



CITY OF GOSNELLS

Activity Centres Planning Strategy 2019

MODIFICATIONS

VERSION No.	DATE	COMMENT
1	24 April 2012	Draft adopted by Council for purposes of public consultation.
2	27 November 2012	Draft modified in accordance with Department of Planning's comments and adopted by Council.
3	29 November 2013	WAPC supported interim strategy in principle subject to modifications and incorporation of document into Local Planning Strategy.
4	May 2017	Draft modified generally in accordance with Department of Planning's comments provided in its correspondence dated 29 November 2013.
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¹ MarketInfo (2012)

SUMMARY

This document is referred to as the City of Gosnells Activity Centres Planning Strategy (ACPS). It provides clear direction to City of Gosnells Officers, Council and other decision makers, prospective developers and the local community about the future expectations for activity centres across the City, to assist in future planning and investment decisions.

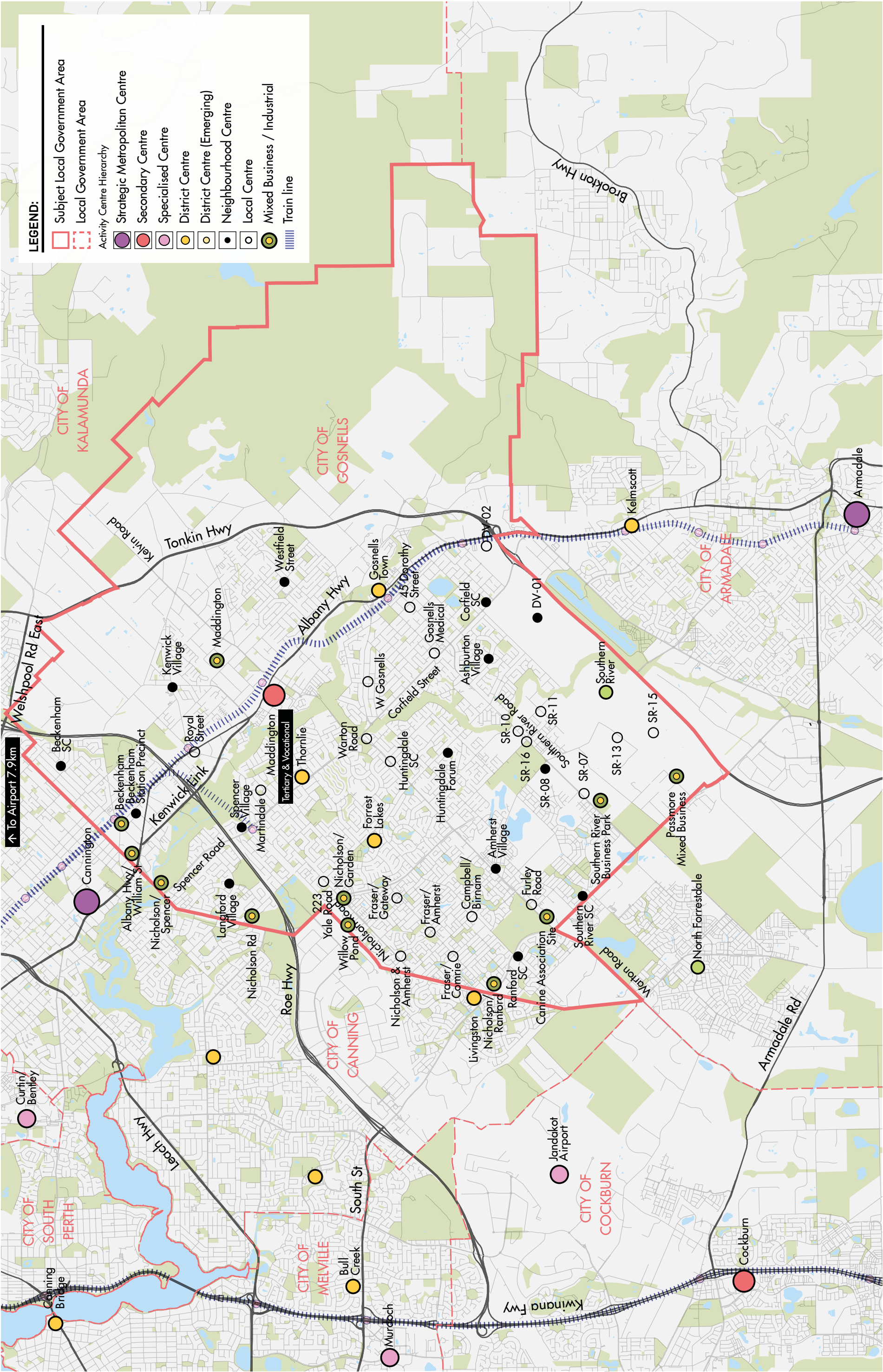
The ACPS consists of three parts:

- Planning Framework – includes a review of the applicable planning framework and how it relates to activity centre planning.
- Population and Growth – provides an overview of population and growth trends in the City as well as retail spending and outlook.
- Activity Centres – provides an overview of the existing activity centre hierarchy, a summary of the retail modelling results and an outline of key opportunity for activity centres in the future.

The City of Gosnells has a hierarchy of activity centres, as shown in the Activity Centres Planning Strategy map (refer opposite **Figure 1**).

The activity centres include a Secondary Centre in Maddington, District Centres in Gosnells, Forrest Lakes, Thornlie and Southern River; Neighbourhood Centres and Local Centres.

Opposite: Figure 1 - Activity Centres Planning Strategy Map



ACTIVITY CENTRES PLANNING STRATEGY MAP

CITY OF GOSNELLS ACTIVITY CENTRES PLANNING STRATEGY

1. INTRODUCTION

1.1. What are Activity Centres?

Activity centres are community focal points. They can include a diverse range of activities such as commercial, retail, housing, entertainment, tourism, civic/community, higher education and medical services. Activity centres can vary in size and diversity and are intended to be well-served by public and active transport options.

1.2. Why prepare an Activity Centres Planning Strategy?

The State Government's planning framework for Perth aims to provide an even distribution of jobs, services and amenities throughout the region and sets broad requirements for the development of new activity centres and the redevelopment of existing centres.

These requirements are mainly concerned with the distribution, function, broad land use and urban design criteria of activity centres, as well as the integration with public transport and the achievement of infrastructure and economic efficiencies, lower energy use, sense of place and consolidation of mixed land uses to contribute to a balanced network.

Local government is required to ensure their own planning frameworks properly interpret and reflect State planning guidance and provide a rationale for development control at the local level.

The ACPS is intended to form part of the City's Local Planning Strategy and guide decisions to be made in respect to structure plans, activity centre plans, local development plans (where applicable) and applications for subdivision and development.

1.3 Strategy Objectives

The objectives of the ACPS are to:

- Contribute to the implementation of Perth and Peel @ 3.5 million and State Planning Policy 4.2 - Activity Centres for Perth and Peel (SPP 4.2);
- Promote and facilitate the provision and responsive evolution of a viable, convenient, and attractive network of activity centres to serve the retail, other commercial, social and cultural needs of the City;
- Plan activity centres to support a wide range of retail and commercial premises and promote a competitive retail and commercial market, whilst ensuring that activity centres provide sufficient development intensity and land use mix to support high-frequency public transport;
- Increase the range of employment in activity centres and contribute to the achievement of sub-regional employment self-sufficiency targets;
- Maximise access to activity centres by walking, cycling and public transport;
- Assist in determining the distribution of activity centres to meet different levels of community need and enable employment, goods and services to be accessed efficiently and equitably by the community;
- Guide the formulation and review of planning policies relating to commercial and mixed-use development; and
- Guide the consideration and determination of applications for activity centre (and other retail and commercial) development.

The ACPS creates a clear and flexible planning framework based on the activity centres hierarchy established by SPP 4.2. It adopts a principles-based approach to ensure that the results on the ground are high quality yet can adapt to external influences such as population change, consumer trends, changing government policy and fluctuating market conditions. The principles-based approach promotes responsive development and focuses on key drivers such as:

- Land use diversity and compatibility;
- Urban design;
- Accessibility; and
- Sustainability.

The ACPS establishes a hierarchy of centres which is consistent with SPP 4.2. It also establishes where proposals shall be accompanied by a Retail Needs Assessment and / or Retail Sustainability Assessment.

1.4 Terminology

The following terms are used throughout the ACPS.

SPP 4.2: means State Planning Policy 4.2 - Activity Centres for Perth and Peel, which is the Western Australian Planning Commission's State Planning Policy for activity centres.

Retail: means the sale or hire of goods or services to the public.

Shop Retail: means the land use activities included in "Planning land use category 5: Shop/retail" as defined by the Commission's Perth Land Use and Employment Survey.

Large Format or Bulky Goods Retail: means premises –

- a) Large premises used to display, sell by wholesale or retail, or hire –
 - (i) automotive parts and accessories;
 - (ii) camping, outdoor and recreation goods;
 - (iii) electric light fittings;
 - (iv) animal supplies including equestrian and pet goods;
 - (v) floor and window coverings;
 - (vi) furniture, bedding, furnishings, fabrics, manchester and homewares;
 - (vii) household appliances, electrical goods and home entertainment goods;
 - (viii) party supplies;
 - (ix) office equipment and supplies;
 - (x) babies' and children's goods, including play equipment and accessories;
 - (xi) sporting, cycling, leisure, fitness goods and accessories;
 - (xii) swimming pools;
 - (xiii) hardware and garden supplies; or
 - (xiv) Good of a bulky nature that require a large area for handling, display or storage of goods or direct vehicular access is required to the premises for the purpose of collection of purchased goods.

Total Retail: specifically refers to the cumulative total of shop retail plus bulky goods / large format retail.

Net Lettable Area (NLA): means the area of all floors within the internal finished surfaces of permanent walls but does not include the following areas –

- a) stairs, toilets, cleaner's cupboards, lift shafts and motor rooms, escalators, tea rooms and plant rooms, and other service areas;
- b) lobbies between lifts facing other lifts serving the same floor;
- c) areas set aside as public space or thoroughfares and not for the exclusive use of occupiers of the floor or building; and
- d) areas set aside for the provision of facilities or services to the floor or building where those facilities are not for the exclusive use of occupiers of the floor or building.

Retail Needs Assessment (RNA): An assessment of projected retail needs of an area. Retail needs assessments are intended to guide activity centre planning and generally include:

- a) the projected population and its socio-economic characteristics;
- b) household expenditure and required retail floorspace;
- c) changing shopping patterns and trends; and
- d) the needs of different retail sectors.

Retail Sustainability Assessment (RSA): An assessment of the potential economic and social effects of a significant retail expansion or new activity centre on the network of activity centres in a locality.

Town Planning Scheme No.6 (TPS 6): The statutory planning scheme guiding land use and development within the City of Gosnells.

Local Development Plans: means a plan setting out specific and detailed guidance for a future development including one or more of the following –

- a) site and development standards that are to apply to the development;
- b) specifying exemptions from the requirement to obtain development approval for development in the area to which the plan relates.

Activity Centre: means –

- a) an area of land identified in accordance with a State planning policy as an activity centre; or
- b) an area of land identified by the Commission as an activity centre.

Activity Centre Plan: means a plan for the coordination of the future subdivision, zoning and development of an activity centre.

2. PLANNING FRAMEWORK

This section provides an overview of current planning strategy and policy documents relevant to activity centres.

2.1 Background

A draft Local Commercial Strategy was finalised by the City in October 1999, but it was never subsequently endorsed by the WAPC. Notwithstanding, Council has given the draft strategy due consideration in amending its town planning scheme, preparing and considering outline development plans (ODP) and other structure plans and in considering applications for subdivision and development.

Much has changed in the City of Gosnells since this time. The population has increased from approximately 76,000 people in 1999 to 122,922 as of June 2017. New areas of expansion and development have been created, and established areas have started to experience redevelopment. New commercial centres have been developed and there have been changes in the way retailing industry operates, particularly with trends toward large-format retailing, mixed use activity centres and amendments to trading times.

The socio-economic characteristics of the area have changed and there is significant diversity in the community, with evidence emerging of increased spending capacity of households particularly in the newer suburbs of Canning Vale and Southern River.

The Gosnells Town Centre has substantially improved in terms of its physical appearance, amenity and economic performance over this time. Work is continuing on forming a framework to guide the renewal of Maddington and Kenwick, though actual regeneration will take some time to achieve. Improving these areas will be an ongoing objective.

It is clear that a continued focus on both established and future centres in the City remains as the obvious direction for the ACPS.

2.2 Relationship to State Planning

2.2.1 Perth & Peel @3.5million

Perth & Peel @ 3.5million is a high level spatial strategic plan that establishes a vision for future growth of the Metropolitan Perth and Peel region. It is intended as a guide for further detailed planning and delivery of housing, infrastructure and services necessary to accommodate a range of growth scenarios for a population of 3.5 million, anticipated in 2050.

Perth and Peel @ 3.5 million seeks to support urban and economic development of the activity centres network as places that attract people to live and work by optimising land use and transport linkages between centres; protecting identified employment land from residential encroachment, where appropriate; and avoiding contiguous linear or ribbon development of commercial activities beyond activity centres.

Perth and Peel @ 3.5 million consists of four frameworks, which include: Central, North-East, North-West and the South Metropolitan and Peel. The City of Gosnells falls within the South Metropolitan Peel sub-regional Planning Framework.

2.2.2 South Metropolitan Peel Sub-Regional Planning Framework

The South Metropolitan Peel sub-regional Planning Framework is part of the suite of documents developed in conjunction with Perth and Peel @ 3.5 million. The document establishes a long-term, integrated planning framework for land use and infrastructure to guide future growth across the sub-region.

A fundamental objective of the sub-regional planning framework is to increase sub-regional employment self-sufficiency, thereby minimising the need to commute long distances to work and ultimately relieving the pressure on the transport network.

The sub-regional strategy identifies a minimum infill dwelling target to be achieved by 2050, which have been established to assist local governments in the preparation of more detailed planning, including local planning strategies and structure plans. The City of Gosnells has been allocated an infill dwelling target of 12,800 to accommodate a projected population of 28,160 people. It is expected that by 2050, the City will incorporate a total of 71,290 dwellings, supporting a total population of 182,200 people.

The Strategy aims to increase employment self-sufficiency in the south-east sub-region from the current level of 45% to 61% by 2050, resulting in the creation of an additional 94,310 jobs. It is further identified that a total of 2,300 of these jobs will be focussed on the Maddington centre.

The sub-regional planning framework identifies a hierarchy of activity centres. Relevant to the City of Gosnells, are Maddington (secondary centre), with Gosnells, Thornlie, Forest Lakes and Southern River centres identified as district centres.

2.2.3 State Planning Policy 4.2 - Activity Centres for Perth and Peel

State Planning Policy (SPP) 4.2 specifies broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres in Perth and Peel. It is mainly concerned with the distribution, function, broad land use and urban design criteria of activity centres and promotes the coordination of land use and infrastructure planning.

SPP 4.2 identifies a hierarchy of 6 activity centre classifications. These include:

- Capital City;
- Strategic Metropolitan centres;
- Secondary centres;
- District centres;
- Neighbourhood/Local centres
- Specialised centres.

The hierarchy of centres within Gosnells is presented in the table below, together with a summary of the key functions, typical characteristics and performance targets for each centre type consistent with SPP 4.2.

Table 1 – State Planning Policy No.4.2 – Hierarchy of Activity Centres

Centre Hierarchy	Main role/function	Typical development	Typical characteristics
Secondary centre Maddington	Secondary centres share similar characteristics with strategic metropolitan centres but serve smaller catchments and offer a more limited range of services, facilities and employment opportunities. They perform an important role in the city's economy and provide essential services to their catchments.	• Department store/s • Discount department store/s • Supermarkets • Specialty shops • Major offices • Professional and service businesses	• Future indicative service population – up to 150,000 persons • Residential density target – 25 (minimum) and 35 (desirable) per gross hectare • Walkable catchment for residential density target – 400m • Diversity performance target (mix of land uses) – 30% (above 20,000sq.m NLA), 40% (above 50,000sq.m NLA)
District centre Gosnells Forest Lakes Thornlie Southern River (future)	District centres have a greater focus on servicing the daily and weekly needs of residents. Their relatively smaller scale catchment enables them to have a greater local community focus and provide services, facilities and job opportunities that reflect the particular needs of their catchments.	• Discount department store/s • Supermarkets • Convenience goods • Small scale comparison shopping • Personal shopping • Some specialty shops • Major offices • Professional and service businesses	• Future indicative service population – 20,000-50,000 persons • Residential density target – 20 (minimum) and 30 (desirable) per gross hectare • Walkable catchment for residential density target – 400m • Diversity performance target (mix of land uses) – 30% (above 20,000sq.m NLA), 40% (above 50,000sq.m NLA)
Neighbourhood centres	Neighbourhood centres provide for daily and weekly household shopping needs, community facilities and a small range of other convenience services.	• Supermarkets • Personal services • Convenience shops • Local professional services	• Future indicative service population – 20,000-15,000 persons (about 1km radius) • Residential density target – 15 (minimum) and 25 (desirable) per gross hectare • Walkable catchment for residential density target – 200m

SPP 4.2 further identifies local centres as generally those with a shop/retail floorspace of less than 1,500sq.m NLA.

SPP 4.2 states that local planning strategies should reflect SPP 4.2, particularly in the consideration of the hierarchy of centres. Local planning strategies will be used as the basis for preparing and amending local planning schemes, activity centre plans, district and local structure plans, as well as development applications.

SPP 4.2 also requires that a local planning strategy includes a Retail Needs Assessment (RNA) in order to show the estimated retail needs and indicative distribution of floorspace across the activity centres. It also provides guidance on where a Retail Sustainability Assessment should be prepared as part of any new or expanded activity centre proposals.

2.2.4 Liveable Neighbourhoods

Liveable Neighbourhoods 2009 and its more recent Draft 2015 version operates as the primary policy considering the design and assessment of structure plans and subdivisions. Element 3 of Liveable Neighbourhoods specifically considers the requirements for planning and development of district and higher order activity centres.

2.3 Relationship to Local Planning by the City of Gosnells

2.3.1 Strategic Community Plan (2018-2028)

The City's Strategic Community Plan (2018 – 2028) is a long-term strategic document that establishes a 10-year vision for the organisation and the community it serves. The vision is as follows:

'We will be a vibrant City with a strong community identity; a great place to live, work, raise children, visit and invest; a place to encourage a range of lifestyles and opportunities; and where the natural environment, cultural diversity and heritage of the City is respected and protected for the enjoyment of current and future generations'.

The Strategic Community Plan identified 5 strategic priorities that the City will aim to accomplish by 2028, as outlined in the following table:

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

2.3.2 Local Planning Strategy

The Local Planning Strategy (LPS) is the key strategic planning document for the City of Gosnells that is to be read in conjunction with the Local Planning Scheme.

The Strategy is premised on the City's Strategic Community Plan (2018-2028) and the State Planning Framework, and is intended to guide land use and development in the context of:

- Housing
- Activity Centres
- Employment, Business and Industry
- Public Open Space

- Rural areas
- Environment and Water Management
- Transport
- Community Facilities
- Servicing and Infrastructure
- Heritage
- Tourism
- The Planning Framework

The ACPS forms part of the Local Planning Strategy, along with the consideration of other relevant strategies, including:

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

Specifically, section 4.3 of the LPS identifies the consideration of activity centres. This section further outlines the appropriate centres which have been identified in conjunction with SPP 4.2's activity centre hierarchy, providing greater consideration of the City's 'large neighbourhood', 'neighbourhood', and 'local' centres.

2.3.3 Town Planning Scheme No. 6

The City's Town Planning Scheme No. 6 (TPS 6), provides guidelines for development in all suburbs within Gosnell's municipal area and consists of the Scheme Text and Scheme Map. The Scheme divides the local government area into zones to identify areas for particular uses and land for public purposes.

TPS 6 controls the type of uses and development allowed in different zones. It also sets out the requirements for planning approval, enforcements of scheme provisions and non-confirming uses. The zones contained within TPS 6 that are relevant to the ACPS are:

Regional Centre Zone

To provide for a full range of commercial and community facilities to serve the needs of the sub-regional community in a centre which provides a high level of accessibility and pleasant and harmonious environment for social and commercial activities.

District Centre Zone

To provide for weekly shopping needs, local offices, health, welfare and community facilities, consistent with the district-serving role of the centre.

Local Centre Zone

To provide for predominantly convenience retailing and community facilities which serve the local community and provides a high level of accessibility for local residents.

Office Zone

To provide for the development of offices and associated commercial and residential uses.

Mixed Business Zone

To provide for a variety of commercial activities including showrooms and other forms of bulky goods retailing/display in strategically located areas of the City.

Highway Commercial Zone

To provide for a range of commercial development, including particularly bulk retailing and open-air display, which is suitable for a highway frontage location.

Business Development Zone

To provide for the progressive and planned development of areas for commercial and industrial uses generally in accordance with an Outline Development Plan adopted pursuant to Clause 7.4.

Development Zone

To provide for the progressive and planned development of land for a variety of uses including residential, commercial, industrial, recreational and community generally in accordance with an Outline Development Plan adopted pursuant to Clause 7.4.

2.4 City of Gosnells Local Planning Projects

2.4.1 City of Gosnells Local Housing Strategy

The City's Local Housing Strategy was adopted by Council in December 2003 and approved by WAPC in October 2005, with the following aims and recommendations:

- To create a more compact and energy efficient form of urban development with emphasis on efficient use of facilities, services and infrastructure – the need to promote sustainable development is stated as the overarching principle of the Strategy.
- To redress predominance of single residential low-density housing (accounting for 93% of total housing stock in 2001) in the City by facilitating a more diverse range of dwelling types to better cater for the demographic changes occurring in the community.
- To achieve these key objectives by identifying areas in the City best suited to accommodating increased residential densities, based primarily on proximity to commercial centres, public transport nodes and/ or community facilities – “accessibility indicator” mapping shows highest levels of accessibility generally within a 400-metre pedestrian catchment of train stations and local centres, consistent with Liveable Neighbourhoods principles.
- Divides the City into 16 Housing Precincts and develops an overall Strategy Map, together with Local Housing Strategy Precinct Plans for the eleven precincts deemed suitable for a density increase – significant portions of two of these precincts (Central Maddington and North Gosnells) are not included in the relevant strategy plans, however, as they are subject to guided development schemes which already make provision for increased densities near Maddington and Gosnells train stations.
- Advocates increasing residential densities generally as follows – R60 areas mainly within 400 metres of Beckenham, Kenwick and Thornlie stations; R40 areas near Seaforth station, Spencer Village neighbourhood centre and Forest Lakes district centre; R30 or R35 areas near other centres including Tooting Street, Highbury Crescent, Brixton Street, Langford Village, Kenwick Village, Westfield Street, Thornlie Square/Spencer Road, George Street, Ashburton Village and Matilda Street.
- Recommends pursuing the density increases through amendments to Town Planning Scheme No 6, including density bonuses for corner lots.
- Proposes changing the base residential density code across residential zoned areas in the City from R17.5 to R20.

The City has made substantial progress in implementing the Local Housing Strategy since its adoption.

In future years, population growth will drive demand for additional retail floorspace to be provided in future planned centres and, in many cases, existing centres. The modelling project involved an iterative process of, for each five-yearly period, calculating the amount of retail floorspace required in each activity centre, then adjusting the various quantities until, for the year being modelled, a reasonable balance had been found between increasing retail floorspace in the centres that could support it; whilst still ensuring that the performance of competing centres, particularly existing centres with a below-average performance, was not unreasonably impacted upon.

While the data in the model is as accurate and up-to-date as possible, and the results of the modelling are considered to represent a reasonable estimate of the potential economic performance of each centre, the results do not purport to represent the *actual* performance of each centre. This is because other factors outside the model can and do have a very large bearing on the economic performance of an activity centre.

2.4.2 Maddington Town Centre

The Maddington Town Centre is a Secondary Centre, the highest within the City of Gosnells' hierarchy of centres. Planning frameworks have been established to guide the Maddington Town Centre's growth as a vibrant and active mixed-use town centre with high quality streetscapes and facilities.

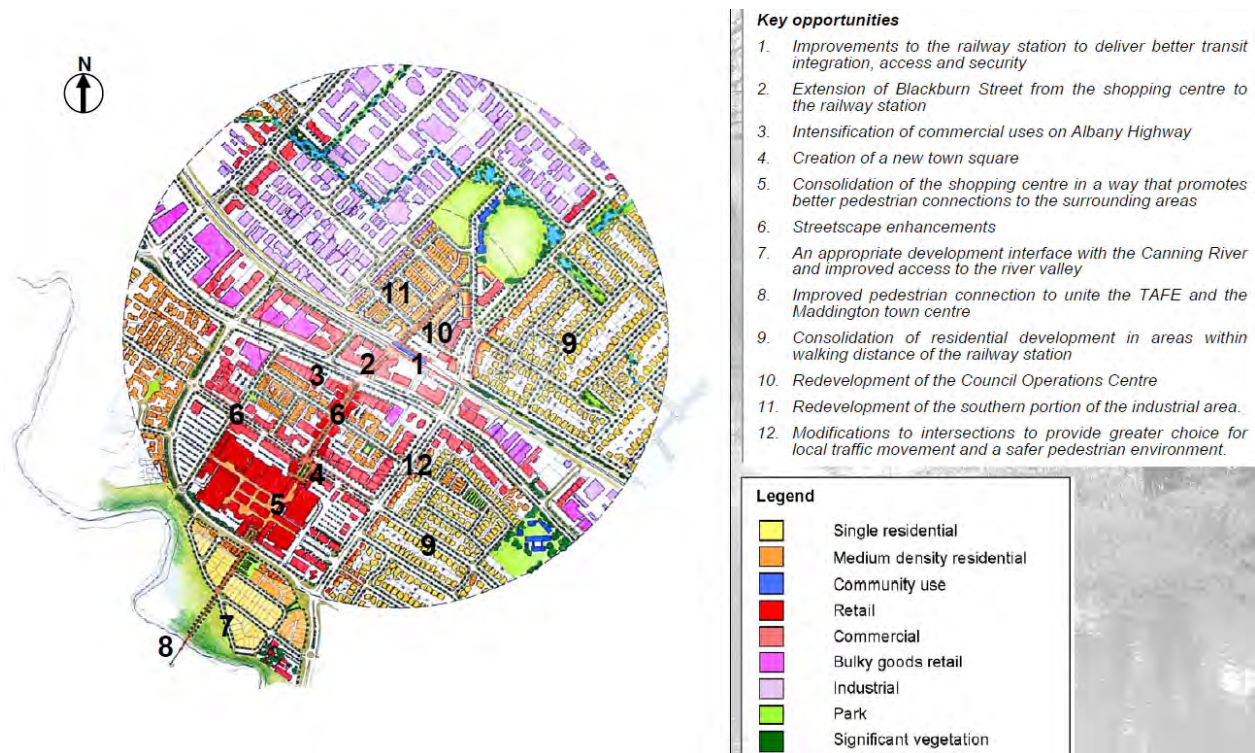
An enquiry-by-design workshop was held in 2004 as an initiative of the Maddington-Kenwick Sustainable Communities Partnership (MKSCP), aimed at exploring possibilities for revitalising the Maddington Town Centre and station precinct. For a summary of MKSCP initiatives refer to the City's website.

As well as generating development ideas, the workshop considered the implications of two major influences on the centre's future – its regional role within the (then released) Network City Strategy and the opportunity to redevelop the Maddington Station and walkable catchment.

A wide range of measures aimed at achieving the vision that Maddington will mature and grow into a more sustainable mixed use town were identified including improved public realm, intensification of commercial uses on Albany Highway, better integration of Maddington Central shopping centre with the surrounding town centre, extension of Blackburn Street from the shopping centre to station, redevelopment of the City Operations Centre as a high quality mixed use precinct close to an improved station and consolidation of residential development.

Council adopted a draft Structure Plan in 2013 as a guide to the future zoning and development proposals for land on the northern side of the Maddington Town Centre. Council has also requested the Western Australian Planning Commission to rezone land in this area to Urban in the Metropolitan Region Scheme.

FIGURE 2: Maddington Town Centre Enquiry-by-Design Outcomes Plan (2004)



There are also other large land holdings in other parts of Maddington, towards Tonkin Highway, that have been identified for future urban development. The various planning initiatives in Maddington have the potential to lead to a substantial increase in the resident population of the area.

The Central Maddington Outline Development Plan (CMODP) was adopted by Council in 2009 to guide redevelopment of an 80ha area adjoining the Maddington Town Centre. Comprised of over 550 existing residential properties, the CMODP unlocks the development potential of the area and supports the activation of the Maddington Town Centre.

The ODP identifies land for increased residential densities around the Maddington rail station and seeks to facilitate new and upgraded infrastructure and open space to cater for more intensive development and the needs of existing and future residents.

NOTE

ALL DUAL USE PERMITS WILL BE LOCATED WITHIN ROAD RIGHT-OF-WAY. PARKS ARE SHOWN WITHIN ABUTTING LOTS FOR ILLUSTRATIVE PURPOSES ONLY.

LEFT-IN LEFT-OUT ACCESS ONLY

The map displays the following zoning districts and land use designations:

- Zoning Districts:** R20, R30, R40, R80.
- Land Use Designations:** L.O.S. 4000ft, L.O.S. 3000ft, L.O.S. 4000ft, L.O.S. 400ft, L.O.S. 40ft.
- Other Features:** Perryway School, Perryway, and various streets including 1st, 2nd, 3rd, 4th, 5th, 6th, 7th, 8th, 9th, 10th, 11th, 12th, 13th, 14th, 15th, 16th, 17th, 18th, 19th, 20th, 21st, 22nd, 23rd, 24th, 25th, 26th, 27th, 28th, 29th, 30th, 31st, 32nd, 33rd, 34th, 35th, 36th, 37th, 38th, 39th, 40th, 41st, 42nd, 43rd, 44th, 45th, 46th, 47th, 48th, 49th, 50th, 51st, 52nd, 53rd, 54th, 55th, 56th, 57th, 58th, 59th, 60th, 61st, 62nd, 63rd, 64th, 65th, 66th, 67th, 68th, 69th, 70th, 71st, 72nd, 73rd, 74th, 75th, 76th, 77th, 78th, 79th, 80th, 81st, 82nd, 83rd, 84th, 85th, 86th, 87th, 88th, 89th, 90th, 91st, 92nd, 93rd, 94th, 95th, 96th, 97th, 98th, 99th, 100th.

2.4.3 Maddington Kenwick Strategic Employment Area (MKSEA)

MKSEA is a large strategically located area identified for industrial development. It is an initiative of the Maddington-Kenwick Sustainable Communities Partnership, aimed at stimulating the economic development of the area and the broader City of Gosnells region and protecting the area's natural attributes. For a summary of MKSCP initiatives, refer to the City's website.

MKSEA is an area bound by Bickley Road, Roe Highway, Tonkin Highway and Welshpool Road. The MKSEA is located largely within the City of Gosnells, although a portion is in the City of Kalamunda. Planning for the MKSEA is guided by an indicative local structure plan (concept plan) and a range of technical information and reports. It has informed numerous Metropolitan Region Scheme amendments in recent years.

The City of Gosnells has advocated for future strategic industrial use of the MKSEA and divided it into three planning precinct areas, in addition to the area located within the City of Kalamunda.

- Precinct 1 comprises approximately 125 hectares of land bound by Victoria Road, Tonkin Highway and Bickley Road.
- Precinct 2 comprises approximately 185 hectares of land bound by Victoria Road, Tonkin Highway, Boundary Road and Bickley Road.
- Precinct 3 (which consists of sub-precincts 3A and 3B) comprises approximately 156 hectares and is bound by Roe Highway, Bickley Road, Brook Road and the Shire of Kalamunda boundary.

Welshpool Road East Industrial Precinct (Shire of Kalamunda) comprises 47.44 hectares, has access to Welshpool Road East and abuts Precinct 3A and 3B of MKSEA.

FIGURE 4: MKSEA Indicative Local Structure Plan



2.4.4 Gosnells Town Centre

The Gosnells Town Centre is an important district centre, which is the most well-established in the City of Gosnells. Planning frameworks (including the Gosnells Town Centre Development Policy) have been formed to guide the Gosnells Town Centre's growth as a vibrant and active mixed-use town centre with high quality streetscapes and facilities. These frameworks have restored the focus on creating a pedestrian friendly environment, outlook to public spaces and suitably built form scale.

It is framed by the meandering Canning River and Darling Scarp's foothills, where remnant orchards and established landscapes reflect a relatively recent rural past. Considerable joint government investment over the past decade has seen the area transform into a distinctive and appealing town centre that has created a sense of place that retains its country town feel.

The urban structure of the town centre has been substantially changed with the addition of two key streets to improve access. The existing railway station was relocated to the main street level crossing to provide a stronger focus to the town centre and a new link road (Federation Parade) along the Canning River (Pioneer Park) has been developed to improve circulation and create a new urban front to the river. A new east-west main street was built with a new level crossing across the railway to facilitate access between Albany Highway and the main residential catchment to the west. It extends into a commercial hub and links both sides of Albany Highway

The nationally awarded Gosnells Town Centre revitalisation program has achieved improved street connection, quality public spaces and introduced new state-of-the-art facilities. Quality public art defines Gosnells' distinctive sense of place. New state-of-the-art facilities have been developed including an award-winning town square and riverside park with tree top walk (Centennial Pioneer Park). The Agonis community facility contains uses that further support the activation of the Gosnells Town Centre.

FIGURE 5: Aerial of the Gosnells Town Centre (looking south)



2.4.5 Kenwick Vision Plan

Kenwick has a Neighbourhood and Local Centres that is located on the Armadale Rail Line within close proximity of the MKSEA and the Greater Brixton Street Wetlands. Planning frameworks have been established to guide Kenwick's growth as a vibrant and active place to live and work.

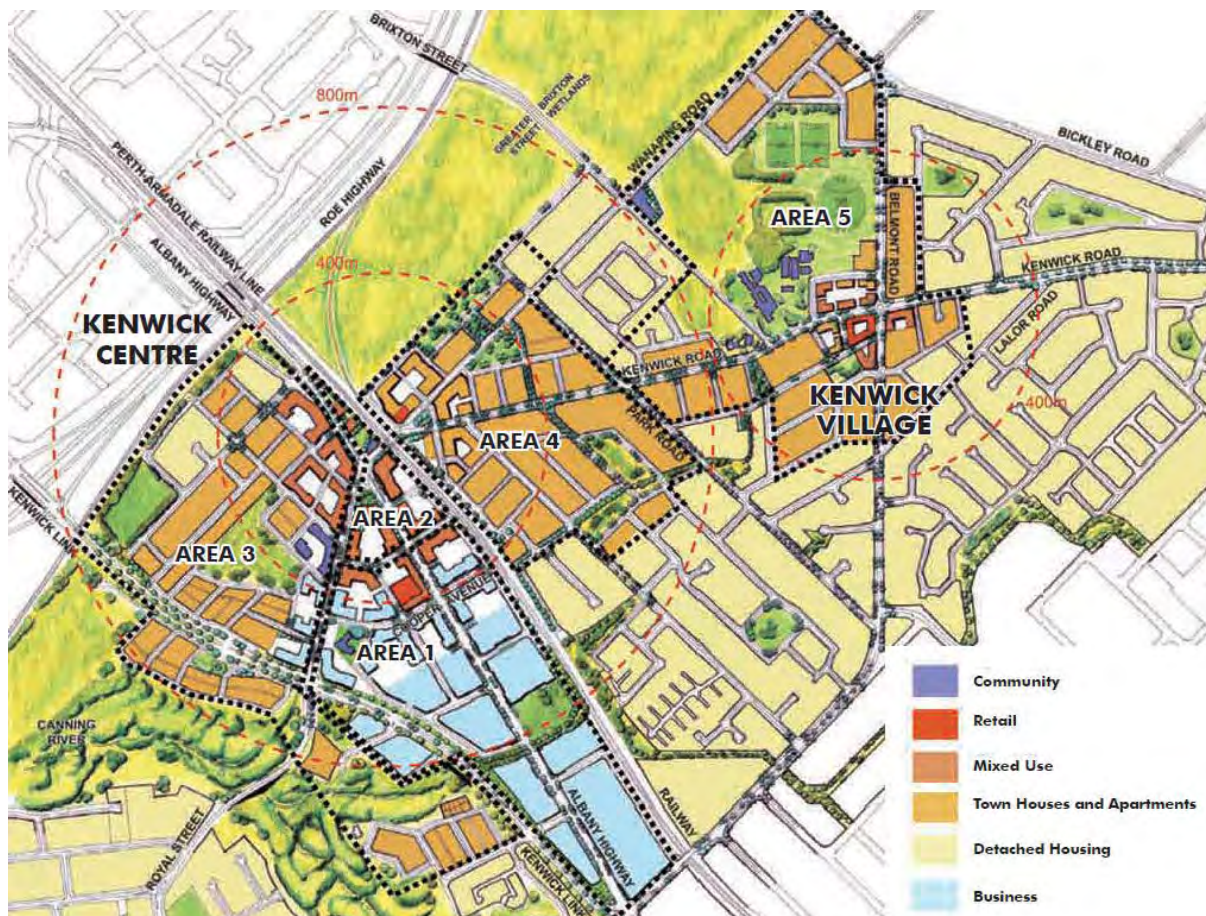
In 2007 the City undertook the "Kenwick by Design" workshops as part of the MKSCP. For a summary of MKSCP initiatives refer to the City's website. The workshops brought government and community stakeholders together to explore future development and design possibilities for revitalising the suburb of Kenwick.

The adopted vision is to create sustainable, vibrant centres in the locality by consolidating and enhancing the two existing activity nodes of Kenwick Town Centre and Kenwick Village.

The Town Centre – generally covering the area within a 400 metre (walkable) radius of Kenwick rail station, which would form an identifiable "activity hub" – is proposed to be developed as a pedestrian friendly close-knit urban core that would include "main street" style (convenience oriented) retail on Albany Highway, medium to high density residential and a mix of other uses.

Proposals for Kenwick Village include consolidating the existing commercial/service core, creating a "village green" to encourage community gatherings, encouraging mixed use and higher density residential development near the core, and providing strategic new street connections to better integrate facilities around the village.

FIGURE 6: Kenwick Vision Plan



2.4.6 Beckenham

The Beckenham Station Precinct Activity Centre Plan has been approved by the WAPC. This is an emerging Neighbourhood Activity Centre that is located on the Armadale Rail Line. It is located within close proximity of Mills Park, a state-of-the-art district recreational facility. Rapid densification of the area surrounding the Beckenham Railway Station has been market driven.

In support of the area's activity centre development potential the station adjoining old Boral industrial site has been rezoned to urban for high density development. An Activity Centre Plan has now been endorsed for the site that will make it the focus of mixed-use development and includes a maximum of 6,000m² of shop/retail floor space.

2.4.7 Southern River

A large proportion of the future urban growth expected to occur in the City will be in Southern River. Structure Plans will guide the development of land in Southern River Precincts 1, 2 and 3.

Land between Passmore Street and Tonkin Highway and extending across the Southern River towards the Seaforth rail station is in single ownership and expected to be developed in the next 20 years. An additional 27,000 people are planned in the area bound by Ranford Road, Warton Road, Corfield Street and Tonkin Highway.

2.4.8 Public Transport and Activity Centres

The close integration of activity centres with public transport is a key aim of the Perth and Peel @ 3.5 million and SPP 4.2. In support of this aim, the City of Gosnells has embraced the creation of activity centres around its many transit hubs.

Rail Infrastructure

Established parts of the City are well serviced by rail infrastructure with stations on the Armadale Railway Line at Beckenham, Kenwick, Thornlie, Maddington, Gosnells and Seaforth, and the future Nicholson Road station on the extended Thornlie Rail Line to Cockburn Central.

Gosnells

The Gosnells Town Centre has been restructured and significantly regenerated to establish activity centre growth. Around \$30 million invested in the Gosnells town centre since 2000 has resulted in the relocation of the Gosnells train station, the construction of the Agonis Centre, road works upgrades including the construction of Main Street, significant streetscape improvements, the design and construction of the tree-top walk at Pioneer Park and the inclusion of multiple public artworks.

To complement these initiatives, the City created Local Planning Policy 5.2 - Gosnells Town Centre. The Policy's intentions are to create a town centre based on the principles of Transit-Oriented-Development (TOD) and it provides a set of objectives, controls and examples of desirable building forms to indicate optimum development patterns that will contribute to an active and vibrant commercial core.

Further, an Improvement Plan has been prepared for the area bound by Lissiman Street to the west, Albany Highway to the east, Fremantle Road to the north and Dorothy Street to the south. Of particular importance is the reinforcement of the town centre's connection to the train station and the need for buildings to make provision for multiple pedestrian access ways. It is anticipated these design elements will make a substantial difference to the town centre's urban identity.

Maddington and Kenwick

The better integration of Maddington and Kenwick stations into the activity centres is central to the planning initiatives to regenerate these areas. This will need to include improvements to the station environment. The Maddington Town Centre (MTC) is intended to become a well-integrated place that fully utilises its substantial local assets based on the principles of TODs. Maddington's diverse land uses and activities provide a strong basis for sustainable economic development which will be required for transformative growth. The MTC has sufficient base level infrastructure and serving to facilitate more intense land use development, but strategic asset upgrades will be essential for sustainable urban and commercial growth.

A consolidated linkage of activity nodes within the MTC will provide a focus to the overall town centre structure and will also play an important role in strengthening the synergies between existing and new commercial land uses. The town centre's long-term viability as a sustainable TOD relies on a sufficiently dense residential population to support streetscape vitality, place activation, passive surveillance, employment growth and local commerce viability.

The MTC has considerable scope for additional retail and commercial development and this is required to actively support the town centre objectives for consolidated, well-integrated and pedestrian-friendly streetscapes. Future expansion or redevelopment of the Central Maddington shopping centre will need to achieve an improved urban interface through a variety of measures. These future improvements are essential to creating a commercial 'heart' within the town centre and to diversify Central's role and attraction as a commercial destination. Retail activity is particularly important north of Albany Highway to generating pedestrian movement. To this end, high visibility and ease of access will support the sustained commercial viability of this precinct and pedestrian focussed commercial uses that support activity both during and outside office hours are strongly encouraged.

Other Established Train Stations

Beckenham, Thornlie, Seaforth and Kenwick stations are not well integrated with transit oriented commercial development, though there is some potential for this to occur in future.

The City is keen to see improvements to the stations in terms of passenger facilities, safety, parking and integration with bus services and has advocated for extension of the Thornlie spur line towards Canning Vale and beyond to service the substantial urban growth in the area.

Future Nicholson Road Train Station

The State Government has indicated support for the extension of the rail line from Thornlie to Cockburn Central, with a new railway station at Canning Vale adjacent to Nicholson Road as indicated through the METRONET program. The estimated construction time is set for commencement in late 2019 with completion expected in early 2022.

Bus Routes

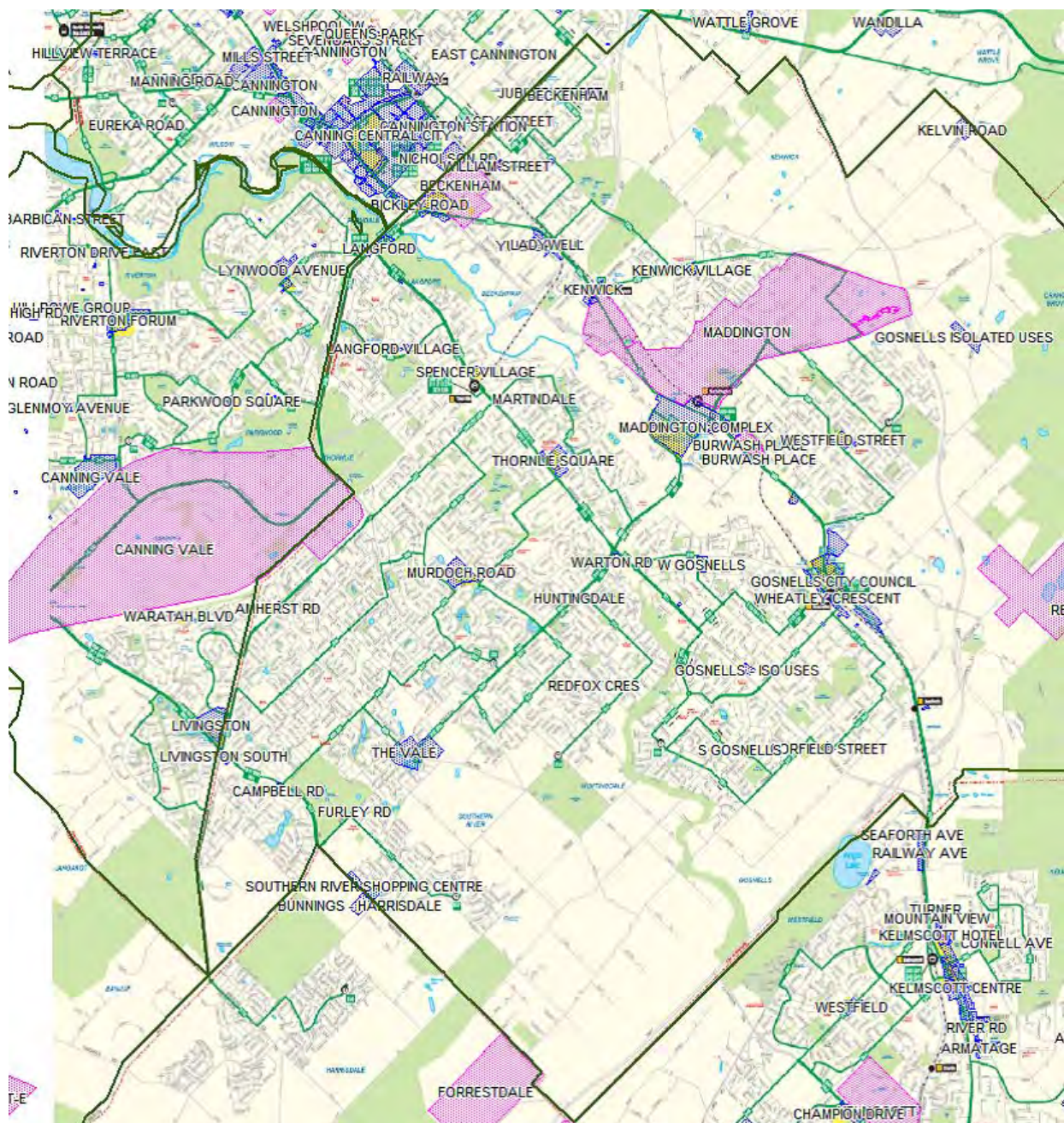
The City is serviced by a network of bus routes, as shown in the figure below. The provision of bus routes and their relationship with the activity centres considered 'good' for an outer suburban location. Frequency times could be improved; however, this would only likely occur with substantially increased patronage.

