

CITY OF GOSNELLS

Local Planning Strategy



Department of Planning,
Lands and Heritage



Endorsed by the Western Australian
Planning Commission

27 August 2025

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Consultation with the respective local government authority should be made to view a legal version of the Scheme. Please advise the Department of Planning, Lands and Heritage of any errors or omissions in this document.

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CITY OF GOSNELLS

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LOCAL PLANNING STRATEGY

August 2025

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

24th Day of July 2019

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

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

Date: _____

ADOPTED

The City of Gosnells hereby adopts the Local Planning Strategy, at the Ordinary meeting of the 23 February 2021.



Mayor



Chief Executive Officer

ENDORSEMENT

Endorsed by the Western Australian Planning Commission on



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

Date: 27 AUGUST 2025

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CONTENTS

EXECUTIVE SUMMARY	1
Part 1 - Local Planning Strategy	2
1. Introduction.....	2
1.1 Vision and Planning Principles	4
1.2 Planning Objectives.....	5
2. Strategies and Actions	6
2.1 Housing.....	8
2.2 Activity Centres.....	10
2.3 Employment, Business & Industry.....	10
2.4 Public Open Space	11
2.5 Rural	12
2.6 Environment & Water Management	13
2.7 Transport	14
2.8 Community Infrastructure and Development.....	14
2.9 Servicing & Infrastructure	15
2.10 Heritage	15
2.11 Tourism.....	16
2.12 Planning Framework.....	16
3. Implementation and review	17
Part 2 – Background Information and Analysis.....	18
1. Introduction.....	18
2. State and Regional Planning Context	18
2.1 State Planning Strategy 2050.....	18
2.2 State Planning Policy (SPP)	18
2.3 Strategic Planning Context and Metropolitan Region Scheme	33
2.4 Operational Policies.....	36
2.5 Position Statement and Guidelines	38
3. Local Planning Context	39
3.1 Strategic Community Plan	39
3.2 Town Planning Schemes.....	40
3.3 Structure and Precinct Structure Plans	43
3.4 Development Contribution Plans.....	46
3.5 Local Planning Policies.....	48
4 Local Profile	49
4.1 Context	49
4.2 Population and Growth	49
4.3 Employment and Business.....	61
4.4 Industry.....	79
4.5 Public Open Space	82
4.6 Rural	110

4.7	Bushfire Hazards	115
4.8	Environment and Water Management.....	116
4.9	Transport	119
4.10	Community Development and Infrastructure	127
4.11	Servicing and Infrastructure.....	129
4.12	Heritage	132
4.13	Tourism Planning.....	132
4.14	Planning Framework.....	134
5.	Opportunities and Constraints for Development.....	141
5.1	Housing.....	141
5.2	Activity Centres.....	142
5.3	Employment, Business and Industry	143
5.4	Public Open Space	144
5.5	Rural Areas.....	145
5.6	Environment and Water Management.....	145
5.7	Transport	146
5.8	Community Infrastructure and Development.....	147
5.9	Servicing and Infrastructure.....	147
5.10	Heritage	148
5.11	Tourism.....	149
5.12	Planning Framework.....	149
6.	Conclusion	149

FIGURES

Figure 1 - Regional Context Plan	2
Figure 2 - Suburbs of City of Gosnells	3
Figure 3 - Strategic Plan Map	7
Figure 4 - Metropolitan Region Scheme.....	33
Figure 5 - South Metropolitan Peel Sub-Regional Planning Framework (2018).....	35
Figure 6 - Town Planning Scheme 9A.....	40
Figure 7 - Town Planning Scheme 15	41
Figure 8 - Town Planning Scheme 17	42
Figure 9 - Location of approved and proposed structure plans	45
Figure 10 - Location of current and proposed Development Contribution Areas.....	47
Figure 11 - Greenfields and Infill subdivisions 2002 – 2023	50
Figure 12 - Forecast population (2016 - 2036)	52
Figure 13 - Population trends for each suburb	53
Figure 14 - Forecast dwelling uptake	55
Figure 15 - Change in Employment by Industry 2015/16 to 2020/21	63
Figure 16 - Location of Activity Centres	66
Figure 17 - Maddington Town Centre Concept Plan	68
Figure 18 - Location of Gosnells Town Centre	72
Figure 19 - Improvement Plan for the Gosnells Town Centre.....	73
Figure 20 - Kenwick Vision Plan	77
Figure 21 - MKSEA draft Structure Plan	80
Figure 22 - Southern River Precinct 3F Structure Plan.....	81
Figure 23 - Open space acquired under Planning legislation	85
Figure 24 - Beckenham.....	87
Figure 25 - Canning Vale	89
Figure 26 - Gosnells.....	91
Figure 27 - Huntingdale	93
Figure 28 - Kenwick	95
Figure 29 - Langford	97
Figure 30 - Maddington.....	99
Figure 31 - Martin / Orange Grove	101
Figure 32 - Southern River.....	103
Figure 33 - Thornlie	105
Figure 34 - Foothills Rural Strategy Planning Precincts	114
Figure 36 - Bus Network	124
Figure 37 - Rail Network	125
Figure 38 - Perth Cycle Network	126

LIST OF TABLES

Table 1 - WAPC Operational Policies relevant to the Strategy	37
Table 2 - Strategic Community Plan Summary.....	39
Table 3 - Approved Structure Plans	43
Table 4 - Approved Development Contribution Plans.....	46
Table 5 - Local Planning Policies	48
Table 6 - Population projections.....	51
Table 7 - Future Growth Areas.....	52
Table 8 - Planned Urban Growth Areas	55
Table 9 - Urban Infill dwelling target to 2050	58
Table 10 - Population Growth Scenario	59
Table 11 - Projected Dwelling Uptake	60
Table 12 - Projected Dwelling Capacity.....	61
Table 13 - WAPC Employment targets for the South East Region	62
Table 14 - City of Gosnells Economic Profile (2021)	62
Table 15 - Top Eight Industry Sectors (2021).....	63
Table 16 - Top Eight Industry Sectors – Employment trends (2011 - 2021)	64
Table 17 - Employment self-sufficiency in the sub-region	65
Table 18 - District Centres floor space	70
Table 19 - Capital investment in Gosnells Town Centre.....	71
Table 20 - Neighbourhood Centres with identified floorspace needs.....	74
Table 21 - Local Centres.....	76
Table 22 - Existing Industrial Areas.....	79
Table 23 – Public Open Space Strategy Recommendations	84
Table 24 - Total Public Open Space by Suburb	86
Table 25 - Tourist Attractions	133
Table 26 - Proposed Residential Densities within Activity Centres	137
Table 27 - Proposed Density Ranges within Activity Centre and Rail Station Precincts.....	138
Table 28 - Model Scheme Land Use Categories excluded from LPS 24	139
Table 29 - New Land Use Categories in LPS 24	140

EXECUTIVE SUMMARY

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

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

The LPS is premised on the City's Strategic Community Plan (2023-2033) and the State Planning Framework, and is intended to guide land use and development in the context of:

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

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

PART 1 - LOCAL PLANNING STRATEGY

1. INTRODUCTION

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

Figure 1 - Regional Context Plan

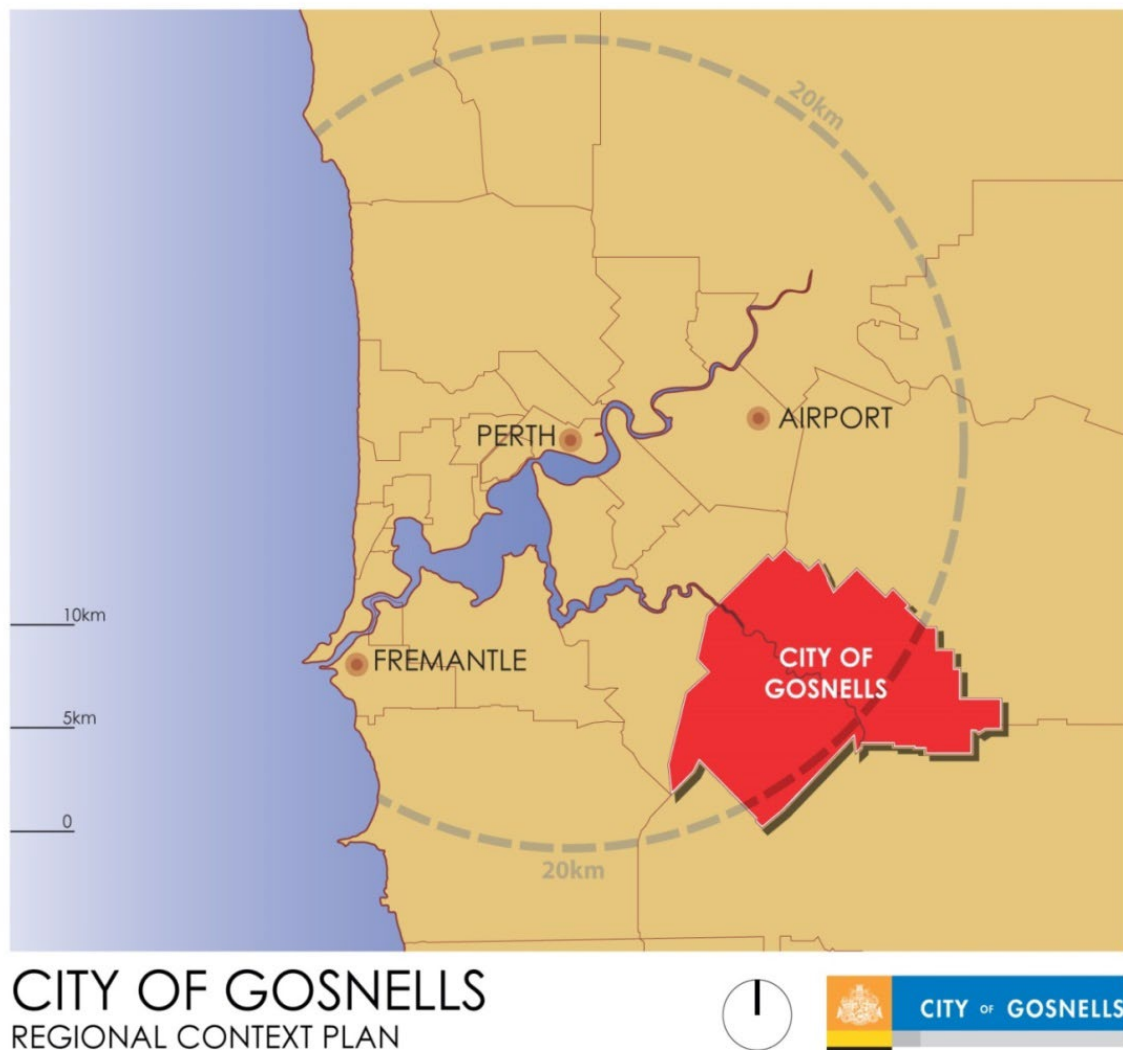
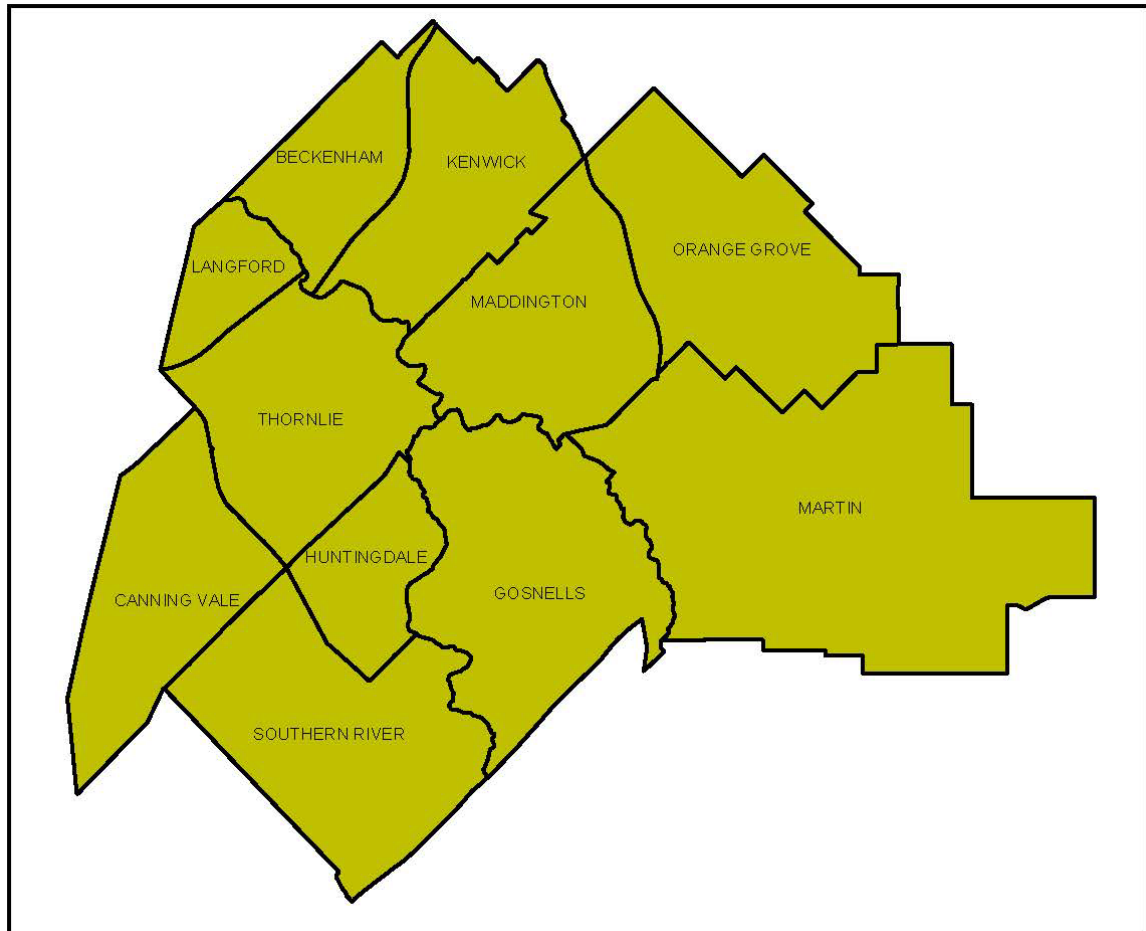


Figure 2 - Suburbs of City of Gosnells

The City is one of the largest local governments in Western Australia (by population) and has experienced high population growth. The population has increased from approximately 86,500 in 2002 to an estimated residential population of 139,453 in 2025. This is mainly due to the development of greenfield subdivisions in Canning Vale and Southern River. While much of the City is developed for single residential housing, significant areas of infill development have occurred in the older suburbs of Beckenham, Kenwick, Maddington and Gosnells.

