



TOWN PLANNING  
URBAN DESIGN AND HERITAGE

**TOWN OF MOSMAN PARK**  
LOCAL PLANNING STRATEGY

708-164  
MARCH 2013

DEPT OF PLANNING  
22 MAY 2013  
FILE

perth  
sydney

## DOCUMENT CONTROL

Document ID: PLANNING/PG 2008/708-164/Final Documents/Lodged/Mosman Park LPS 27.03.13 indd						
Issue	Date	Status	Prepared by		Approved by	
			Name	Initials	Name	Initials
1	31.03.11	Draft	Sian Morgan		Murray Casselton	
2	17.09.12	Final	Michael Kevill		Murray Casselton	
3	27.03.13	Amended Final	Murray Casselton		David Caddy	
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## EXECUTIVE SUMMARY

The Town of Mosman Park (the Town) Local Planning Strategy (the Strategy) has been prepared to provide the necessary guidance and justification to inform the review of the Town's Town Planning Scheme No. 2 (TPS2) and provide direction in relation to future statutory decision-making processes through the provision of strategic direction for the development of Mosman Park.

Mosman Park features an ageing population, in keeping with current metropolitan trends. There is also a reduced household occupancy rate, including more sole occupant homes and single parent households. This is likely to result in demands for alternative and more manageable forms of habitation, in addition to aged accommodation facilities.

The WAPC dwelling target for Mosman Park as encapsulated in the Directions 2031 Strategy is for an additional 900 dwellings and provides a guide as to the level of dwelling growth that is expected to take place in the area over the coming 20 years. The majority of this future dwelling growth is likely to occur adjacent to the Stirling Highway Activity Corridor and in close proximity to the Perth Fremantle Railway line.

The Strategy incorporates a population and housing strategy and various investigation areas are detailed within Section 6, where prospects for redevelopment have been identified. Many sites adjacent to Stirling Highway are zoned appropriately to accommodate mixed-use and higher density residential development. However, it is evident that the development potential of many sites adjacent to the highway has yet to be realised. The potential does exist to plan for additional medium and higher density residential development adjacent to Stirling Highway, particularly in proximity to existing commercial and activity centres and potential Transit Oriented Development (TOD) opportunity sites.

The housing stock within Mosman Park predominantly comprises single residential family dwellings that have little prospect for redevelopment in most instances. The Development Investigation Areas (DIAs) identified in the Strategy comprise areas that have the potential to accommodate additional residential development at lower densities or in a more intensive higher density or mixed use development form in proximity to Stirling Highway and the Perth-Fremantle Railway line. These areas have been selected as a result of community support, lot size, streetscape character and accessibility characteristics. Whilst single dwellings are currently the predominant form of development in these precincts, the Strategy does intend to facilitate future opportunities for single and grouped dwelling development to be accommodated within the eastern part of Mosman Park.

The Strategy also incorporates a commercial strategy. The centres in Mosman Park includes the Stirling Highway Commercial Area, neighbourhood shopping centres located within residential areas and local commercial facilities. Portions of those commercial complexes located adjacent or in proximity to the highway are the subject of the Stirling Highway Activity Corridor Study (SHACS) being undertaken to inform the realisation of their full development potential by the Department of Planning (DP). Commercial floorspace increases should be responsive to the economic and employment characteristics and requirements of the local population with retail floorspace expansion being incremental to meet the predominantly convenience needs of residents unless supported by a Retail Sustainability Assessment (RSA). In order to be meaningful, RSA modelling may need to be undertaken on the basis of the full extent of Perth's Western Suburbs given the interconnected nature of these areas and the small size of existing local authorities.

An assessment and review of heritage items and community facilities is also included in the Strategy, with recommendations made for the future maintenance and enhancement of community spaces and facilities, including ecological links and public open spaces. Opportunities for tourist related developments are also identified. Transport and land use integration is a dominant theme within the Strategy, with recommendations being made in relation to cycling and pedestrian access and legibility throughout Mosman Park.

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## 1. INTRODUCTION

### 1.1 PURPOSE OF THE LOCAL PLANNING STRATEGY

This Local Planning Strategy (The Strategy) has been prepared for the Town of Mosman Park (the Town) in order to meet the statutory requirement for the preparation and adoption of the Strategy in tandem with a review of the Town's Planning Scheme No. 2 (TPS2). The Strategy will form the cornerstone of the local planning framework, providing the rationale for future scheme amendments and guiding decision making on statutory planning matters.

### 1.2 REGULATORY FRAMEWORK FOR THE PREPARATION, CONSULTATION AND APPROVAL OF THE LOCAL PLANNING STRATEGY

Regulation 12A of the *Town Planning Amendment Regulations 1999* (the Regulations) requires that where a town planning scheme envisages the zoning or classification of land, a scheme report is to be produced in the form of the Strategy, which shall:

- Set out the long term planning directions for local government;
- Apply State and regional planning policies; and
- Provide the rationale for the zones or the provisions of the town planning scheme.

The Model Scheme Text (MST) provides that determinations of the local government under a scheme are to be consistent with the Strategy. The Strategy expresses the strategic vision, policies and proposals of a local government that are relevant to the implementation of a scheme. It provides a means to interpret State

and regional policies at the local level allowing the implementation of broader objectives relating to urban form and development. On this basis, the new Town of Mosman Park Town Planning Scheme No. 3 (the Scheme) will therefore operate as a tool for expressing and achieving a local government's objectives, policies and proposals in conjunction with the Strategy.

The Western Australian Planning Commission (the WAPC) is required to certify that the Strategy is consistent with Regulation 12A above prior to the advertisement of the Strategy. The WAPC may also endorse the Strategy following advertising.

The Strategy may be amended by amendment prepared by the Town and approved by the WAPC.

### 1.3 SCOPE OF THE LOCAL PLANNING STRATEGY

The Strategy will guide development within Mosman Park over the coming 15 years, including the way in which planning issues are dealt with through the administration and application of the Scheme. These processes will draw on key State planning initiatives such as the objectives of the Directions 2031 Strategy, and apply more specifically relevant studies that have been or are currently being undertaken by the Department of Planning (DP) such as the Stirling Highway Activity Corridor Study (SHACS). The outcomes of the SHACS in particular, will be a key determinant of the future form and use of that part of Mosman Park in close proximity to Stirling Highway.

Mixed use and Transit Orientated Development (TOD) forms are envisaged as key features associated with the future development of Mosman Park. These should be investigated specifically in relation to land in proximity to the Mosman Park and Victoria Street Train Stations on the Perth – Fremantle Railway Line.

Environmental conservation will also be addressed through the recognition of strategic objectives for the enhancement and connection of regional recreation and open space corridors within Mosman Park, particularly within the system of parks located along the Swan River foreshore.

It should be noted that the Strategy holistically looks at long term planning directions and assists in establishing the overall objectives and vision for a particular local government area. However, the application of the planning initiatives in the Strategy and subsequent town planning scheme will not in isolation deliver wider objectives and the vision for an area. This will need to be achieved through the application of the Town's broader strategic plan using all available mechanisms for delivery across the broad spectrum of local government services and activities, including but not necessarily limited to an appropriate public works program, management of high quality and amenity parks, public open spaces and public recreation facilities, implementation of community development initiatives, the provision of community facilities that are responsive to local needs and the development and implementation of planning and other policy.

## 1.4 STRUCTURE OF LOCAL PLANNING STRATEGY

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The Strategy follows a logical sequence of setting out the existing local and State strategic planning framework applicable to Mosman Park, an analysis of demographic (social and economic) trends within the area, an assessment of the implications of the planning framework taking into consideration demographic trends, and the evolution of the Strategy itself in the context of this information that sets out the desired future form of development.

In detail, the Strategy is set out in nine parts as follows:

1. Introduction;
2. State and Regional Planning Framework;
3. Local Planning Framework;
4. Local Government Profile;
5. Implications for the Strategy;
6. Local Planning Strategy;
7. Aims, Strategies and Actions;
8. Scheme Zoning and Provisions;
9. Monitoring and Review.



## 2. STATE AND REGIONAL PLANNING FRAMEWORK

The Key State and regional planning strategies, policies and plans that have been identified as being relevant to Mosman Park and the formulation of the Strategy and ultimately the new Scheme are provided in the following sections. A brief description of each of these documents is included along with an assessment of their key implications for Mosman Park and the development of the Strategy.

### 2.1 STATE SUSTAINABILITY STRATEGY (SEPTEMBER 2003)

The State Sustainability Strategy is an overarching framework aimed at integrating the concept of sustainability into all aspects of governance and development. It has particular relevance in the protection of the environment, the sustainable management of natural resources and in the planning and operation of settlements that reduce our 'ecological footprint' and enhance the quality of life for all communities.

The State Sustainability Strategy is based on a Sustainability Framework of eleven sustainability principles, six visions for Western Australia, six goals for government and 42 priority areas for action. Local planning strategies and reviews of local planning schemes are mechanisms to apply the principles of sustainability and the actions of the State Sustainability Strategy.

In the case of the Strategy it will be important to ensure that sustainability principles are embodied that recognise the existing characteristics of Mosman Park, including its established location within the Central Metropolitan Region and its proximity to both the coast and the Swan River.

Sustainability challenges that will need to be addressed include those associated with an ageing population, the maintenance and enhancement of environmental areas and remnant bushland, the need to accommodate increased residential densities and facilitating local economic opportunities, in terms of employment and the availability of goods and services to meet primarily local needs.

### 2.2 STATE PLANNING STRATEGY (DECEMBER 1997)

The State Planning Strategy provides the basis for long-term State and regional land use planning and coordinates a whole-of-government approach to planning. In the State Planning Strategy, Mosman Park falls within the Perth Region, which has the following vision:

*'Over the next three decades Perth will become one of the cleanest, most productive and liveable cities in the world. It will have all its major natural features available for all to access and enjoy, its cultural heritage protected and its coastal and inland waters and air*

*quality maintained to the highest possible standard. Perth will be an efficient City where the less mobile are able to easily access facilities and where there is a balance between walking, cycling, public transport, car and truck usage. It will be a region comprising distinct living areas with their own sense of community, their own recognisable centre and range of facilities.'*

The key principles of the State Planning Strategy are as follows:

- **Environment-** To protect and enhance the key natural and cultural assets of the State and deliver to all West Australians a high quality of life which is based on sound environmentally sustainable principles.
- **Community-** To respond to social changes and facilitate the creation of vibrant, accessible, safe and self-reliant communities.
- **Economy-** To actively assist in the creation of regional wealth, support the development of new industries and encourage economic activity in accordance with sustainable development principles.
- **Infrastructure-** To facilitate strategic development by making provision for efficient and equitable transport and public utilities.
- **Regional Development-** To assist the development of regional Western Australia by taking account of the special assets and accommodating the individual requirements of each region.

The principles are accompanied by a list of strategies aimed at achieving the desired outcomes, many of which involve implementation by way of local town planning schemes.

The Strategy is intended to recognise the principles of the State Planning Strategy as they may be applied to the future development of the local area. Environmental features will need to be protected and connected in a manner that provides the community with the social benefits of these resources. Community development needs to be enhanced by improved accessibility by all transport modes to facilities that meet the evolving social and economic needs of the local population, including in terms of access to local goods and services. The advantages offered by the Mosman Parks proximity to key public transport infrastructure in terms of light rail and high frequency bus routes need to be recognised and the potential for increased density and intensity of development associated with this infrastructure appropriately harnessed. The locations of key economic activity need to be identified and their desired future evolution and role recognised.

## 2.3 STATE PLANNING FRAMEWORK

State Planning Policy 1 'State Planning Framework Policy (Variation No. 2)' (February 2006) [SPP1] brings together all existing State and regional plans, policies, strategies and guidelines which apply to land use and development in Western Australia and provides a framework for decision-making on land use

and development. The key elements of SPP1 relevant to Mosman Park and the development of the Strategy and the Scheme are outlined below.

### **2.3.1 STATE PLANNING POLICY 2 - ENVIRONMENT AND NATURAL RESOURCES (JUNE 2003)**

The Environment and Natural Resources Planning Policy (SPP2) defines the principles and considerations that represent good and responsible planning in terms of environment and natural resource issues within the framework of the State Planning Strategy.

The objectives of the policy are to:

- Integrate environment and natural resource management with broader land use planning and decision-making.
- Protect, conserve and enhance the natural environment.
- Promote and assist in the wise and sustainable use and management of natural resources.

The policy is supplemented by more detailed planning policies on particular natural resources matters that require additional information and guidance. The policy sets out matters that should be taken into consideration in planning strategies, schemes and planning decision-making.

Mosman Park enjoys the benefit of access to some of Perth's most valued natural assets: the Swan River and foreshore to the east and the beach to the west. Due to the established built nature of the Mosman Park environment,

most natural assets are located on public lands and are under the care of either the Town or other responsible environmental agencies. Nevertheless, the recognition, protection, and opportunities for improved connectivity between these assets are matters that will need to be considered in the Strategy and ultimately the new town planning scheme, with guidance being taken from SPP2.

### **2.3.2 STATE PLANNING POLICY 2.6 – STATE COASTAL PLANNING (DECEMBER 2006)**

The State Coastal Planning Policy (SPP2.6) provides high order guidance for decision-making on coastal planning matters. SPP2.6 identifies general measures which should be incorporated into local and regional planning strategies, structure plans, schemes, subdivision and development applications, provides guidance on coastal setbacks and sets building height limits. A height limit of five storeys (not exceeding 21m in height) within 300 metres of horizontal setback datum is specified with local governments being able to specify lower maximum height limits in particular localities in order to achieve outcomes which respond to the desired character, built form and amenity of the locality.

Policy measures include:

- Public interest.
- Coastal foreshore reserve.
- Coastal strategies and management plans.
- Environment.



- Development and settlement.
- Physical processes setback.

It is noted that SPP2.6 is currently the subject of review and that a recommendation is the removal of current height limits.

All applicable policy measures as set out under SPP2.6 will need to be considered in the preparation of the Strategy in terms of their application to that area of Mosman Park within the Leighton Beach area to the west of the Perth-Fremantle Railway Line. Coastal development setbacks are a significant issue in this area and were considered and appropriate arrangements established during the finalisation of Metropolitan Region Scheme Amendment 1074/33 'Leighton Beach and Environs'. This will ensure that future development adjacent to the coast is undertaken in a manner that is environmentally and socially responsible.

### 2.3.3 STATE PLANNING POLICY 2.8 – BUSHLAND POLICY FOR THE PERTH METROPOLITAN REGION (JUNE 2010)

The Bushland for the Perth Metropolitan Region Planning Policy (SPP2.8) aims to provide a policy and implementation framework that will ensure bushland protection and management issues in the Perth Metropolitan Region are appropriately addressed and integrated with broader land use planning and decision-making. This is intended to secure long-term protection of biodiversity and associated environmental values. The policy recognises

the protection and management of significant bushland areas as a fundamental consideration in the planning process, while also seeking to integrate and balance wider environmental, social and economic considerations. In general terms, the policy does not prevent development where it is consistent with identified policy measures and other planning and environmental considerations. The policy applies to the Perth Metropolitan Region, and deals with two distinct subjects, being Bush Forever areas and local bushland.

The objectives of this policy are to:

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



In respect to SPP2.8, the Strategy and ultimately the new Scheme will need to be responsive to the protection and management of significant bushland areas in the locality, including Bush Forever Site Number 335 which is located within Mosman Park.

#### **2.3.4 STATE PLANNING POLICY 2.9 – WATER RESOURCES (DECEMBER 2006)**

The Water Resources Planning Policy (SPP2.9) is directly related to the overarching sector policy SPP2 Environment and Natural Resources policy and provides clarification and additional guidance to planning decision-makers for consideration of water resources. The objectives of this policy are to:

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

Planning should contribute to the protection and wise management of water resources by ensuring local and regional planning strategies, structure plans, schemes, subdivisions, strata subdivision and development applications adopt measures specified in the policy relating to general measures, sources and groundwater resources, wetlands, waterways and estuaries

and total water cycle management.

In respect to SPP2.9, the Strategy and ultimately the new Scheme and associated local planning policies will need to support the protection and wise management of water resources throughout Mosman Park. Measures developed are likely to support broader water conservation initiatives that are developed at a State level and implemented throughout the Perth Metropolitan Area.

#### **2.3.5 STATE PLANNING POLICY 2.10 – SWAN-CANNING RIVER SYSTEM (DECEMBER 2006)**

The Swan-Canning River System Planning Policy (SPP2.10) contains a vision statement for the future of the Swan-Canning river system, policies based on the guiding principles for future land use and development in the precincts along the river system and performance criteria and objectives for specific precincts.

The objectives of this policy are to:

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

In the case of Mosman Park SPP2.10 identifies the abutting portion of the Swan River as falling within the 'Blackwall Reach' Precinct. The policy identifies this part of the river and foreshore as being used intensively for commercial, recreation, transport and marine activities and on this basis access and enjoyment of this part of the river by the public is paramount. The policy also notes that at this point, the river narrows and is flanked by high limestone bluffs sparsely covered with natural vegetation.

In developing the Strategy and the Scheme it will be important to ensure that there are no inconsistencies with the precinct plan framework for the river system and ensuring that future development enhances public access and does not compromise the landscape amenity.

### 2.3.6 STATE PLANNING POLICY 3 – URBAN GROWTH AND SETTLEMENT (MARCH 2006)

The overall aim of the Urban Growth and Settlement Planning Policy (SPP3) is to facilitate sustainable patterns of urban growth and settlement by setting out the requirements of sustainable communities and the broad policy in accommodating urban growth and change. The policy sets out the principles and considerations which apply to planning for urban growth and settlements in Western Australia and identifies the following seven policy measures that form the basis of the policy:

- Creating sustainable communities.
- Managing urban growth and settlement across Western Australia.

- Managing growth in Metropolitan Perth.
- Planning for Liveable Neighbourhoods.
- Co-ordination of services and infrastructure.
- Managing rural residential growth.
- Planning for indigenous communities.

The policy is to be taken into account in preparing regional and local planning strategies, planning schemes and amendments and given weight in statutory decision making.

The policy identifies that whilst the majority of community preference is still for the suburban home, a change in community expectations and preferences towards more compact patterns of development is noted, with an increasing proportion of smaller households seeking a wider range of housing types than the conventional suburban home. A greater interest in compact, mixed-use developments, and returning to established neighbourhoods, such as Mosman Park, is identified.

In this instance, Mosman Park has the advantage of being an established urban community that offers variety in terms of housing type, with good access to public transport, community facilities and locally provided goods and services. The Strategy will need to recognise the need to build on these desirable characteristics through further increases to housing diversity, locating future growth to take advantage of established infrastructure and services and to provide for incremental expansion of goods and services offer to meet the needs of a growing and ageing population.

### **2.3.7 STATE PLANNING POLICY 3.1 – RESIDENTIAL DESIGN CODES (VARIATION 1) (NOVEMBER 2010)**

The Residential Design Codes [SPP3.1] apply to the whole of Mosman Park and control the design and development of housing throughout the area. The purpose of the Residential Design Codes is to provide local governments, the community and the development industry with a comprehensive tool for the control of the built form and density of residential development throughout WA.

Its principal uses are:

- at a strategic level, to ensure that there is an appropriate choice and distribution of housing types and densities to meet the needs of the community as a whole.
- at a detailed level, to ensure that the design and planning of residential development occurs in a way that is appropriate to the needs of its occupants and respectful of the amenity of the locality.

Mosman Park currently includes a range of residential densities from Residential R12.5 (mainly adjacent to the Swan River) to Residential R50 (along parts of Stirling Highway). Increases to existing residential densities will need to be considered in appropriate locations, particularly where supported by the local community and adjacent to the Stirling Highway Activity Corridor and Perth-Fremantle Railway Line to offer alternative housing types for changing population needs. The likely effect of the recently finalised Multi-Unit Housing Code will also need to be considered as this is likely to offer significant advantages in terms

of future multiple dwelling yields in medium to high density residential areas.

### **2.3.8 STATE PLANNING POLICY 3.5 – HISTORIC HERITAGE CONSERVATION (MAY 2007)**

The Historic Heritage Conservation Planning Policy [SPP3.5] sets out the principles of sound and responsible planning for the conservation and protection of Western Australia's historic heritage. The objectives of this policy are:

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

Local planning strategies should have regard to heritage places and areas with care taken to minimise the extent to which land use zoning and other planning controls conflict with, or undermine heritage conservation objectives.

Mosman Park includes a number of houses, churches and other buildings that are of significant cultural heritage value, including three listed on the Heritage Council of Western Australia State Register of Heritage Places. Approximately 60 places are also identified on



the Town's Municipal Inventory (see Figure 5 – Heritage Places).

As identified by the Heritage Council, the care and management of identified heritage places is a matter that is already dealt with under the Town's existing TPS2. This process is expected to continue into the future along with the identification of further heritage places via the on-going development of the Municipal Inventory, further recognition of places in appropriate circumstances and additional consideration being given to offering heritage incentives using the provisions available for inclusion in the new Scheme.

### 2.3.9 STATE PLANNING POLICY 3.6 – DEVELOPMENT CONTRIBUTIONS FOR INFRASTRUCTURE (NOVEMBER 2009)

The Development Contributions for Infrastructure Planning Policy (SPP3.6) sets out the principles and considerations that apply to development contributions for the provision of infrastructure in new and established urban areas, and the form, content and process to be followed. The policy provides an equitable system for planning and charging development contributions and provides certainty to developers, infrastructure providers and the community about the charges that apply and how the funds will be spent.

A fundamental prerequisite of development contribution plans is that local governments will need to plan ahead. The development contribution plan must have a strategic basis and be linked to the local planning strategy

and strategic infrastructure plan and program which identify the infrastructure and facilities required over the next 5-10 years and the cost and revenue sources for the provision of infrastructure. This Strategy aims to provide the strategic basis for the preparation of development contribution plans in Mosman Park in appropriate circumstances, although their applicability in a developed location such as the Town is likely to be limited.

### 2.3.10 STATE PLANNING POLICY 4.2 – ACTIVITY CENTRES FOR PERTH AND PEEL (AUGUST 2010)

State Planning Policy 4.2 Activity Centres for Perth and Peel (SPP4.2) replaces the previous SPP4.2 Metropolitan Centres Policy Statement for the Perth Metropolitan Region, and provides updated guidance in relation to the desired future Perth Metropolitan and Peel Region structure through a revised hierarchy of activity centres.

The main purpose of SPP4.2 is to specify broad planning requirements for the planning and development of new activity centres and the redevelopment and renewal of existing centres. It is mainly concerned with the distribution, function, broad land use and urban design criteria for the development of commercial activity centres, and with coordinating their land use and infrastructure planning. The policy particularly aims to provide a more flexible regulatory approach to enable appropriate commercial, residential, mixed business and retail redevelopment opportunities in activity centres, with a much reduced emphasis on retail floorspace guidelines. It also promotes



good urban design and integration of land use and public transport, while seeking to broaden the economic base of centres to offer a wider range of services and employment. A key objective is to guide and consolidate future non-industrial employment, including retail, into defined nodes that contain a compatible mix of services and economic activities and are well-located to the public transport system.

Local planning strategies are envisaged as a key implementation tool for this policy and are required to reflect relevant policy provisions. The planning conditions of the policy can be used, where justified, to ensure compliance with design standards and controls; diversify use mix; and impose reasonable financial contributions.

In terms of the applicability of SPP4.2, Mosman Park does not contain any higher order activity centres, with the provision of only neighbourhood centres and local nodes to service primarily local needs. The main commercial focus for Mosman Park is the neighbourhood scale mixed commercial area adjacent to the Mosman Park Train Station, bounded by Stirling Highway, the northern border of the municipality, Monument Street and St Leonard's Street. Most of this area is zoned for 'Business' and 'Special Office - Residential'. Mosman Park also has two smaller neighbourhood scale activity centre 'Business Zones' on Wellington Street and Monument Street/Lochee Street, each including a supermarket and a number of local shops/services and restaurants. In terms of future development it is likely that the size

and use diversity of these established centres will continue to develop, particularly along land proximate to the Stirling Highway Activity Corridor. Additional opportunities for local shops to service local resident needs may also be considered in appropriate circumstances.

### 2.3.11 STATE PLANNING POLICY 5.2 – TELECOMMUNICATIONS INFRASTRUCTURE (MARCH 2004)

The Telecommunications Infrastructure Planning Policy (SPP5.2) provides a framework for the preparation, assessment and determination of applications for planning approval for telecommunications facilities within the context of the planning system of Western Australia.

