions are proposed, a schedule of common infrastructure costs with all costs broken-down and the exact nature of the works included.

Once endorsed by Council the outline development plan is forwarded to the Western Australian Planning Commission, who approves, approves subject to modifications, or refuses the plan. The plan is then returned to Council for adoption, and once this takes place all future subdivision, development or land use must accord with the plan or approved modifications to a plan.

7.2 MONITORING AND REVIEW

The Strategy will require reviewing to ensure its content remains relevant. Given the influence the Local Housing Strategy will have on the content of the City's Town Planning Scheme through its incorporation into the Local Planning Strategy, it is considered that its review should generally coincide with the review of the Scheme every five years. Having said this, the Implementation and Monitoring Program may consider developing specific review dates for the Strategy.

More importantly, monitoring the changing levels of service provision will be necessary given the relationship between access to services and recommended density increases. It will also be beneficial to monitor details relating to the "take up" rate of the areas identified for an increase in density. This would include a record of amendments to the Scheme along with development applications related to these amendments.

The monitoring and review processes are set out in the Implementation and Monitoring Framework at Section 7.1.1.2.

7.3 WHERE DENSITY BONUSES WILL BE CONSIDERED

There will be particular instances where the City may support a density bonus on a residential lot. In these instances due regard needs to be given to the strategic objectives of the Local Housing Strategy and the desire for density bonuses to facilitate opportunities to enhance residential environments.

It needs to be understood that whilst these exceptions aim to facilitate development their application will not occur immediately but rather through Town Planning Scheme Processes and only once the Implementation and Monitoring Program has been finalised.

In addition, there could be constraints that would in their own right preclude the applications of a density bonus e.g. a known constraint such as ANEF contours or the like. In these instances applications will be considered on their merits on a case by case basis.

The key objectives of the density bonuses are to:

- Discontinue non-residential uses in residential areas
- Retain heritage buildings
- Encourage passive surveillance
- Improve residential streetscapes

The residential lots eligible for density bonuses include:

- Lots accommodating non-residential uses
- Lots accommodating heritage buildings
- Corner lots (lots connected to sewer with a minimum lot size of 600m²)
- Lots abutting public open space (POS)
- Lots abutting pedestrian access ways (PAWs)
- Lots abutting right of ways (ROWS)

It should be noted that there may be constraints that could preclude a lot from being eligible for a density bonus. Each application for a density bonus will therefore be considered on its merits on a case by case basis.

Provisions for the density bonuses will need to be incorporated into Town Planning Scheme No. 6. This will be facilitated via an amendment to modify the Scheme text accordingly.

7.3.1 Lots Accommodating Non-Residential Uses

A density bonus may be supported where the City is of the opinion that a landowner should be encouraged to:

- discontinue a non-residential use on a residential lot; and/or
- redevelop a residential lot containing a disused non-residential building.

This may provide opportunities for a greater range of dwelling types at higher densities.

The application of a density bonus for lots accommodating a non-residential use will be facilitated through a landowner initiated amendment; however the initiation of such an amendment would be subject to an acceptable development concept that appropriately justifies the increase in density. Once such a development concept is approved, the proponent will be tied to the concept through its endorsement as an outline development plan or detailed area plan under Part 7 of the City of Gosnells Town Planning Scheme No. 6, or alternatively through entering into a legal agreement with the City.

7.3.2 Lots Accommodating Heritage Buildings

Where a landowner owns a lot accommodating a building listed on the City of Gosnells Town Planning Scheme Heritage List, the City may support a density bonus to encourage the retention and where necessary, an upgrade of the heritage building.

The application of a density bonus for a lot accommodating a heritage building will be facilitated through a landowner initiated amendment; however the initiation of such an amendment would be subject to an acceptable development concept that appropriately justifies the increase in density. Once such a development concept is approved, the proponent will be tied to the concept through its endorsement as an outline development plan or detailed area plan under Part 7 of the City of Gosnells Town Planning Scheme No. 6, or alternatively through entering into a legal agreement with the City.

7.3.3 Corner Lots and Lots Abutting Public Open Space (POS), Pedestrian Access Ways (PAWs) and Right of Ways (ROWs)

Where a landowner owns a corner lot or a lot abutting POS, a PAW or ROW that can only be developed with a single dwelling under the current Town Planning Scheme coding, Council may support the development of a second dwelling as a means of improving passive surveillance over residential streets, POS, PAWs and ROWs and improving existing streetscapes.

Provisions for density bonuses on corner lots and lots abutting POS, PAWs and ROWs, will also be required to be incorporated into the Town Planning Scheme through a Council initiated amendment to modify the Scheme text. Design guidelines will be provided for such developments to ensure that they are in accordance with the City's Safe City Urban Design Strategy.

In order to be eligible for Council consideration of a density bonus, any corner lot and lots abutting POS, PAWs and ROWs will be required:

- To have a minimum area of 600m²;
- To be connected to the sewer;
- To achieve improved passive surveillance:
 - in the case of corner lots, dwellings have to address both street frontages
 - in the case of POSs, PAWs and ROWs, dwellings have to overlook the public spaces; and
- To satisfy relevant design guidelines

The coding of the lots will not change, therefore individual applications to re-code lots will not be supported. The R30 code (as outlined in Table 1 – General Site Requirements in the Residential Design Codes of Western Australia) will be used for the purposes of assessing development standards to any proposal.




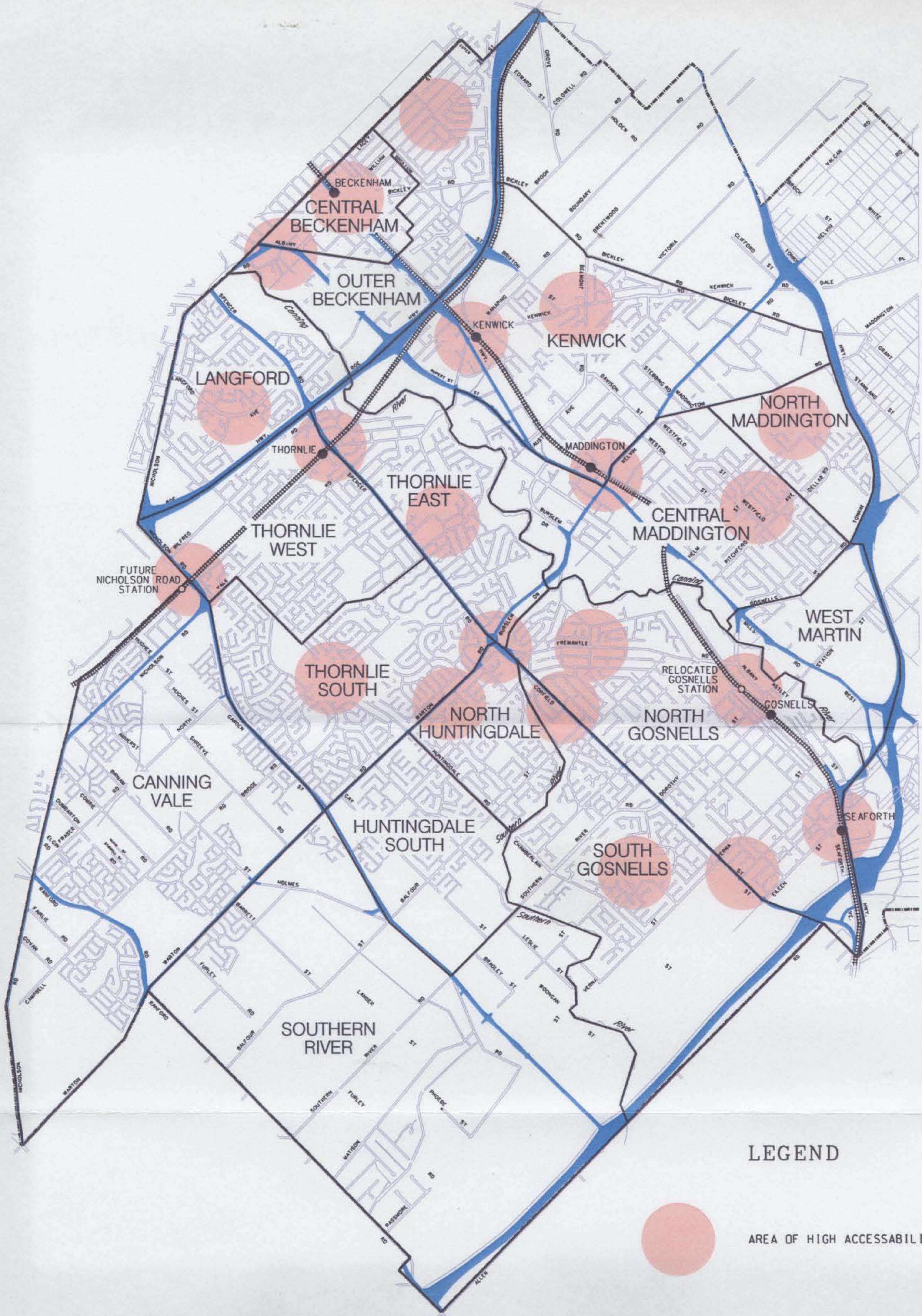

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FIGURE 1

HOUSING PRECINCTS OVERVIEW

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



LEGEND



AREA OF HIGH ACCESSABILITY



CITY OF GOSNELLS
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 PO Box 662 Gosnells 6990
 Western Australia
 Telephone 08 9391 3222
 Facsimile 08 9398 2922
 E-mail gostcity@wt.com.au