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

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

1.1 Vision and Planning Principles

The objectives of the LPS have been established on the guiding principles of the State Planning Framework, the City's Strategic Community Plan for 2023-2033 and the City's existing planning strategies.

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

State Planning Framework Principles	
Environment	Conserve the State's natural assets through sustainable development.
Community	Enable, diverse, affordable, accessible and safe communities.
Economy	Facilitate trade, investment, innovation, employment and community betterment.
Infrastructure	Ensure infrastructure supports development.
Regional Development	Build the competitive and collaborative advantages of the regions.
Governance	Build community confidence in development processes and practices.

City of Gosnells – Planning Strategies

A series of planning strategies relating to various themes have been prepared and adopted by Council. These strategies have been prepared for technical purposes, however, are supplementary and do not form part of the Local Planning Strategy. Where relevant, recommendations from each Strategy have been input into the Local Planning Strategy. These strategies include:

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

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

Strategic Community Plan

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

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

At the Ordinary Council Meeting of 25 July 2023 Council adopted the City's Strategic Community Plan 2023 – 2033. The Strategic Community Plan identified five strategic priorities the City aims to accomplish by 2028 as outlined in the following table:

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

1.2 Planning Objectives

In accordance with the guiding principles of the State Planning Framework, the City's Strategic Community Plan (2023-2033) and the supplementary planning strategies, the objectives of the LPS are as outlined below.

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

Local Planning Strategy Objectives		
10.	Heritage	<ul style="list-style-type: none"> Promote and preserve the City's heritage areas.
11.	Tourism	<ul style="list-style-type: none"> Promote and provide for tourism opportunities within the City.
12.	Planning Framework	<ul style="list-style-type: none"> Review relevant planning frameworks in order to implement orderly and proper planning.

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

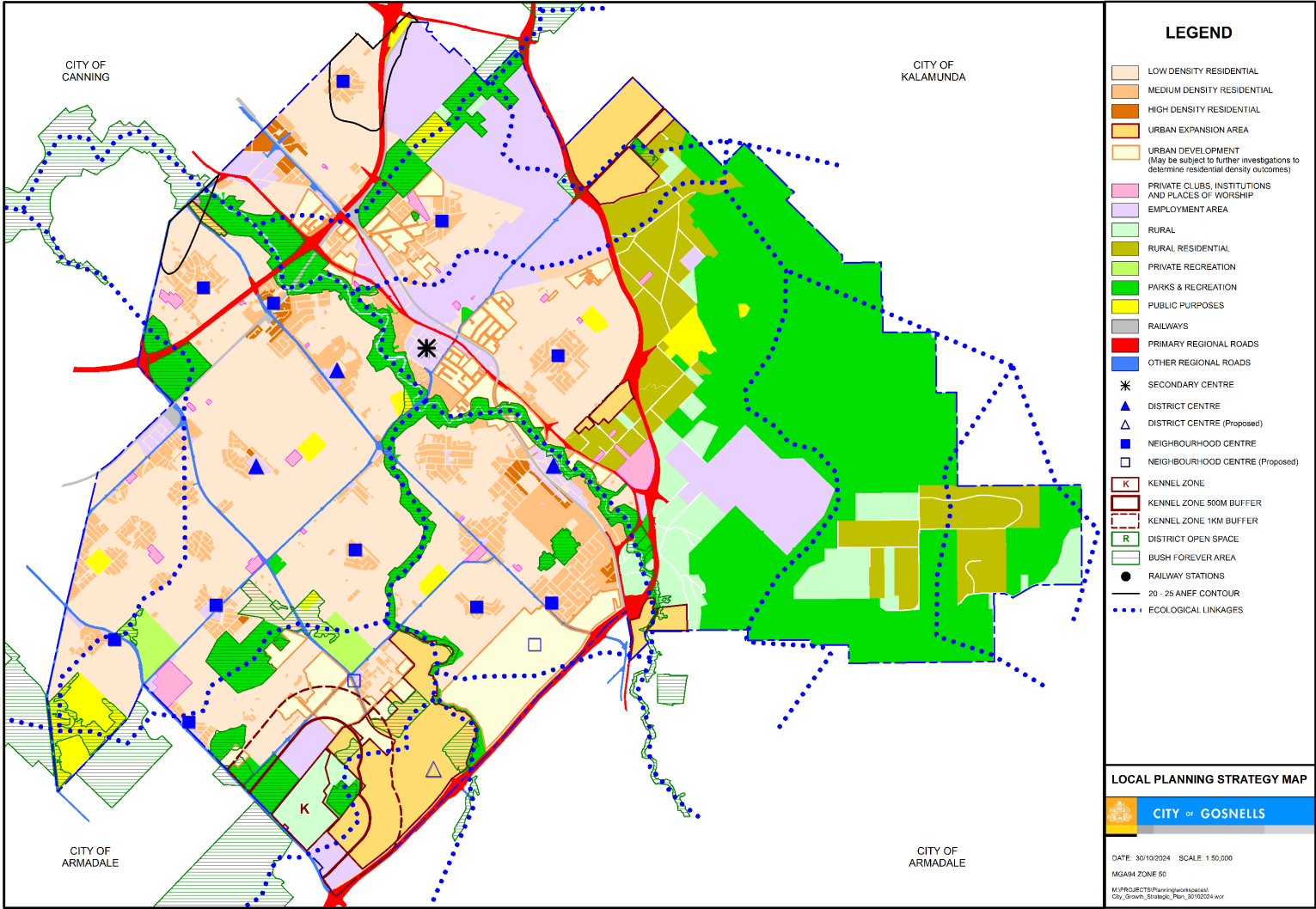
2. STRATEGIES AND ACTIONS

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

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

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

Figure 2 - Strategic Plan Map



2.1 Housing

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

Strategy #1		
Provide a more consolidated form of development with an emphasis on the intensification of residential uses in and around activity centres, adjacent to areas of high amenity public open space, public transport nodes and community infrastructure.		
Action		
(a)	Amend the Scheme Map-to provide for residential development in activity centres and immediately adjacent to train stations in accordance with the following densities:	
	Residential Density in Activity Centres and Immediately Adjacent to Train Stations	
	Activity Centre	Density
	Secondary Centre (Maddington Town Centre)	R100 - R160
	District Centre - Gosnells Town Centre	R80 - R160
	Other District Centres	R100
	Neighbourhood Centres	R60 – R80
	Local Centres	R40
	Train Stations	R80 - R160
(b)	Introduce minimum density requirement for residential development in activity centres and immediately adjacent to major transit nodes.	
(c)	Amend the Scheme Map (where appropriate) to provide for residential development within the walkable catchment of activity centres and train stations in accordance with the following density ranges:	
	Residential Density within Walkable Catchments of Activity Centres and Train Stations	
	Activity Centre	Density
	Secondary Centre (Maddington Town Centre)	R40-R80
	District Centre	R40-R60
	Neighbourhood Centres	R30-R40
	Train Stations	
	5 minute/400m walkable catchment	R60-R80
	10 minute/800m walkable catchment	R40-R60
(d)	Support increasing the base residential density code from R17.5 to R20, where further consideration is not required to resolve matters relating to fragmented ownership, lack of reticulated sewer, lack of internal road networks, provision of public open space and drainage.	
(e)	Liaise with the Department of Communities regarding potential opportunities for medium to high density residential and mixed-use development outcomes within proximity to the Maddington Secondary Centre and Maddington Station.	

Strategy #2

Provide for coordinated subdivision and development in residential areas constrained by land fragmentation and inadequate servicing.

Action

(a)	Support the rezoning of land in the Local Planning Scheme and prepare Structure Plans for undeveloped residential areas in Southern River Precincts 3 and 4.
(b)	Advocate for the lifting of or rezoning of the Metropolitan Region Scheme for all remaining Urban Deferred and Rural zoned land in the Southern River and Gosnells.
(c)	Implement the requirement for structure plans in areas identified by Local Planning Policy 3.6 - Structure Plans as requiring a framework to coordinate future subdivision and development.
(d)	Where necessary, support the establishment and operation of Development Contribution Plans to provide for the coordination and delivery of servicing and infrastructure amongst developing landowners.
(e)	Where required, support the rezoning of land from Residential to Urban Development to allow for the preparation of a structure plan to address efficient road access, open space provision and servicing for large parcels of land.

Strategy #3

Encourage development that will enhance the amenity of residential areas and ensure that new housing relates to the character and scale of existing and/or future desired residential amenity.

Action

(a)	Support infill development as a means of facilitating urban renewal of old housing stock through the Local Planning Scheme and Local Planning Policies.
(b)	Finalise planning of the Maddington Town Centre including: <ul style="list-style-type: none"> Support the rezoning of land in the Local Planning Scheme to facilitate mixed use and infill development. Implement the Maddington and Gosnells Activity Centres Local Planning Policy.
(c)	Work with State Government to investigate mechanisms within the local planning framework to develop and facilitate a Significant Tree Register. This may include collating a database of established specimens within the City for inclusion on the register.
(d)	Investigate whether a review of the existing local planning policy framework could be used for the purpose of action (c).

Strategy #4

Support the delivery of additional Urban zoned land to provide for a range of uses which may include residential, commercial, light industrial and related outcomes.

Action

(a)	Advocate to the WAPC for the rezoning of land in the Orange Grove Urban Expansion area from Rural to Urban under the Metropolitan Region Scheme and in accordance with the South Metropolitan Peel Sub-regional Planning Framework.
(b)	Advocate to the WAPC for the reclassification of land north of Maddington Town Centre and railway line from Industry and Parks and Recreation to Urban under the Metropolitan Region Scheme.

2.2 Activity Centres

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

Strategy #5	
Facilitate and promote well-planned, high-quality development in activity centres in accordance with contemporary planning principles.	
Action	
(a)	Support the preparation of Precinct Structure Plans for the Maddington and Gosnells Town Centre areas, and prior to any new or significant redevelopment of District Centres and transit-oriented development areas.
(b)	Review the density code arrangements for the City's activity centres with a view to consider applying R-AC codes, consistent with State Planning Policy.

Strategy #6	
Facilitate the development of attractive, vibrant and prosperous activity centres through encouraging a mix of land uses.	
Action	
(a)	Introduce appropriate zonings into activity centres that provide for a mix of uses, including retail, office, community purposes, residential and home-based businesses.
(b)	Plan activity centre development including existing centres around a legible street network with a focus on 'main-street' planning principles and high-quality public spaces.
(c)	Prepare local planning policies stipulating minimum-built form and open space requirements for development in commercial areas.

2.3 Employment, Business & Industry

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

Strategy #7	
Endeavour to reach employment self-sufficiency targets in line with State government policy.	
Action	
(a)	Encourage the development and redevelopment of new and existing activity centres in accordance with the Activity Centres Planning Strategy and SPP 4.2.
(b)	Support the progression of local planning scheme amendments over Precincts 2 and 3B of the Maddington Kenwick Strategic Employment Area to rezone the land to Industrial Development and to bring the local planning scheme into alignment with the Metropolitan Region Scheme.
(c)	Prepare structure plans to guide the subdivision and development of the Maddington Kenwick Strategic Employment Area, specifically to address the interface between the non-residential and residential uses.
(d)	Facilitate the subdivision and development of City owned land in the Southern River Business Park.

Strategy #8	
Preserve the integrity of strategic areas of employment, business and industry as outlined by the South Metropolitan Peel Sub-regional Planning Framework.	
Action	
(a)	Protect the existing hard rock quarry operations by introducing provisions into the Scheme to prohibit sensitive land uses within 1km of their operational areas, except where it can be demonstrated that measures can be undertaken to ameliorate the adverse impacts of the quarry operations.
(b)	Protect existing industrial and service commercial areas from the encroachment of incompatible, sensitive land uses, through the application of appropriate zonings and land use permissibility's in the Scheme.
(c)	Protect Perth Airport from encroachment by incompatible (noise-sensitive) development and minimise the impact of airport operations within the City on the Beckenham, Langford and Kenwick communities by requiring development approval for all noise sensitive developments within the ANEF 20-25 contour through a Special Control Area.