The objectives of this policy are to:

- facilitate the provision of telecommunications infrastructure in an efficient, cost-effective and environmentally responsible manner to meet community needs.
- facilitate the development of an effective statewide telecommunications network in a manner consistent with the economic, environmental and social objectives of planning in Western Australia as set out in the *Planning and Development Act 2005* and the State Planning Strategy.
- assist community understanding of the issues involved in the design and installation of telecommunications infrastructure and provide opportunities for community input to decision-making.

- promote a consistent approach in the preparation, assessment and determination of applications for planning approval for telecommunications infrastructure.
- minimise disturbance to the environment and loss of amenity in the provision of telecommunications infrastructure.
- ensure compliance with all relevant health and safety standards in the provision of telecommunications infrastructure.

The policy applies to the zoning, subdivision and development of land throughout Western Australia in respect to all telecommunications infrastructure other than those facilities exempted under the *Telecommunications Act*.

Whilst current telecommunication facilities in Mosman Park are understood to be meeting current needs, any increases in demand and associated infrastructure requirements that may arise from a growing population will be guided by SPP5.2.

### **2.3.12 STATE PLANNING POLICY 5.4 – ROAD AND RAIL TRANSPORT NOISE AND FREIGHT CONSIDERATIONS IN LAND USE PLANNING (SEPTEMBER 2009)**

The Road and Rail Transport Noise and Freight Considerations in Land Use Planning Policy (SPP5.4) aims to promote a system in which sustainable land use and transport are mutually compatible. It seeks to minimise the adverse impacts of transport noise without placing unreasonable restrictions on noise-sensitive residential development, or adding undue

to the cost of transport infrastructure. The policy applies to proposals for noise-sensitive development in the vicinity of major transport corridors or freight handling facilities, construction of major roads and railways, redevelopment of major roads and railways and freight handling facilities.

Development in certain areas of Mosman Park is likely to be effected by noise impact associated by close proximity to Stirling Highway, and the adjacent Perth-Fremantle Railway Line. Although more distant from sensitive development forms the Curtin Avenue freight route may also require particular attention in terms of noise-sensitivity. Appropriate treatments for noise sensitive development (primary residential development) will need to be considered in appropriate locations, with appropriate reference made to these considerations in the new Scheme.

### **2.3.13 LIVEABLE NEIGHBOURHOODS**

Liveable Neighbourhoods is an operational policy for the design and assessment of structure plans and subdivision for new urban areas in the metropolitan area and country centres. Liveable Neighbourhoods is applied in the design and approval of urban development, structure planning and subdivision for greenfield sites and for the redevelopment of large brownfield and urban infill sites. Future development within Mosman Park will need to consider the requirements of Liveable Neighbourhoods in appropriate circumstances.

## 2.4 REGIONAL STRATEGIES

The following regional strategies are relevant to the Town:

### 2.4.1 DIRECTIONS 2031 AND BEYOND (AUGUST 2010)

Directions 2031 and Beyond (Directions 2031), finalised in August 2010, supersedes Network City and replaces MetroPlan as the highest level spatial framework and strategic plan, providing updated guidance in relation to the desired future and growth of the Perth Metropolitan and Peel Region. It provides a framework to guide the detailed planning and delivery of housing, infrastructure and services necessary to accommodate that growth. Directions 2031 builds on many of the aspirational themes identified in Network City, but also examines some of the strategy's underlying assumptions in the context of contemporary growth trends and the existing structure and form of the city.

Directions 2031 proposes that new growth occur in a more balanced way around a diverse network of activity centres, linked by a robust movement network and supported by a green network of parks, conservation and biodiversity areas so as to achieve a connected city scenario.

Directions 2031 has identified six sub-regional planning areas that will form the basis for future planning and policy development. Each sub-region has its own distinctive characteristics. Mosman Park is located within the Central Metropolitan Perth Sub Region in Directions

2031, which is identified to accommodate a population growth of 205,000 by 2031 with an additional 147,000 jobs.

Growth management strategies and structure plans will be prepared for each of these sub-regional areas to give clear direction regarding the planning, management and staging of urban growth. These strategies and plans will reinforce the strategic objectives outlined in Directions 2031, and will inform:

- the preparation of strategic and statutory plans and policies, by landowners, land and infrastructure developers, and government.
- the consideration and approval of local planning scheme amendments and structure plans by State government agencies, local governments, the WAPC and the Minister for Planning



The Mosman Park Strategy will need to reconcile the strategic objectives of Directions 2031 in terms of accommodating future population and jobs growth within the evolving planning framework. Most population and employment growth is likely to take place within or in proximity of the Stirling Highway Activity Corridor although other opportunities for increased density in established residential areas will need to be considered. Additional population growth is also likely to have implications for the provision of additional goods and services to meet local needs.

#### **2.4.2 DRAFT CENTRAL METROPOLITAN SUB-REGIONAL STRATEGY (AUGUST 2010)**

The draft Central Metropolitan Sub-Regional Strategy is intended to provide guidance to assist with the application of Directions 2031 within the Central Sub-Region at the local level. It addresses issues that extend beyond local government boundaries and that require a regional response, as well as commonly shared issues such as the provision of housing choice and affordability.

It identifies a strategic plan of actions, agency responsibilities and delivery timeframes and links State and local government strategic planning to guide the preparation and review of local planning strategies by:

- Providing information about the level of expected growth in each local government area through the housing targets as identified in Directions 2031.

- Outlining the wide spread of development opportunities throughout the sub-region.
- Investigating the development potential of targeted locations in growth areas, activity centres, urban corridors and TODs.
- Prioritising actions to revitalize or create vibrant activity centres and facilitate the supply, affordability and choice of available housing in areas with easy access to public transport and other essential services.
- Support the planning and delivery of land for employment growth and economic development.
- Identifying key public transport and service infrastructure projects to support growth.
- Informing all levels of government decision-making on where and when to fund the most efficient roll out or upgrading of public infrastructure services.

The draft Central Metropolitan Strategy identifies a housing target for Mosman Park of an additional 900 dwellings by 2031, to be achieved through primarily TOD forms in proximity to the Perth-Fremantle Railway line and brownfields re-development areas adjacent to the Swan River.

The draft strategy will by necessity inform the preparation of the Mosman Park Strategy and the new Scheme, which will need to identify the mechanisms by which the dwelling targets can be achieved. Likely initiatives will be increased densities and diversity of housing types in appropriate locations, a greater focus on mixed use development, increased employment opportunities, and a stronger focus on



maximizing the use of existing public transport infrastructure.

### 2.4.3 PERTH COASTAL PLANNING STRATEGY (MAY 2011)

The Perth Coastal Planning Strategy provides guidance and support to decision-making on the future land use, development and conservation of the Perth metropolitan coastline from Two Rocks to Singleton. The strategy contains recommendations for 56 coastal precincts, one of which is located within Mosman Park.

Mosman Beach has been identified as an 'Open Space' Precinct Type, as it is primarily characterised by passive recreation uses. This use arrangement is likely to continue due to the limited development potential of the Leighton Beach area.

## 2.5 OTHER RELEVANT DOCUMENTS

### 2.5.1 METROPOLITAN REGION SCHEME

The Metropolitan Region Scheme (MRS) is a statutory mechanism applying to the whole of the Perth Metropolitan Region. Similar to other planning schemes, the MRS includes a plan showing zoned and reserved land, and a scheme text that identifies areas of responsibility for, and methods of implementation of the plan.

The MRS requires local government local planning schemes to provide detailed zones and reserves for their part of the region, which must be consistent with the MRS.

MRS amendment 1074/33 (Leighton Beach & Environs) (effective 14 May 2009) has rezoned portions of land zoned 'Urban' under the MRS (Development Zone under the current TPS) and located on the western side of the primary regional roads and railway reservations to be consistent with the existing parks and recreation reservation.

### 2.5.2 STIRLING HIGHWAY ACTIVITY CORRIDOR STUDY

The Stirling Highway Activity Corridor Study (SHACS) is being prepared by the Department of Planning under direction from the WAPC. SHACS is identified by Directions 2031 as a pilot project for urban corridor planning.

SHACS seeks to develop a framework to guide sustainable redevelopment opportunities for land abutting Stirling Highway between Broadway, Nedlands and Queen Victoria Street, North Fremantle, including all of Stirling Highway within Mosman Park. The study is reliant on two inter-related and staged projects, namely;

- Preliminary carriageway design for Stirling Highway to accommodate bus priority lanes, cycle lanes, dedicated right turn lanes, medians for pedestrian safety and landscaping, and to generally improve both the environment and safety of the Stirling Highway activity corridor.
- A staged urban design and form based code study to guide built form and redevelopment opportunities in a sustainably planned manner.

SHACS is guided by a Project Working Group of key stakeholders, including technical representatives (engineering and planning) from the City of Fremantle, City of Nedlands, City of Subiaco, Shire of Peppermint Grove, Town of Claremont and Town of Mosman Park. In addition to local government, Main Roads Western Australian (MRWA) Public Transport Authority (PTA), Bikewest, Urban Development Centre, Department of Transport, and the DP participate in the Project Working Group.

Urban design and form based code elements are anticipated to guide redevelopment and allow for reduced State involvement in Stirling Highway development application assessment where basic criteria are satisfied (vehicular access, land use, setbacks and building height) whilst the carriageway planning will inform a review/amendment to the existing MRS Primary Regional Roads (PRR) reservation. The existing PRR through Mosman Park is not wide enough to cater effectively for public transport (bus queue jump lanes), pedestrian amenity, cycling infrastructure, collocation of services in the road reserve, left/right turn lanes, and general road user safety in the long term.

The final outcomes of SHACS and the proposed MRS amendment of the PRR reservation will be informed by continued participation of the Town in the SHACS Project Working Group and public consultation to enable individuals within the community to comment on relevant issues.

The outcomes of this study will have significant implications for the future development of Mosman Park in terms of TOD and other

redevelopment opportunities associated with the Stirling Highway Activity Corridor. The future amenity of this corridor, in terms of its attractiveness for mixed use development forms will also be impacted upon by the outcomes of the study and the final carriageway design in particular.

### 2.5.3 WAPC OPERATIONAL POLICIES

In addition to the above the WAPC has adopted a range of operational policies to guide its decision making on subdivision and development applications. These policies apply when the Town and the WAPC consider applications for subdivision or development within Mosman Park.

Development Control Policy 1.6 *'Planning to Support Transit Use and Transit Oriented Development'* is of particular relevance to Mosman Park. DC Policy 1.6 seeks to maximise the benefits to the community of an effective and well used public transit system by promoting planning and development outcomes that will support and sustain public transport use, and which will achieve the more effective integration of land use and public transport infrastructure and has the following objectives;

- to promote and facilitate the use of public transport as a more sustainable alternative to the private car for personal travel, to enhance community accessibility to services and facilities, including employment opportunities, community services and recreational facilities, and to improve equity in accessibility for those who do not own or have access to a car.

- to encourage spatial patterns of development that make it easier to plan and efficiently operate public transport services, and for the existing and potential users of public transport to access those services.
- to encourage balanced public transport ridership along transit corridors by creating places that are destinations as well as points of departure.
- to ensure the optimal use of land within transit oriented precincts by encouraging the development of uses and activities that will benefit from their proximity and accessibility to public transport, and which will in turn generate a demand for the use of transit infrastructure and services.
- to ensure that opportunities for transit supportive development are realised, both on public and privately owned land, and that transit infrastructure is effectively integrated with other development, to maximise safety, security and convenience for transit users.

Key objectives and statements identified in DC Policy 1.6 of relevance to the future development of Mosman Park include:

- Higher density residential development should be encouraged close to transit facilities, with the objective of locating greater numbers of residents close to transit services, increasing the potential for those residents to look to transit as a travel option.
- Additional employment opportunities through enhanced commercial development opportunities should be accommodated where possible close to transit facilities. Commercial

development should also recognise likely forms of demand that will be experienced in Mosman Park.

- Pedestrian and cycle linkages between community, recreational and transit facilities should be improved to provide an attractive alternative to the use of the private car.
- Streetscapes should include features that help to promote walking by improving the level of amenity along pedestrian routes to and from the transit facility and activity centres.

#### 2.5.4 WAPC PLANNING BULLETINS AND GUIDELINES

The WAPC has also published a series of Planning Bulletins and practice notes for local governments and State Government Agencies on a range of planning matters.

The Town considers and applies all of the above policies where relevant when carrying out its planning processes and development proposals assessment functions.

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## 3. LOCAL PLANNING FRAMEWORK

### 3.1 LOCAL STRATEGIC PLAN

The Town has adopted a strategic plan for the period 2008-2011, which includes agreed objectives and goals aiming to better the liveability and acknowledge community aspirations for Mosman Park.

The Town's Strategic Plan outlines various relevant goals in relation to future planning including the following:

- To build the Strategy which includes community places to meet the needs of diverse groups.
- To review cycle and pedestrian linkages and networks.
- Explore the increased availability of pocket parks for family utilization.
- Revise the town planning scheme.
- Work in partnership with and influence the DP, MRWA and PTA plans.
- Enhance community facilities and places.
- To appropriately manage redevelopment, growth and density.

The Strategy addresses the objectives of the Town's Strategic Plan and will seek to appropriately manage and influence growth to meet these objectives.

### 3.2 LOCAL TOWN PLANNING SCHEME

The Town's TPS2 is under review in tandem with the preparation of this Strategy, in order to ensure consistency in the delivery of agreed objectives and alignment with the current State legislative and policy framework.

#### 3.2.1 SCHEME AMENDMENTS

The current TPS2 was adopted on 8 October 1999, and includes 13 amendments to date.

The land located on Stirling Highway between Glyde and Stuart Streets opposite the Mosman Park Railway Station is proposed to be rezoned to 'Mixed Business'. This is of particular relevance in terms of setting precedent with respect to road reserve width requirements associated with development of the corridor and the nature and scale of future land use. The outcomes of SHACS will inform the planning for the corridor more accurately and may significantly affect future development opportunities on both private and public land.

### 3.3 LOCAL PLANNING POLICIES

The Town has a number of local planning policies that have been prepared over an extended period of time in order to provide more detailed guidance on issues relevant to subdivision and development in Mosman Park. Policies deal with process matters, general development issues, use specific requirements and place specific matters.

The policy numbers and titles are as follows:

- 3.1.1 – Strata Titles
- 3.1.2 – Carports in Front Setbacks
- 3.1.3 – Cut and Fill and Retaining Walls
- 3.1.4 – Roofing Material
- 3.1.5 – Amalgamation of Lots for Building Site
- 3.1.6 – Gate Houses within Front Setbacks
- 3.1.7 – Front Boundary Fences/Walls
- 3.1.8 – Tennis Court Lighting and/or Overheight Fences
- 3.1.9 – Outbuildings
- 3.2.1 – Battle Axe Subdivision
- 3.2.2 – Lighting in Unit Developments
- 3.2.3 – Home Occupations
- 3.2.4 – Ancillary Accommodation
- 3.2.5 – Development Standards for Swansea Estate, McCabe Street
- 3.2.6 – Setback Standards within Mosman Waters Estate (CSR Subdivision)

3.2.7 – Leighton Marshalling Yards Development

3.2.8 – Subdivision and Development of Lots Adjoining Underwidth Roads

3.2.9 – Minim Cove Estate Design Guidelines

3.2.10 – Alfresco Dining in Public Thoroughfares

### 3.4 WESTERN SUBURBS GREENING PLAN (ECOSCAPE 2002)

The Western Suburbs Greening Plan [Greening Plan] provides design approaches to streetscapes, parks and gardens with a view to encouraging connectivity, enhanced recreational and aesthetic amenity and adding to environmental sustainability. The Greening Plan provides the following aims which are incorporated into the Strategy recommendations.

#### 3.4.1 GREENWAYS

The Greening Plan recommends the use of streetscapes as a means of connecting natural bushland areas and to develop a continuous and contiguous greenway along the river foreshore and coastal areas. The Greening Plan identifies two greenways that pass through Mosman Park, which include coastal reserves and the Swan River foreshore reserves. The Greening Plan identifies the linking of Buckland Hill to Chidley Point via Wellington Street as a significant connection of local and regionally significant vegetation to be linked via streetscapes.

### 3.4.2 RESERVE & PARK MANAGEMENT AND ENHANCEMENT

The protection and management of existing bushland and reserves featuring existing tracts of significant vegetation is encouraged in tandem with the preparation of management plans with community involvement. This would involve increasing the quantity and quality of bushland through restoration projects on sites adjoining existing pockets of remnant vegetation.

## 3.5 WESROC STUDY OF LAND USE PATTERNS AND RESIDENTIAL DENSITIES IN THE WESTERN SUBURBS

Chris Antill Urban Design undertook a desktop study of residential and land use density patterns on behalf of the Western Suburbs Regional Organisation of Councils (WESROC). WESROC is made up of the local governments of Claremont, Cottesloe, Mosman Park, Nedlands, Peppermint Grove and Subiaco. The study area also includes reference to North Fremantle and the Town of Cambridge.

The report presents a detailed analysis of residential densities and comparison between local government areas in relation to demographics attributes. The study addresses regional planning initiatives relating to the Metropolitan Region and at the local government level, suburbs are analysed in terms of accessibility to transport and services, character and the implications for the development of various strategic sites and infill.

The study identifies that the priority for achieving an increase in housing choice would appear to be encouraging the provision of greater numbers of smaller accommodation types. Recommendations include a combination of one and two bedroom dwellings and more flexible housing forms such as 'zone homes'. It is suggested that these outcomes could be achieved through a number of incentive-based planning tools such as dual or split codings; density or height bonuses; relaxation of statutory requirements; tax relief; or Government fee waivers.

The main study recommendations of relevance to Mosman Park are:

- Focus areas for the provision of new medium-density housing and mixed use development are locations where transport, employment, services and recreation are close by and readily available.
- Ensuring that activity centres and transport hubs are destination centres for employment and visitors as well as providing accommodation for new residents will be crucial to the future viability and success of these urban centres;
- All the Western Suburbs local authorities must place an increasing emphasis on expanding the roles of their various activity centres

Matters of relevance to Mosman Park stemming from this study are further drawn upon in later sections of the Strategy.

## 3.6 CONSULTATION

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### 3.6.1 DEPARTMENT OF PLANNING

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Ongoing consultation with the DP (formerly the Department of Planning and Infrastructure) during the preparation of the Strategy has occurred in tandem with discussions relating to the preparation of the new scheme.

The discussions held have influenced the nature by which strategic issues have been addressed with respect to commercial development, sustainability initiatives, the appropriate integration of land use and transport and future housing development within Mosman Park. The DP have indicated an intention to determine the nature of future urban development in proximity to Stirling Highway within Mosman Park. This will aid in achieving the WAPC dwelling target within the area.

### 3.6.2 PRELIMINARY COMMUNITY AND STAKEHOLDER CONSULTATION

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Preliminary community and stakeholder consultation has been undertaken to facilitate the creation of the Strategy and the new Scheme. The suggestions and comments received during the initial consultation process generally relate to the future development potential of particular areas, which may be currently under-developed or under-utilised. Specifically, a number of residents have expressed the view that they wish to age in place on smaller low maintenance lots.

REFER APPENDIX 1 – SCHEDULE OF SUBMISSIONS



## 4. LOCAL GOVERNMENT PROFILE

### 4.1 PREAMBLE

Mosman Park is bounded by Johnston Street, the Town of Cottesloe and the Shire of Peppermint Grove in the north, the Swan River in the east and south, the City of Fremantle in the south-west and the Indian Ocean and Stirling Highway in the west. It has a total area of 4.3 square kilometres with a varied topography featuring scenic elevations overlooking the Swan River and is located approximately 14 kilometres from the Perth CBD and 3 kilometres from the City of Fremantle.

REFER TO FIGURE 1 – MOSMAN PARK CONTEXT PLAN

Mosman Park has a long history, being administered by the Perth Road Board from 1871 to 1893. Separation from the Town of Claremont Road District occurred in 1893, followed by separation into those areas now known as the Town of Cottesloe, the Shire of Peppermint Grove and the Town of Mosman Park as a result of applications made by local residents.

### 4.2 MAJOR ACTIVITIES AND PHYSICAL DESCRIPTION

Major land uses within Mosman Park include the Monument Street and Wellington Street Neighbourhood Activity Centres, in addition to a business and shopping precinct adjacent to Stirling Highway in the vicinity of Glyde and Stuart Streets. Mosman Park contains a number of educational establishments, including the Iona Presentation Primary and Secondary Schools and St. Hilda's Anglican Primary and Secondary Schools for Girls.

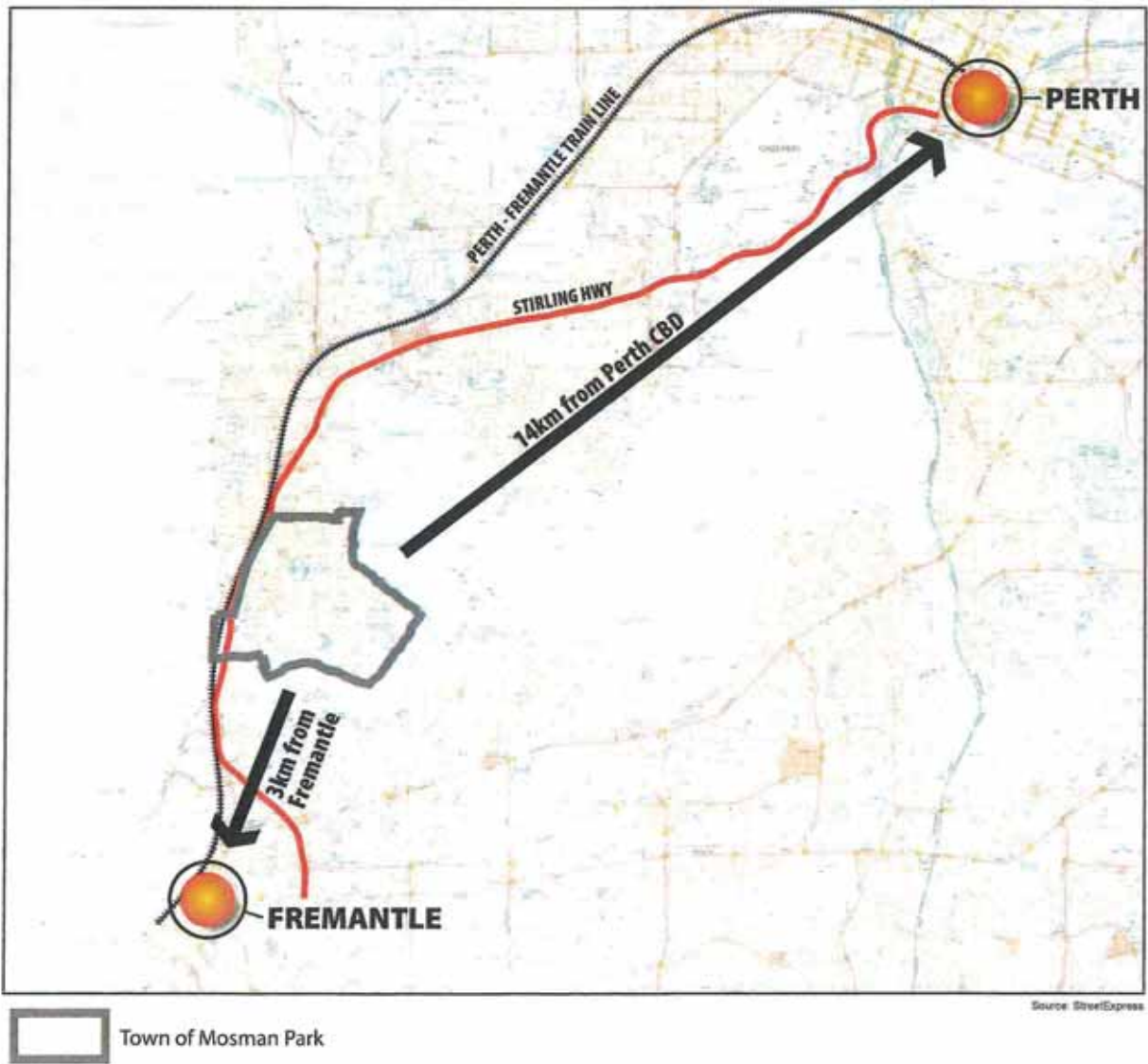
Bushland reserves are also a significant and attractive feature of Mosman Park, with passive and active recreation spaces making up a large proportion of the total area of the municipality.

Attractive reserves exist along the Swan River foreshore. The area is well served by a number of well-maintained parks and there are plans for the provision of a regional park connecting the river and sea through Buckland Hill.

Stirling Highway traverses through Mosman Park, connecting with Fremantle to the south and the Perth CBD to the north-east. Mosman Park is characterized predominantly by residential development and provides an attractive living environment for residents with convenient access to the Perth CBD and Fremantle for employment, shopping and entertainment.