Cycling Network

The City recognises the need to integrate activity centres with pedestrian and cyclist connections and end of trip facilities. The City's current network of shared use paths and on-road networks generally provide access to activity centres, although certain linkages and other forms of infrastructure require upgrading.

Future works and upgrades to pedestrian and cyclist infrastructure are likely to be implemented through a draft Bike Plan which the City is currently developing. The draft Bike Plan identifies the locations of required upgrades and linkages and also identifies the activity centres where end of trip facilities are required to be upgraded or installed.

FIGURE 7: Bus Routes, Activity Centres and Industrial Areas

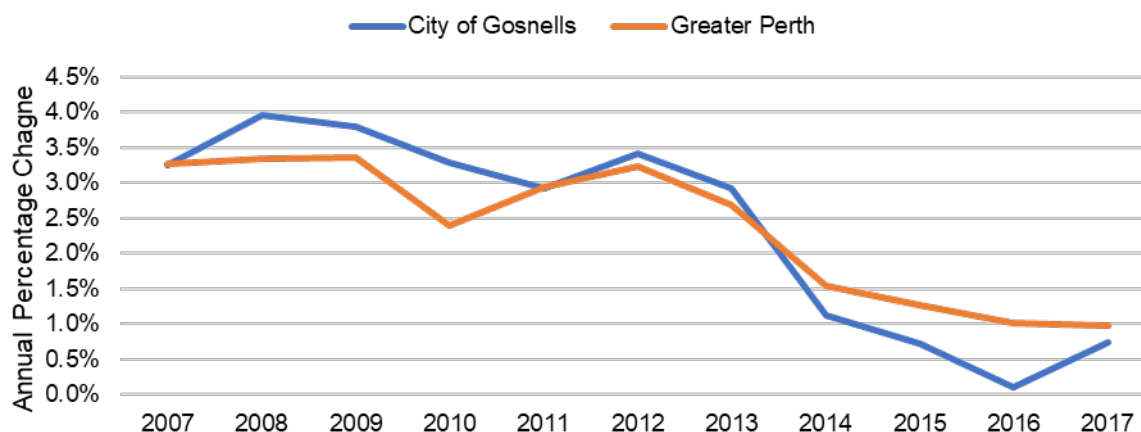


3. POPULATION AND GROWTH

3.1 Historical Population Growth

The resident population of the City of Gosnells was estimated at 123,140 as of June 2018. The City experienced an average annual growth rate of 2.3% over the 2007-17 period which is equivalent to an additional 2,489 residents per annum on average. This compares to a growth rate of 2.3% across Greater Perth over the same period.

CHART 1 – Estimated Resident Population, City of Gosnells, 2007-2017



The rate of population growth declined over the 2014-18 period in line with trends across Greater Perth in response to deteriorating economic conditions and reduced migration levels.

With a mixture of established suburbs, new urban areas and redevelopment, there is substantial variation in population growth patterns for individual small areas in the City of Gosnells, with the most significant growth areas over the 2012 to 2017 period being:

- Southern River (+50.9%);
- Martin (+19.8%);
- Orange Grove (+9.7%);
- Maddington (+8.9%); and
- Beckenham (+7.3%).

More established parts of the City in the north-west experienced much slower or even declining population levels over the same period due to increased rental vacancy rates and ageing populations with smaller household sizes, including:

- Thornlie (-2.5%);
- Langford (-1.5%); and
- Huntingdale (-0.7%).

Detailed information on population trends for the period 2012 to 2017 for individual areas are shown in the table below.

It is also important to recognise population growth in adjacent localities, with this growth also supporting patronage and spending at activity centres in the City of Gosnells. There are a number of key growth areas surrounding the municipality that experienced notable population growth over the 2012-17 period, including:

- Piara Waters (+178.3%);
- Harrisdale (+119.5%);
- Forrestdale / Haynes / Hilbert (+73.3%); and
- Champion Lakes (+42.3%).

TABLE 2 – Estimated Resident Population by Small Area, City of Gosnells, 2012 – 2017

Area	2012	2013	2014	2015	2016	2017	2012-2017
<u>Estimated resident population</u>							
Beckenham	7,224	7,399	7,551	7,667	7,760	7,748	+524
Canning Vale	22,800	23,566	23,874	24,038	23,891	24,151	+1,351
Gosnells	20,448	20,737	20,811	20,857	20,872	20,758	+310
Huntingdale	9,131	9,379	9,328	9,157	8,998	9,067	-64
Kenwick	5,803	5,895	5,911	5,958	5,885	5,925	+122
Langford	5,906	6,025	5,978	5,925	5,882	5,820	-86
Maddington	10,957	11,379	11,583	11,685	11,709	11,933	+976
Martin	1,302	1,374	1,447	1,509	1,548	1,559	+257
Orange Grove	710	737	744	761	764	779	+69
Southern River	7,464	8,527	9,295	10,005	10,715	11,263	+3,799
Thornlie	24,522	24,640	24,483	24,311	23,987	23,919	-603
City of Gosnells	116,267	119,658	121,005	121,873	122,011	122,922	+6,655
<u>Average growth (number) per year</u>							
Beckenham		175	152	116	93	-12	105
Canning Vale		766	308	164	-147	260	270
Gosnells		289	74	46	16	-115	62
Huntingdale		248	-51	-171	-159	69	-13
Kenwick		92	16	47	-73	40	24
Langford		119	-47	-53	-43	-62	-17
Maddington		422	204	102	24	224	195
Martin		72	73	62	38	12	51
Orange Grove		27	7	17	3	15	14
Southern River		1,063	768	710	710	548	760
Thornlie		118	-157	-172	-324	-68	-121
City of Gosnells		3,391	1,347	868	138	911	1,331
<u>Average growth (rate) per year</u>							
Beckenham		2.4%	2.1%	1.5%	1.2%	-0.2%	1.4%
Canning Vale		3.4%	1.3%	0.7%	-0.6%	1.1%	1.2%
Gosnells		1.4%	0.4%	0.2%	0.1%	-0.5%	0.3%
Huntingdale		2.7%	-0.5%	-1.8%	-1.7%	0.8%	-0.1%
Kenwick		1.6%	0.3%	0.8%	-1.2%	0.7%	0.4%
Langford		2.0%	-0.8%	-0.9%	-0.7%	-1.1%	-0.3%
Maddington		3.9%	1.8%	0.9%	0.2%	1.9%	1.7%
Martin		5.5%	5.3%	4.3%	2.5%	0.8%	3.7%
Orange Grove		3.8%	0.9%	2.3%	0.4%	2.0%	1.9%
Southern River		14.2%	9.0%	7.6%	7.1%	5.1%	8.6%
Thornlie		0.5%	-0.6%	-0.7%	-1.3%	-0.3%	-0.5%
City of Gosnells		2.9%	1.1%	0.7%	0.1%	0.7%	1.1%

3.2 Projected Population Growth

The City of Gosnell's resident population is projected to increase from 122,922 persons in 2017 to 170,048 persons by 2036.

TABLE 3 – Projected Resident Population, City of Gosnells, 2016-2036

Summary	2016	2021	2026	2031	2036
Population	122,128	135,626	147,653	159,144	170,048
Change in Population (5 years)	-	13,498	12,027	11,491	10,904
Average Annual Change	-	2.1%	1.7%	1.5%	1.3%
Households	42,904	47,388	51,913	56,311	60,547

According to the forecasts prepared by Id Consulting, the main areas for population growth comprise:

- Southern River (+18,024);
- Gosnells (+11,628);
- Maddington (+5,284); and
- Beckenham (+4,758).

Growth in Gosnells is premised largely on the development of a large urban zoned land holding to the south of the suburb. The exact timing for this development is unknown.

Some established areas such as Canning Vale, Langford and Thornlie are predicted to continue to experience population decline or limited growth. The Thornlie METRONET extension to Cockburn Central may activate development to the northern edge of the Canning Vale suburb in the longer term.

There are a number of key growth areas surrounding the municipality that are expected to experience notable population growth over the 2016-36 period, including:

- Forrestdale / Haynes / Hilbert (+27,054);
- Cannington (+12,033);
- Piara Waters (+10,883); and
- Harrisdale (+7,435).

Longer term, the South Metropolitan Peel Sub-Regional Framework anticipates the City of Gosnell's population to increase to approximately 182,200 persons.

TABLE 4 – Projected Resident Population by Small Area, City of Gosnells, 2016-2036

Area	2016	2021	2026	2031	2036	2016-2036
<u>Population</u>						
Beckenham	7,765	10,020	10,928	11,746	12,523	+4,758
Canning Vale	24,022	24,461	24,227	24,054	23,852	-170
Gosnells	20,821	22,959	26,720	30,614	32,449	+11,628
Huntingdale	8,998	9,893	10,861	11,026	11,169	+2,171
Kenwick	5,889	6,144	6,481	6,965	7,557	+1,668
Langford	5,884	5,920	5,962	5,963	6,031	+147
Maddington	11,780	14,115	15,136	16,142	17,064	+5,284
Martin	675	1,350	1,797	2,063	2,587	+1,912
Orange Grove	1,657	1,772	1,844	1,904	3,195	+1,538
Southern River	10,712	14,462	19,230	24,015	28,736	+18,024
Thornlie	23,925	24,533	24,468	24,650	24,887	+962
City of Gosnells	122,128	135,626	147,653	159,144	170,048	+47,920
<u>Average Annual Growth (%)</u>						
Beckenham		451	182	164	155	238
Canning Vale		88	-47	-35	-40	-9
Gosnells		428	752	779	367	581
Huntingdale		179	194	33	29	109
Kenwick		51	67	97	118	83
Langford		7	8	0	14	7
Maddington		467	204	201	184	264
Martin		135	89	53	105	96
Orange Grove		23	14	12	258	77
Southern River		750	954	957	944	901
Thornlie		122	-13	36	47	48
City of Gosnells		2,700	2,405	2,298	2,181	2,396
<u>Average Annual Growth (No.)</u>						
Beckenham		5.2%	1.8%	1.5%	1.3%	2.4%
Canning Vale		0.4%	-0.2%	-0.1%	-0.2%	0.0%
Gosnells		2.0%	3.1%	2.8%	1.2%	2.2%
Huntingdale		1.9%	1.9%	0.3%	0.3%	1.1%
Kenwick		0.9%	1.1%	1.5%	1.6%	1.3%
Langford		0.1%	0.1%	0.0%	0.2%	0.1%
Maddington		3.7%	1.4%	1.3%	1.1%	1.9%
Martin		14.9%	5.9%	2.8%	4.6%	6.9%
Orange Grove		1.4%	0.8%	0.6%	10.9%	3.3%
Southern River		6.2%	5.9%	4.5%	3.7%	5.1%
Thornlie		0.5%	-0.1%	0.1%	0.2%	0.2%
City of Gosnells		2.1%	1.7%	1.5%	1.3%	1.7%

3.3 Demographic Profile

The socio-demographic characteristics of residents in the City of Gosnells provides key insights into the level of demand for services and facilities provided within activity centres. Some of the main features of residents across the municipality are as follows.

- A number of established suburbs have older populations with a significant proportion of senior and elderly residents (70 years old and above).
- The City's growth areas are relatively young, with a large number of establishing families and young couples and singles.
- Suburbs such as Canning Vale and Langford have high levels of persons born in Asia and the Sub-Continent.
- The City had a significantly higher unemployment rate of 9.7% as of 2016 compared to 5.4% in 2011.
- Approximately 76% of the City's working population travel outside the City for their place of work, with the majority working in the southern suburbs such as industrial areas in the City of Canning. Approximately 10.7% of workers commute to the City of Perth.
- The median adult income was estimated at \$636 per week in 2016 compared to \$728 across Greater Perth.

The table below summarises key attributes across the localities within the municipality.

TABLE 5 – Socio-Demographic Attributes by Small Area, City of Gosnells, 2016

	Avg. H'Hold Size	Median Age	Born in Australia	Detached Dwellings	Labour Force Participation Rate	"Blue Collar" Employment	"White Collar" Employment
Beckenham	2.7	33	47.1%	85.4%	73.6%	44.3%	54.0%
Canning Vale	3.2	34	47.1%	90.3%	75.7%	59.4%	39.1%
Gosnells	2.6	35	56.5%	82.4%	69.3%	40.1%	58.0%
Huntingdale	3	33	60.3%	98.7%	77.2%	45.8%	52.3%
Kenwick	2.8	33	52.0%	95.1%	73.0%	40.6%	56.8%
Langford	2.8	33	41.9%	83.9%	69.4%	40.6%	57.5%
Maddington	2.7	34	49.3%	82.5%	69.5%	36.4%	61.6%
Martin	2.6	45	58.9%	84.1%	81.2%	50.9%	48.0%
Orange Grove	2.3	50	69.3%	60.4%	74.5%	46.4%	50.5%
Southern River	2.2	32	48.8%	94.2%	78.9%	56.4%	41.7%
Thornlie	2.8	37	53.8%	90.9%	76.8%	47.3%	50.7%
City of Gosnells	2.9	34	51.2%	88.0%	73.7%	47.5%	50.6%
Greater Perth	2.6	36	57.3%	76.9%	76.8%	56.5%	41.9%

3.4 Retail Spending Profile

Estimates of average per capita retail spending by residents in the City of Gosnells were prepared with reference to the MarketInfo micro-simulation model. This model uses data from the ABS, ATO and a range of other socio-economic indicators and provides estimates of retail spending on a small area basis.

Average per capita retail spending by City of Gosnells residents is estimated at approximately \$12,774 as of 2012. In comparison, the average per capita spending in metropolitan Perth was estimated at \$13,994.

TABLE 6 – Average Per Capita Retail Spending by Category, City of Gosnells

Retail Category	City of Gosnells (\$)	Metropolitan Perth (\$)	Difference
Food Retail	5,922	6,192	-4%
Food Catering	1,359	1,549	-12%
Apparel	1,246	1,447	-14%
Homewares	874	1,022	-14%
Bulky Goods	1,512	1,629	-7%
Leisure	1,435	1,622	-12%
Services	427	533	-20%
Total Retail	12,774	13,994	-9%

Spending within discretionary categories was estimated at being significantly below Perth-wide averages.

3.5 Retail Spending Outlook

It is important to note that the retail market is not immune to structural changes that are occurring in the economy and society. The retail sector in Australia is being tested by numerous factors, including, but not limited to:

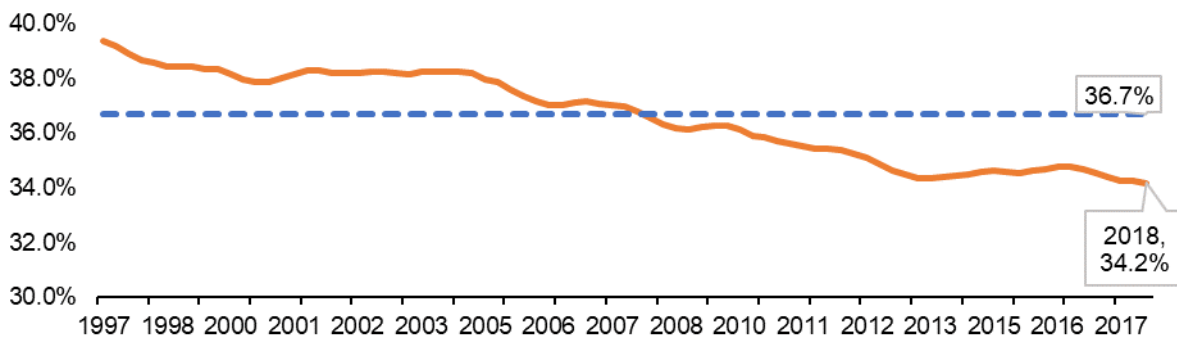
- Changing consumers – consumers are altering their trading patterns, with higher levels of spending devoted to experiential items such as sporting events, concerts, restaurants and cafes;
- Online trading – online trading is increasing much faster than traditional ‘bricks and mortar’ stores, though there is still a strong preference to frequent stores as online retail expenditure accounts for only 6.5% of retail expenditure (additionally, retail outlets are devoting more resources to accommodating both online and in-store customers);
- Other cost pressures – increased spending on non-retail categories, such as education, healthcare and utilities, is diverting household spending from retail goods.

The above trends, amongst others, are driving change within activity centres.

For instance, responses to threats posed by online shopping and changing consumer patterns are shifting the focus of retail centres to mixed use centres, driven by a variety of uses and experiences, rather than narrow, purpose-driven shopping trips. Stores are becoming more like experiences and services and including new uses and services (e.g. household service bookings, co-working spaces, education and learning hubs and health and medical facilities).

Moreover, out-of-centre retailers are adopting smaller floorplate and pop-up uses with large experiential offerings and fulfillment centres.

CHART 2 – Retail Share of Consumer Spending, Australia, 1997-2018



4. ACTIVITY CENTRES

This section summarises the current mix of activity centres in the City. The state and size of the existing activity centres in the City are documented in **Appendix A - Activity Centres Inventory**.

4.1 Activity Centre Hierarchy

Activity centres within the City of Gosnells have been classified in accordance with the appropriate hierarchy as set out under Perth and Peel and SPP 4.2. Accordingly, centres identified appropriate to the City include:

- Secondary centre
- District centre;
- Neighbourhood centre; and
- Local centre.

These can be defined as having the following characteristics:

Secondary Centre:

Secondary centres share similar characteristics with strategic metropolitan city centres but generally serve smaller catchments (up to 150,000 persons) and offer a more limited range of services, facilities and employment opportunities.

Secondary centres are important suburban centres that are generally based around retailers offering a range of convenience and comparison goods and services. They also include office, housing, community, recreational and in some cases entertainment. Opportunities exist to encourage more mixed-use development in appropriately located centres, especially if they are located on high frequency public transport routes.

District Centre:

District centres generally serve the main weekly household shopping, service and community needs of the district. They are predominantly retail focused, however many also include a limited mix of other uses such as offices, medical and professional services, hospitality and entertainment and housing. Some also include or are associated with civic, community and recreation facilities. District centres have a greater focus on servicing the daily and weekly needs of residents.

Their relatively smaller scale catchment (20,000 to 50,000 persons) enables them to have a greater local community focus and provide services, facilities and employment opportunities that reflect the particular needs of their catchments.

Neighbourhood Centre:

Neighbourhood centres are important local community focal points that help to provide for the main daily to weekly household shopping and community needs. They are also a focus for medium-density housing and typically include a supermarket grouped together with a small range of other uses and occasionally community facilities.

Neighbourhood and local centres play an important role in providing walkable access to services and facilities for communities, generally providing for 2,000 to 15,000 people in a catchment.

Local Centre:

Local centres are small and usually consist of a corner deli and a newsagent. These centres provide for the incidental shopping needs of people within a walkable catchment area, and as such contribute to a decrease in daily car use and increase in the health of the community within the walkable catchment.

In accordance with the Activity Centres Inventory (**Appendix A**), and SPP 4.2, the following centres in the City of Gosnells have been identified.

TABLE 7: Activity Centre Hierarchy

Level of Hierarchy	Activity Centre Name
Secondary Centre	Maddington
District Centre	Forest Lakes Gosnells Thornlie Southern River Precinct 4
Neighbourhood Centre	Amherst Village Ashburton Village Beckenham Shopping Centre Beckenham Station Precinct Corfield Shopping Centre Huntingdale Forum Kenwick Village Langford Village Ranford Shopping Centre Spencer Village Southern River Shopping Centre Southern River Road (SR-08) Southern River Precinct 4 (DV-01) Westfield Street
Local Centre	Campbell/Birnham Dorothy Street Fraser/ Comrie Fraser/ Amherst Fraser/ Gateway Furley Road Gosnells Medical Centre Huntingdale Shopping Centre Huntingdale – Gay Street

	Martindale Nicholson & Amherst Royal Street Southern River Precinct 3 – SR-10, SR-11 Southern River Precinct 4 – DV-01, DV-02, SR-15 Warton Road West Gosnells Yale Road
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4.2 Activity Centre Floorspace

Non-residential floorspace in commercial and mixed business centres in the City of Gosnells was an estimated 1.04 million square metres as of 2016. This floorspace employed approximately 7,356 persons.

TABLE 8 – Floorspace by Land Use Category, City of Gosnells, 2016²

Area	Floorspace
Entertainment/Recreation/Culture	49,310
Health/Welfare/Community Services	17,210
Manufacturing/Processing/Fabrication	153,629
Office/Business	114,486
Residential	5,115
Other Retail	69,013
Service Industry	154,778
Shop/Retail	169,580
Storage/Distribution	188,061
Utilities/Communications	23,746
TOTAL OCCUPIED	944,928
Vacant Floor Area	94,820
TOTAL	1,039,748

There were a further 3,569 persons employed within public purpose precincts. This primarily relates to persons employed within schools and recreation facilities.

Floorspace by centre type is illustrated in the table below.

² DPLH (2018) Employment and Land Use Survey, 2015-17

TABLE 9 – Floorspace by Centre, City of Gosnells, 2016³

Area	Shop Retail	Other Retail	Office	Other	Total
<u>Secondary Centre</u>					
Maddington Town Centre	31,202	6,198	9,480	28,700	75,580
<u>District Centre</u>					
Gosnells Town Centre	15,702	1,513	12,739	16,794	46,748
Forest Lakes	11,244	0	421	3,739	15,404
Thornlie Square	10,665	103	1,285	2,138	14,191
Southern River	Not yet developed				
<u>Neighbourhood / Local</u>					
The Vale	9,722	0	2,010	5,797	17,529
Southern River Shopping Centre	5,378	2,250	330	2,339	10,297
Livingston South	5,100	806	0	4,750	10,656
Spencer Village	3,606	0	60	0	3,666
Campbell Rd	3,579	0	765	354	4,698
Westfield Street	3,165	0	400	1,413	4,978
W Gosnells	2,465	0	95	595	3,155
Langford Village	2,404	0	539	1,153	4,096
Corfield Street	1,646	0	126	887	2,659
Redfox Cres	1,540	0	200	340	2,080
Beckenham	1,491	75	204	651	2,421
Kenwick Village	1,480	0	0	380	1,860
South Gosnells	1,379	0	170	0	1,549
Huntingdale	1,023	300	0	180	1,503
Kenwick	825	0	130	1,907	2,862
Livingston	800	0	0	0	800
Southern River/Holmes Street	Not yet developed				

³ DPLH (2018) Employment and Land Use Survey, 2015-17

Area	Shop Retail	Other Retail	Office	Other	Total
<u>Mixed Business</u>					
Beckenham Commercial Centre	22,315	13,152	4,065	43,362	82,894
Bickley Road	19,595	9,239	2,280	4,779	35,893
Canning Vale	3,153	780	6,669	41,621	52,223
Maddington	5,144	27,897	65,255	484,599	582,895
Warton Rd	498	60	1,014	450	2,022
Area	Shop Retail	Other Retail	Office	Other	Total
Wheatley Street	415	0	2,230	3,581	6,226
<u>Other Centres</u>					
<i>Other Centres</i>	4,044	6,640	4,019	36,160	50,863
City of Gosnells	169,580	69,013	114,486	686,669	1,039,748

5. RETAIL NEEDS ASSESSMENT

5.1 Purpose and Approach

An analysis of the potential growth opportunities for retail floorspace within the City of Gosnells was undertaken in the form of a gravity model. The purpose of this analysis is to provide guidance on the degree to which activity centres may expand and redevelop over the coming decades.

The basic premise of this model is that people are more likely, on the whole, to patronise shopping centres which are located close to where they live rather than those that are located further away. The model additionally assumes that a more attractive centre will cater to a broader catchment, with residents willing to travel a longer distance to frequent a more attractive centre.

It is important to note that the long-term modelling to support this ACPS was undertaken in 2010 and may not accurately reflect individual centre potential given changes in the rate of growth observed across the municipality and the expansion of new growth areas.

Further, retail modelling is subject to limitations. For example, accurately incorporating matters including ease of access and traffic circulation, tenancy mix and perceptions of amenity are not factors accounted for, although these factors can affect the distribution of spending.

The merit or otherwise of individual centre expansions should be assessed based on accurate and current information.

It should be noted that, even though the main policy focus of the RNA is on shop/retail floorspace, other retail floorspace has also been modelled for general planning purposes and as a guide.

A detailed methodology of this approach is appended to this strategy.

5.2 Population Scenario

GRS modelling was undertaken for the following population growth scenario. It is important to recognise that the modelled scenario is considerably more conservative than current population projections.

TABLE 10 – Modelled Population Scenario, City of Gosnells, 2011-31

Summary	2011	2016	2021	2026	2031
Modelled Scenario	103,031	110,493	118,778	131,663	137,118
Updated Projections	112,435	122,128	135,626	147,653	159,144

5.3 Results

Overall, it was estimated that retail floorspace within the City of Gosnell's activity centres could increase by approximately 134,192 square metres as shown in Table 11 below.

TABLE 11 – Retail Floorspace Estimates, City of Gosnells, 2011-31

Summary	2011	2016	2021	2026	2031	Change
Shop Retail	179,422	207,006	238,706	254,206	263,506	+84,084
Other Retail	95,010	109,018	125,518	136,318	145,118	+50,108

Findings by centre are detailed in the appendix. The findings of this modelling have informed centre strategy recommendations in Section 6.

There are a considerable number of local centres with a shop/retail floorspace below 1,500sqm. While some existing local centres perform reasonably well, there is very little expansion potential for existing local centres indicated by the modelling. However, this is not the case for some of the future local centres.

5.3.1 Mixed Business/Light Industrial Areas

There is potential for mixed business development ('other retail floorspace) in the Southern River area, and this has been accounted for in the planning and the modelling. However, the extent of this potential will to some extent be kept in check by the large mixed business area planned for the nearby Forrestdale Business Park in the City of Armadale.

Table 12 – Summary of Model Results – Future Retail Needs

ID	CENTRE	Shop/Retail					Other Retail				
		2011	2016	2021	2026	2031	2011	2016	2021	2026	2031
1	Maddington	31616	40000	50000	60000	60000	8000	10000	12000	12000	12000
2	Forest Lakes	12000	16000	16000	16000	16000	100	1000	1000	1000	1000
3	Thornlie Square	11360	11360	11360	11360	11360	330	330	330	330	330
4	Gosnells Town	18868	18868	18868	18868	18868	4700	4700	4700	4700	4700
5	Southern River	0	4500	12000	16000	25000	0	200	200	500	800
Total District		42228	50728	58228	62228	71228	5130	6230	6230	6530	6830
6	Corfield SC	1640	1640	1640	1640	1640	0	0	0	0	0
7	Ashburton Village	1810	1810	1810	1810	1810	0	0	0	0	0
8	Langford Village	2052	2052	2052	2052	2052	0	0	0	0	0
9	Westfield Street	4531	4531	4531	4531	4531	0	0	0	0	0
10	Spencer Village	2497	2497	2497	2497	2497	0	0	0	0	0
11	Kenwick Village	1551	1551	1551	1551	1551	0	0	0	0	0
12	Beckenham SC	1500	1500	1500	1500	1500	100	100	100	100	100
13	Huntingdale Forum	2320	2320	2320	2320	2320	0	0	0	0	0
14	Ranford SC	3134	4500	4500	4500	4500	0	0	0	0	0
15	Southern River (L)	6200	6200	6200	6200	6200	2540	2540	2540	2540	2540
16	Amherst Village (L)	8435	10500	12500	12500	12500	800	800	800	800	800
17	DV-01	0	0	3500	7000	7000	0	0	500	1000	1000
18	SR-08 (L)	0	4500	7000	7000	7000	0	0	1000	1000	1000
19	Beckenham Station Precinct	0	0	0	6000	6000	0	0	0	0	0
Total Neighbourhood		35670	43601	51601	55101	55101	2640	3440	4940	5440	5440
20	Gosnells Medical	0	1000	1000	1000	1000	0	0	0	0	0
21	Martindale	300	300	300	300	300	0	0	0	0	0
22	Huntingdale SC	776	780	780	780	780	280	280	280	280	280
23	Royal Street	340	340	340	340	340	1010	1010	1010	1010	1010
24	W Gosnells	373	380	380	380	380	0	0	0	0	0
25	Warton Road	520	520	520	520	520	0	0	0	0	0
26	Furley Road	210	210	210	210	210	80	80	80	80	80
27	Nicholson & Amherst St	150	150	150	150	150	150	150	150	150	150
28	Fraser/ Comrie	0	0	0	0	300	0	0	0	0	0
29	Fraser/ Amherst	0	500	500	500	500	0	0	0	0	0
30	Fraser/ Gateway	0	500	500	500	500	0	0	0	0	0
31	Campbell/ Birnam	380	380	380	380	380	0	0	0	0	0
32	35 DV-02	0	0	500	500	500	0	0	0	0	0
33	45 Dorothy Street	250	250	250	250	250	0	0	0	0	0
34	SR-07 Relocated	0	0	1200	1200	1200	0	0	0	0	500
35	SR-10	0	0	0	500	500	0	0	0	0	0
36	SR- 11	0	0	0	500	500	0	0	0	0	0
37	SR-13	0	0	500	500	500	0	0	0	0	0
38	SR-15	0	0	0	1000	1000	0	0	0	0	0
39	223 Yale Road	0	250	250	250	250	200	200	200	200	200
40	Huntington – Gay Street (SR16)	0	0	0	1500	1500	0	0	0	0	0
Total Local		3302	5560	7760	9760	10060	1720	1720	1720	1720	2220
41	Albany Highway/William	40476	40480	40480	40480	40480	16305	16310	16310	16310	16310
42	Nicholson/ Spencer	0	0	0	0	0	710	710	710	710	710
43	Nicholson/ Ranford	4006	4010	4010	4010	4010	611	700	700	700	700
44	Nicholson/ Garden	0	500	500	500	500	0	2500	5000	5000	5000
45	Nicholson Road	0	0	0	0	0	415	420	420	420	420
46	Canine Assoc. Site	0	0	0	0	0	0	5000	10000	15000	15000
47	Beckenham SC	9230	9230	9230	9230	9230	14355	14355	14355	14355	14355
48	Maddington	5670	5670	5670	5670	5670	40658	40658	40658	40658	40658
49	Willow Pond	5466	5470	5470	5470	5470	2611	2620	2620	2620	2620
50	Southern River Business Park	0	0	0	0	0	0	0	2500	5000	10000
51	Passmore Mixed Business	0	0	0	0	0	0	0	5000	7500	10000
Total Mixed Business/ Industrial		64848	65360	65360	65360	65360	75665	83273	98273	108273	115773
Grand Total		177664	205249	232949	252449	261749	93155	104663	123163	133963	142263

6 CITY OF GOSNELLS ACTIVITY CENTRE CHARACTERISTICS

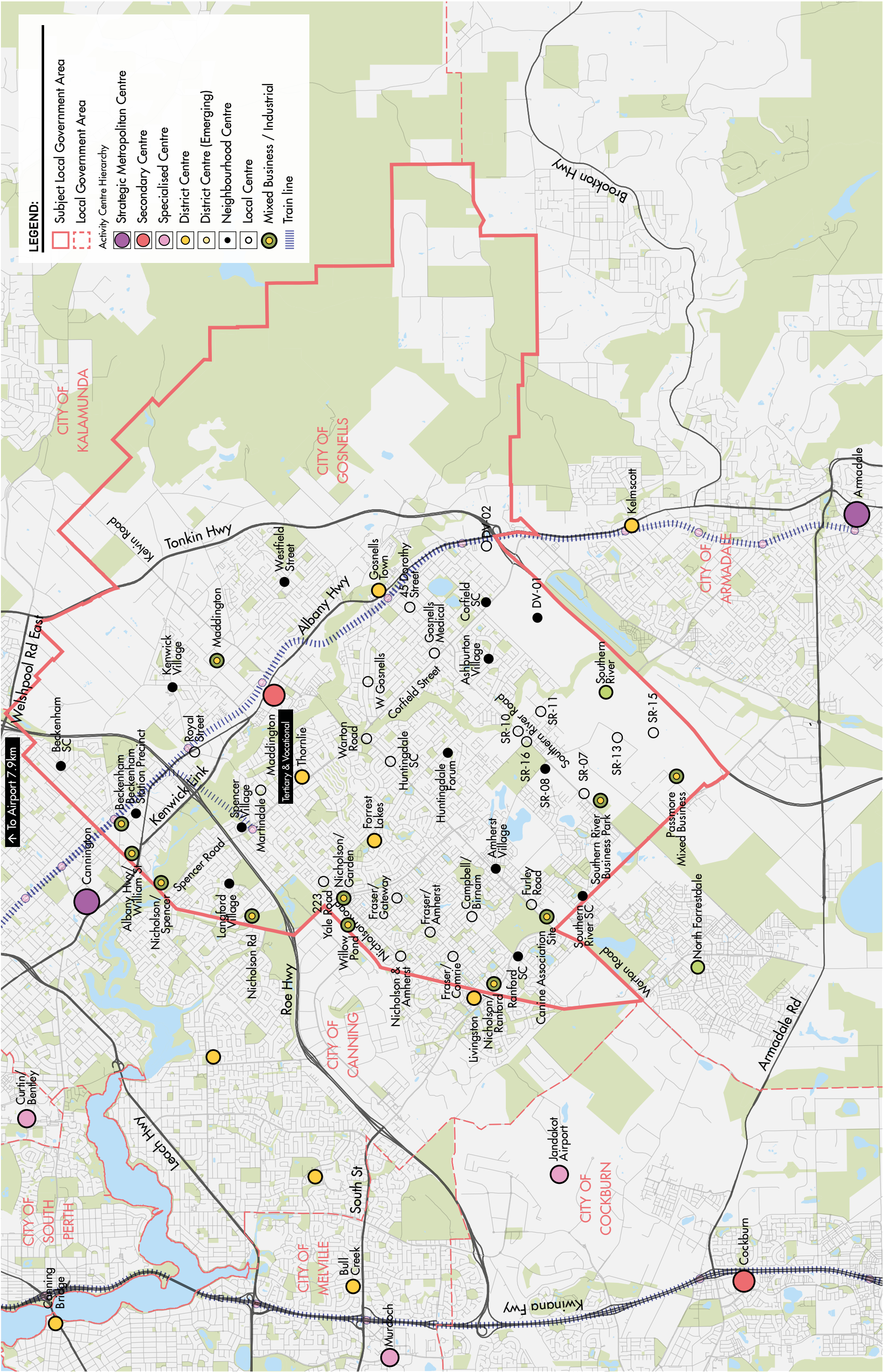
The retail hierarchy and centres within each level of the hierarchy are illustrated on the Activity Centres Planning Strategy Map (refer opposite **Figure 8**).

Maintenance of a retail hierarchy is important to ensure that appropriate levels of land use diversity is provided and in order to optimise the return on public investment in infrastructure, particularly transport infrastructure.

This strategy requires that the following criteria for controlling the size of centres at the various levels within the defined retail hierarchy should apply. The criteria are, for the most part, very generous and provide a lot of room within which the market can manoeuvre to deliver floorspace in response to commercial market demand, while still ensuring the hierarchy of centres is maintained. Indeed, it is fully anticipated that most centres will not be developed to the extent potentially permitted by this strategy. Should a developer wish to develop a centre larger than specified by the criteria, then a persuasive RSA will be required prior to any such consideration by the Council.

A description of the existing characteristics and potential future opportunities for each key centre in the City is presented in the sections below.

Opposite: Figure 8 - Activity Centres Planning Strategy Map



ACTIVITY CENTRES PLANNING STRATEGY MAP

CITY OF GOSNELLS ACTIVITY CENTRES PLANNING STRATEGY

6.1 Secondary Centres

Maddington

As a secondary centre, Maddington is the highest order centre in the City of Gosnells hierarchy. It has the potential to expand over time to an approximately 60,000sqm of shop retail floorspace. The most prominent component of the centre is the large Maddington Central Shopping Centre. Maddington Central is a traditional 'big box' shopping centre with an internalised shopping mall surrounded by large areas of at-grade carparking.

This potential for future growth represents an economic incentive for continued incremental improvement of the centre, without adversely impacting on the continued viability of the Gosnells Town Centre, and warrants the continued action of the City with its urban regeneration initiatives for the area. With infill development occurring through the Central Maddington Outline Development Plan and broader housing strategy areas, there is likely to be an increased catchment for the centre in the short-medium term which could facilitate expansion. Further, the Maddington Central site has considerable at grade parking and undeveloped land that would be utilised for a contemporary expansion and redevelopment. The centre would certainly benefit from an improved food offering with potential for an externally oriented dining precinct, taking advantage of the site's proximity and outlook to the Canning River foreshore.

On the corner of Burslem Drive and Olga Road, there is a grouping of retail and office uses, including a petrol station. The buildings are poorly designed and arranged, with a generally poor appearance. Between Attfield Street and Albany Highway, there is a mix of commercial and residential uses, with a significant amount of vacant or underutilised land. This area includes some relatively new and attractive commercial, mixed use and higher density residential buildings, interspersed with run-down and generally low-quality residential dwellings.

The following constraints to the centre have been identified which provide opportunity for improvement:

- Low level of amenity
- Lack of formal landscaping,
- building designs do not harmonise with each other and the
- large amount of vacant land and
- inordinate amount of car parking

Recent initiatives by the City of Gosnells have sought to revitalise the centre.

Maddington has a significant amount of future growth potential and, whilst needing to maintain a positive and flexible attitude to facilitating this expansion, there is also a need to ensure that any future significant development/redevelopment of Maddington, or part thereof, does not repeat the planning mistakes of the past.

Centre Opportunities and Constraints:

Opportunities	Constraints
• Located within the Maddington Town Centre Project area and adjacent to the Central Maddington ODP. These initiatives seek to enhance the area through redevelopment, increased resident population and improved built form and shopping experiences. • The general strategic approach in relation to well-established centres is to encourage and facilitate any development at all which would result in some improvement to a centre. • An abundance of land for expansion purposes.	• Effective redevelopment and improvement of the centre is largely reliant on one major land owner. • The Centre and its surrounding land uses are considered to provide a low level of amenity.

6.2 District Centres

Gosnells Town Centre

Since 2000, the Gosnells town centre has undergone major renovation, mainly through improvements to the public realm by the City of Gosnells. Albany Highway has been improved with street trees, landscaping, enhanced verge treatments and public art. A new Main Street links the Coles supermarket with the new relocated train station, and a new community centre, library and business incubator (The Agonis) has been developed.

There has been some improvement to the private commercial areas through minor renovation of facades, however the strip development along Albany Highway and particularly facing onto Lissiman Street continues to be, for the most part, fairly dated and in need of upgrade

There are three main retail focal points within the Gosnells town centre. Occupying the most central position is a shopping centre (recently refurbished) comprising a Coles supermarket and a variety of retail shops. The second focal point is the Foothills Centre situated on the corner of Albany Highway and Dorothy Street. This centre has an IGA and a small number of retail shops. The third focal point is the Gosnells Railway Markets, located at the northern most end of study area.

Centre Opportunities and Constraints

Opportunities	Constraints
• The Gosnells Town Centre Project and GTC Development Policy has dramatically improved the public domain and supportive policy offers development concessions. • Excellent public transport links. • Ongoing civic improvements and revitalisation works of public spaces by the City.	• Some private properties are neglected and rundown. • High traffic volume on Albany Highway act as a barrier between parts of the centre. • Neglects Canning River Parkland.

Forest Lakes

Forest Lakes consists of a traditional big box style shopping centre, surrounded by large areas of at-grade car parking. The Lakers Tavern and a performing arts centre are located within the car park fronting Murdoch Drive and there are a number of vacant lots earmarked for further commercial or mixed-use development. With a high amount of landscaping within the car parking area and reasonable design, the centre has a relatively high amenity compared to other major centres in the study area.

The centre is anchored by three supermarkets, Coles (~4,000sqm), Woolworths (~3,800sqm) and more recently ALDI. There are approximately 50 additional specialty retail shops within the centre. An analysis of the existing land use reveals that the predominant use is shop/retail (81%), followed by entertainment/cultural.

Forest Lakes is modelled to perform very well. Modelling indicates that its Shop/Retail floorspace could increase.

Centre Opportunities and Constraints:

Opportunities	Constraints
• Sufficient landscaping and architectural detail will increase the amenity. • Scope for more street-based development. • Vacant land and large spaces provide opportunities for many different types of development. • Potential for an enhance dining precinct or offerings.	• Another 'big box' style commercial centre surrounded by large area of car parking. Car dominated centre. • Large distances between different parts of the centre make it difficult to travel by foot. Different parts of the centre seem isolated from each other.

Thornlie

Thornlie Square is a grouping of new and old buildings of differing styles and quality, mainly fronting onto Spencer Road. The main part of the centre is a big box mall style retail centre which is anchored by a full-line Coles supermarket and a number of smaller specialty shops. The design of the centre is ad-hoc and disjointed.

There are several smaller brick buildings situated between the main mall and Spencer Road which contain several retail shops, mainly fast food and liquor. These buildings block off the frontage of the Centre and create an unappealing view from Spencer Road. On the corner of Spencer Road and Thornlie Avenue is a newer commercial development which contains mostly office uses. On Connemara Drive is located the Thornlie Tavern and Motel, with various other retail uses. This area has quite low amenity and would benefit from renovation or redevelopment.

The Thornlie Leisure Centre and Library are located adjacent to the commercial centre, which increases the variety of uses and attractions. The modelling estimates that Thornlie Square is not expected to experience significant expansions of shop retail floorspace.

Centre Opportunities and Constraints:

Opportunities	Constraints
- Variety of land uses contribute to vitality of the centre. - Substantial at-grade car parking with potential for redevelopment. - Proximity to Thornlie Leisure Centre and Train Station.	- Old and new buildings arranged in an ad-hoc manner. Poor frontage to Spencer Road. - Lack of cohesive landscaping. - Vehicle and pedestrian access is poor.

Amherst Village

The Amherst Village is focused on Warton Road in Southern River. It is centred around the Vale Shopping Centre which comprises a Woolworths supermarket and specialty retail. An ALDI supermarket is located south of Warton Road with a range of dining, office and other uses located on both sides of Warton Road.

Centre Opportunities and Constraints:

Opportunities	Constraints
'Main Street' design and layout promote a sense of place as a town centre. - Mix of land uses adds to vitality of the centre. - Vacant commercial and mixed-use sites	Poor/bland architecture and design in some parts of the centre detract from the overall good design and layout.

6.3 Neighbourhood Centres

The various neighbourhood centres differ in terms of potential performance however most seem to have the trade area potential to perform at viable levels.

There are a considerable number of activity centres that have been classified as neighbourhood centres in the ACPS, which have to date been regarded only as local centres by the City. This change has been driven by two main considerations:

- SPP 4.2 now states that a local centre is 'any centre with a shop/retail floorspace under 1,500sq.m NLA'. We note however this is a guide and that the floorspace of local centres will differ depending on location and context.
- There are many centres within the City, with shop/retail floorspace less than 1,500sqm. Until now, however, there have been considerably fewer centres able to be considered and planned as neighbourhood centres. It would, however, be advantageous to have more neighbourhood centres in the City of Gosnells in the future.

By classifying the centres above 1,500sqm as neighbourhood centres, the number of such centres gets closer to what the Gosnells population could reasonably support in the longer term.

Furthermore, the expansion potential of activity centres designated as neighbourhood centres increases in terms of market-based opportunity. Even though there is insufficient trade area potential for the expansion of all such centres, by providing 'supply' led opportunities for the expansion of a significant number of centres, there is a greater likelihood that developers will identify genuine opportunities for such expansion.

Southern River

Southern River comprises a shopping centre anchored by a Coles supermarket, with a number of small retail shops. Land south of Ranford Road (located in the City of Armadale) is now fully developed and all tenancies are full.

There was an obvious attempt to achieve a good design of the centre based on main street principles, though it is essentially a hybrid of traditional and contemporary car-based design. Only a small part of the centre fronts Bristle Avenue, while the rest of the buildings are separated from the street by car parking. The centre receives large volumes of passing traffic.

An RSA for this centre has been completed by the City of Gosnells and Armadale.