2.4 Public Open Space

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

Strategy #9	
Provide for a variety and sufficient quantity of Public Open Space (POS) that is attractive, functional, fit for purpose, sustainable and integrated into the surrounding urban form, thereby contributing towards health, recreational and social needs of the community.	
Action	
(a)	Undertake a review of the City's Public Open Space Strategy and incorporate any relevant recommendations into the Local Planning Strategy.
(b)	Consult with relevant landowners regarding the potential redevelopment or disposal of sites that may be underutilised areas of public open space with a view to appropriately reclassify these parcels of land under the local planning scheme.
(c)	Investigate opportunities to co-locate public open space, in consultation with the Department of Education.
(d)	Support reserving areas of open space, and areas currently providing an open space function under the local planning scheme.

2.5 Rural

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

Strategy #10	
Protect, conserve and enhance the landscape character of the Foothills Rural area.	
Action	
(a)	<p>Prepare a local planning policy to guide the assessment of subdivision and development applications to address the following matters:</p> <ul style="list-style-type: none"> (i) Discourage further clearing of native vegetation (ii) Encourage the planting of endemic vegetation where possible (iii) Maintain a screen of native vegetation along Canning Mills Road where possible. (iv) Retain native trees within the road reserves where possible. (v) Encourage screen planting between overhead high voltage power line pylons and roadways. (vi) Maintain and restore where possible and appropriate, a vegetated foreshore along the Bickley Brook and Ellis Brook.
(b)	Protect and preserve the amenity of the Foothills Rural area by applying an appropriate Rural Residential and Rural zoning, consistent with the South Metropolitan Peel Sub-regional Planning Framework and assigning land use permissibility in the local planning scheme to ensure that development protects the rural amenity within this zone and preserve the community's rural lifestyle.
(c)	Incorporate provisions in the local planning scheme to specify that a minimum lot size of 4 hectares applies to Rural Residential and Rural zoned land within Rural Planning Precinct 1.

Strategy #11	
Review the City's planning framework to implement State Planning Policies and the South Metropolitan Peel Sub-regional Planning Framework	
Action	
(a)	Undertake a review of the City's Foothills Rural Strategy

2.6 Environment & Water Management

Objectives:

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

Strategy #12	
Protect, enhance and conserve the natural environment.	
Action	
(a)	Implement the City's Biodiversity Conservation Management Plan 2010.
(b)	Implement the Ellis Brook Valley Strategic Management Plan 2016.
(c)	Support the Natural Areas Partnership with the Armadale Gosnells Landcare Group.
(d)	Advocate to the WAPC for the long-term reservation of land along the Canning River as Parks and Recreation
(e)	Ensure and encourage public access to natural areas through the provision and extension of bicycle and pedestrian paths.
(f)	Investigate the suitability of progressing a local planning scheme amendment to include the Environmental Conservation zone and/or reserve into the local planning scheme.
(g)	Support the conservation of environmentally significant areas through appropriate land use classification arrangements and where relevant, development controls within the local planning scheme.

Strategy #13	
Manage opportunities and constraints relating to water management and design.	
Action	
(a)	Support the progression of a local planning scheme amendment that spatially identifies flood prone areas and includes land use and development controls within the local planning scheme.

Strategy #14	
Promote sustainable action to reduce greenhouse gas emissions.	
Action	
(a)	Prepare a local planning policy to implement the City's Public Tree Strategy.
(b)	Implement the City's Sustainability Action Plan and Emissions Reduction Strategy.
(c)	Implement the Switch Your Thinking Action Plan.

2.7 Transport

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

Strategy #15	
Provide a safe, efficient and effective movement network for people and freight that is integrated with land uses to provide for better accessibility and sustainability.	
Action	
(a)	Investigate opportunities to promote higher densities in the local planning scheme around key public transport routes.
(b)	Prepare an Integrated Transport Plan for the district in consultation with Main Roads and the Department of Transport.

Strategy #16	
Provide safe, affordable and effective transport modes for all sectors of the community.	
Action	
(a)	Advocate to the State Government for the staged removal of level crossings and upgrades to train stations on the Armadale Line.
(b)	Support the delivery of upgraded and safe walking and cycling infrastructure in accordance with the City's Bicycle Plan 2023 – 2033.
(c)	Advocate to the Public Transport Authority for improvements to local bus services.
(e)	Advocate for amendments to the Metropolitan Region Scheme and support amendments to the local planning scheme in Beckenham to modify road reservations on William Street associated with the Level Crossing Removal program.

2.8 Community Infrastructure and Development

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

Strategy #17	
Provide and maintain community facilities of an appropriate type, quantity, quality and distribution.	
Action	
(a)	Implement the City's Sports Plan and obtain development approval for a major indoor sports and aquatic facility at Sutherlands Park consistent with the endorsed Master Plan.
(c)	Implement the Hester Park revitalisation project by advocating for the reclassification of land in the Metropolitan Region Scheme from Parks and Recreation to Urban.
(d)	Require the preparation of a Community Infrastructure Plan (CIP) and consider the appropriateness of any recommendations to be reflected in the local planning scheme, where relevant.

2.9 Servicing & Infrastructure

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

Strategy #18	
Ensure infrastructure and servicing meets the needs of the community and to support existing and future development.	
Action	
(a)	Liaise with the Water Corporation and State Government agencies to support the implementation sewer infrastructure for Kenwick and the Maddington Kenwick Strategic Employment Area.
(b)	Monitor, maintain and upgrade (where necessary) the City's drainage network to ensure minimal impact on the community and ensure the quality of discharged stormwater.
(c)	Deliver infrastructure through the collection of funds through mechanisms provided by the <i>Local Government Act 1995</i> and the administration of development contribution plans.
(d)	Advocate to the Water Corporation for the delivery of sewer infrastructure in Urban areas not currently connected to reticulated sewer.
(e)	Continue to work with the State Government to investigate the removal of overhead powerlines, where appropriate.
(f)	Undertake investigations, and where appropriate, support the progression of a local planning scheme to establish Development Contribution Plans for the Maddington Kenwick Strategic Employment Area and Kenwick.

2.10 Heritage

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

Strategy #19	
Record and promote places and objects of significant heritage value.	
Action	
(a)	Review and where required update the City's Heritage Inventory.

Strategy #20	
Create a sustainable future for significant heritage items within the City of Gosnells.	
Action	
(a)	Create and implement local planning policies to provide guidance for development and conservation outcomes for heritage sites within the City.

2.11 Tourism

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

Strategy #21	
Promote and provide for tourism opportunities within the City.	
Action	
(a)	To provide for short stay accommodation tourism opportunities through the local planning scheme by designating appropriate land use permissibility in accordance with the state planning framework.

2.12 Planning Framework

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

Strategy #22	
Review the City's planning framework to implement the LPS and local planning scheme in accordance with the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> and State policy documents.	
Action	
(a)	Address any rezoning anomalies through the readjustment of zonings and/or the application of a new, more appropriate zoning.
(b)	Prepare a local planning policy which sets out vehicle, access and parking requirements.
(c)	Request that the Western Australian Planning Commission prepare an omnibus amendment to address zoning/reservation anomalies in the Metropolitan Region Scheme.
(d)	Consider a future amendment to the local planning scheme to consider the suitability of including Independent living complex; Renewable energy facility; Abattoir; Animal husbandry – intensive; Art gallery; Mining operations; Tree farm and Workforce accommodation land uses having regard to the overarching zone objectives.
(e)	Introduce the model land use categories as provided by the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> Model Provisions and modify land use categories and/or introduce non-standard land use categories where considered appropriate.
(f)	Review Town Planning Schemes No 9A, 15 and 17 to: <ul style="list-style-type: none"> (i) Determine the extent to which the schemes have been delivered; (ii) Whether a guided development scheme remains appropriate; and (iii) Determine if the scheme should be revoked or continue operating.

3. IMPLEMENTATION AND REVIEW

Following the publication of its local planning strategy, the City will undertake regular monitoring and review to ensure its effective implementation and compliance with the Regulations. Implementation of the local planning strategy will occur through implementation and review of the actions proposed in Section 2 and through the local planning scheme. In broad terms, this will involve:

- The City has prepared a new LPS 24 alongside the LPS. It is expected that upon endorsement of the LPS and LPS 24, several existing local planning policies will need to be reviewed and/or new policies formulated.
- Aligning the local planning scheme consistent with the model provisions of the Regulations.
- Every ten years, undertaking a comprehensive review of the local planning scheme and local planning strategy in the form of a report for review. The report of review will include a basic assessment of the status of all of the actions from the local planning strategy to confirm whether actions are either completed, in progress, not commenced or no longer relevant.

In addition to the report of review and any outcomes of this process, it is also recognised that an amendment to the Strategy may be necessary from time to time. Such circumstances may include, but are not limited to:

- Updating the local planning strategy consistent with manner and form approved by the WAPC;
 - To apply any new or amended state or regional planning policy;
 - To incorporate the recommendations of any study, needs assessment, plan, sub-strategy where they relate to land use planning; and
 - To reflect any changes as a result of the review, or creation of a new Strategic Community Plan.
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PART 2 – BACKGROUND INFORMATION AND ANALYSIS

1. INTRODUCTION

The purpose of Part 2 is to provide the rationale and evidence for Part 1. It provides the relevant background information and analysis which supports the planning directions and actions outlined in Part 1. This part provides a summary of the relevant state, regional and local planning contexts and their implications for the Strategy.

A local government profile is also included that provides a presentation and analysis of information relating to the demographic profile of the City and the key planning issues and opportunities influencing future development and land use.

2. STATE AND REGIONAL PLANNING CONTEXT

2.1 State Planning Strategy 2050

State Planning Policy 1.0 restates and expands on the key principles of the State Planning Strategy in planning for sustainable lands use and development. It brings together existing State and regional policies, strategies and guidelines within a central State Planning Framework (Framework) which provides a context for decision-making on land use and development in Western Australia.

The Framework informs the Western Australian Planning Commission (WAPC), local government and other stakeholders involved in the planning process on State level planning policy which is to be taken into consideration, and given effect to, in order to ensure integrated decision-making across all spheres of planning.

The Framework identifies relevant policies and strategies used by the WAPC in making decisions and may be amended from time to time. The framework is the overarching SPP. Additional SPPs set out the WAPC's policy position in relation to aspects of the State Planning Strategy principles.

Implications:

The Strategy aligns with the State Planning Strategy and supports the State Government's strategic vision for the growth of the Perth metropolitan region, ongoing investment in the suburban rail network and promoting infill housing.

2.2 State Planning Policy (SPP)

State Planning Policies provide the highest level of planning policy control and guidance in Western Australia. The SPPs that apply to the city are outlined in the following sections.

SPP 2.0 – Environment and Natural Resources

SPP 2.0 is a broad sector policy and provides guidance for the protection, management, conservation and enhancement of the natural environment. The policy promotes responsible planning by integrating environment and natural resource management with broader land use planning and decision-making.

SPP 2.0 outlines general measures for matters such as water, air quality, soil and land quality, biodiversity, agricultural land and rangelands, basic raw materials, marine

resources, landscapes and energy efficiency. These general measures should be considered in conjunction with environmentally based, issue-specific State planning policies which supplement SPP 2.0.

Implications:

The protection and conservation of the natural environment has been given consideration in the Strategy (section 4.8) and proposes to avoid development that results in unacceptable environmental damage whilst identifying opportunities for improved environmental outcomes.

The Strategy identifies land suitable for residential and industrial development. Some of these areas have constraints including remnant vegetation, fauna habitats, threatened ecological communities, conservation category wetlands and drainage issues. These matters including the provision of ecological linkages, consistent with the Frameworks and will be addressed through the planning process at the rezoning, structure plan, subdivision and development stages. Areas where ecological linkages are proposed to be implemented include:

- MKSEA – A foreshore reserve along Yule Brook as development occurs, which will create an ecological linkage between Welshpool Road and Roe Highway.
- MKSEA – Public open space for areas identified as wetlands, significant vegetation or drainage, as development occurs. This will create an ecological linkage between open space areas, Bush Forever sites and the Greater Brixton Street wetlands.
- Southern River Precincts 3 and 4 – A foreshore reserve along Southern River as development occurs. This will extend the existing ecological linkage along the river up the Tonkin Highway.

Currently TPS 6 contains provisions to require significant environmental values be identified and protected in future stages of planning. The intent of these provisions is proposed to be carried over into LPS 24.

Environmental protection measures are supported by Council policies including:

- Retention, Rehabilitation and Revegetation of Natural Areas;
- Enhancing the Canning and Southern Rivers; and
- Draft Riverpark Strategy.

The City will investigate incorporating an Environmental Conservation zone or reserve as a future amendment to the local planning scheme.

SPP 2.3 – Jandakot Groundwater Protection

This policy aims to protect the Jandakot Groundwater Protection Area from development and land uses that may have a detrimental impact on the water resource. SPP 2.3 is predicated on priority areas and the principles of risk avoidance, risk minimisation and risk management. The priority areas include Priority 1 areas (prevent risks), Priority 2 areas (minimise risks) and Priority 3 areas (manage risks).

SPP 2.3 includes policy measures relating to land use permissibility and zoning based on the priority areas identified. These are considered within the context of planning processes including strategic planning and MRS amendments, local planning schemes amendments, structure plans and subdivision and development proposals, where

located within the protection area. Minimum lot size requirements are also stipulated for subdivision proposals.

Implications:

The policy area and the groundwater mound only applies to a small area of the City on State Government owned land, being the prison site in Canning Vale. Given this land is reserved under the MRS and is not zoned or reserved under the local planning scheme, there are no implications for the City.