Existing zone density and actual versus planned density studies are included in Section 4.3.9 of the Strategy and provide an overview of the level of land that has not been developed to its full zoning potential and also in respect to the distribution of density throughout Mosman Park.

FIGURE 1 – MOSMAN PARK CONTEXT PLAN



## 4.3 POPULATION AND HOUSING

The statistics in the following sections have been obtained from Australian Bureau of Statistics (ABS), Census of Population and Housing 2006 data calibrated by Profile id for the Western Suburbs Regional Organisation of Councils, and available from the WESROC website. Note that whilst Profile id states that all due care has been taken to ensure that the data are accurate, there may be errors or omissions due to rounding and otherwise, including potential minor inconsistencies with other ABS data sets.

### 4.3.1 CURRENT POPULATION

Mosman Park had an estimated resident population of 8,248 people as at 2006. The population as at 2001 was 7,939 people, representing growth of 309 persons or 3.8% between 2001 and 2006. Residents comprised 4,475 (54.2%) females and 3,774 (45.8%) males as at 2006 (ABS - 2006 Census).

### 4.3.2 RESIDENT AGE STRUCTURE

Table 1 at Appendix 2 provides an overview of the age structure and composition of the LGA as at 2006.

REFER APPENDIX 2 - TABLE 1: AGE STRUCTURE AND COMPOSITION

The median age of persons in Mosman Park is 38, compared with a national average of 37 as at 2006. It is evident that Mosman Park comprises a population having an age structure and distribution very similar, but slightly older than that of the entire population of Australia. Approximately a third of residents are under the age of 24.

### 4.3.3 WEEKLY INCOME

The median individual weekly income in Mosman Park was \$533 as at 2006, exceeding that of the national average which was \$466. The median weekly family income was \$1,852, compared with \$1,171 for Australia. Households and residents in Mosman Park therefore generally have incomes exceeding the national average.

### 4.3.4 EDUCATION ATTAINMENT

The following analysis explores the level of education attained by people in Mosman Park as at 2006, compared to that of the entire Perth Statistical Division. The data shows that there was a larger proportion of people holding formal qualifications than those not holding any. The level of education attained provides an indication as to:

- Economic status.
- The age of the population (younger people are more likely to have a university degree).



The data reveals that 49.8% of the population held formal qualifications, while 35.2% of the population held none.

REFER APPENDIX 2 - TABLE 2: EDUCATION ATTAINMENT: RESIDENT AGES BETWEEN 15 AND 85+ YEARS.

It is evident that the proportion of residents within Mosman Park having a bachelor or higher degree is greater on average than that of the entire Perth Metropolitan Statistical Area. A lower proportion of people in Mosman Park hold an advanced diploma or vocational qualification than within the entire Perth Metropolitan Statistical Area and a slightly smaller percentage have no qualifications.

#### 4.3.5 COUNTRY OF BIRTH

Compared to the Perth Statistical Division as at 2006, it is evident there was a similar proportion of people born overseas in Mosman Park. Overall, 28.8% of the population in Mosman Park were born overseas, and 13.2% were from a non-English speaking background, compared with 31.3% and 14.6% respectively for the Perth Statistical Division. The major differences between Mosman Park and the Perth Statistical Division is that Mosman Park includes a larger percentage of people born in the United States of America [1.2% compared to 0.4%].

REFER APPENDIX 2 - TABLE 3: COUNTRY OF BIRTH

#### 4.3.6 HOUSEHOLD AND FAMILY STRUCTURE

Mosman Park has a higher proportion of single person households and a lower number of family households relative to the entire Perth Metropolitan Statistical Area. This is related in part to the nature of the housing stock in Mosman Park, which comprises a higher level of flats, units and apartments relative to other inner and middle local government areas.

REFER APPENDIX 2 - TABLE 4: HOUSEHOLD COMPOSITION

#### 4.3.7 HOUSING CHARACTERISTICS

Mosman Park has a significant number of older residential flats, mostly located close to Stirling Highway, Victoria Street and within proximity to the Mosman Park and Victoria Street Railway Stations. The area east of Stirling Highway between Boundary Road to the south, Glyde Street to the north, and Solomon Street to the east is the largest pocket of higher density housing in the western suburbs. This locality is well placed, providing convenient access to the Perth-Fremantle rail transport corridor.

### Household Type

Single detached dwellings constitute the highest proportion of housing stock in Mosman Park, which is characteristic of the entire Perth Metropolitan Statistical Area. However, Mosman Park generally contains a higher than average level of flats, units and semi-detached units / townhouses compared to the combined inner and outer areas of the Perth Statistical Area.

Higher density dwellings within Mosman Park provide accommodation for older people in retirement villages, or for those who are downsizing into lower maintenance dwellings. In addition, students and younger people entering the housing market who are yet to purchase a home often reside in these units.

REFER APPENDIX 2 - TABLE 5: HOUSEHOLD TYPE - OCCUPIED PRIVATE DWELLINGS

### Change in Housing Stock

Mosman Park has experienced an increase in single dwellings as a proportion of total housing stock. This is also true of the entire Perth Metropolitan Statistical Area. Other forms of housing have declined as a proportion of total housing stock from 1981 to 2006.

REFER APPENDIX 2 - TABLE 6: DWELLING TYPE - CHANGE IN SEPARATE DWELLING NUMBERS

### Dwelling Growth

During the period 2001-2006 Mosman Park experienced a net gain in dwelling numbers of 2.5%, being a rate below that of the entire Perth Statistical Area. Landcorp has been developing and selling land at its Minim Cove residential estate that will eventually yield in excess of 150 single residential lots. Previous major residential developments in the municipality include Buckland Hill, Mosman Waters and the Swansea developments.

REFER APPENDIX 2 - TABLE 7: TOTAL DWELLING GROWTH 2001-2006 (INCL. UNOCCUPIED)

### Average Occupancy Rate

The occupancy rate within Mosman Park as at 2006 was 2.37. The average occupancy rate for Australia was 2.6.

For the purpose of comparison, the occupancy rate for the entire Perth Metropolitan Region is described below:

1971 - 3.3 persons per dwelling

1981 - 2.9 persons per dwelling

2006 - 2.58 persons per dwelling

2021 - 2.39 persons per dwelling (Projected)

[Source: ABS, DP, WESROC Density Study]

#### 4.3.8 POPULATION PROJECTIONS

The DP has produced population projections, providing a broad indication as to anticipated population growth based on existing known development parameters and forecast population characteristics. The projections are depicted in Appendix 2 - Table 8: Population Projections.

REFER TO APPENDIX 2 - TABLE 8: POPULATION PROJECTIONS

#### 4.3.9 DWELLING DENSITY ANALYSIS

##### Zone Densities

Zone Density is a measure of dwelling density utilised by the DP to identify the relationship between the area of zoned land within a Census Collection District and the number of dwellings located on a specific zone. This measure is calculated using the following formula:

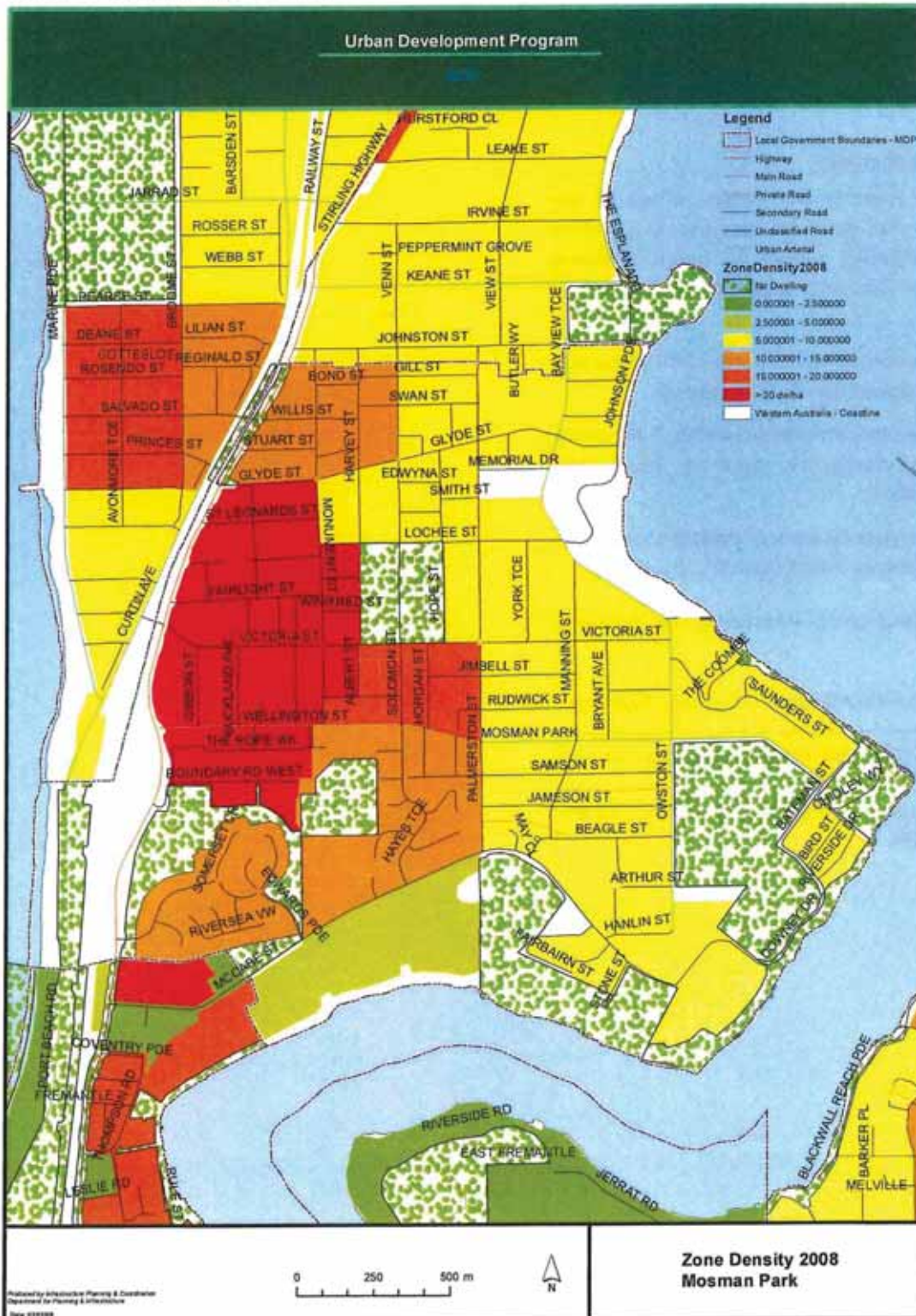
$$\text{Zone Density} = \frac{\text{Total number of dwellings}}{\text{Total area (hectares) of zoned land}}$$

The following map depicts the distribution of dwelling density throughout Mosman Park. It is evident that higher density development is generally clustered adjacent to Stirling Highway. Lower density residential development predominates in eastern parts of Mosman Park, adjoining the Swan River.

REFER TO FIGURE 2 – ZONE DENSITY 2008 (DP).



FIGURE 2 – ZONE DENSITY 2008 (DP)



### Density Ratio Analysis

The Density Ratio is a measure of actual site density and the 'planned' density as specified by the R-Coding under a town planning scheme. The following map may be interpreted as follows:

- Where the density ratio is less than 1 the actual density is lower than R-Code density;
- Where the density ratio is equal to 1 the actual density is exactly the same as the R-Code density; and
- Where the density ratio is greater than 1, the actual density is higher than R-Code density.

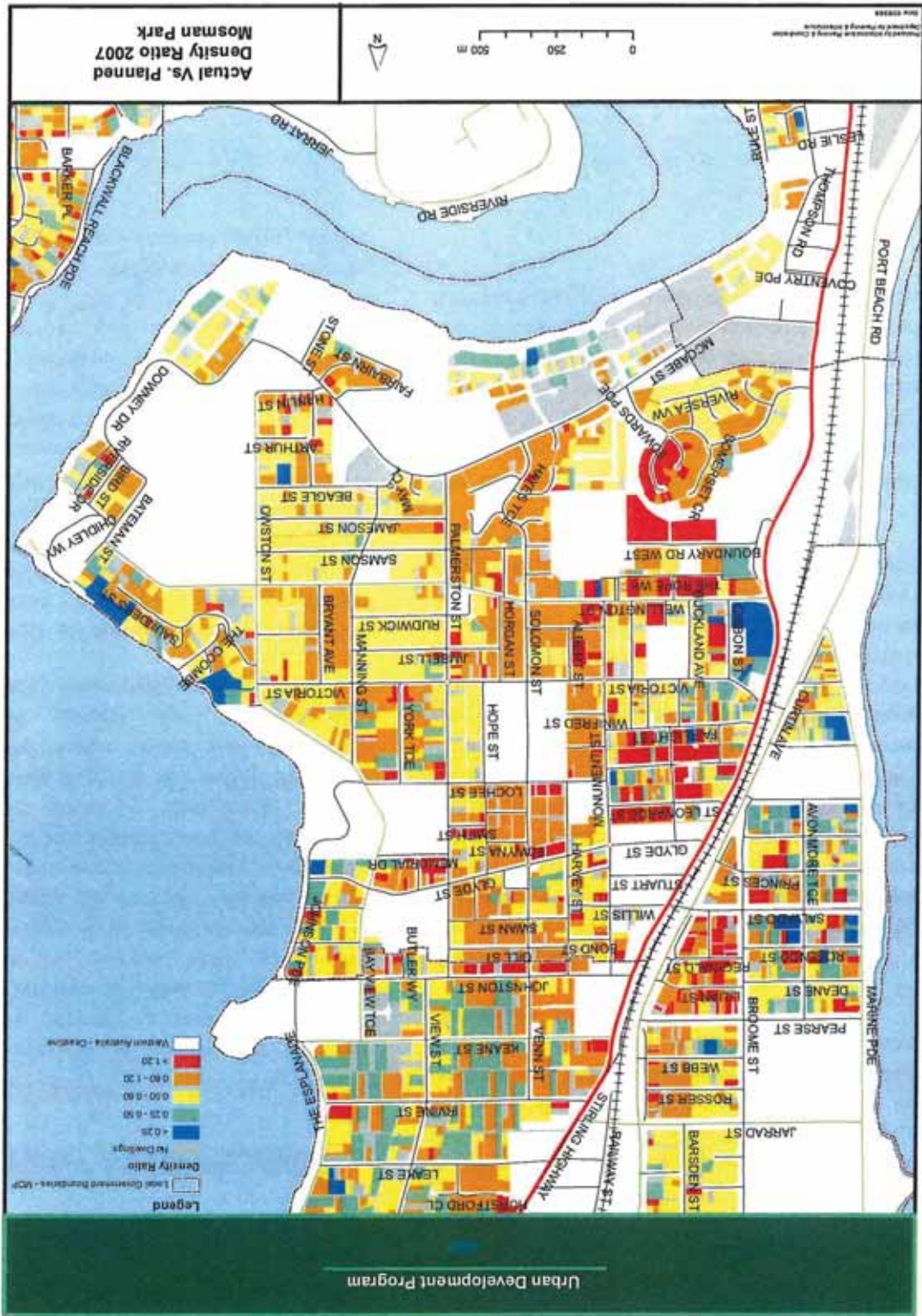
This measure is calculated using the following formula:

$$\text{Density Ratio} = \frac{10,000\text{sqm} / \text{Area per Dwelling}}{10,000\text{sqm} / \text{R-Code Average Lot Size}}$$

REFER TO FIGURE 3 - PLANNED VS ACTUAL DENSITY RATIO 2007 (DP)



Figure 3 – Planned vs Actual Density Ratio 2007 (DP)





## 4.4 ECONOMY AND EMPLOYMENT

### 4.4.1 LOCAL ECONOMY

The main commercial focus and location for economic activity in Mosman Park is the mixed commercial area adjacent to the Mosman Park Train Station, within the Stirling Highway Corridor. It is generally bounded by Stirling Highway, the northern border of the municipality, Monument Street and St Leonards Street. Most of this area is zoned for 'Business' and 'Special Office - Residential' under TPS2. The Town also has two small 'Business Zones' on Wellington Street and Monument Street/Lochee Street that accommodate neighbourhood scale activity centres.

Due to being a predominantly residential suburb, Mosman Park has a relatively limited number of commercial areas that form part of the local economic base. With the exception of some businesses on Stirling Highway that trade off passing traffic, most commercial areas are primarily focussed on meeting the needs of the local population. Existing activities within commercial areas are strongly dominated by retail and to a lesser degree office/business and health/welfare and community activities particularly along Stirling Highway and at the Monument Street Neighbourhood Centre. There is no remaining industrial activity within Mosman Park.

In terms of local business activity, as at February 2011 there were 800 businesses in Mosman Park with 500 having no employees. An additional 5-10% of businesses are also likely to be operating in the area that are registered elsewhere (AECgroup 2011).

There are also 325 individuals in the locality who receive income from an unincorporated business (ABN). These types of businesses usually have around five employees with one owner. They are generally associated with an ageing workforce and often provide specialised consulting services. The individuals within Mosman Park with unincorporated businesses earn the third highest income from these businesses in the Perth Metropolitan Region (following Peppermint Grove and Subiaco). With an average income of \$108,000 they provide the primary economic value adding in the area, being in the order of \$35 million taxable income (AECgroup 2011).

The considerable number of private schools within Mosman Park, such as St Hilda's Anglican School and Iona Presentation College also have a significant impact on the local economy due to the presence of boarders and due to local expenditure associated with staff and parents regularly accessing local facilities.

#### 4.4.2 EMPLOYMENT

An analysis of the jobs held by the resident population in Mosman Park in 2006 shows the three most significant industry sectors were: Health Care and Social Assistance (517 persons or 14.1%); Professional, Scientific and Technical Services (448 persons or 12.2%); and Education and Training (393 persons or 10.7%). In combination these three industries employed 1,358 people in total or 37.1% of the employed resident population.

In comparison, the population of the Perth Statistical Division employed 10.8% in Health Care and Social Assistance; 7.4% in Professional, Scientific and Technical Services; and 7.9% in Education and Training. The major differences between the jobs held by the population of Mosman Park and the Perth Statistical Division were:

- A larger percentage persons employed in Professional, Scientific and Technical Services (12.2% compared to 7.4%).
- A larger percentage persons employed in Health Care and Social Assistance (14.1% compared to 10.8%).
- A smaller percentage persons employed in Manufacturing (5.8% compared to 9.9%).
- A smaller percentage persons employed in Construction (5.3% compared to 8.8%).

Source: WESROC Community Profile (2006)

#### 4.4.3 OCCUPATIONS OF THE POPULATION

The occupations of the local work force are an important indicator of its characteristics. Occupation is an indicator of the socio-economic status and skill base of an area.

REFER APPENDIX 2 - TABLE 9: OCCUPATION - RESIDENT AGES OF 15 YEARS AND OVER

An analysis of the occupations held by the resident population in Mosman Park in 2006 shows the three most popular occupations were: Professionals (1,325 persons or 36.2%); Managers (572 persons or 15.6%); and Clerical and Administrative Workers (395 persons or 10.8%). In combination these three occupations accounted for 2,292 people in total or 62.6% of the employed resident population.

In comparison, the Perth Statistical Division employed 20.6% as Professionals; 11.3% as Managers; and 15.8% as Clerical and Administrative Workers. The major differences between the occupations of the population of Mosman Park and the Perth Statistical Division were:

- A larger percentage of persons employed as Professionals (36.2% compared to 20.6%).
- A larger percentage of persons employed as Managers (15.6% compared to 11.3%).
- A smaller percentage of persons employed as Technicians and Trades Workers (8.3% compared to 15.8%).
- A smaller percentage of persons employed as Clerical and Administrative Workers (10.8% compared to 15.8%).

The largest changes in the occupations held by the resident population Mosman Park between 2001 and 2006 were: Professionals (+184 persons); and Managers and Administrators (+55 persons).

Source: WESROC Community Profile (2006)

#### 4.4.4 TRAVEL TO WORK

The travel habits of resident employees within Mosman Park are described in Appendix 2 - Table 9: Employment & Travel to Work 2006.

REFER APPENDIX 2 – TABLE 10: EMPLOYMENT & TRAVEL TO WORK

The journey to work habits of residents in Mosman Park are summarised as follows:

- 2,269 Mosman Park residents travel to work by car (93% as driver);
- 507 Mosman Park residents travel to work by public transport (78% by train, the rest by bus or other alternative);
- 84 Mosman Park residents walked to work;
- 46 Mosman Park residents cycled to work;
- 190 Mosman Park residents worked from home.

These statistics are likely to be a reflection of age and income, but also relate to the proximity of Mosman Park to the Perth CBD and regional centres, which are convenient to access by private vehicle. These characteristics are likely to have resulted in a relatively low number of workers travelling to work by public transport (14%).

Due to the predominantly residential nature of the area, Mosman Park attracts a low number of workers from outside its boundary and incorporates a low level of self-containment with respect to resident employees.

#### 4.4.5 RESOURCE AND SERVICING REQUIREMENTS

In terms of resource requirements, the relatively small scale and localised nature of most economic activity means that needs are predominantly met from within or close to the Mosman Park area. Due to the nature of most non-retail commercial activity, material needs are minimal although there is likely to be a reliance on telecommunications facilities meeting the information needs of professional workers. Energy requirements are being met through existing supply and lower level upgrading as necessary to support new development.

In terms of servicing requirements good connectivity to external employment areas such as the Perth CBD is significant, particularly for private transport and to a lesser extent public transport. Due to the relatively mature nature of most of the locality, essential service provision is being met through existing supply with low level upgrading as required.



#### 4.4.6 TRENDS IN ECONOMIC DEVELOPMENT AND FUTURE EMPLOYMENT

The WAPC's discussion paper Greater Perth - Economy and Employment (2003) provides an overview of the expected future for the Perth economy based on current trends and an extrapolation of occurrences within the economy.

The discussion paper indicates that the economic growth of the Perth Metropolitan Region will rely largely on growth in business, health, education, community, recreation and cultural services. Support industries servicing the mining industry are also of high relevance. Service industries account for 70% of employment and the same share of value in Gross Domestic Product (GDP).

Industrial employment and development is of far less relevance, with the majority of industrial land now accommodating service industry and retail employment. Employment in industrial activities such as manufacturing has declined from 29% in 1954 to 11% in 2003.

There will be fewer full-time jobs, more part time jobs and a continued increase in the proportion of women in the workplace.

An increase in the number of employees working from home is forecast, as a result of expansion within the service industry.

## 4.5 RETAIL AND COMMERCE

### 4.5.1 PREAMBLE

Existing commercial areas within Mosman Park are generally confined to meeting local residents requirements in terms of day-to-day and weekly shopping needs and capitalising on opportunities afforded by passing traffic along Stirling Highway.

### 4.5.2 COMMERCIAL CENTRES WITHIN MOSMAN PARK

As indicated previously, Mosman Park contains the following commercial and activity centres:

- The mixed commercial area adjacent to the Mosman Park Train Station, within the Stirling Highway Corridor and bounded by Stirling Highway, the northern border of the municipality, Monument Street and St Leonards Street.
- Monument Street Neighbourhood Centre
- Wellington Street Neighbourhood Centre
- Miscellaneous commercial developments (local shops, service stations etc)

The hierarchy and floorspace composition of commercial centres within Mosman Park is shown in Figure 4 - Commercial Centres Hierarchy.