Centre Opportunities and Requirements:

Opportunities	Constraints
• Surrounding area is earmarked for further residential and commercial development. • Limited expansion and redevelopment opportunities. • Strong and growing catchment. Potential for revised dining options.	• Centre design does not take full advantage of “main street” principles. • Car based design does not encourage pedestrian movement between different parts of the centre. • Linear development – large distances between parts of the centre.

SR-08

A Local Development Plan is required prior to any centre development.

DV-01

Local Development Plan is required prior to any centre development.

The general strategy for implementing development of yet to be established centres (SR-08 and DV-01 as well as any future centres) is to liaise as closely as possible with developers and other key stakeholders during the centre planning and design process, and exercise development control powers to whatever extent may be necessary to ensure that new centre development, and incremental future growth of the centres in subsequent stages, is of the highest possible standard in terms of triple-bottom-line sustainability and state-of-the-art urban design principles. This could well require activity centre plans, even for neighbourhood centres. While SPP 4.2 does not require such plans, Table 6 recognises that “Local Government may require a detailed area plan” for neighbourhood centres.

Mix of land use requirements do not apply to neighbourhood centres, but local offices, community services, and adjacent or integrated higher density residential development should be encouraged wherever practicable.

Subject to local structure planning, the location of centre DV-01 is flexible. Furthermore, it could be split into two smaller neighbourhood centres if desired.

6.4 Local Centres

In the City, this same situation applies to local centres, as there is a considerable number of them with Shop/Retail floorspace well below the local centre upper threshold of 1,500sqm. While some existing local centres perform reasonably well, there is very little expansion potential for existing local centres indicated by the modelling. However, this is not the case for some of the future local centres.

Centre Opportunities and Requirements:

- Mix of land use requirements do not apply to local centres.
- Subject to detailed structure planning, the exact location of as yet undeveloped local centres is flexible.

6.5 Other Commercial Areas

Extensive land has been developed in the City in recent times for mixed business purposes, reflecting a broader trend for an expansion of bulky goods retailing. Much of this growth has been concentrated in and around William Street, Beckenham and Nicholson Road, Canning Vale. There has also been an identified trend towards diversified uses in showroom and highway commercial uses within Gosnells. There will be future demand for more of this form of development.

Vacant and relatively available land for this form of development appears to be in relatively short supply, though provision is being made for mixed business development in the Maddington Town Centre and along Southern River Road and Ranford Road in Southern River.

It should be noted that, in the City of Gosnells, the mixed business/ industrial areas play a major role, not only in providing a large variety of Shop Retail and Other Retail activities within some significantly large precincts, but in providing a considerable amount of employment. These areas help to boost the level of employment self-sufficiency and self-containment.

Together with the future planned areas (largely in Southern River), plus the presence of some additional very large areas just outside the City's boundaries (existing Canning Vale to the west and the future Forrestdale Business Park to the south), further commercial/non-retail development will improve employment self-sufficiency.

Centre Opportunities and Requirements:

- No or very limited additional shop/retail floorspace should be allowed.
- No limit to other retail (bulky goods) and general service commercial floorspace.

6.6 Retail Sustainability Assessment (RSA)

RSA's are important to help guide and facilitate the growth of activity centres within the City of Gosnells. To enable flexibility within centres it is considered that an RSA may be required in certain instances to assist in justifying the indicated growth. Circumstances where an RSA is required is outlined in SPP 4.2, and includes:

- Scheme amendments, structure plans, activity centre plans of development applications that provide for major development
- A new neighbourhood centre exceeding 6,000sq.m NLA (shop/retail floorspace).
- An existing neighbourhood centre expanding by 3,000sq.m NLA (shop/retail floorspace) or more.
- Any other circumstances whereby proposed shop-retail floorspace is perceived to have a potential impact on surrounding activity centres.

6.7 Decision Making Principles

To guide the City in its decision making 3 key principles have been established, that should be referred to when considering centre expansions. These should similarly be considered and weighed against hierarchy sustainability implications as well as any centre requirements set out within SPP 4.2.

PRINCIPLE	RATIONALE
DESTINATION	
Character / Amenity	Does the centre have a strong sense of character and identity within the locality?
Public Domain Interface	Does the existing and proposed built form enable effective interface and promote interaction with the public domain?
Safety and Surveillance	Has the centre been designed using CPTED principles to promote a safe and pedestrian friendly environment?
Built Form	Is the built form highly functional and adaptable to ensure flexibility of land uses to cater for future growth and centre demands?
CONNECTIVITY	
Strategic Importance	What classification of centre is being considered? What importance does this centre play within the City?
Transport Integration	Does the centre consider effective transport integration, including active transport such as walking and cycling on top of any road or rail services?
Land Uses	Does the centre promote a balanced mix of land uses as explored within SPP 4.2?
Local Connectivity	Is the centre well connected with the surrounding locality? Does it provide safe and active links for its surrounding residents?
CENTRE POTENTIAL	
RSA Centre Growth	Has an RSA been considered or conducted to determine the suitable growth of the centre?
Projected Population	Has the projected population and service catchment of the centre been considered?
Projected Employment	What is the projected employment to be generated by the centre and will this assist in supporting the projected population growth?
Centre Hierarchy	What classification has been applied to the centre? Should it be considered that the centre should play a higher role within the hierarchy?

6.8 *Land Use Diversity and Residential Density Targets*

SPP 4.2 sets out objectives to increase the density and diversity of housing in and around activity centres to improve land efficiency, housing variety and support centre facilities and to ensure activity centres provide sufficient development intensity and land use mix to support high-frequency public transport.

SPP 4.2 also encourages the inclusion of a mix of land uses in activity centre plans and, where appropriate, major developments and the adoption of land use diversity performance targets, having regard to factors such as the extent of land in common ownership, the proposed scale of development and the extent to which the activity centre or its catchment has already developed.

This Strategy encourages, where appropriate, the achievement of performance targets for land use diversity and residential density in activity centres, as set out in Table 3 of SPP 4.2 and reproduced in **Appendix D**.

APPENDIX A

Activity Centres Inventory

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Corfield Shopping Centre	65
Furley Road	67
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Huntingdale Forum	71
Huntingdale Shopping Centre	73
Kenwick Village	75
Langford Village	77
Martindale	79
Nicholson Road	81
Nicholson & Amherst	83
Ranford Shopping Centre	85
Royal Street	87
Spencer Village	89
Warton Road	91
West Gosnells	93
2041 Albany Highway	95
Westfield Street	97
Albany Highway, Kenwick/Maddington	99
Albany Highway/William Street	101
Nicholson & Ranford	105
Willow Pond	103
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223 Yale Road, Thornlie	109
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APPENDIX

Table 1 – Activity Centre Hierarchy Floorspace

Table 2 – Activities by Complex and PLUC

Maddington

Attfield Street, Burslem Drive & Olga Road

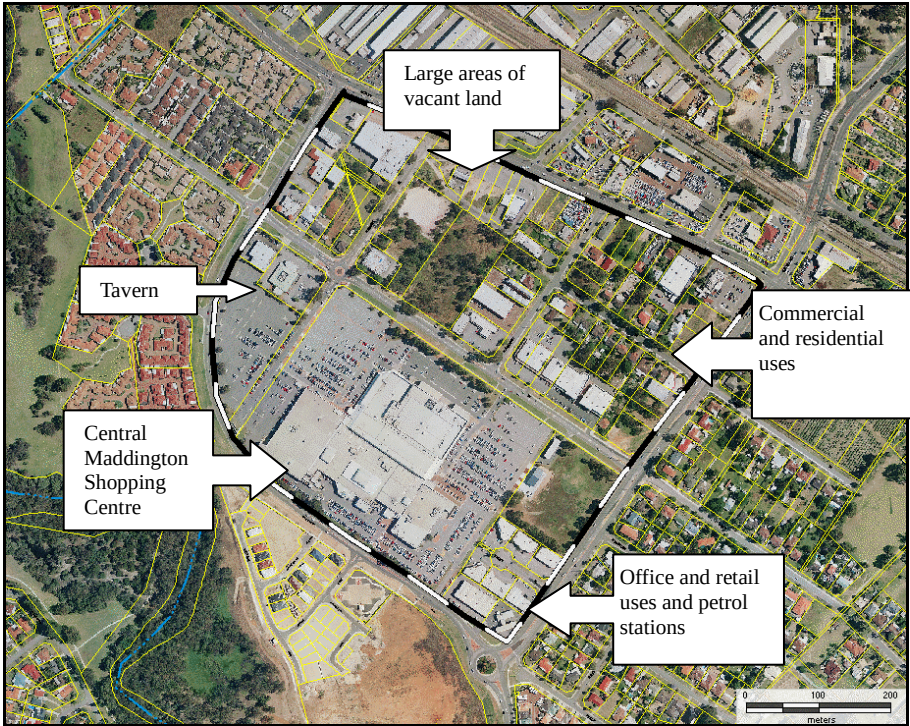
Centre Type:	Regional Centre
TPS6 Zoning:	Regional Centre/Mixed Business
Land Area:	331,012m ²
Floorspace:	52,161m ² nla
Amenity:	Low

As a Regional Centre, Maddington is the most important centre in the hierarchy. The most prominent component of the centre is the large Central Maddington Shopping Centre. Central Maddington is a traditional “big box” style internalised shopping mall surrounded by large areas of car parking. The materials, the design of the facades, the presence of loading docks in full view of parking areas and the deficient landscaping combine to give the centre a poor external appearance.

On the corner of Burslem Drive and Olga Road, there is a grouping of retail and office uses, including a petrol station. The buildings are poorly designed and arranged, with a generally poor appearance. Between Attfield Street and Albany Highway, there is a mix of commercial and residential uses, with a significant amount of vacant or underutilised land. This area includes some relatively new and attractive commercial buildings, interspersed with run-down and low quality residential dwellings.

Amenity is low. There is a lack of formal landscaping, building designs do not harmonise with each other and the large amount of vacant land and inordinate amount of car parking contributes to the general feeling that the centre is in decline. Recent initiatives by the City of Gosnells, seek to revitalise the centre.

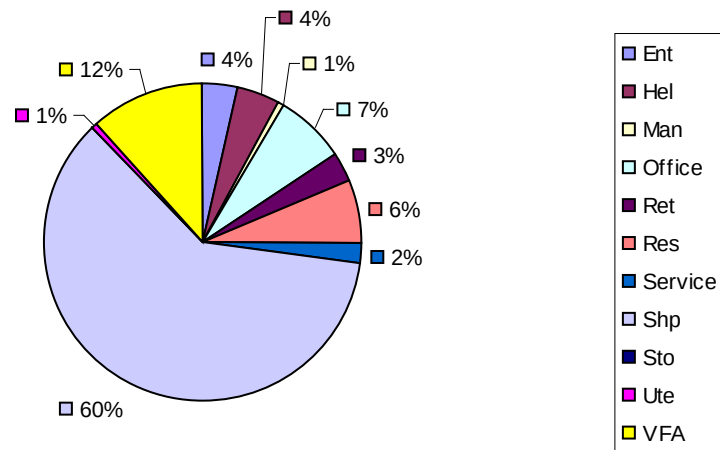
Opportunities/Positives	Constraints/Negatives
Located within the Maddington Town Centre Project area and adjacent to the Central Maddington ODP. These initiatives seek to enhance the area through redevelopment, increased resident population and improved built form.	Effective redevelopment and improvement of the centre is largely reliant on one major land owner.



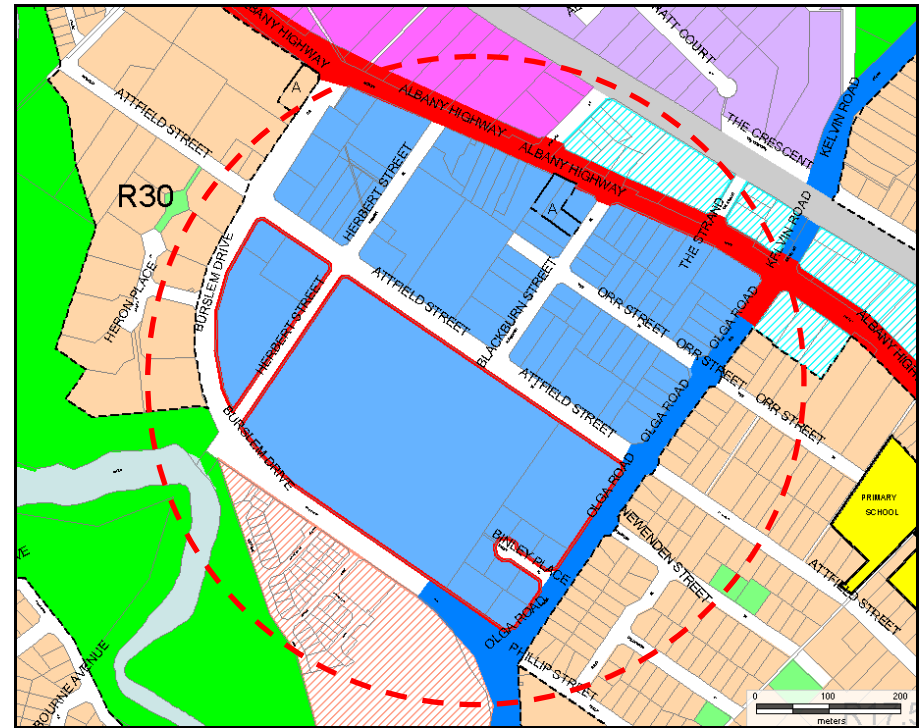
Activity Centre Floorspace Analysis

MADDINGTON	Floorspace m ²
Entertainment/Recreation/Cultural	1956
Health/Welfare/Community Services	2208
Manufacturing/Processing/Fabrication	295
Office/Business	3748
Other Retail	1695
Residential	3240
Service Industry	987
Shop/Retail	31616
Storage	0
Utilities	316
Vacant Floor Area	6100
Total	52161

Maddington PLUC Analysis



Activity Centre Walkable Catchment



- Within the 400m walkable catchment, the majority of land is zoned Regional Centre, Mixed Business, Highway Commercial, or Light Industry. There are areas of Residential and Residential Development at densities ranging from R17.5 to R30.
- Much of the residential zoned land is under-developed.
- The Draft Central Maddington ODP proposes to rezone residential land on the eastern side of Olga Road to R40 and R80.
- The centre is served by the 220, 228, 850 and 851 bus routes. The centre is also within close proximity to the Maddington Train Station.
- A portion of the Canning River reserve lies within the 400m catchment.

Forest Lakes

Forest Lakes Drive & Murdoch Drive

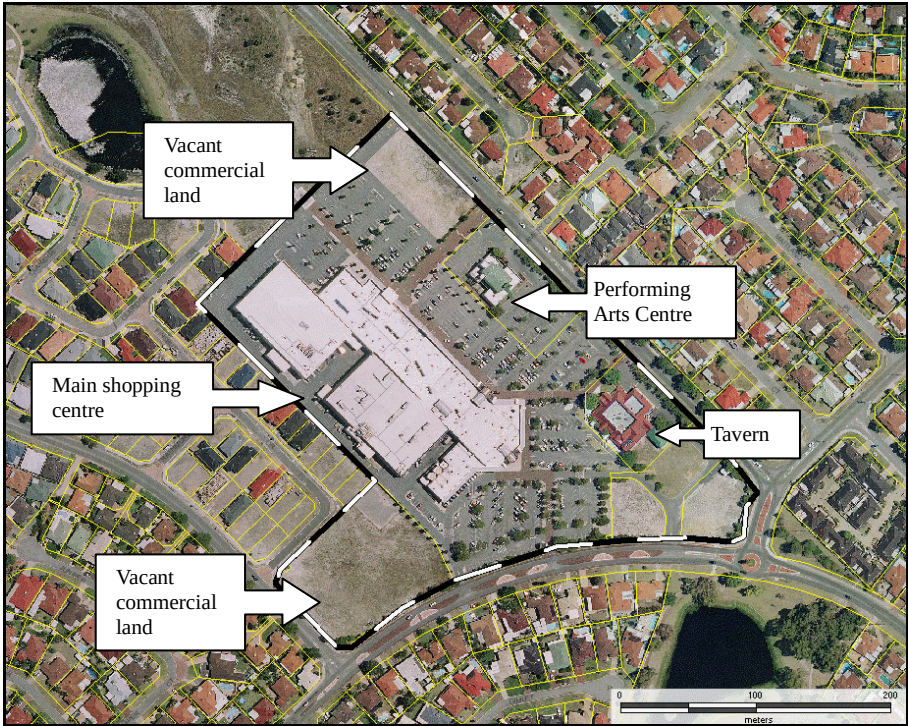
Centre Type:	District Centre
TPS6 Zoning:	District Centre
Land Area:	77,620m ²
Floorspace:	13,855m ² nla
Amenity:	High

Forest Lakes District Centre consists of a “big box” style shopping mall, surrounded by large areas of car parking. The Lakers Tavern and a performing arts centre are located within the car park fronting Murdoch Drive and there are a number of vacant lots earmarked for further commercial or mixed use development.

With a high amount of landscaping within the car parking area and reasonable design, the centre has a relatively high amenity compared to other major centres in the study area.

The centre is anchored by two supermarkets, Coles (4000m2) and Supa IGA (3800m2). There are another 50 separate retail shops within the centre. Analysis of land use reveals that the majority use is shop/retail (81%), followed by entertainment/cultural.

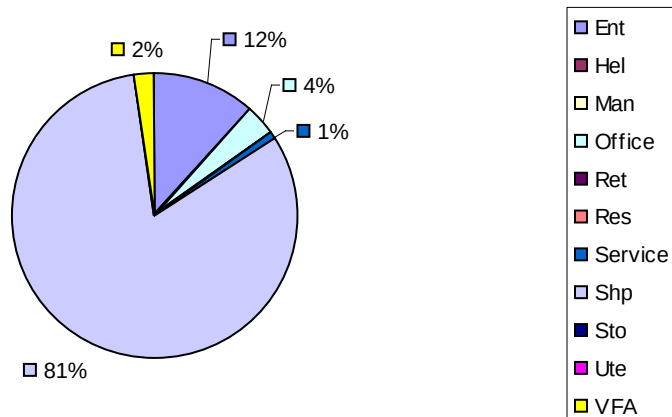
Opportunities/Positives	Constraints/Negatives
Sufficient landscaping and architectural detail lifts the amenity.	Another ‘big box’ style commercial centre surrounded by large area of car parking. Car dominated centre.
Vacant land and large spaces provide opportunities for many different types of development.	Large distances between different parts of the centre make it difficult to travel by foot. Different parts of the centre seem isolated from each other.



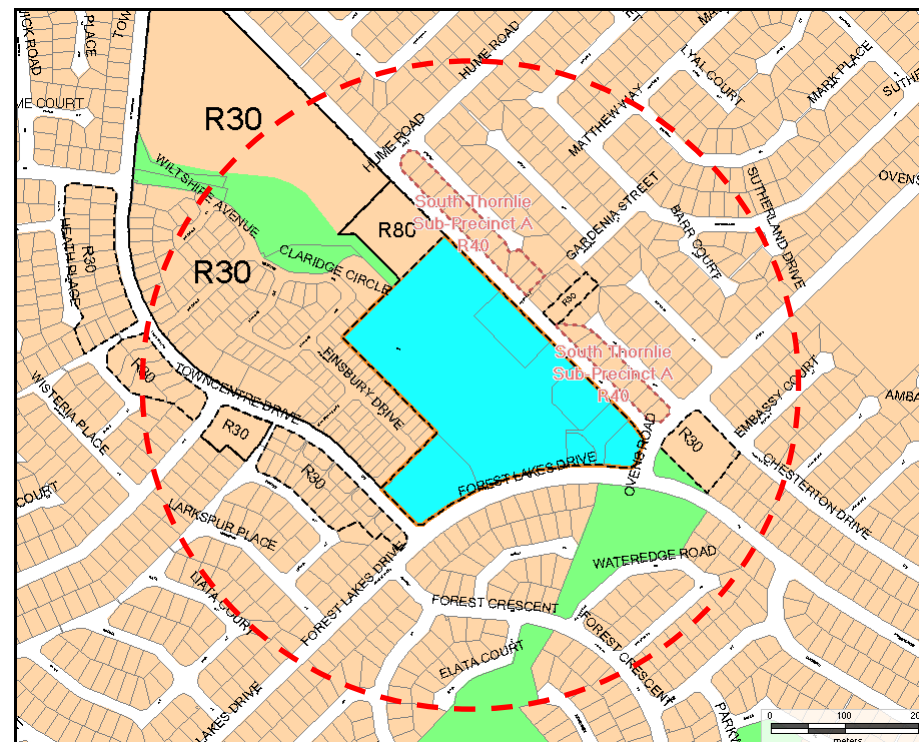
Activity Centre Floorspace Analysis

FOREST LAKES	Floorspace m ²
Entertainment/Recreation/Cultural	1612
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	513
Other Retail	0
Residential	0
Service Industry	89
Shop/Retail	11351
Storage	0
Utilities	0
Vacant Floor Area	290
Total	13855

Forest Lakes PLUC Analysis



Activity Centre Walkable Catchment



- A large portion of residential land surrounding and adjacent to the centre is zoned R30 and R80.
- The Centre is served by the 212 bus route along Forest Lakes Drive that links with Thornlie Train Station. The 223 bus route also serves the centre.
- There are three areas of POS within the walkable catchment.

Gosnells Town

Albany Highway, Fremantle Road and Wheatley Street

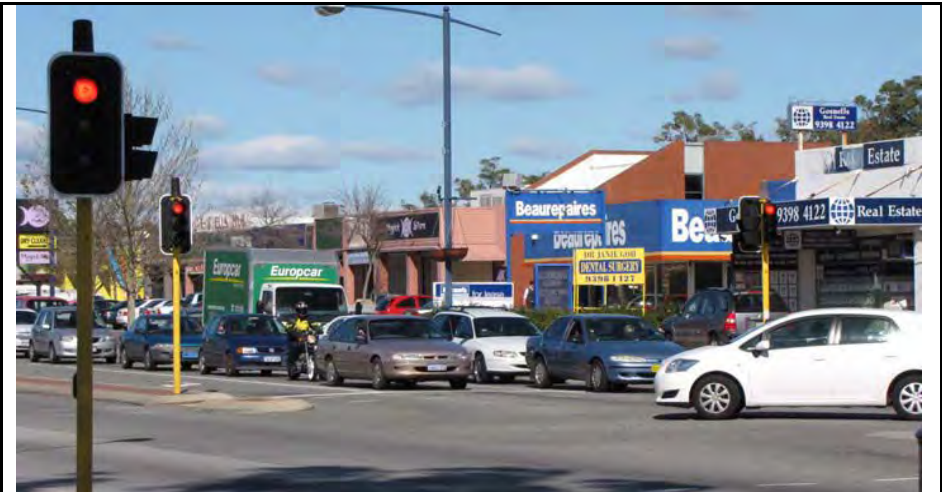
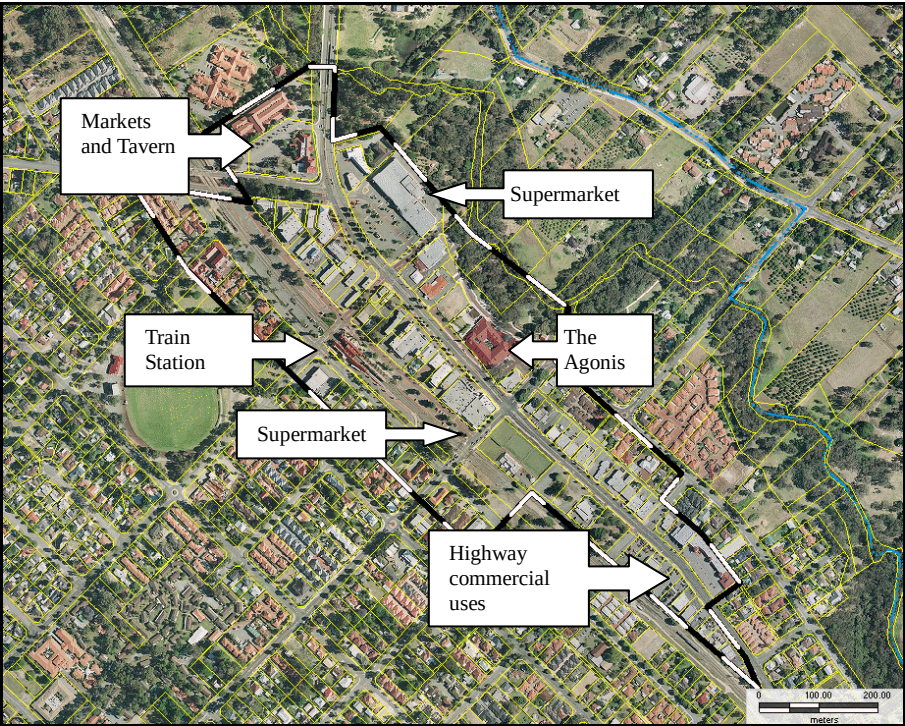
Centre Type:	District Centre
TPS6 Zoning:	District Centre/Office/Highway Commercial
Land Area:	344,524m ²
Floorspace:	44,745m ² nla
Amenity:	Medium

Since 2000 Gosnells Town Centre has undergone major renovation, mainly through improvements to the public domain. Albany Highway has been improved with street trees, landscaping, enhanced verge treatments and public art. A new Main Street links the Coles shopping centre with the new relocated train station, and a new community centre, library and business incubator (The Agonis) has been built to showcase the type of development desired for the area.

There has been some improvement to the private commercial areas through minor renovation of facades, however the strip development along Albany Highway and particularly facing onto Lissiman Street continues to be, for the most part fairly old, shabby and low quality.

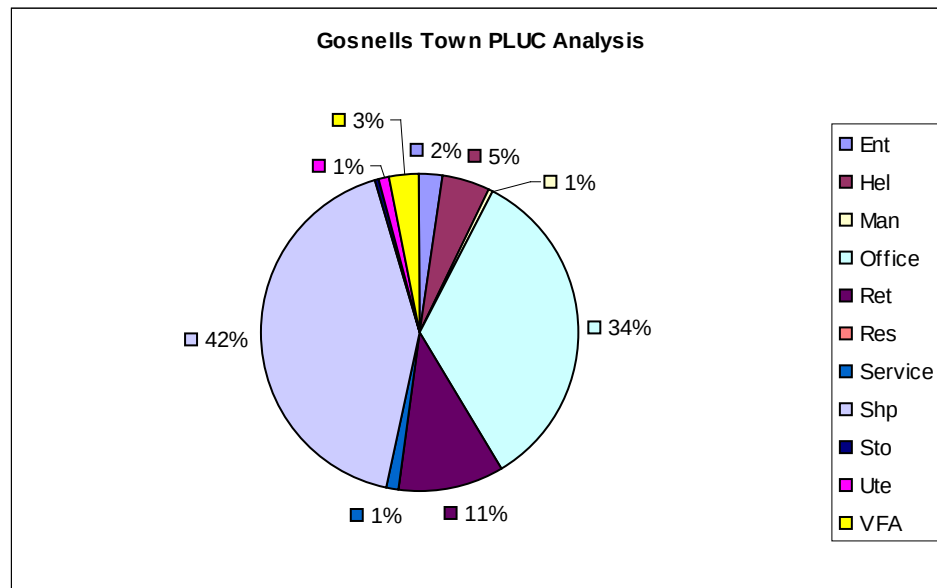
There are three main retail focal points. Occupying the most central position is a shopping centre (recently refurbished) comprising a Coles supermarket and a variety of retail shops. The second focal point is the Foothills Centre situated on the corner of Albany Highway and Dorothy Street. This centre has an IGA and a small number of retail shops. The third focal point is the Gosnells Railway Markets, located at the northern most end of study area. Despite the limited trading hours, the centre is lively and attractive.

Opportunities/Positives	Constraints/Negatives
The Gosnells Town Centre Project and GTC Development Policy has dramatically improved the public domain and supportive policy offers development concessions.	Some private properties are neglected and rundown.
Excellent public transport links.	High traffic volume on Albany Highway act as a barrier between parts of the centre.
	Neglects Canning River Parkland.

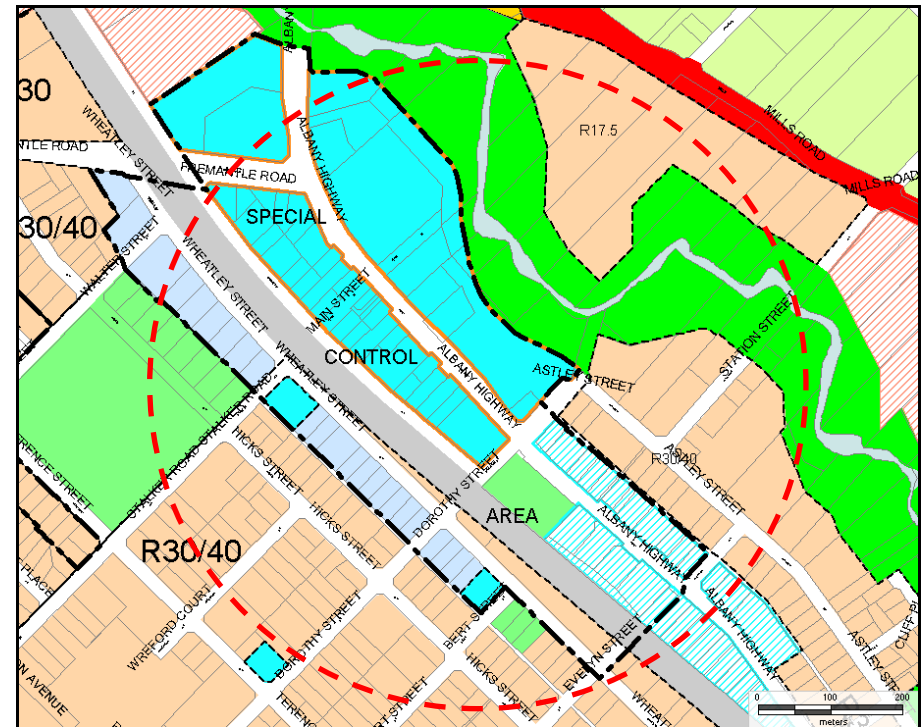


Activity Centre Floorspace Analysis

GOSNELLS TOWN	Floorspace m ²
Entertainment/Recreation/Cultural	1060
Health/Welfare/Community Services	2192
Manufacturing/Processing/Fabrication	250
Office/Business	15026
Other Retail	4705
Residential	0
Service Industry	610
Shop/Retail	18868
Storage	140
Utilities	470
Vacant Floor Area	1424
Total	44745



Activity Centre Walkable Catchment



- Within the walkable catchment and adjacent to the town centre there are residential zoned areas with densities of R17.5 to R30 and R40.
- The Canning River and the Armadale train line act as major physical barriers between residential and commercial areas and also between Wheatley Street and Albany Highway commercial areas.
- As well as Gosnells Train Station, the centre is served by the 210, 211, 220, 228, 231 and 232 bus routes.
- The Canning River and Pioneer Park add to the amenity of the area.

Thornlie Square

Spencer Road & Thornlie Avenue

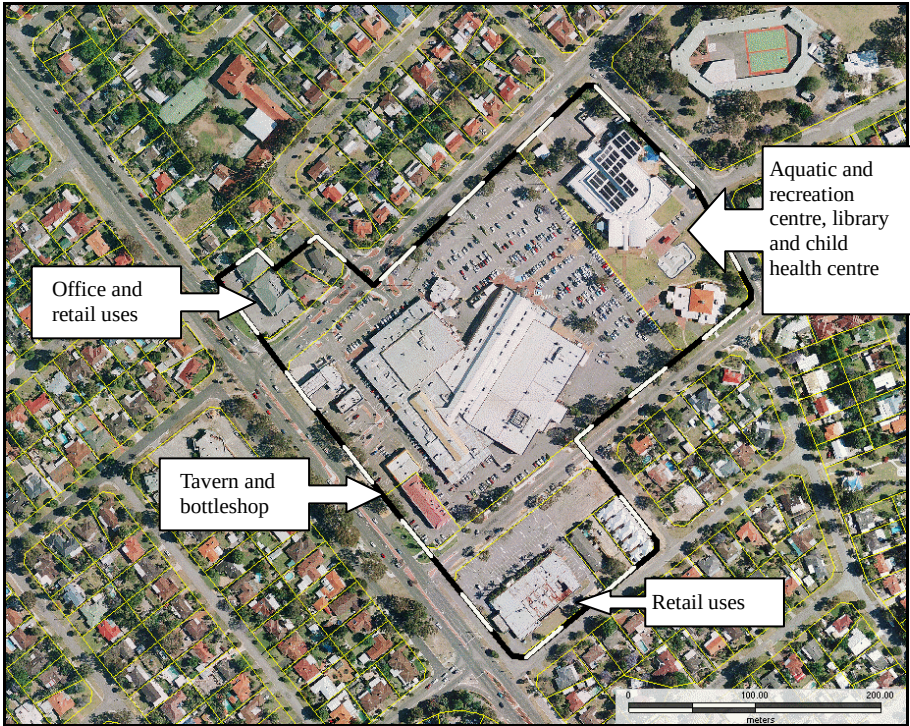
Centre Type:	District Centre
TPS6 Zoning:	District Centre/Office/Civic & Cultural/Residential
Land Area:	84,063m ²
Floorspace:	16,168m ² nla
Amenity:	Medium

Thornlie Square is a grouping of new and old buildings of differing styles and quality, mainly fronting onto Spencer Road. The main part of the centre is a big box mall style retail centre which has two major supermarkets (Coles and Supa IGA) and a number of smaller specialty shops. The design of the centre is ad-hoc and a little disjointed.

There are several smaller brick buildings situated between the main mall and Spencer Road which contain several retail shops, mainly fast food and liquor. These buildings block off the frontage of the Centre and create an unappealing view from Spencer Road. On the corner of Spencer Road and Thornlie Avenue is a newer commercial development which contains mostly office uses. On Connemara Drive is located the Thornlie Tavern and Motel, with various other retail uses. This area has quite low amenity and would benefit from renovation or redevelopment.

The Thornlie Leisure Centre and Library are located adjacent to the commercial centre, which increases the variety of uses and attractions. Shop/retail uses make up the majority of land use (71%) followed by vacant (11%) then office uses (7%). At the time of survey, 11% of floorspace was vacant.

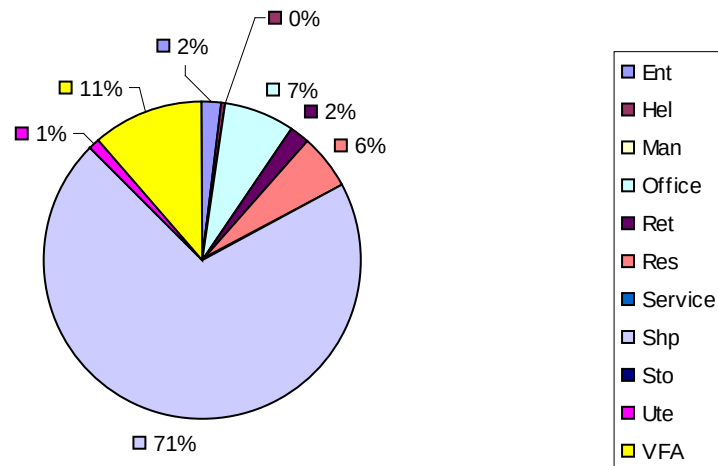
Opportunities/Positives	Constraints/Negatives
Variety of land uses contribute to vitality of the centre.	Old and new buildings arranged in an ad-hoc manner. Poor frontage to Spencer Road.
	Lack of cohesive landscaping.
	Vehicle and pedestrian access is poor.



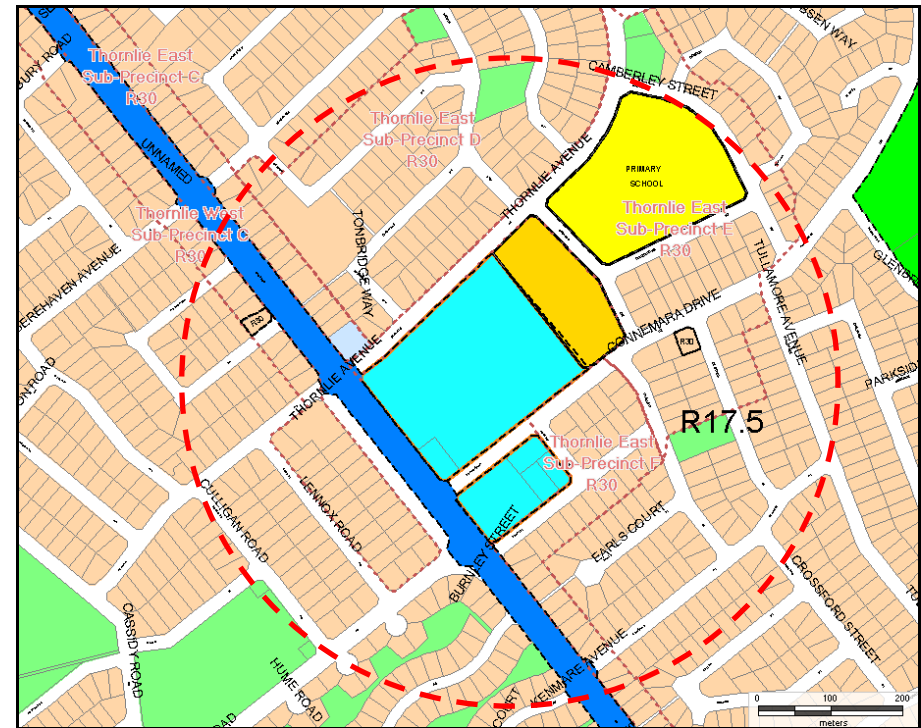
Activity Centre Floorspace Analysis

THORNLIE SQUARE	Floorspace m ²
Entertainment/Recreation/Cultural	330
Health/Welfare/Community Services	70
Manufacturing/Processing/Fabrication	0
Office/Business	1157
Other Retail	330
Residential	915
Service Industry	0
Shop/Retail	11358
Storage	0
Utilities	163
Vacant Floor Area	1845
Total	16168

Thornlie Square PLUC Analysis



Activity Centre Walkable Catchment



- Within the 400m ped shed, the majority of the residential lots are zoned R30, which is likely to lead to an increase in the resident population around the centre.
- The Centre is served by the 210, 211, 212 and 214 bus routes along Spencer Road. These link with Thornlie Train Station and Gosnells Town Centre. The 228 bus route also serves the centre.
- There are three small areas of POS within the walkable catchment.
- Thornlie Primary School is located within the walkable catchment.
- Leisureworld is an important attractor for the shopping centre.

Amherst Village

Warton Road, Amherst Road & Holmes Street

Centre Type:	Neighbourhood Centre
TPS6 Zoning:	Residential Development
Land Area:	86,358m ²
Floorspace:	15,113m ² nla
Amenity:	High

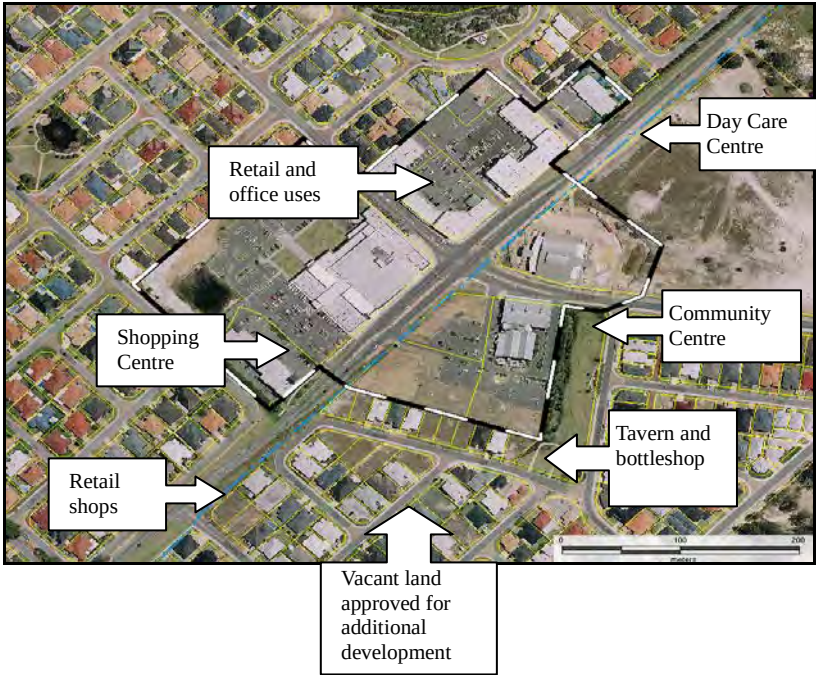
Amherst Village centre is situated at the intersection of Amherst Road, Warton Road and Holmes Street; in Canning Vale and Southern River. The centre currently entails numerous completed and under construction buildings. Further development at the site is also proposed.

The centre has been designed upon “main street” design principles with the bulk of development being sited towards and directly addressing the street frontages with parking provided to the rear. There is a major “anchor” retail outlet in conjunction with an enclosed mall providing for access to further small-scale retail and other commercial tenancies.

Amenity at the centre is high due to its recent development and modern building layouts. Amenity is expected to improve further as currently vacant blocks are built upon, road works are completed and landscaping matures.

Shop/retail is the dominant land use (59%) followed by health (14%) and office (13%). A community centre comprising of a library, hall and youth facilities has recently been constructed.

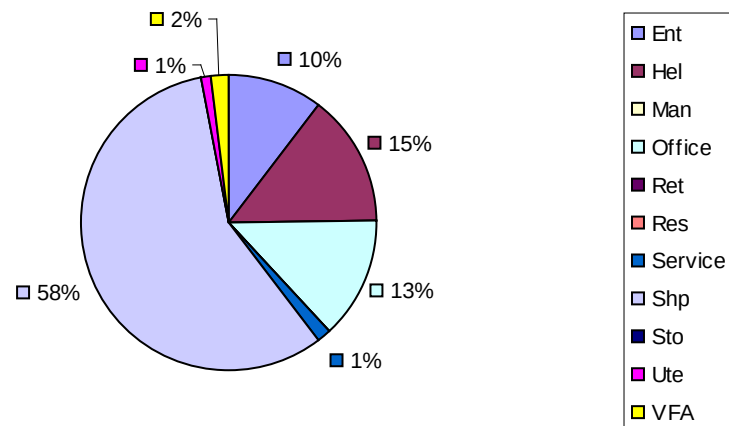
Opportunities/Positives	Constraints/Negatives
“Main Street” design and layout promotes a sense of place as a town centre.	Poor/bland architecture and design in some parts of the centre detract from the overall good design and layout.
Mix of land uses adds to vitality of the centre.	
Vacant commercial and mixed use sites	



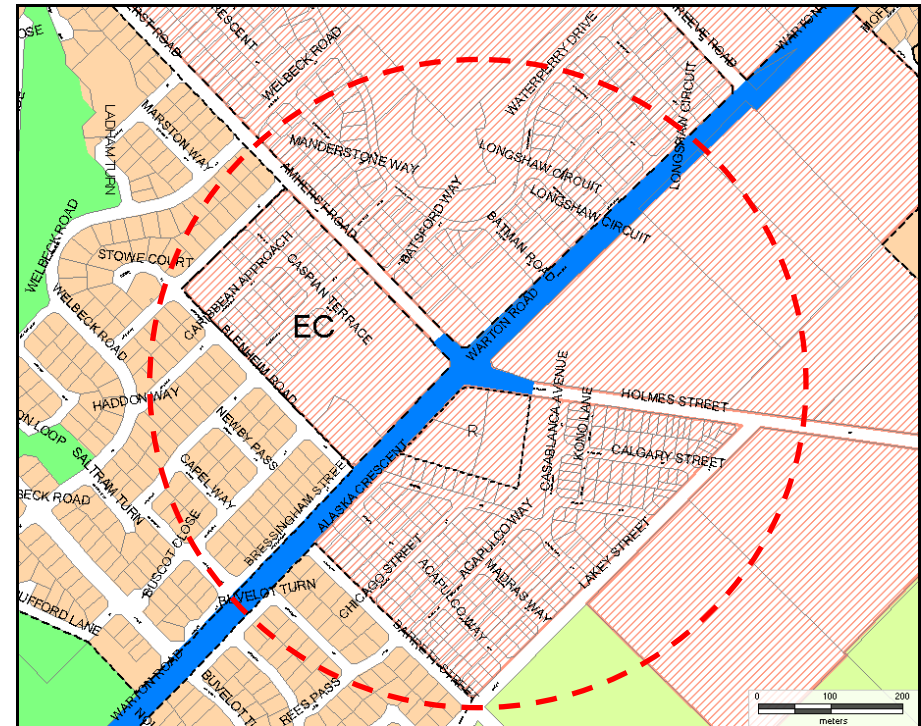
Activity Centre Floorspace Analysis

AMHERST VILLAGE	Floorspace m ²
Entertainment/Recreation/Cultural	1505
Health/Welfare/Community Services	2130
Manufacturing/Processing/Fabrication	0
Office/Business	1972
Other Retail	0
Residential	0
Service Industry	215
Shop/Retail	8435
Storage	0
Utilities	151
Vacant Floor Area	285
Total	14693

Amherst Village PLUC Analysis



Activity Centre Walkable Catchment



- Within the 400m ped shed, the majority of land is zoned Residential Development, with a range of residential densities from R17.5 to R40, with a substantial amount of development still to occur.
- The recently built Community Centre is a benefit to the centre by attracting people to the area.
- There is some mixed use development planned for the north eastern corner of the centre adjacent to the Community Centre.
- The Centre is served by the 212 and 850 bus routes along Warton Road and Amherst Street

Southern River

Ranford Road & Boardwalk Boulevard

Centre Type:	Neighbourhood Centre
TPS6 Zoning:	Residential Development
Land Area:	52,000m ²
Floorspace:	11,901m ² nla
Amenity:	High

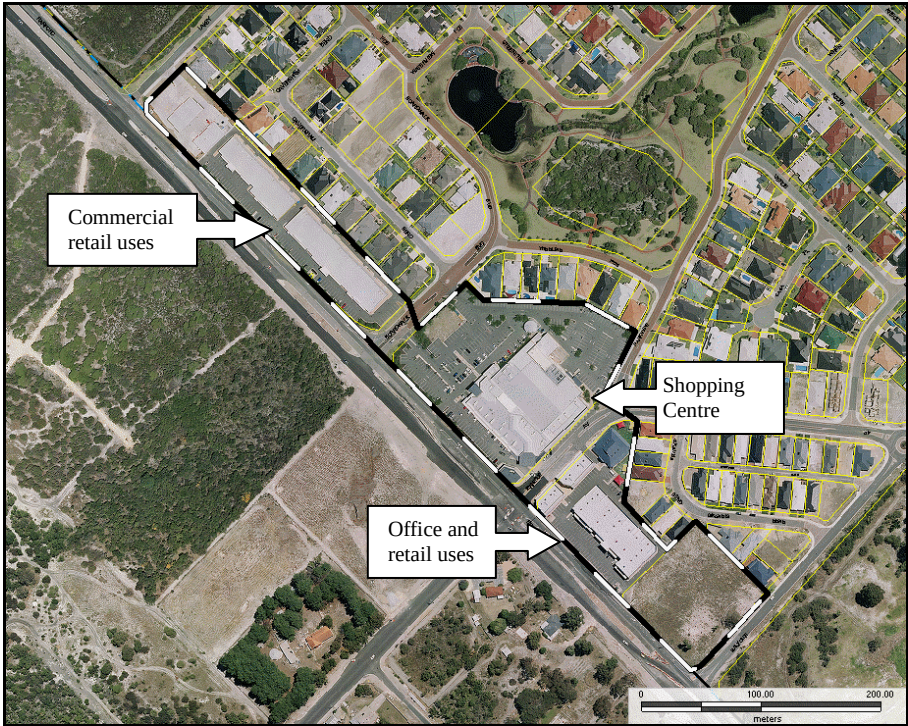
Southern River is a new centre developed to cater for the residents of Southern River Precinct 5 and surrounding areas. It consists of a shopping centre anchored by a Coles Supermarket, with a number of small retail shops. The remainder of the centre consists of showroom development strung along the northern side of Ranford Road.