SPP 2.4 – Basic Raw Materials

SPP 2.4 seeks to ensure basic raw materials (BRM) and extractive industry matters are considered during planning and development decision-making to facilitate the responsible extraction and use of the State's BRM resources.

The policy establishes objectives relating to:

- Recognising the importance of BRM early in the planning process;
- Protecting BRM through avoiding encroachment from incompatible land uses;
- Efficient use of BRM;
- Identifying BRM extraction opportunities through sequential land use; and
- Ensuring BRM extraction avoids, minimises or mitigates impacts on the community and the environment.

Implications:

SPP 2.4 applies to the two hard rock quarries located within the eastern portion of the City on the face of the Darling Escarpment, being the Boral and Holcim quarries. LPS 24 proposes to protect the two quarries from the unreasonable encroachment by incompatible (noise sensitive) development, to provide for their ongoing development and operation and avoid any health risks or amenity implications for adjacent land uses.

LPS 24 proposes to incorporate a Special Control Area (SCA) around the extractive industries in Orange Grove and Martin. This includes a one-kilometre buffer around the quarries and introduces site specific development and subdivision standards including land use permissibility arrangements and a requirement for a notification on the title in future stages of planning.

The extractive industries are proposed to be zoned Special Use in a new local planning scheme.

SPP 2.5 – Rural Planning


SPP 2.5 applies to rural land and rural land uses, as well as land potentially impacted by rural land uses. SPP 2.5 seeks to protect and preserve Western Australia's rural land assets due to the importance of their economic, natural resource, food production, environmental and landscape values. SPP 2.5 includes policy measures aimed at protecting rural land while encouraging a diversity of compatible rural land uses.

Implications:

Sections 4.6 and 4.14.3 of the Strategy discusses the City's rural areas.

The Strategy Map is consistent with the South Metropolitan Peel Sub-Regional Planning Framework. New rural residential proposals that do not align with the South Metropolitan Peel Sub-Regional Planning Framework are considered inconsistent with the policy objectives and will not be supported.

Key recommendations of the City's Foothills Rural Strategy incorporated in LPS 24 are:

- (a)  Minimum lot size applies for the subdivision of land in rural planning precincts;
- (b) Setbacks for development;
- (c) Standards relating to outbuildings;
- (d) A Special Control Area in Martin to limit development within the catchment of a watercourse; and
- (e) A Special Control Area around the quarries to restrict incompatible development within a one kilometre buffer area and controls on the development and subdivision of land.

The rural areas of the city are zoned Rural or Rural Residential in LPS 24. This is generally consistent with areas zoned General Rural or Special Rural in TPS 6 and reflect the recommendations of the Frameworks.

SPP 2.7 – Public Drinking Water Source

The purpose of SPP 2.7 is to inform decision-makers of those aspects of state planning policy concerning the protection of Public Drinking Water Supply Areas throughout the State. It is intended that this be implemented through the preparation of strategic plans, regional and local planning schemes, conservation and management strategies, and other relevant plans or guidelines, as well as through decision-making on subdivision and development applications.

Implications:

A public drinking water source area exists around Victoria Reservoir. This catchment area impacts a small number of properties in Versteeg Grove, Martin that are zoned Rural Residential. The City will seek advice from the Department of Water and Environmental Regulation prior to considering a development application on these properties.

SPP 2.8 – Bushland Policy for the Perth Metropolitan Region

SPP 2.8 seeks 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. The primary purpose of the policy is to secure the long-term protection of biodiversity and associated environmental value sites, being Bush Forever areas.

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. The policy supports the preparation of local bushland protection strategies to facilitate the identification of locally significant bushland sites for protection and management outside Bush Forever areas.

Implications:

The City works closely with the State Government to facilitate the protection and, where appropriate, ultimate acquisition of the remaining Bush Forever areas in private ownership. Where appropriate the City also promotes private land conservation initiatives to protect and manage Bush Forever reserves (existing or proposed) in private ownership as an alternative to State acquisition.

Additionally, the City provides advice to the WAPC, or makes planning decisions under the operative Scheme, when assessing applications for the rezoning, subdivision or development of land that is designated as Bush Forever. There are currently three Bush Forever areas (No. 255, 340 and 464) in the potential Urban Investigation Area in the Gosnells/Southern River area which are Negotiated Planning Solutions. These sites will require further negotiations, and there may be limitations to the development of these sites

LPS 24 will be updated as required to reflect changes to any Bush Forever sites. This will occur when land is reserved in the MRS as Parks and Recreation or by amending the Local Planning Scheme to zone these sites as Public Open Space. Ecological linkages are proposed to be implemented over time as land is developed. This includes land in MKSEA and Southern River Precincts 3 and 4.

The City is preparing a Natural Area Management Strategy to replace the current Biodiversity Conservation Management Plan (2010). The City will investigate incorporating an Environmental Conservation zone or reserve as a future amendment to the local planning scheme.

SPP 2.9 – Planning for Water

SPP 2.9 seeks to ensure planning and development consider hydrology management and includes appropriate measures to achieve optimal water resource outcomes. The policy establishes objectives relating to:

- Improving environmental, social, cultural and economic values of water resources;
- Protecting public health through appropriate water supply and wastewater infrastructure;
- Sustainable use of water resources; and
- Managing the risk of flooding and water related impacts of climate change on people, property and infrastructure.

Implications:

SPP 2.9 is relevant to the wetlands, waterways (including their associated foreshores) and floodplains located within the City. These are discussed in Section 4.8.2 of the Strategy.

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

LPS 24 incorporates SCA 3 for the MKSEA - Precinct 3A and includes provisions relating to water management. The Local Planning Scheme is currently the subject of a rezoning proposal for the MKSEA (Precincts 2 and 3B) and is proposed to include provisions relating to water management.

Some parts of the City are low-lying, have a high water table and are at risk from localised flooding during major storm events. Strategic planning proposals, rezoning proposals, structure plans, and development and subdivision applications must address flood risk by implementing best practice stormwater management and provide sufficient levels of fill to maintain clearance in a 1 in 100 year flood event and respond to groundwater levels. Planning decisions are guided by LPP 2.9 – Filling of Land when assessing development and subdivision applications.

SPP 2.10 – Swan-Canning River System

SPP 2.10 provides a framework for consistent and integrated decision-making in relation to planning proposals over the Swan and Canning rivers and its foreshore to ensure activities land use and development maintains and enhances the health, amenity and landscape values of the river, including its recreational and scenic values.

SPP 2.10 sets out overarching guiding principles for the entire river together with precinct based performance criteria and objectives to be achieved for certain parts of the river as defined in the policy. The guiding principles include social benefits, environmental values, cultural and natural heritage and design and development, such as securing public access to the river, maintaining a sense of place, protecting the natural environment, conservation of cultural and natural heritage elements of the river and its setting and promoting sensitive design and built form.

Implications:

The City is bisected by the Canning River being fourteen kilometres in length and the Southern River being eight kilometres in length. These two rivers are reserved in the MRS as Parks and Recreation. Adjacent to these rivers, there is land not yet been developed as residential including:

- Mills Road West, Martin.
- Albany Highway, Gosnells.
- Southern River between Southern River Road and Tonkin Highway.

The City provides advice to the WAPC and State Government agencies, when assessing applications for the rezoning, subdivision or development of land adjacent to or within the boundary of the Canning and Southern River Management Area. Issues such as vegetation and wetland protection, foreshore boundaries, public open space, fire risk and water management will be addressed as planning progresses on land abutting the rivers. There are no implications for LPS 24 from SPP 2.10.

SPP 3.0 – Urban Growth and Settlement

SPP 3.0 is a broad sector policy that sets out the principles and considerations which apply to planning for urban growth and settlement in Western Australia. The purpose of the policy is to facilitate sustainable patterns of urban growth and settlement by setting out the requirements of sustainable settlements and communities and the broad policy for accommodating growth and change.

SPP 3.0 outlines general measures to create sustainable communities, plan liveable neighbourhoods, coordinate services and infrastructure, manage rural-residential growth and plan for aboriginal communities. These general measures should be considered in conjunction with issue-specific urban growth and settlement state planning policies which supplement SPP 3.0.

Implications:

The Strategy addresses the infill targets identified under the Perth and Peel @3.5million and associated State and Regional Planning Framework. The Strategy seeks to identify sufficient land to meet future population and housing needs. This is discussed in Section 4.2 of the Strategy. In response to demographic trends, the Strategy supports the provision of a range of housing typologies. This includes single dwellings, smaller homes on cottage lots, townhouses and multi storey apartments. The Strategy and LPS 24 support higher densities around the walkable catchments of railway stations and activity centres.

The Strategy identifies employment nodes based around activity centres and industrial areas. The Maddington industrial area is fully developed and planning is underway to expand the industrial area towards Tonkin and Roe Highways. The MKSEA will provide a long term supply of land for industrial development. Smaller light industrial and commercial areas exist in Beckenham, Kenwick and Gosnells. A new industrial area is also being developed in Southern River. This is discussed in Sections 4.3 and 4.4 of the Strategy.

The Strategy recognises the hierarchy of regional, district and local centres. Larger centres are located along activity corridors such as major roads and the suburban railway line, with smaller centres at the neighbourhood level. This is discussed in Sections 4.3 of the Strategy.

The City considers a range of matters when assessing planning proposals for the subdivisions and development of land. This includes the provision of public open space for active and passive recreation, identifying the location of school sites and provision of community facilities. This is discussed in Sections 4.5 and 4.10 of the Strategy.

Additional areas of land proposed to be reserved as public open space in LPS 24 include:

- The former tip site on Kelvin Road, Orange Grove;
- Land on White Road, Orange Grove that was acquired by the WAPC for conservation and is located adjacent to a Bush Forever site; and
- Foreshore land along the Canning River at Manning Avenue, Martin (Reserve 49297).

The Strategy responds to SPP 3.0 by ensuring infrastructure and services are provided for new developments. The City liaises with State Government agencies and servicing authorities when assessing proposals for the rezoning of land, preparation of structure plans and assessment of subdivision applications. This is discussed in Section 4.7 of the Strategy.

The City has endorsed a series of plans to address community infrastructure needs. The Sports Plan provides a roadmap to develop new sport and recreation facilities and seeks to improve the use of existing facilities over the next 10 years (2020 - 2029). The Community Facilities Plan will guide the delivery of community infrastructure to ensure it is fit for purpose and meets the needs of the community. For the purposes of this Plan, community facilities is defined as built assets for events, social and cultural gatherings,

recreation, leisure and sporting activities. This is discussed in Section 4.10 of the Strategy.

SPP 3.4 – Natural Hazards and Disasters

SPP 3.4 encourages local governments to adopt a systemic approach to the consideration of natural hazards and disasters. The objectives of this policy are to include planning for natural disasters as a fundamental element in the preparation of planning documents, and through these planning documents, minimise the adverse impacts of natural disasters on communities, the economy and the environment.

SPP 3.4 sets out considerations for decision makers in relation to hazards including flood, bush fire, landslides, earthquakes, cyclones and storm surges. Consideration of these hazards should be undertaken in conjunction with issue-specific state planning policies which supplement SPP 3.4.

Implications

The most significant natural hazard that impacts the City is bushfire. There are many areas that mapped as being bushfire prone. Strategic planning proposals, rezoning proposals, structure plans, development and subdivision applications are assessed against SPP3.7 – Planning for Bushfire Prone Areas.

Strategic planning proposals, as well as rezoning, structure plan, development and subdivision applications for land that is designated as a Bushfire Prone Area, will be assessed against SPP 3.7. New development or intensification of land use will generally not be supported in areas that have a bush fire risk. In accordance with SPP 3.7, a Bushfire Hazard Level Assessment has been prepared by the City to inform the local planning scheme which involves the high-level consideration of relevant bushfire hazards for land identified for future development. This matter is discussed in Section 4.7 of the Strategy.

Many areas of land across the City have development potential and are zoned Urban Development in LPS 24. These development areas as identified in LPS 24 and Local Planning Policy 3.5, will require the preparation of a structure plan which will need address bush fire issues.

Development proposals must also consider the natural hazard risks such as flooding and storm events and this is discussed in Section 4.7 of the Strategy.

Some parts of the City are low-lying, have a high water table and are at risk from localised flooding during major storm events. Strategic planning proposals, rezoning proposals, structure plans, and development and subdivision applications must address flood risk by implementing best practice stormwater management and provide sufficient levels of fill to maintain clearance in a 1 in 100 year flood event and respond to groundwater levels. Planning decisions are guided by LPP2.9 (Filling of land) when assessing development and subdivision applications.

SPP 3.5 – Historic Heritage Conservation

SPP 3.5 sets out the principles of sound and responsible planning for the conservation and protection of Western Australia's historic heritage. The policy seeks to conserve places and areas of historic heritage significance and to ensure development does not adversely affect the significance of heritage places and areas.

SPP 3.5 primarily relates to historic cultural heritage noting that aboriginal heritage and natural heritage are protected by other legislative instruments. Historic cultural heritage includes heritage areas, buildings and structures, historic cemeteries and gardens, man-made landscapes and historic or archaeological sites with or without built features.

The policy contains development control principles and considerations for decision-makers for where development is proposed within a heritage place and heritage area. The policy also states that care should be taken by decision-makers to minimise the extent to which land use zoning and other planning controls conflict with, or undermine, heritage conservation objectives.