REFER TO FIGURE 4 - COMMERCIAL CENTRES HIERARCHY



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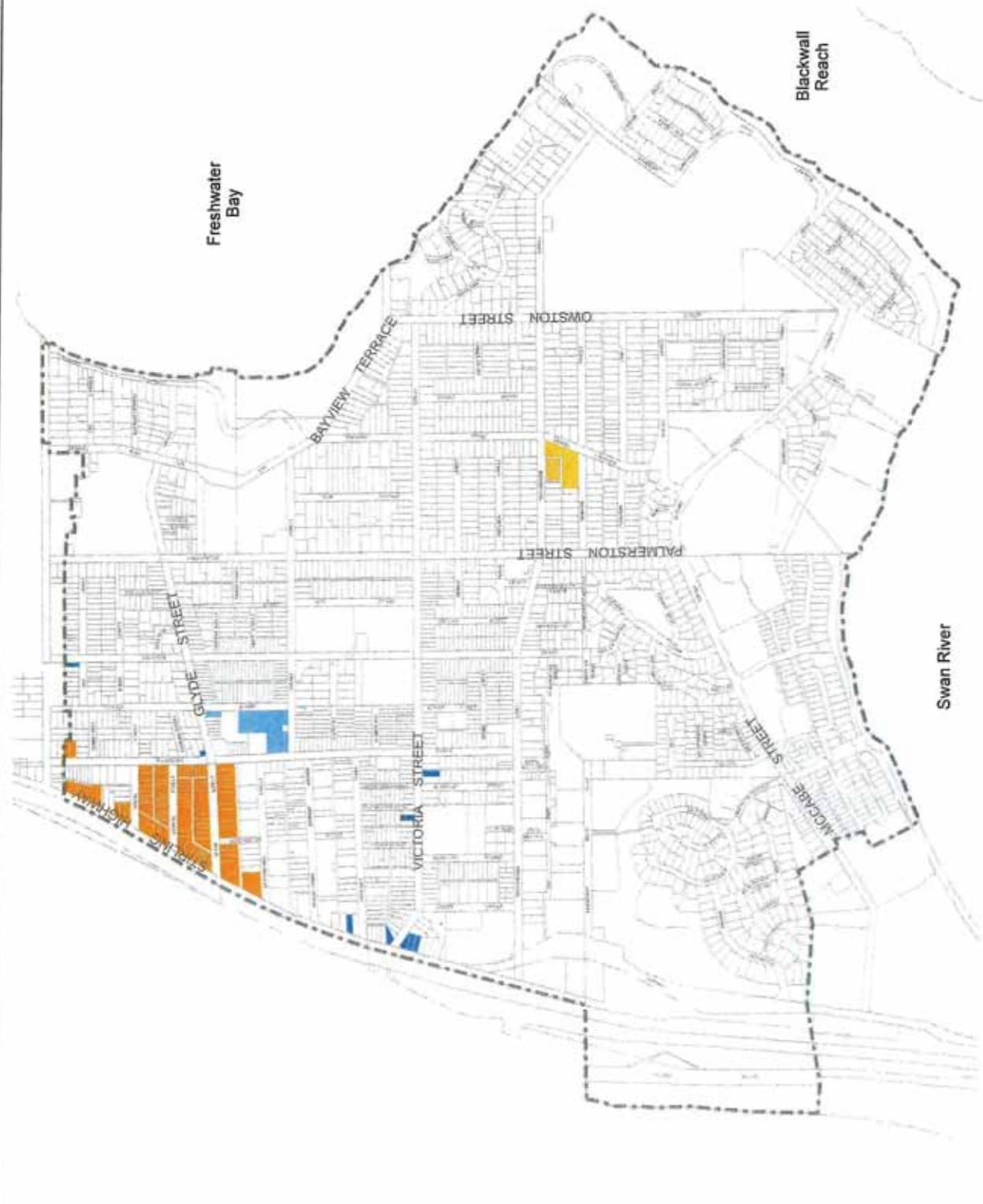
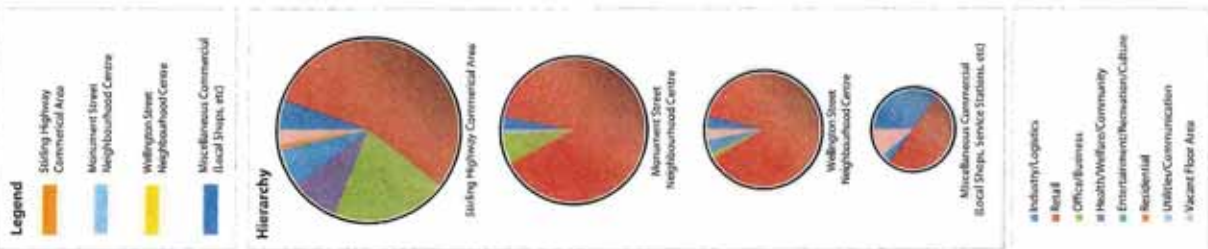


Figure 4 - Commercial Centres Hierarchy  
Mosman Park LPS



10000 PLS AREA  
AND URBAN DESIGN



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The commercial and activity centres in Mosman Park have a floor space composition as depicted in Table 1

TABLE 1 – MOSMAN PARK COMMERCIAL AND ACTIVITY CENTRES FLOOR SPACE COMPOSITION

	Stirling Highway Commercial Area	Monument Street Neighbourhood Centre	Wellington Street Neighbourhood Centre	Miscellaneous Commercial (Local Shops, etc)
Industry/Logistics	460	127	103	480
Retail	4691	3786	2353	690
Office/Business	1777	300	46	0
Health/Welfare/Community Services	741	0	0	0
Entertainment/Recreation/Culture	578	0	100	55
Residential	80	0	0	0
Utilities/Communication	0	30	0	0
Vacant Floor Area	218	0	80	150
<b>Total Floor Area</b>	<b>8545</b>	<b>4243</b>	<b>2682</b>	<b>1375</b>

Source: DP Land Use and Employment Survey [2008]

Shops within the Stirling Highway Commercial Area include clothing stores, a pharmacy, liquor store, toyshop, a restaurant, video store and beauty salons. Offices include health services, dentists, architects and settlement agencies.

The Monument Street Neighbourhood Centre features a Coles supermarket, beauty salon, Australia Post, pharmacy, fruit and vegetable store and other convenience goods and services. Vehicle and pedestrian access to the centre, particularly from Stirling Highway could be enhanced through greater legibility in the local movement network.

The Wellington Street Neighbourhood Centre features an Australia Post shop, restaurants/cafes, an IGA supermarket, hairdresser and laundrette in addition to other convenience goods and services.

The miscellaneous commercial developments category includes activities such as local shops and service stations within Mosman Park not located in a commercial centre or activity centre.



### 4.5.3 ACTIVITY CENTRES IN A REGIONAL CONTEXT

The Perth CBD is within a relatively short distance from Mosman Park. Regional Centres offering higher order goods, services and employment opportunities to residents within Mosman Park include the regional centres of Claremont and Subiaco, located four kilometres and 12 kilometres north east respectively and the Fremantle Strategic Regional Centre, located approximately 4 kilometres south.

District Centres in the locality include:

- Cottesloe Town Centre, located less than one kilometre north.
- Floreat Forum, located approximately nine kilometres to the north.

### 4.5.4 FLOORSPACE REQUIREMENTS

The existing hierarchy, size and composition of activity centres are meeting the current convenience retail needs of the Mosman Park population. Future needs will be determined by the size and nature of future population growth and on this basis retail floorspace growth is likely to be relatively limited.

The current and likely future population of Mosman Park also have higher proportions of both high income and slightly below average income earners. This means that future retail floorspace demand is likely to be two pronged with further demand for both higher end and traditional retail.

The private schools in the area have and will continue to impact on the local expenditure profile. The impact of boarders will be one issue that shapes local demand. A further two fold effect is that private schools will attract wealthier people to the locality, both visitors (parents and others) and those who choose to locate in the area because of the schools.

The high end demand and the effect of the private schools is likely to increase overall demand for boutique and non-anchored retail in main street formats.

The outcomes of SHACS are also likely to have a significant impact on retail dynamics in Mosman Park. The retail focus will be taken off Stirling Highway, as the amenity of the urban environment for this type of use to be attractive is likely to be compromised. Former retail areas will then probably be replaced by offices that act as a buffer between the highway and higher amenity retail/main street developments set further back. Notwithstanding that it would be most ideal to run main streets parallel to the highway, due to the established pattern of development, enhanced main streets are likely to run perpendicular to Stirling Highway (e.g. Glyde Street and Stuart Street).

The Wellington Street Neighbourhood Centre is likely to grow and expand to meet demand as population and wealth increase, particularly due to its 360 degree catchment.

Smaller shops that are not located in defined activity centres such as corner stores and local shops are likely to be rejuvenated and required to meet local convenience needs, and even more importantly to act as community facilities / meeting places. They are unlikely to be a source of competition to neighbourhood and higher level centres and on this basis should be encouraged although impacts on local amenity will need to be managed.

There is likely to be significant increases in demand for small offices with floor plates less than 500m<sup>2</sup> and generally providing for no more than 20 employees. These activities will primarily service the needs of the local catchment (medical, real estate, accountants, lawyers etc). Land abutting Stirling Highway may accommodate larger more traditional commercial office development and there is the potential for more businesses to establish on larger residential lots or amalgamated sites without impacting on the amenity of the surrounding area. Opportunities for smaller offices within shared office suites could also be explored, particularly within the Stirling Highway Commercial Areas near the Mosman Park Train Station.

The aging population and increasing wealth will lead to greater demand for and therefore ability to support more medical services. Due to the nature of the local population a higher quality medical services offering is also likely to be expected.

## 4.6 HERITAGE AND TOURISM

### 4.6.1 TOURISM IN THE TOWN OF MOSMAN PARK

Currently, tourism activity within Mosman Park are concentrated on the Swan River foreshore precincts, which includes jetties, biking and walking trails, a golf club, canoe club, a restaurant, parks and passive recreation areas. Limited tourism activity may be occurring at Leighton Beach but is currently limited by a lack of facilities.

In addition to these features, the 'Around the River Heritage Trail' has been prepared by the Town to illustrate the history the area. The six-kilometre trail includes plaques detailing points of interest throughout the area. Other historic features within Mosman Park that are of tourism interest include the Memorial Hall, which provides cinema entertainment facilities.

Mosman Park is not, however, considered to be a significant tourism destination, and functions more as a transitional suburb between tourism destinations such as Fremantle and Cottesloe. Currently there is very little tourist related accommodation in Mosman Park with only low scale bed and breakfast facilities and a converted apartment building available for short stay accommodation.

There is likely to be very limited additional tourist accommodation development given the lack of availability of appropriate sites within the residential areas near the Swan River and due to the separation of the area from key coastal foreshore areas by the railway and major roads. It is anticipated however, that opportunities and flexibility for low scale tourism accommodation will be provided for within the new Scheme in appropriate circumstances close to Stirling Highway, where local residential amenity is not compromised.

#### 4.6.2 HERITAGE LISTED SITES

Mosman Park includes a number of houses, churches and other buildings that are of significant cultural heritage value.

Current heritage protection controls and provision for heritage places are adequately catered for under the current TPS2, as identified by the Heritage Council of Western Australia. All items listed on the Heritage List attached to TPS2 and the Town's Municipal Inventory of Heritage Places are depicted in Figure 5 below.

In addition to the information depicted on Figure 5, sites entered in the Register of Heritage Places pursuant to Section 51 of the *Heritage of Western Australia Act 1990* include:

- Leighton Battery at the Corner of Stirling Highway and Boundary Road.
- Memorial Hall at 12 Lochee Street.
- St. Luke's Anglican Church, Monument Street.

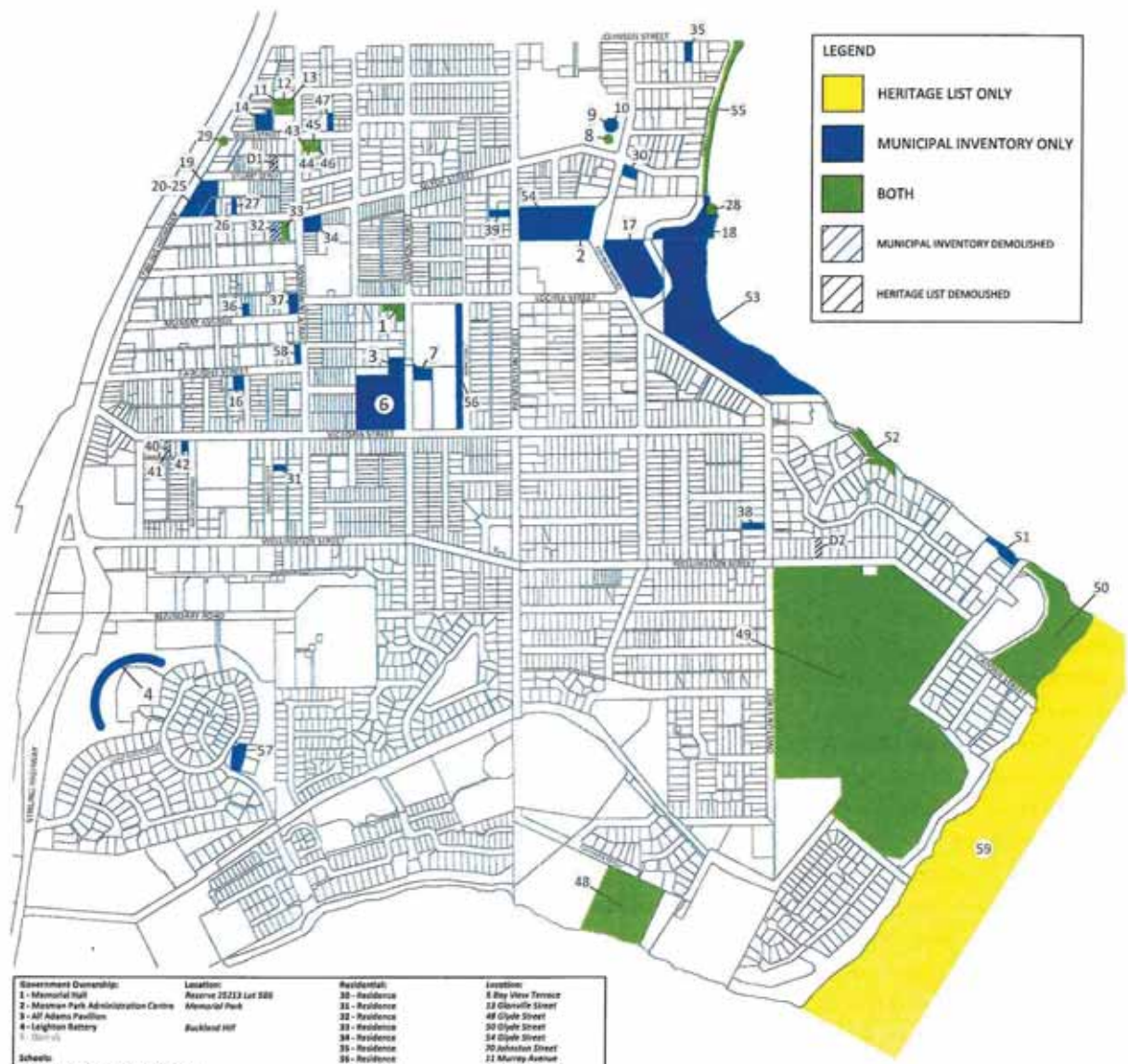
REFER TO FIGURE 5 - HERITAGE PLACES

#### 4.6.3 ABORIGINAL HERITAGE

The Department of Indigenous Affairs (DIA) maintains information relating to the indigenous history of sites within the Perth Metropolitan Region. A consultation exercise should be undertaken with local Aboriginal custodians to determine appropriate management and treatment of reserves within Mosman Park. Significant sites for which heritage surveys have been undertaken include Freshwater Bay, Rocky Point, Blackwall Reach and the Victoria Street Station.



FIGURE 5 - HERITAGE PLACES



<b>Government Ownership:</b>	<b>Location:</b>	<b>Residential:</b>	<b>Location:</b>
1 - Memorial Hall	Assume 2213 Lot 588	30 - Residence	8 Bay View Terrace
2 - Maesman Park Administration Centre	Memorial Park	31 - Residence	18 Glenville Street
3 - Alf Adams Pavilion		32 - Residence	48 Clyde Street
4 - Leighton Battery	Backland Hill	33 - Residence	50 Clyde Street
5 - Shrine		34 - Residence	54 Clyde Street
<b>Schools:</b>		35 - Residence	70 Johnston Street
6 - Maesman Park Primary School and Fig Tree		36 - Residence	71 Murray Avenue
7 - Maesman Park Kindergarten		37 - Residence	78 Murray Avenue
8 - Grand View House	St Milla's Anglican School	38 - Residence	76 Cheston Street
9 - Catherine House	St Milla's Anglican School	39 - Residence	30 Palmerston Street
10 - Chapel	St Milla's Anglican School	40 - RESACULATED	17 Sweet Street
<b>Church:</b>		41 - Residence	18 Wiltona Street
11 - St Luke's Anglican Church		42 - Residence	20 Victoria Street
12 - Alexandra Hall		43 - RESACULATED	26 Victoria Street
13 - The Rectory		44 - Residence	113 Wellington Street
14 - Community Church		45 - Residence	16 Willis Street
15 - Sts Thoma and St. Rita		46 - Residence	18 Willis Street
16 - Baptist Tabernacle		47 - Residence	22 Willis Street
17 - Sts Thoma and St. Rita		48 - Residence	25 Willis Street
<b>Clubs:</b>		<b>Reserves:</b>	
17 - Maesman Park Bowling Club, Clubhouse and Greens	Maesman Bay	48 - Minn Cove	
18 - Seon Canoe Club, Clubhouse	Maesman Bay	49 - Chilling Point Golf Course	
<b>Commercial:</b>		50 - Chilling Point Reserve	
19 - Shop	26 - 28 Stuart Street	51 - Green Place Reserve	
20 - Shop	194 - 595 Stirling Highway	52 - The Columbe and The Clons	
21 - Shop	598 - 604 Stirling Highway	53 - Bay View Park	
22 - Shop	606 - 620 Stirling Highway	54 - Memorial Park	
23 - Shop	622 - 634 Stirling Highway	55 - Maesman Bay Foreshore	
24 - Shop	636 - 622 Stirling Highway	56 - Pine Trees on Devils Oval and Bush Field	
25 - Shop	624 - 625 Stirling Highway	57 - Five Trees on Backland Hill	
26 - Shop	1 - 5 Clyde Street	58 - Three Boys Park	
27 - The Citadel	12 Clyde Street	59 - Blackwall Beach	
28 - Mead's Fish Gallery	Maesman Bay	60 - Wharf	Between Chilly & Point Bay
29 - Dog and Cat Sculpture		61 - Maesman Bay	at 102 Table Street

\*Note: (D1-D7) indicates not marked on map



## 4.7 COMMUNITY SPACES, FACILITIES AND THE ENVIRONMENT

### 4.7.1 OPEN SPACE AND FACILITIES

Given that Mosman Park is well established, the timing and provision of social infrastructure to newly developing areas is not generally considered to be major priority. However, improvements in the use and management of recreational open spaces, community centres, health facilities and other social and community services have been subject to consideration by the Town.

Mosman Park accommodates a wide range of community spaces, inclusive of both public and private facilities and areas that are set aside for active / passive recreation, social activities, environmental conservation, community and commercial purposes. In particular, Mosman Park features community spaces having significant amenity, including substantial coastal and river foreshore open space assets, the Swan River itself and associated scenic views. These existing recreational and community spaces are considered to be of great benefit to the health and social wellbeing of the local community.

A plan showing the location of community facilities is provided at Figure 6.

REFER FIGURE 6 – MOSMAN PARK COMMUNITY FACILITIES

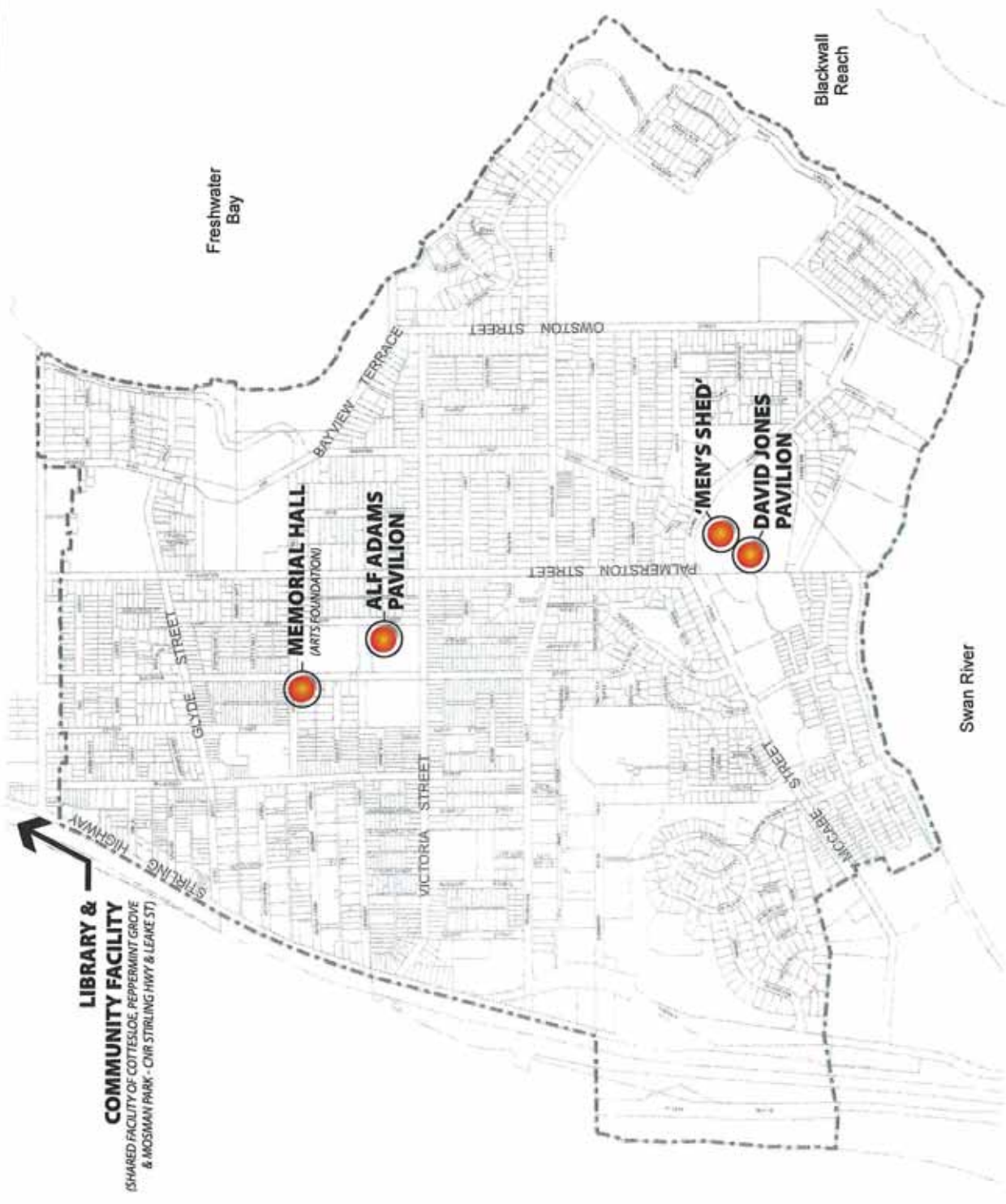
Active sporting opportunities include tennis courts, lawn bowls, skateboard parks and a golf club along with active / passive recreation opportunities adjacent to the Swan River foreshore and the coast. A generous distribution of smaller recreational parks is also provided featuring children's play equipment, ovals and pockets of vegetation with seating.

A plan showing the location of open space areas and 400 metre radii indicating 400 metre walking distances to open space areas is provided at Figure 7. As can be seen the Mosman Park community have excellent access to open space areas, with access to several areas within 400 metres in most circumstances.

REFER FIGURE 7 – MOSMAN PARK OPEN SPACE AREAS AND WALKABLE CATCHMENTS

Under the MRS, Parks and Recreation Reservations are provided for the purpose of appropriately retaining and conserving access to passive and active community spaces, adjacent to the Swan River, Indian Ocean foreshore and Stirling Highway. These reservations maintain an open space link from the Buckland Hill Reserve south to the Swan River foreshore, east to Minim Cove Park / Chidley Point Reserve and north to Memorial Park.