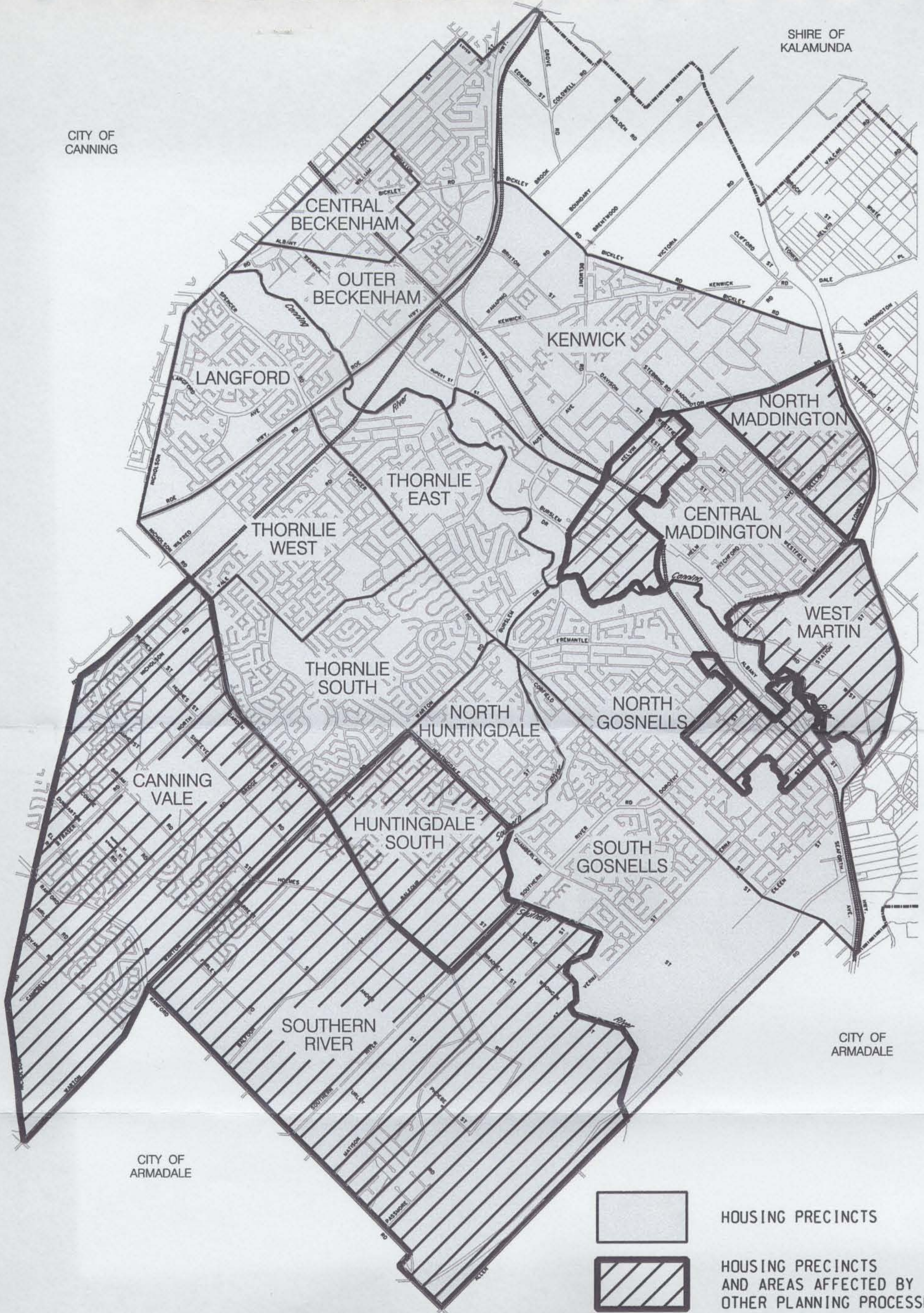
FIGURE 2

ACCESS INDICATOR MAP

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

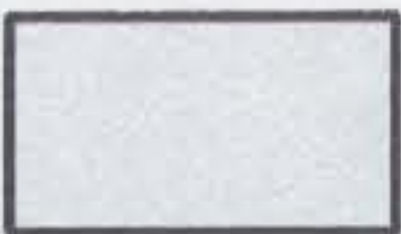

CITY OF CANNING


SHIRE OF KALAMUNDA



CITY OF ARMADALE

CITY OF ARMADALE

-  HOUSING PRECINCTS
-  HOUSING PRECINCTS AND AREAS AFFECTED BY OTHER PLANNING PROCESSES

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FIGURE 3

PRECINCTS AFFECTED BY OTHER PLANNING PROCESSES

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Housing Survey Legend

Generalised Age

- Not in Survey
- Post 1980
- 1970 to 1980
- 1960 to 1970
- 1950 to 1960
- Pre 1950

Age Value Correlation

- Strong (Better Than 66%)
- Medium (33% to 66%)
- Weak (1% to 33%)

Age Correlation refers to the percentage of sampled lots in the age range relative to the total sampled lots in the superlot



Date : 9/8/2004

Scale : to fit
Author : DPB



Figure 4 - Housing Survey Age Map





CITY OF GOSNELLS

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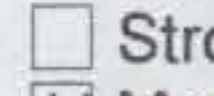
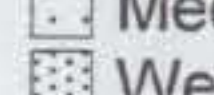

The City of Gosnell provides the information contained herein. The Council of the City of Gosnell shall not be liable for any loss or damage howsoever caused as a result of reliance upon information contained in these documents.

Housing Survey Legend

Generalised Condition

-  Not in Survey
-  Good
-  Average
-  Poor

Condition Value Correlation

-  Strong (Better Than 66%)
-  Medium (33% to 66%)
-  Weak (1% to 33%)

Condition Correlation refers to the percentage of sampled lots in the condition range relative to the total sampled lots in the superlot