Implications:

The City has adopted a Heritage Strategy which provides the heritage conservation framework for the local government area. Key actions from the Heritage Strategy are to:

- Record and protect the City's historic buildings and places.
- Create and implement appropriate planning, development and conservation provisions for heritage sites.
- Provide onsite recognition of historic places.
- Provide information and assistance for owners of heritage sites.

The City has compiled a Local Heritage Survey as required by the *Heritage Act 2018*. The City will aim to protect and preserve the most significant buildings and features on land identified in the Local Heritage Survey. If a planning proposal, subdivision or development applications is submitted for land containing a significant building or feature, will be assessed under the deemed provisions.

A Heritage List under the Local Planning Scheme has been adopted and this will be reviewed and updated over time.

SPP 3.6 – Infrastructure Contributions

SPP 3.6 sets out the principles and requirements that apply to both development and community infrastructure in new and established areas. Its primary purpose is to promote the efficient and effective provision of public infrastructure to meet the demands arising from population growth and development. The policy is intended to apply across all development settings, including urban, industrial and greenfield growth areas and regional towns.

Implementation of this policy is primarily through local planning schemes, improvement schemes or structure plans as well as subdivision and development proposals. In determining the suitability for infrastructure contributions, decision-makers are required to consider six underlying principles, including need and nexus, transparency, equity, certainty, consistency and accountability.

SPP 3.6 is supplemented by the *Infrastructure Contribution Implementation Guidelines* (the Guidelines) that provide additional information regarding the preparation and operation of development contribution plans (DCPs) in areas where coordinated development of infrastructure and cost-sharing is required.

The Guidelines recognise that the DCP 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 life of the DCP. A DCP can generally operate for up to 10 years for new greenfield development, or longer for the delivery of

citywide Community Infrastructure and identify the cost revenue sources for the provision of the infrastructure.

Implications:

The LPS provides a summary of each of the DCP's that are operational or are planned. The City's goals are that DCP's adequately and efficiently recover the cost of growth from developers and assist in providing common infrastructure and community facilities. This is discussed in Section 3.4 of the Strategy.

Amendments to the local planning scheme may be proposed to introduce infrastructure contribution arrangements where areas are subject of multiple landowners and require the provision of infrastructure and public open space. Infrastructure contribution arrangements may be considered for MKSEA and Kenwick.

SPP 3.7 – Planning in Bushfire Prone Areas

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

SPP 3.7 prioritises bushfire requirements early in the planning process and seeks to ensure that future housing delivery appropriately balances bushfire risk mitigation and environmental conservation measures. It applies to all higher order strategic planning documents, strategic planning proposals, subdivision and development applications located in designated bushfire prone areas (unless exemptions apply). This policy also applies where an area is not yet designated as bushfire prone but the proposed development is planned in a way that introduces a bushfire hazard (e.g. revegetation).

Implications:

Most of the land zoned rural zoned land in the local planning scheme is classified as bushfire prone.

Development of land will need to address risks associated with natural hazards such as bushfire. Any new development or intensification of land use will generally not be supported in areas of high bush fire risk.

The City undertook a Bushfire Hazard Level Assessment (BHLA) which informs the LPS and LPS 24. The BHLA undertook a high-level assessment of relevant bushfire hazards for land identified for future development. Planning for these areas will need to address SPP3.7 to quantify the characteristics and potential impacts of bushfire on the broader landscape when considering the suitability of development. This matter is discussed in Section 4.7 of the Strategy.

SPP 4.1 – Industrial Interface

Draft SPP 4.1 guides planning decisions with the aim of protecting the long-term future operation of industry and infrastructure facilities, by avoiding encroachment from sensitive land uses and potential land use conflicts. The policy encourages the use of statutory buffers, facilitating industrial land uses with offsite impacts within specific zones and compatible interface between strategic/general industry zones and sensitive zones.

Draft SPP 4.1 supports land use conflict being addressed as early as possible in the planning process. It is also expected that land use conflict will be subsequently considered at each stage of the planning framework, increasing in detail at each level. The policy recognises the overlap of various environmental, health and safety regulations and guidelines and outlines considerations for decision makers in this regard.

Implications:

Several large industrial areas exist within the City. The Strategy (Section 4) informs the Local Planning Scheme in identifying and ensuring these areas are appropriately zoned and protected from inappropriate development on adjoining land. This includes the use of compatible zoning mechanisms, such as light industrial and service commercial zones as transitional zones to manage land use conflicts between residential and general industrial zones.

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

Existing residential areas are located within one kilometre of the perimeter of the MKSEA, without any adverse impacts on the amenity of residents. Residential development in Beckenham is separated from the MKSEA by a 125 metre wide reserve for the Roe Highway and freight rail line. Residential areas in Kenwick are located opposite the MKSEA on the southern side of Bickley Road. The City is currently preparing Structure Plans for MKSEA that will address SPP 4.1.

SPP 4.2 – Activity Centres

SPP 4.2 and its Guidelines, applies to the preparation and assessment of the relevant components of planning instruments that relate to activity centres within the Perth Metropolitan, Peel and Greater Bunbury Region Scheme areas. SPP 4.2 seeks to provide a consistent approach for the planning and development of a hierarchy and network of activity centres that:

- Meet community needs;
- Provide economic and environmental benefits;
- Enable the distribution of a broad range of goods and services; and
- Facilitates retail, commercial and mixed use developments.

The policy identifies a needs analysis should be prepared as part of the process of preparing a Strategy. The analysis (Needs Assessment) provides an information base to support decision-making by including an assessment of projected retail, commercial and entertainment land use needs of communities.

SPP 4.2 encourages the preparation of precinct structure plans for strategic, secondary, district and specialised activity centres. Neighbourhood and local activity centres may require either a precinct structure plan or local development plan, at the discretion of the decision-maker.

Implications:

The City has adopted an Activity Centres Planning Strategy (ACPS) and this is further discussed in Section 4.3 and 4.3.5 of the Strategy. The ACPS establishes a hierarchy of

activity centres across the City and recommends a maximum floor space for each centre. The document also provides guidance to the City when assessing planning proposals for new or expanded activity centres.

LPS 24 responds to SPP4.2 as follows:

- New zones – Regional centre, district centre, local centre zones, mixed use and service commercial;
- Medium to high residential densities for activity centres to encourage mixed use developments;
- Site specific development standards and requirements for the Beckenham Station Precinct; and
- Precinct structure plans will be prepared for higher order activity centres by either the City or landowners in the future.

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

SPP 5.1 applies to land within the vicinity of Perth Airport, which is, or may in the future be impacted by aircraft noise. This policy provides guidance in respect to determining appropriate zoning, residential density, development and subdivision outcomes for land located within a specified range of noise exposure levels as determined by Air Services Australia. Considerations for decision-makers include protecting Perth Airport from unreasonable encroachment by incompatible development and to minimise the impact of airport operations on existing and future communities.

Implications:

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

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

The LPS notes the impact on noise sensitive development in existing built-up areas of the City from Perth airport. The LPS proposes a limited increase in density for land near Beckenham train station and activity centres within the ANEF 20–25 contour.

Beckenham offers significant opportunities for redevelopment due to the high levels of accessibility to major roads and public transport as well as its proximity to the Perth Central Business District and the Cannington Strategic Metropolitan Centre. The existing coding arrangements and existing development pattern within the northern portion of Beckenham is considered inappropriate to limit the density to an R20 coding. LPS 24 proposes a small and limited increase in density for this area to R40 and also to allow mixed use development to a density of R60 on the local centre site.

It is also recommended that noise-sensitive land uses within the ANEF 20–25 contours be subject to discretionary control under the local planning scheme through the application of a Special Control Area (SCA). The SCA proposes to trigger the requirement for a development application and proposals will be assessed against SPP 5.1 with conditions imposed as required.

SPP 5.2 – Telecommunications Infrastructure

SPP 5.2 recognises telecommunications infrastructure as an essential service and aims to balance the need for this infrastructure and the community interest in protecting the visual character of local areas. The policy aims to provide clear guidance pertaining to the siting, location and design of telecommunications infrastructure and sets out specific exemptions for where the policy requirements do not apply.

Decision-makers should ensure that telecommunications infrastructure services are located where it will facilitate continuous network coverage and/or improved telecommunications services to the community whilst not comprising environmental, cultural heritage, social and visual landscape values.

Implications:

This policy has been given due regard within LPS 24, particularly with respect to land use permissibility and environmental, cultural heritage, social and visual landscape values that may be compromised as a result of telecommunications infrastructure. Telecommunications infrastructure is a use that is proposed to be discretionary in all zones in LPS 24 consistent with SPP 5.2. Therefore, the suitability of its use will be considered further at the development application stage.

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

SPP 5.3 applies to land within the Cities of Melville, Cockburn, Canning and Gosnells, in the vicinity of Jandakot Airport, which is, or may be in the future be affected by aircraft noise. This policy provides guidance in respect of determining appropriate zoning, residential density, development and subdivision outcomes for land located within a specified range of noise exposure levels as determined by Air Services Australia.

Considerations for decision-makers include protecting Jandakot Airport from unreasonable encroachment by incompatible development and to minimise the impact of airport operations on existing and future communities.

Implications:

The frame area of SPP 5.3 is applicable to a small area of the City comprising land bound by Ranford Road, Nicholson Road and Warton Road, in Canning Vale. Notwithstanding, this area is located below the 20 ANEF contour, and therefore, whilst the area may still experience noise nuisance, SPP 5.3 does not provide any restrictions on zoning or development in the area. Therefore, there are no land use planning implications in the City because of SPP 5.3.

SPP 5.4 – Road and Rail Noise

SPP 5.4 provides guidance for the performance-based approach for managing and mitigating transport noise associated with road and rail operations. This policy applies where noise sensitive land uses are located within a specified distance of a transport corridor, new or major road or rail upgrades are proposed or where works propose an

increase in rail capacity resulting in increased noise. The policy also sets out specific exemptions for where the policy requirements do not apply.

SPP 5.4 supports noise impacts being addressed as early as possible in the planning process for the purpose of avoiding land use conflict and achieving better land use planning outcomes. Considerations for decision-makers include ensuring that the community is protected from unreasonable levels of transport noise, whilst also ensuring the future operations of transport corridors.

SPP 5.4 is supplemented by the *Road and Rail Noise Guidelines*.

Implications:

The LPS recognises the need to consider the impacts of transport noise on noise sensitive developments, as well as to the compatibility of development with transport networks. Major transport corridors traverse the City including freight and suburban rail lines and major roads. Development opportunities exist for mixed use development adjacent to these transport corridors.

The City has endorsed transport position statements for the following areas:

- Albany Highway (Gosnells Town Centre) and Mills Road West;
- Vehicle Overpass and Pedestrian Bridge - Nicholson Road and Yale Road, Canning Vale;
- Garden Street;
- Sevenoaks Street (south of William Street to Albany Highway); and
- Grade Separations.

These position statements will enable the City to engage with agencies such as Main Roads WA and the Public Transport Authority on major road and rail projects.

LPS 24 does not include any statutory controls to respond to SPP 5.4.

SPP 7.0 – Design of the Built Environment

SPP 7.0 is a broad sector policy relevant to all local governments. The policy sets out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals through the planning system. It is intended to apply to activity precinct plans, structure plans, local development plans, subdivision, development and public works.

The policy contains ten design principles which set out specific considerations for decision-makers when considering the above proposals. These include, context and character, landscape quality, built form and scale, functionality and build quality, sustainability, amenity, legibility, safety, community and aesthetics. The policy also encourages early and ongoing discussion of design quality and the use of design review.

These principles should be considered in conjunction with the range of supporting State Planning Policies that provide design quality guidance for specific types of planning and development proposals.

Implications:

The City has adopted local planning policies that address design principles relating to the built environment. This includes public open space, streetscapes, corner lots, public

art and the Maddington and Gosnells activity centres. The City will consider the policy objectives of SPP 7.0 and local planning policies when assessing precinct structure plans, local development plans, subdivision and development proposals.

SPP 7.2 – Precinct Design

SPP 7.2 provides guidance for precinct planning with the intent of achieving good planning and design outcomes for precincts within Western Australia. The policy recognises that there is a need to plan for a broader range of precinct based contexts and conditions to achieve a balance between greenfield and infill development. Objectives of the policy include ensuring that precinct planning and design processes deliver high quality built environment outcomes that provide social, economic and environmental benefit to those who use them.

Precinct types include activity centres, station precincts, urban corridors, residential infill and heritage precincts. These areas are recognised as requiring a high-level of planning and design focus in accordance with a series of precinct outcome considerations as outlined in the policy. The policy also encourages the use of design review.

Implications:

The City has adopted a local planning policy that responds to design principles relating to the built environment for the Maddington and Gosnells activity centres. The City is preparing a local planning policy for Precinct Plans that identifies precinct areas that would benefit from a precinct planning process.

Opportunities exist for Precinct plans in the future for the following areas:

- Maddington Secondary Centre and train station – Mixed use development with medium to high density housing.
- Southern River Precinct 4 – Future district centre and mixed use development.
- Beckenham station – Removal of the level crossing at William Street and medium to high density housing.
- Kenwick station – Future removal of the level crossing at Wanaping Road and medium to high density housing in the precinct.
- Seaforth – Medium density housing and employment area on adjacent greenfield land.

The City will consider the policy objectives and intent of SPP 7.2 when assessing precinct structure plans, local development plans, subdivision and development proposals.