There was an obvious attempt to achieve a good design of the centre based on “main street” principles, though it is essentially a hybrid of traditional and contemporary car-based design. Only a small part of the centre fronts Bristle Avenue, while the rest of the buildings are separated from the street by car parking. The centre receives large volumes of passing traffic, however the catchment is currently restricted due to there being no residential development on the southern side of Ranford Road at the time of survey.

Analysis of land use shows that shop/retail uses dominate (63%). There are a number of vacant showrooms (11%) which suggests low patronage. It is anticipated that vacancies would decrease as further residential development occurs in the area.

An RSA has been completed by the City of Gosnells and Armadale.

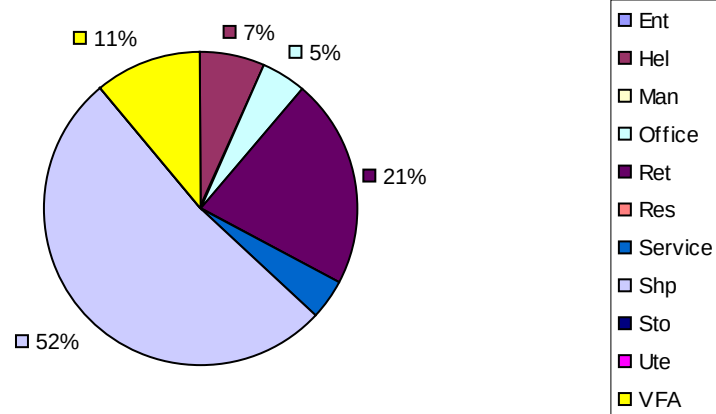
Opportunities/Positives	Constraints/Negatives
Surrounding area is earmarked for further residential and commercial development.	Centre design does not take full advantage of “main street” principles.
	Car based design does not encourage pedestrian movement between different parts of the centre.
	Linear development – large distances between parts of the centre.



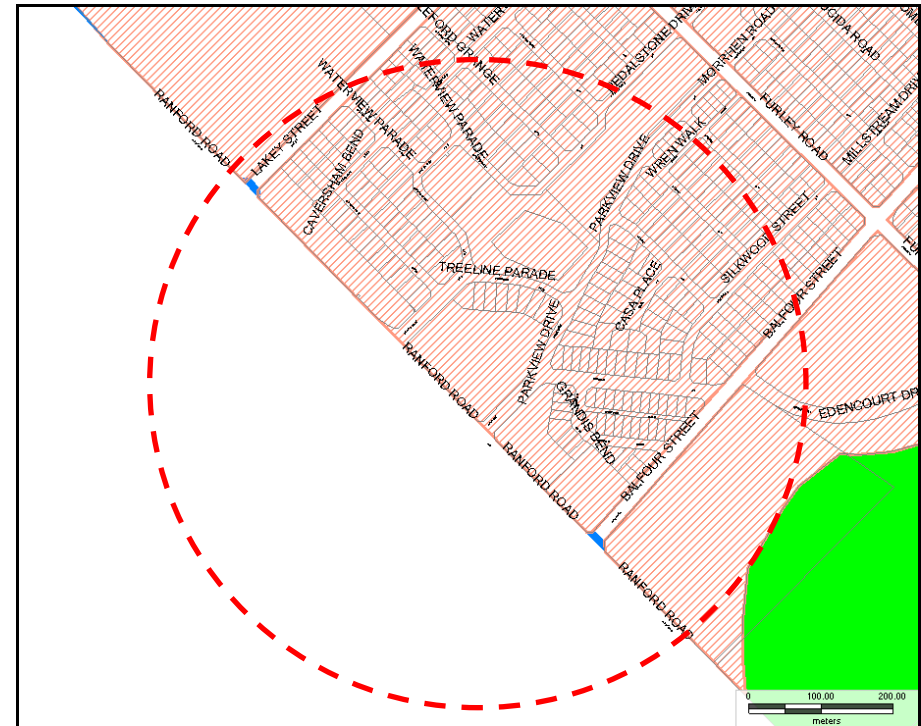
Activity Centre Floorspace Analysis

SOUTHERN RIVER	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	800
Manufacturing/Processing/Fabrication	0
Office/Business	561
Other Retail	2541
Residential	0
Service Industry	481
Shop/Retail	6192
Storage	0
Utilities	0
Vacant Floor Area	1326
Total	11901

Southern River PLUC Analysis



Activity Centre Walkable Catchment



- The centre is surrounded on the northern side of Ranford Road by new residential development at densities of R20 and R30. The southern side of Ranford Road in the City of Armadale is largely undeveloped, though there are plans for development in place.
- The centre is served by the 781, 882 and 215 bus routes. These routes run every 15-30 minutes depending on times and link to Perth CBD, Canningvale Industrial Area, Maddington and Thornlie Train Stations and Albany Highway.

Ashburton Village

Ashburton Drive & Stennett Street

Centre Type:	Local Centre
TPS6 Zoning:	Local Centre
Land Area:	6,503m ²
Floorspace:	1,979m ² nla
Amenity:	Low

Ashburton Village is an ordinary looking local centre located in the middle of a suburban residential area in Southern Gosnells. It consists of a brown brick low-line building situated in the middle of car parking. The centre does not include a mall, with all the tenancies facing out onto the car park.

The centre is considered to have low amenity due to the expanse of bitumen, drab colour scheme and lack of formal landscaping. Despite this the centre seems to have good patronage and there are no current vacancies.

The majority of the land use is shop/retail (91%) with a minor office component of 9%, which is the Doctors Surgery.

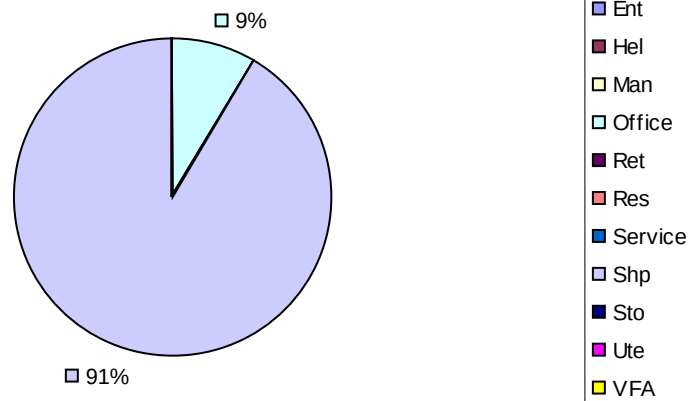
Opportunities/Positives	Constraints/Negatives
There is an opportunity to refurbish the exterior of the building and improve landscaping to increase the amenity.	The street layout of the surrounding urban area is not conducive to pedestrian access due to high number of cul-de-sacs.
The centre has a high patronage.	The car parking separates the building from the residential areas leading to reduced visual surveillance.



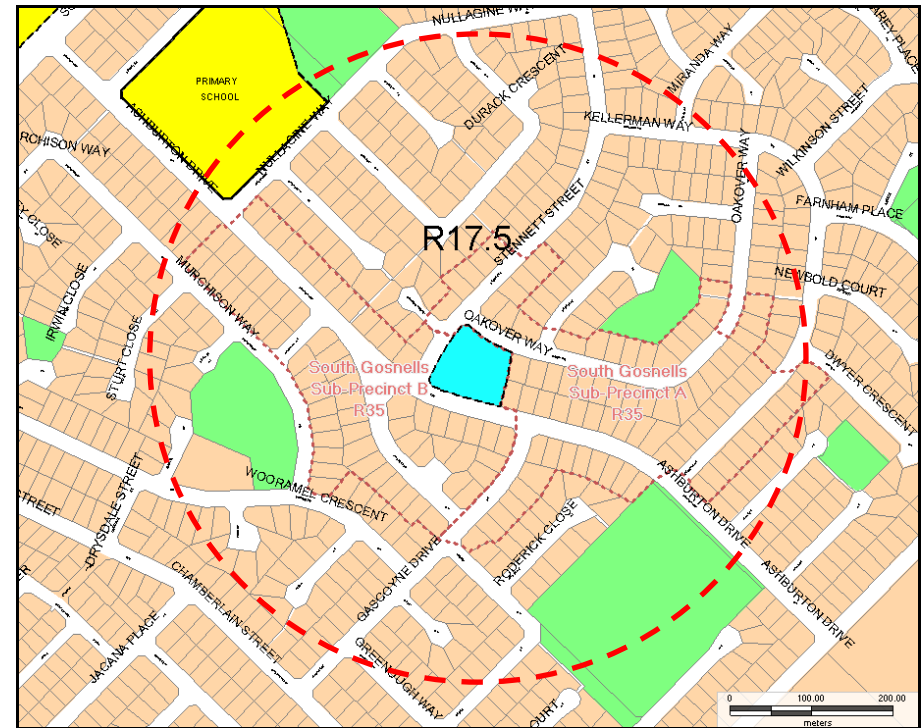
Activity Centre Floorspace Analysis

ASHBURTON VILLAGE	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	170
Other Retail	0
Residential	0
Service Industry	0
Shop/Retail	1809
Storage	0
Utilities	0
Vacant Floor Area	0
Total	1979

Ashburton Village PLUC Analysis



Activity Centre Walkable Catchment



- Within the 400m ped shed, a large portion of residential land surrounding the centre is zoned R35 which will lead to an increase in the resident population around the centre.
- The Centre is served by the 232 bus route along Ashburton Drive that links with Gosnells Train Station.
- Ashburton Drive Primary School is located on the western periphery of the walkable catchment.
- There are four areas of POS that are located within or on the edge of the catchment.

Beckenham Shopping Centre

William Street

Centre Type:	Local Centre
TPS6 Zoning:	Local Centre/Mixed Business
Land Area:	8,243m ²
Floorspace:	1,913m ² nla
Amenity:	Low

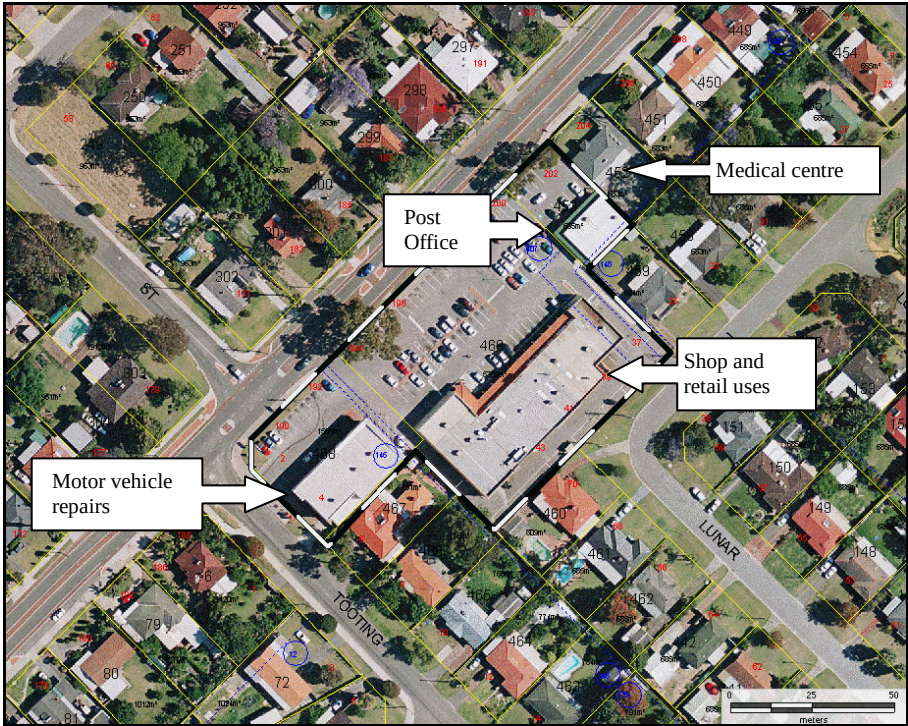
Beckenham Shopping centre consists of a collection of four buildings facing onto William Street. The buildings are set to the rear of the lots, with large areas of car parking at the front.

Amenity is low, with the buildings being a mish-mash of drab colours and designs and could benefit from some renovation. There is little formal landscaping, other than a large gum tree on the road verge. Pedestrian access between the different buildings is not properly defined, requiring people to traverse the carpark.

The centre has multiple crossovers from adjoining streets creating potential vehicular conflict points within the carpark. The rear of the main building fronts the residential area on Lunar Way, which creates a poor interface.

Analysis of the land uses within the centre shows that the majority of space is taken up by shop/retail uses (76%) with the remainder of space mostly split between Office (9%), Utility (7%) and Service (6%) uses.

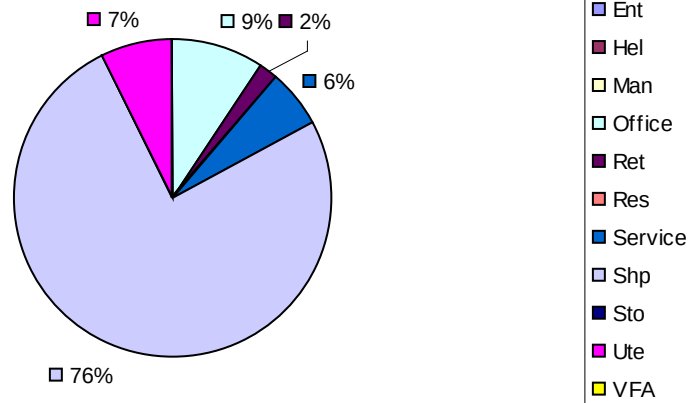
Opportunities/Positives	Constraints/Negatives
Diverse mix of land uses.	Different building styles and lack of connectivity between buildings.
	Low amenity car park dominates the centre.
	Lack of landscaping and poor signage.



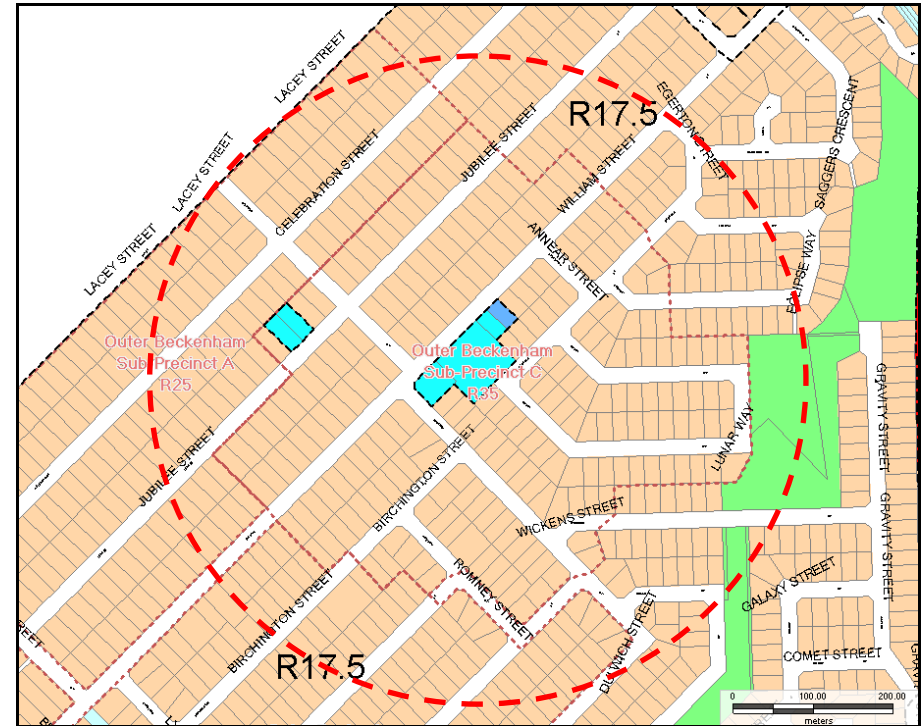
Activity Centre Floorspace Analysis

BECKENHAM SHOPPING CENTRE	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	180
Other Retail	36
Residential	0
Service Industry	111
Shop/Retail	1448
Storage	0
Utilities	138
Vacant Floor Area	0
Total	1913

Beckenham Shopping Centre PLUC Analysis



Activity Centre Walkable Catchment



- Within the 400m ped shed, the majority of the residential lots are zoned R25 and R35, which is likely to lead to an increase in the resident population around the centre.
- There is a portion of POS located in the eastern corner of the walkable catchment.
- The Centre is served by the 202 and 203 bus routes which link with Cannington Train Station and Cannington Shopping Centre.

Corfield Shopping Centre

Corfield Street & Harry Street

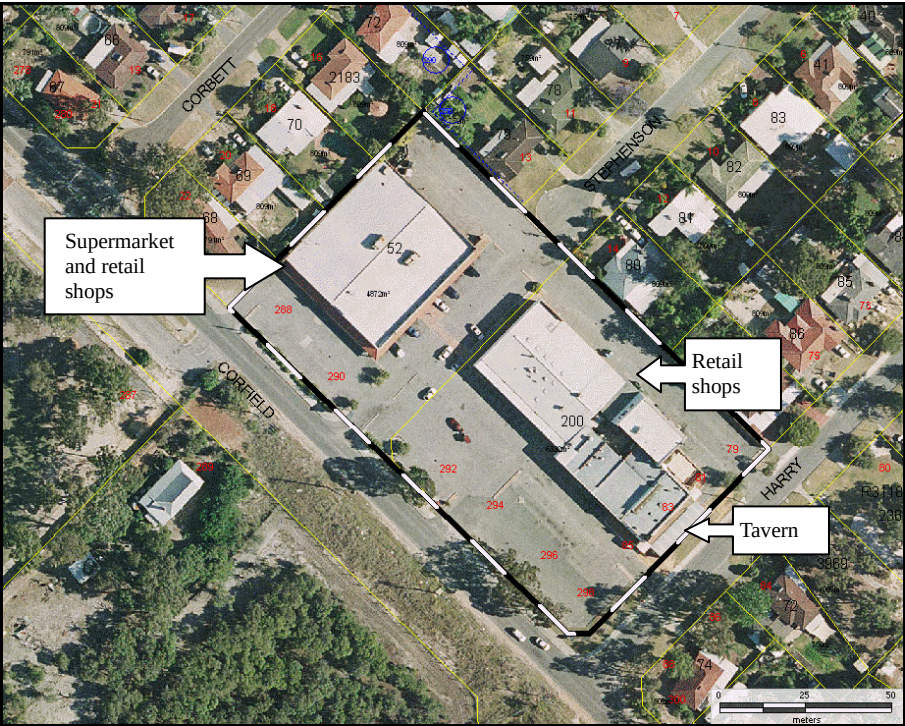
Centre Type:	Local Centre
TPS6 Zoning:	Local Centre
Land Area:	11,204m ²
Floorspace:	2,714m ² nla
Amenity:	Low

Located on the edge of the Gosnells residential area, this Centre consists of two featureless low-line buildings and a large area of car parking. The design of the buildings is simple and utilitarian, with little consideration for visual appeal or amenity. The Centre abuts residential lots on its two northern sides and fronts Corfield Street, with Harry Street acting as a secondary frontage.

There has been minor redevelopment of the centre in recent years. The Corfield Tavern added an alfresco area, and a Muzz Buzz drive thru coffee shop was built in the southern corner of the car park.

The centre has relatively low amenity and could benefit from renovation or refurbishment to improve the visual appeal of the centre and attract new tenants. The anchor tenant is an IGA supermarket with 1176m2 floor space. The Corfield Tavern is the second largest tenant at 385m2. The lack of vitality at the centre is reflected in the amount of vacant floor area - 25% of the total.

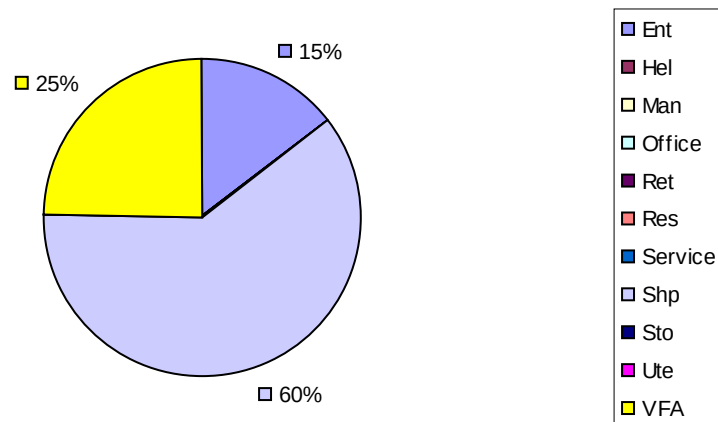
Opportunities/Positives	Constraints/Negatives
Future residential development in south of Corfield St will increase the population catchment and potentially reduce vacancies through increased patronage.	Limited population catchment due to existing condition of no residential development on the southern side of Corfield Road.
The simple design of the buildings means that they can be easily retrofitted or renovated to improve amenity.	Low amenity car park dominates the centre and lack of landscaping.
Location relative to Tonkin Highway.	Two parts of the centre are not linked to encourage exploration and pedestrian thru traffic.



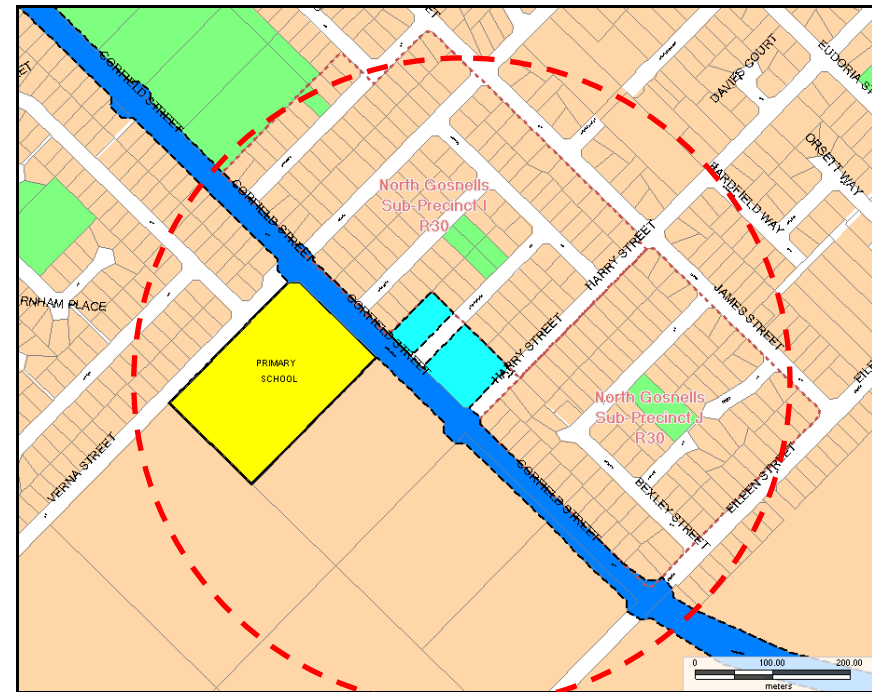
Activity Centre Floorspace Analysis

CORFIELD SHOPPING CENTRE	Floorspace m ²
Entertainment/Recreation/Cultural	400
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	0
Other Retail	0
Residential	0
Service Industry	0
Shop/Retail	1644
Storage	0
Utilities	0
Vacant Floor Area	670
Total	2714

Corfield Shopping Centre PLUC Analysis



Activity Centre Walkable Catchment



- Within the 400m ped shed, a large portion of the residential land surrounding the centre is zoned R30, which is likely to lead to an increase in the resident population around the centre.
- Future development of the large vacant land area south of Corfield Street will increase the population catchment and potentially reduce vacancies through increased patronage. Whilst this population increase will go towards addressing these vacancies within the Corfield Shopping Centre, no actual growth is anticipated for the centre, as other future planned centres within the future residential area (DV-01 and DV-02) will serve to address population based services.
- The Centre is served by the 231 and 232 bus route along Harry, Corfield and Verna Streets which links with Gosnells Train Station.
- Seaforth Primary School and two small areas of POS are located within the walkable catchment.

Furley Road
Furley Road & Warton Road

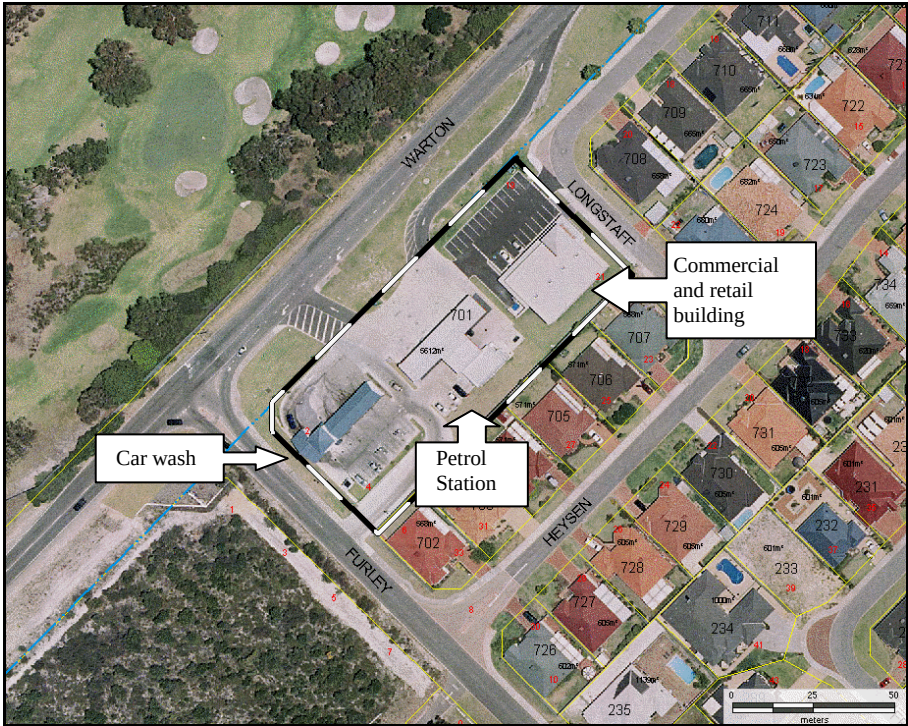
Centre Type:	Local Centre
TPS6 Zoning:	Local Centre
Land Area:	5,612m ²
Floorspace:	540m ² nla
Amenity:	High

Furley Road is a new small Local Centre located in Southern River. The centre comprises three separate buildings – self car wash, petrol station and retail office units.

While the centre provides a service to local residents, it also provides services to the large amounts of vehicle traffic passing on Warton Road, this is evident in the car based attractions of the petrol station and car wash. In addition, the retail and office uses do not provide specifically local daily needs; rather they would service a wider catchment.

The centre has a restricted catchment due to the golf course on the opposite side of Warton Road. The interface with the surrounding residential area is satisfactory, however the centre has been designed for the car, rather than pedestrians, with large areas of car parking between the buildings and the road.

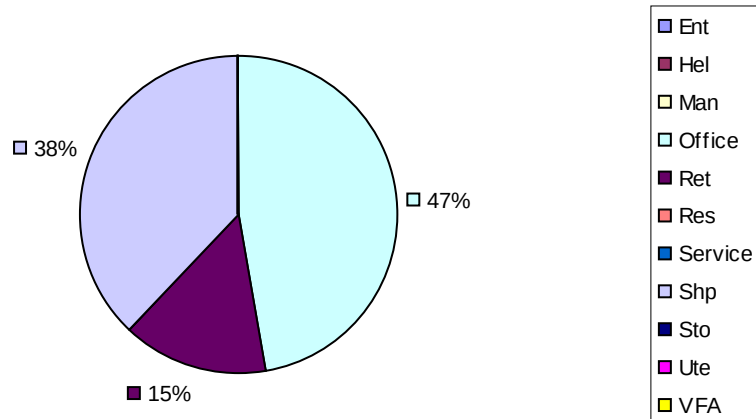
Opportunities/Positives	Constraints/Negatives
New centre with high amenity.	Designed for cars rather than pedestrians.
	Reduced catchment due to golf course on Warton Road.
	Does not provide for daily needs – ie lack of local shop for bread, milk etc, other than shop joined to petrol station.



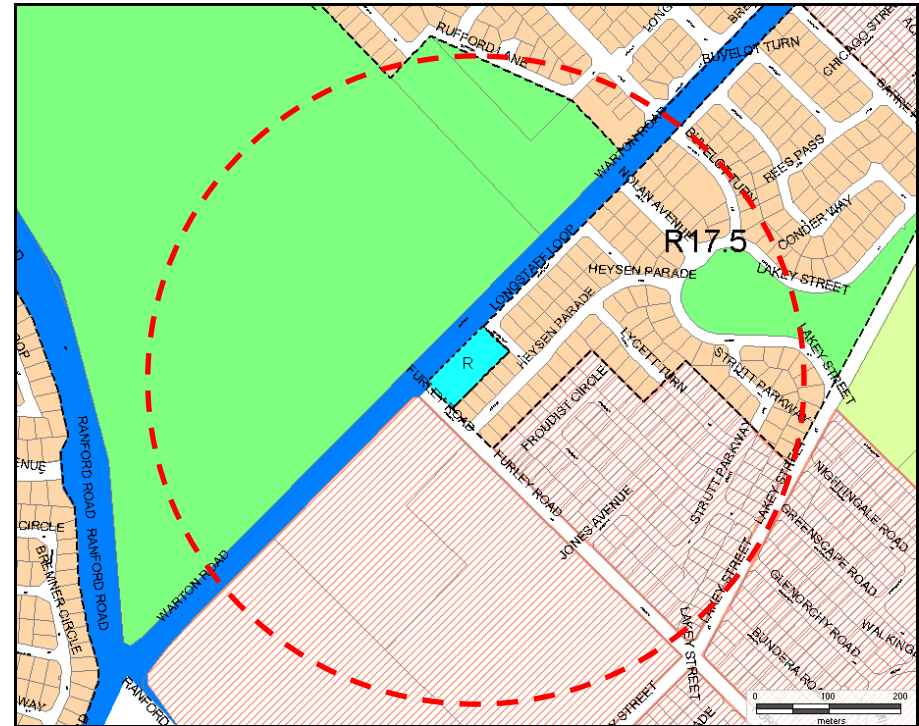
Activity Centre Floorspace Analysis

FURLEY ROAD	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	255
Other Retail	79
Residential	0
Service Industry	0
Shop/Retail	206
Storage	0
Utilities	0
Vacant Floor Area	0
Total	540

Furley Road PLUC Analysis



Activity Centre Walkable Catchment



- The centre has a limited local walkable catchment due to the golf course on the northern side of Warton Road and the school on the opposite side of Furley Road.
- The 517 bus route passes the centre, however there is no stop outside the centre.

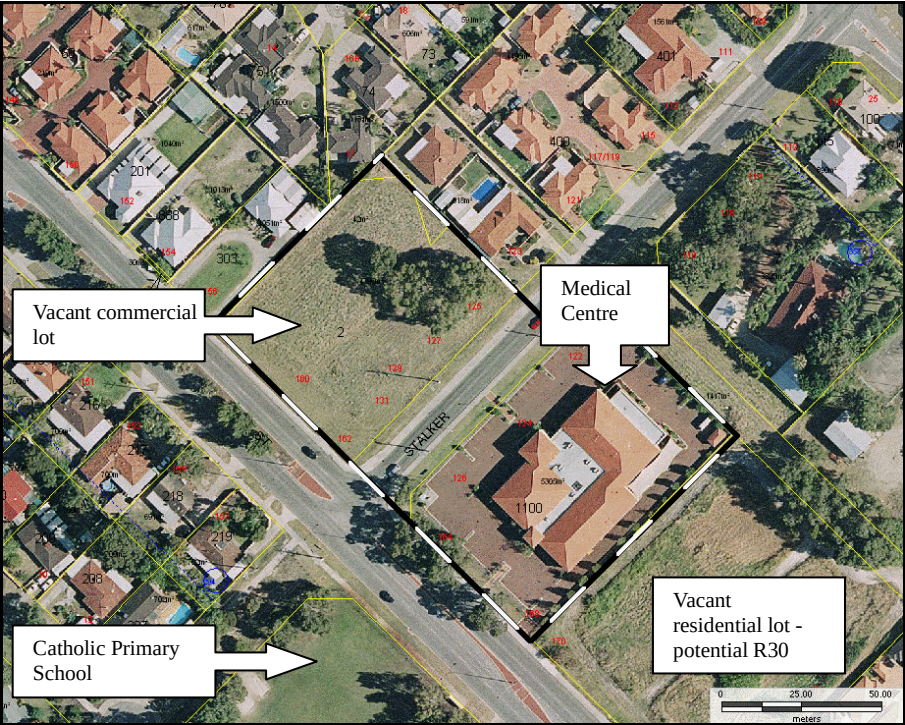
Gosnells Medical Centre
Corfield Street & Stalker Street

Centre Type:	Local Centre
TPS6 Zoning:	Local Centre
Land Area:	9,701m ²
Floorspace:	797m ² nla
Amenity:	High

This local centre at the intersection of Corfield and Stalker streets consists solely of a medical centre on the eastern side of Stalker Street. On the western side of Stalker is vacant land zoned Local Centre under TPS 6.

The Medical Centre is a relatively new development and has high levels of amenity, with contemporary architecture and adequate landscaping. The building blends in well with the surrounding residential dwellings.

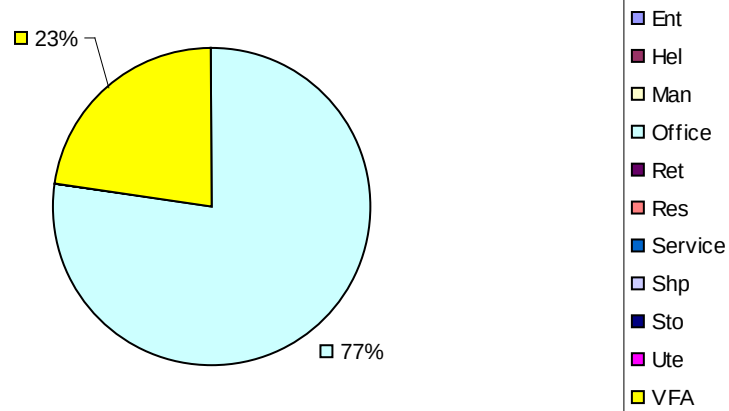
Opportunities/Positives	Constraints/Negatives
TPS6 provides opportunity to develop a commercial/residential mixed use development on the vacant land on the corner of Corfield and Stalker Streets.	Building is set back from the road with parking in front. Opportunity missed to place building at the edge of the street with parking at the rear of the building.
High amenity due to landscaping and architecture.	



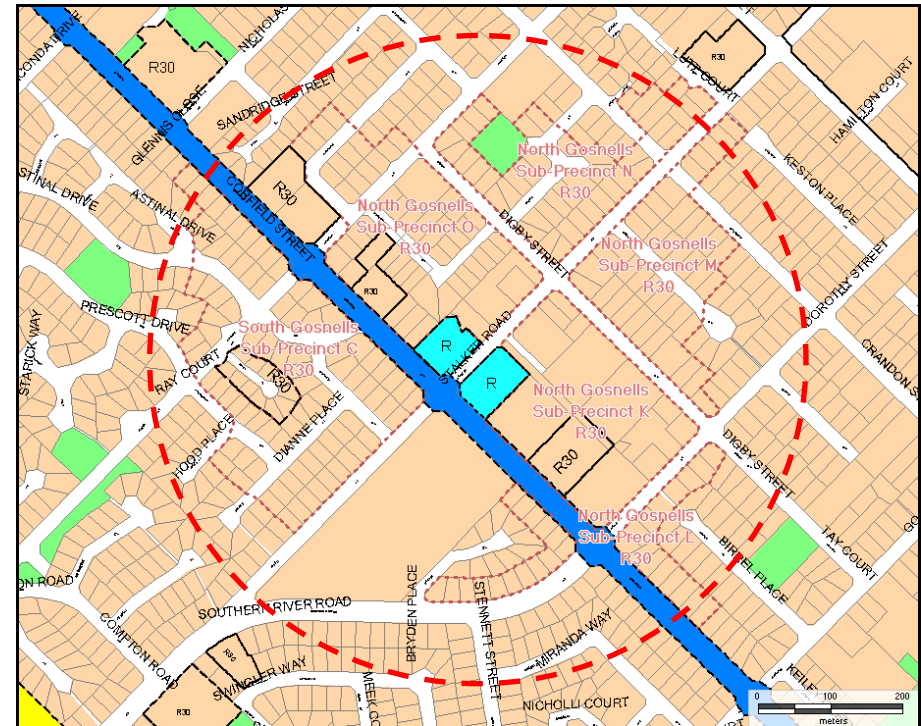
Activity Centre Floorspace Analysis

GOSNELLS MEDICAL CENTRE	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	615
Other Retail	0
Residential	0
Service Industry	0
Shop/Retail	0
Storage	0
Utilities	0
Vacant Floor Area	182
Total	797

Gosnells Medical Centre PLUC Analysis



Activity Centre Walkable Catchment



- Within the 400m ped shed, the majority of residential land around the centre is zoned R30, which is likely to lead to an increase in the resident population.
- There is no bus route that directly services the centre. The nearest bus stop (route 211) is on the corner of Dorothy and Corfield Streets.

Huntingdale Forum

Huntingdale Road & Pipit Close

Centre Type:	Local Centre
TPS6 Zoning:	Local Centre/LOS
Land Area:	15,687m ²
Floorspace:	2,612m ² nla
Amenity:	High

Opened in 1998 and subsequently expanded since then, Huntingdale Forum is located on Huntingdale Road with access from Pipit Close. The centre is located in the middle of public open space and surrounded by residential development at R17.5 density.

The centre is designed in an L shape with a stand-alone building located within the carpark. The buildings face the carpark and are setback from the roads. A poor design element of the main building is the blank façade that it presents to residential dwellings and the POS on its western facing sides. Despite the poor interface with the surrounding residential dwellings however, the general amenity of the centre is quite high, mostly due to its relative newness.

An analysis of land uses reveals that the centre contains only shop/retail land uses, but there are also a number of vacancies (11%).

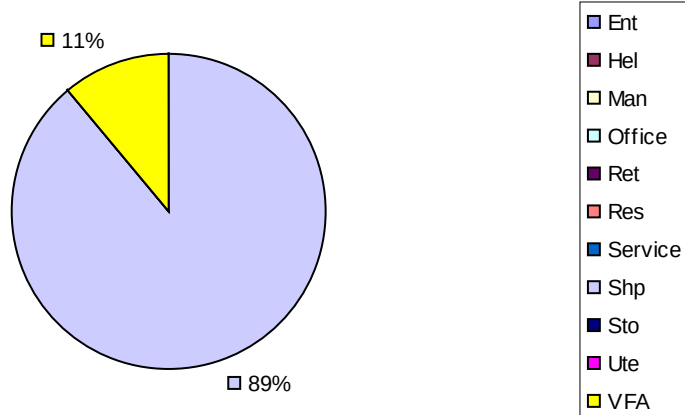
Opportunities/Positives	Constraints/Negatives
The centres' relative newness means that the amenity is high from a visual perspective.	The centre is located within POS, which means that it is setback quite far from the surrounding residential uses. This makes it hard to see from the major road. North and south western sides of the building facing the residential areas are totally blank and do not present an inviting aspect.



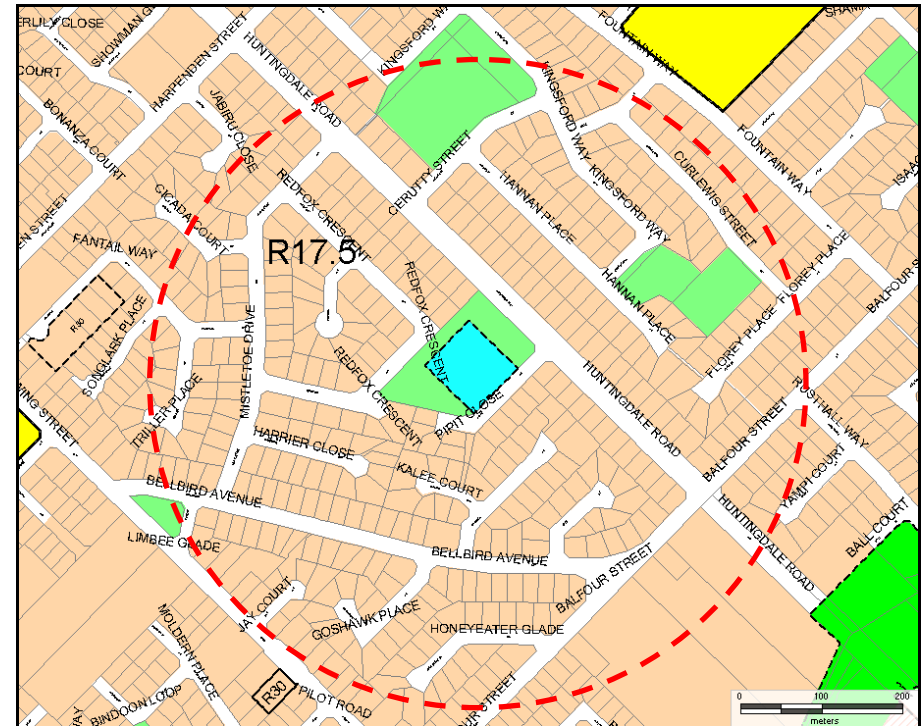
Activity Centre Floorspace Analysis

HUNTINGDALE FORUM	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	0
Other Retail	0
Residential	0
Service Industry	0
Shop/Retail	2322
Storage	0
Utilities	0
Vacant Floor Area	290
Total	2612

Huntingdale Forum PLUC Analysis



Activity Centre Walkable Catchment



- All residential zoned land within the 400m catchment is zoned R17.5.
- The centre is within TPS17, a guided development scheme which is currently under review.
- The centre does not have a bus route that goes past or stops at the centre.
- There are 4 areas of POS located within or on the periphery of the walkable catchment.