Figure 6 -  
 Community Facilities  
 Moosman Park LPS

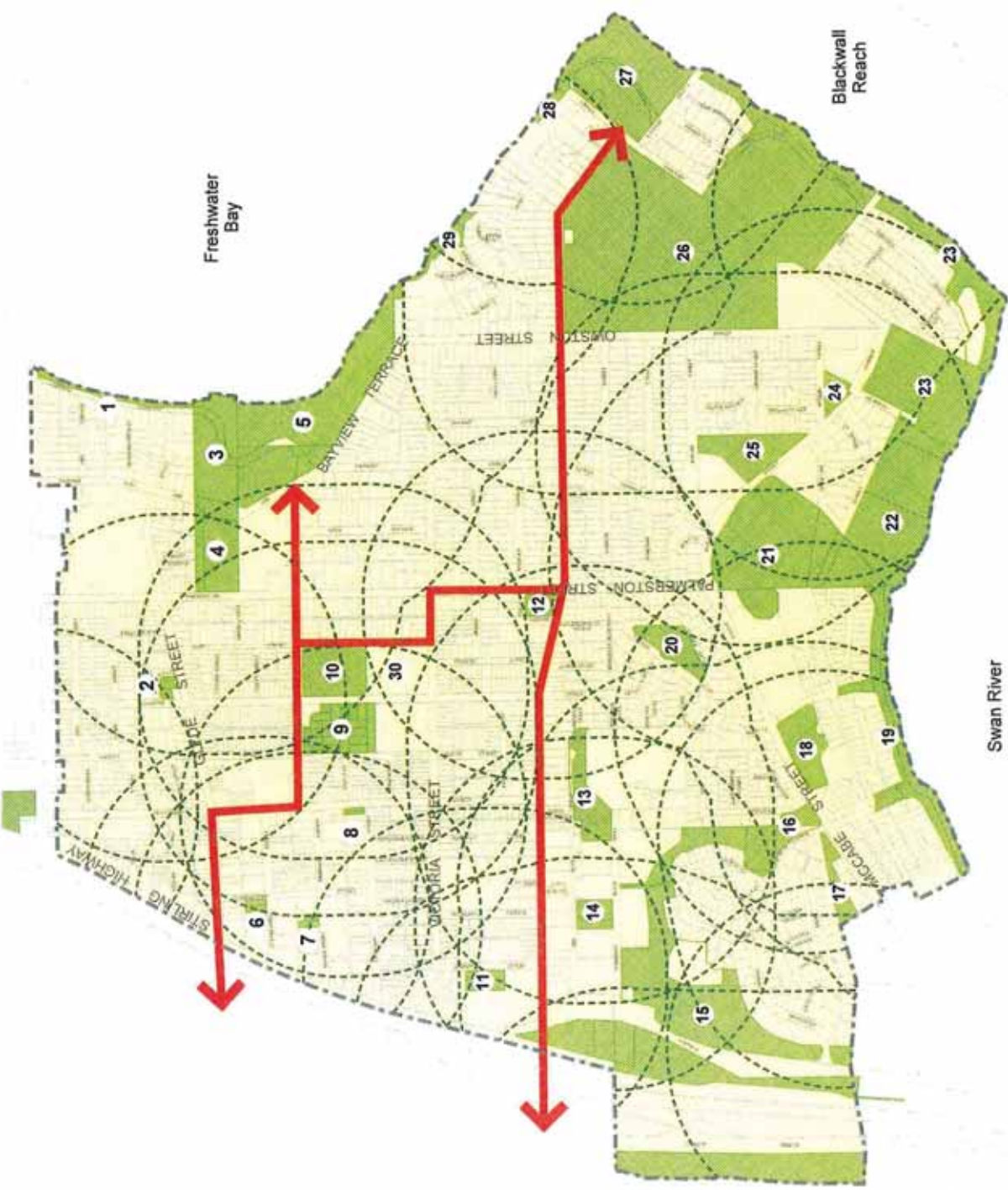


**LIBRARY & COMMUNITY FACILITY**  
 (SHARED FACILITY OF: COTTESLOE, PEPPERMINT GROVE & MOOSMAN PARK - CNR STIRLING HWY & LEAKE ST)



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**Legend**

- Scheme Boundary
- Open Space
- 400m radii (Walkable distance)
- Area covered by 400m radii (Walkable Area)
- Key Movement Corridor

**Reserve Names**

- 1 Mosman Bay Park
- 2 Wright Park
- 3 Jabe Dodd Park
- 4 Memorial Park
- 5 Bay View Park
- 6 Centenary Park
- 7 Federation Park
- 8 Three Boys Park
- 9 Mann Oval
- 10 Davis Oval
- 11 Gibbon Park
- 12 Brown Park
- 13 Monument Park
- 14 Rope Works Park
- 15 Buckland Hill Reserve
- 16 Swansea Park
- 17 Lucy Creeth
- 18 Mt Lyell Park
- 19 Ganungup Park
- 20 Stringfellow Park
- 21 Tom Perron Reserve
- 22 Minim Cove Park
- 23 Point Roe Park
- 24 Mac Folly Park
- 25 Genders Park
- 26 Mosman Park Golf Course
- 27 Chidley Point Reserve
- 28 Green Place Reserve
- 29 The Coombe Reserve
- 30 Nash Field (Private Recreation)

Figure 7-  
 Open Space Areas & Walkable Catchments  
 Mosman Park LPS

**Note:** All parts of Mosman Park are within a 400m radius of open space areas and are well serviced by multiple opportunities to access recreational areas.



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TPS2 also identifies local parks and recreation reserves. Various sites are also reserved for public purposes and include sites for water supply, sewer and drainage purposes, some of which also serve a dual function as passive community open spaces. Local parks often contain sporting facilities such as basketball courts, playground equipment, bus shelters and seating. Other local parks provide a solely passive recreation role by virtue of the distribution of vegetation on site or due to a limited land area. The Strategy should be cognisant of the value that the existing community spaces provide as an attractive physical setting for the use and well being of residents.

The golf club on Wellington Street, tennis club on McCabe Street and lawn bowls facility on Johnson Parade are popular recreational facilities that also serve catchments extending beyond the local authority boundary and that have the benefit of attractive scenic views to the Swan River. A cycle path also extends from Garangup Park to the south of Hutchinson Avenue along the foreshore reserve to the golf club.

The Town's Community Perceptions Survey [2010] indicated 77% of respondents were satisfied with sports and recreation facilities (up from 74 % in 2009). In terms of the use of open space areas most issues arise when there are conflicts between passive and active users, such as dog walkers and organised sports. These issues will need to be addressed through improved management and communication with residents.

Demand for open space and facilities is not forecast to change dramatically, given only relatively small forecast population increases and potential decreases in the number of young people living in the area. However, a review of facilities and services within Mosman Park will be required in tandem with a survey of residents to determine adequate future levels of provision.

Given that Mosman Park has limited development opportunities for and supply of open spaces, the focus will be on maintaining the local and regional open spaces within the locality, and managing the balance between active and passive uses. Additional facilities may also need to be considered at the regional level however are unlikely to be able to be accommodated in Mosman Park due to the lack of suitable sites.

A table is provided in Appendix 2 that lists public and private regional and local community spaces within Mosman Park, including sites of environmental importance.

REFER APPENDIX 2 - TABLE 11: REGIONAL AND LOCAL COMMUNITY SPACES AND ENVIRONMENTALLY SIGNIFICANT SITES IN THE TOWN OF MOSMAN PARK.



## 4.7.2 ENVIRONMENT

### Landscape

Mosman Park is located within the South-West Australia Biodiversity Hotspot. This region is one of 25 internationally recognised areas that contain a rich variety of biodiversity due to the wide range of habitats which are located within a compact geographical area.

Mosman Park is also unique due to a variety of landscapes, soil types, and corresponding vegetation communities. These landscapes include limestone hills, sandy ocean beaches, sandy river beaches and steep limestone cliffs. Some of the limestone cliffs contain fossilised shell beds from the Pleistocene Era and natural limestone formations known as the Mosman Bay Pinnacles.

There are also five major remnant bushland areas within Mosman Park. With the exception of Buckland Hill Park, all the remnant patches of bush are connected to each other along the Swan River. This connection is an invaluable ecological link for both flora and fauna alike and it is vital that this be maintained and enhanced where possible.

Generally, green spaces in the Western Suburbs are fragmented and ecological integrity is threatened by the impact of humans and urban living. Isolation and fragmentation of bushland has contributed to the loss of species and breakdown in ecological processes. The Western Suburbs Greening Plan outlines strategies for maintaining biodiversity and balancing the needs of the natural and built environment, the suggestions of which are discussed further in Section 6.6.

### Climate

Mosman Park has a Mediterranean-type climate characterised by hot, dry summers and mild, wet winters. Approximately 80% of rainfall occurs between the months of May and September. The average summer's day is characterised by morning easterly breezes and afternoon sea/land breezes. During the winter, wind conditions are variable, with the possibility of storms from mostly north-west to south-west prevailing winds.

Globally, weather patterns are changing with potential impacts such as rising sea levels, increasing temperatures, changing rainfall patterns and severe storm surges. Rising sea levels are of particular concern to Mosman Park as it is bordered by the ocean to the west and the river to the east. To some extent however, these effects are mitigated by a relative lack of coastal development and the raised topography of most development areas adjacent to the Swan River.



WESROC has recently completed a Climate Change Risk Assessment and Adaption Plan (June 2010). The report includes local government specific adaptation plans that provide clear direction on adaptation and mitigation strategies. It is envisaged that information from this plan will be used to develop a local action plan to address climate change risks in Mosman Park. A climate change policy statement is also being developed by the Town.

#### Sustainability

The Town supports the sustainable development of the area, defined as meeting the needs of current and future generations through integration of environmental protection, and social and economic prosperity. Future development within Mosman Park needs to be sensitive to the natural environment and conserve valuable environmental assets as well as being cognisant of the potential impacts of climate change.

The Western Suburbs Greening Plan (Ecoscape 2002) provides design approaches to streetscapes, parks and gardens with a view to encouraging connectivity, enhanced recreational and aesthetic amenity and adding to environmental sustainability.

## 4.8 TRANSPORT

### 4.8.1 MAJOR ROADS & PUBLIC TRANSPORT NETWORK

Major roads passing through Mosman Park include Stirling Highway, being a primary distributor road under the WAPC Functional Road Classification Policy DC 1.4. The Perth to Fremantle Railway Line traverses through Mosman Park adjacent to Stirling Highway. Two train stations are located within Mosman Park, being the Mosman Park and Victoria Street Stations.

At present there are no public toilets or end of trip facilities at either Mosman Park or Victoria Street stations. Bicycle lockers are provided at Victoria Street Station.

Bus services within Mosman Park include the Circle Route numbers 98, 99 and 103. Route number 107 passes through Mosman Park via Palmerston Street, Owston, Victoria and Wellington Streets, servicing both Iona Presentation College and St Hilda's Anglican School for Girls. The 107 bus route services the Monument Street Neighbourhood Centres. Bus services are provided to a level serving current demand, but would be expected to provide a greater level of service to the community as population and demand increases.

The Stirling Highway Commercial Area in relatively close proximity to the Mosman Park Train Station may be well positioned to take advantage of its proximity to both train and bus services, and as a consequence suitable for higher intensity TOD. Development outcomes in this locality may be influenced significantly by the outcomes of SHACS. The potential implications of this study will be discussed further in Part 5.

REFER TO FIGURE 8 – TRANSPORT CORRIDORS AND PUBLIC TRANSPORT RUTES.

On-street parking, particularly in commercial areas close to Stirling Highway and near schools during peak AM and PM periods is currently at a premium. This can sometimes result in the inappropriate use of nature strips for parking, which can cause environmental issues.

Public parking facilities at Glyde Street, Stuart Street and the Monument Street Neighbourhood Centre experience significant demand at times. The pattern of use of on street parking at Glyde Street and Stuart Street results in inefficient use of the public parking resource, partly due to existing proprietors and staff parking their vehicles for long periods on the street instead of utilising their own off-street parking. It is also evident that all day parking occurs by persons using the Mosman Park Train Station for commuting. As a consequence, the Town is evaluating the potential for 15 minute or half-hour time limits to be placed on street parking to alleviate this problem.

FIGURE 8 – TRANSPORT CORRIDORS AND PUBLIC TRANSPORT ROUTES.



#### 4.8.2 CYCLE AND PEDESTRIAN NETWORKS

The DP has prepared a publication titled 'Ride along the Sunset Coast' which details a bicycle route from Burns Beach to Woodman Point. The cycling map shows the location of optimal riding routes through Mosman Park, in addition to the location of shared pedestrian and cycle paths and high amenity pedestrian routes. An excerpt map from this publication relating to the Mosman Park is provided below in Figure 9. There is potential to better the level of connection between recreation nodes through appropriate public works on the identified routes.

##### REFER TO FIGURE 9 - CYCLE AND PEDESTRIAN NETWORK

A local bike plan is also being developed by the Town that is intended to improve access to train stations and to provide enhanced recreational cycling opportunities. The plan will focus on improving the existing network adjacent to the river and will pick up sections that have yet to be built. There will be a focus on improving main east west links such as Glyde Street, Wellington Street and Solomon Street and regional linkages, especially across the barriers presented by the railway and major roads. Improved connectivity will also be provided to the six schools in the area.

The focus will be on both capital works and community education. On road facilities such as bike lanes and how to deal with roundabouts will be considered as well as additional bicycle lockers at train stations and enhanced directional signage and line marking. It is hoped that improved facilities will have the effect of reducing car parking demand in key locations.



FIGURE 9 - CYCLE AND PEDESTRIAN NETWORK



**Legend**

**Advice to Cyclists**

- Perth Bicycle Network (PBN) - Continuous Signed Routes
- Principal Shared Path
- City to Sea Greenway
- Good Road Riding Environment
- Medium Road Riding Environment
- Poor Road Riding Environment
- Steep Incline
- Shared Path (Shared by Pedestrians & Cyclists)
- Proposed Shared Path
- Bicycle Lanes or Sealed Shoulder Either Side
- Contra Flow Bike Lane
- Other Riding (Carinyah, Mundaring Loop & Railway Reserve Trails)
- Munda Biddi Trail

**Features**

- Road, Traffic Light, Proposed road
- Traffic Direction
- Road bridge, Footbridge, Underpass
- Walk Trail
- Horse Trail
- Railway, Crossing Underground.
- Train Station
- Bus Station
- Bus Transfer
- Train Transfer & Bus Transfer
- Train Transfer
- Special Events Station
- Ferry Terminus
- Ferry
- Railway (Freight)
- Petrol Station
- Public Toilets
- Post Office
- Public Phone
- Sporting Venue
- Place of Worship
- Hospital
- Police Station
- Pre-Primary Centre
- Child Health Centre
- Fire Station
- Picnic Area
- Access for the Disabled

**Land Information**

- Parks and Recreation
- Shopping Centres
- Ovals and Prepared Grounds
- Industrial Areas
- Bushland

### 4.8.3 STIRLING HIGHWAY ACTIVITY CORRIDOR

Stirling Highway passes through Mosman Park and is reserved as a primary regional road under the MRS.

Stirling Highway is predominantly a four-lane single carriageway road linking the Perth CBD and Fremantle City Centre. The speed limit is currently 60 km/h. Stirling Highway serves a regional function for residents in terms of accessing shopping and employment. Stirling Highway passes through Perth's Western Suburbs including Nedlands, Claremont, Peppermint Grove, Cottesloe and Mosman Park. It also passes the University of Western Australia in Crawley and private schools including Christ Church Grammar School, Methodist Ladies' College and Presbyterian Ladies College. District shopping facilities are located at Claremont and Cottesloe, in addition to 'The Grove' activity centre in Peppermint Grove. Other smaller commercial complexes comprising the Stirling Highway Commercial Area are located adjacent to Stirling Highway within Mosman Park.

As indicated previously, future development adjacent to Stirling Highway, will be influenced by the outcomes of SHACS, which aims to develop a framework to guide sustainable development adjacent to Stirling Highway. The implications of SHACS will be discussed further in Part 5.

### 4.9 UTILITIES

All utility services, including power, reticulated sewer and water, and telecommunications are available within Mosman Park to a level necessary to support existing and likely future development with only minor upgrading. However, the potential future development of Stirling Highway to accommodate higher density residential and commercial development may require more substantial infrastructure upgrades and will be investigated during future detailed area planning processes.

## 5. IMPLICATIONS FOR THE STRATEGY

This section provides a summary of the observations made in connection with each of the major characteristics of Mosman Park previously explored in Section 4 in relation to economy, employment, retail, commerce, population characteristics, heritage and tourism, transport and community facilities. The observations, examined in light of the planning framework detailed in Section 3, reveal implications for future planning under the Strategy.

### 5.1 POPULATION AND HOUSING

It is expected that one and two person households will rise to 63% of all households by 2016 based on reduced occupancy rates. Under these circumstances, it is evident that single dwellings on large blocks will not accommodate this emerging demand.

It is also evident that the occupancy rate is decreasing, with greater numbers of lone households and childless couples emerging throughout the Perth Metropolitan Region. A summary of additional relevant statistics included within the WESROC Density Study is as follows:

- Actual housing diversity in WA has declined since 1981, and multi-unit housing stock is proportionally lower now than in 1996. Since 1981 there has been a decrease in housing diversity and choice in the Perth Metropolitan Region, which is evident in the housing profile of Mosman Park. The demand for housing is growing faster than the population by 2% per annum.

- Only 8.1% of housing stock in WA includes apartments or units.
- Household occupancy in WA has declined from 3.1 persons per dwelling in 1976, to 2.6 in 2006. During the same period the average number of bedrooms per dwelling has increased from 2.8 to 3.

Providing opportunities for the redevelopment of existing residential land at greater densities would allow for an increase in housing choice, potentially encouraging the provision of a greater number of smaller accommodation options which may also contribute to housing affordability. As indicated in the previous sections, single dwellings have increased in proportion relative to other forms of housing indicating that they are the current preferred form of housing for the majority of the population.

Existing under-utilised residential lands within Mosman Park provide the potential to meet any demand for larger single dwellings in the future. Notwithstanding this existing demand, an increase in the number of higher density dwellings will be required to accommodate an ageing population, ageing in place and demand for alternative smaller household types in the future.

With respect to the above points it is evident that the majority of those lots having achieved their full development potential based on their R-Coding are located adjacent to the Stirling Highway and within the central portion of the locality.



Higher-density dwelling development adjacent to activity centres would locate aged persons in proximity to readily accessible goods and services and TOD sites. It is understood that SHACS is intended to facilitate opportunities for intensified redevelopment based on the most appropriate land use and built form for each street block.

The WAPC has endorsed dwelling targets for local authorities. The targets are based on achieving infill targets for established inner / middle and outer LGA's. Mosman Park has a target of 900 additional dwellings to be achieved by 2031. This level of dwelling development is most likely to be achieved through additional development of the Stirling Highway Activity Corridor and to a lesser extent, potential opportunities for further low-density residential development based on existing zoning or up-coded low-density zonings in existing areas. The majority of lots in the eastern periphery of Mosman Park adjacent to the Swan River are yet to achieve their full development potential based on their existing zoning. There is an opportunity for the Town to achieve greater density and efficient use of land in its eastern low-density area, although urban design and character considerations limit many of these opportunities.

Proposals to introduce an increase in residential density over existing established low-density suburbs are generally unrealistic and can be unmindful of heritage, character and community wishes. However, as part of the preliminary consultation process associated with the preparation of the Strategy and the new Scheme some residents within Mosman Park have expressed an interest in seeking additional development potential in order to produce more manageable lot sizes, or to downsize their living accommodation in particular locations. The Strategy and the Scheme are to introduce mechanisms to sensitively consider and investigate suitable opportunities for increased residential densities in appropriate circumstances.

Planning 'tools' such as detailed area plans are well suited to achieving desirable outcomes, where the need to accommodate intensification and diversity is apparent. The redevelopment of existing developed areas for higher residential density, mixed-use development and/or the provision of more diverse and affordable housing would be best implemented by these mechanisms.



## 5.2 ECONOMY AND EMPLOYMENT

The most popular occupations held by the resident population in 2006 were professional and managerial positions. A high proportion of residents have a tertiary education and are in close proximity to employment opportunities in the Perth CBD and surrounding regional centres, which are more likely to accommodate this type of employment.

The distribution of regional activity centres and the proximity of the Perth CBD also provide a high level of choice in terms of employment. Consequently many Mosman Park residents will continue to work outside of the area and enhanced use of public transport for these workers should be encouraged.

Residents within Mosman Park are well educated, exceeding the average level of education attainment within the Perth Metropolitan Region and therefore are well suited to employment in the services sector. On this basis the service sector will continue to provide in excess of 70% of employment for Mosman Park residents into the future. Affecting economic and employment considerations will be the trend for fewer full time jobs with part time employment likely to be more predominant in the future. There will also be a continued increase in the proportion of women in the workplace.

The main commercial focus and location for economic activity in Mosman Park will continue to be the mixed commercial area adjacent to the Mosman Park Train Station and to a lesser degree the Monument Street and Wellington Street Neighbourhood Activity Centres. The town planning framework will need to respond to future demand and allow for the continued economic development of and expansion of these centres.

Existing activities within commercial areas will continue to be dominated by retail and to a lesser degree office/business and health/welfare and community activities, particularly along Stirling Highway. Particular consideration will need to be given to allowing for the needs of schools in the locality to be met in appropriate locations.

The need of small business operators generally offering specialised consulting services will need to be considered and accommodated. With an ageing population this type of activity is likely to increase.

A significant opportunity will be to consider and offer alternative business locations to the large amount of professionals and managers that reside in the locality. Home-based employment is expected to be more common in the future in Mosman Park, particularly given the proximity of related and support industries in the Perth CBD and surrounding regional activity centres. Increased flexibility to accommodate home based and small business premises is desirable.

The Strategy and the new Scheme must appropriately respond to local demographic, economic and employment trends by providing better opportunities for accommodating home based office and local office/business spaces, in particular those that accommodate specialised consulting services in suitable forms adjacent to the Stirling Highway Activity Corridor and in identified neighbourhood centres.

### 5.3 RETAIL AND COMMERCE

Most higher order retail needs of the Mosman Park population will continue to be met by larger activity centres located in nearby areas such as Claremont, Fremantle and the Perth CBD.

Future convenience retail needs will be determined by the size and nature of future population growth. Retail floorspace growth is likely to be relatively limited based on small levels of population growth, however, due to the socio-economic nature of the population, future demand and growth is likely to be two pronged and include both traditional and higher end retail. In addition to population growth, the impact of private schools in the area on expenditure patterns will also need to be taken into consideration when determining desirable retail floorspace provision.

The demand for higher end retail is likely to be most strongly experienced in boutique and non-anchored retail in main street formats. On this basis, opportunities for the enhanced developed of desirable main street development forms in Mosman Park, particularly along Glyde and Stuart Streets should be explored. Retail activity along Stirling Highway is likely to diminish due to the outcomes of SHACS, however, this may further enhance opportunities for alternative desirable forms of commercial development including mixed use.

The incremental expansion of the Monument and Wellington Street Neighbourhood Centres will need to be considered along with enhanced opportunities and flexibility for local facilities such as corner stores and local shops. Local amenity impacts will need to be considered and managed.

More substantial increases in retail floorspace beyond the incremental expansion of existing centres will need to be supported by a Retail Sustainability Assessment (RSA) that assesses the potential economic and related effects of a significant retail expansion on the network of activity centres in the wider locality. Such a significant expansion is unlikely to be supported without significant population growth due to potential significant impacts on other activity centres.

Capacity for the development of small offices will need to be accommodated with limited allowance for larger more traditional commercial developments on land abutting Stirling Highway. Development of shared office suites to accommodate boutique users should be explored.

High quality health and medical support services to support an aging population will also need to be able to be accommodated.

Floor space potential demonstrated as being acceptable through an RSA should not be the only criteria used in assessing development applications or centre plans associated with established centres. Transport provision, land use diversity, employment generation, urban form and resource conservation are also highly relevant and will need to be addressed. The new WAPC Activity Centres Policy (SPP 4.2) provides guidance and includes revised requirements in relation to contemporary neighbourhood centre design and planning.

## 5.4 HERITAGE AND TOURISM

Mosman Park would benefit through investigating or considering the potential for additional recreation and dining facilities to be developed on foreshore reserves and at the rivers edge. There is also potential for low scale tourism accommodation to be identified and investigated close to Stirling Highway in appropriate circumstances. It should be noted, however, that SHACS has not identified opportunities for such accommodation to date although it does not preclude them.

The Leighton Beach locality may have the potential to include a centre accommodating recreational or other activities and this should be considered.

Sites included on the Municipal Inventory of Heritage Places should be reviewed and investigated for potential inclusion within the Heritage List that will be attached to the new Scheme.

## 5.5 COMMUNITY SPACES, FACILITIES AND THE ENVIRONMENT

Mosman Park's riverside parklands provide passive and active recreation opportunities in one of the most attractive locations in the Perth Metropolitan Region.

A review of facilities and services within Mosman Park will be required in tandem with a survey of residents with respect to commerce, health, recreation, education and community development facilities. Aged care, child-care and nursing home facilities are among those facilities that should be investigated to determine adequate future levels of provision.

It is understood that the range of local parks and reserves within Mosman Park are highly valued by residents. Opportunities to add to the range of facilities on existing parks and recreation reserves should be investigated. In addition, a strategy should be introduced to promote additional plantings in parks, reserves and public spaces to enhance ecological links.

Roads, including the dual use path system and recreation / conservation reserves form a significant component of Mosman Park, contributing to its character and amenity while providing residents with open spaces and means to recreate and access goods and services. In particular, the riverside parklands provide passive and active recreation opportunities in one of the most attractive locations in the Perth Metropolitan Region. In this regard, whilst the Town's works program does not form part of the Strategy or the Scheme, it will play a key role in delivering the strategies of the Strategy, including dual use paths, greenways and generally improved connectivity.