SPP 7.3 – Residential Design Codes (Volumes 1 and 2)

SPP 7.3 – Residential Design Codes Volume 1 and 2 provides the basis for the control of residential development throughout Western Australia for single houses, grouped dwellings and multiple dwellings. The purpose of the policy is to address emerging design trends, promote sustainability, improve clarity and highlight assessment pathways to facilitate better outcomes for residents. They are also used for the assessment of residential subdivision proposals.

The policy outlines various objectives for residential development, planning governance and development process and sets out information and consultation requirements for development proposals. The policy also makes provision for aspects of specified design elements to be varied through the local planning framework. SPP 7.3 should be read in conjunction with the supporting Guidelines.

Implications:

Section 4.2 of the Strategy provides the rationale for the proposed residential density arrangements, including density increases within the walkable catchment of activity centres and train stations.

The City has adopted a local planning policy that responds to Residential Development which provides standards to use to determine whether certain design principles of the Residential Design Codes are met.

2.3 Strategic Planning Context and Metropolitan Region Scheme

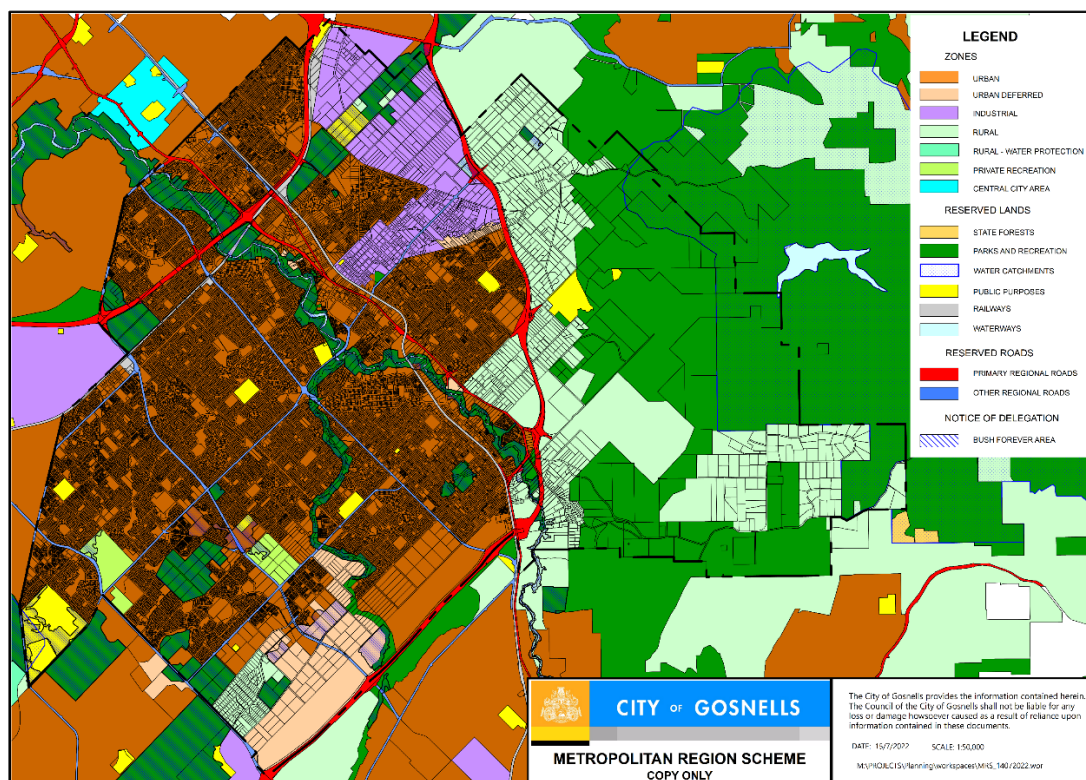
2.3.1 Metropolitan Region Scheme

The Metropolitan Region Scheme (MRS) outlines objectives for regional development and provides a statutory mechanism to assist strategic planning, by setting out broad land-use zones, setting aside areas for regional open space, protection of environmental values and other regional infrastructure purposes, and assisting in coordinating the provision of major infrastructure. Local government planning (including local planning schemes) is required to be consistent with the broad land uses under the MRS.

Planning Implications:

The Strategy is consistent with the MRS.

Figure 4 - Metropolitan Region Scheme



2.3.2 Perth and Peel @ 3.5 Million

The Perth and Peel @ 3.5 million suite of strategic land use and infrastructure plans, including four Sub-Regional Planning Frameworks (north-west, north-east, central and south metropolitan peel), seek to guide the future growth of the Perth and Peel regions as a that can accommodate a population of 3.5 million by 2050.

The four Perth and Peel @ 3.5 million frameworks seek to balance the social, economic and environmental factors that underpin new communities and sustain existing ones through clear land use and infrastructure guidance.

Planning Implications:

The Strategy supports the Perth and Peel @ 3.5 Million planning framework to establish a compact, consolidated and connected City. Land is identified for medium to high density housing around train stations and activity centres including urban expansion and urban investigation areas. The Strategy identifies employment areas (industrial areas and activity centres), transport routes (road and rail) and open space areas.

2.3.3 South Metropolitan Peel Sub-Regional Planning Framework

The South Metropolitan Peel Sub-Regional Planning Framework (Framework) provides high level guidance for the growth of the Southern Metropolitan Peel sub-region of the Perth Metropolitan Area, and forms part of the Perth and Peel @ 3.5 Million suite of strategic land use and infrastructure plans.

The Framework provides high-level guidance regarding where new homes and jobs will be located, how to make best use of existing and proposed infrastructure and how best to protect the natural environment and support sustainable growth.

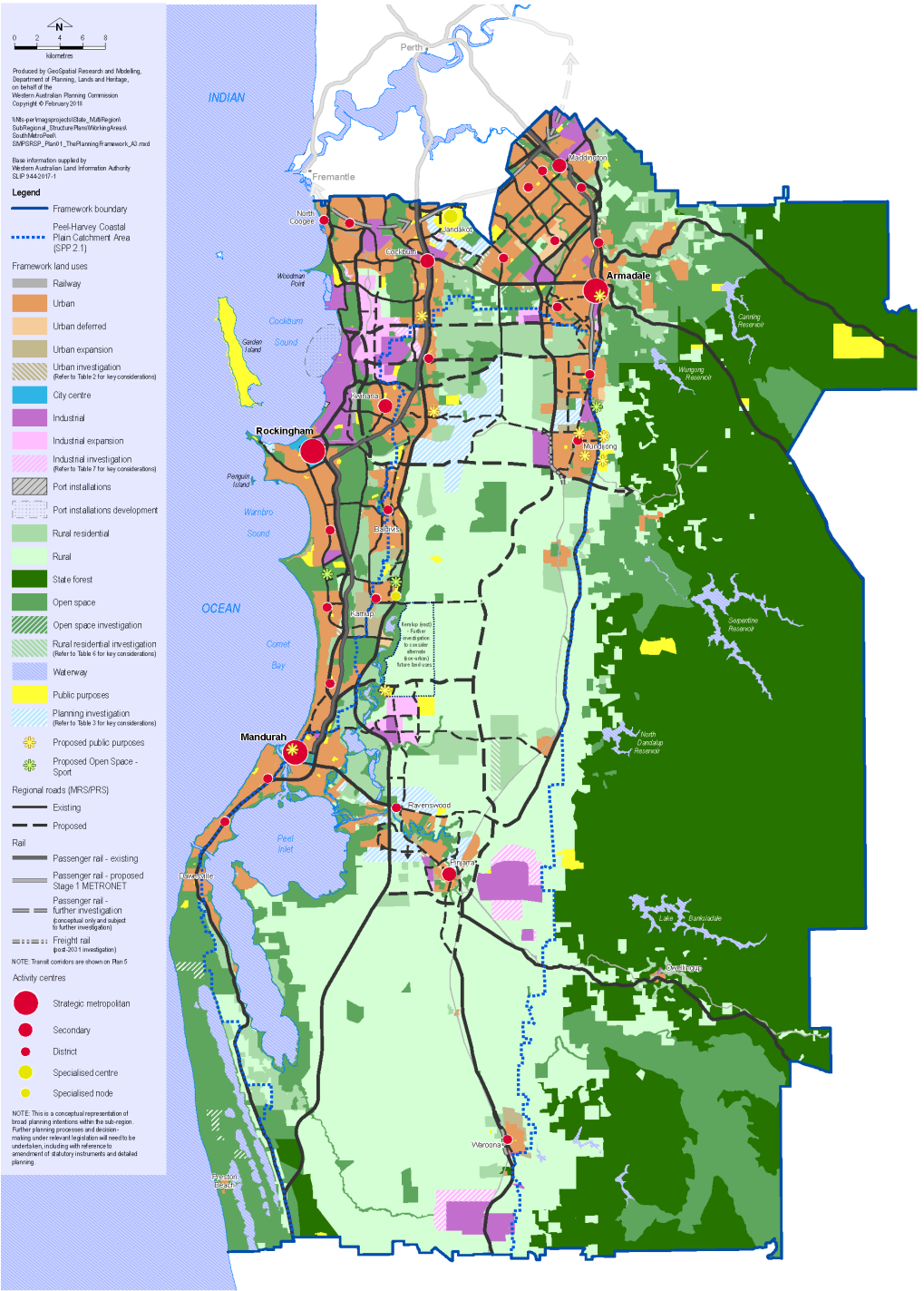
Planning Implications:

The Strategy responds to the Southern Metropolitan Peel Framework and identifies land for:

- Urban, urban deferred, urban expansion and urban investigation areas.
- Employment areas – industry and activity centres.
- Rural and rural residential areas.
- Open space.
- Public purpose land.
- Regional roads.
- Rail.

The Strategy and LPS 24 identify the next level of planning required and implementation actions to facilitate the development of residential land, employment areas, community infrastructure, education facilities, public transport networks, roads and open space.

Figure 5 - South Metropolitan Peel Sub-Regional Planning Framework (2018)



PLAN 1: The planning framework

2.3.4 Southern River, Forrestdale, Brookdale, Wungong District Structure Plan

The Southern River, Forrestdale, Brookdale, Wungong District Structure Plan provides guidance for the future development of the area including the management of environmental areas including protection of Bush Forever areas and identifies, potential development areas, transport networks and community infrastructure. The plan outlines key contextual factors such as current land uses, infrastructure and environmental concerns and provides strategies and frameworks to support these existing considerations.

Planning Implications:

The Strategy aligns with the Southern River, Forrestdale, Brookdale, Wungong District Structure Plan. Residential areas, activity centres, open space areas, school sites and the kennel zone along Ranford Road are identified in the Strategy. Residential, commercial and industrial development is progressing in Southern River in accordance with approved Structure Plans. Further detailed planning will need to occur for the remaining undeveloped areas of land in Southern River Precinct 4 (Della-Vedova land).

LPS 24 will zone land in Southern River to reflect areas where development has been completed. The MRS will also be amended in the future to zone land from Rural and Urban Deferred to Urban, to enable further development in the Southern River area.

2.4 Operational Policies

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

2.4.1 Liveable Neighbourhoods

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

LN is currently being reviewed by the Department of Planning, Lands and Heritage and is proposed to be re-introduced as State Planning Policy 7.1 – Neighbourhood Design.

Planning Implications:

The City will assess planning applications under LPS 24 against the Liveable Neighbourhoods state planning policy.

2.4.2 Subdivision and Development

Operational policies guide decision-making in relation to subdivision and development applications.

Table 1 - WAPC Operational Policies relevant to the Strategy

Development control policy	Title
General	
1.1	Subdivision of land – general principles
1.2	Development control – general principles
1.3	Strata titles
1.5	Bicycle planning
1.6	Planning to support transit use and development
1.7	General road planning
1.11	Community schemes
Residential	
2.2	Residential subdivision
2.3	Public open space in residential areas
2.4	School sites
2.6	Residential road planning
Rural	
3.4	Subdivision of rural land
Industrial and commercial	
4.1	Industrial subdivision
4.2	Planning for hazards and safety
Land reserved by region schemes	
5.1	Regional roads (vehicular access)
5.3	Use of land reserved for parks, recreation and regional open space
5.4	Advertising on reserved land
Draft operational policies	
1.2	Development control – general principles
1.7	General road planning
2.4	Planning for school sites
5.1	Regional roads (vehicular access)

Planning Implications:

Strategy 1 supports increased residential densities around activity centres, near high amenity areas of public open space, public transport nodes and community infrastructure.

Strategy 9 supports the provision of public open space (POS) across the City. The City's adopted POS Strategy provides the City with strategic direction for the acquisition of land for POS and disposal of under-utilised areas of POS. The City will also seek the support of the WAPC to include conditions of approval on subdivisions to require land or a cash in lieu contribution for POS, in suburbs identified as being deficient in POS.

2.5 Position Statement and Guidelines

The following position statements and guidelines are relevant for the Strategy:

- Residential Accommodation for Ageing Persons.
- Container Deposit Scheme Infrastructure.
- Expenditure of Cash-in-lieu of Public Open Space.
- Renewable Energy Facilities.
- Housing on lots less than 100m².
- Tourism land use in bushfire prone areas.
- Draft Position Statement – Planning for Tourism.

Planning Implications:

The City will consider all relevant WAPC position statements and guidelines when assessing planning applications under LPS 24.

3. LOCAL PLANNING CONTEXT

3.1 Strategic Community Plan

The City's Strategic Community Plan (2023 – 2033) was adopted in 2023 and includes key themes and outcomes relevant to land use planning as outlined in Table 2.