Date : 5/8/2004

Scale : to fit
Author : DPB



Figure 5 - Housing Survey Condition Map

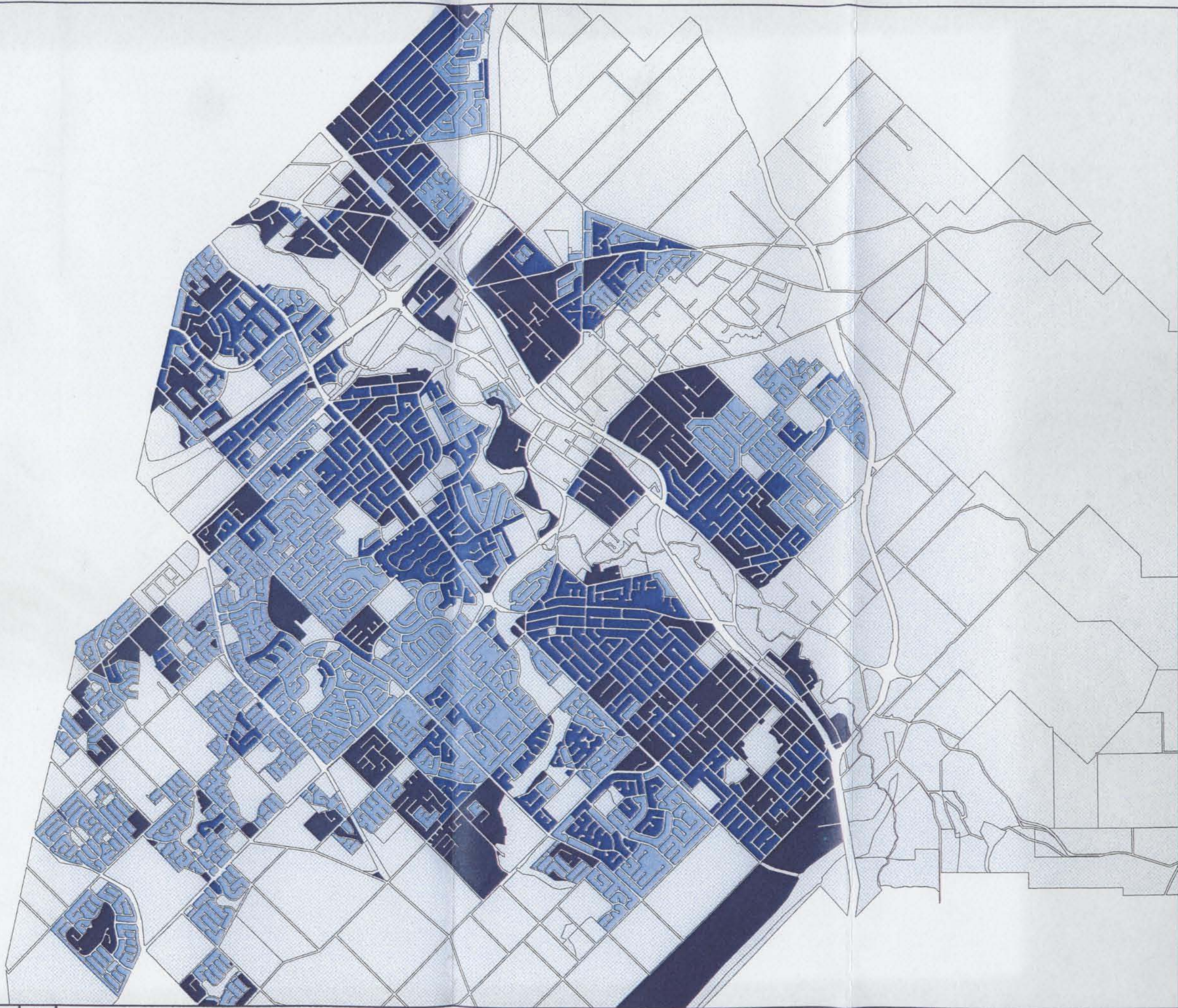
CITY OF GOSNELLS

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The City of Gosnell provides the information contained herein. The Council of the City of Gosnell shall not be liable for any loss or damage howsoever caused as a result of reliance upon information contained in these documents.

Superlots
Shaded by Average Lot Size in m²

- 1,000 to 5,000
- 750 to 1,000
- 500 to 750
- 1 to 500
- all others

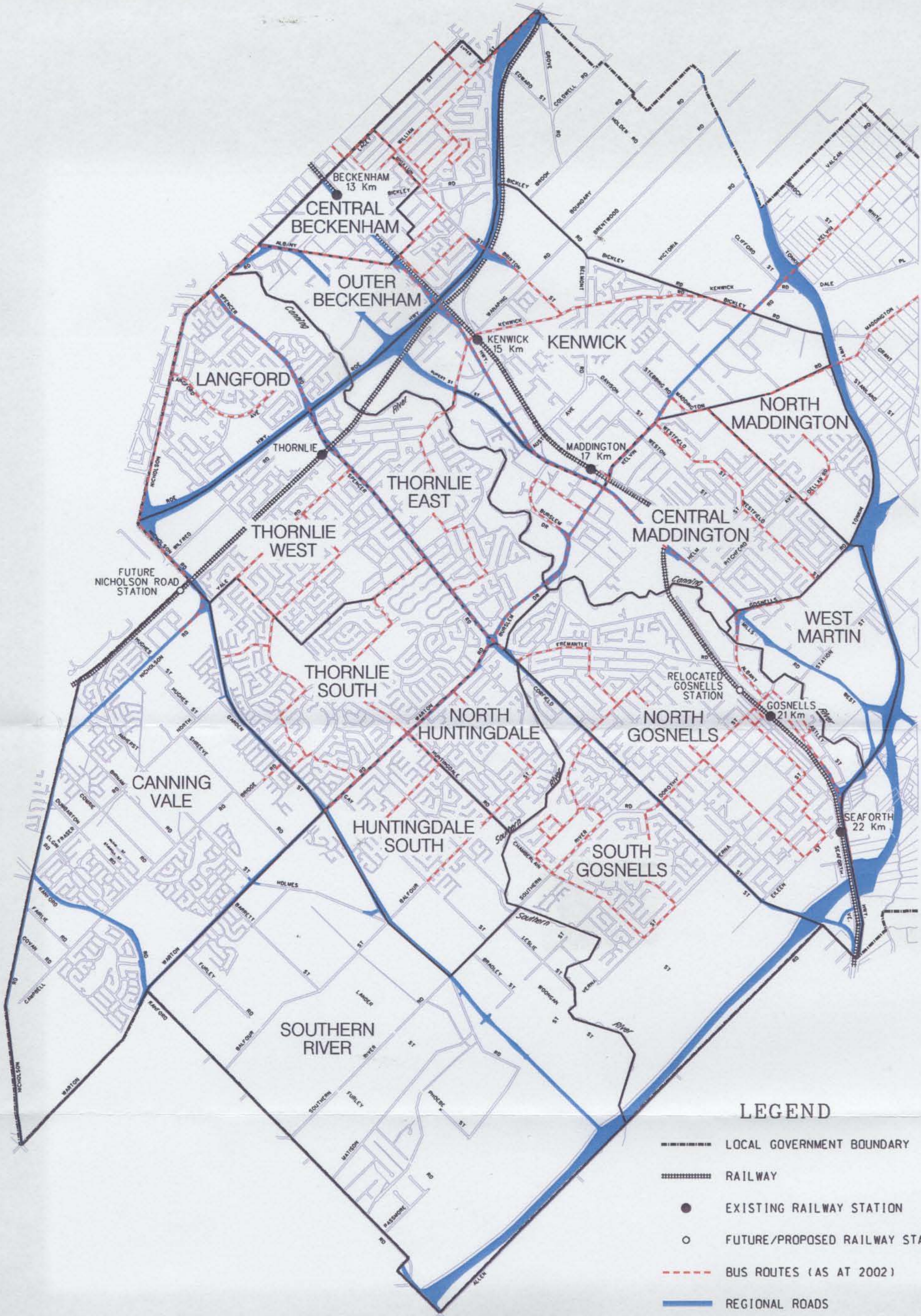


Date : 5/08/2004







Scale : to fit
Author : DPB



Figure 6 - Lot Sizes (m²)



LEGEND

-  LOCAL GOVERNMENT BOUNDARY
-  RAILWAY
-  EXISTING RAILWAY STATION
-  FUTURE/PROPOSED RAILWAY STATION
-  BUS ROUTES (AS AT 2002)
-  REGIONAL ROADS



CITY OF GOSNELLS

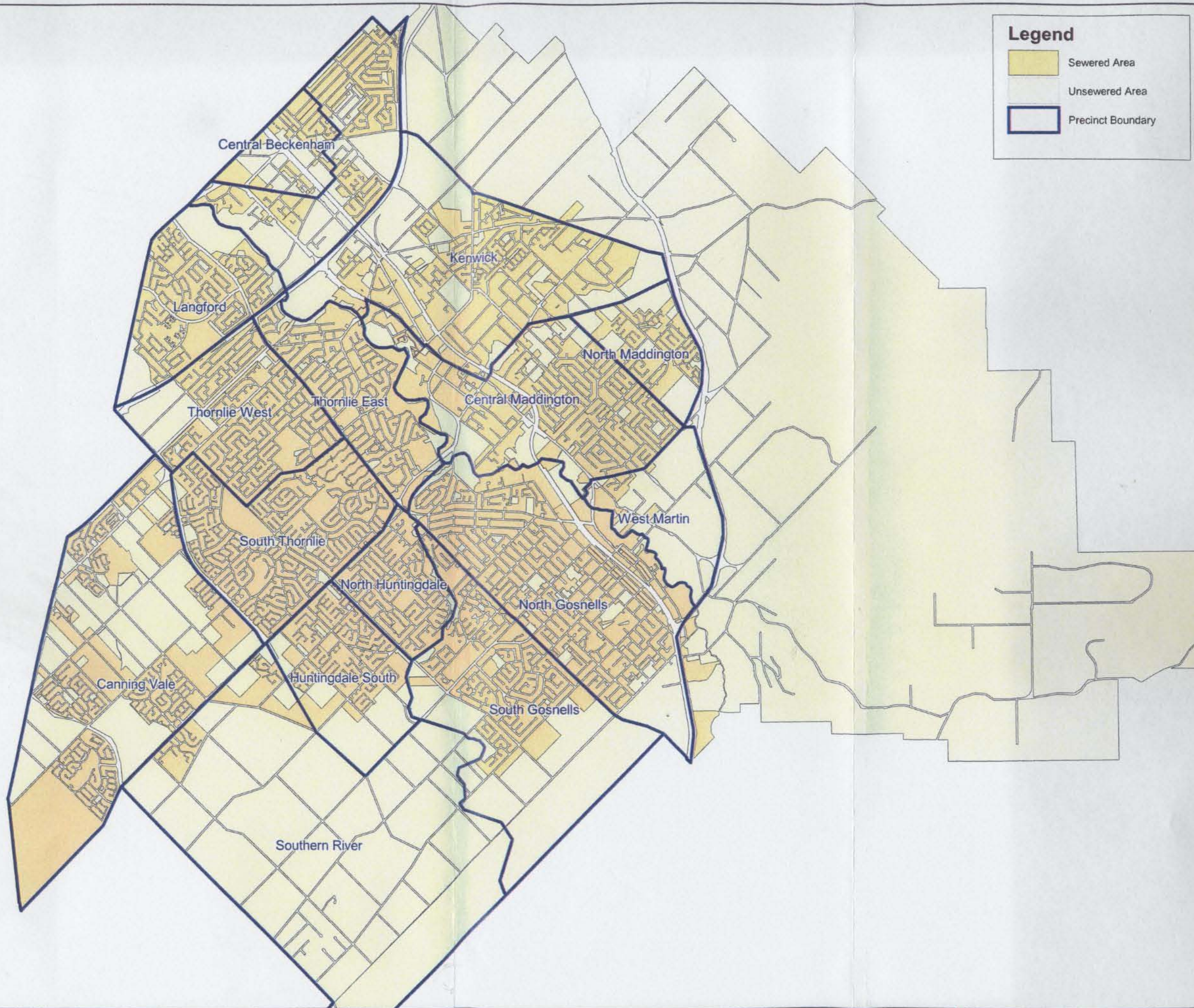
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FIGURE 7