There is good potential within the Western Suburbs to increase the biodiversity of the area through improving the quality of existing bushland and wetlands and through the creation of new areas and increasing the networks between the different areas.



The Town supports careful planning involving simultaneous consideration of environmental, social and economic impacts, and balancing these three to make a sustainable future. Future development within Mosman Park needs to be sensitive to the natural environment and conserve valuable environmental assets such as biodiversity as well as being cognisant of the potential impacts of climate change.

## 5.6 TRANSPORT

Directions 2031 and the Network City Strategy have objectives guiding the integration of land use and transport, including:

- Promoting a connected city pattern of urban growth characterised by planning and developing key public transport corridors, urban corridors and TOD to accommodate increased housing needs and encourage reduced vehicle use.
- Aligning transport systems and land use to optimise accessibility and amenity.

These objectives will be achieved through the progressive development of a defined spatial framework of activity centres and corridors that will enhance public transport uptake and the movement of goods and freight, while reducing demand for the use of private vehicles. A revised hierarchy of mixed-use activity centres will more appropriately link people to places of employment, recreation and residence.

Residents within Mosman Park predominantly make use of private vehicles in accessing employment, recreation, shopping and other activities. This is largely by virtue of the proximity of the Perth CBD and other higher order activity centres in addition to the generally advantaged socio-economic status of residents. The Strategy must respond through encouraging a form of urban development that takes into consideration emerging demographic trends and greater opportunity for public transport uptake. Locating more people in proximity to public transport services and employment will serve to reduce future congestion and burden on the transport system as the population increases.

The section of Stirling Highway spanning from the intersection of Stirling Highway and Queen Victoria Street, North Fremantle in the south and the intersection of Stirling Highway and Broadway, Nedlands in the north east is of particular relevance and is the subject of SHACS, which is a place-based planning exercise to develop a framework to guide sustainable redevelopment opportunities. Urban design and form based code elements are anticipated to guide redevelopment and allow for reduced State involvement in Stirling Highway development application assessment where basic criteria are satisfied (vehicular access, land use, setbacks and building height).

## 6. LOCAL PLANNING STRATEGY

### 6.1 PREAMBLE

The Strategy Map is provided in Figure 10 and at Appendix 3. The Strategy Map indicates the response to the above aims and observations made in relation to Mosman Park. The Strategy establishes a framework that is intended to facilitate the greatest redevelopment potential adjacent to Stirling Highway and within walking distance of the Perth to Fremantle Railway line, where commercial development, established flats, existing higher-density residential zoning and transport hubs exist. Potential for additional low-density dwelling development may also be considered through the sensitive recoding of pockets within the eastern areas of Mosman Park providing opportunities for larger households to be accommodated in the area.

Development Investigation Areas [DIAs] are identified in the Strategy in response to overriding State level planning principles and policy requirements including the outcomes of the recently finalised Directions 2031 and SPP4.2.

Specifically, they allow for the potential redevelopment of suitably located and configured areas across Mosman Park. They have been identified as a result of preliminary investigations, including consideration of initial community inputs that indicated that they are potentially well suited to achieving desirable planning outcomes, including the accommodation of more intensive development forms and increased land use diversity near Stirling Highway.

Further investigations will take place in consultation with the wider local community and other stakeholders through statutory public consultation processes to identify if these areas are suitable for more intensive forms of development as intended and to ascertain whether such forms are supported by the local community.

The following provides an overview and the basis for the inclusion of the investigation areas identified on the Strategy map.

REFER APPENDIX 3 – STRATEGY MAP

REFER TO FIGURE 10 - STRATEGY MAP

### 6.2 STIRLING HIGHWAY ACTIVITY CORRIDOR DEVELOPMENT INVESTIGATION AREA (DIA1)

Development Investigation Area 1 [DIA1] is depicted on the Strategy Map and comprises only that land within Mosman Park that is subject to SHACS.

Whilst the final recommendations of SHACS are unknown at this time, subject to the support of any recommendations by the Town, it is intended that the outcomes of the study will be implemented under the Scheme via a detailed area planning process. The study may also aid in resolving Town Planning Scheme Amendment No. 36 relating to Lots 27, 9, 10, 20, 19, 11 and a portion of Lot 151 Stirling Highway. Key issues relating to DIA1 involve the potential widening of the Stirling Highway road reserve, parking issues and other associated built form and land use matters.



- Existing Low Density (Single Residential)
- Existing Medium Density (Dispersed Dwellings)
- Existing High / Medium Density (Apartments / Mixed Use / Grouped Dwellings)
- Existing Regional Public Open Space
- Existing Local Open Space
- Existing Public Purposes
- Existing Commercial Area / Activity Centres
- Existing Private Clubs / Institutions
- Development Investigation Area
- Proposed Greenway / Streetscape Enhancement (refer Western Suburbs Steering Plan 2002)
- Pumping Station (Buffer requirements and development implications to be confirmed with Water Corporation) 107403 (effective 14 May 2009)
- Leighton Beach and Environs - MRS Amendment

- Development Investigation Area
- Sliding Highway Activity Corridor
- Medium-high Density
- Aged Persons
- Low Density

- Commercial Centres Hierarchy
- Sliding Highway Commercial Area
- Monument Street Neighbourhood Centre
- Wellington Street Neighbourhood Centre

- Reserve Names
- Reserve Names Indicator
- 1 Mosman Bay Park
- 2 Wright Park
- 3 James Dood Park
- 4 Memorial Park
- 5 Bay View Park
- 6 Federation Park
- 7 Three Bays Park
- 8 Mann Oval
- 9 Davis Oval
- 10 Gibbon Park
- 11 Monument Park
- 12 Rope Works Park
- 13 Buckhead Hill Reserve
- 14 Business Park
- 15 Lucy Craith
- 16 Mt Lyell Park
- 17 Gungah Park
- 18 Strangellon Park
- 19 Minicom Reserve
- 20 Point Bay Park
- 21 Mac Foley Park
- 22 Grandas Park
- 23 Mosman Park Golf Course
- 24 Chidley Point Reserve
- 25 Green Place Reserve
- 26 The Coombe Reserve
- 27 Nash Field (Private Recreation)



Figure 10 -  
Town of Mosman Park  
KOCAL PLANNING STRATEGY





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SHACS will also provide an opportunity to review and assess the appropriateness of existing commercial zonings adjacent to Stirling Highway and will in part inform the development of an appropriate planning response in respect of the future development of the existing neighbourhood activity centre on Monument Street. In assessing the outcomes and recommendations of SHACS, consideration will also need to be given to resolving issues associated with non-conforming uses located adjacent to Stirling Highway that are located on land that is currently zoned 'Residential'.

In respect of the key issue of future road widening requirements on Stirling Highway, it is the Town's view that road and railway reservations to the western side of Stirling Highway should be utilised for road widening purposes in the first instance. This is considered to be a more appropriate response than reserved land being taken from private properties on the eastern side of Stirling Highway, resulting in a loss of development potential and providing limited and constrained remaining land area to realise beneficial development outcomes. It must be noted, however, that whilst this is the Town's view, land requirements for road widening will ultimately not be determined by Council.

As described previously, the area east of Stirling Highway between Boundary Road to the south, Glyde Street to the north, and Solomon Street to the east is the largest pocket of higher density housing in the western suburbs. However, many sites in this area have not achieved their full development potential and accommodate

a high proportion of single residential developments. It is acknowledged that further single residential dwelling development for families is likely to occur. However, in order to achieve the WAPC dwelling target, land will be identified for future high-density residential and mixed-use developments within this area.

### 6.3 MEDIUM/HIGH DENSITY DEVELOPMENT INVESTIGATION AREA (DIA2)

Development Investigation Area 2 (DIA2) excludes the area subject to SHACS and includes all land within 800m of train stations located within or immediately adjacent to Mosman Park. It also includes components of the Stirling Highway Commercial Area and the Monument Street Neighbourhood Centre.

It comprises much of the largest pocket of higher density housing in the western suburbs referenced in the previous section. However, as is the case with DIA1, many sites in this area have not achieved their full development potential and accommodate a high proportion of single residential developments. In order to achieve the WAPC dwelling target, land will be identified for future high-density residential and mixed-use developments within this area. On this basis, in accordance with applicable State level planning policy, residential development within DIA2 should aim for a minimum of 25 dwellings per hectare to accord with the principles of TOD.

## 6.4 AGED ACCOMMODATION DEVELOPMENT INVESTIGATION AREA (DIA3)

The Strategy identifies Lot 50 Wallace Lane [Riversea Retirement Village] as Development Investigation Area 3 (DIA3). Although located within DIA1, this area has been identified as requiring special consideration on the basis that the expansion of existing facilities will provide an opportunity to meet increasing demand for aged care and aged persons accommodation within Mosman Park.

The investigation area has been included in response to submissions lodged indicating an intent to more fully investigate the land in terms of built form, density and overall development potential, including the amelioration of impacts associated with development on Stirling Highway.

## 6.5 LOW DENSITY RESIDENTIAL DEVELOPMENT INVESTIGATION AREAS (DIAS 4, 5 AND 6)

Three low density residential development investigation areas are identified in the Strategy within the eastern section of Mosman Park. These areas have been identified as potentially being suited to accommodating additional medium density residential development based on community consultation, lot size, streetscape, housing type, flexibility provided by rear access and the likely prospects for redevelopment.

A maximum residential density of Residential R25 has been proposed on the basis that this would generally allow for only one additional dwelling on each appropriately sized lot in the DIA, which would maintain the predominant single residential character of the areas, would not place an unacceptable demand on existing levels of urban services, would encourage the retention of significant vegetation and would serve to retain much of the existing housing stock. Higher densities were also deemed as being unacceptable during the preliminary assessment process due to lack of supporting public transport services, incompatibility with the character of adjoining low density areas and traffic generation impacts.

Low density residential DIAs include the the following:

### 6.5.1 DEVELOPMENT INVESTIGATION AREA 4 (DIA4)

Those lots bound by Samson, Owston, Manning and Beagle Streets (DIA4) have been identified as being potentially suitable for additional residential density based on the potential for the rear of some lots to be subdivided and developed where dual frontage would result. A split coding is proposed to be implemented to facilitate redevelopment in these circumstances. It should be noted that the lots within DIA4 have not been identified by local residents for up-coding as a result of preliminary public consultation associated with the preparation of the Strategy, but rather have been identified as a result of an analysis of cadastral data, existing zoning allowances and aerial photography.

Using the recommended Residential R25 density approximately 52 additional dwellings could be located in DIA4.

#### 6.5.2 DEVELOPMENT INVESTIGATION AREA 5 (DIA5)

Those lots bound by Beagle, Owston, McCabe and Hanlin Streets (DIA5) have been identified by local residents for potential rezoning to accommodate additional single residential development. A number of under-width public streets are present in this locality and a higher R-coding would facilitate the rear of some lots to be subdivided and developed. On this basis, a split coding is proposed to be implemented to facilitate development where dual frontage exists. The proximity of shopping centres and open spaces also lend support to increased zoning densities.

Using the recommended Residential R25 density approximately 48 additional dwellings could be located in DIA5.

#### 6.5.3 DEVELOPMENT INVESTIGATION AREA 6 (DIA6)

Those lots bound by Marshall, Caporn and Bateman Streets (DIA6) have been identified by the Town as being potentially suitable for further investigation to achieve increased residential densities. Given the sensitive nature of altering the existing character in this area, careful consideration of development potential is required.

It is considered that the appropriate development of urban design guidelines and local planning policy is required to protect residential character and amenity. It should be noted that the lots within DIA6 were not initially identified by local residents for up-coding as a result of preliminary public consultation associated with the preparation of the Strategy but were the subject of a late submission requesting consideration of a Residential R25 density for the area. The late submission along with preliminary consultation undertaken with Council and an analysis of cadastral data, existing zoning allowances and aerial photography has informed the proposal for increased density.

Using the recommended Residential R25 density approximately 29 additional dwellings could be located in DIA6.

## 6.6 GREENWAY

It has been identified that there is good potential within the Western Suburbs to increase the biodiversity of the area through improving the quality of existing bushland and wetlands, the creation of new areas and increasing the networks between the different areas.

A greenway is proposed to extend the length of Wellington Street, linking Buckland Hill to Chidley Point. The greenway has been identified in response to the recommendations of the Western Suburbs Greening Plan (Ecoscape 2002) and is intended to function as an ecological corridor within the public



realm, encouraging connectivity, enhanced recreational and aesthetic amenity and adding to environmental sustainability.

It would be expected that the greenway would be revegetated using predominantly local native species in the species proportion and densities required for fauna. This will increase habitats for native fauna and encourage their movement between bushland areas. The greenway will be implemented by the Town through an appropriate public works program.

REFER TO FIGURE 10 – STRATEGY MAP

## 7. AIMS, STRATEGIES AND ACTIONS

Relevant strategies resulting from the preparation of the Strategy, Town Planning Scheme review, preliminary public consultation process and other initiatives are as follows:

### 7.1 POPULATION AND HOUSING

#### AIMS:

- To maintain the prevailing residential character and amenity of neighbourhoods within Mosman Park, while facilitating low-density infill opportunity and medium to higher density residential development in appropriate locations within neighbourhood centres and close to Stirling Highway where they are supported by transit opportunities and existing services.
- To facilitate the development of a range of densities and housing typologies in order to appropriately accommodate the future needs of the Perth Metropolitan Region, including the needs of aged persons with additional opportunities for residents to age in place.

#### STRATEGIES:

- Facilitate the further development of suitably located and configured low density residential areas where supported by the local community and where additional dwellings will not disrupt existing character and amenity.
- Facilitate the development of medium and higher-density residential opportunities in proximity to public transport nodes and activity centres and in suitable locations where additional density will not disrupt existing character and amenity.

- Consider opportunities for more intensive forms of aged persons accommodation that provide flexible accommodation types to meet differing needs.
- Provide for home-based employment opportunities where appropriate, with due regard given to the impact on the amenity of any particular locality.
- Investigate and where necessary facilitate an increase to the capacity of services and infrastructure to accommodate additional residential density in appropriate areas.

#### ACTIONS:

- Following finalisation of and acceptance by the Town of SHACS, perform an analysis of dwelling potential based on a detailed analysis of lot size and existing development potential throughout Mosman Park. This would include vacant lot potential and redevelopment potential following demolition, in tandem with the opportunities identified via SHACS. Compare dwelling potential to desired dwelling yield as provided for under Directions 2031 and identify and implement actions to address any identified deficiencies.
- Dual codings, density and height bonuses, relaxation of car parking standards and other mechanisms to be incorporated into the new Scheme in respect of those DIAs identified in the Strategy.

- Incorporate provisions in the new Scheme facilitating the preparation of detailed area plans for lands within DIA1 or DIA2 being subject to community consultation and endorsement by the WAPC and Town, providing for such matters as increased residential densities, building height, land use flexibility and associated built form, altered street block layouts, revised subdivision patterns and desired access arrangements.
- As part of the process of detailed local area planning, consideration to be given to the outcomes and recommendations of SHACS.
- Within DIA2 aim for residential development within 800 metres of railway stations to achieve a minimum of 25 dwellings per hectare to accord with the principles of TOD.
- Within DIA3, and taking into consideration the outcomes and recommendations of SHACS, provide for a 'Development Zone' for enhanced density aged persons development with site specific requirements to guide the preparation of a detailed area plan addressing issues such as height, building bulk and the impact on Stirling Highway.
- Insert a clause in the new Scheme whereby the Town may permit the development and support the subdivision of land to the Residential R25 standards of the R-Codes in DIA4, DIA5 and DIA6 where dwellings and/or resulting lots have access and frontage to a constructed road or laneway and subject to appropriate performance criteria included in a local planning policy relating to the identified DIA's.

## 7.2 ECONOMY AND EMPLOYMENT

### **AIMS:**

- To maintain and enhance the range of convenience goods and services and boutique high quality retail within Mosman Park, servicing the needs of residents, local businesses and schools and providing additional local employment opportunities.
- To focus commercial development within the Stirling Highway Commercial Area and existing neighbourhood activity centres.
- To consider and accommodate the specific needs of small business, in particular in the services sector and specialised consulting services.
- To consider the evolving needs of educational and health care businesses to service local educational facilities and to meet the future needs of the local population.
- To provide flexibility for home-based businesses to operate with due regard given to the impact on the amenity of any particular locality.



**STRATEGIES:**

- Facilitate the development of the Stirling Highway Commercial Area and existing neighbourhood activity centres through increased development potential. Promote a diversity of activity, including residential, business offices, health, education and community services.
- Encourage the development and enhancement of main street environments along Glyde and Stuart Streets, with a focus on boutique retail and active uses.
- Facilitate greater legibility and accessibility for local residents to existing neighbourhood activity centres. Encourage the development of these centres as community hubs, incorporating a range of artistic and community facilities.
- Encourage the redevelopment and retrofitting of neighbourhood activity centres to provide a stronger more activated relationship with the street. This may be achieved by a partial 'turning inside out' of existing built form.
- Facilitate mixed-use developments in appropriate locations close to Stirling Highway, taking advantage of TOD opportunities.
- Facilitate the development of a local scale activity node or centre within the Leighton Beach Area taking into consideration the Leighton Oceanside Parklands Landscape Master Plan.
- Provide enhanced opportunities and flexibility for accommodating home-based businesses.
- Consider the needs of small scale office/business spaces in neighbourhood activity centres and in close proximity to Stirling Highway.

**ACTIONS:**

- Include provisions in the new Scheme that allow for a bottom line increased development potential within the Stirling Highway Commercial Area and existing neighbourhood activity centres using a combination of 'Mixed Use - Retail/Commercial', 'Mixed Use - Residential/Commercial' and 'Neighbourhood Centre' zones.
- Provide for additional development potential in the Stirling Highway Commercial Area and neighbourhood activity centres through a detailed area planning process (akin to a structure planning process for larger areas) that considers relevant issues such as access, height, amenity and diversity of activity.
- Include provisions in the new Scheme to require future development forms along Glyde Street and Stuart Street to adopt main street principles including the provision of activated frontages.
- Include provisions in the new Scheme and prepare urban design guidelines for neighbourhood activity centres to provide a stronger more activated relationship with the street.
- Prepare generically applicable urban design guidelines including criteria for the upgrading of key linkages leading to activity centres, recreation nodes and other significant facilities on major pedestrian and cycle routes in addition to built form and amenity criteria.
- Include an objective in the new Scheme and modify provisions relating to the Leighton Beach area 'Development Zone' to provide for the development of a local scale activity node or centre.

- Include provisions in the new Scheme that provide greater flexibility for home-based business to take place without the requirement for development approval. Provide scheme provisions and policy guidance for larger scale home based activity to ensure that neighbourhood amenity is not compromised by the operation of home based business.

### 7.3 RETAIL AND COMMERCE

#### **AIMS:**

- To accommodate future convenience retail needs based on population growth and the socio-economic characteristics of the local population.
- To take into consideration and account for the impact of private schools in the area on retail and commerce activities.
- To allow for additional expansion of higher end retail, in particular in boutique and non-anchored retail in main street formats.
- To acknowledge the outcomes of SHACS and the likelihood of diminished retail activity along Stirling Highway.
- To allow for desirable forms of future commercial development including mixed use.
- To allow the incremental expansion of the Monument and Wellington Street Neighbourhood Centres unless supported by a RSA that assesses the potential economic and related effects of any significant retail expansion.
- To provide enhanced opportunities and flexibility for local facilities such as corner stores and local shops in appropriate locations.

- To encourage the development of flexible small offices and allow for more traditional commercial developments on land abutting Stirling Highway.

#### **STRATEGIES:**

- Provide sufficient flexibility in the structure of the new Scheme to meet convenience retail needs and to take advantage of opportunities represented by the socio-economic characteristics of the local population and the presence of substantial private schools.
- To use the particular opportunities presented by the socio-economic status of the local population and the presence of local schools to facilitate high quality low scale development in boutique and non-anchored main street locations.
- Provide for development alternatives adjacent to Stirling Highway due to likely diminished retail activity as a result of the outcomes of SHACS.
- Provide allowance and guidance for the desired development form associated with the incremental expansion of the Monument and Wellington Street Neighbourhood Centres and to set out those additional matters will need to be considered in the preparation of any RSA to support any more significant retail expansion.
- To include provisions within the new Scheme that provide for enhanced opportunities and flexibility for local facilities such as corner stores and local shops and to set out amenity considerations that will need to be addressed for these forms of development.

- Inclusion of provisions that facilitate and objectives that encourage the development of small offices that can accommodate a diversity of small-scale commercial uses along with limited allowance for larger more traditional commercial developments on land abutting Stirling Highway.
- Inclusion of provisions that set out relevant matters to be considered in assessing development applications or centre plans associated with established centres.

#### **ACTIONS:**

- Include qualitative guidance within the new Scheme that sets out matters relevant to allow retail floorspace expansion to occur.
- Include sufficient flexibility within the new Scheme to allow for the high quality low scale retail development in boutique and non-anchored main street locations.
- Include provision within the new Scheme for development flexibility adjacent to Stirling Highway that is responsive to the outcomes of SHACS.
- Include provisions within the new Scheme that provide guidance for the desired development form of the Monument and Wellington Street Neighbourhood Centres.
- Include provisions within the new Scheme that guide those additional matters that will need to be considered in the preparation of any RSA to support more significant retail expansion.
- Include provisions within the new Scheme that provide for and flexibility for local facilities and that set out amenity matters that would need to be addressed in any application.

- Include provisions and objectives within the new Scheme that facilitate and encourage the development of flexible small offices and with limited allowance for larger more traditional commercial developments on land abutting Stirling Highway.
- Include provisions within the new Scheme that set out relevant matters to be considered in assessing development applications or centre plans associated with established centres.

## **7.4 HERITAGE AND TOURISM**

#### **AIMS:**

- To ensure that items and places of cultural heritage significance are enhanced and maintained within Mosman Park.
- To utilise Mosman Park's existing features and assets, including its unique setting to build on the tourism potential of the locality.

#### **STRATEGIES:**

- Review sites included in the Municipal Inventory of Heritage Places for potential inclusion in the town planning scheme heritage list.
- Investigate the need to create or revise guidelines to enhance and retain character in localities having distinct and recognisable character.
- Undertake an Aboriginal Ethnographic Survey in partnership with relevant Aboriginal groups, so as to determine appropriate management and enhancement regimes for identified places of significance.



- Investigate the potential for enhanced tourism facilities throughout Mosman Park, in particular on foreshore reserves and at the rivers edge and within proximity of Stirling Highway.
- Investigate the potential for low scale tourism accommodation close to Stirling Highway.
- Identify opportunities for tourism attractions within the Leighton Beach Area.

#### **ACTIONS:**

- Include MST provisions in respect to guiding development of identified heritage sites, including allowance for incentives and relaxation of standards to facilitate conservation and appropriate redevelopment.
- Prepare and implement planning policies to guide owners, applicants and the Town on heritage and related urban-design matters.
- Review the Municipal Inventory of Heritage Places with a view to identifying items that should potentially be incorporated into the heritage list for protection and management under the new TPS.
- Prepare a joint tourism strategy in tandem with other neighbouring local authorities in the Western Suburbs.
- Include capacity within the new Scheme that allow for enhanced tourism facilities in appropriate locations and that provide for low scale tourism activity close to Stirling Highway.

## **7.5 COMMUNITY SPACES, FACILITIES AND THE ENVIRONMENT**

#### **AIMS:**

- To maintain and enhance local and regional open spaces within Mosman Park for the benefit of residents and in the interests of conservation.
- To ensure the sufficient provision and maintenance of community spaces and facilities within Mosman Park.
- To develop neighbourhood and local commercial centres that are safe, have a strong character and promote social interaction.

#### **STRATEGIES:**

- Gain an improved understanding of current and likely future requirements for the provision of community spaces and facilities that provide recreational and social opportunities.
- Maintain and enhance landscape values and the character of well vegetated pockets of open space, with consideration given to the establishment of additional boardwalks in appropriate locations for the benefit of the community.
- Consider opportunities to add to the range of infrastructure and facilities on existing parks and recreation reserves, including the even provision and distribution of facilities such as seating and children's play equipment in local parks.

- Development and implementation of a strategy to promote additional plantings in parks, reserves and public spaces to enhance ecological links. Focus on the opportunity presented by small under utilised parks that can be converted to more native vegetation with the retention of some open space.
- Maintenance of the character and amenity of the area and ensuring that residents have sufficient open spaces and means to recreate and access goods and services.
- Consider improvements to the biodiversity of the area through improving the quality of existing bushland and wetlands and through the creation of new areas and increasing the networks between the different areas.
- Ensure that the Town's planning processes support simultaneous consideration of environmental, social and economic impacts, and balancing these three to make a sustainable future.
- Enhancement of the accessibility and visibility of local and regional open spaces within Mosman Park in association with future development.
- Ensuring that future development is sensitive to the natural environment, conserves valuable environmental assets such as biodiversity and is cognisant of the potential impacts of climate change.