Table 2 - Strategic Community Plan Summary

Themes	Outcomes
Places – Places within the City are attractive and vibrant.	<ul style="list-style-type: none"> • Prepare local planning policies to guide and control development in town centres and suburbs undergoing redevelopment. • Prepare a local planning policy relating to Precinct Plans. • Implement the Maddington Activity Centre Vision Plan. Progress an amendment to the MRS, adopt and structure plan and support development of the area. • Implement the Lissiman Street Improvement Plan for the Gosnells town centre. • Review the Heritage List adopted under the local planning scheme. Ensure significant places are conserved and protected. • Ensure undeveloped areas of land are well planned and contain community infrastructure and high quality open spaces.
Environment – The environment is protected and enhanced.	<ul style="list-style-type: none"> • Ensure protection of natural areas through the planning process. • Promote the environmental values and community use of natural areas. • Implement the Public Open Space strategy to dispose of under-utilised City land.
Economy – Businesses are supported and the economy is growing.	<ul style="list-style-type: none"> • Finalise the planning of the MKSEA and Southern River Business Park. • Facilitate investment in roads and infrastructure by the State Government, City and landowners to support the development of employment areas. • The City to upgrade public spaces and infrastructure to improve the amenity of town centres • The City to facilitate the redevelopment of strategically located City owned land.

3.2 Town Planning Schemes

3.2.1 Town Planning Scheme No. 6

Town Planning Scheme No. 6 (TPS 6) was gazetted on 15 February 2002 and is the primary document for controlling land use and development within the City. A new local planning scheme (LPS 24) is being prepared to align with the Strategy. Upon gazettal of a new local planning scheme, TPS 6 will be partially revoked. TPS 6 will operate over MKSEA (Precincts 1, 2 and 3). The City anticipates reviewing TPS 6 to rationalise MKSEA into LPS 24 following resolution of various environmental and planning matters being considered through amendments to TPS 6.

3.2.2 Town Planning Scheme 9A

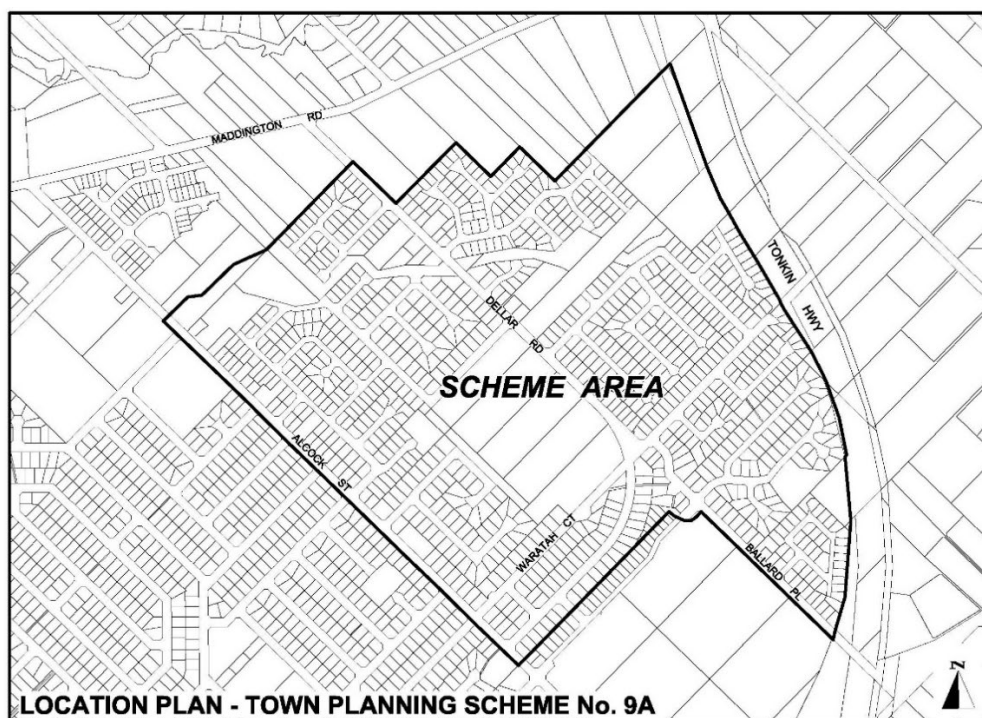
Town Planning Scheme No. 9A (TPS 9A) applies to a 106ha area of land in Maddington, generally bound by Alcock Street, Harmony Fields, Tonkin Highway and the undeveloped land fronting Maddington Road. TPS 9A was gazetted on 24 August 1990 with a primary purpose to facilitate and coordinate residential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

Approximately 6ha of land remains to be developed in TPS 9A. The City anticipates land in this area will be fully developed by 2030. At that time Council will review and consider revoking TPS 9A.

Planning Implications:

LPS 24 proposes to increase the residential density for land within TPS 9A from R17.5 to R20. New areas of public open space created from the subdivision of land will be zoned as Public Open Space in LPS 24.

Figure 6 - Town Planning Scheme 9A



3.2.3 Town Planning Scheme 15

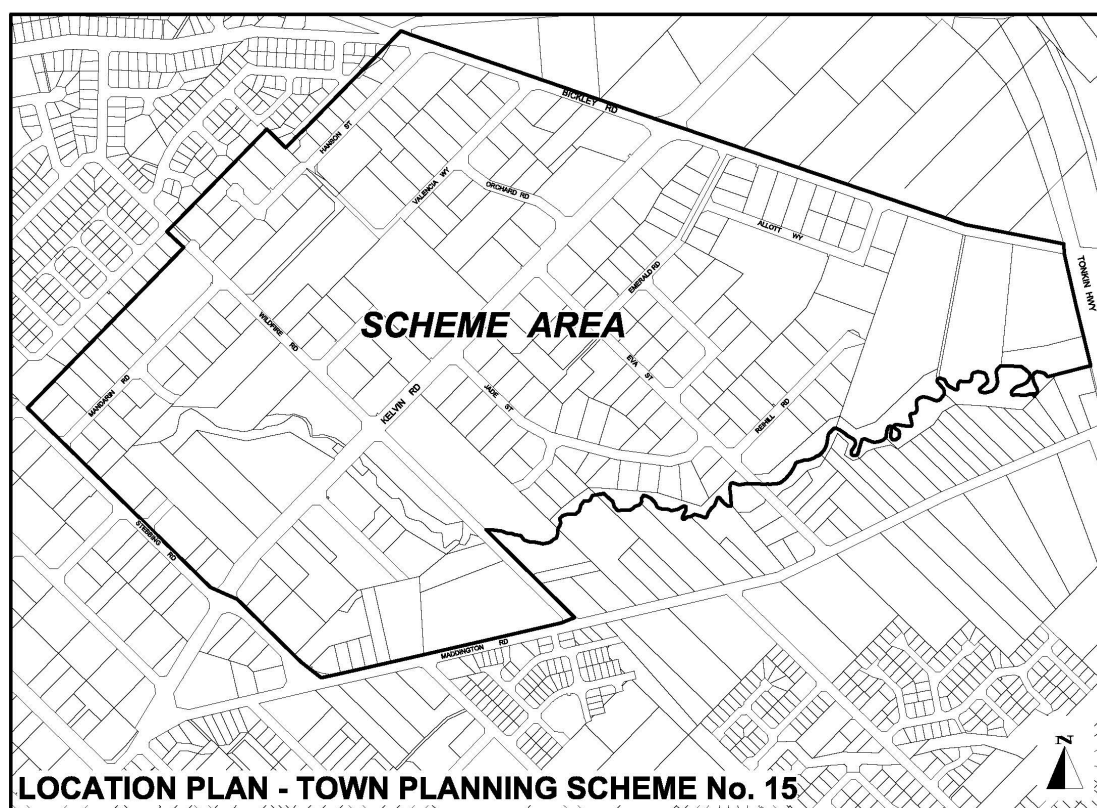
Town Planning Scheme No. 15 (TPS 15) applies to a 142-hectare area in Maddington, generally bound by Bickley Road, Tonkin Highway, Bickley Brook, Myola Place, Maddington Road, Stebbing Road and the locality boundary of Kenwick. TPS 15 was gazetted on 12 April 1991 and the primary purpose of the Scheme is to guide subdivision and industrial development in the area. TPS 15 provides for the payment of contributions by landowners and the provision of infrastructure such as services, roads, cycleways, drainage and public open space.

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

Planning Implications:

Most of the land in TPS 15 is zoned Industry in LPS 24. Industrial land that has an interface with residential areas (Maddington Road, Carpenteria Crescent and Hanson Street) is currently zoned Composite Residential/ Light industry. This land will be zoned in LPS 24 to Special Use: Composite Light Industry and Residential area. Development controls are included in LPS 24 to provide a suitable interface when developing land in this area to the adjoining residential areas.

Figure 7 - Town Planning Scheme 15



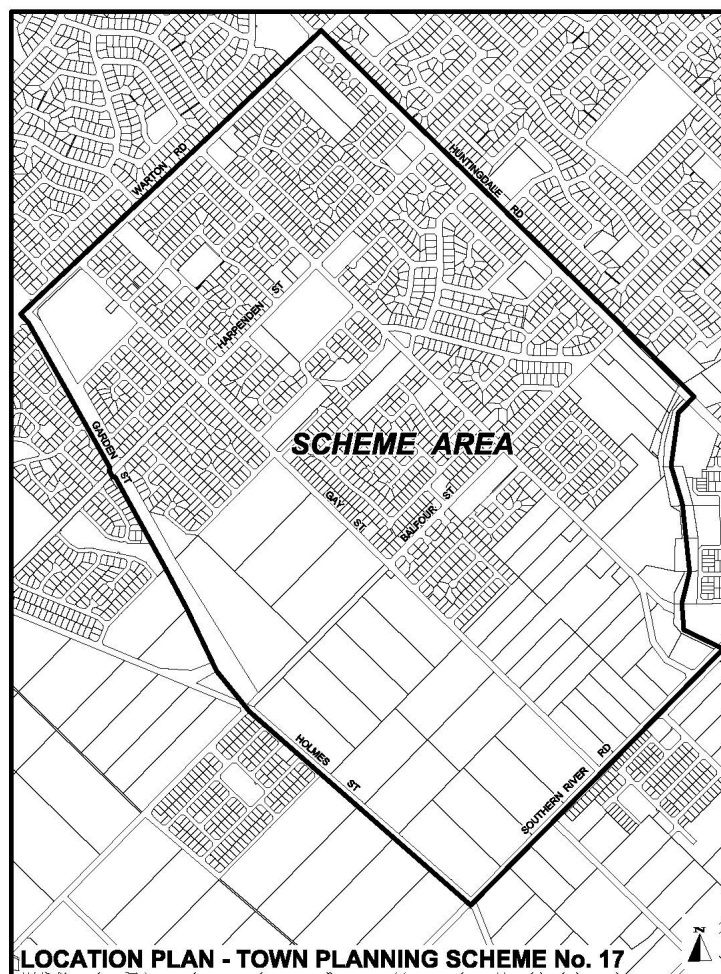
3.2.4 Town Planning Scheme 17

Town Planning Scheme No.17 (TPS 17) is a Guided Development Scheme which refers to the 313ha area bound by Warton Road, Huntingdale Road, Southern River Road, Holmes Street and Garden Street extension. TPS 17 was gazetted on 23 March 1990 for the purpose of guiding subdivision and residential development within the area. Associated with TPS 17 is an arrangement administered by the City for the shared provision of development infrastructure. The arrangement requires landowners to make contributions towards the construction of drainage facilities, major roads and pathways, provision of sewerage and public open space. The City is currently undertaking a review of TPS 17 which may establish a Development Contribution Plan and Structure Plan. If this occurs, Council will then review revoke TPS 17.

Planning Implications:

TPS 17 was established with its primary purpose to provide infrastructure to facilitate development. Most of the land in TPS 17 is zoned Residential R17.5 which reflects the low density, suburban nature of Huntingdale. The density of various lots is proposed to be increased from R17.5 to R20 in LPS 24. LPS 24 includes regional reserves (parks and recreation and public purposes – high school), local reserves (public open space) and zones (local centre and public purpose – education) for the area covered by TPS 17.

Figure 8 - Town Planning Scheme 17



3.3 Structure and Precinct Structure Plans

Structure plans (including standard structure plans and precinct structure plans) can be prepared in accordance with Division 2 of Schedule 2 of the Regulations for land within the Scheme area to provide the basis for zoning and subdivision of land. Precinct structure plans can also be used to inform built form outcomes and the design of public open spaces.

There are 29 structure plans (formally referred to as Outline Development Plans) currently operational within the City. A summary of all structure plans, their expiry date and a recommendation as to whether they should be incorporated into the scheme is provided in Table 3.

In accordance with the Regulations, a structure plan has effect for a period of 10 years from the date it is approved by the WAPC. In the case of structure plans approved prior to the commencement of the Regulations, the approval date is taken to have been the commencement date of the Regulations. It is anticipated that during this timeframe a structure plan area should be developed and therefore incorporated or 'normalised' into a scheme via a scheme amendment or as part of a scheme review.

Should a structure plan area not be developed, the Regulations allow for the WAPC to grant extensions to the operational period of a structure plan.