Huntingdale Shopping Centre Warton Road

Centre Type:	Local Centre
TPS6 Zoning:	Local Centre/Residential
Land Area:	10,212m ²
Floorspace:	1,541m ² nla
Amenity:	Medium

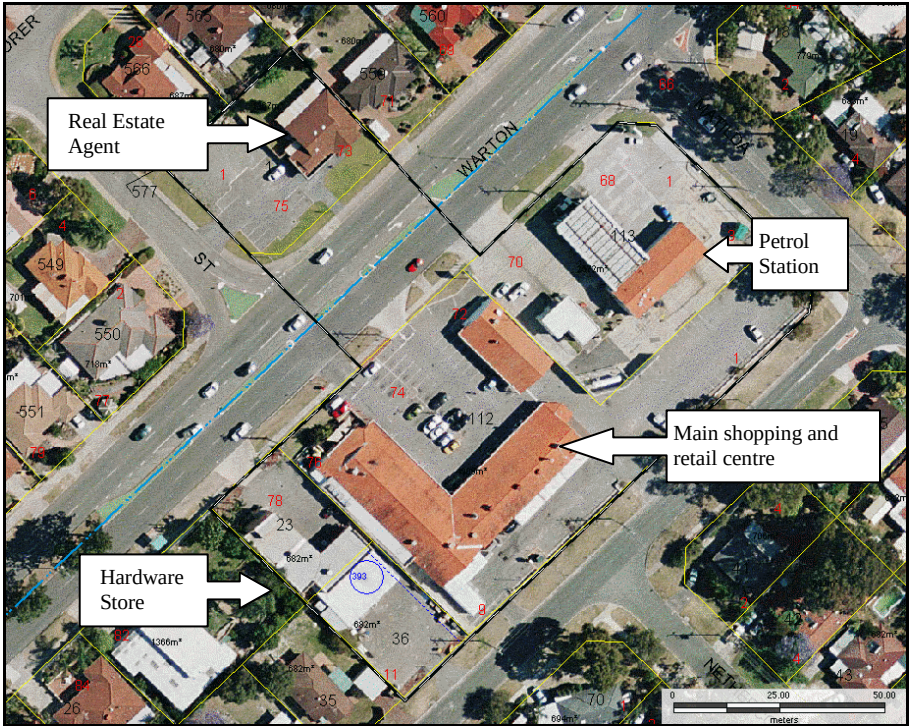
Located approximately 500 metres from Warton Medical Centre on Warton Road, the Huntingdale Shopping Centre is a small local centre which comprises of a petrol station, a retail centre surrounding a carpark, a separate hardware store, and a Real Estate Agent in a converted residence on the opposite side of Warton Road.

Unlike other smaller centres in the City, Huntingdale Shopping Centre has managed to retain its petrol station, most probably due to the fact it is on a significant road with high numbers of passing traffic.

The main shopping and retail centre is a U shape design surrounding an area of bitumen car parking. The centre mainly faces onto Warton Road, which tends to present an unsympathetic vista to the residential land uses to the south of the site. Amenity is generally satisfactory; however there is room for enhanced landscaping and building treatments to improve the visual appearance.

An analysis of land uses reveals a diverse mix, with shopping uses making up 50% of the total, followed by other retail (18%) then service (12%). There is one vacant retail space in the complex.

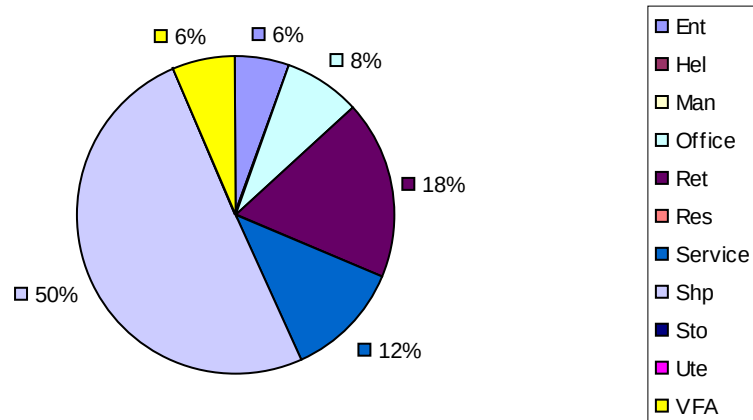
Opportunities/Positives	Constraints/Negatives
Building layout and design is conducive to renovation and upgrading.	The centre backs onto the residential area, making for an unattractive and poor interface between the commercial and residential uses.
High potential for improved amenity through landscaping due to current lack of trees or garden areas.	



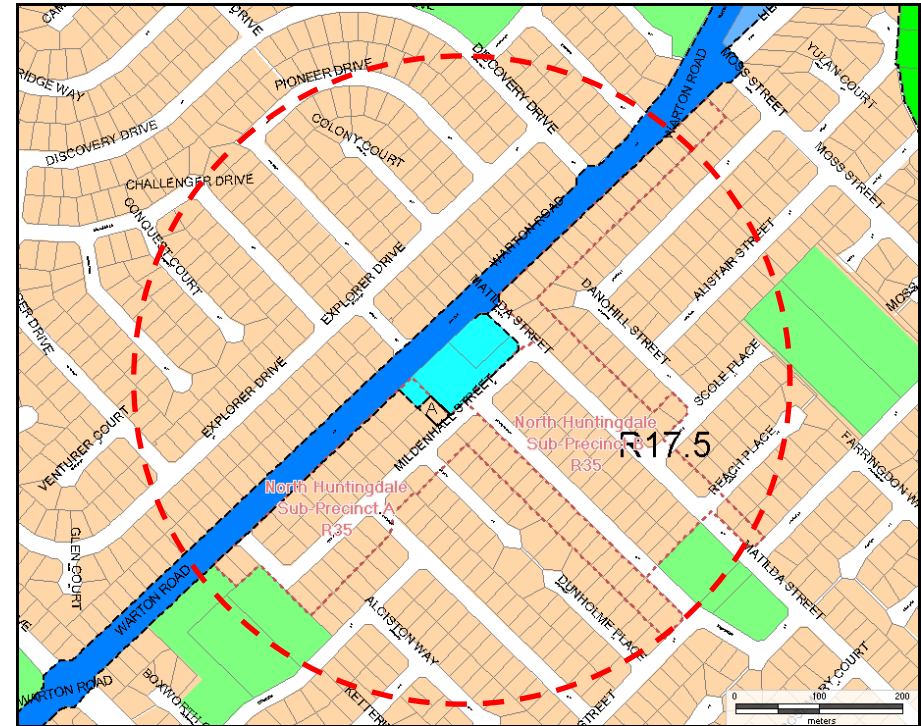
Activity Centre Floorspace Analysis

HUNTINGDALE SHOPPING CENTRE	Floorspace m ²
Entertainment/Recreation/Cultural	85
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	120
Other Retail	280
Residential	0
Service Industry	180
Shop/Retail	776
Storage	0
Utilities	0
Vacant Floor Area	100
Total	1541

Huntingdale Shopping Centre PLUC Analysis



Activity Centre Walkable Catchment



- Within the 400m ped shed, a large portion of the residential lots on the southern side of Warton Road are zoned R35, which is likely to lead to an increase in the resident population around the centre.
- There are three areas of POS located on the periphery of the walkable catchment.
- The Centre is serviced by three bus routes – the 850, 851 and 214 which link to Murdoch University and Maddington Train Station.

Kenwick Village
Kenwick Road & Belmont Road

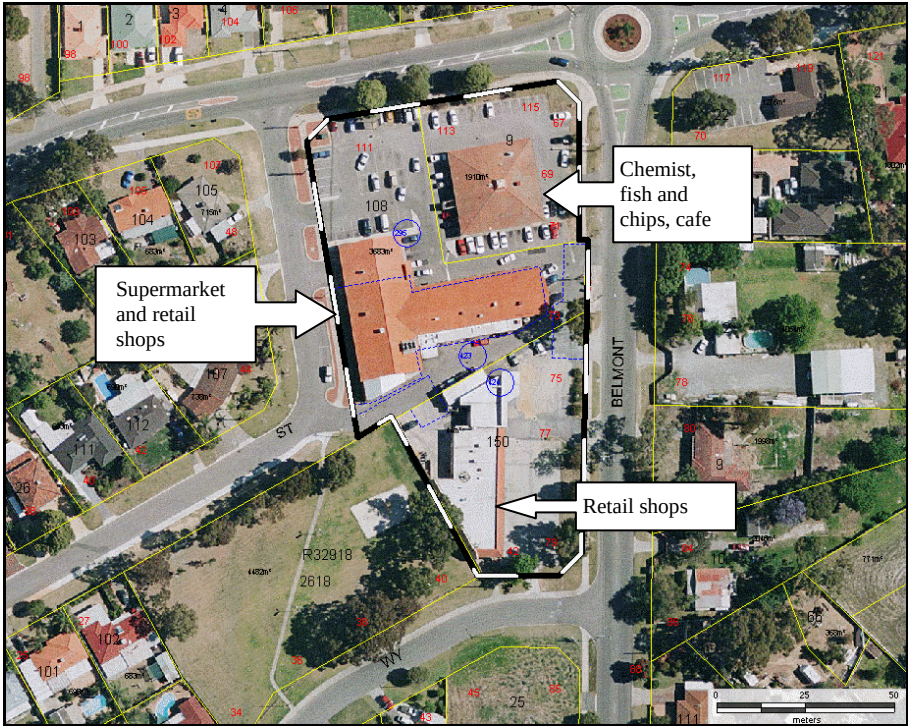
Centre Type:	Local Centre
TPS6 Zoning:	Local Centre
Land Area:	8,168m ²
Floorspace:	1,693m ² nla
Amenity:	Low

Kenwick Village is a medium size Local Centre which consists of three separate buildings and an area of car parking. The main portion consists of a supermarket and various retail and food shops. The secondary section fronts Belmont Road and has various retail shops. There used to be a petrol station, which has since closed down and is in a state of disrepair.

Amenity is very low, with all buildings looking run-down and in need of either repair or renovation. There is only minimal landscaping and signage is disjointed and ad-hoc. Part of the centre backs onto POS or presents a blank façade to residential dwellings.

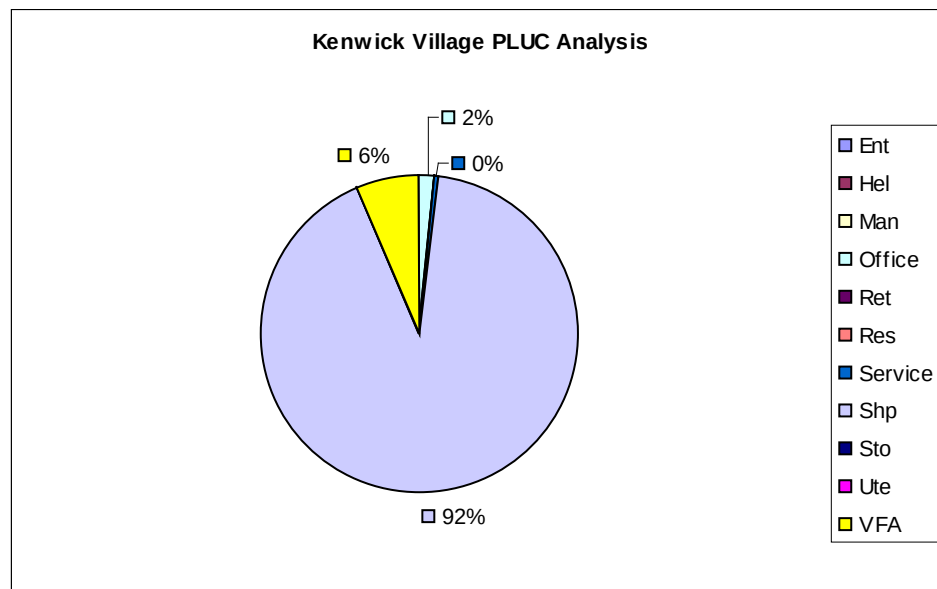
The pie chart overleaf shows that the majority of land use is shop/retail (92%). The anchor tenant is a Foodworks Supermarket which has recently been expanded to 650m².

Opportunities/Positives	Constraints/Negatives
Centre is located near other community uses – opportunity to link centre to these uses more effectively through Kenwick Vision Plan.	Poor building layout means there is no connection between different parts of the centre.
	Lack of landscaping.
	Poor signage.
	Centre is run-down and need of major renovation.

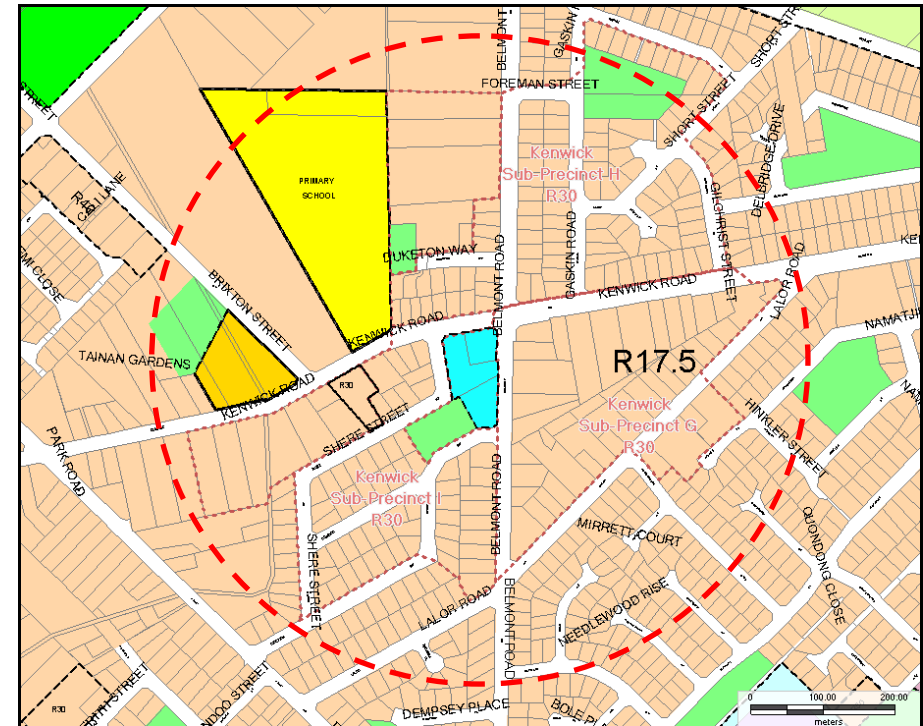


Activity Centre Floorspace Analysis

KENWICK VILLAGE	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	30
Other Retail	0
Residential	0
Service Industry	2
Shop/Retail	1551
Storage	0
Utilities	0
Vacant Floor Area	110
Total	1693



Activity Centre Walkable Catchment



- A large portion of residential lots within the 400m ped shed are zoned R30, which is likely to lead to an increase in the resident population around the centre.
- There are four areas of POS located within or on the periphery of the walkable catchment.
- Kenwick Community Centre, Kenwick Library and East Kenwick Primary School are all located nearby.
- The Centre is serviced by the 229 and 230 bus routes which link with Kenwick and Maddington Train Stations.

Langford Village Langford Avenue

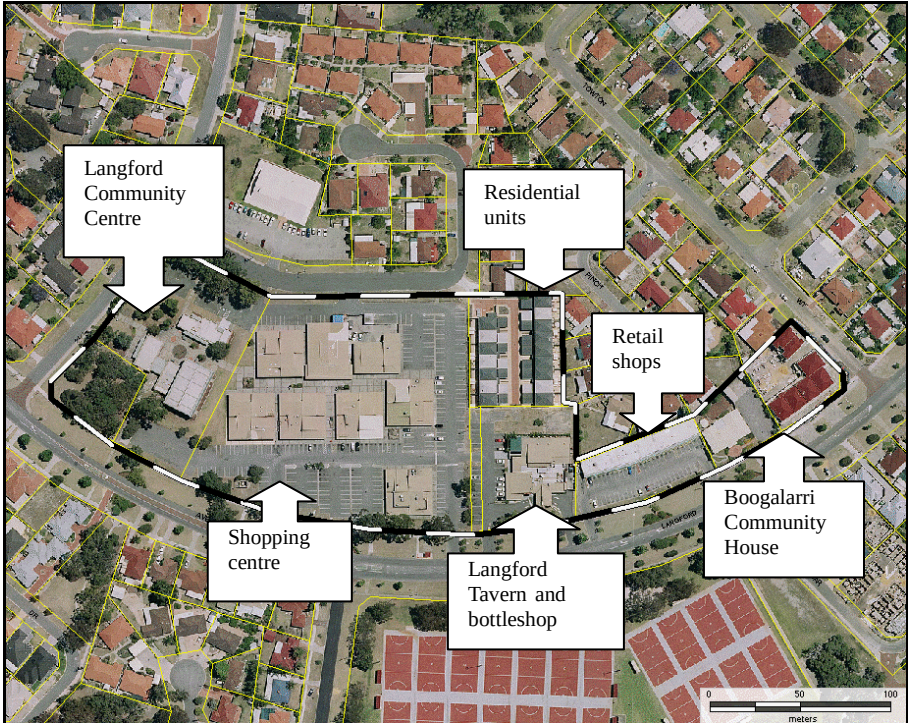
Centre Type:	Local Centre
TPS6 Zoning:	Local Centre/Civic & Cultural
Land Area:	35,730m ²
Floorspace:	6,768m ² nla
Amenity:	Low

Langford Village is a collection of different uses and buildings located along Langford Avenue. The Centre includes a community centre, shopping centre, new residential units, Langford Tavern, retail shops and an Aboriginal community centre.

The shopping centre itself has a very low level of amenity. The layout and design of the buildings inhibits safe pedestrian movement and does not encourage exploration of the centre. The centre is isolated from the road by a large expanse of car parking. The colours are drab and uninspiring and the buildings are in disrepair. It can generally be described as foreboding and needs either major renovation, or perhaps demolition given the design and appearance.

The very low level of amenity is reflected in the collection of retail and office uses that exist behind security bars and roller shutters. The anchor tenant is an independent supermarket, with Langford Tavern having the largest floorspace on site.

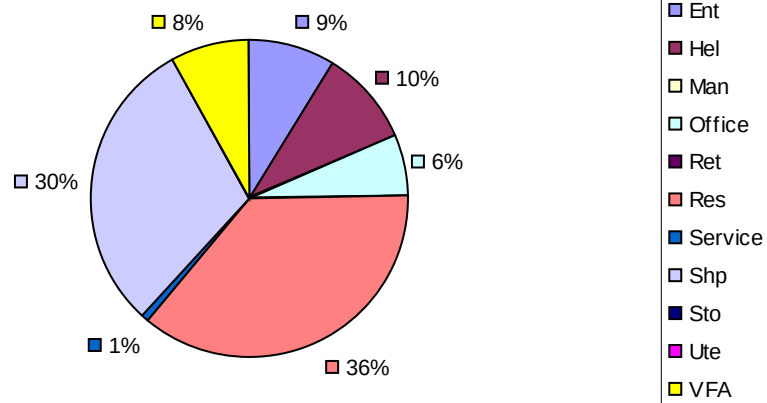
Opportunities/Positives	Constraints/Negatives
Recent residential development close to the centre may improve patronage and encourage redevelopment.	Poorly designed buildings and spaces give the impression that the shopping centre is closed or unwelcoming.
Located near major sporting fields – increased potential for visitors.	Landscaping is non-existent.
	Centre is not under a single owner, which makes redevelopment difficult.
	Linkages between different elements of the centre are poor.



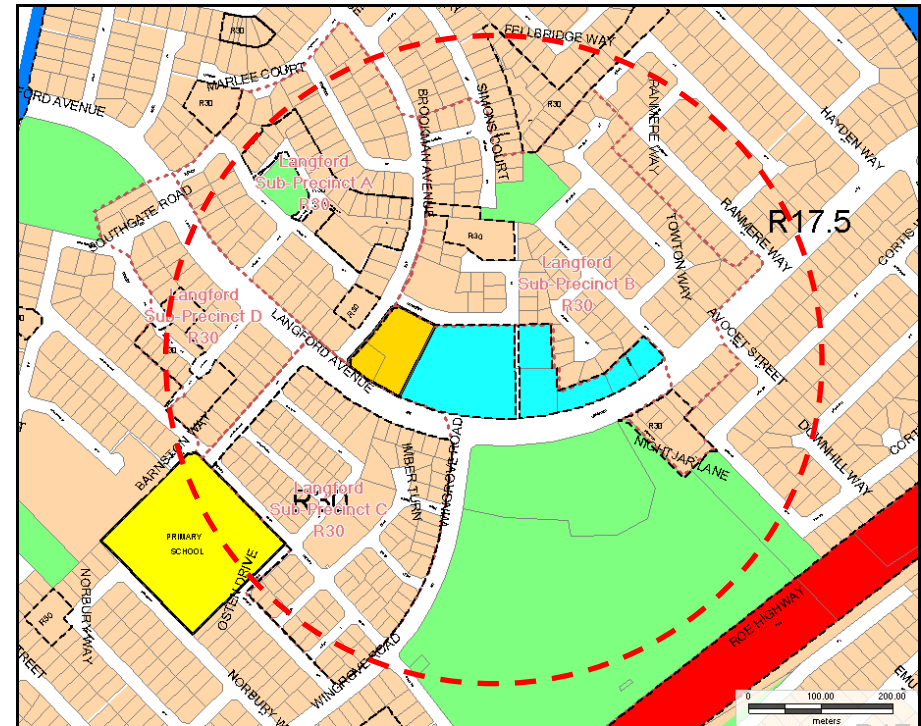
Activity Centre Floorspace Analysis

LANGFORD VILLAGE	Floorspace m ²
Entertainment/Recreation/Cultural	600
Health/Welfare/Community Services	657
Manufacturing/Processing/Fabrication	0
Office/Business	421
Other Retail	0
Residential	2448
Service Industry	50
Shop/Retail	2052
Storage	0
Utilities	0
Vacant Floor Area	540
Total	6768

Langford Village PLUC Analysis



Activity Centre Walkable Catchment



- Within the 400m ped shed, there is a large portion of lots zoned R30, which is likely to lead to an increase in the resident population around the centre.
- Within the walkable catchment, there is a significant area taken up by active POS, this has potential to attract additional people to the centre.
- The centre is served by the 206 bus route which links to Thornlie train Station and Nicholson Road.

Martindale

Martindale Avenue, Selby Street & Pegus Street

Centre Type:	Local Centre
TPS6 Zoning:	Local Centre
Land Area:	703m ²
Floorspace:	302m ² nla
Amenity:	Medium

Martindale is a typical old-style corner shop complex located in Thornlie. It consists of a single building with three retail shops and on-street parking.

The centre is located adjacent to a local park and residential dwellings. Amenity could be described as medium, with improvements to landscaping and parking areas required to enhance visual appeal.

100% of the uses are shop/retail.

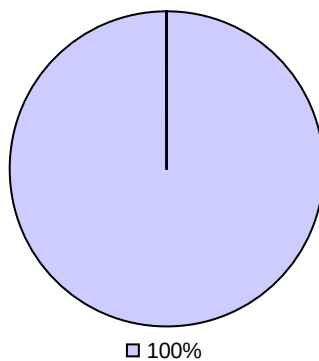
Opportunities/Positives	Constraints/Negatives
Traditional corner store provides services to local residents.	Run-down appearance, could benefit from renovation and landscaping.



Activity Centre Floorspace Analysis

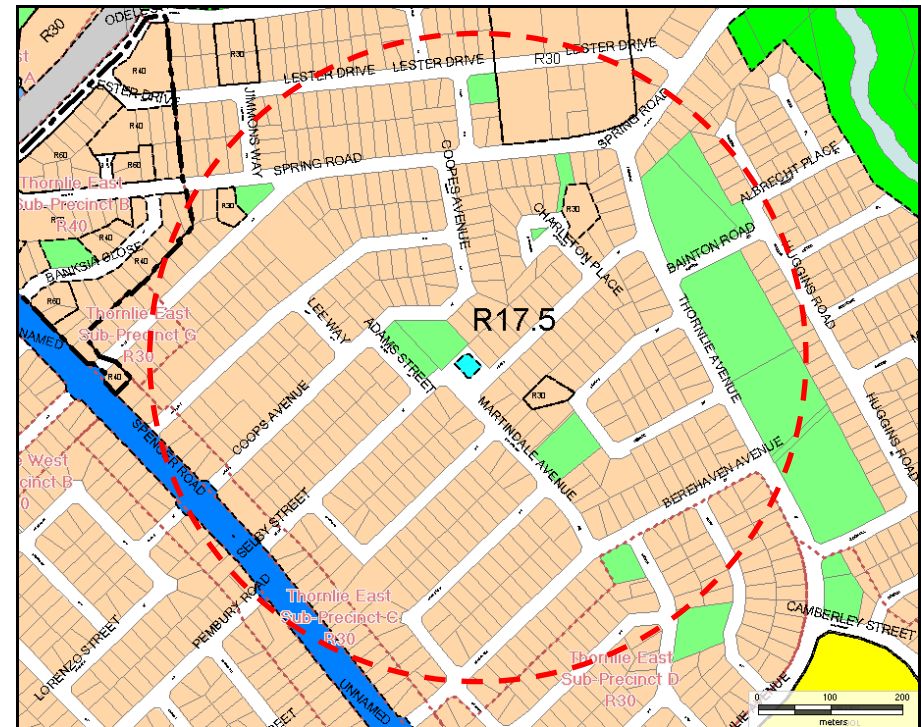
MARTINDALE	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	0
Other Retail	0
Residential	0
Service Industry	0
Shop/Retail	302
Storage	0
Utilities	0
Vacant Floor Area	0
Total	302

Martindale PLUC Analysis



- Ent
- Hel
- Man
- Office
- Ret
- Res
- Service
- Shp
- Sto
- Ute
- VFA

Activity Centre Walkable Catchment



- Within the 400m ped shed, the majority of the residential area is R17.5, with a few small areas of R30.
- The centre is not served by public transport.

Nicholson Road Nicholson Road, Langford

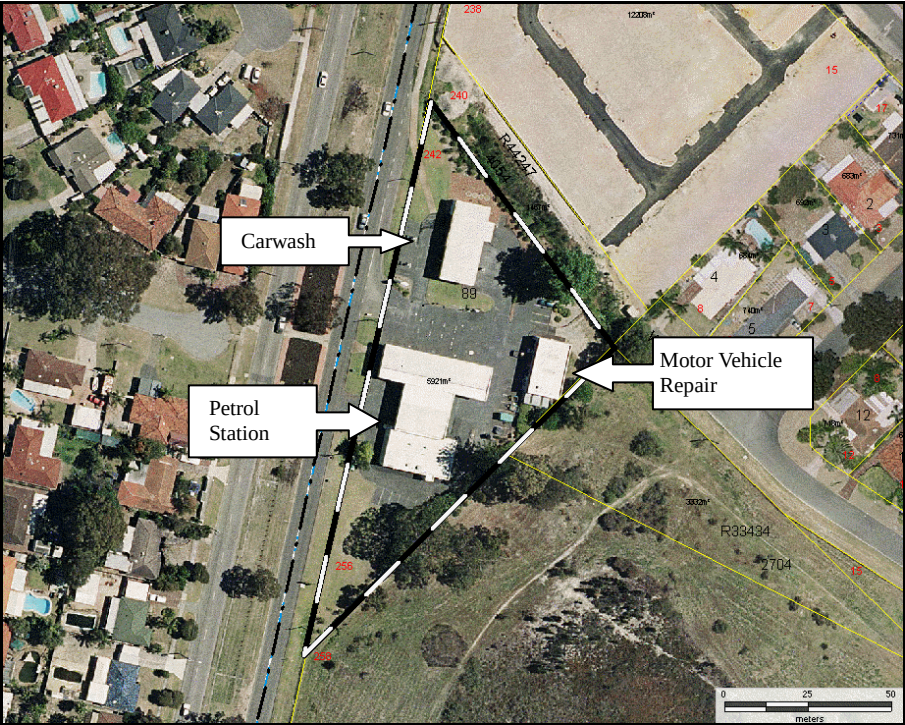
Centre Type:	Local Centre
TPS6 Zoning:	Local Centre
Land Area:	5,921m ²
Floorspace:	415m ² nla
Amenity:	Medium

Nicholson Road is a small local centre that comprises of a petrol station and convenience store, as well as car wash and motor vehicle repair centre.

The centre is not designed to serve the local community specifically, but rather passing traffic and the broader area, given the types of uses that are found at the centre.

Amenity is reasonable for the types of uses found at the centre. Further expansion of the centre is restricted due to lack of additional land.

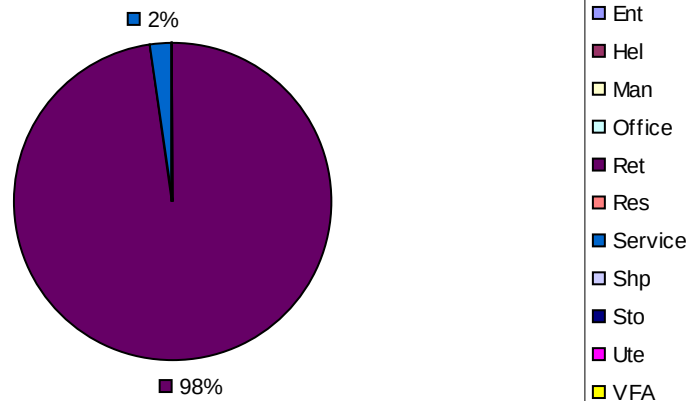
Opportunities/Positives	Constraints/Negatives
Decent and well maintained landscaping.	Car orientated development with limited pedestrian access.



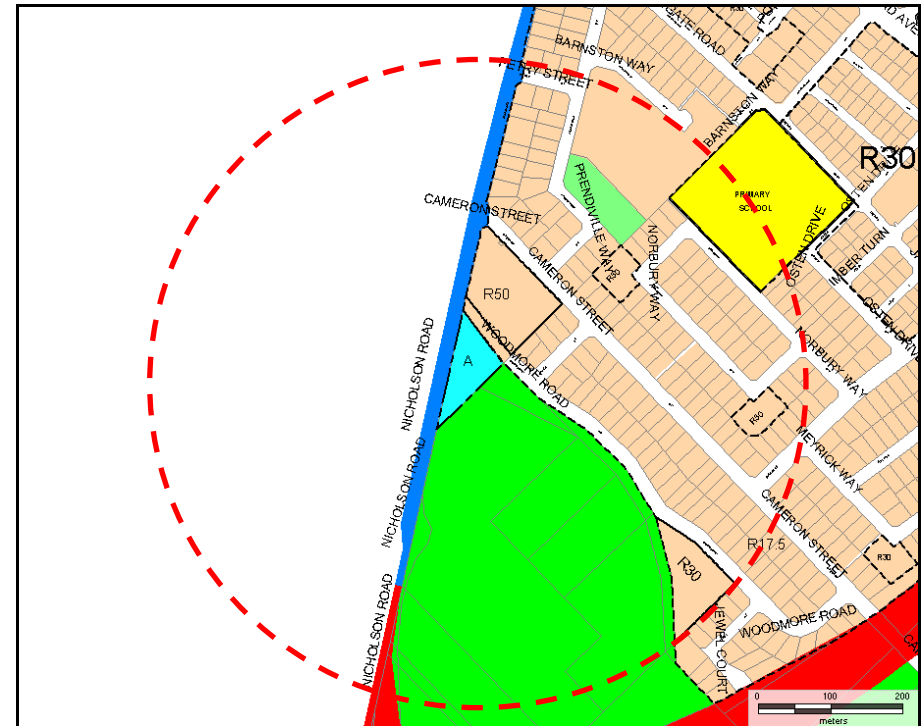
Activity Centre Floorspace Analysis

NICHOLSON ROAD	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	0
Other Retail	415
Residential	0
Service Industry	10
Shop/Retail	0
Storage	0
Utilities	0
Vacant Floor Area	0
Total	425

Nicholson Road PLUC Analysis



Activity Centre Walkable Catchment



- Within the 400m ped shed, most residential areas are zoned R17.5, however there are also a couple of R30 zoned properties and a significant R50 area adjacent to the centre.
- Within the walkable catchment, there is a significant area taken up by POS.
- The centre is served by the 208 bus route which links to Cannington train station.

Nicholson & Amherst
Nicholson Road & Amherst Road

Centre Type:	Local Centre
TPS6 Zoning:	Residential Development (Mixed Use Centre)
Land Area:	5,404m ²
Floorspace:	300m ² nla
Amenity:	Medium

This small centre is located on the corner of Nicholson and Amherst Roads and is also accessible from Sarah Close. It is designated as a Mixed Use Centre with a maximum 550m2 nla under the Canningvale ODP.

It currently consists of a petrol station, with associated retail shop as well as a fast food takeaway restaurant attached to the same building. The remainder of the site is currently vacant land suitable for mixed use development.

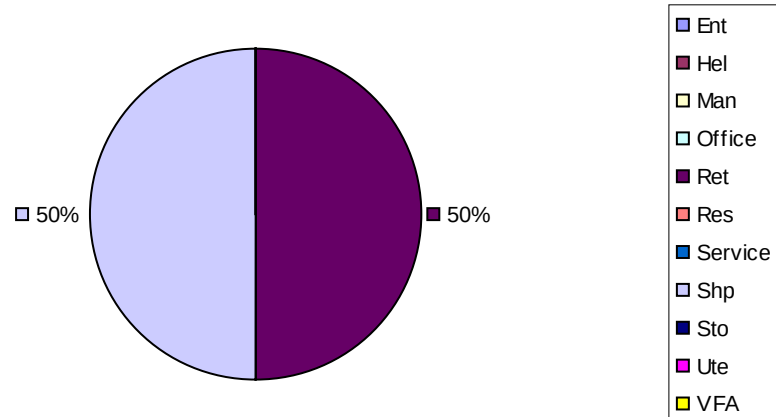
Opportunities/Positives	Constraints/Negatives
Vacant land provides opportunity for commercial use to locate and provide service suitable to local needs.	Car orientated development with lack of pedestrian facilities.



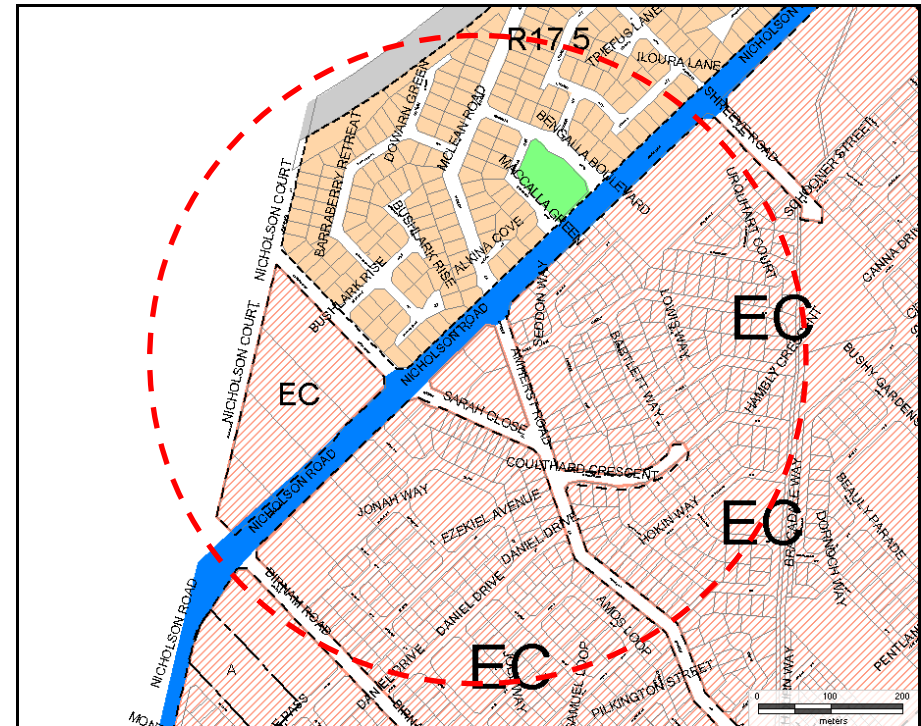
Activity Centre Floorspace Analysis

NICHOLSON & AMHERST	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	0
Other Retail	150
Residential	0
Service Industry	0
Shop/Retail	150
Storage	0
Utilities	0
Vacant Floor Area	0
Total	300

Nicholson & Amherst PLUC Analysis



Activity Centre Walkable Catchment



- Within the 400m ped shed, the majority of land is zoned Residential Development, with a portion of R17.5 on the opposite side of Nicholson Road.
- The centre is served by the 207 bus route along Nicholson Road, which links to Cannington.

Ranford Shopping Centre

Ranford Road & Campbell Road

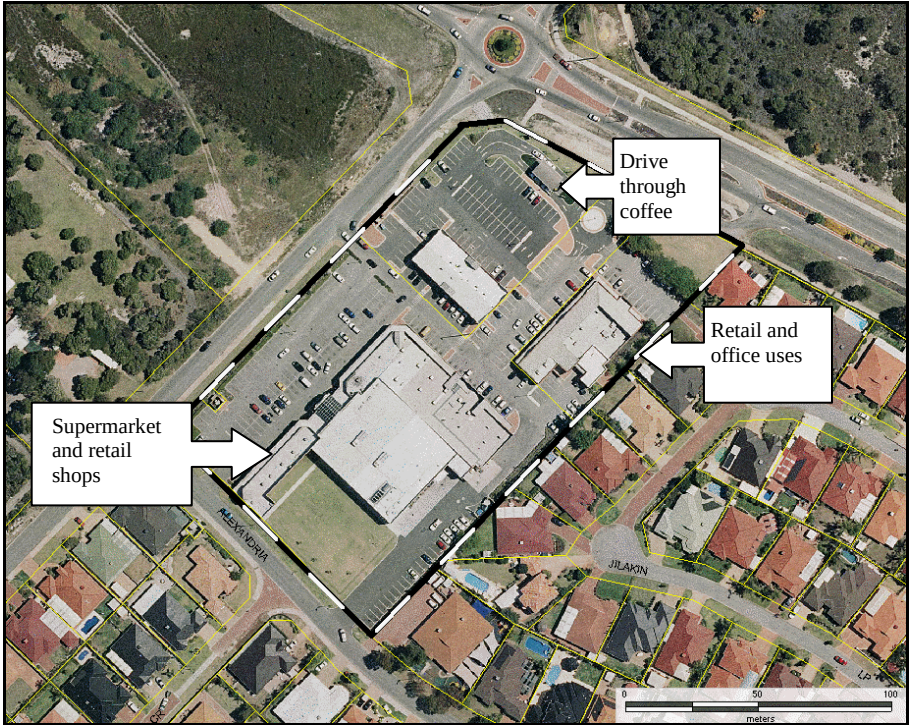
Centre Type:	Local Centre
TPS6 Zoning:	Local Centre
Land Area:	19,590m ²
Floorspace:	4,509m ² nla
Amenity:	Medium

Ranford Shopping Centre is a new and fairly large Local Centre located in Canning Vale. The centre consists of four separate buildings surrounded by a large area of car parking. It includes an IGA supermarket, medical and professional centre, and various retail shops and restaurants.

As the centre is fairly new, the amenity is generally high; however its visual appeal suffers due to inadequate landscaping. The interface with the surrounding residential area is satisfactory, with the centre not overwhelming the adjacent houses. Despite it being a fairly new centre, it has not been designed to enhance or promote pedestrian or non-vehicle access. Its layout and design is distinctly car focused.

The major land use is shop/retail (69%), followed by office and health/welfare. There are a low number of vacancies, suggesting that the centre is fairly popular.

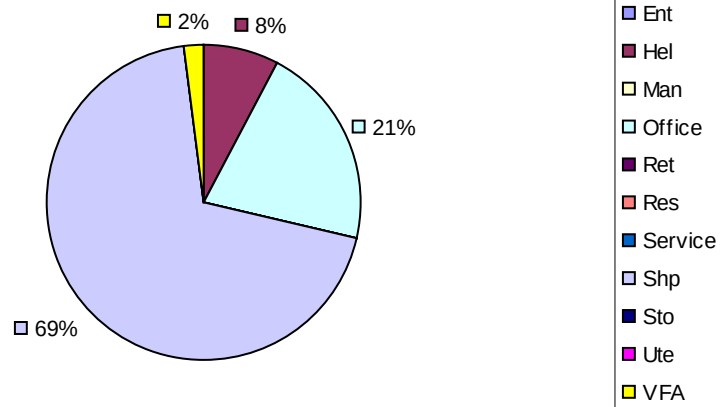
Opportunities/Positives	Constraints/Negatives
High amenity due to new buildings and consistent design.	Design and layout caters for the car rather than pedestrians.
	Large area of car parking with little landscaping.



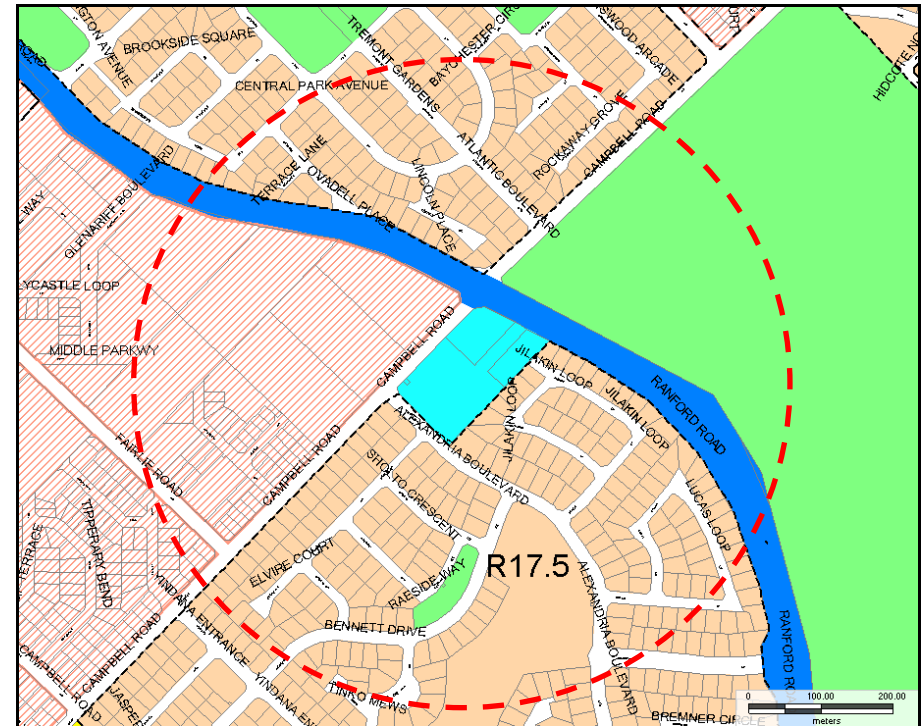
Activity Centre Floorspace Analysis

RANFORD SHOPPING CENTRE	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	350
Manufacturing/Processing/Fabrication	0
Office/Business	935
Other Retail	0
Residential	0
Service Industry	0
Shop/Retail	3134
Storage	0
Utilities	0
Vacant Floor Area	90
Total	4509

Ranford Shopping Centre PLUC Analysis



Activity Centre Walkable Catchment



- The centre is served by the 517, 850 and 851 bus routes along Ranford Road.
- There is a mixture of R17.5 and R20 and R30 zoned land surrounding the centre.
- A significant portion of the walkable catchment is taken up by POS, which does limit the nearby customer base.

Rosal Street Rosal Street & Albany Highway

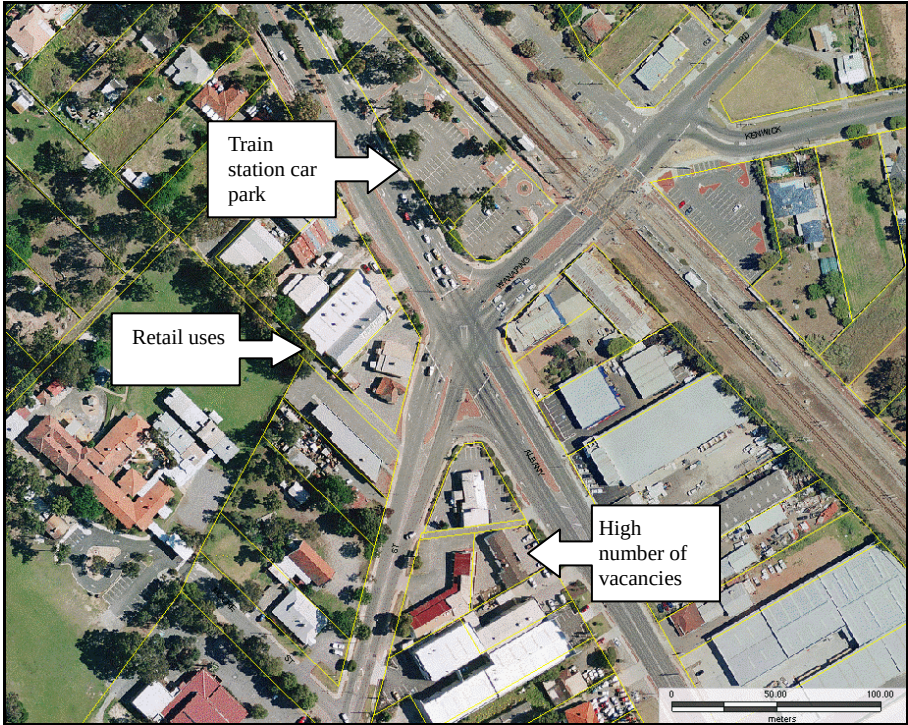
Centre Type:	Local Centre
TPS6 Zoning:	Local Centre/General Industry/Light Industry/Mixed Business/Civic & Cultural
Land Area:	43,000m ²
Floorspace:	3,761m ² nla
Amenity:	Low

Centred on the junction of Albany Highway and Rosal Street, this centre consists of a number of unrelated commercial uses within old and run down buildings. The centre has more of an industrial look and feel rather than shopping and retail.

Given the old and run-down nature of some of the buildings, there are quite a number of vacancies (20%). Amenity is low and there is a need to regenerate the area to encourage new development.

The Albany Highway/Rosal Street intersection and the rail line act as major physical barriers and inhibit pedestrian access to different parts of the centre.