#### **ACTIONS:**

- Undertaken a review of facilities and services and a survey of residents to determine current and likely future requirements for the provision of community spaces and facilities.
- Ensure that the Town's works program contributes to the character and amenity of the area (including the application of CPTED principles), maintains and enhances landscape values, biodiversity, and ecological linkages, provides appropriate and equitable distribution of open spaces and infrastructure and ensures that residents have opportunities to recreate and access goods and services.
- Develop a Natural Resource Management Plan for Mosman Park to guide bushland conservation, management and the enhancement of road reserves, private land and existing parks.
- Implement the strategies of the Western Suburbs Greening Plan as it relates to streetscape treatments, retention of existing mature vegetation and enhancement of open space links.
- Inclusion of provisions and objectives within the new Scheme that ensure enhanced accessibility and visibility of local and regional open spaces within Mosman Park in association with future development.

- Development of a sustainability policy that ensures that the Town's planning processes (including subdivision and development) support simultaneous consideration of environmental, social and economic impacts, and balancing these three to make a sustainable future. The sustainability policy is to ensure that future development is sensitive to the natural environment, conserves valuable environmental assets such as biodiversity and is cognisant of the potential impacts of climate change.

## 7.6 TRANSPORT

### AIMS:

- To maintain and improve on existing transport infrastructure to ensure the safe and efficient movement of people and freight, while encouraging the uptake of public transport to reduce the burden of increasing levels of private transportation on the transport system.
- To enhance pedestrian and cycle access within Mosman Park through improved connectivity.
- To provide a sustainable level of parking for private vehicles that does not detract from the amenity of the urban environment.

### STRATEGIES:

- Develop an infrastructure improvement program, including a Local Bike Plan to enhance the quality and extent of dual use paths for the benefit of cyclists and pedestrians, particularly where linking activity centres, recreation nodes and public transport nodes.

- Encourage the use of public transport through the appropriate distribution and development of safe and accessible bus shelters.
- Encourage through traffic away from residential areas and enhance the legibility of the road network to provide greater access to local activity centres for local residents.
- Ensure improvements to infrastructure to meet the needs of all Mosman Park residents.
- Encourage the further development of localities surrounding transport nodes to accommodate higher-density mixed use and residential development in appropriate locations.
- Surplus rail reserve land on the western side of Stirling Highway to be utilised for road widening purposes where possible.
- Parking requirements in the new Scheme to ensure that an adequate level of on-site parking is provided to support the reasonable needs of developments. Consideration to be given to initiatives to reduce parking demand, such as the provision of end of trip facilities and opportunities such as shared or reciprocal use of parking to reduce impacts on the urban environment.
- Better management of the public parking resource and associated enforcement.



**ACTIONS:**

- Ensure that the Town's works program include infrastructure upgrades that encourage the use of alternative modes of transport to the private car.
- Provide support and direction to studies undertaken in relation to the Stirling Highway Activity Corridor.
- Inclusion of parking requirements within the new Scheme that meet the reasonable requirements of developments.
- Provision of expanded guidance within the new Scheme to assess applications for parking variations, including the provision of end of trip facilities and shared or reciprocal use of the parking resource.
- Establish and implement more effective management of the public parking resource, including timed parking in strategic locations to discourage long-term users and better enforcement.
- Ensure that private development contributes to key public linkages leading to activity centres, recreation nodes and other significant facilities on major pedestrian and cycle routes.

## 8. SCHEME ZONING AND PROVISIONS

DIA's are identified in the Strategy for the purpose of co-ordinating the re-development of various areas across Mosman Park. These are potentially well suited to achieving desirable outcomes, where the need to accommodate intensification and diversity is apparent. The new Scheme will address the desired outcomes for various DIA's as described previously in Sections 6 and 7.1

The new Scheme will provide accompanying requirements and criteria guiding subdivision and development in relation to the identified DIA's. It may be possible for other mechanisms, bonuses and development yields to be identified subject to the outcome and recommendations of more detailed local area planning, including consideration being given to the outcomes and recommendations of SHACS.

Investigation areas for the provision of new low / medium-density housing, mixed-use development and higher density residential development include locations where transport, employment, services and recreation opportunities are close by. However, this must be done in a sustainable manner, which does not compromise liveability and is mindful of the capacity of existing infrastructure to cope with increased services demand, traffic and parking. Planning 'tools' such as special control areas or development zones are well suited to achieving desirable outcomes, where the need to accommodate intensification and diversity is apparent.

The new Scheme may potentially identify each or some of these sites within special control areas and subject to a detailed area planning process.

Additional zoning requirements include:

- The zoning of the Memorial Hall does not reflect its predominant use, in that it is not a building being used predominantly as a church.
- The zoning of the property at No. 666 Stirling Highway, at Residential R20/R50, does not reflect the current non-conforming office use. In general terms, there is potential to accommodate nodes having commercial zoning on Stirling Highway.
- Nursing homes within Mosman Park should be appropriately acknowledged within the use class table of the new Scheme.
- Other provisions and variations that may be entertained in the new Scheme include specific discretionary allowances in relation to building height being accommodated within the Scheme in respect of various sites on the Stirling Highway Activity Corridor, subject to the outcome of appropriate detailed area planning exercises.

## 9. MONITORING AND REVIEW

The Strategy has the capacity to respond to future changes in State government policy or local priorities. It is advisable that the Strategy undergo a major review every five years in conjunction with a review of the town-planning scheme. There is scope to amend the Strategy to respond to changes in the intervening period.

Amendment of the Strategy should be undertaken in response to significant changes in circumstances in the period between comprehensive review; such as in the event of major economic development or major infrastructure projects which were not addressed in the existing Strategy. The procedure for amendment of the Strategy is generally the same as that for the preparation of the Strategy in the first instance, except that it is only the changes that are subject to advertisement, assessment and endorsement by the WAPC.

The focus of monitoring and review should be on the extent to which the Strategy has been successful in:

- Articulating and achieving the planning objectives of state and local government; and
- Effectively guiding land use and development decisions to achieve the outcomes of the Strategy.



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**ADVERTISING**

The Town of Mosman Park Local Planning Strategy certified for advertising on the 24 August 2010.

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

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

Date 11 JUN 2013

**ADOPTED**

The Town of Mosman Park hereby adopts the Local Planning Strategy, at the Ordinary meeting of the Council held on the 28 August 2012 .

MAYOR

CHIEF EXECUTIVE OFFICER

**ENDORSEMENT**

Endorsement by the Western Australian Planning Commission on 12 March 2013.

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

Date 11 JUN 2013

## 9.1 PRELIMINARY PUBLIC CONSULTATION

Public consultation via advertisement of Council's intention to prepare the Strategy was undertaken for a period of 42 days, between 13 September 2008 and 24 October 2008. Fourteen submissions were received in response to the advertisements. A summary of the submissions and the recommended Strategy / town planning scheme responses are provided in the table below.

NO.	SUBMITTER	KEY ISSUES SUMMARY	STRATEGY / SCHEME RESPONSE
1A & 1B	<p>Taylor Burrell Barnett - 11 November 2008 and 10 February 2009</p> <p>On behalf of the Bethanie Group and Curtin Aged Persons' Homes (ICAPH).</p> <p>Subject Property - Lot 50 (11) Wallace Lane, Mosman Park (RiverSea)</p>	<p>Submissions refers to the development potential of Lot 50 (11) Wallace Lane, Mosman Park (RiverSea).</p> <p>Requests that the RiverSea site should be rezoned from 'Residential R40' to 'Development Zone' under the Scheme and that detailed structure planning be required prior to redevelopment dealing with issues such as density, building height and form and setbacks.</p> <p>In general terms the submission indicates that the provision of aged care facilities in Mosman Park is a significant issue and that the current Riversea facility fails to account for the significant growing demand. In terms of the western suburbs Mosman Park will have the highest number and proportion of residents older than 55 the requirements of whom will need to be accommodated into the future.</p> <p>The Riversea site is currently under-utilized and there is potential to develop a greater range of accommodation including independent living units through to high care and dementia specific accommodation.</p> <p>The later submission sets out the justifications relating to the RiverSea site being an ideal location to meet part of the increasing aged care housing demand due to the existing under utilisation of the site, the potential to provide a more sustainable form of accommodation and care facilities, the potential to develop a greater diversity in accommodation to enable ageing in place, the suitability of surrounding development and topography to accommodate multi-storey development with no detrimental impacts beyond the site boundary and the fact that the site is well serviced in terms of transport services, and commercial, health and social facilities.</p> <p>The later submission also sets out suggested provisions for inclusion in the new Scheme.</p>	<p>Submissions noted as representing a logical change to the existing Scheme.</p> <p>Consideration to be given to zoning the RiverSea site 'Development Zone' with site specific development requirements incorporated into the Scheme to guide the preparation of a subsequent Detailed Area Plan (DAP), including height, building bulk and the impact on Stirling Highway.</p> <p>Appropriate provisions to be included in the draft Strategy and the new Scheme for community comment during the required formal consultation processes.</p>



NO.	SUBMITTER	KEY ISSUES SUMMARY	STRATEGY / SCHEME RESPONSE
2A & 2B	<p>Maxine Pottinger – 2 submissions both dated 30 October 2008            PO Box 84, Mosman Park            Subject Property - 686 Stirling Highway, Mosman Park</p>	<p>Currently owns a smaller residential lot zoned Residential R20/R50 on Stirling Highway. Development opportunities of the site are currently limited by the size that a development needs to be to have the higher density capability. Given the transit opportunities and convenience of this location this seems at odds with other development and trends within the general community.</p> <p>The second submission reinforces the currently limited access to the nearby ocean, beaches and parkland given the barriers of Stirling Highway, upgraded Curtin Avenue and railway line. Better access needs to be provided for all transport modes.</p> <p>Reserve land adjacent to the railway line could provide better pedestrian and bike access to the west particularly in the region of Wellington and Victoria Streets.</p> <p>Submission makes a number of suggestions about modifications to the existing dual use path systems in the locality to provide for improved access, including linking the bike path at Boundary Road via the Wellington Street lights and Victoria Street rail crossing to Curtin Avenue bike paths and beach and an extension of the existing dual use path to McCabe Street and the pedestrian/bike overpass at Leighton.</p>	<p>Submission noted and general intent agreed.</p> <p>The draft Strategy is intended to make provision for the outcomes of the Stirling Highway Corridor Study to be accommodated in the new Scheme. This may occur via a zoning change that sets out bottom line increases in development potential and that allows for further increases via detailed area planning processes. The suitability of individual lots in proximity to the highway for density will be assessed as part of the corridor study and then reflected in the subsequent detailed area planning processes that will be undertaken for identified areas.</p> <p>The draft Strategy is recommended to identify an open space / recreational and bicycle link adjacent to the coast and the Swan River and suggested roads to accommodate cyclists (as per DP sunset coast bicycle route).</p> <p>The draft Strategy is intended to include recommendations to include upgrades for the identified locations. It is noted that the Victoria Street rail crossing would be a matter that will be addressed during the Stirling Highway Corridor Study.</p> <p>An extension of the dual use path from the Leighton overpass to McCabe Street is also recommended to be included in the draft Strategy.</p> <p>Many of the initiatives referred to will require consideration and prioritisation by Council as part of its public works program to identify suitable funding and timing. The draft Strategy and the new Scheme whilst identifying strategic intent and alignments, will be unable to serve these functions.</p>

NO.	SUBMITTER	KEY ISSUES SUMMARY	STRATEGY / SCHEME RESPONSE
3	<p>R.B &amp; PA Lawrence – 22 October 2008</p> <p>Subject Property - 3 Arthur Street, Mosman Park</p>	<p>Submission provides detailed justifications for increasing the zoning of the Arthur Street Area to Residential R20.</p> <p>Justifications provided in the submission relate to the following:</p> <p>The unique location of and configuration of Arthur Street and the immediate area lending itself to higher density with good access options.</p> <p>The inconsistency of lot sizes in the area with some being in excess of 1000m<sup>2</sup> and others of approximately 500m<sup>2</sup>. Believe there should be relativity in the area in terms of lot size and that owners of the larger lots should be able to subdivide down to the equivalent area of other smaller lots.</p> <p>The relevance of and initiatives contained in relevant State Government Policy and related objectives, including the Liveable Neighbourhoods Policy.</p> <p>Close proximity to public transport services, including both buses and trains.</p> <p>Excellent access to schools, commercial and community facilities which can serve greater population density.</p> <p>Potential to improve the streetscape and increased financial benefits through increased rates for the Town.</p>	<p>Submission noted as representing a potentially logical change to the existing Scheme.</p> <p>On this basis the area should be identified as a potential investigation area for higher densities.</p> <p>Appropriate provisions to be included in draft Strategy and the new Scheme for community comment during the required formal consultation processes.</p>
4	<p>B &amp; M Browes - 2 Arthur Street</p> <p>R &amp; P Lawrence - 3 Arthur Street</p> <p>A &amp; M Kiljpa - 5 Arthur Street</p> <p>JB &amp; C Clarke – 8 Arthur Street</p> <p>J &amp; P Sheldrick – 14 Beagle Street</p> <p>S Broad – 16 Beagle Street</p> <p>17 October 2008</p>	<p>Submission requests that the zoning of the area bounded by Hanlin Street, Owsion Street, Beagle Street and Dorothy Genders Park to be considered for rezoning from Residential R15 to Residential R20.</p> <p>Submission indicates that there are approximately 20 homes in the locality which have lot sizes of 1000m<sup>2</sup> or more which could be subdivided down to 500m<sup>2</sup> sites, consistent with others in the locality (such as 4 and 6 Arthur Street). Points out that many of these properties have two street frontages that could be used.</p> <p>Points out that the many residents have aged and do not require large lots but that they would still like to stay in the area and this would afford them the opportunity to do so.</p> <p>They also believe the proposal is consistent with the general trend and intent of allowing smaller residential lots for sustainability reasons.</p> <p>Perceived benefits are:</p> <p>It will enable them to build new homes on their own land.</p> <p>It will upgrade the standard of housing and streetscape.</p> <p>The Council will receive more rates income.</p>	<p>Submission noted as representing a potentially logical change to the existing Scheme.</p> <p>On this basis the area should be identified as a potential investigation area for higher densities.</p> <p>Appropriate provisions to be included in the draft Strategy and the new Scheme for community comment during the required formal consultation processes.</p>

NO.	SUBMITTER	KEY ISSUES SUMMARY	STRATEGY / SCHEME RESPONSE
5	<p>Ron Brooks Planning – 20 October 2008</p> <p>On behalf of Mrs Evelyn Taylor;</p> <p>Subject Property – 60 Owston Street, Mosman Park</p>	<p>Indicates that the subject property has an area of 941m<sup>2</sup> with a second frontage to Sanctuary Lane.</p> <p>Owner intends to reside in the property but feels that the upkeep of the garden is too much of a burden. On this basis, she would like to subdivide the property. Due to the impending change to the Residential Design Codes relating to Residential R20 sites requiring a minimum site area of 500m<sup>2</sup>, a Residential R20 zoning would be insufficient to accommodate a subdivision of the property.</p> <p>On the basis of the above points a spot rezoning is requested, from Residential R15 to Residential R25. This is believed to not be a significant increase in density and would allow future subdivision to take advantage of fronting underwidth streets in the precinct. Consider that this configuration would offer many advantages including:</p> <p>Existing streetscapes to existing streets are not unnecessarily changed.</p> <p>The streetscape of the underwidth streets will be enhanced.</p> <p>Security is significantly improved as there is greater surveillance of the underwidth street.</p> <p>Dwellings on each side of underwidth streets results in spontaneous contact between residents promoting a sense of identity and belonging within the neighbourhood.</p> <p>Submission comments that the Western Australian Planning Commission (WAPC) will be seeking increased densities within inner City suburbs that are best accommodated without changing existing character. Proposal represents an opportunity to do this.</p> <p>As an alternative the submissions suggests that if there is discomfort with the suggested density increase, a dual density coding might be an appropriate solution and allow the increased Residential R25 density only where a lot has frontage to two streets.</p> <p>Submission also points out proximity of the site to generous areas of open space and to the Mosman Park Shopping Centre that would justify an increase in densities.</p>	<p>Submission noted as representing a matter to be considered as part of the preparation of the draft Strategy and the Scheme. Generally spot rezonings are not encouraged to specifically accommodate the subdivision aspirations of the landowner.</p> <p>However, alternative options may exist to use a split coding approach where the higher density can be achieved only in prescribed circumstances including where double road frontage exists. Allowing for increased density potential is such circumstances represents a potentially logical change to the existing Scheme.</p> <p>On this basis the area should be identified as a potential investigation area for higher densities and split density codes taking into consideration localities having dual access opportunities.</p> <p>Appropriate provisions to be included in the draft Strategy and the new Scheme for community comment during the required formal consultation processes.</p>
6	<p>Heritage Council Western Australia [HCWA] - 1 October 2008</p> <p>No specific properties identified.</p>	<p>Comments are as follows:</p> <p>No specific comment on the content of the Scheme as such heritage provisions withstanding are substantially in accordance with the model scheme text.</p> <p>Suggest a revision of the content of the Town's Heritage List that was adopted in 2004 and contains 20 places all derived from an old pre-Municipal Inventory (MI) Schedule. The Town's MI contains 65 places of which approximately 50 are in the top three management categories. The HCWA recommends bringing the Heritage List into line with the recommendations of the MI and affording heritage protection to these properties under the Scheme.</p>	<p>This is a matter that can be considered as part of the finalisation of the draft Strategy.</p> <p>In general terms it is considered appropriate that Council include higher level cultural heritage significant places into the Scheme Heritage Register as part of the scheme review process new for their ongoing conservation and protection.</p> <p>This initiative should be identified in the draft Strategy. The extent as to which places should be included in the Heritage List is a matter that will need to be carefully considered by Council both in terms of the level of significance of the place, condition of the place and also in respect to landowner support for such inclusions. These are issues that can then be tested as part of the community comment during the required formal consultation processes for the scheme review.</p>



NO.	SUBMITTER	KEY ISSUES SUMMARY	STRATEGY / SCHEME RESPONSE
7	<p>Swan River Trust (SRT) – 23 October 2008</p> <p>No specific properties identified.</p>	<p>Submission notes that the new scheme is intended to cover the area wholly situated within the Town of Mosman Park's municipal boundary, including that portion of the Swan River that forms an annexeure to the Scheme area, in the vicinity of Meads Restaurant, Johnson Parade, Mosman Park.</p> <p>The Town is reminded of its responsibility to ensure that, in undertaking planning and decision making which may affect the river environment, the Town gives due regard to the provisions outlined in State Planning Policy 2.10 – 'Swan and Canning River System' (SPP 2.10). As well as outlining policies based upon general guiding principles SPP 2.10 indicates that the Town's scheme area traverses the Blackwall Reach and Melville Waters area. The submission then sets out the matters that planning decision should take into consideration in respect of these areas (refer full submission).</p> <p>The submission notes that the scheme annexeure consists of a portion of river reserve, located within the SRT Development Control Area and Riverpark boundary and that based on current mapping, the site may be located outside of the LGA boundary. The SRT requests on this basis, that the Town analyse the validity of maintaining this annexeure as part of the new scheme, having regard to planning jurisdiction that otherwise applies under the <i>Swan and Canning Rivers Management Act 2006</i> and the Metropolitan Region Scheme.</p> <p>The SRT advise that they intend to give more detailed consideration to specific matters which may impact upon the river as, or when, the draft scheme comes before it for consideration. In preparing the new scheme the SRT also point out that the Town should have regard to the SRT involvement in the development approval process for properties within or abutting its Development Control Area and identifies where SRT policy requirements can be obtained and which the Town should be mindful of when formulating scheme provisions or zoning changes.</p>	<p>It is acknowledged that the Town has a responsibility to ensure that, in undertaking planning and decision making which may affect the river environment, it gives due regard to the provisions outlined in SPP 2.10 and that particular consideration need to be given to those matters identified for Blackwall Reach and the Melville Waters area.</p> <p>The issue relating to the validity of the scheme annexeure consisting of a portion of river reserve, located within the SRT Development Control Area and Riverpark boundary and being located outside of the LGA boundary is a matter that will need to be considered and explored further as part of the scheme review process within the current statutory planning framework.</p> <p>In preparing the new scheme the Town is required to have regard to the SRT involvement in the development approval process for properties within or abutting its Development Control Area, inclusive of relevant policy requirements. Any proposed scheme provisions or zoning changes will need to be mindful of these requirements.</p>



No.	SUBMITTER	KEY ISSUES SUMMARY	STRATEGY / SCHEME RESPONSE
8	<p>Peter Moran Architect- 20 December 2007 (pre-emptive submission) On behalf of the landowners. Subject Property – 666 Stirling Highway (2 Nagle Lane), Mosman Park (RiverSea)</p>	<p>Seeks rezoning of the subject property from residential to professional office use. Acknowledges that the most appropriate mechanism for the rezoning would be consideration through the current review of the town-planning scheme. The subject property is currently zoned Residential R20/50 and approved as a non-conforming use – Professional Office. There has been a substantial addition to the original building on the site to provide additional office space and car parking. On this basis it is anticipated that the professional office use will continue for at least the economic life of the building (25-30 years). Prior to the current use the property was operating for retail purposes as a hair dressing salon. There is evidence that prior to this, in the mid 1970's, the property was operating as professional offices. The existing LPS2 indicates the majority of the Stirling Highway frontage through the Town is dedicated to non-residential uses and that it is also in close proximity to the railway line and stations. There are a number of non-conforming commercial uses existing within the immediate vicinity of the subject property that have been operating with Council's knowledge and support. There is also a service station on the same side of Stirling Highway located approximately 150 metres south of the property. Given the history and acceptance of the non-conforming use of the subject property and the surrounding context of business and commercial functions, they seek Council's support in the proposed rezoning to professional office and ask that the issue be considered as part of the town planning scheme review.</p>	<p>Submission noted. If the non-conforming use has been operating without causing issues for surrounding properties within an area that features other commercial uses then there may be merit in formalising the existing land use as a permissible use. However, rather than undertaking a spot rezoning for the subject site it is considered that commercial uses abutting Stirling Highway in various locations within the Town must be approached from a more strategic holistic perspective. In this respect, the draft Strategy is intended to make provision for the outcomes of the Stirling Highway Corridor Study to be accommodated in the Scheme. This may occur via a zoning change that sets out bottom line increases in development potential and that allows for further increases via detailed area planning processes. The suitability of individual lots in proximity to the highway for additional density or alternative uses will be assessed as part of the corridor study and then reflected in subsequent detailed area planning processes that will be undertaken for identified areas. The detailed area planning process will need to consider the existing pattern of land use along the Highway including the existence of non-conforming non-residential uses and assess how appropriate these uses are to their immediate context.</p>
9	<p>Water Corporation – 17 September 2008</p>	<p>Submission indicates that the Town is situated within the Water Corporation's metropolitan licence areas for Water and Wastewater service provision. The Corporation's long-term water and wastewater planning is based generally on the arrangement of land use and residential densities shown in the current Strategy. Any residential density changes proposed in the Scheme will need to be assessed regarding the ability to provide services to those sites and the need for upgrading of the surrounding water services infrastructure network. The submission provides details of the Corporation's infrastructure, including an infrastructure plan. The Corporation regards that it is appropriate to include in the Scheme the additional Corporation properties (plans provided) as Local Scheme Reserves category 'Public Purposes – WSD', to more accurately identify their current and future purpose. In this regard, the scheme text would benefit from a description of the purpose of each reserve category to assist with development control. The submission also notes that small sewerage pump stations within the Town require a buffer of at least 10 metres radius to protect surrounding land uses from possible amenity impacts associated with the operation and maintenance of these facilities and that this requirement should be included in the draft Strategy and the Scheme. Proposals abutting these facilities are referred to the Corporation for comment prior to determination. The Strategy and Strategic Plan Map should incorporate appropriate buffers adjacent the sewer pump stations.</p>	<p>Comments noted and generally agreed with. Inclusions to be considered in the draft Strategy and the new Scheme as per the Water Corporation's advice.</p>