TRANSPORT MAP

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Legend

- Sewered Area
- Unsewered Area
- Precinct Boundary

Date : 5/08/2004

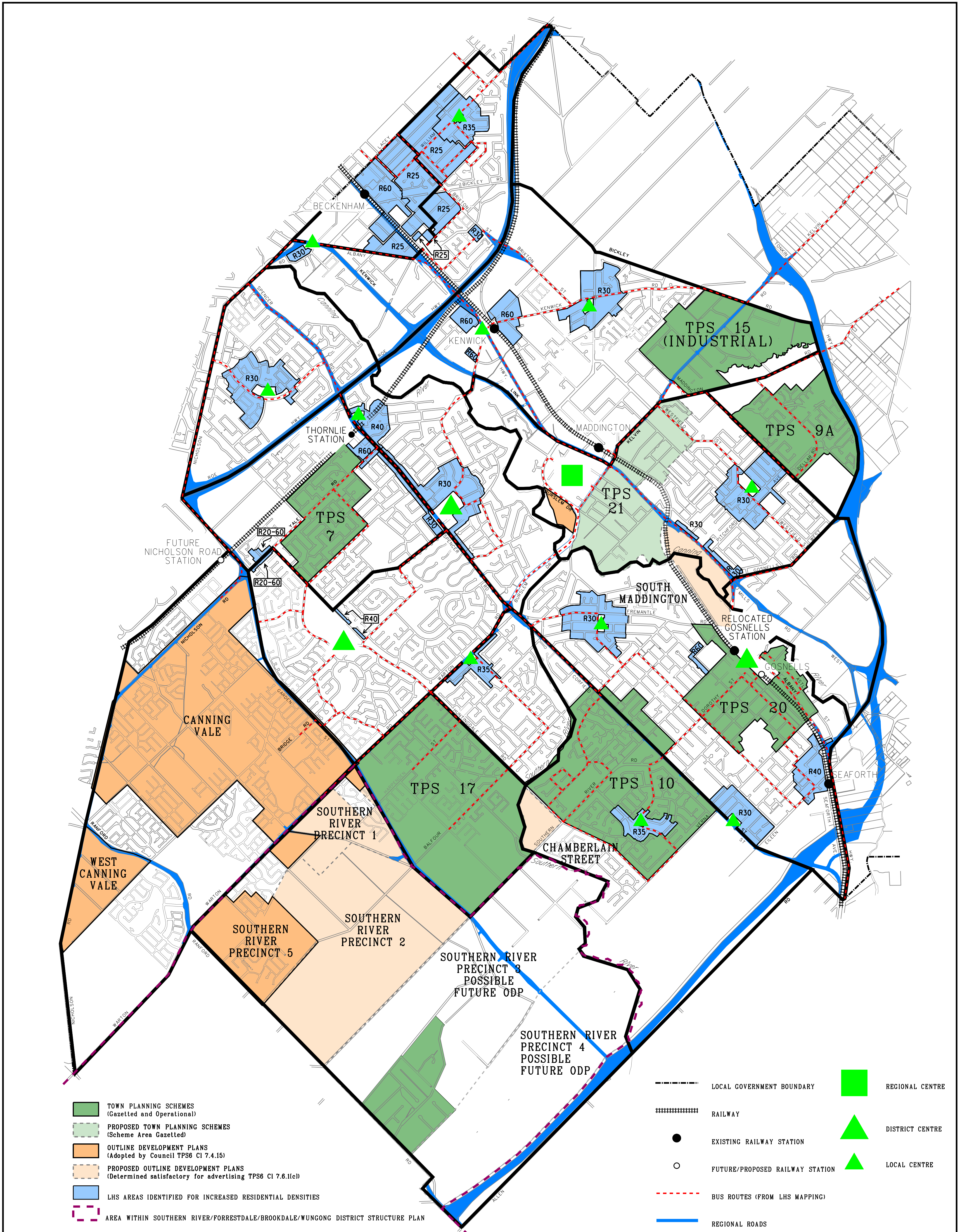
Scale : to fit
Author : DPB



Figure 8 - Sewer Map

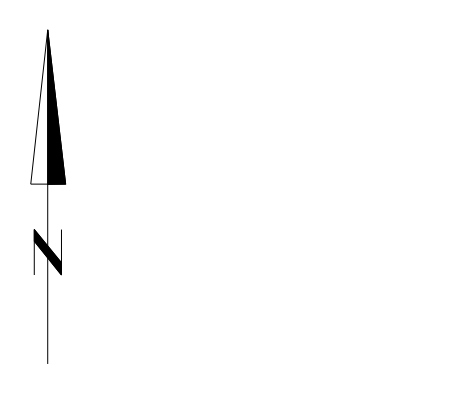
(Source - Water Corporation 2001)

The City of Gosnell's provides the information contained herein. The Council of the City of Gosnell's shall not be liable for any loss or damage howsoever caused as a result of reliance upon information contained in these documents.



- TOWN PLANNING SCHEMES (Gazetted and Operational)
- PROPOSED TOWN PLANNING SCHEMES (Scheme Area Gazetted)
- OUTLINE DEVELOPMENT PLANS (Adopted by Council TPS6 CI 7.4.15)
- PROPOSED OUTLINE DEVELOPMENT PLANS (Determined satisfactory for advertising TPS6 CI 7.6.1(c))
- LHS AREAS IDENTIFIED FOR INCREASED RESIDENTIAL DENSITIES
- AREA WITHIN SOUTHERN RIVER/FORRESDALE/BROOKDALE/WUNGONG DISTRICT STRUCTURE PLAN

- LOCAL GOVERNMENT BOUNDARY
- RAILWAY
- EXISTING RAILWAY STATION
- FUTURE/PROPOSED RAILWAY STATION
- BUS ROUTES (FROM LHS MAPPING)
- REGIONAL ROADS
- REGIONAL CENTRE
- DISTRICT CENTRE
- LOCAL CENTRE



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FIGURE 9

REVISED STRATEGY MAP

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



**Have Your Say On The City of Gosnells
Suggestions for Increased Residential Density
(Draft Local Housing Strategy)**

SUBMISSION FORM

Name: _____

Postal Address: _____

Suburb: _____

Postcode: _____ Telephone No: _____

Company/organisation (if applicable): _____

Please state whether you are an owner, local resident or visitor to the area, or a representative of a corporate body, etc.

Address or property affected by the suggestions. Include lot number, if known, and nearest intersection.

Street No./Lot No: _____ Street: _____

Suburb: _____ Postcode: _____

Please provide your comments below.

COMMENTS:

(If you need to use another form or additional sheets of paper please attach them to this form.)

Date _____ Signature _____

Please place your submissions in the submission boxes at the displays or mail them to:

Local Housing Strategy Public Comment
Planning and Sustainability Department, City of Gosnells
PO Box 662, GOSNELLS WA 6990.

Submissions need to reach City of Gosnells offices by 5pm, Monday, 6 May 2002.