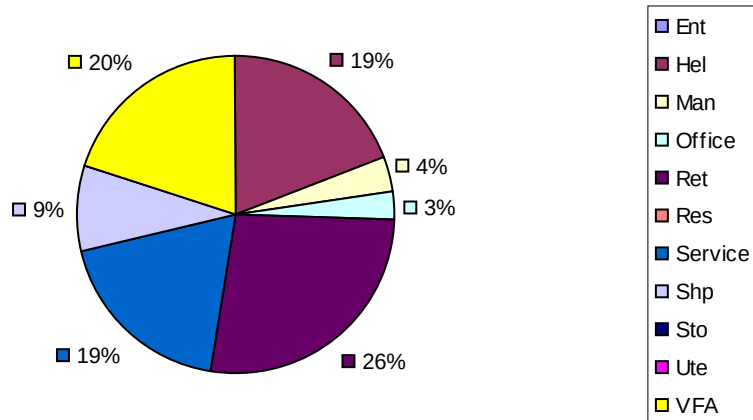
Opportunities/Positives	Constraints/Negatives
Close to public transport links.	Old, run-down buildings.
Future development opportunities associated with Kenwick Vision Plan.	High vacancy rates.
	Existing industrial zoning and lack of definition to the centre.
	Major intersection and rail line acts as barrier to different parts of the centre.



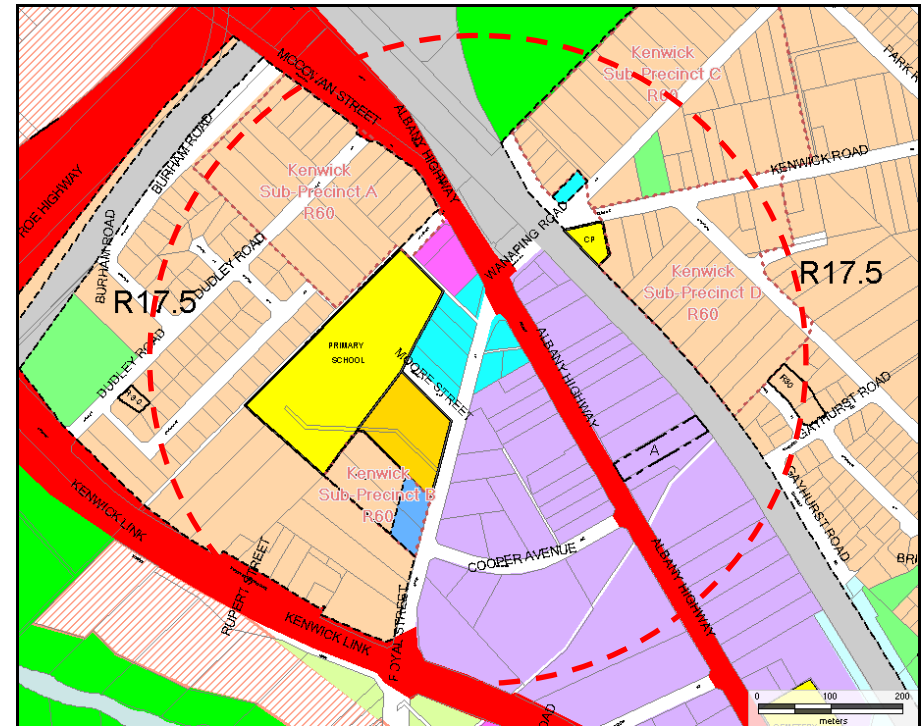
Activity Centre Floorspace Analysis

ROYAL STREET	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	720
Manufacturing/Processing/Fabrication	140
Office/Business	100
Other Retail	1010
Residential	0
Service Industry	700
Shop/Retail	341
Storage	0
Utilities	0
Vacant Floor Area	750
Total	3761

Royal Street PLUC Analysis



Activity Centre Walkable Catchment



- The centre is served by the 220 and 230 bus routes and is adjacent to the Kenwick Train Station.
- There is a mixture of R17.5 and R60 zoned land surrounding the centre.
- A significant portion of the walkable catchment is taken up by General Industrial zoned land. A primary school is also located within the catchment.
- Albany Highway and the Armadale train line act as major physical barriers between the centre and parts of the residential areas.

Spencer Village

Spencer Street & Southdown Place

Centre Type:	Local Centre
TPS6 Zoning:	Local Centre/Mixed Business
Land Area:	19,359m ²
Floorspace:	6,369m ² nla
Amenity:	Medium

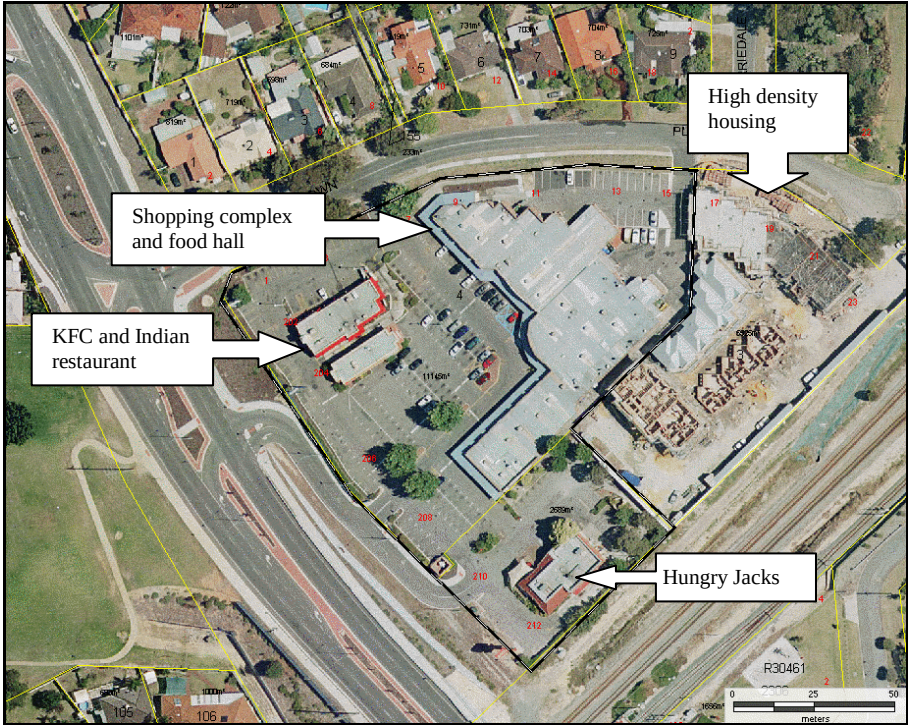
Spencer Village is located on Spencer Road between the Roe Highway and the Thornlie Spur Line in Thornlie. The Centre consists of a typical box style building separated from the road by a large area of car parking plus three individual buildings located within the car park area that contain fast food restaurants. High density residential apartments have recently been constructed behind the centre on Southdown Place.

Access is from Spencer Road or Southdown Place. The design of the Spencer Road rail bridge means that the centre sits below the road way and gives the impression that it is hidden from view. The rail line, Spencer Road and Roe Highway act as major physical barriers between the centre and the wider residential catchment.

There is a popular food hall that specialises in Asian cuisine. It attracts a high number of customers, which provides the centre with a certain degree of vitality that it otherwise might not have.

Shop/Retail makes up the predominant non-residential land use at 39%, with a small amount of Office and vacant space (total 2%).

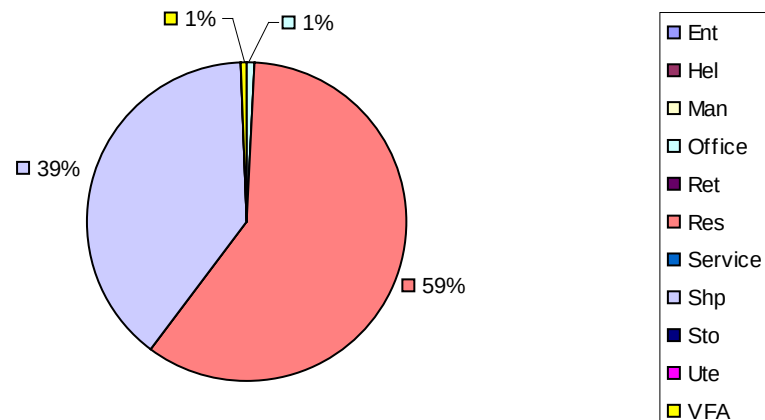
Opportunities/Positives	Constraints/Negatives
Building layout and design is conducive to renovation and upgrading.	Is not immediately visible due to location behind and below bridge ramp.
High potential for improved amenity through landscaping due to current lack of trees or garden areas.	Rail line and Spencer Road act as major physical barriers between the centre and its catchment.
Located near train station.	



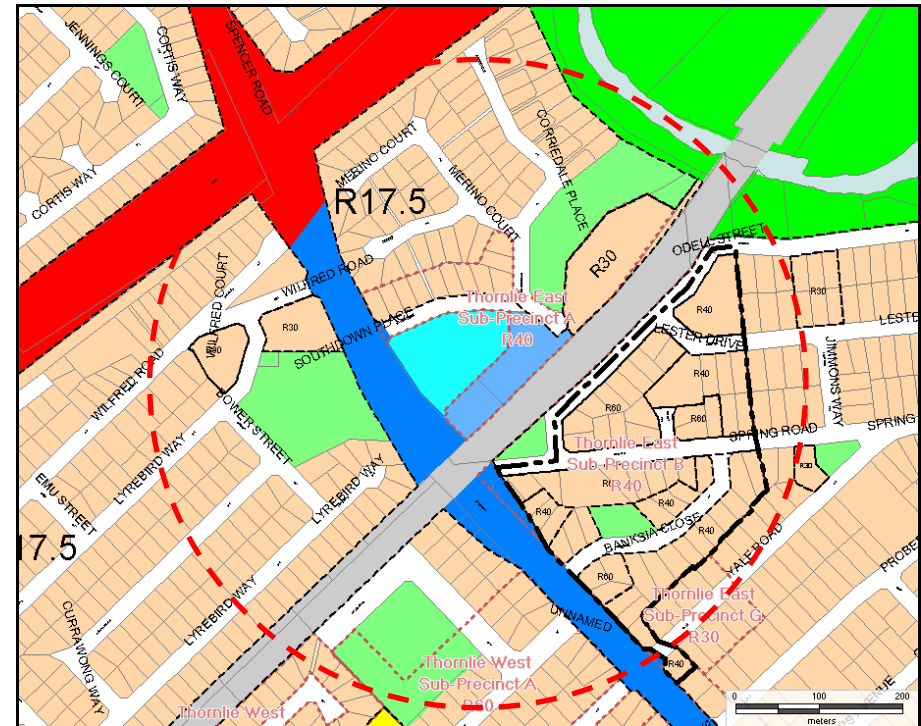
Activity Centre Floorspace Analysis

SPENCER VILLAGE	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	60
Other Retail	0
Residential	3780
Service Industry	0
Shop/Retail	2497
Storage	0
Utilities	0
Vacant Floor Area	32
Total	6369

Spencer Village PLUC Analysis



Activity Centre Walkable Catchment



- Within the 400m ped shed, in proximity of the train station and adjacent to the centre, there is a mixture of residential land zoned R30, R40 and R60.
- There are five areas of POS located within the walkable catchment.
- The Centre is serviced by the Thornlie Train Station and associated bus routes.
- Walkable catchment severely hampered by railway and Spencer Road.

Warton Road
Warton Road & Corfield Street

Centre Type:	Local Centre
TPS6 Zoning:	Mixed Business
Land Area:	9,516m ²
Floorspace:	2,660m ² nla
Amenity:	High

Warton Medical Centre is located on a wedge of land on the corner of two major roads; Warton Road and Corfield Street. The centre is divided into two distinct parts; the medical centre, which contains various medical practices and a pharmacy; and the shop/retail centre, which contains various retail and office uses as well as a veterinary centre. There is secondary access from Lilac Place at the rear of the buildings.

The centre is fairly modern and has a generally high amenity. The centre is set back from the main roads and is surrounded by large areas of car parking, however is visually prominent from the nearby traffic intersection.

There are three types of commercial uses on-site, with office/business uses comprising approximately two thirds of the total followed by shop-retail, then health. The amount of office and health related land use is not surprising due to the dominance of the medical centre.

The centres’ interface with the surrounding environment is reasonable, however the centre faces Warton Road and backs onto residential uses fronting Lilac Street. A preferred outcome would be to have the buildings also face the residential uses to improve the streetscape of Lilac Street.

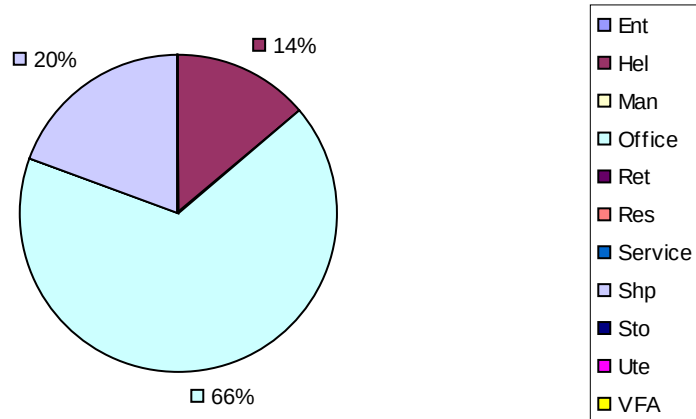
Opportunities/Positives	Constraints/Negatives
The centre is fairly modern, with an attractive appearance.	The centre backs onto the residential area, making for an unattractive and poor interface between the commercial and residential uses.
Opportunity for improved landscaping along Warton Road to increase amenity.	Location at intersection of major intersection impedes non-car based travel to and from centre



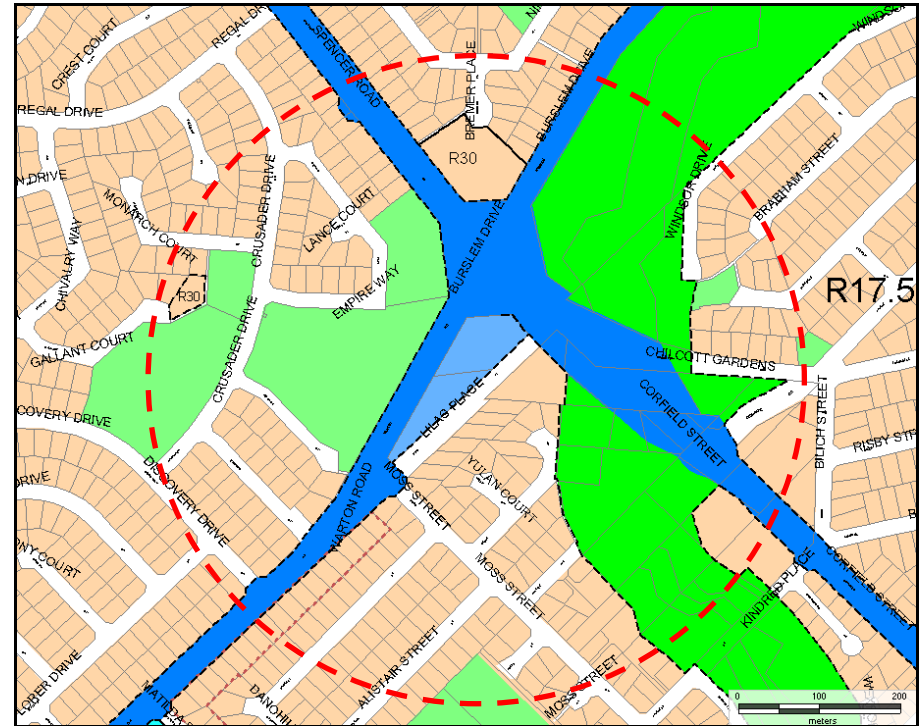
Activity Centre Floorspace Analysis

WARTON ROAD	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	370
Manufacturing/Processing/Fabrication	0
Office/Business	1770
Other Retail	0
Residential	0
Service Industry	0
Shop/Retail	520
Storage	0
Utilities	0
Vacant Floor Area	0
Total	2660

Warton Road PLUC Analysis



Activity Centre Walkable Catchment



- Most residential densities are R17.5 with small pockets of R30 located within 400m of the centre.
- There is a large amount of POS, mainly associated with the Canning River and Empire Way Reserve, in close proximity to the centre which limits the population of the walkable catchment.
- The 214, 850, 851, 210 and 211 bus routes travel past this centre.

West Gosnells Shopping Village
George Street & Fremantle Road

Centre Type:	Local Centre
TPS6 Zoning:	Local Centre/Office
Land Area:	12,164m ²
Floorspace:	3,197m ² nla
Amenity:	Low

West Gosnells Shopping Village is located on George Street, just off Fremantle Road. The centre consists of a collection of buildings separated by car parking and paved open space. On the western side of George Street is a two storey building which contains professional offices and an ATM.

Across the road is a vacant lot that used to be occupied by a petrol station, which has since been demolished. The main retail/shopping uses are located in a brick ‘mall style’ building which faces George Street and the Southern River Tavern is found in the southern portion of the site.

Amenity is low with the centre generally having a run-down look and seeming in need of renovation. The centre backs onto Local Open Space and a residential cul-de-sac on the western edge. The interface with the surrounding residential environment is poor, with a general lack of physical and visual separation.

The tavern and bottleshop take up the majority of the floorspace (2537m2), followed by the Eziway supermarket (175m2).

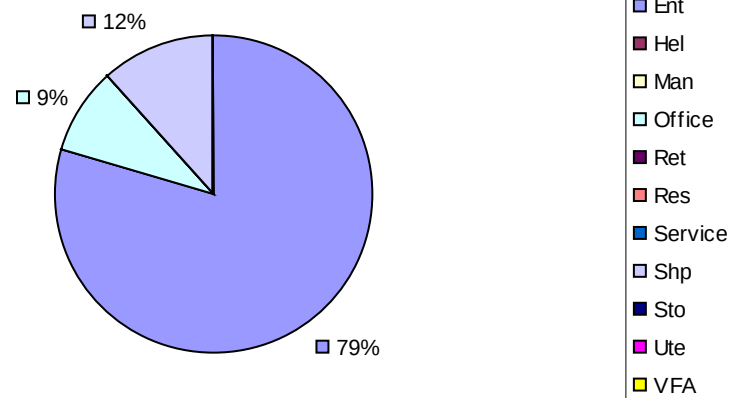
Opportunities/Positives	Constraints/Negatives
Large area of vacant land suitable for development on corner of George Street and Fremantle Road.	Existing local centre is of a poor design and building quality – limited opportunity for adequate refurbishment.
Centre is integrated with surrounding residential dwellings – no large expanses of car parking between centre and catchment.	Existing buildings seem like separate entities rather than a part of the same centre.



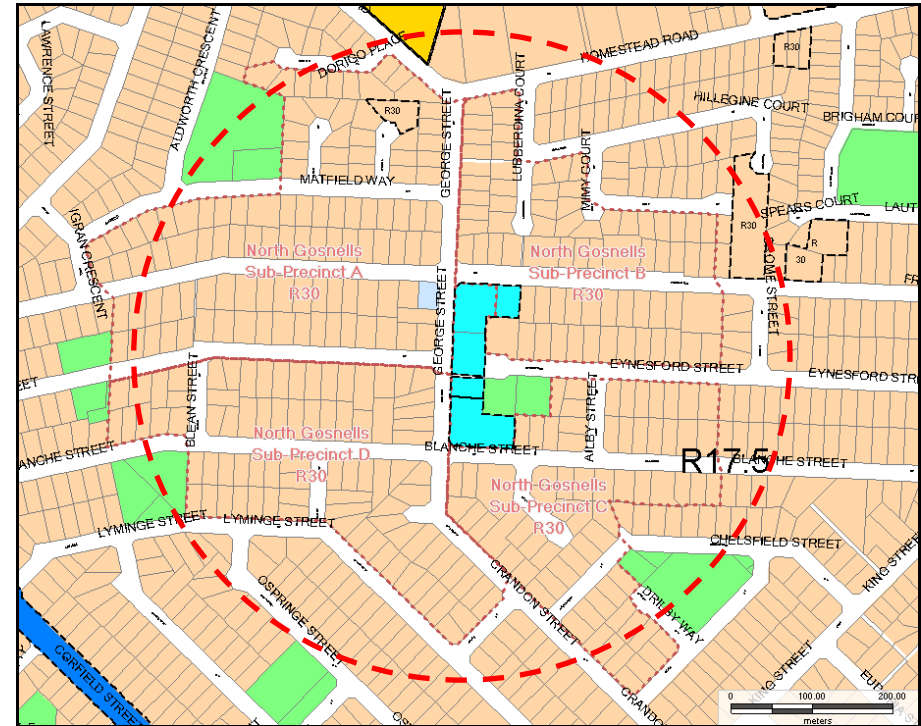
Activity Centre Floorspace Analysis

WEST GOSNELLS	Floorspace m ²
Entertainment/Recreation/Cultural	2537
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	287
Other Retail	0
Residential	0
Service Industry	0
Shop/Retail	373
Storage	0
Utilities	0
Vacant Floor Area	0
Total	3197

West Gosnells PLUC Analysis



Activity Centre Walkable Catchment



- Within the 400m ped shed, the majority of residential lots are zoned R30.
- The Centre is served by the 210 bus route along George Street and Fremantle Road that links with Gosnells Train Station.
- There is one area of public open space (POS) located within the ped shed as well as four other POS areas located on the periphery of the ped shed.

2041 Albany Highway
2041 Albany Highway

Centre Type:	Local Centre
TPS6 Zoning:	Residential Development
Land Area:	10,312m ²
Floorspace:	2,900m ² nla
Amenity:	Low

2041 Albany Highway, located north of the Gosnells Town Centre is a collection of retail uses fronting Albany Highway. The centre is located within a semi-rural/residential area that backs onto the Canning river foreshore.

The layout consists of buildings set back from Albany Highway and separated from the road by car parking. Access to the centre is only from the west bound lanes of Albany Highway. Amenity is fairly low, with a lack of any consistent landscaping and poor cluttered signage.

An analysis of land uses shows that the majority of the site (66%) is vacant due to the closure of a former garden centre.

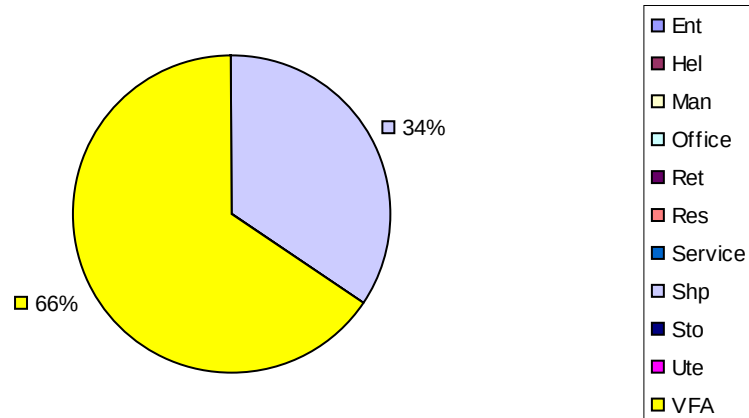
Opportunities/Positives	Constraints/Negatives
Recent rezoning to Residential Development should facilitate suitable planning and development of the area.	Previously non-conforming land uses located adjacent to semi-rural and residential uses.
	Large setback from road hides commercial buildings.
	Limited range of uses.



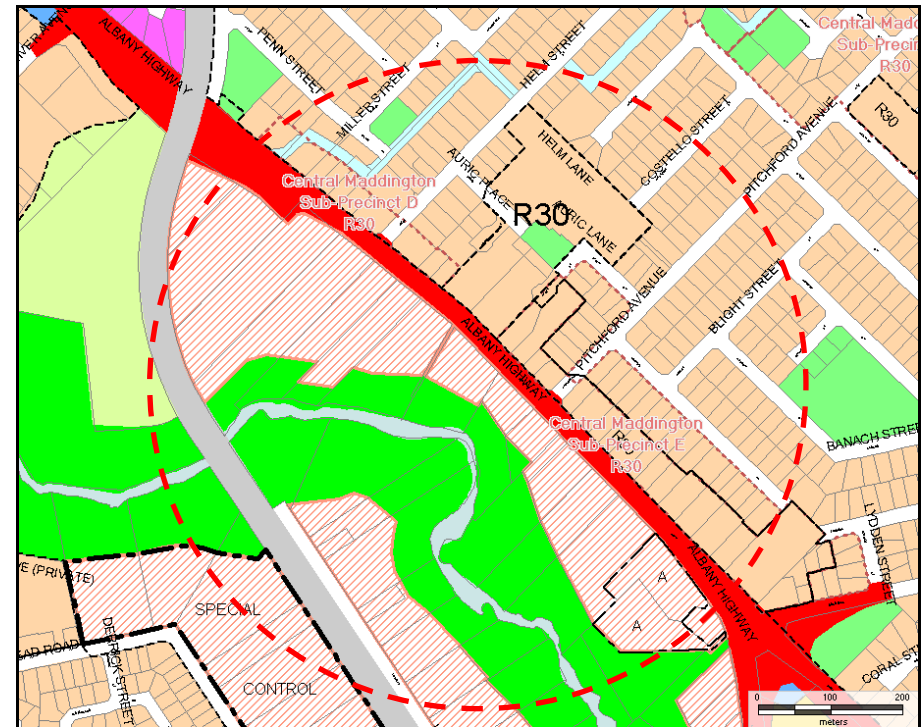
Activity Centre Floorspace Analysis

2041 ALBANY HIGHWAY	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	0
Other Retail	0
Residential	0
Service Industry	0
Shop/Retail	1000
Storage	0
Utilities	0
Vacant Floor Area	1900
Total	2900

2041 Albany Highway PLUC Analysis



Activity Centre Walkable Catchment



- The Centre is served by the 220 bus route along Albany Highway which links with Maddington train station and Gosnells Town Centre.
- Residential R17.5 and R30 is located on the opposite side of Albany Highway. The Canning River is located directly behind the centre, while adjacent land is zoned Residential Development and forms part of the South Maddington Planning Precinct.

Westfield Street

Westfield Street & Sheoak Road

Centre Type:	Local Centre
TPS6 Zoning:	Local Centre/Residential
Land Area:	29,257m ²
Floorspace:	5,634m ² nla
Amenity:	Medium

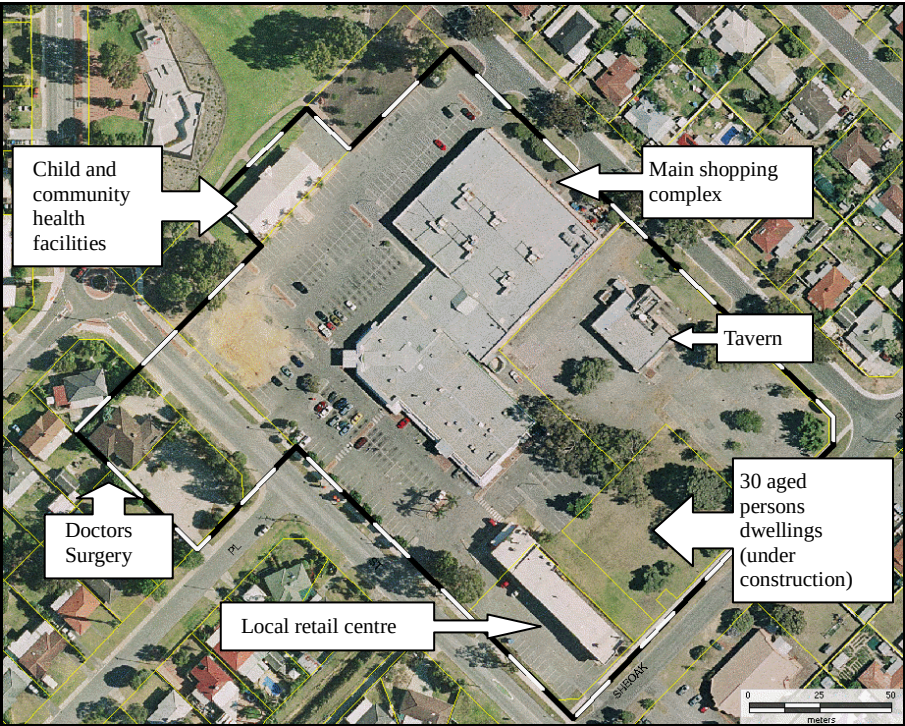
Maddington Village is a large neighbourhood/local centre located centrally within the suburb of Maddington. It is a typical example of a ‘big box’ shopping centre, with a large expanse of car parking on the western and southern edges of the site.

Since 1999, the centre has undergone major change. The petrol station and associated workshop have been demolished and the main centre and the tavern have been renovated, which has improved the amenity. Approval has been granted for the construction of 30 aged persons units in the east of the site fronting Sheoak Road.

The centre includes a separate retail building located in the south east of the site, a child and community health facility and a doctor’s surgery. The anchor tenant is Farmer Jacks supermarket (2000m2).

The pie chart overleaf shows the majority land use is shopping (81%), followed by health/welfare and community services (12%). While there is not any vacant shop space available in the centre, there is a large amount of under utilised land area. The centre’s interface with the surrounding residential environment is reasonably separated both visually and traffic wise.

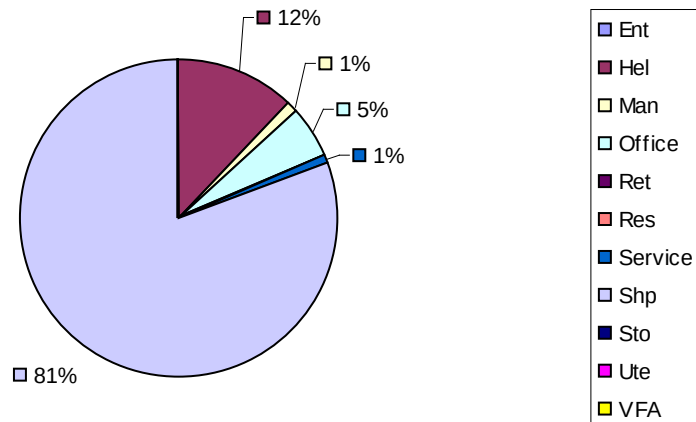
Opportunities/Positives	Constraints/Negatives
Recent refurbishment has provided a modern and clean look to the centre; improved landscaping treatments could further improve amenity.	Large expanse of car park and underutilised land separates the centre from surrounding residential uses.
Large areas of vacant land provide opportunities for further development.	Different uses on site are not connected – large distances between different parts of the centre.



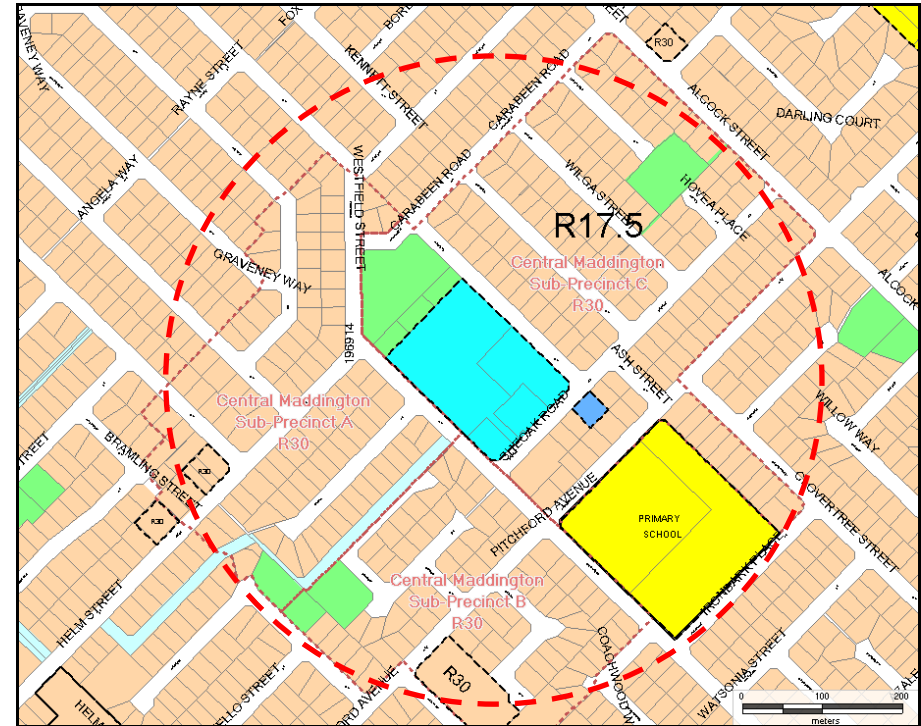
Activity Centre Floorspace Analysis

WESTFIELD STREET	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	682
Manufacturing/Processing/Fabrication	63
Office/Business	300
Other Retail	0
Residential	0
Service Industry	58
Shop/Retail	4531
Storage	0
Utilities	0
Vacant Floor Area	0
Total	5634

Westfield Street PLUC Analysis



Activity Centre Walkable Catchment



- Within the 400m ped shed, the majority of the residential lots are zoned R30, which is likely to lead to an increase in the resident population around the centre.
- The Centre is served by a bus route along Westfield Street that links with Maddington Train Station.
- The majority of Maddington primary School is located within the 400m ped shed.
- There are three areas of public open space (POS) located within the ped shed.

Albany Highway, Kenwick/Maddington
Albany Highway, Kenwick/Maddington

Centre Type:	Mixed Business Area
TPS6 Zoning:	Highway Commercial/Light Industry
Land Area:	360,000m ²
Floorspace:	50,393m ² nla
Amenity:	Low

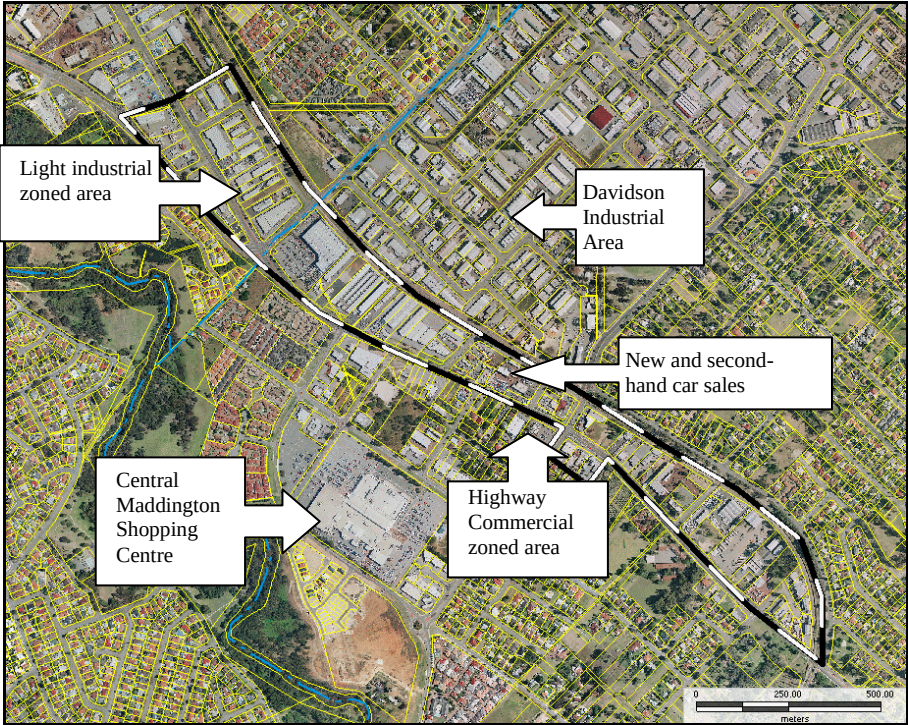
The Albany Highway Mixed Business Area is a stretch of commercial and light industrial land uses mostly located between Albany Highway and the Armadale railway line from the Kenwick Link intersection in the west to the Albany Highway rail crossing in the south-east.

Typically, the types of uses found in the area are those that require large land areas for the display of goods, such as new and used car sales yards, and bulky goods retailing. There are also some large industrial sheds for manufacturing and storage purposes. Retail uses are also found in the area. The area is a good (or bad) example of incremental and uncoordinated commercial ribbon development along a major transport corridor.

Amenity is varied between individual land parcels, however overall could be described as poor. Old, run-down buildings, cluttered signage and a lack of landscaping on many properties and along the length of Albany Highway contributes to a generally poor appearance.

Analysis of land uses shows that Other Retail is the most common (48%), followed by Storage (15%) and Shop (11%).

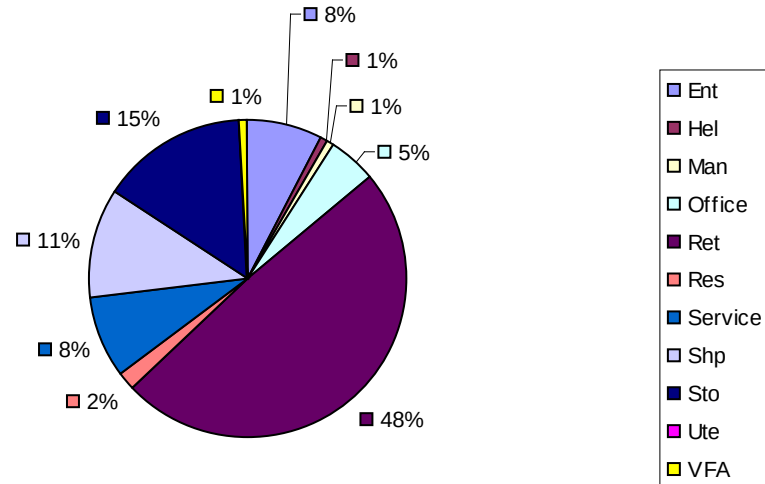
Opportunities/Positives	Constraints/Negatives
Opportunity for redevelopment centred on Maddington Train Station and linkage with Central Maddington.	Lack of consistent or coordinated landscaping.
	Industrial uses detract from aesthetic of the area.
	Access and Egress onto Albany Highway.



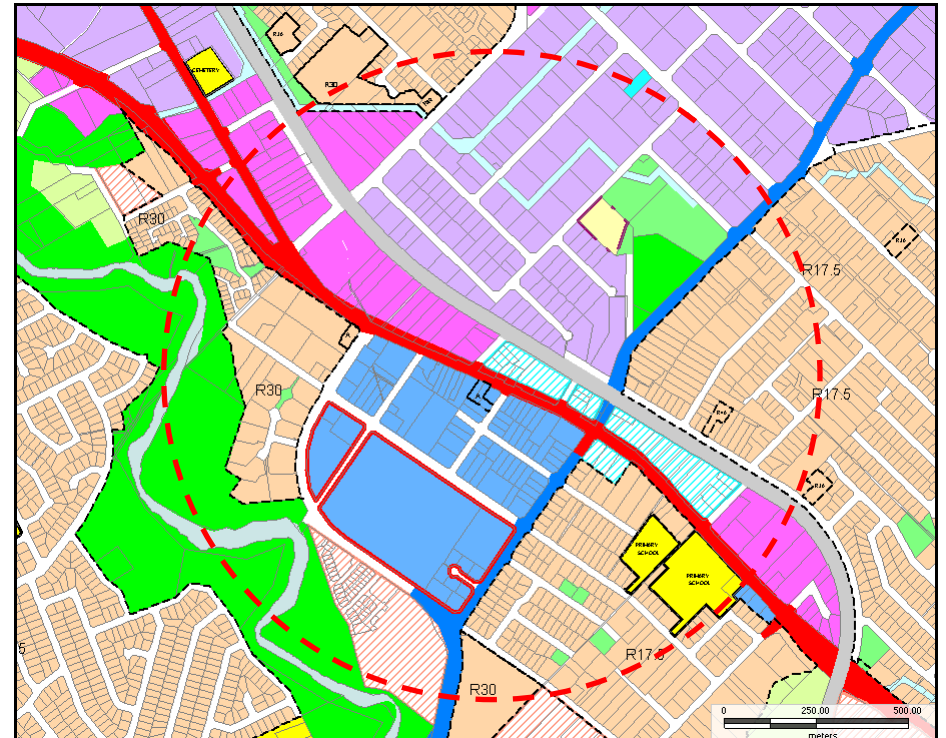
Activity Centre Floorspace Analysis

ALBANY HIGHWAY, KENWICK/MADDINGTON	Floorspace m ²
Entertainment/Recreation/Cultural	3894
Health/Welfare/Community Services	286
Manufacturing/Processing/Fabrication	425
Office/Business	2590
Other Retail	24399
Residential	1000
Service Industry	4175
Shop/Retail	5670
Storage	7564
Utilities	0
Vacant Floor Area	390
Total	50393

Albany Highway PLUC Analysis



Activity Centre Walkable Catchment (800m)



- The Centre is served by the 220 bus route along Albany Highway which links with Maddington train station and Gosnells Town Centre.
- Within the 800m catchment, there are residential zoned areas with densities of R17.5 and R30, as well as a Residential Development area in the south.
- Much of the land in the walkable catchment is zoned for industrial purposes.

Albany Highway/William Street, Beckenham

Albany Highway & William Street

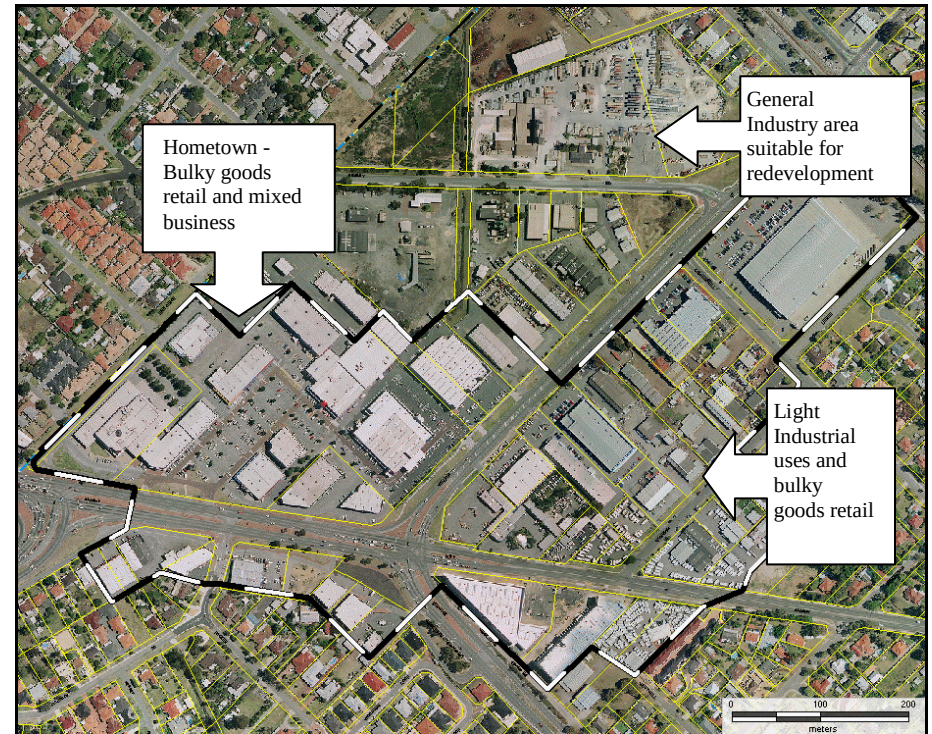
Centre Type:	Mixed Business Area
TPS6 Zoning:	Local Centre/Mixed Business/Light Industry
Land Area:	305,000m ²
Floorspace:	62,019m ² nla
Amenity:	Medium

This Mixed Business Area located in Beckenham, is a grouping of large format and bulky goods retail stores and light industrial activities. The main attractor is the Hometown retail development on the corner of Albany Highway and William Street, which is made up of large warehouse type buildings with mostly bulky goods retail businesses, such as furniture, outdoor recreation and whitegoods/electronics.

The centre is orientated towards the car, with very large areas of car parking separating the buildings and very little development at pedestrian scale. Both Albany Highway and William Street act as major barriers to the different parts of the centre.

Amenity varies throughout the centre. The Hometown development has relatively high levels of amenity due to new construction and landscaping. Parts of Albany Highway and William Street however have low levels of amenity due to lack of landscaping, older style buildings and poor signage.

Retail (both shop/retail and other retail) is the main land use in the area, constituting 91% of the total.

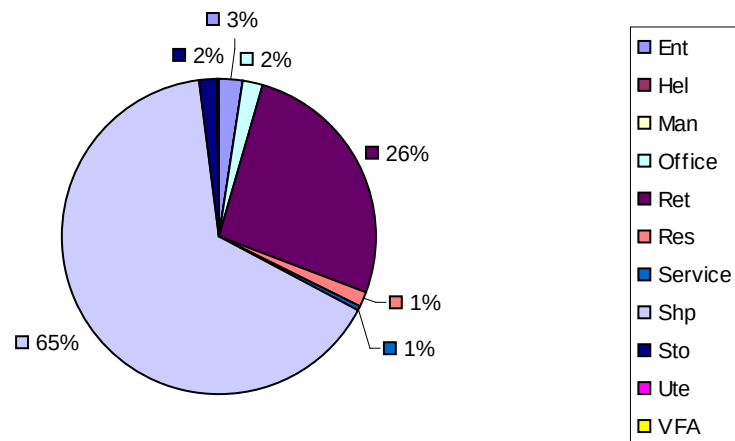


Opportunities/Positives	Constraints/Negatives
Located on major transportation routes and close to a train station.	Car dominated centre.
Nearby general industry area presents opportunity for redevelopment and linkage to train station.	Lack of human-scale development.
Relatively low vacancy rates.	Poor interface with surrounding residential areas.
	Low amenity in some parts.