NO.	SUBMITTER	KEY ISSUES SUMMARY	STRATEGY / SCHEME RESPONSE
10	City of Fremantle – 16 September 2008 No specific properties identified.	Submission refers to correspondence dated 3 September 2008 and an update with regards to the meeting held in relation to Local Planning Scheme No. 3 Mosman Park. The submission indicates that the City of Fremantle has no comments or matters to be taken into consideration currently and requests that by kept informed of the process and conclusion.	Comments noted. No action required.
11	Jill Yates – 22 February 2007 (pre-emptive submission) Subject Property – 7 Kenny Street, Mosman Park	<p>Submission refers to a number of previous and current non-conforming uses around the Town and observes that when these uses are discontinued that the non-conforming use right is lost and that development potential reverts back to current zoning allowances. Often the redevelopment of these sites is considered to be bland, badly designed and offer little to the community. Expresses a concern that the history of inappropriate development forms within the Town's neighbourhoods may happen again. The submission seeks to make a point in respect to current usage, minor historic identity, amenity and contemporary housing conformism.</p> <p>From the submitters point of view a suburb has vastly enhanced value and quality of life existence when:</p> <p>Buildings and their attendant amenities continue to service a community.</p> <p>Council supports mixed use in neighbourhoods where a neighbourhood is already enjoying this.</p> <p>These buildings' architectural and historical identities are noted as being irreplaceable or significant and therefore Council might encourage the buildings' preservation (even in part).</p> <p>Council is not seen to stylistically acquiesce or succumb to developers' desires to capitalise on high density at all costs mentality.</p> <p>Council is not seen to be allowing merely the easiest common denominator of architectural solutions which may also ignore specific Australian climatic conditions.</p> <p>A Council isn't always to be seen as encouraging building design which reduces a suburb to brick and tile monotony of excess size using a lot of plot.</p> <p>A Council does not defer to the Planning Minister's Office as if zoning decisions are unchallengeable but rather promotes varied development that accounts for a suburb's ambient, historic and community identity.</p> <p>The submission also notes that if the smaller business premises disappear than the community is reduced to the monopoly type of shopping experience in Mosman Park, such as at Coles or IGA. Also considers that the Town has many features that contribute to sense of place and community and that many of these may be lost if housing density and conformity is the priority.</p>	<p>Submission noted.</p> <p>In general terms the submission expresses a point of view on previous developments that have occurred within the Town and the lessons that should be learnt when considering future development allowances.</p> <p>However, many of the issues raised, rather than being a social or community development issue, are in fact driven by economic considerations of commercial viability. In this respect it is a desirable trait of the Town to try and retain as many small commercial premises and shops as is practical to do so, but ultimately this will be at the discretion of the business operator and landowner.</p> <p>The draft Strategy and the new Scheme will seek to provide opportunities for the retention and further development of facilities for the provision of local goods and services, particularly within identified precincts such as that located around Glyde Street, however, this process cannot guarantee the retention of existing facilities.</p> <p>A key issue to the on-going success of Mosman Park will be the continuing provision of housing density and typologies that suit different and changing household compositions. To some degree this will ensure a variety of built form outcomes some of which may appeal to some and not others.</p> <p>The management of future development will be in accordance with the Town's planning framework and requirements as encapsulated within the Scheme and related planning policies and the evolution of this framework will need to be carefully considered in order to meet Council and community aspirations for type and quality of development that will occur.</p>



STRATEGY / SCHEME RESPONSE	
<p><b>NO.</b></p> <p>12</p>	<p><b>SUBMITTER</b></p> <p>Michael Patroni Architect – 24 October 2008</p> <p>On behalf of the landowners.</p> <p>Subject Property – 1-5 Glyde Street, Mosman Park</p>
<p><b>KEY ISSUES SUMMARY</b></p> <p>Raises general comments in respect to property at 1-5 Glyde Street. Clients have recently purchased the small strip of shops with a view of maintaining three current occupancies in the short term and with a plan to investigate and plan some form of infill development in the medium term (2-5 years).</p> <p>Confirms the intention of maintaining the heritage significant asset for the community but believe the site and the existing building represent an opportunity for some form of refurbishment and infill development that will honour the heritage aspects of the existing buildings as well as achieving some intensification of use that will contribute to a revitalised urban node that was the former commercial town centre.</p> <p>Discusses the renaissance of the Glyde Street precinct, adjacency to the train station and the increased use and dependency of public transport.</p> <p>Believes that the precinct may develop into an identifiable commercial and cultural node along this portion of Stirling Highway with an intensification of compatible and complementary uses in a more layered form that can make best use of urban and transport infrastructure.</p> <p>In relation to the subject property the future could see the vertical layering of an appropriate mix of uses with car parking accessed from the rear lane.</p> <p>On this basis the new Scheme may maintain the sites existing commercial zoning and overlay an 'Inner City Housing Code' coding as set out in the Residential Design Codes, and at the same time embracing the mixed use provisions of the R-Codes to facilitate a more vertically integrated urban fabric.</p> <p>Suggests also that the current two storey height limit is probably inadequate to reflect the different urban and suburban conditions within the Town, and that the Glyde Street Precinct should manifest more as an inner city node within a four to five storey envelope.</p>	<p>Submission noted and general intent agreed. However, the exact mechanisms as suggested in the submission may not be the best way of achieving the intended outcomes.</p> <p>The draft Strategy is intended to make provision for the outcomes of the Stirling Highway Corridor Study to be accommodated in the new Scheme, which will impact on the future form and development potential of the Glyde Street commercial area. This may occur via a zoning change that sets out bottom line increases in development potential and that allows for further increases via detailed area planning processes. The suitability of land in the Glyde Street location for additional development potential and density will be assessed as part of the corridor study and then reflected in subsequent detailed area planning processes that will be undertaken for identified areas.</p> <p>In the case of the existing development at 1-5 Glyde Street any future re-development of the buildings will need to be responsive to the existing heritage character as identified by the submitter.</p> <p>Specific height and accessibility considerations will need to be determined although it is noted that a four to five storey development form with vehicular access from the rear lane is likely to represent a good outcome provided that the bulk of the upper storeys is appropriately positioned on the site and appropriately transitions towards and does not overwhelm the existing heritage fabric.</p>

NO.	SUBMITTER	KEY ISSUES SUMMARY	STRATEGY / SCHEME RESPONSE
13	<p>SJB Town Planning and Urban Design – June 2009 (late submission)</p> <p>On behalf of the landowners.</p> <p>Subject Property – The area bounded by Marshall Street, Bateman Street, Bird Street, Riverside Drive and the Swan River.</p>	<p>The submission seeks an increase in the zoning of the land located in the vicinity of Bateman, Bird, Caporn, Marshall Streets and Riverside Drive to Residential R25.</p> <p>The submission provides a detailed response to matters relevant to the housing component of the Strategy. The justifications for the proposed increase in residential density are summarised as follows:</p> <p>The increased density would comply with WAPC policies that promote higher densities in appropriate locations.</p> <p>The area is suitable for redevelopment/subdivision, given the existence of original housing in the area.</p> <p>The proposal addresses all of the issues required to be addressed in terms of housing in the Strategy.</p> <p>The Residential R25 density is considered to be the base density for residential densities since the 2002 Residential Design Codes, which made R25 the highest coding in the 'low density' category.</p> <p>Residential R25 is the lowest coding that will enable redevelopment/subdivision. Residential R20 will not achieve this.</p> <p>There are only minor differences in terms of development standards between Residential R12.5 and R25.</p> <p>New subdivisions in the area have densities ranging from Residential R20 to R40.</p> <p>The submission includes details of all the properties within the area and indicates that they contain a mix of original and river dwellings, being a mixture of modest houses and other larger newer dwellings taking advantage of the setting. The surrounding area is being progressively subdivided and redeveloped, and includes the former CSBP, CSR and Slate Engineering Works sites.</p> <p>The subject land is current zoned Residential R12.5 with other land in the locality being a variety of equivalent and higher density zoned land. Under the current zoning the lots would have no further subdivision or development potential.</p>	<p>Submission noted as representing a potentially logical change to the existing TP52.</p> <p>Under a previously prepared draft Strategy the Subject Land was been identified as comprising Development Investigation Area 5 (DIAS). The draft Strategy at that time indicate that given the sensitive nature of altering the existing character in this area, careful consideration of development potential is required. The recommended response within the draft Strategy was to insert a clause in the new town planning scheme allowing Council to permit the development and support the subdivision of land to the Residential R20 standards of the Residential Design Codes, where dwellings and/or resulting lots have access and frontage to a constructed road and with development being subject to appropriate performance criteria included in a Local Planning Policy.</p> <p>Given the previous delay in the consideration of the draft Strategy by the Department of Planning and WAPC there was the opportunity for Council to consider the late submission and amend the draft Strategy and increase the proposed density coding of DIA6 from R20 to R25 prior to the WAPC granting consent to undertake formal public consultation. This was considered desirable as it would have given the community the opportunity to comment on the proposal for increased density as part of the integrated public consultation process associated with the draft Strategy.</p> <p>On this basis it is recommended that the draft Strategy retain the proposed residential density coding for Development Investigation Area 6 at Residential R25.</p>



DATA TABLES

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APPENDIX 2

TABLE 1: AGE STRUCTURE AND COMPOSITION

Age	Mosman Park		Perth Statistical Division %
	Number	%	
0 to 4	419	5.1	6.2
5 to 11	599	7.3	9.1
12 to 17	905	11.0	8.6
18 to 24	849	10.3	10.4
25 to 34	943	11.4	13.6
35 to 49	1,806	21.9	22.5
50 to 59	1,095	13.3	13.0
60 to 69	746	9.0	8.0
70 to 84	630	7.6	7.0
85 and over	256	3.1	1.5
Total	8,248	100.0	100.0

Source: ABS (2006)

TABLE 2: EDUCATION ATTAINMENT: RESIDENTS AGES 15 AND OVER

Qualification	Mosman Park		Perth Statistical Division %
	Number	%	
Bachelor or Higher Degree	2,178	31.8	16.5
Advanced Diploma or Diploma	543	8.2	8.0
Vocational	665	9.7	17.0
No Qualifications	2,410	35.2	45.3
Not Stated	1,025	15.0	13.3
Total	6,841	100.0	100.0

Source: ABS (2006)

TABLE 3: COUNTRY OF BIRTH

Country of Birth (top 10 overseas birthplaces)	Mosman Park		Perth Statistical Division %
	Number	%	
United Kingdom	803	10.1	11.8
New Zealand	154	1.9	2.4
South Africa	114	1.4	1.3
United States	100	1.2	0.4
Singapore	84	1.0	0.8
Malaysia	66	0.8	1.3
India	63	0.8	1.0
Germany	62	0.8	0.5
Ireland	60	0.7	0.5
Poland	51	0.6	0.4
Non-English Speaking Backgrounds	1,091	13.2	14.6
Main English Speaking Countries	1,282	15.5	16.7
TOTAL OVERSEAS BORN	2,373	28.8	31.3
Australia	5,136	62.3	61.5
Not Stated	739	9.0	7.1
Total	8,248	100.0	100.0

Source: ABS (2006)

TABLE 4: HOUSEHOLD COMPOSITION 2006

Household Type	Mosman Park		Perth Statistical Division %
	Number	%	
Family Households	1,871	54.2	66.8
Lone Person Households	1,183	34.4	23.8
Group Households	139	4.0	3.6
Other Not Classifiable Households	245	7.1	4.8
Total Households	3,438	100.0	100.0

Source: ABS (2006)



TABLE 5: DWELLING TYPE – OCCUPIED PRIVATE DWELLINGS

Dwelling Structure	Mosman Park		Perth Statistical Division %
	Number	%	
Separate House	2,065	53.7	71.8
Medium Density a	611	15.9	15.9
High Density b	801	20.8	3.7
Caravans, Cabins, Houseboats	0	0	0.4
Other	6	0.2	0.1
Total Occupied Private Dwellings	3,481	90.6	92.0

(a) 'Medium density' includes all semi-detached, row, terrace, townhouses and villa units, plus flats and apartments in blocks of 1 or 2 storeys, and flats attached to houses.

(b) 'High density' includes flats and apartments in 3 storey and larger blocks

Source: ABS (2006)

TABLE 6: DWELLING TYPE – CHANGE IN SEPARATE DWELLING NUMBERS

	Separate Dwellings as a % of Total Housing Stock			Change 1981– 2006	Change 2001– 2006
	1981	2001	2006		
Mosman Park	57%	50.6%	53.7%	-6.4%	+3.1%

Source: Chris Antill Planning and Urban Design, Town Planning Department of WA (1981) & ABS (2006)

TABLE 7: TOTAL DWELLING GROWTH 2001-2006 (INCL. UNOCCUPIED)

	Mosman Park	Perth Statistical Division
2001	3,750	552,006
2006	3,843	608,721
Change 2001-2006	+93 (2.5%)	+56,715 (9.3%)

Source: ABS (2006)

TABLE 8: POPULATION PROJECTIONS

	Population 2016	Population 2021
Mosman Park	9,100	9,200

Source: Department of Planning and Infrastructure (2006)

TABLE 9: OCCUPATION - RESIDENTS AGED 15 YEARS AND OVER

Occupation	Mosman Park		Perth Statistical Division %
	Number	%	
Managers	572	15.6	11.3
Professionals	1,325	36.2	20.6
Technicians and Trade Workers	303	8.3	15.8
Community and Personal Service Workers	327	8.9	9.2
Clerical and Administrative Workers	395	10.8	15.8
Sales Workers	337	9.2	9.9
Machinery Operators and Drivers	86	2.3	6.2
Labourers	258	7.0	9.7
Inadequately Described or Not Stated	60	1.6	1.5
Total	3,662	100.0	100.0

Source: ABS (2006)

TABLE 10: EMPLOYMENT &amp; TRAVEL TO WORK

	Total - Number of Employed Residents	Employed Residents who Travel to Work by			
		Private Vehicle	Public Transport	Walk or Cycle	Work from Home
Number	3,662	2,311	507	130	190
%	95.8%	63%	14%	4%	5%

Source: ABS (2006)

TABLE 11: REGIONAL AND LOCAL COMMUNITY SPACES AND ENVIRONMENTALLY SIGNIFICANT SITES IN THE TOWN OF MOSMAN PARK

Name	Location	Current Use	MRS/Scheme Reservation
Chidley Point Reserve / Point Roe Park	Chidley Way	Passive / active recreational open space and foreshore reserve. Generally a natural setting with trees and some grass. Water-ski take off area, toilet/change room facilities, barbecues, parking area on upper level. State Government Bush Forever Site.	MRS - parks and recreation reservation
Chidley Point Golf Club	Wellington / Marshall Streets	Golf course with restricted public access.	MRS - parks and recreation reservation / Bush Forever Site.
Minim Cove Park	Fairbairn / Stone Streets	Passive / active open space and foreshore reserve. Bush Forever site.	MRS - parks and recreation reservation
T.J. Perrott Reserve	McCabe Street	Active/passive recreation. Gymnasium for hire. Change room facilities for sporting clubs. Barbecues installed. Adjacent Rocky Bay Inc. Skate park also available.	MRS - parks and recreation reservation
Buckland Hill Reserve / Swansea Park	Stirling Highway / Boundary Road West	Passive recreation / tennis court / children's playground and grassed area / densely vegetated. Artillery museum and guns are located on the top of the hill.	MRS - Parks and recreation reservation
Memorial Park	Memorial Drive	Passive open space	MRS - parks and recreation reservation
Jabe Dodd Park / Bay View Park	Johnson Parade	Passive / active open space and foreshore reserve including lawn bowls. Grassed area with trees, viewing lookout, picnic tables and seating. A cycle track is also constructed along the cliff top. Swan Canoe Club. Jetties.	MRS - parks and recreation reservation
Mann Oval	Doyle Street	Active open space and Memorial Hall (community facility owned by the Town and leased to the Mosman Park Arts Foundation.) Intersection of Solomon Street and Lochee Street grassed oval mainly used for Australian rules football and cricket.	TPS 2 - parks and recreation reservation
Davis Oval	Solomon Street	Children's playground / Mosman Park's outdoor cinema December to April. Food/alcohol. Community Hall owned by the Town.	TPS 2 - parks and recreation reservation
Brown Park	Wellington / Palmerston Streets	Bus stop / mature tree canopy Neighbourhood play area for children. Grassed with trees. Sandpit containing new playground equipment. Seating provided. Drinking fountain.	TPS 2 - parks and recreation reservation
Gibbon Park	Gibbon Street	Semi developed parkland containing plexipave courts marked for two tennis and two basketball courts / Children's playground / bus stop	TPS 2 - parks and recreation reservation

Name	Location	Current Use	MRS/Scheme Reservation
The Rope Walk	Rope Works Park at the Corner of Wilcage Street extending west to Monument Hill Park adjacent Singleton Place.	Rope Works Park - active open space adjacent the western end of The Rope Walk. Monument Hill Park - large pocket of vegetated open space to the eastern end of The Rope Walk.	TPS 2 - parks and recreation reservation
String Fellow Park	Hayes Terrace	Passive open space / mature vegetation. Open area with grass and trees. Children's playground and basketball keyway.	TPS 2 - parks and recreation reservation
McCabe Street West	Corner Edwards Terrace and McCabe Street at Swansea Park	Pockets of vegetation at the eastern and western side of Edwards Terrace at the edge of Swansea Park.	TPS 2 - parks and recreation reservation
Genders Park	McCabe Street connecting to Beagle Street	Passive recreation / vegetation	TPS 2 - parks and recreation reservation
Wright Park	Corner Glyde Street / Solomon Streets	Passive recreation / vegetation	TPS 2 - parks and recreation reservation
Centenary Park	Ecclesborne / St. Leonards Streets	Passive open space	TPS2 - public purposes reservation (water supply sewerage and drainage)
Federation Park	Laing Lane / Murray Avenue	Passive open space	TPS 2 - public purposes reservation (water supply sewerage and drainage)
Leighton Beach	Curtin Avenue	Passive/active open space	MRS - parks and recreation reservation
Local Shopping Centres	1) Corner Wellington and Manning Streets. 2) Corner Monument / Harvey and Lochee Streets. 3) Area bound by Stirling Highway, St Leonard / Monument and Willis Streets.	Public shopping facilities at varying scales inclusive of retail and other commercial and community uses. Key locations for community social activities and interaction.	TPS2 - Business Zone
Places of Worship	1) Corpus Christi Catholic Church - Corner of Palmerston / Lochee Streets. 2) Mosman Park Community Church - Corner Solomon / Lochee Streets. 3) St. Luke's Anglican Church - Monument Street.	Places of Worship (Churches)	TPS 2 - Place of Public Assembly Zone (Worship)



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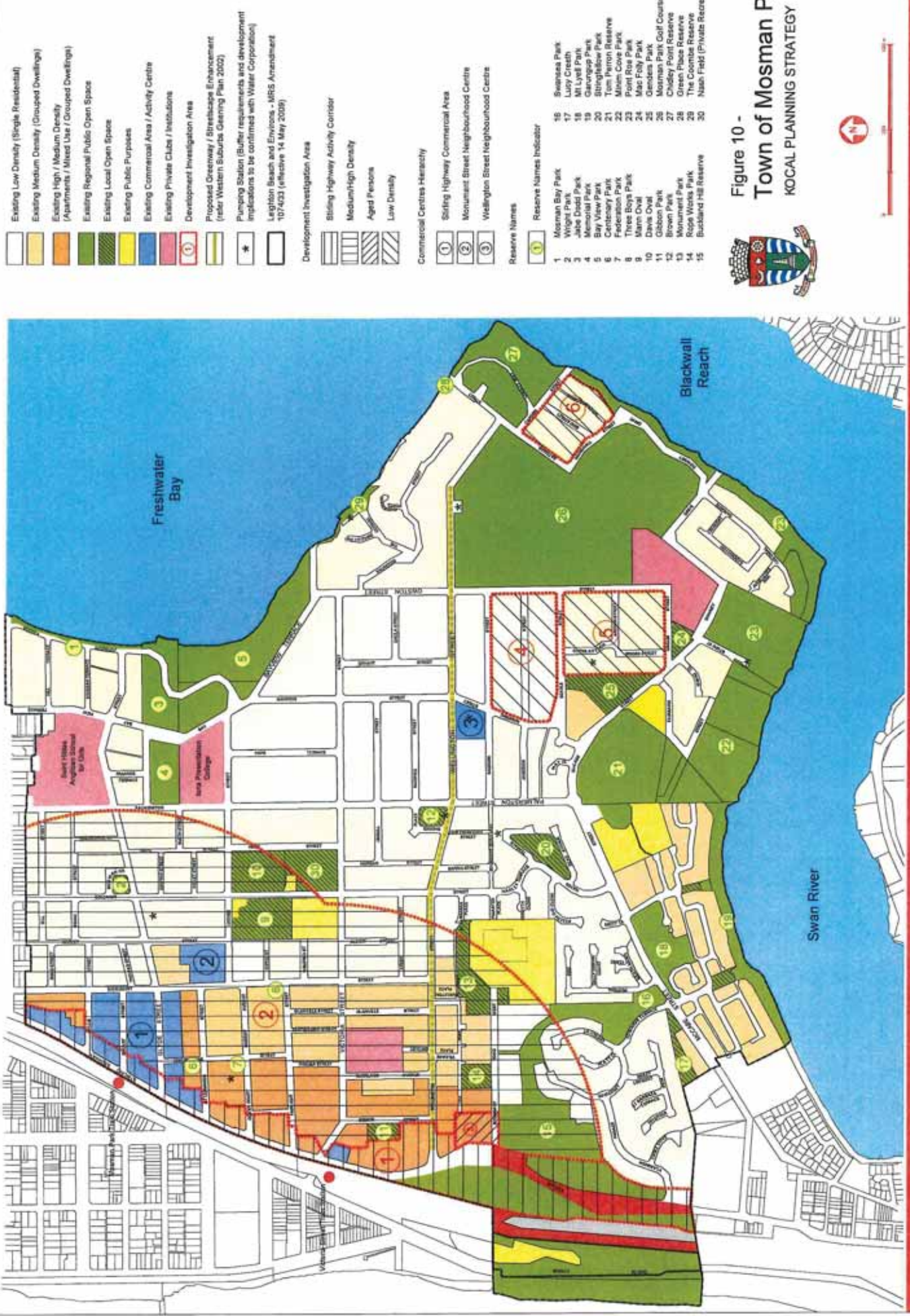
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APPENDIX 3

THE STRATEGY MAP

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- Existing Low Density (Single Residential)
- Existing Medium Density (Grouped Dwellings)
- Existing High / Medium Density (Apartments / Mixed Use / Grouped Dwellings)
- Existing Regional Public Open Space
- Existing Local Open Space
- Existing Public Purposes
- Existing Commercial Area / Activity Centre
- Existing Private Clubs / Institutions
- Development Investigation Area
- Proposed Greenway / Streetscape Enhancement (after Western Suburban Greening Plan 2002)
- Pumping Station (Buffer requirements and development implications to be confirmed with Water Corporation)
- Leighton Beach and Environs - MRS Amendment 1074/03 (effective 14 May 2009)

- Development Investigation Area
- Blinding Highway Activity Corridor
- Medium/High Density
- Aged Persons
- Low Density

- Commercial Centres Hierarchy
- 1 Strling Highway Commercial Area
  - 2 Monument Street Neighbourhood Centre
  - 3 Wallington Street Neighbourhood Centre

- Reserve Names
- | Reserve Names Indicator | Reserve Name                    |
|-------------------------|---------------------------------|
| 1                       | Mosman Bay Park                 |
| 2                       | Wright Park                     |
| 3                       | Jake Dodd Park                  |
| 4                       | Memorial Park                   |
| 5                       | Bay View Park                   |
| 6                       | Centenary Park                  |
| 7                       | Federacao Park                  |
| 8                       | Three Boys Park                 |
| 9                       | Marm Oval                       |
| 10                      | Davis Oval                      |
| 11                      | Robson Park                     |
| 12                      | Brown Park                      |
| 13                      | MacFadyen Park                  |
| 14                      | Rosa Woods Park                 |
| 15                      | Burkhead Hill Reserve           |
| 16                      | Svensson Park                   |
| 17                      | Lily Creeth                     |
| 18                      | MI Lyell Park                   |
| 19                      | Garrange Park                   |
| 20                      | Strlingfellow Park              |
| 21                      | Tom Iremion Reserve             |
| 22                      | Miram Cove Park                 |
| 23                      | Point Rose Park                 |
| 24                      | Mac Filly Park                  |
| 25                      | Genendes Park                   |
| 26                      | Mosman Park Golf Course         |
| 27                      | Sibley Point Reserve            |
| 28                      | Green Place Reserve             |
| 29                      | The Green Reserve               |
| 30                      | Nash Field (Private Recreation) |



Figure 10 -  
Town of Mosman Park  
KOCAL PLANNING STRATEGY