LOCAL HOUSING STRATEGY - HISTORY OF COUNCIL RESOLUTIONS

Date of OCM	Resolution
8 February 2000	Council supported the revision of the Local Housing Strategy.
22 May 2001	<p>Council endorsed the principles and methodology for the review, which identified 16 Housing Precincts, for each of which a separate Housing Strategy Plan would be developed.</p> <p>Together, the Housing Precinct Strategy Plans will form part of, and be guided by, the broader Interim Local Housing Strategy text that identifies the scope, principles, context, methodology, implementation and monitoring of the Strategy.</p> <p>The 16 Housing Precincts were given a priority according to the perceived pressure and capacity for their redevelopment, and are to be progressed in 4 separate Stages, each comprising 4 Housing Precincts.</p>
18 December 2001	Council granted consent to advertise Stage 1 Precincts, these included: Central Beckenham, Central Maddington, Kenwick and North Gosnells. Priority was given to these precincts as they were considered generally older areas near railway stations, or where infill sewerage is being developed and likely to experience re-development pressure first.
27 August 2002	Council granted consent to advertise Stage 2 Precincts, which included: Outer Beckenham, Langford, Thornlie East and Thornlie West.
17 December 2002	Council adopted the draft Local Housing Strategy Interim Text and Stage 1 recommendations for Central Beckenham, Central Maddington, Kenwick and North Gosnells Precincts.
25 February 2003	Council adopted Langford, Thornlie East and Thornlie West Precincts, being part of Stage 2. Adoption of the Outer Beckenham Precinct however was deferred until such time as a workshop with landowners occurred.
24 June 2003	<p>Following the Beckenham workshop held on 1 May 2003, Council adopted a revised plan for both the Central Beckenham and Outer Beckenham Precincts.</p> <p>Council also consented to advertise 3 of the Stage 3 Precincts, which included Thornlie South, South Gosnells and Huntingdale North.</p> <p>In addition, a review of the staged process was endorsed by whereby South Huntingdale and the Stage 4 Precincts, which comprise mostly undeveloped areas of Southern River, Canning Vale, West Martin and North Maddington would undergo independent planning processes as to those used for Stages 1 – 3 of the Local Housing Strategy Review.</p>



Date of OCM	Resolution
28 October 2003	<p>Additional exceptions, including Corner Lots and Lots Backing onto Public Open Spaces were also endorsed to be included in the Interim document.</p> <p>Council adopted Stage 3 recommendations, being South Thornlie, South Gosnells and North Huntingdale</p>
16 December 2003	<p>Council adopted the Local Housing Strategy and requested that it be forwarded to the Western Australian Planning Commission for their endorsement.</p> <p>In addition, endorsement to use the document as an assessment tool for applications presented to Council prior to the Western Australian Planning Commission's endorsement of the Strategy.</p>



METHODOLOGY USED FOR THE DEVELOPMENT OF THE ACCESSIBILITY INDICATOR MAPS

The “Accessibility Indicator” maps were developed using the City’s Geographic Information System. A map table was created by using a tailored calculation containing arbitrary but contiguous values that represented the accessibility to a range of significant services and facilities from a given position within the City of Gosnells.

The following explains the procedure used to create the Accessibility maps in more detail.

1. The City of Gosnells area was divided into a grid of 20 x 20 metre squares, or ‘tiles’, the total number of which amounted to 319,928. The size of the squares was chosen to give the maximum useful resolution with an acceptable processing time for subsequent calculations.
2. A MapBasic application was written that calculated the distance in metres from either the perimeter or the centre of a significant feature such as a bus route or a park, to the centre of any square in the grid. A ‘horizon’ of 800 metres was set.
3. The program used City of Gosnells data that identified the location of the following services and facilities across the entire City:
 - Railway stations
 - Bus routes
 - Public open space and parks
 - Local shops
 - Community centres
 - Libraries
 - Recreation centres and grounds
 - Schools
 - Medical centres.

The summing algorithm then weighted the above facilities, with train stations and bus routes having the highest weighting.

4. A raw “accessibility index” was calculated as the inverse of the distance. This generated a value of 800 for any location that abuts a feature, a value of 700 for any location 100 metres from a feature, etc. Any features on or beyond the ‘horizon’ of 800 metres received a value of zero.



5. The accessibility index of areas within the City were then calculated by summing up the values for all the services and facilities listed above, and then shown graphically through contours in grades of colour. The areas having the darkest red contours demonstrated the highest level of access to services and facilities.

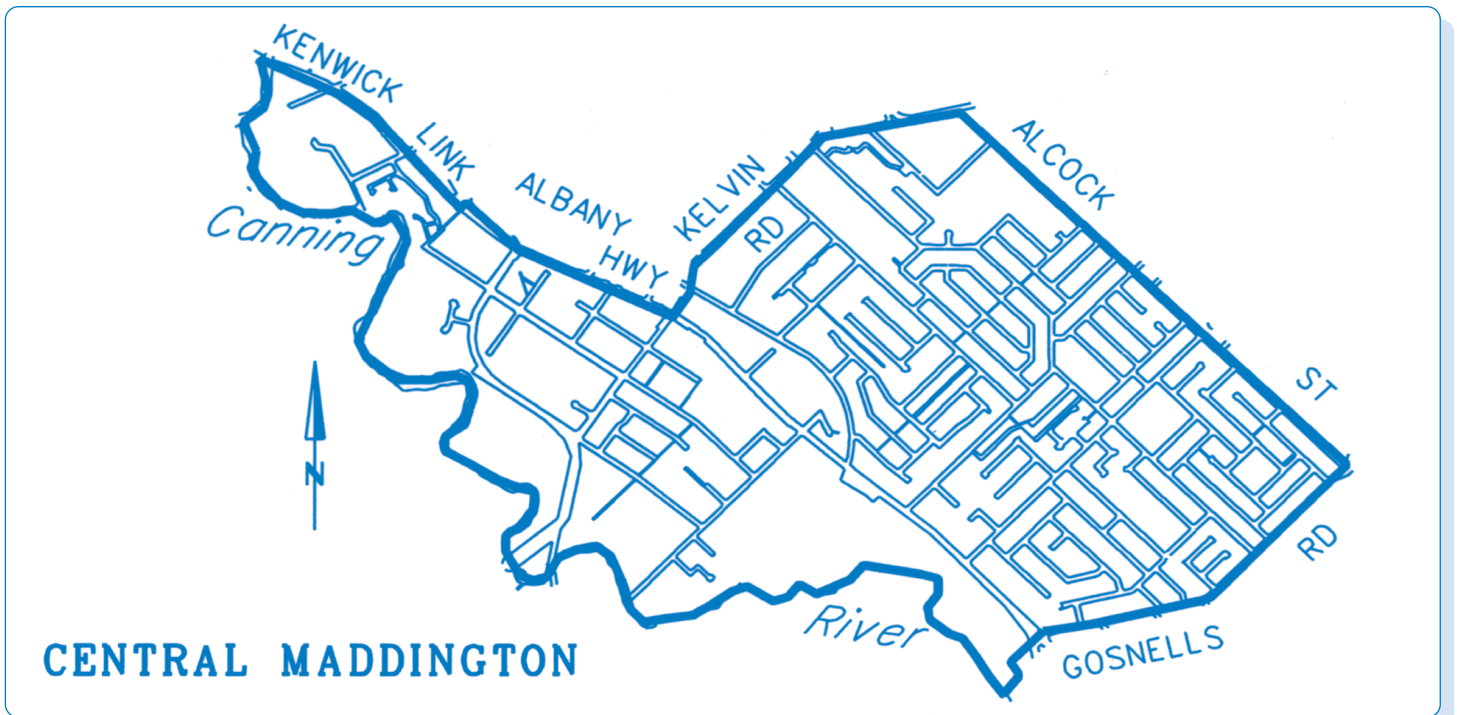
Limitations of the Accessibility Indicator Mapping

The method of calculating distances linearly from the centre of each 20m x 20m tile to a particular facility has some obvious accuracy implications. The purpose of developing the Accessibility Indicator maps was to provide a tool to assist in the development of various strategic projects, as opposed to a definitive answer. The accuracy of the method used was considered acceptable for its intended purpose and represents a reasonable outcome based on the time and cost of production. Although it is acknowledged its accuracy could be improved, the additional time and cost would be significant while not providing a commensurate increase in accuracy.

SUGGESTIONS FOR INCREASING RESIDENTIAL DENSITIES

The City of Gosnells is preparing a new Local Housing Strategy to help it plan for the future housing needs of people in all its suburbs.

As the first stage of this planning, certain parts of Central Maddington and other suburbs have been identified as suitable for higher densities. This means that some properties in these areas could be developed to accommodate more houses. Owners will not be obliged to develop their properties, and any decision to increase densities is their option.



The areas of Central Maddington that the City of Gosnells suggest are suitable for more houses are areas within easy reach of:

- Public transport, especially train stations
- Local community facilities
- Local shops
- Local parks.

These areas are shown on maps located at the public display locations listed over the page. Public comment on the areas suggested for medium-density housing is being sought before proceeding any further with the Housing Strategy plans.

Have Your Say

Please take the time to read this Brochure, visit the displays to find out what the initial suggestions for housing densities in your area are, discuss them with staff, and provide your comments before the Plans are progressed any further. The planning suggestions for Central Maddington may affect the development potential of a property which you own, live in, or live next to. They will be reviewed once feedback from the community has been received.

Making a Submission

Submission forms are available at the display locations listed over the page and on the City of Gosnells website (www.gosnells.wa.gov.au). Once completed, they can either be placed in one of the submission boxes provided at each display location, or posted to Council at the following address:

Local Housing Strategy Public Comment
Planning and Sustainability Department
The City of Gosnells
PO Box 662
GOSNELLS WA 6990

Submissions need to reach Council by 5pm, Monday, 6 May 2002.



SOME FREQUENTLY ASKED QUESTIONS

What is residential density?

Residential density is the maximum number of homes which are permitted in an area, and influences how compact or 'dense' a residential area is. The suggested densities for the area are shown on the display plans with a Residential Code (or 'R-Code'). These are explained on Information Sheets available at the displays.