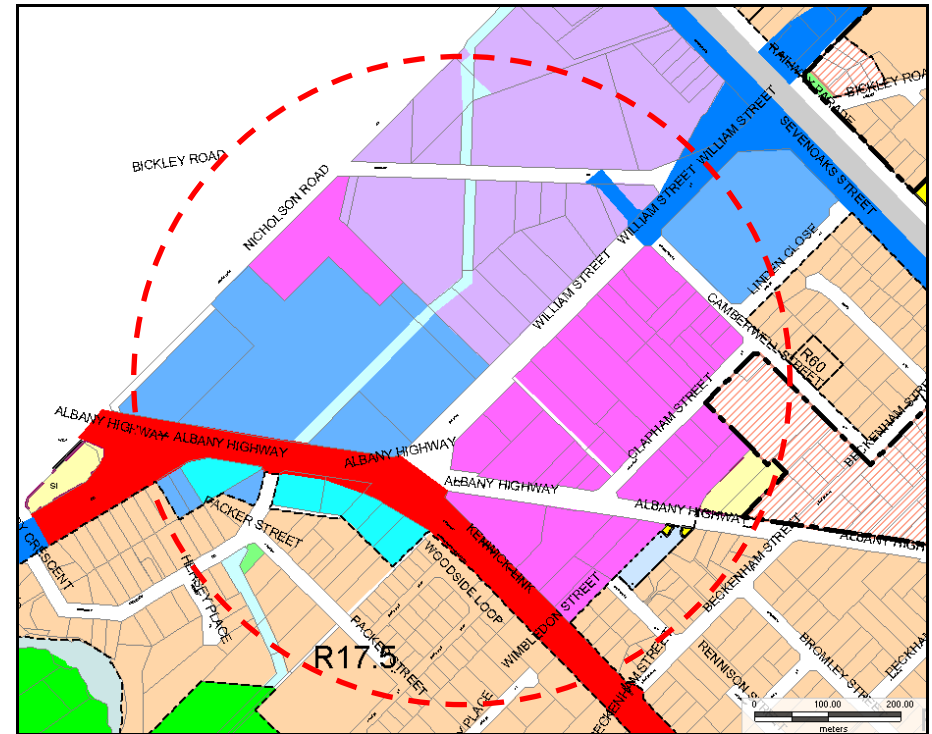
Activity Centre Floorspace Analysis

ALBANY HIGHWAY/WILLIAM STREET	Floorspace m ²
Entertainment/Recreation/Cultural	1610
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	1223
Other Retail	16305
Residential	900
Service Industry	335
Shop/Retail	40476
Storage	970
Utilities	0
Vacant Floor Area	200
Total	62019

Albany Highway/William Street PLUC Analysis



Activity Centre Walkable Catchment



- The Centre is served by the 206, 208, 210, 211, 212, 218, 507 and 508 bus routes. There are links to Carousel Shopping Centre and Cannington Train Station, however there is no bus route along William Street to Beckenham Station.
- Residential R17.5 is located to the south, east and north-east of the centre, with pockets of R30 and Residential Development.
- To the north of the centre is a General Industry Zone which is suitable for potential rezoning and redevelopment into a more traditional town centre focused around the Beckenham Train Station.

Willow Pond
Nicholson Road, Tulloch Way

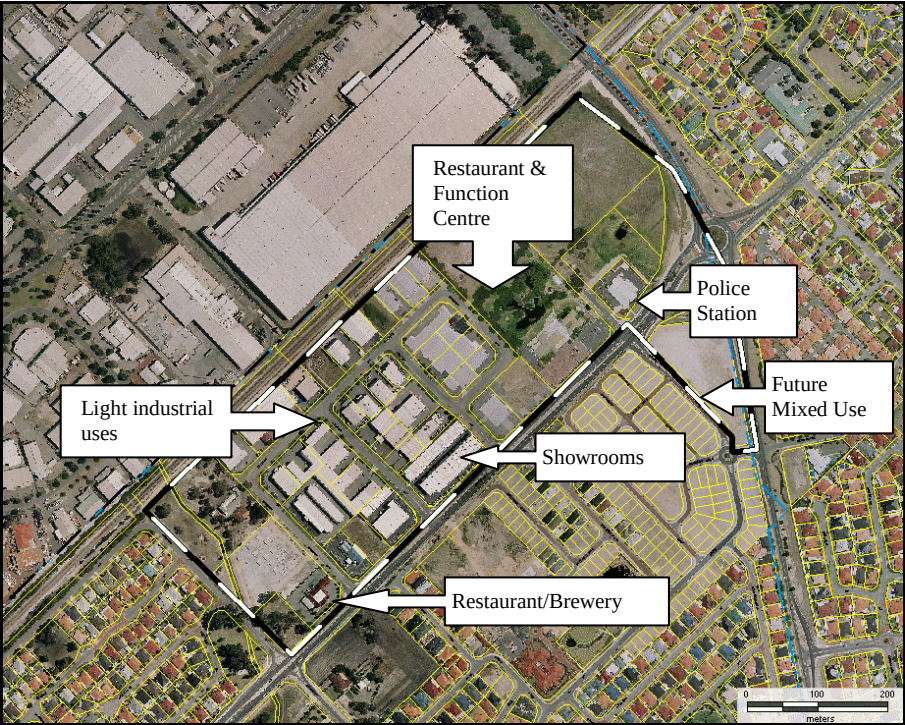
Centre Type:	Mixed Business Area
TPS6 Zoning:	Light Industry/Mixed Business/Residential Development
Land Area:	253,000m ²
Floorspace:	45,563m ² nla
Amenity:	High

Willow Pond is a relatively new Mixed Business Area located in Canningvale adjacent to the Canningvale Industrial Area. The centre consists of mainly industrial units accommodating a range of manufacturing, storage and wholesale businesses, set back from Nicholson Road. Fronting Nicholson Road is a number of large format or bulky goods type retail uses, as well as a medical centre, restaurants and a police station.

Consisting mainly of large format retail and light industrial uses, the centre is orientated towards the car, rather than pedestrian access. For a mainly industrial, rather than retail area, amenity is high, with well designed buildings and reasonable landscaping.

An analysis of land uses shows that there is a broad range of land use types, as indicated by the pie chart opposite. There is a large percentage of vacant space (23%), however this is due in part to the construction of new industrial units recently, that have not yet been leased.

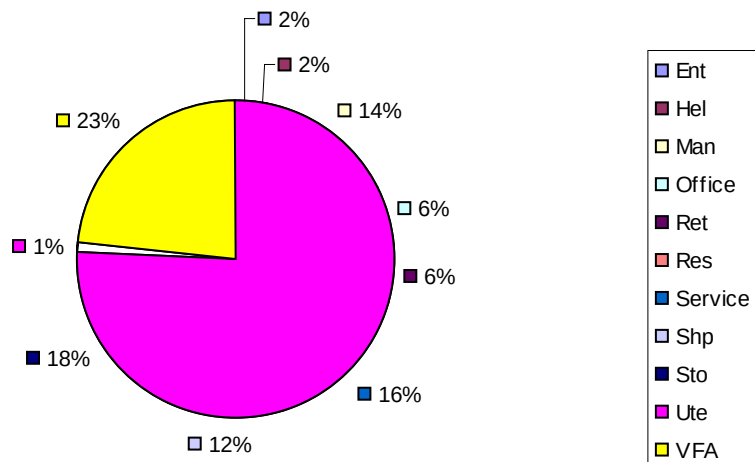
Opportunities/Positives	Constraints/Negatives
Well designed buildings and reasonable landscaping provide high level of amenity.	Car orientated development with limited pedestrian access.
Additional vacant land provides opportunity for further development of more retail uses.	
Broad mix of uses adds to vitality of centre.	



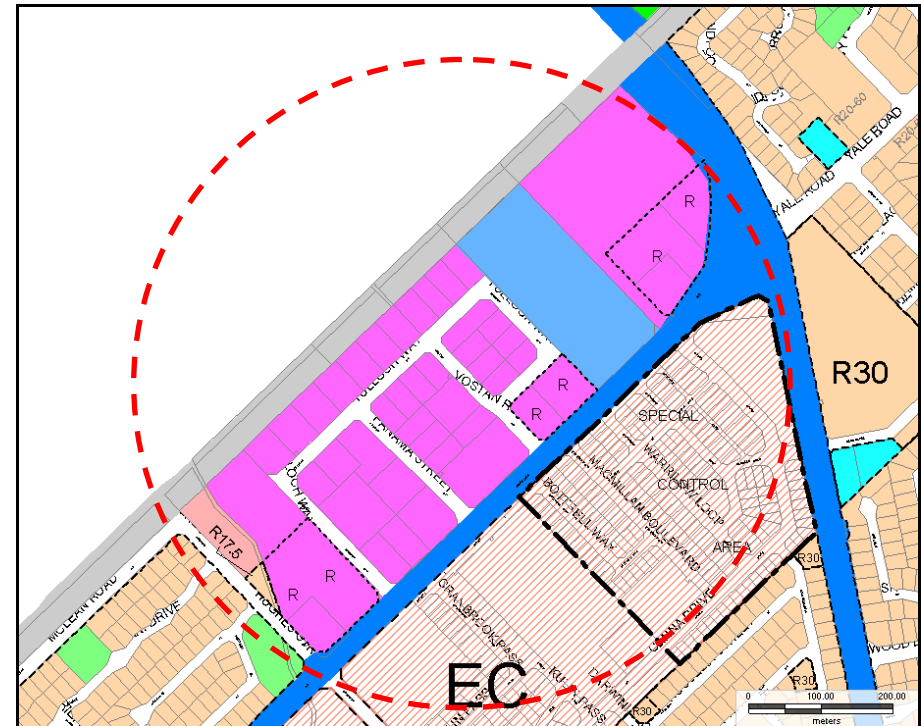
Activity Centre Floorspace Analysis

WILLOW POND	Floorspace m ²
Entertainment/Recreation/Cultural	861
Health/Welfare/Community Services	700
Manufacturing/Processing/Fabrication	6516
Office/Business	2714
Other Retail	2611
Residential	0
Service Industry	7131
Shop/Retail	5466
Storage	8413
Utilities	580
Vacant Floor Area	10571
Total	45563

Willow Pond PLUC Analysis



Activity Centre Walkable Catchment



- The Canningvale Industrial Area is located on the other side of the freight rail line. On the opposite side of Nicholson Road, is a Residential Development area.
- The Centre is served by the 207 bus route which links with Thornlie train station.

Nicholson & Ranford
 Nicholson Road and Ranford Road

Centre Type:	Mixed Business
TPS6 Zoning:	Residential Development
Land Area:	22,117m ²
Floorspace:	5,536m ² nla
Amenity:	High

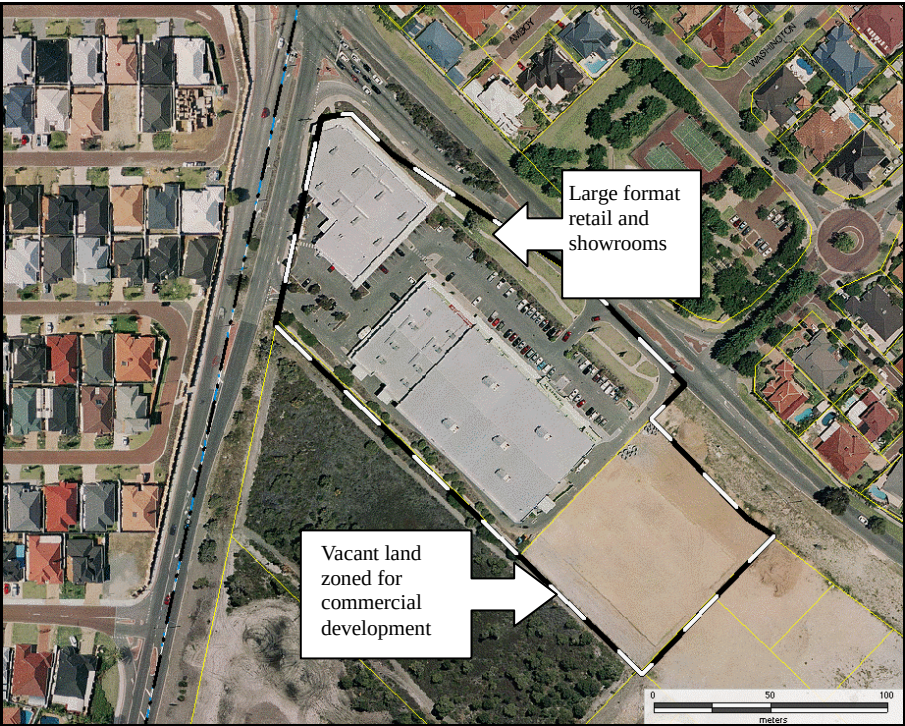
This centre has been developed for commercial purposes comprising a mix of medium sized and large format showroom and warehouse type developments. The majority of the site has been developed, with about a third of the site still vacant land.

The centre currently consists of two buildings, one that fronts the corner of Nicholson and Ranford Roads and another that fronts Ranford Road, with car parking at the front.

While zoned under the West Canningvale ODP as Mixed Business, the centre currently does not contain any commercial land uses that would cater exclusively for local needs, rather it caters for a larger catchment area with car based retail uses.

Amenity at the centre is generally high, due to the new buildings and provision of landscaping, however inspections revealed a high amount of graffiti and vandalism in parts of the centre.

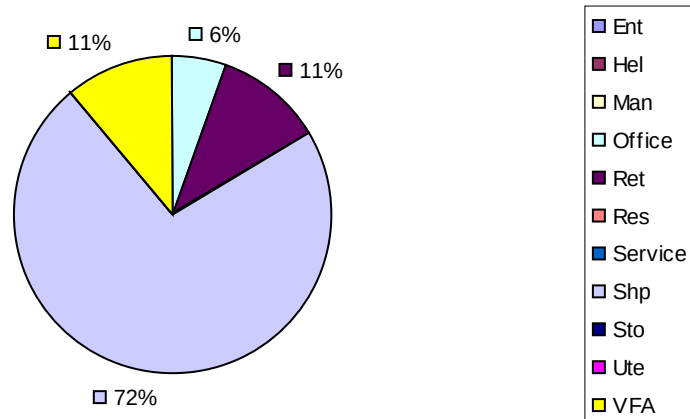
Opportunities/Positives	Constraints/Negatives
New buildings and landscaping provide high level of amenity.	Does not cater for everyday local needs.
Located at a prominent intersection adjacent to shopping centre in City of Canning.	Car-based retail uses don't encourage pedestrian access.



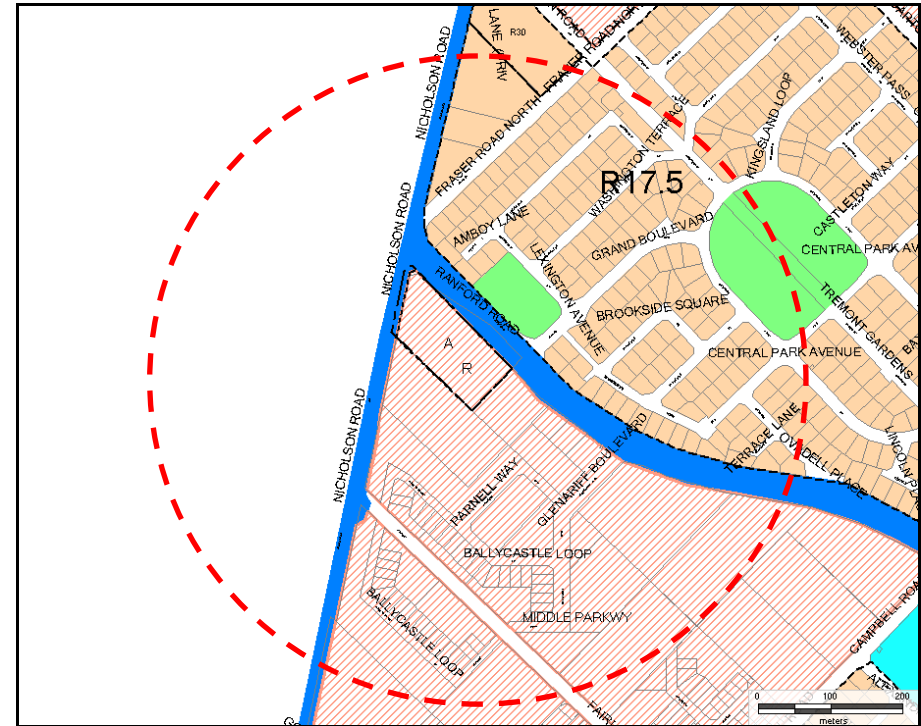
Activity Centre Floorspace Analysis

NICHOLSON & RANFORD	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	305
Other Retail	611
Residential	0
Service Industry	0
Shop/Retail	4006
Storage	0
Utilities	0
Vacant Floor Area	614
Total	5536

Nicholson & Ranford PLUC Analysis



Activity Centre Walkable Catchment



- The centre is served by the 517, 850, 851, 206 and 207 bus routes.
- Livingstone Marketplace Shopping Centre is located on the opposite corner of Nicholson Road.
- The surrounding residential area is zoned R17.5 on the northern side of Ranford Road. On the southern side is new residential development at densities of R20 to R30.

Nicholson Road/Spencer Road, Langford

Nicholson Road & Spencer Road

Centre Type:	Mixed Business Area
TPS6 Zoning:	Mixed Business/Residential
Land Area:	36,827m ²
Floorspace:	2,410m ² nla
Amenity:	Medium

The Mixed Business Area at the intersection of Nicholson and Spencer Roads consists of three separate uses and a large area of vacant land. In the southern corner of Nicholson and Spencer is a large petrol station; while on the opposite side is a machinery hire business. In the north eastern portion of the site is the White House Reception Centre.

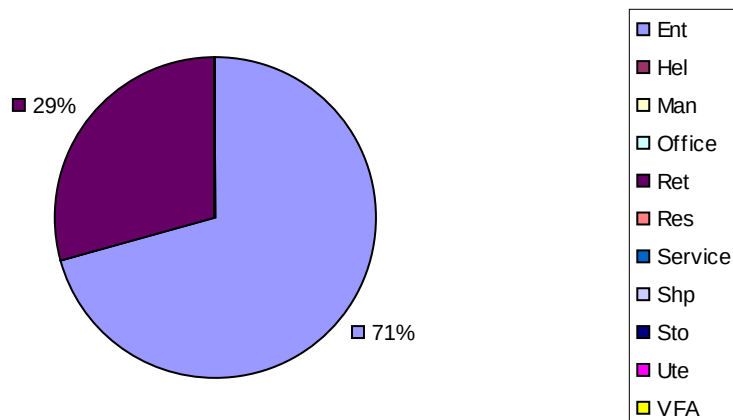
Opportunities/Positives	Constraints/Negatives
Large area of vacant land provides opportunity for new development.	



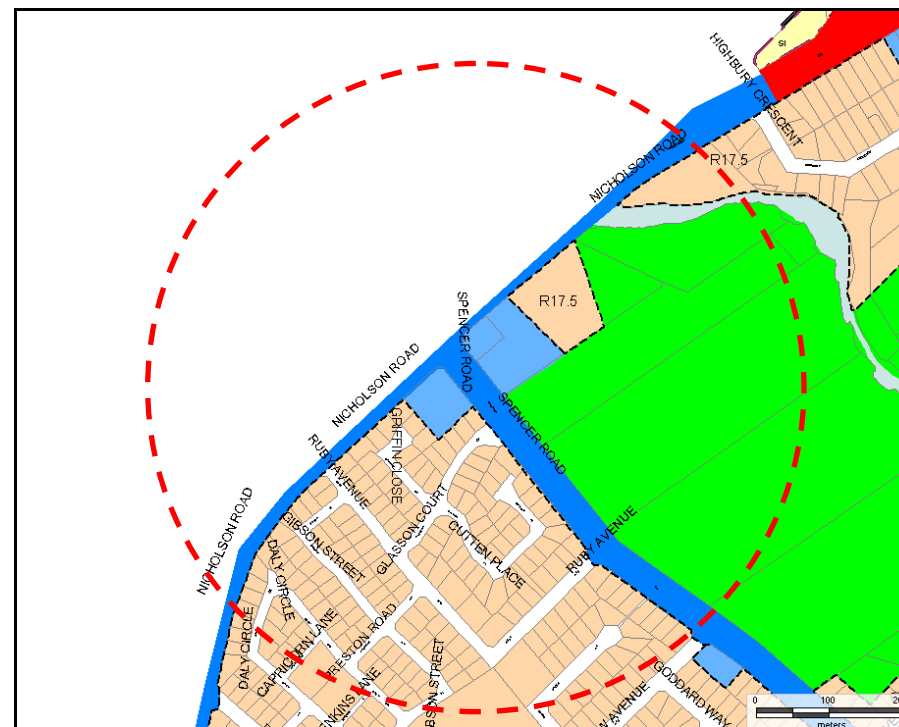
Activity Centre Floorspace Analysis

NICHOLSON/SPENCER	Floorspace m ²
Entertainment/Recreation/Cultural	1700
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	0
Other Retail	710
Residential	0
Service Industry	0
Shop/Retail	0
Storage	0
Utilities	0
Vacant Floor Area	0
Total	2410

Nicholson/Spencer PLUC Analysis



Activity Centre Walkable Catchment



- Residential zoned land is located to the south of the area, while to the south and east is the Hester Park recreation site.
- The Centre is served by the 206, 208, 210, 211, 212, 218, 507 and 508 bus routes.

Other Centres – Isolated Uses or Undeveloped

223 Yale Road, Thornlie – Service Station

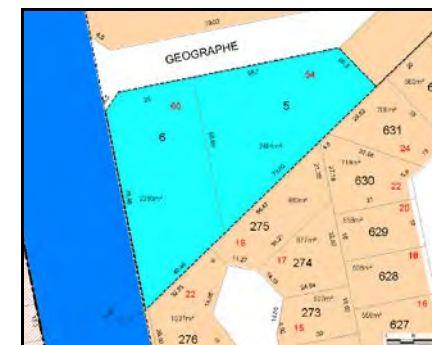
Activity Centre Floorspace Analysis	
223 YALE ROAD	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	0
Other Retail	200
Residential	0
Service Industry	200
Shop/Retail	0
Storage	0
Utilities	0
Vacant Floor Area	0
Total	400



54 Geographe Way, Thornlie – Child Care Centre/vacant land

Activity Centre Floorspace Analysis

54 GEOGRAPHE WAY	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	470
Manufacturing/Processing/Fabrication	0
Office/Business	0
Other Retail	0
Residential	0
Service Industry	0
Shop/Retail	0
Storage	0
Utilities	0
Vacant Floor Area	0
Total	470



364 Railway Parade, Beckenham – Service Station

Activity Centre Floorspace Analysis

364 RAILWAY PARADE	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	0
Other Retail	100
Residential	0
Service Industry	0
Shop/Retail	0
Storage	0
Utilities	0
Vacant Floor Area	0
Total	100



21 Davison Street, Maddington – Lunch Bar & Tattoo Parlour

Activity Centre Floorspace Analysis

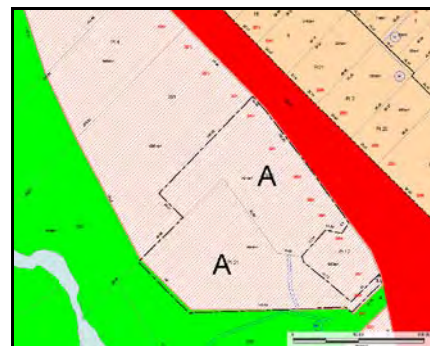
21 DAVISON STREET	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	70
Manufacturing/Processing/Fabrication	0
Office/Business	0
Other Retail	0
Residential	0
Service Industry	0
Shop/Retail	70
Storage	0
Utilities	0
Vacant Floor Area	0
Total	140



2087 Albany Highway, Maddington – Car Yard & Restaurant

Activity Centre Floorspace Analysis

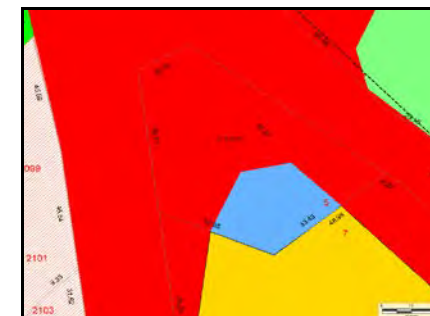
2087 ALBANY HIGHWAY	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	0
Other Retail	600
Residential	0
Service Industry	600
Shop/Retail	0
Storage	0
Utilities	0
Vacant Floor Area	0
Total	1200



2100 Albany Highway, Gosnells – Service Station

Activity Centre Floorspace Analysis

2100 ALBANY HIGHWAY	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	0
Other Retail	60
Residential	0
Service Industry	100
Shop/Retail	0
Storage	0
Utilities	0
Vacant Floor Area	0
Total	160



45 Dorothy Street, Gosnells – Continental Deli

Activity Centre Floorspace Analysis

45 DOROTHY STREET	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	0
Other Retail	0
Residential	0
Service Industry	0
Shop/Retail	250
Storage	0
Utilities	0
Vacant Floor Area	0
Total	250



L566 Orchard Road, Maddington – Service Station

Activity Centre Floorspace Analysis

L566 ORCHARD ROAD	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	0
Other Retail	300
Residential	0
Service Industry	0
Shop/Retail	0
Storage	0
Utilities	0
Vacant Floor Area	0
Total	300



137 Kelvin Road, Maddington – Service Station & Lunch Bar

Activity Centre Floorspace Analysis

137 KELVIN ROAD	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	0
Other Retail	230
Residential	0
Service Industry	0
Shop/Retail	0
Storage	0
Utilities	0
Vacant Floor Area	0
Total	230



51 Jubilee Street, Beckenham – Office

Activity Centre Floorspace Analysis

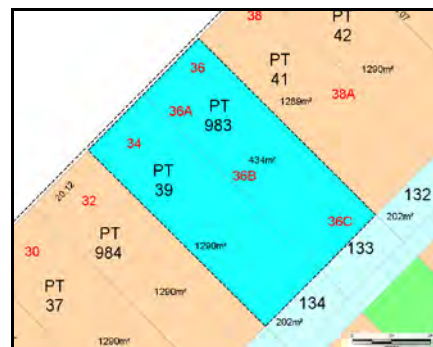
51 JUBILEE STREET	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	774
Other Retail	0
Residential	0
Service Industry	0
Shop/Retail	0
Storage	0
Utilities	0
Vacant Floor Area	0
Total	774



34 Lacey Street, Beckenham – Office/Residential

Activity Centre Floorspace Analysis

34 LACEY STREET	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	270
Other Retail	0
Residential	300
Service Industry	0
Shop/Retail	0
Storage	0
Utilities	0
Vacant Floor Area	0
Total	570



384 Kelvin Road, Orange Grove – Convenience Store

Activity Centre Floorspace Analysis

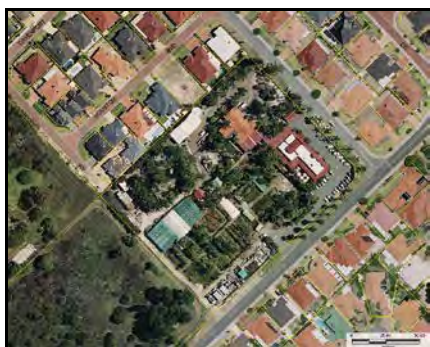
384 KELVIN ROAD	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	0
Other Retail	0
Residential	0
Service Industry	0
Shop/Retail	85
Storage	0
Utilities	0
Vacant Floor Area	0
Total	85



37 Birnam Road, Canning Vale – Nursery & Café/Shop

Activity Centre Floorspace Analysis

37 Birnam Road	Floorspace m ²
Entertainment/Recreation/Cultural	0
Health/Welfare/Community Services	0
Manufacturing/Processing/Fabrication	0
Office/Business	0
Other Retail	550
Residential	0
Service Industry	0
Shop/Retail	380
Storage	0
Utilities	0
Vacant Floor Area	0
Total	930



APPENDIX B

Gravity Model Explained with Detailed Output Summary Sheets

SHRAPNEL URBAN PLANNING

of describing a centre's "catchment area" by a single line around the centre, and assuming that all persons or dwellings on the inside of the line are "in" the catchment and all those outside the line are "out" of the catchment is clearly artificial.

The basic data unit (P) is usually population grouped into identifiable zones, such as suburbs. Population counts and forecasts are reasonably easily obtained. Other data units can, however, be used. It may be decided to use households rather than population, or household income or estimates of household retail expenditure. Whichever data unit is used, the way it is processed is the same. When estimates of household expenditure are used, however, the total amount of retail dollars attracted to the centre can then be divided by the floor area of the centre to provide a calculation of the annual turnover per square metre of the centre.

The measure of attractiveness of each centre (A) which is used is normally the size of the centre in square metres of net lettable floor area. This most significant of inputs can be easily measured and kept up-to-date. Other measures of attractiveness can be included in the model as well (such as values representing relative "image", ease of car parking, etc); but these factors are much more difficult to reliably quantify. Unless the results of detailed empirical research are available to clearly demonstrate the reliability of measuring these types of additional variables, the model provides more useful results without them. Where such research can be done, then these additional factors will increase the sophistication of the model.

The measure of the distance between each residential zone and each shopping centre (d) is usually an estimate of the driving time in minutes. This estimate may be derived from measures of the straight line distances involved, or by distances along traffic routes. There is little difference in the model's results between straight line measures and road network measures where major physical impediments to direct travel are absent. A measure which takes account of the structure of the road network is superior to the straight line distance measure, however, where major geographic features (such as lakes or rivers for example) make straight line distance measures less accurate.

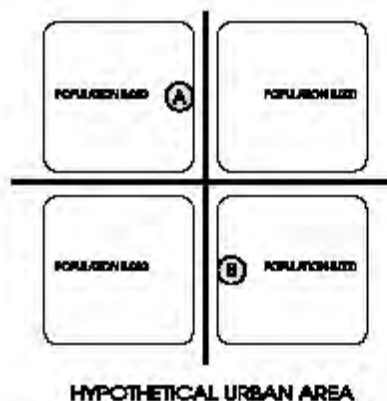
Thus the model relates *all the shopping centres* in a study area with *all the people* (grouped into zones) within the area. The relationship between these two sets of data is determined by the *set of driving times* - a separate measurement between each shopping centre and each residential zone. The model's main use is to estimate the future relative performance of a shopping centre given the future size and distribution of the population and all other shopping centres. The impact of creating or expanding any shopping centre, or even the effects of changing the road network, can also be estimated using the model.

It must always be remembered that the model results are a calculation, based on a mathematical formula and certain selected data inputs. When the results are presented in a way which has real meaning to a shopping centre

SHRAPNEL URBAN PLANNING

developer, such as dollar turnover per square metre, it is tempting to assume that the model is actually predicting the future financial performance of the centre. This is not the case, and is why other considerations must always also be taken into account by decision makers. The model is therefore an aid to decision making - not a "black box" which spits out the "right" answer.

For example, in a hypothetical urban area of 20,000 people, there might be two centres of exactly equal size - Centre A and Centre B, spaced evenly in relation to the population. The situation might be as illustrated in the following diagram:



In this simple hypothetical situation, as common sense itself dictates, the model would distribute half the total population to Centre A and half to Centre B (though a higher proportion of the population living near Centre A would be distributed to Centre A and vice versa). This is because the two centres are equal in size, and are located equally in relation to an evenly distributed population. But if "in reality" Centre A was a clean, well managed centre containing many excellent shops; while Centre B was run down, had poor car parking and an uninteresting array of shops, Centre A would out-perform Centre B easily. The model would not indicate this difference unless the research was available to quantify the additional relative attraction factors. Thus the results of the model are a function of the inputs. They only represent the real world partially. This does not detract from the model's usefulness as an analytical tool, but it illustrates its limitations and the need for the use of sound judgment as well.

RESIDENTIAL URBAN PLANNING

POTENTIAL ACTIVITY CENTRES POTENTIAL MODEL

GOSNELLS ACTIVITY CENTRES														
Locality ID	Type	Name	Hierarchy	HR Area	RTA	TOTAL	RTA-DM	RTA-DM	RTA-DM	RTA-DM	RTA-DM	RTA-DM	RTA-DM	RTA-DM
1	402	C MACDONALD ST	4 SE	31,616	8,000	39,616	\$228.4	\$7,223	\$61.2	\$7,653	\$289.6	\$7,310	2,006.7	13,118
2	404	C FOREST LANE	5 SE	12,000	100	12,100	\$101.3	\$4,444	\$0.9	\$4,751	\$102.2	\$4,647	9,315	185
3	400	C THORNTON SQUARE	5 SE	11,500	300	11,800	\$78.2	\$6,679	\$2.2	\$6,795	\$80.4	\$6,677	7,110	476
4	409	C GOSNELLS TOWN	5 SE	18,000	4,700	22,700	\$109.3	\$5,751	\$27.2	\$5,795	\$136.5	\$5,791	10,354	6,087
5	514	P SOUTHERN RIVER	5 SE	1,000	1,000	2,000	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
6	405	C CORFIELD ST	6 ND	1,000	1,000	2,000	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
7	406	C ASHBURTON VILLAGE	6 ND	1,000	1,000	2,000	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
8	408	C LANGFORD VILLAGE	6 ND	2,052	2,052	4,104	\$12.6	\$6,127	\$0.0	\$6,127	\$12.6	\$6,127	1,168	176
9	401	C WESTFIELD STREET	6 ND	4,531	4,531	9,062	\$24.4	\$5,296	\$0.0	\$5,296	\$24.4	\$5,296	2,292	198
10	403	C SPENCER VILLAGE	6 ND	2,007	2,007	4,014	\$14.2	\$5,004	\$0.0	\$5,004	\$14.2	\$5,004	1,299	192
11	405	C KENWICK VILLAGE	6 ND	1,251	1,251	2,502	\$7.8	\$5,004	\$0.0	\$5,004	\$7.8	\$5,004	710	219
12	407	C BUCKINGHAM SC	6 ND	1,000	1,000	2,000	\$7.8	\$5,004	\$0.0	\$5,004	\$7.8	\$5,004	707	108
13	508	C HUNTINGDALE FORUM	6 ND	2,300	2,300	4,600	\$17.8	\$7,658	\$0.0	\$7,658	\$17.8	\$7,658	1,641	141
14	477	C HANCOCK SC	6 ND	3,134	3,134	6,268	\$21.1	\$6,727	\$0.0	\$6,727	\$21.1	\$6,727	1,842	161
15	407	C SOUTHERN RIVER SC	6 ND	6,200	2,540	8,740	\$35.7	\$5,723	\$16.5	\$5,692	\$52.2	\$5,697	1,309	186
16	408	C ANCHUT VILLAGE	6 ND	8,435	8,435	16,870	\$60.3	\$7,149	\$0.0	\$7,149	\$60.3	\$7,149	5,525	155
17	401	P DVAI	6 ND	0	0	0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
18	514	P SOUTHERN RIVER	6 ND	0	0	0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
19	472	C KELVIN ROAD	7 LOC	85	85	170	\$0.3	\$2,448	\$0.0	\$2,448	\$0.3	\$2,448	22	382
20	473	C WHEATLEY CRESCENT	7 LOC	535	535	1,070	\$2.3	\$4,463	\$0.0	\$4,463	\$2.3	\$4,463	223	240
21	479	C WILLIAM STREET	7 LOC	150	150	300	\$0.6	\$5,097	\$0.0	\$5,097	\$0.6	\$5,097	54	279
22	402	C GOSNELLS MEDICAL	7 LOC	0	0	0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
23	403	C MARTINDALE	7 LOC	302	302	604	\$1.5	\$4,078	\$0.0	\$4,078	\$1.5	\$4,078	158	219
24	407	C HUNTINGDALE SC	7 LOC	776	776	1,552	\$4.6	\$5,097	\$0.0	\$5,097	\$4.6	\$5,097	422	184
25	404	C ROYAL STREET	7 LOC	341	341	682	\$1.4	\$5,097	\$0.0	\$5,097	\$1.4	\$5,097	124	274
26	404	C W GOSNELLS	7 LOC	375	375	750	\$2.0	\$5,136	\$0.0	\$5,136	\$2.0	\$5,136	186	201
27	517	C MARION RD	7 LOC	520	520	1,040	\$2.8	\$5,419	\$0.0	\$5,419	\$2.8	\$5,419	258	202
28	55	C GOSNELLS SQUARE RED USES	7 LOC	968	968	1,936	\$5.8	\$2,449	\$0.0	\$2,449	\$5.8	\$2,449	254	389
29	475	C FURLEY RD	7 LOC	210	210	420	\$0.9	\$5,378	\$0.0	\$5,378	\$0.9	\$5,378	104	202
30	475	C NICHOLSON & KAMERST	7 LOC	150	150	300	\$0.9	\$5,378	\$0.0	\$5,378	\$0.9	\$5,378	80	188
31	474	P FURLEY CORNER	7 LOC	0	0	0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
32	474	P FURLEY CORNER	7 LOC	0	0	0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
33	474	P FURLEY CORNER	7 LOC	0	0	0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
34	474	P FURLEY CORNER	7 LOC	0	0	0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
35	474	P FURLEY CORNER	7 LOC	0	0	0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
36	474	P FURLEY CORNER	7 LOC	0	0	0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
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63	474	P FURLEY CORNER	7 LOC	0	0	0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
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66	474	P FURLEY CORNER	7 LOC	0	0	0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
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71	474	P FURLEY CORNER	7 LOC	0	0	0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
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75	474	P FURLEY CORNER	7 LOC	0	0	0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
76	474	P FURLEY CORNER	7 LOC	0	0	0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
77	474	P FURLEY CORNER	7 LOC	0	0	0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
78	474	P FURLEY CORNER	7 LOC	0	0	0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
79	474	P FURLEY CORNER	7 LOC	0	0	0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
80	474	P FURLEY CORNER	7 LOC	0	0	0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
81	474	P FURLEY CORNER	7 LOC	0	0	0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
82	474	P FURLEY CORNER	7 LOC	0	0	0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
83	474	P FURLEY CORNER	7 LOC	0	0	0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
84	474	P FURLEY CORNER	7 LOC	0	0	0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
85	474	P FURLEY CORNER	7 LOC	0	0	0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
86	474	P FURLEY CORNER	7 LOC	0	0	0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	\$0.0	0.0	0.0
87	474	P FURLEY CORNER	7 LOC											

Dwelling Unit / Pop. Median Projections...									
City of Councils									
Year	2011	2016	2021	2026	2031	2036	2041	2046	2051
Dwelling	40,202	45,201	50,657	57,247	61,608	65,807	70,000	74,200	78,400
Population	100,001	110,400	118,778	131,663	137,118	144,000	150,000	156,000	162,000

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Dwelling	40,202	45,201	50,657	57,247	61,608	65,807	70,000		

REDACTED (LOCAL PLANNING)

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GOSNELLS ACTIVITY CENTRES														
Locality ID	Type	Name	Size	Area	Permit	Permit	Permit	Permit	Permit	Permit	Permit	Permit	Permit	Permit
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15
1	402	C	MANCROFTON ST	4 SE	50,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000
2	404	C	FOREST LAKES	5 DS	16,000	11,000	11,000	11,000	11,000	11,000	11,000	11,000	11,000	11,000
3	400	C	THORNTON SQUARE	5 DS	11,000	11,000	11,000	11,000	11,000	11,000	11,000	11,000	11,000	11,000
4	409	C	GOSNELLS TOWN	5 DS	18,000	4,700	23,500	5,111.3	5,209.9	5,274.8	5,632.2	5,884.8	5,942.1	5,989.0
5	5	SP-14	C	SOUTHERN RIVER	5 DS	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000
6	405	C	CORFIELD ST	6 NH	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600
7	406	C	ASHBARTON VILLAGE	6 NH	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600	1,600
8	408	C	LANGFORD VILLAGE	6 NH	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
9	401	C	WESTFIELD STREET	6 NH	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500
10	403	C	SPENCER VILLAGE	6 NH	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000	2,000
11	405	C	KEMWICK VILLAGE	6 NH	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500
12	407	C	ROCKHAM ST	6 NH	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500	1,500
13	508	C	HUNTERDALE FORUM	6 NH	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500	2,500
14	878	C	RAMFORD ST	6 NH	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500	4,500
15	807	C	SOUTHERN RIVER	6 NH	6,200	2,500	8,700	526.8	527.7	514.2	55,000	520.0	55,772	5,000
16	808	C	ANNESTON VILLAGE	6 NH	12,500	800	13,300	567.6	57,007	55.5	56,854	590.1	56,997	7,411
17	DA-01	P	DA-01	6 NH	3,500	500	4,000	522.7	56,484	53.5	57,052	526.2	56,997	2,110
18	58-06	P	58-06	6 NH	7,000	1,000	8,000	644.6	56,708	56.5	56,496	551.1	56,991	3,485
19	472	C	REDFORD ROAD	7 LOC	85	85	85	85	85	85	85	85	85	85
20	473	C	WAGLEY CROCKET	7 LOC	225	225	225	225	225	225	225	225	225	225
21	479	C	WILLIAM STREET	7 LOC	150	150	150	150	150	150	150	150	150	150
22	482	C	GOSNELLS MEDICAL	7 LOC	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000	1,000
23	483	C	WATFORD	7 LOC	500	500	500	500	500	500	500	500	500	500
24	487	C	HUNTERDALE ST	7 LOC	700	700	700	700	700	700	700	700	700	700
25	489	C	ROYAL STREET	7 LOC	300	300	300	300	300	300	300	300	300	300
26	494	C	W. GOSNELLS	7 LOC	300	300	300	300	300	300	300	300	300	300
27	517	C	WATFORD RD	7 LOC	500	500	500	500	500	500	500	500	500	500
28	55	C	GOSNELLS ISLAND USES	7 LOC	988	988	988	988	988	988	988	988	988	988
29	874	C	PURITY RD	7 LOC	210	210	210	210	210	210	210	210	210	210
30	875	C	INDOOLSON & AMHERST	7 LOC	150	150	150	150	150	150	150	150	150	150
31	CV-04	P	PARKVIEW CORRIE	7 LOC	500	500	500	500	500	500	500	500	500	500
32	CV-05	P	PARKVIEW CORRIE	7 LOC	500	500	500	500	500	500	500	500	500	500
33	CV-06	P	PARKVIEW CORRIE	7 LOC	500	500	500	500	500	500	500	500	500	500
34	CV-07	P	CAMPBELL BRIMM	7 LOC	500	500	500	500	500	500	500	500	500	500
35	DA-02	P	DA-02	7 LOC	500	500	500	500	500	500	500	500	500	500
36	GO-01	C	40 HORTON STREET	7 LOC	250	250	250	250	250	250	250	250	250	250
37	SP-07	P	SP-07 Belvedere	7 LOC	1,200	500	1,700	56.2	55,155	52.5	55,089	58.7	55,124	545
38	SP-10	P	SP-10	7 LOC	500	500	500	500	500	500	500	500	500	500
39	SP-11	P	SP-11	7 LOC	500	500	500	500	500	500	500	500	500	500
40	SP-13	P	SP-13	7 LOC	500	500	500	500	500	500	500	500	500	500
41	SP-15	P	SP-15	7 LOC	500	500	500	500	500	500	500	500	500	500
42	TH-01	C	223 VALE ROAD	7 LOC	250	250	250	250	250	250	250	250	250	250
43	476	C	VUE BROOK	8 OTH	500	500	500	500	500	500	500	500	500	500
44	477	C	VUE BROOK	8 OTH	500	500	500	500	500	500	500	500	500	500
45	478	C	LADY STREET	8 OTH	500	500	500	500	500	500	500	500	500	500
46	496	C	LADY STREET	8 OTH	500	500	500	500	500	500	500	500	500	500
47	505	C	ALAN HWY/WILLIAM ST	8 OTH	40,800	16,110	56,910	525.9	55,382	108.5	56,653	55,689	19,547	210
48	506	C	INDOOLSON/SPENCER RD	8 OTH	710	710	710	710	710	710	710	710	710	710
49	509	C	INDOOLSON/SPENCER RD	8 OTH	4,010	700	4,710	527.6	56,881	55.6	57,058	55.0	57,058	55.0
50	CV-01	P	INDOOLSON/SPENCER RD	8 OTH	500	500	500	500	500	500	500	500	500	500
51	LAD-1	C	INDOOLSON/SPENCER RD	8 OTH	500	500	500	500	500	500	500	500	500	500
52	LAD-1	C	CAMPBELL BRIMM	8 OTH	500	500	500	500	500	500	500	500	500	500
53	102	P	BURFORD PLACE	9 NH	1,750	1,750	1,750	1,750	1,750	1,750	1,750	1,750	1,750	1,750
54	52	P	INDOOLSON	9 NH	9,200	14,355	23,555	562.4	56,881	568.1	56,881	568.1	56,881	568.1
55	53	P	INDOOLSON	9 NH	5,670	40,658	46,328	528.4	55,181	55,181	55,181	55,181	55,181	55,181
56	50001	P	WELWORTH	9 NH	5,670	2,630	8,300	507.9	56,881	507.9	56,881	507.9	56,881	507.9
57	92	P	WELWORTH	9 NH	5,670	2,630	8,300	507.9	56,881	507.9	56,881	507.9	56,881	507.9
58	SP-51	P	PURITY INDUSTRIAL	9 NH	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000
59	SP-52	P	PARKVIEW INDUSTRIAL	9 NH	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000	5,000
TOTAL			224,706	125,518	350,224	51,525.3	56,000	56,000	56,000	56,000	56,000	56,000	56,000	56,000

REDACTED (LOCAL PLANNING)

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NOTE: This model plays the risk decision of a "ruthless" or "local flooring ace" type model, which is used to estimate retail floor plan needs and impacts to urban planning purposes.

REDACTED: URBAN PLANNING

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GOOSEBAY ACTIVITY CENTRES									
Linkup ID	Type	Name	Intensity	SHR area	RET area	TOT area	SHR-DM	RET-DM	TOT-DM
1	402	C	4 SE	60,000	13,000	73,000	\$451.9	\$7,352	\$507.1
2	404	C	5 DS	16,000	1,000	17,000	\$103.5	\$6,158	\$7,193
3	406	C	5 DS	11,000	300	11,300	\$77.7	\$6,799	\$7,576
4	409	C	5 DS	18,000	4,700	22,700	\$117.3	\$6,218	\$123.5
5	50-14	P	5 DS	25,000	800	25,800	\$114.1	\$6,566	\$120.6
6	405	C	6 NH	1,600	1,600	3,200	\$11.6	\$7,085	\$7,201
7	406	C	6 NH	1,610	1,610	3,220	\$11.6	\$7,182	\$7,293
8	408	C	6 NH	2,050	2,050	4,100	\$12.6	\$6,158	\$6,284
9	401	C	6 NH	4,550	4,550	9,100	\$25.6	\$6,000	\$21.9
10	403	C	6 NH	2,200	2,200	4,400	\$14.4	\$6,745	\$6,859
11	405	C	6 NH	1,500	1,500	3,000	\$8.2	\$6,273	\$6,355
12	407	C	6 NH	1,500	1,500	3,000	\$8.2	\$6,273	\$6,355
13	506	C	6 NH	2,300	2,300	4,600	\$17.5	\$7,564	\$7,739
14	4778	C	6 NH	4,500	4,500	9,000	\$20.6	\$6,795	\$27.2
15	4007	C	6 NH	6,500	2,500	9,000	\$33.3	\$6,946	\$40.2
16	4008	C	6 NH	12,500	800	13,300	\$69.1	\$7,292	\$76.4
17	50-16	P	6 NH	7,000	1,000	8,000	\$21.8	\$7,296	\$7,514
18	50-16	P	6 NH	7,000	1,000	8,000	\$21.8	\$7,296	\$7,514
19	472	C	7 LOC	45	45	90	\$4.3	\$3,136	\$3,181
20	473	C	7 LOC	525	525	1,050	\$23.5	\$4,665	\$4,890
21	479	C	7 LOC	150	150	300	\$9.6	\$4,219	\$4,315
22	482	C	7 LOC	1,000	1,000	2,000	\$5.6	\$5,010	\$5,066
23	483	C	7 LOC	900	900	1,800	\$5.3	\$4,946	\$5,000
24	487	C	7 LOC	780	780	1,560	\$4.5	\$5,705	\$5,750
25	489	C	7 LOC	340	1,010	1,350	\$1.4	\$4,201	\$4,215
26	494	C	7 LOC	380	380	760	\$2.7	\$5,249	\$5,276
27	517	C	7 LOC	530	530	1,060	\$2.7	\$5,349	\$5,376
28	55	C	7 LOC	968	968	1,936	\$5.0	\$3,051	\$3,056
29	4774	C	7 LOC	210	80	290	\$12.2	\$5,269	\$5,281
30	4775	C	7 LOC	150	150	300	\$9.6	\$5,796	\$5,806
31	50-14	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
32	50-15	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
33	50-16	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
34	50-17	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
35	50-18	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
36	50-19	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
37	50-20	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
38	50-21	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
39	50-22	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
40	50-23	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
41	50-24	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
42	50-25	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
43	50-26	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
44	50-27	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
45	50-28	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
46	50-29	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
47	50-30	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
48	50-31	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
49	50-32	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
50	50-33	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
51	50-34	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
52	50-35	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
53	50-36	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
54	50-37	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
55	50-38	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
56	50-39	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
57	50-40	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
58	50-41	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
59	50-42	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
60	50-43	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
61	50-44	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
62	50-45	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
63	50-46	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
64	50-47	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
65	50-48	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
66	50-49	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
67	50-50	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
68	50-51	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
69	50-52	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
70	50-53	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
71	50-54	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
72	50-55	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
73	50-56	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
74	50-57	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
75	50-58	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
76	50-59	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
77	50-60	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
78	50-61	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
79	50-62	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
80	50-63	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
81	50-64	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
82	50-65	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
83	50-66	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
84	50-67	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
85	50-68	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
86	50-69	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
87	50-70	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
88	50-71	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
89	50-72	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
90	50-73	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
91	50-74	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
92	50-75	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
93	50-76	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
94	50-77	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
95	50-78	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
96	50-79	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
97	50-80	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
98	50-81	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
99	50-82	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
100	50-83	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
101	50-84	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
102	50-85	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
103	50-86	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
104	50-87	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
105	50-88	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
106	50-89	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
107	50-90	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
108	50-91	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
109	50-92	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
110	50-93	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
111	50-94	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
112	50-95	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
113	50-96	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
114	50-97	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
115	50-98	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
116	50-99	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
117	50-100	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
118	50-101	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
119	50-102	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
120	50-103	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
121	50-104	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
122	50-105	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
123	50-106	P	7 LOC	300	300	600	\$3.1	\$4,098	\$4,101
124	50-107	P	7 LOC	300	300				

APPENDIX C

Retail Modelling

1. INTRODUCTION

The preliminary modelling uses a Retail Expenditure Demand Model which relates household income to detailed retail expenditure data from the 2003/ 04 ABS Household Expenditure Survey (HES) to estimate the quantity and nature of retail floorspace that will be required to cater for the City of Gosnells population. The main inputs to the model are:

- The number of future households in the study area (in this case the Gosnells LGA);
- The assumed Household Income profile for the study area; and
- The typical Retail Expenditure pattern of WA households with that income profile.

The model also includes several assumptions regarding turnover per sqm for various retail commodity groups, and the major components (DDS, supermarkets, etc) of shopping centres at various levels in the retail hierarchy, based on retail industry averages.

The demand model also requires a household income profile as an input. The profile used for the purposes of this assessment is the ABS 2006 profile for the Gosnells LGA. The results of the calculations are presented in the Demand Model's "Output Summary" and "Centre Composition Estimator" sheets.

1.1. Output Summary Sheet

Based on full development, the Output Summary Sheets break down the total number of households in Gosnells into five separate income groups. Relating the average expenditure pattern of each income group to industry-based assumptions about viable retail floorspace turnover performance, calculated floorspace in the twelve HES retail categories is then distributed amongst the five income groups and totalled accordingly. The three tables in the sheet relate to Total Retail, Shop-type Retail and Showrooms/ Bulky-type Retail floorspace. Obviously not all of the retail floorspace potential generated by the Gosnells households should be provided within the City of Gosnells itself.

It should also be noted that the "Average Floorspace/ Capita (sqm)" shown at the bottom-right of each of the tables in the Output Summary Sheet is not an input to the calculations; but is one of the *results* of the main estimate, which is presented for information purposes only. It is derived by simply dividing the calculated retail floorspace demand by the City of Gosnells population. Almost by definition these figures do not equate to (previous) SPP 4.2 floorspace per capita guidelines, which are region-wide averages. Nor should it be assumed that the main "Shop-Type" and "Showroom Bulky-Type" retail floorspace categories are the exact equivalent of the Department of Planning "Shop/ Retail" and "Other Retail" floorspace categories. Whilst the categories are generally comparable, there are nevertheless some differences.

1.2. Centre Composition Estimator

The top table in this sheet groups the estimated floorspace demand in the detailed retail categories into the more general "Food", Non-Food" and "Showroom" floorspace types. The subsequent tables show the results of applying various assumptions based on WA retail centre averages to the calculated floorspace, as well as to various categories of

centre. Key assumptions that affect the outcome of the analysis have been shaded yellow in the Centre Composition Estimator sheet. It should be noted that these proportional estimates very largely determine the final outcome of the analysis and could be varied within reasonable limits to test alternative scenarios, if required.

Scenario 1 – 2006 Base Year

SHRAPNEL URBAN PLANNING

Retail Expenditure Demand Model
Output Summary Sheet

Study Area Name: GOSNELLS LGA
Year: 2006

STUDY AREA HOUSEHOLDS IN WA GROSS INCOME QUINTILE GROUPS							
RETAIL FLOORSPACE	Lowest \$0-\$486	Second \$486-\$848	Third \$847-\$1263	Fourth \$1264-\$1679	Highest \$1680-\$3000+	All Households	Total Pop 95,580
Study Area Households >>>	8,321	7,818	8,068	7,904	6,370	36,270	Assumed Average Ann. Retail Turnover/sqm
	Prop. %	17.9%	21.6%	22.8%	22.4%	15.2%	100%
TOTAL RETAIL FLOORSPACE (\$GM)							
Category	Sqm						
Domestic fuel and power	74	108	116	177	93	567	\$1,000
Food and non-alcoholic beverages	4,479	8,442	11,159	14,180	12,293	50,553	\$7,000
Alcoholic beverages	370	601	1,257	1,295	1,450	4,974	\$8,000
Tobacco products	318	416	1,020	549	385	2,688	\$10,150
Clothing and footwear	726	1,534	3,027	3,787	3,324	12,397	\$5,500
Household furnishings and equipment	4,295	9,467	12,237	14,521	11,354	51,873	\$2,710
Household services and operation	1,370	2,028	2,476	3,045	2,794	11,714	\$2,886
Medical care and health expenses	485	576	842	1,547	914	4,363	\$6,422
Transport	704	1,434	2,311	2,445	2,144	9,038	\$2,000
Recreation	3,042	5,929	7,958	10,655	10,325	37,909	\$3,028
Personal care	760	1,707	2,707	3,115	3,202	11,491	\$3,500
Miscellaneous goods and services	551	1,144	1,829	2,499	2,034	8,058	\$4,000
Total Retail Floorpace	17,174	33,387	48,940	67,816	60,311	206,627	
	Prop. %	8.4%	16.2%	22.8%	28.1%	24.6%	100%
							Average Annual Turnover per sqm: \$4,364
							Average Floorpace/ Capita (sqm): 2.15
SHOP-TYPE RETAIL FLOORSPACE (\$GM)							
Category	Sqm						
Domestic fuel and power	-	-	-	-	-	-	\$1,000
Food and non-alcoholic beverages	4,479	8,442	11,159	14,180	12,293	50,553	\$7,000
Alcoholic beverages	370	601	1,257	1,295	1,450	4,974	\$8,000
Tobacco products	318	416	1,020	549	385	2,688	\$10,150
Clothing and footwear	726	1,534	3,027	3,787	3,324	12,397	\$5,500
Household furnishings and equipment	527	1,024	1,218	1,855	1,432	6,055	\$4,300
Household services and operation	607	933	1,172	1,314	1,165	5,191	\$4,000
Medical care and health expenses	422	537	733	801	824	3,318	\$7,500
Transport	-	-	-	-	-	-	\$2,000
Recreation	872	1,438	1,635	1,897	1,955	7,797	\$7,000
Personal care	760	1,707	2,707	3,115	3,202	11,491	\$3,500
Miscellaneous goods and services	551	1,144	1,829	2,499	2,034	8,058	\$4,000
Total Retail Floorpace	8,881	17,777	26,767	31,283	28,068	112,622	
	Prop. %	8.6%	16.8%	22.8%	27.8%	24.8%	100%
							Average Annual Turnover/ sqm: \$6,113
							Average Floorpace/ Capita (sqm): 1.18
SHOWROOM/ BULKY-TYPE RETAIL FLOORSPACE (\$GM)							
Category	Sqm						
Domestic fuel and power	74	108	116	177	93	567	\$1,000
Food and non-alcoholic beverages	-	-	-	-	-	-	\$3,500
Alcoholic beverages	-	-	-	-	-	-	\$4,000
Tobacco products	-	-	-	-	-	-	\$10,150
Clothing and footwear	-	-	-	-	-	-	\$2,500
Household furnishings and equipment	3,768	8,443	11,019	12,666	9,922	45,818	\$2,500
Household services and operation	764	1,095	1,305	1,731	1,629	6,523	\$2,000
Medical care and health expenses	63	39	109	745	90	1,045	\$3,000
Transport	704	1,434	2,311	2,445	2,144	9,038	\$2,000
Recreation	2,170	4,491	6,323	8,758	8,370	30,113	\$2,000
Personal care	-	-	-	-	-	-	\$2,000
Miscellaneous goods and services	-	-	-	-	-	-	\$2,500
Total Retail Floorpace	7,643	16,810	21,183	28,622	22,247	96,106	
	Prop. %	8.1%	16.8%	22.8%	28.6%	23.8%	100%
							Average Annual Turnover/ sqm: \$2,251
							Average Floorpace/ Capita (sqm): 0.97

SHRAPNEL URBAN PLANNING

CENTRE COMPOSITION ESTIMATOR

Study Area Name: **GOSNELLS LGA**
Year: **2006**

Major Commodity Groups:

TOTAL RETAIL FLOORSPACE (SQM)	Shop-Type Floorspace (sqm)			Showroom Type	Total Retail
	Food	Non-Food	Total		
Category					
Domestic fuel and power	-	-	-	567	567
Food and non-alcoholic beverages	50,553	-	50,553	-	50,553
Alcoholic beverages	4,974	-	4,974	-	4,974
Tobacco products	2,688	-	2,688	-	2,688
Clothing and footwear	-	12,397	12,397	-	12,397
Household furnishings and equipment	-	6,055	6,055	45,818	51,873
Household services and operation	-	5,191	5,191	6,523	11,714
Medical care and health expenses	-	3,318	3,318	1,045	4,363
Transport	-	-	-	9,038	9,038
Recreation	-	7,797	7,797	30,113	37,909
Personal care	-	11,491	11,491	-	11,491
Miscellaneous goods and services	-	8,058	8,058	-	8,058
Total Retail Floorspace	58,215	54,307	112,522	93,105	205,627

(This table is a summary of the Main outputs)

Centre Hierarchy Distribution:			Shop-Type Floorspace (sqm)			Showroom Type	Total Shop
FD	NF	Shop-Type	Food	Non-Food	Total		
0.25	0.50	Prop Regional	14,554	27,153	41,707	-	41,707
0.25	0.25	Prop District	14,554	13,577	28,130	-	28,130
0.40	0.20	Prop Neighbourhood	23,286	10,861	34,147	-	34,147
0.10	0.05	Prop Local	5,821	2,715	8,537	-	8,537
1.00	1.00	Total	58,215	54,307	112,522	-	112,522

FD	NF	Showroom-Type	Showroom			Total
-	0.50	Prop Regional	-	-	46,553	46,553
-	0.35	Prop District	-	-	32,587	32,587
-	0.15	Prop Neighbourhood	-	-	13,966	13,966
-	-	Prop Local	-	-	-	-
-	1.00	Total	-	-	93,105	93,105

All Floorspace			Shop-Type Floorspace (sqm)			Showroom Type	Total
			Food	Non-Food	Total		
		Total Regional	14,554	27,153	41,707	46,553	88,260
		Total District	14,554	13,577	28,130	32,587	60,717
		Neighbourhood	23,286	10,861	34,147	13,966	48,113
		Local	5,821	2,715	8,537	-	8,537
		Total Centres	58,215	54,307	112,522	93,105	205,627

Indicative Store-Type Floorspace Allocation:		Centre Categories (sqm)				Total
Store Formats		Regional	District	N'Hood	Local	
Department Store		12,593	-	-	-	12,593
DDS		8,048	10,924	-	-	18,972
Supermarkets/ Grocers		4,734	9,284	20,872	6,829	41,720
Mini-Majors		2,888	1,547	-	-	4,435
Specialties		13,445	6,375	13,275	1,707	34,802
Total Shop-Type		41,707	28,130	34,147	8,537	112,522
Prop.		37.1%	25.0%	30.3%	7.6%	100%
Floorspace/ Capita (sqm)		0.44	0.29	0.38	0.09	1.18
Showrooms		46,553	32,587	13,966	-	93,105
Prop.		50.0%	35.0%	15.0%	0.0%	100%
Floorspace/ Capita (sqm)		0.49	0.34	0.15	-	0.97
TOTAL RETAIL FLOORSPACE		88,260	60,717	48,113	8,537	205,627
Prop.		42.9%	29.5%	23.4%	4.2%	100%
Floorspace/ Capita (sqm)		0.92	0.63	0.50	0.09	2.15

Scenario 2 – 2031 based on WA Tomorrow Projections

SHRAPNEL URBAN PLANNING

Retail Expenditure Demand Model
Output Summary Sheet

Study Area Name: GOSNELLS LGA
Year: 2031

STUDY AREA HOUSEHOLDS IN WA GROSS INCOME QUINTILE GROUPS							
	Lowest \$0-\$495	Second \$496-\$848	Third \$849-\$1263	Fourth \$1264-\$1979	Highest \$1980-\$3000+	All Households	Total Pop 115,700
Study Area Households >>>	8,506	11,454	12,120	11,887	8,877	63,046	Assumed
Prop. %	17.9%	21.6%	22.8%	22.4%	15.2%	100%	Average Ann. Retail Turnover/sqm
TOTAL RETAIL FLOORSPACE (\$GM)							
Category	Sqm	Sqm	Sqm	Sqm	Sqm	Sqm	\$
Domestic fuel and power	112	162	174	266	140	853	\$1,000
Food and non-alcoholic beverages	5,737	12,696	16,783	21,326	18,488	75,030	\$7,000
Alcoholic beverages	556	904	1,891	1,948	2,181	7,480	\$8,000
Tobacco products	478	626	1,534	825	579	4,043	\$10,150
Clothing and footwear	1,092	2,307	4,552	5,695	4,999	18,645	\$5,500
Household furnishings and equipment	6,459	14,238	18,404	21,839	17,076	78,016	\$2,710
Household services and operation	2,061	3,051	3,724	4,580	4,202	17,618	\$2,886
Medical care and health expenses	729	866	1,266	2,326	1,374	6,562	\$6,422
Transport	1,059	2,157	3,476	3,677	3,224	13,594	\$2,000
Recreation	4,575	8,917	11,969	16,026	15,528	57,015	\$3,028
Personal care	1,143	2,568	4,071	4,685	4,815	17,283	\$3,500
Miscellaneous goods and services	829	1,721	2,751	3,759	3,058	12,118	\$4,000
Total Retail Floorpace	25,826	60,218	70,686	88,862	75,886	308,267	
Prop. %	8.4%	18.2%	22.8%	28.1%	24.6%	100%	Average Annual Turnover per sqm: Average Floorpace/ Capita (sqm):
							\$4,364 2.65
SHOP-TYPE RETAIL FLOORSPACE (\$GM)							
Category	Sqm	Sqm	Sqm	Sqm	Sqm	Sqm	\$
Domestic fuel and power	-	-	-	-	-	-	\$1,000
Food and non-alcoholic beverages	5,737	12,696	16,783	21,326	18,488	75,030	\$7,000
Alcoholic beverages	556	904	1,891	1,948	2,181	7,480	\$8,000
Tobacco products	478	626	1,534	825	579	4,043	\$10,150
Clothing and footwear	1,092	2,307	4,552	5,695	4,999	18,645	\$5,500
Household furnishings and equipment	792	1,539	1,832	2,790	2,153	9,107	\$4,300
Household services and operation	913	1,404	1,762	1,976	1,753	7,807	\$4,000
Medical care and health expenses	635	808	1,103	1,205	1,239	4,990	\$7,500
Transport	-	-	-	-	-	-	\$2,000
Recreation	1,311	2,163	2,458	2,853	2,940	11,726	\$7,000
Personal care	1,143	2,568	4,071	4,685	4,815	17,283	\$3,500
Miscellaneous goods and services	829	1,721	2,751	3,759	3,058	12,118	\$4,000
Total Retail Floorpace	14,486	26,738	38,738	47,084	42,268	169,228	
Prop. %	8.6%	16.8%	22.8%	27.8%	24.8%	100%	Average Annual Turnover/ sqm: Average Floorpace/ Capita (sqm):
							\$6,113 1.45
SHOWROOM/ BULKY-TYPE RETAIL FLOORSPACE (\$GM)							
Category	Sqm	Sqm	Sqm	Sqm	Sqm	Sqm	\$
Domestic fuel and power	112	162	174	266	140	853	\$1,000
Food and non-alcoholic beverages	-	-	-	-	-	-	\$3,500
Alcoholic beverages	-	-	-	-	-	-	\$4,000
Tobacco products	-	-	-	-	-	-	\$10,150
Clothing and footwear	-	-	-	-	-	-	\$2,500
Household furnishings and equipment	5,666	12,699	16,572	19,049	14,923	68,909	\$2,500
Household services and operation	1,148	1,547	1,962	2,604	2,449	9,610	\$2,000
Medical care and health expenses	95	59	163	1,121	135	1,572	\$3,000
Transport	1,059	2,157	3,476	3,677	3,224	13,594	\$2,000
Recreation	3,254	5,754	9,510	13,172	12,588	45,289	\$2,000
Personal care	-	-	-	-	-	-	\$2,000
Miscellaneous goods and services	-	-	-	-	-	-	\$2,500
Total Retail Floorpace	11,344	23,477	31,868	38,888	33,480	140,028	
Prop. %	8.1%	16.8%	22.8%	28.6%	23.8%	100%	Average Annual Turnover/ sqm: Average Floorpace/ Capita (sqm):
							\$2,251 1.20

SHRAPNEL URBAN PLANNING

CENTRE COMPOSITION ESTIMATOR

Study Area Name: **GOSNELLS LGA**
Year: **2031**

Major Commodity Groups:

TOTAL RETAIL FLOORSPACE (SQM)	Shop-Type Floorspace (sqm)			Showroom Type	Total Retail
Category	Food	Non-Food	Total	Type	
Domestic fuel and power	-	-	-	853	853
Food and non-alcoholic beverages	76,030	-	76,030	-	76,030
Alcoholic beverages	7,480	-	7,480	-	7,480
Tobacco products	4,043	-	4,043	-	4,043
Clothing and footwear	-	18,645	18,645	-	18,645
Household furnishings and equipment	-	9,107	9,107	68,909	78,016
Household services and operation	-	7,807	7,807	9,810	17,618
Medical care and health expenses	-	4,990	4,990	1,572	6,562
Transport	-	-	-	13,594	13,594
Recreation	-	11,726	11,726	45,289	57,015
Personal care	-	17,283	17,283	-	17,283
Miscellaneous goods and services	-	12,118	12,118	-	12,118
Total Retail Floorspace	87,553	81,876	169,229	140,028	309,257

(This table is a summary of the Main outputs)

Centre Hierarchy Distribution:			Shop-Type Floorspace (sqm)			Showroom Type	Total Shop
FD	NF	Shop-Type	Food	Non-Food	Total	Type	
0.25	0.50	Prop Regional	21,888	40,838	62,726	-	62,726
0.25	0.25	Prop District	21,888	20,419	42,307	-	42,307
0.40	0.20	Prop Neighbourhood	35,021	16,335	51,357	-	51,357
0.10	0.05	Prop Local	8,755	4,084	12,839	-	12,839
1.00	1.00	Total	87,553	81,876	169,229	-	169,229

FD	NF	Shop-Type	Showroom-Type			Total Showroom
-	0.50	Prop Regional	-	-	70,014	70,014
-	0.35	Prop District	-	-	49,010	49,010
-	0.15	Prop Neighbourhood	-	-	21,004	21,004
-	-	Prop Local	-	-	-	-
-	1.00	Total	-	-	140,028	140,028

All Floorspace			Shop-Type Floorspace (sqm)			Showroom Type	Total Retail
			Food	Non-Food	Total	Type	
		Total Regional	21,888	40,838	62,726	70,014	132,740
		Total District	21,888	20,419	42,307	49,010	91,317
		Neighbourhood	35,021	16,335	51,357	21,004	72,361
		Local	8,755	4,084	12,839	-	12,839
		Total Centres	87,553	81,876	169,229	140,028	309,257

Indicative Store-Type Floorspace Allocation:		Centre Categories (sqm)				
Store Formats		Regional	District	N'Hood	Local	Total
Department Store		18,939	-	-	-	18,939
DDS		12,104	16,430	-	-	28,533
Supermarkets/ Grocers		7,120	13,963	31,392	10,271	62,746
Mini-Majors		4,343	2,327	-	-	6,670
Specialties		20,220	9,588	19,965	2,568	52,341
Total Shop-Type		62,726	42,307	51,357	12,839	169,229
Prop.		37.1%	25.0%	30.3%	7.6%	100%
Floorspace/ Capita (sqm)		0.54	0.36	0.44	0.11	1.45
Showrooms		70,014	49,010	21,004	-	140,028
Prop.		50.0%	35.0%	15.0%	0.0%	100%
Floorspace/ Capita (sqm)		0.80	0.42	0.18	-	1.20
TOTAL RETAIL FLOORSPACE		132,740	91,317	72,361	12,839	309,257
Prop.		42.9%	29.5%	23.4%	4.2%	100%
Floorspace/ Capita (sqm)		1.14	0.78	0.82	0.11	2.65

Scenario 3 – 2031 based on Forecast id Projections

SHPAFNEL URBAN PLANNING

Retail Expenditure Demand Model Output Summary Sheet			Study Area Name: GOSNELLS LGA				
			Year: 2031				
STUDY AREA HOUSEHOLDS IN WA GROSS INCOME QUINTILE GROUPS							
RETAIL FLOORSPACE	Lowest \$0-\$486	Second \$486-\$848	Third \$847-\$1283	Fourth \$1284-\$1879	Highest \$1880-\$3000+	All Households	Total Pop 136,421
Study Area Households >>>	8,371	11,282	11,948	11,718	7,982	62,282	Assumed
Prop. %	17.9%	21.6%	22.8%	22.4%	15.2%	100%	Average Ann. Retail Turnover/sqm
TOTAL RETAIL FLOORSPACE (\$GM)							
Category	Sqm	Sqm	Sqm	Sqm	Sqm	Sqm	
Domestic fuel and power	110	160	171	262	138	841	\$1,000
Food and non-alcoholic beverages	6,641	12,516	16,545	21,024	18,225	74,951	\$7,000
Alcoholic beverages	548	892	1,864	1,920	2,150	7,374	\$8,000
Tobacco products	471	617	1,512	814	571	3,985	\$10,150
Clothing and footwear	1,076	2,274	4,488	5,615	4,928	18,380	\$5,500
Household furnishings and equipment	6,367	14,036	18,143	21,529	16,834	75,908	\$2,710
Household services and operation	2,032	3,007	3,671	4,515	4,142	17,368	\$2,886
Medical care and health expenses	719	854	1,248	2,293	1,355	6,469	\$6,422
Transport	1,044	2,126	3,427	3,625	3,179	13,401	\$2,000
Recreation	4,510	8,791	11,799	15,798	15,308	56,205	\$3,028
Personal care	1,127	2,532	4,013	4,619	4,747	17,037	\$3,500
Miscellaneous goods and services	817	1,697	2,712	3,705	3,015	11,946	\$4,000
Total Retail Floorpace	26,483	48,600	68,684	86,718	74,682	304,887	
Prop. %	8.4%	16.2%	22.8%	28.1%	24.6%	100%	Average Annual Turnover per sqm: \$4,364 Average Floorpace/ Capita (sqm): 2.23
SHOP-TYPE RETAIL FLOORSPACE (\$GM)							
Category	Sqm	Sqm	Sqm	Sqm	Sqm	Sqm	
Domestic fuel and power	-	-	-	-	-	-	\$1,000
Food and non-alcoholic beverages	6,641	12,516	16,545	21,024	18,225	74,951	\$7,000
Alcoholic beverages	548	892	1,864	1,920	2,150	7,374	\$8,000
Tobacco products	471	617	1,512	814	571	3,985	\$10,150
Clothing and footwear	1,076	2,274	4,488	5,615	4,928	18,380	\$5,500
Household furnishings and equipment	781	1,518	1,805	2,750	2,123	8,977	\$4,300
Household services and operation	900	1,384	1,737	1,948	1,728	7,697	\$4,000
Medical care and health expenses	626	796	1,087	1,188	1,222	4,919	\$7,500
Transport	-	-	-	-	-	-	\$2,000
Recreation	1,292	2,132	2,423	2,813	2,899	11,559	\$7,000
Personal care	1,127	2,532	4,013	4,619	4,747	17,037	\$3,500
Miscellaneous goods and services	817	1,697	2,712	3,705	3,015	11,946	\$4,000
Total Retail Floorpace	14,278	26,368	38,188	48,388	41,807	168,827	
Prop. %	8.8%	16.8%	22.8%	27.8%	24.8%	100%	Average Annual Turnover/ sqm: \$5,113 Average Floorpace/ Capita (sqm): 1.22
SHOWROOM/ BULKY-TYPE RETAIL FLOORSPACE (\$GM)							
Category	Sqm	Sqm	Sqm	Sqm	Sqm	Sqm	
Domestic fuel and power	110	160	171	262	138	841	\$1,000
Food and non-alcoholic beverages	-	-	-	-	-	-	\$3,500
Alcoholic beverages	-	-	-	-	-	-	\$4,000
Tobacco products	-	-	-	-	-	-	\$10,150
Clothing and footwear	-	-	-	-	-	-	\$2,500
Household furnishings and equipment	5,585	12,518	16,337	18,778	14,711	67,931	\$2,500
Household services and operation	1,132	1,623	1,934	2,567	2,415	9,671	\$2,000
Medical care and health expenses	93	58	161	1,105	133	1,550	\$3,000
Transport	1,044	2,126	3,427	3,625	3,179	13,401	\$2,000
Recreation	3,218	6,659	9,375	12,985	12,409	44,646	\$2,000
Personal care	-	-	-	-	-	-	\$2,000
Miscellaneous goods and services	-	-	-	-	-	-	\$2,500
Total Retail Floorpace	11,183	23,144	31,408	38,322	32,886	138,040	
Prop. %	8.1%	16.8%	22.8%	28.6%	23.8%	100%	Average Annual Turnover/ sqm: \$2,251 Average Floorpace/ Capita (sqm): 1.01

SHRAPNEL URBAN PLANNING

CENTRE COMPOSITION ESTIMATOR

Study Area Name: **GOSNELLS LGA**

Year: **2031**

Major Commodity Groups:

TOTAL RETAIL FLOORSPACE (SQM)		Shop-Type Floorspace (sqm)			Showroom	Total
Category		Food	Non-Food	Total	Type	Retail
Domestic fuel and power		-	-	-	841	841
Food and non-alcoholic beverages		74,951	-	74,951	-	74,951
Alcoholic beverages		7,374	-	7,374	-	7,374
Tobacco products		3,985	-	3,985	-	3,985
Clothing and footwear		-	18,380	18,380	-	18,380
Household furnishings and equipment		-	8,977	8,977	67,931	76,908
Household services and operation		-	7,697	7,697	9,671	17,368
Medical care and health expenses		-	4,919	4,919	1,550	6,469
Transport		-	-	-	13,401	13,401
Recreation		-	11,559	11,559	44,646	56,205
Personal care		-	17,037	17,037	-	17,037
Miscellaneous goods and services		-	11,946	11,946	-	11,946
Total Retail Floorspace		86,311	80,518	166,827	138,040	304,867

(This table is a summary of the Main outputs)

Centre Hierarchy Distribution:			Shop-Type Floorspace (sqm)			Showroom	Total
FD	NF	Shop-Type	Food	Non-Food	Total	Type	Shop
0.25	0.50	Prop Regional	21,578	40,258	61,836	-	61,836
0.25	0.25	Prop District	21,578	20,129	41,707	-	41,707
0.40	0.20	Prop Neighbourhood	34,524	16,103	50,627	-	50,627
0.10	0.05	Prop Local	8,631	4,026	12,657	-	12,657
1.00	1.00	Total	86,311	80,518	166,827	-	166,827

FD	NF	Showroom-Type			Total	Showroom	Total
-	0.50	Prop Regional	-	-	69,020	69,020	69,020
-	0.35	Prop District	-	-	48,314	48,314	48,314
-	0.15	Prop Neighbourhood	-	-	20,706	20,706	20,706
-	-	Prop Local	-	-	-	-	-
-	1.00	Total	-	-	138,040	138,040	138,040

All Floorspace		Shop-Type Floorspace (sqm)			Showroom	Total
		Food	Non-Food	Total	Type	Retail
Total Regional		21,578	40,258	61,836	69,020	130,856
Total District		21,578	20,129	41,707	48,314	90,021
Neighbourhood		34,524	16,103	50,627	20,706	71,333
Local		8,631	4,026	12,657	-	12,657
Total Centres		86,311	80,518	166,827	138,040	304,867

Indicative Store-Type Floorspace Allocation:		Centre Categories (sqm)			
Store Formats		Regional	District	N'Hood	Local
Department Store		18,670	-	-	-
DDS		11,932	16,196	-	-
Supermarkets/ Grocers		7,019	13,765	30,946	10,125
Mini-Majors		4,281	2,294	-	-
Specialties		19,933	9,452	19,682	2,531
Total Shop-Type		61,836	41,707	50,627	12,657
Prop.		37.1%	25.0%	30.3%	7.6%
Floorspace/ Capita (sqm)		0.45	0.31	0.37	0.09
Showrooms		69,020	48,314	20,706	-
Prop.		50.0%	35.0%	15.0%	0.0%
Floorspace/ Capita (sqm)		0.51	0.35	0.15	-
TOTAL RETAIL FLOORSPACE		130,856	90,021	71,333	12,657
Prop.		42.9%	28.5%	23.4%	4.2%
Floorspace/ Capita (sqm)		0.96	0.66	0.52	0.09

Scenario 4 – 2031 Assuming Realisation of Directions 2031 Preferred Outcome

SHRAPNEL URBAN PLANNING

Retail Expenditure Demand Model
Output Summary Sheet

Study Area Name: **GOSNELLS LGA**
Year: **2031**

STUDY AREA HOUSEHOLDS IN WA GROSS INCOME QUINTILE GROUPS							
Lowest \$0-\$496	Second \$496-\$948	Third \$947-\$1283	Fourth \$1284-\$1879	Highest \$1880-\$3000+	All Households	Total Pop 129,680	Assumed Average Ann. Retail Turnover/sqm
Study Area Households >>>	10,683	12,728	13,488	13,210	8,876	68,946	
Prop. %	17.9%	21.6%	22.8%	22.4%	15.2%	100%	
TOTAL RETAIL FLOORSPACE (\$GM)							
Category	Sqm	Sqm	Sqm	Sqm	Sqm	Sqm	\$
Domestic fuel and power	124	180	193	295	155	948	\$1,000
Food and non-alcoholic beverages	7,486	14,108	18,650	23,698	20,544	84,487	\$7,000
Alcoholic beverages	618	1,005	2,102	2,165	2,423	8,312	\$8,000
Tobacco products	531	695	1,705	917	644	4,492	\$10,150
Clothing and footwear	1,213	2,563	5,058	6,329	5,555	20,719	\$5,500
Household furnishings and equipment	7,177	15,822	20,451	24,268	18,976	86,693	\$2,710
Household services and operation	2,290	3,390	4,138	5,089	4,670	19,577	\$2,886
Medical care and health expenses	810	963	1,407	2,585	1,527	7,292	\$6,422
Transport	1,177	2,397	3,863	4,086	3,583	15,106	\$2,000
Recreation	5,084	9,909	13,300	17,808	17,255	63,356	\$3,028
Personal care	1,270	2,854	4,524	5,205	5,351	19,205	\$3,500
Miscellaneous goods and services	921	1,912	3,057	4,177	3,399	13,466	\$4,000
Total Retail Floorpace	28,702	66,798	78,448	98,828	84,082	343,864	
Prop. %	8.4%	18.2%	22.8%	28.1%	24.6%	100%	
Average Annual Turnover per sqm:							\$4,364
Average Floorpace/ Capita (sqm):							2.65
SHOP-TYPE RETAIL FLOORSPACE (\$GM)							
Category	Sqm	Sqm	Sqm	Sqm	Sqm	Sqm	\$
Domestic fuel and power	-	-	-	-	-	-	\$1,000
Food and non-alcoholic beverages	7,486	14,108	18,650	23,698	20,544	84,487	\$7,000
Alcoholic beverages	618	1,005	2,102	2,165	2,423	8,312	\$8,000
Tobacco products	531	695	1,705	917	644	4,492	\$10,150
Clothing and footwear	1,213	2,563	5,058	6,329	5,555	20,719	\$5,500
Household furnishings and equipment	881	1,711	2,035	3,100	2,393	10,120	\$4,300
Household services and operation	1,014	1,560	1,958	2,196	1,948	8,576	\$4,000
Medical care and health expenses	705	898	1,225	1,339	1,377	5,545	\$7,500
Transport	-	-	-	-	-	-	\$2,000
Recreation	1,457	2,404	2,732	3,171	3,267	13,030	\$7,000
Personal care	1,270	2,854	4,524	5,205	5,351	19,205	\$3,500
Miscellaneous goods and services	921	1,912	3,057	4,177	3,399	13,466	\$4,000
Total Retail Floorpace	18,988	29,708	43,047	62,288	48,901	188,952	
Prop. %	8.6%	16.8%	22.8%	27.8%	24.9%	100%	
Average Annual Turnover/ sqm:							\$5,113
Average Floorpace/ Capita (sqm):							1.45
SHOWROOM/ BULKY-TYPE RETAIL FLOORSPACE (\$GM)							
Category	Sqm	Sqm	Sqm	Sqm	Sqm	Sqm	\$
Domestic fuel and power	124	180	193	295	155	948	\$1,000
Food and non-alcoholic beverages	-	-	-	-	-	-	\$3,500
Alcoholic beverages	-	-	-	-	-	-	\$4,000
Tobacco products	-	-	-	-	-	-	\$10,150
Clothing and footwear	-	-	-	-	-	-	\$2,500
Household furnishings and equipment	6,297	14,111	18,416	21,167	16,583	76,574	\$2,500
Household services and operation	1,276	1,830	2,180	2,893	2,722	10,902	\$2,000
Medical care and health expenses	105	65	182	1,245	150	1,747	\$3,000
Transport	1,177	2,397	3,863	4,086	3,583	15,106	\$2,000
Recreation	3,627	7,505	10,568	14,637	13,988	50,326	\$2,000
Personal care	-	-	-	-	-	-	\$2,000
Miscellaneous goods and services	-	-	-	-	-	-	\$2,500
Total Retail Floorpace	12,908	28,088	35,402	44,325	37,181	155,802	
Prop. %	8.1%	18.8%	22.8%	28.6%	23.8%	100%	
Average Annual Turnover/ sqm:							\$2,251
Average Floorpace/ Capita (sqm):							1.20

SHRAPNEL URBAN PLANNING

CENTRE COMPOSITION ESTIMATOR

Study Area Name: **GOSNELLS LGA**
Year: **2031**

Major Commodity Groups:

TOTAL RETAIL FLOORSPACE (SQM)	Shop-Type Floorspace (sqm)			Showroom	Total
Category	Food	Non-Food	Total	Type	Retail
Domestic fuel and power	-	-	-	948	948
Food and non-alcoholic beverages	84,487	-	84,487	-	84,487
Alcoholic beverages	8,312	-	8,312	-	8,312
Tobacco products	4,492	-	4,492	-	4,492
Clothing and footwear	-	20,719	20,719	-	20,719
Household furnishings and equipment	-	10,120	10,120	76,574	86,693
Household services and operation	-	8,676	8,676	10,902	19,577
Medical care and health expenses	-	5,545	5,545	1,747	7,292
Transport	-	-	-	15,106	15,106
Recreation	-	13,030	13,030	50,326	63,356
Personal care	-	19,205	19,205	-	19,205
Miscellaneous goods and services	-	13,466	13,466	-	13,466
Total Retail Floorspace	97,292	90,780	188,052	155,802	343,854

(This table is a summary of the Main outputs)

Centre Hierarchy Distribution:			Shop-Type Floorspace (sqm)			Showroom	Total
FD	NF	Shop-Type	Food	Non-Food	Total	Type	Shop
0.25	0.50	Prop Regional	24,323	45,380	69,703	-	69,703
0.25	0.25	Prop District	24,323	22,690	47,013	-	47,013
0.40	0.20	Prop Neighbourhood	38,917	18,152	57,069	-	57,069
0.10	0.05	Prop Local	9,729	4,538	14,267	-	14,267
1.00	1.00	Total	97,292	90,780	188,052	-	188,052

FD	NF	Showroom-Type				Showroom	Total
-	0.50	Prop Regional	-	-	-	77,801	77,801
-	0.35	Prop District	-	-	-	54,461	54,461
-	0.15	Prop Neighbourhood	-	-	-	23,340	23,340
-	-	Prop Local	-	-	-	-	-
-	1.00	Total	-	-	-	155,802	155,802

All Floorspace			Shop-Type Floorspace (sqm)			Showroom	Total
			Food	Non-Food	Total	Type	Retail
Total Regional			24,323	45,380	69,703	77,801	147,504
Total District			24,323	22,690	47,013	54,461	101,474
Neighbourhood			38,917	18,152	57,069	23,340	80,409
Local			9,729	4,538	14,267	-	14,267
Total Centres			97,292	90,780	188,052	155,802	343,854

Indicative Store-Type Floorspace Allocation:		Centre Categories (sqm)			
Store Formats		Regional	District	N'Hood	Local
Department Store		21,045	-	-	-
DDS		13,450	18,257	-	-
Supermarkets/ Grocers		7,912	15,516	34,883	11,414
Mini-Majors		4,826	2,586	-	-
Specialties		22,470	10,654	22,186	2,853
Total Shop-Type		69,703	47,013	57,069	14,267
Prop.		37.1%	25.0%	30.3%	7.6%
Floorspace/ Capita (sqm)		0.54	0.38	0.44	0.11
Showrooms		77,801	54,461	23,340	-
Prop.		50.0%	35.0%	15.0%	0.0%
Floorspace/ Capita (sqm)		0.80	0.42	0.18	-
TOTAL RETAIL FLOORSPACE		147,504	101,474	80,409	14,267
Prop.		42.9%	29.5%	23.4%	4.2%
Floorspace/ Capita (sqm)		1.14	0.78	0.82	0.11

APPENDIX D

Land Use Diversity and Residential Density Targets

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TABLE 3: ACTIVITY CENTRE FUNCTIONS, TYPICAL CHARACTERISTICS AND PERFORMANCE TARGETS					
Typical characteristics	Perth Capital City	Strategic metropolitan centres	Secondary centres	District centres	Neighbourhood centres
Main role/function	Perth Capital City is the largest of the activity centres, providing the most intensely concentrated development in the region. It has the greatest range of high order services and jobs, and the largest commercial component of any activity centre.	Strategic metropolitan centres are the main regional activity centres. They are multipurpose centres that provide a diversity of uses. These centres provide the full range of economic and community services necessary for the communities in their catchments.	Secondary centres share similar characteristics with strategic metropolitan centres but serve smaller catchments and offer a more limited range of services, facilities and employment opportunities. They perform an important role in the city's economy, and provide essential services to their catchments.	District centres have a greater focus on servicing the daily and weekly needs of residents. Their relatively smaller scale catchment enables them to have a greater local community focus and provide services, facilities and job opportunities that reflect the particular needs of their catchments.	Neighbourhood centres provide for daily and weekly household shopping needs, community facilities and a small range of other convenience services.
Transport connectivity and accessibility	Focus of regional road and rail infrastructure as well as radial bus network.	Important focus for passenger rail and high frequency bus networks.	Important focus for passenger rail and/or high frequency bus network.	Focal point for bus network.	Stopping / transfer point for bus network.
Typical retail types	As per strategic metropolitan centres	- Department store/s - Discount department stores - Supermarkets - Full range of speciality shops	- Department store/s - Discount department store/s - Supermarkets - Speciality shops	- Discount department stores - Supermarkets - Convenience goods - Small scale comparison shopping - Personal services - Some speciality shops	- Supermarket/s - Personal services - Convenience shops
Typical Office development	- Major offices - Commonwealth and state government agencies	- Major offices - State government agencies	- Major offices - Professional and service businesses	- District level office development - Local professional services	Local professional services

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TABLE 3: ACTIVITY CENTRE FUNCTIONS, TYPICAL CHARACTERISTICS AND PERFORMANCE TARGETS									
Typical characteristics	Perth Capital City	Strategic metropolitan centres		Secondary centres		District centres		Neighbourhood centres	
Future indicative service population (trade) area ⁴	Greater metropolitan region	150,000–300,000 persons		Up to 150,000 persons		20,000–50,000 persons		2000–15,000 persons (about 1 km radius)	
Walkable Catchment for residential density target	N/A	800m		400m		400m		200m	
Residential density target per gross hectare ⁵	N/A	Minimum	Desirable	Minimum	Desirable	Minimum	Desirable	Minimum	Desirable
		30	45	25	35	20	30	15	25

Table 3: Diversity performance target - mix of land uses⁶

	Centre size - Shop-retail floor space component	Mix of land uses floorspace as a proportion of the centre's total floor space ⁷
Perth Capital City		N/A
Strategic metropolitan centres, secondary and district centres	above 100 000m ²	50 %
	above 50 000m ²	40 %
	above 20 000m ²	30 %
	above 10 000m ²	20 %
Neighbourhood centres	less than 10 000m ²	N/A
		N/A

⁴ Service population or retail trade areas for (residential-associated) centres are indicative only and often overlap.

⁵ Typically, the average R Code (or net density) equivalent is two to three times the number of dwellings per gross hectare.

⁶ "Mix of land uses" includes office, civic, business, health, community, entertainment cultural uses and showrooms; see definition in Appendix 1.

⁷ Total shop-retail and mix of land uses floor space.