Why link density with access to services?

Linking density with access to services and facilities within the Central Maddington area was one of the most important factors considered when preparing the Housing Strategy proposals. Accessible areas are generally located around railway stations and local shopping centres. These have been identified as areas most suitable for increased residential development, in order to help support the local services and businesses, and to strengthen communities. This also helps create local neighbourhoods which are not only more liveable and social, but also more sustainable, both economically and environmentally.

Is all of Central Maddington included?

Not all parts of Central Maddington are included in the Housing Strategy Plans. Some areas will be guided by separate plans. A separate Outline Development Plan (ODP) is being prepared for the rural area in South Maddington, between Albany Highway and the Perth-Armadale Railway. Local residents have already been invited to provide input into this draft ODP. The central part of the area is the subject of the proposed Town Planning Scheme No. 21 (or "TPS 21" as it is referred to), which will guide future development of the area. To view the exact boundaries of the TPS 21 area, and the area in South Maddington, please visit any of the public display locations listed below.

How can I find out more?

If you would like to view the residential density proposals for your area and find out more about the draft Local Housing Strategy Plans, please visit one of the following public displays locations listed below.

Public Display Details for the Central Maddington Plans Monday, 8 April 2002 to Saturday, 27 April 2002

Location	Days Open	Staff Available
City of Gosnells Customer Service Centre, Administration Centre 2120 Albany Highway, Gosnells	Monday - Friday	Monday - Friday 8.30am - 5.00pm
Maddington Metro Shopping Centre (Back Entrance No. 2, near Harvey Norman) Attfield Street, Maddington	Monday - Saturday (Normal Shopping Centre hours)	Mon/Wed/Fri 1.30pm-3.00pm Thursdays (except 25 April) Wed 24 April 5.30pm-7.30pm Saturdays 10.00am-12.00pm
Maddington Village Shopping Centre Westfield Street, Maddington	Monday - Saturday (Normal Shopping hours)	By Appointment

If you would like more information, or would like to discuss the proposals further, please contact the City of Gosnells Planning and Sustainability Department on 9391 3222.

What happens next?

The City of Gosnells will keep you informed on how the Housing Strategy Plans progress, once all submissions have been received at the close of the public comment period. You will have another opportunity to view and comment on the revised Plans after this.



Planning for Future Housing Needs in the City of Gosnells (DRAFT LOCAL HOUSING STRATEGY)

SUGGESTIONS FOR INCREASING RESIDENTIAL DENSITIES

INFORMATION SHEET 1: CENTRAL MADDINGTON

This Information Sheet has been prepared to explain the initial suggestions for increasing residential density which may affect residents and landowners who live in the Central Maddington area. The boundaries of the Central Maddington residential area, or 'Housing Precinct' as it is referred to here, are shown in the plan overleaf. These initial proposals have been made as part of the City of Gosnells' Local Housing Strategy review.

Please take the time to read this Information Sheet as the initial Housing Strategy proposals explained within it may affect the development potential of a property which you own, live in or live next to.

The initial suggestions for residential density increases within the Central Maddington Housing Precinct shown in the Plans on display are not fixed or final, and have been made for discussion and public comment only. The suggestions will be reviewed once feedback from the community has been received.

The suggested areas for increased residential density are shaded on the Central Maddington Housing Precinct Plan overleaf, and are shown in more detail on the Plans on public display (locations are listed at the displays and on the City of Gosnells website, www.gosnells.wa.gov.au). They will be available for viewing from Monday 8 April 2002 until Saturday 27 April 2002.

What is the Local Housing Strategy?

The City of Gosnells' Local Housing Strategy is a strategic document which aims to provide the City with a clear rationale for determining future housing needs and the City's capacity for increased residential density. State Government policy requires local governments to develop Local Housing Strategies, in order to set out the general aims and methods for handling future population growth and change. Local Housing Strategies provide Local Governments with a basis for determining residential zonings, densities and standards of development.

In order to prepare a new Local Housing Strategy, 16 residential areas or 'Housing Precincts' have been identified within the City of Gosnells. This enables the City to deal with, and respond to, the local issues and concerns that affect each area.

The first stage of the Draft Local Housing Strategy deals with suggestions for increased densities in four Housing Precincts situated close to the railway. They include:

1. Central Maddington
2. Central Beckenham
3. Kenwick
4. North Gosnells.

Proposals for the remaining twelve Housing Precincts will be consecutively presented to the community as they are progressed, through three more stages. Residents and landowners are now invited to comment on the initial proposals for residential density increases in the first four Housing Precincts, prior to them being progressed any further.

What does residential density mean?

Residential density is a term used to describe how compact or 'dense' a residential area is. It is based on a ratio of houses per hectare (10,000m²). The density of an area is shown with a Residential Code, called an 'R-Code', which reflects the approximate number of dwellings permitted per hectare in an area. Commonly used examples of 'R-Codes' are shown in the table overleaf.

R-CODE	DESCRIPTION
R20	This is currently the most common coding for residential areas. This code is mainly for single houses, on lots approximately 500m ² .
R30	This code is a medium-density code, which can allow for single houses (with lots around 334m ²), or villa units.
R40	This is probably the most common medium-density code. This coding can be used for single homes, villas and townhouses (250m ²).
R60	This is a medium-density coding generally allowing townhouses, villas or low-rise apartments (166.6m ²).

'R-Codes' enable Local Governments to regulate residential densities within their municipalities.

How do you make sure we get a high standard of design and development?

The Local Housing Strategy will help identify residential areas suited to more compact, or medium-density, development without unduly affecting the character of established suburbs, and will discourage 'spot' residential rezoning of land outside of those areas. It will ensure the nature, form and intensity of development is undertaken to high standards through the integration of Residential Design Guidelines. Copies of the Draft Residential Design Guidelines are available for viewing from the City of Gosnells, by contacting the Customer Service Centre on 9391 3222.

Why do a review?

The aims of the Local Housing Strategy review are to:

- reflect State government policies which promote more compact housing in suitable areas;
- support the viability, accessibility and patronage of the Metropolitan Railway network, and promote the optimum use of land within 800m of railway stations;
- recognise the amenity of the area for current residents;
- satisfy the housing needs of the next generation;
- update the City's existing and now outdated Local Housing Strategy.

Why do you need to accommodate additional housing?

As the Perth Metropolitan population and family structures continue to change and grow, it will be necessary to provide well-located and suitably designed housing to meet the needs of the future population. To accommodate additional housing it is important that more liveable and compact, medium-density housing be encouraged in existing residential areas within the City of Gosnells, as well as in new suburbs.

How do you assess which areas are suitable for increased residential density?

The first step in assessing which areas in Central Maddington may be suitable for increased residential density, was a detailed analysis of the key opportunities and constraints to residential development within the Central Maddington Precinct.

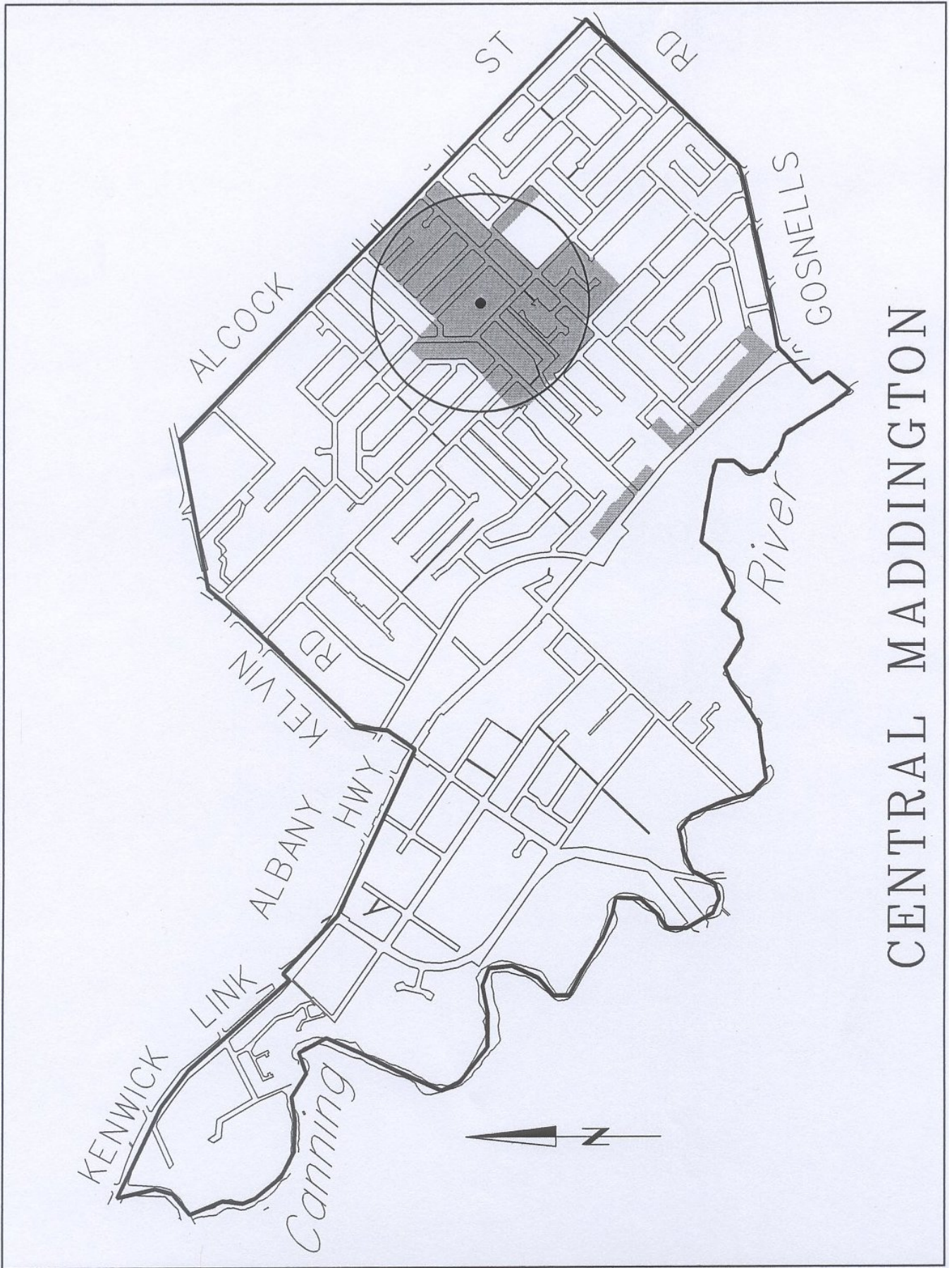
Why link residential density with access to services?

An analysis of accessibility to services and facilities within the Precinct was considered one of the most significant criteria used in investigation the opportunities of each Housing Precinct. Accessibility to the following facilities was considered:

- major public transport routes, especially stations
- local shops
- community facilities
- local parks and public open space.

The degree of accessibility to these services was mapped for each Precinct and shown on an "Access Index" map. These maps can be viewed at the public display locations listed overleaf. The sliding colour scale depicts the degree of access to these services. Those areas having the highest levels of accessibility to public transport, community and retail facilities are indicated by the darker concentric circles on the plan. These areas are generally located around stations and neighbourhood centres, and have been identified as areas most suitable for increased residential development. They are located close to important facilities which help service the surrounding local residents.

As part of the Local Housing Strategy review, it is suggested that residential densities should be increased in areas that are a 5 minute walk from existing or potential neighbourhood centres. This is measured by a 400 metre radius around the centres. This is equivalent to a 5 minute walk, and is shown with a circle on the Central Maddington Precinct Plan opposite.



CENTRAL MADDINGTON

What are the Local Characteristics?

In addition to an analysis of the Housing Precinct's accessibility to services and facilities, other investigations included: a Housing Survey which was undertaken to assess the general age and condition of housing within the Precinct; demographic analysis; an examination of major environmental constraints; and an assessment of available infrastructure services. These investigations provide a basis for determining the capacity for density development.

Town Planning Scheme No. 21 (TPS 21)

The central part of the Precinct is the subject of the proposed Draft Town Planning Scheme No. 21 ("TPS 21" as it is referred to). TPS 21 proposes mixed residential/commercial development, as well as increases in overall density in areas close to of the Maddington Shopping Centre and the Maddington railway station. ***The TPS 21 area is not included within the City's Draft Local Housing Strategy residential density suggestions.*** To view the exact boundaries of TPS 21, please visit the public displays located at the City of Gosnells Customer Service Centre, the Maddington Shopping Centre, and the Maddington Village Shopping Centre.

South Maddington ODPs

An Outline Development Plan (ODP) for the South Maddington area between Albany Highway, the Perth–Armadale Railway and Lissiman Street is currently being prepared for Council by planning consultants. Local residents have already been invited to provide input into the draft ODP plans, which will guide future development of this area. Part of the ODP area north of the Canning River falls within the Central Maddington Housing Precinct. ***This part of Maddington has not been included within the City's Draft Local Housing Strategy residential density suggestions.*** It will be guided by the final South Maddington ODP, and will later be integrated into the Housing Strategy.

Where are the Suggested Residential Density Distributions?

The areas suggested for residential density increases are shaded on the Central Maddington Housing Precinct Plan over the page, and are described below. The residential areas have also been given suggested 'R-Codes' which are shown on the Plans at the public displays.

- **Maddington Village Neighbourhood Centre**

Maddington Village Shopping Centre (off Westfield Street) primarily services the residential area north of Albany Highway. It is a retail centre with abutting community facilities including public open space, a community health facility and a primary school. Appropriate residential density for the area around this centre is considered to be R20+.

- **Albany Highway**

Residential density increases are also proposed for residential lots fronting Albany Highway to the north, between The Crescent and Gosnells Road. This was proposed due to their high level of accessibility and strategic location close to the Gosnells Town Centre, and the redevelopment potential offered by the generally larger-than-average lot sizes. Appropriate residential density for this area is considered to be R20+

These areas are also shown on the Plans on display. The R-Codes shown are accompanied by a '+' sign to indicate that exact number of the increased code has not yet been decided, but will be determined based on the submissions received, and more detailed analysis of each area.

Any suggestions for increased residential densities that are proceeded with must go through another public consultation period and require Council and State Government approval.

How can I find out more?

If you would like to find out more about the draft Local Housing Strategy Plans, please talk to City staff at the public displays at the times they are available, or contact the City of Gosnells on 9391 3222 to make an appointment to discuss the Plans with a member of staff.

Have Your Say and Make a Submission

Public Comment Submission Forms are available at the public displays and on the City of Gosnells website (www.gosnells.wa.gov.au). Once completed, they can either be placed in one of the submission boxes provided at each display location, or posted to Council at the address provided on the bottom of the Submission Form.

Submissions need to reach Council by 5pm, Monday, 6 May 2002.



META DATA FOR FIGURES DEVELOPED WITH THE CITY'S GEOGRAPHICAL INFORMATION SYSTEM

Some Figures within the Strategy were developed using the City's Geographical Information system (GIS). It is important to acknowledge the circumstances that this information was collected and illustrated in the final maps that are found in the Local Housing Strategy.

Following is information that relates to how Figures 2,4,5 and 6 were developed:

Figure 2 – Access Indicator Map

The Access Indicator Map represents an overview of all of the detailed Accessibility Indicator Mapping that was done for each housing precinct.

In order to provide a Citywide snapshot, a 400m radius illustrates the areas with high accessibility. It should be noted however that the mapping used to determine the boundaries of the areas suitable for higher densities were produced at a very detailed precinct level and did not necessarily follow the 400m radius as shown. Whilst this mapping largely influenced the areas identified for higher densities, other factors also influenced the process. These factors include: housing, stock, lot sizes, re-development opportunities, and the walkability to an activity node, amongst other things. Accordingly, the mapping has to be considered in this context.

Figure 4 – Housing Survey Age Map and edit Figure 5 – Housing Survey Condition Map

- It should first be understood that the housing survey was not carried out for every residential lot within the City's municipal boundary but rather a generalised sample survey was done.
- Based on the number of data inputs in the GIS system some 10,462 homes were sampled.
- The sample range extended to residential areas located within the 11 Housing Precincts of the Strategy.
- Displaying the Age and Condition results data from the housing survey in map form requires a large format or interactive map to display the individual parcel results in a meaningful way. When printed to a static map at smaller formats the lot detail begins to get lost as each lot is so small compared to the overall survey area.
- Given the strategic nature of the Strategy it was important to get a snapshot of the average age and condition of housing rather than the specific lot by lot analysis.



- Accordingly the maps have been produced using a clearer method of display that still gives an overall impression of the era and/or condition is to allocate an era or condition value to the "superlot" that contains the individual lot. (A Superlot is a discrete area of land containing many individual property lots, usually bounded by four streets).
- An averaging of age and condition is represented on the maps by superlot.
- The values are allocated on a modal basis. That is, the superlot receives the era or condition value which represents the commonest era/condition value of the surveyed lots within that superlot.
- A "correlation" value has been calculated to give some idea of the overall character of the superlot. The value is the percentage of the lots sampled that have the value assigned to the superlot. Note that not all the parcels within a superlot have been sampled.
- It needs to be noted that not all the lots located within a superlot were surveyed.
- Several age/condition ranges may have received equal scores. If so, they have a weak correlation value.

Figure 6 – Lot sizes

This basis for this map was the Department of Land & Administration cadastre layer. Similarly to Figures 4 and 5 this information needed to be illustrated in a strategic sense given the fact that there are approximately 35,000 land parcels within the City. The following needs to be considered:

- Residential lot sizes were averaged at a superlot level.
- Land zoned Residential and Residential Development has been picked up as part of the averaging process. The superlot shading represents the average lot size of residential lots only within that superlot.
- Some land with dual zonings has also been picked up.



SUMMARY OF ISSUES AND OUTCOMES AFFECTING IMPLEMENTATION FRAMEWORK FOR EACH HOUSING PRECINCT

Housing Precinct	Major Constraints to Development and Issues to be Resolved	Likely Outcomes/Recommendations	Priority
Central Beckenham	<ul style="list-style-type: none">• Prevailing environmental conditions, including clay-type soils;• The need for improvements to the road network and better traffic management;• A low level of existing drainage infrastructure requiring significant upgrade to service the increased number of dwellings; and• Apparent lack of community facilities, particularly local public open space, within and around the area recommended for an increased density.• Significant portion of precinct is not connected to the sewer.• A portion of the precinct is located within the 20-25 ANEF contours.	<p>Given the level of constraints and issues an Outline Development Plan will be required over the whole housing precinct.</p> <p>Detailed studies will be required to feed into the ODP process. These will include drainage and traffic studies, public open space and community facilities needs analysis.</p> <p>Following finalisation of the ODP an amendment to Town Planning Scheme No. 6 will be required.</p> <p>Advertising and consultation will be required as part of the ODP and amendment processes.</p> <p>A drainage study is currently underway.</p>	High



Housing Precinct	Major Constraints to Development and Issues to be Resolved	Likely Outcomes/Recommendations	Priority
Outer Beckenham	<ul style="list-style-type: none"> • Prevailing environmental conditions, including clay-type soils; • The need for improvements to the road network and better traffic management; • A low level of existing drainage infrastructure requiring significant upgrade to service the increased number of dwellings; and • A lack of community facilities, particularly local public open space, within and around the area recommended for an increased density. • Significant portion of precinct is not connected to the sewer. • A portion of the precinct is located within the 20-25 ANEF contours. A minor portion of the precinct is located within the 25-30 ANEF contours. There will be a constraint placed upon any further residential development within those areas in the 25-30 contours. 	<p>Given the level of constraints and issues an Outline Development Plan/s will be required over the whole housing precinct.</p> <p>Detailed studies will be required to feed into the ODP process. These will include drainage and traffic studies, public open space and community facilities needs analysis.</p> <p>Following finalisation of the ODP an amendment to Town Planning Scheme No. 6 will be required.</p> <p>Advertising and consultation will be required as part of the ODP and amendment processes.</p> <p>A drainage study is currently underway.</p> <p>It is likely that the base coding for those residential areas within the 25-30 ANEF will remain at R17.5. Any additional residential development in this area will not be permitted.</p>	High



Langford	<ul style="list-style-type: none"> Despite the sandy nature of the soil, in some instances there is high ground water levels which will inhibit effective stormwater management 	<p>Further analysis of infrastructure provisions is required prior to rezoning (Refer Appendix III).</p> <p>An amendment to Town Planning Scheme No. 6 will be required.</p> <p>Advertising and consultation processes will be required as part of the amendment process.</p>	High/ Medium
Kenwick	<ul style="list-style-type: none"> Prevailing environmental conditions, including clay-type soils - difficult to manage storm water; The need for improvements to the road network and better traffic management; A low level of existing drainage infrastructure requiring significant upgrade to service the increased number of dwellings; and A lack of community facilities, particularly local public open space, within and around the area recommended for an increased density. Some portions of the precinct are not connected to the sewer. A portion of the precinct is located within the 20-25 ANEF contours. 	<p>This precinct is located within the Maddington/Kenwick Sustainable Communities Partnership and any outcomes or recommendations will need to be in coordination with the LHS.</p> <p>Given the level of constraints and issues an Outline Development Plan/s will be required over the whole housing precinct.</p> <p>Detailed studies will be required to feed into the ODP process. These will include drainage and traffic studies, public open space and community facilities needs analysis.</p> <p>Following finalisation of the ODP an amendment to Town Planning Scheme No. 6 will be required.</p> <p>Advertising and consultation will be required as part of the ODP and amendment processes.</p> <p>A drainage study is to be finalised February 2005.</p>	High



Central Maddington	<ul style="list-style-type: none">• Prevailing environmental conditions, including high ground water and clay-type soils - difficult to manage storm water;• A low level of existing drainage infrastructure requiring significant upgrade to service the increased number of dwellings; and• Community facilities, particularly local public open space, within and around the area recommended for an increased density• Some portions of the precinct are not connected to the sewer.	<p>This precinct is located within the Maddington/Kenwick Sustainable Communities Partnership and any outcomes or recommendations will need to be in coordination with the LHS.</p> <p>Given the level of constraints and issues an Outline Development Plan will be required over the whole housing precinct.</p> <p>Detailed studies will be required to feed into the ODP process. These will include drainage and traffic studies, public open space and community facilities needs analysis.</p> <p>Following finalisation of the ODP an amendment to Town Planning Scheme No. 6 will be required.</p> <p>Advertising and consultation will be required as part of the ODP and amendment processes.</p> <p>A drainage study is expected to be finalised by February 2005.</p>	High
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Thornlie East	<ul style="list-style-type: none">• Prevailing environmental conditions, including some clay-type soils and high ground water – difficult to manage storm water.• The need for improvements to the road network and better traffic management, particularly with new Thornlie train station;• Infrastructure and the provision of community facilities, particularly local public open space, within and around the area recommended for an increased density needs to be considered further.	<p>Further analysis of infrastructure and community facilities etc is required prior to rezoning. Depending on outcomes, an ODP or drainage levy may be required (Refer Appendix III).</p> <p>An amendment to Town Planning Scheme No. 6 will be required.</p> <p>Advertising and consultation processes will be required as part of the amendment process.</p>	High
Thornlie West	<ul style="list-style-type: none">• Prevailing environmental conditions, including some clay-type soils and high ground water – difficult to manage storm water.• The need for improvements to the road network and better traffic management, particularly with new Thornlie train station;• Infrastructure and the provision of community facilities, particularly local public open space, within and around the area recommended for an increased density needs to be considered further.	<p>Further analysis of infrastructure and community facilities etc is required prior to rezoning. Depending on outcomes, an ODP or drainage levy may be required (Refer Appendix III).</p> <p>Depending on the outcomes of this – ODPs may be required.</p> <p>An amendment to Town Planning Scheme No. 6 will be required.</p> <p>Advertising and consultation processes will be required as part of the amendment process.</p>	High



<p>South Thornlie</p>	<ul style="list-style-type: none"> • The provision of drainage infrastructure will need to be considered further. • Possibility of railway station – Nicholson Road and therefore potential for implementation of increased density. 	<p>Further analysis of infrastructure and community facilities etc is required prior to rezoning (Refer Appendix III).</p> <p>Depending on the outcomes of this – ODPs may be required. Depending on outcomes, an ODP or drainage levy may be required.</p> <p>An amendment to Town Planning Scheme No. 6 will be required.</p> <p>Advertising and consultation processes will be required as part of the amendment process.</p>	<p>Low</p>
<p>North Gosnells</p>	<ul style="list-style-type: none"> • The provision of drainage infrastructure will need to be considered further • Lack of sewer in some areas • High ground water – difficult to manage storm water. • A number of larger lots 	<p>Further analysis of infrastructure and community facilities etc is required prior to rezoning.</p> <p>Depending on the outcomes of this – ODPs may be required. Depending on outcomes, an ODP or drainage levy may be required.</p> <p>An amendment to Town Planning Scheme No. 6 will be required.</p> <p>Advertising and consultation processes will be required.</p> <p>Drainage Study for this precinct due to be completed by February 2005.</p>	<p>Medium/High</p>
<p>South Gosnells</p>	<ul style="list-style-type: none"> • The provision of drainage infrastructure will need to be considered further 	<p>Further analysis of infrastructure and community facilities etc is required prior to rezoning.</p>	<p>Low</p>



	<ul style="list-style-type: none"> • High ground water – difficult to manage storm water. • Sewer upgrades may be required. 	<p>Depending on outcomes, an ODP or drainage levy may be required (Refer Appendix III).</p> <p>Depending on the outcomes of this – ODPs may be required.</p> <p>An amendment to Town Planning Scheme No. 6 will be required.</p> <p>Advertising and consultation processes will be required.</p>	
North Huntingdale	<ul style="list-style-type: none"> • Upgrades of drainage and sewer may be required 	<p>Further analysis of infrastructure and community facilities etc is required prior to rezoning (Refer Appendix III).</p> <p>Depending on the outcomes of this – ODPs may be required. Depending on outcomes, an ODP or drainage levy may be required.</p> <p>An amendment to Town Planning Scheme No. 6 will be required.</p> <p>Advertising and consultation processes will be required.</p>	Low

- HIGH:** Re-development pressure is evident given the number of enquiries received regarding: the ability to develop immediately; and timeframes involved in recoding residential land. Housing is generally of an older characteristic (ripe for re-development) and train stations are located within the precincts.
- MEDIUM:** Re-development interest is evident given the number of enquiries relating to the future development potential but to a lesser degree.
- LOW:** Minimal interest in re-development and housing is characterised by newer styles i.e. post ‘80’s.