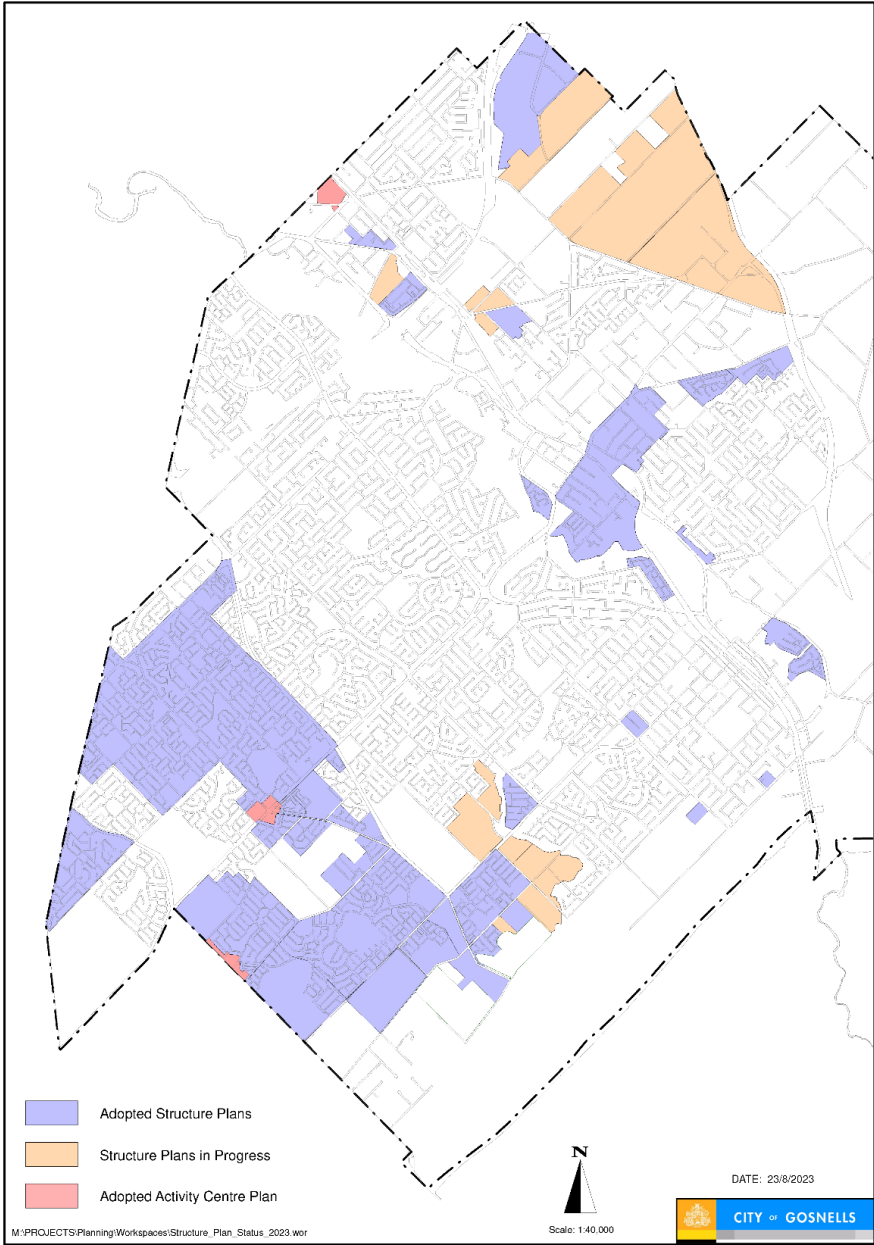
Table 3 - Approved Structure Plans

Structure Plan Name	Expiry Date	Status	Incorporate into Scheme?
Canning Vale	25 August 2025	Substantially developed and no longer requires structure plan to guide subdivision and zoning.	Yes
Central Beckenham Precinct I	25 August 2025	Does not require structure plan to guide subdivision and zoning.	Yes
Central Maddington	25 August 2025	Required to guide subdivision and zoning.	No
Central Maddington Precinct E	25 August 2025	Required to guide subdivision.	No
Chamberlain Street	25 August 2025	Substantially developed	Yes
Corfield Street	7 July 2027	Required to guide subdivision and zoning	Yes
Eileen Street Precinct 1	25 August 2025	Does not require structure plan to guide subdivision and zoning. Road layout plan to be prepared.	Yes
Homestead Road	25 August 2025	Required to guide subdivision and zoning.	No
Kenwick South	30 July 2028	Required to guide subdivision and zoning.	Yes
Maddington Homestead	25 August 2025	Substantially developed and no longer requires structure to guide subdivision and zoning.	Yes

Structure Plan Name	Expiry Date	Status	Incorporate into Scheme?
Maddington Kenwick Strategic Employment Area Precinct 3A	25 August 2027	Required to guide subdivision and zoning	Yes
Maddington Road Precinct A	25 August 2025	Required to guide subdivision and zoning.	No
Maddington Road Precinct B	25 August 2025	Required to guide subdivision and zoning.	No
North Gosnells Sub Precinct K	25 August 2025	Does not require structure plan to guide subdivision and zoning. Road layout plan to be prepared.	Yes
Southern River Precinct 1A – 1F (inclusive)	25 August 2025	Substantially developed and no longer requires structure plan to guide subdivision and zoning.	Yes
Southern River Precinct 2 Phase 1	25 August 2025	Required to guide subdivision and zoning.	No
Southern River Precinct 2 Phase 2	25 August 2025	Required to guide subdivision and zoning	No
Southern River Precinct 2 Phase 3	27 October 2026	Required to guide subdivision and zoning	No
Southern River Precinct 3A (North)	25 August 2025	Required to guide subdivision and zoning	No
Southern River Precinct 3A (South)	25 August 2025	Required to guide subdivision and zoning	No
Southern River Precinct 3Cii (Central)	9 May 2032	Required to guide subdivision and zoning	No
Southern River Precinct 3C (South)	10 October 2029	Required to guide subdivision and zoning	No
Southern River Precinct 3D (South)	4 August 2032	Required to guide subdivision and zoning	No
Southern River Precinct 3E	4 May 2027	Required to guide subdivision and zoning	No
Southern River Precinct 3F	9 September 2026	Required to guide subdivision and zoning	No
Southern River Precinct 5	25 August 2025	Substantially developed and no longer requires structure plan to guide subdivision and zoning.	Yes
West Canning Vale	25 August 2025	Substantially developed and no longer requires structure plan to guide subdivision and zoning.	Yes
West Martin Precinct 1	25 August 2025	Substantially developed and no longer requires structure plan to guide subdivision and zoning.	Yes

Structure Plan Name	Expiry Date	Status	Incorporate into Scheme?
West Martin Precinct 2	25 August 2025	Required to guide subdivision and zoning	No
Yule Brook Precinct 1	25 August 2025	Required to guide subdivision and zoning	No

Figure 9 - Location of approved and proposed structure plans



3.4 Development Contribution Plans

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

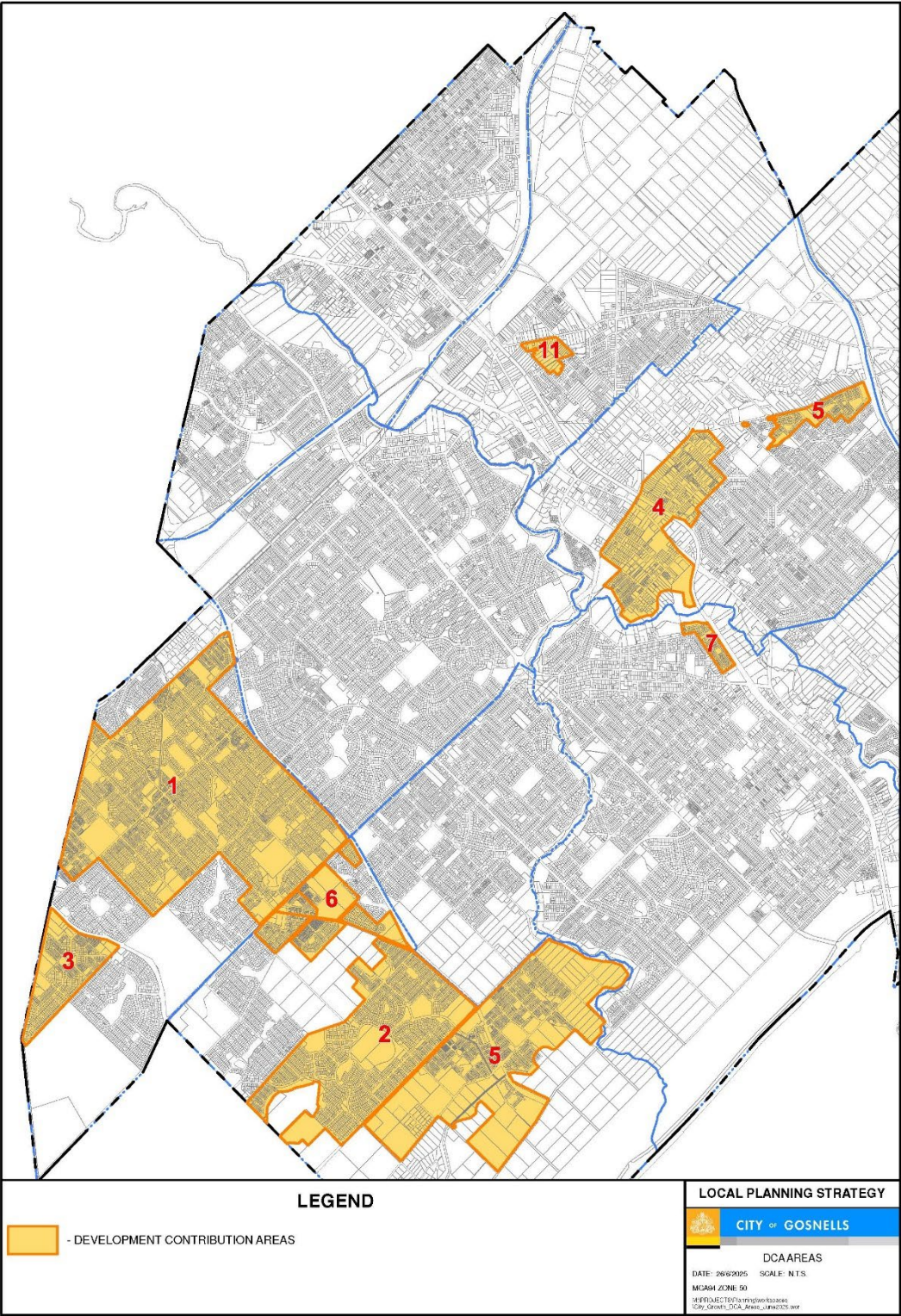
Table 4 - Approved Development Contribution Plans

Name	Locality
Canning Vale	Canning Vale
West Canning Vale	Canning Vale
Kenwick South	Kenwick
Central Maddington	Maddington
Maddington Road Precincts A and B	Maddington
Homestead Road	Gosnells
Southern River Precinct 1	Southern River
Southern River Precinct 2	Southern River
Southern River Precinct 3	Southern River

Planning Implications:

LPS 24 introduces a Special Control Area for all DCP areas. A new Development Control Area is included in LPS 24 for the Homestead Road precinct based on existing provisions in Clause 5.5 of TPS 6.

Figure 10 - Location of current and proposed Development Contribution Areas



3.5 Local Planning Policies

A Local Planning Policy can be prepared by a Local Government Authority in accordance with Division 2 of Schedule 2 of the Regulations in respect of a particular class or classes of matters specified in the policy and may apply to the whole Scheme area or part of the Scheme area. An overview of the City's local planning policies and implications for the local planning strategy are provided in Table 5.

Table 5 - Local Planning Policies

Local Planning Policy	Title
1.1	Residential Development
1.2	Rural Development
2.1	Commercial Vehicle Parking
2.2	Outbuildings and Sea Containers in Residential and Rural Zones
2.5	Home Businesses and Family Day Care
2.6	Display Homes and Land Sales Offices
2.8	Planning Guidelines for Places of Worship
2.9	Filling of Land
2.10	Container Deposit Scheme Infrastructure
3.3	Southern River Precinct 3 Planning Framework
3.4	Development Contribution Arrangements
3.5	Infill Development
3.6	Structure Plans
3.7	Precinct Plans
4.1	Public Consultation
4.7	Public Open Space and Streetscapes
4.8	Corner Lot Density Bonus
4.9	Signage
4.10	Subdivision and Development Abutting Public Areas
4.11	Public Art
4.12	Design Review
5.5	Pedestrian Accessways
5.6	Maddington Kenwick Strategic Employment Area
5.7	Gosnells and Beckenham Laneways
5.9	Central Maddington Outline Development Plan Area
5.10	Maddington and Gosnells Activity Centres

Planning Implications:

The City prepares local planning policies as required to respond to Planning Frameworks and emerging local planning issues.

4 LOCAL PROFILE

4.1 Context

The City covers an area of 127km² and is in the south east corridor of the Perth metropolitan region. The City is bound by the Cities of Canning to the west, Kalamunda to the north and east and Armadale to the south. It includes the suburbs of Beckenham, Canning Vale, Gosnells, Huntingdale, Kenwick, Langford, Maddington, Martin, Orange Grove, Southern River and Thornlie. It is one of the largest local governments in Western Australia by population.

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

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

Major employment areas in the City include the Maddington industrial area, MKSEA and the Maddington and Gosnells town centres. Employment areas outside the City are located to the west and include the Canning Vale industrial area, Cannington secondary centre and the Kewdale industrial area. The Forestdale Business Park is located outside the City to the south in the City of Armadale.

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

4.2 Population and Growth

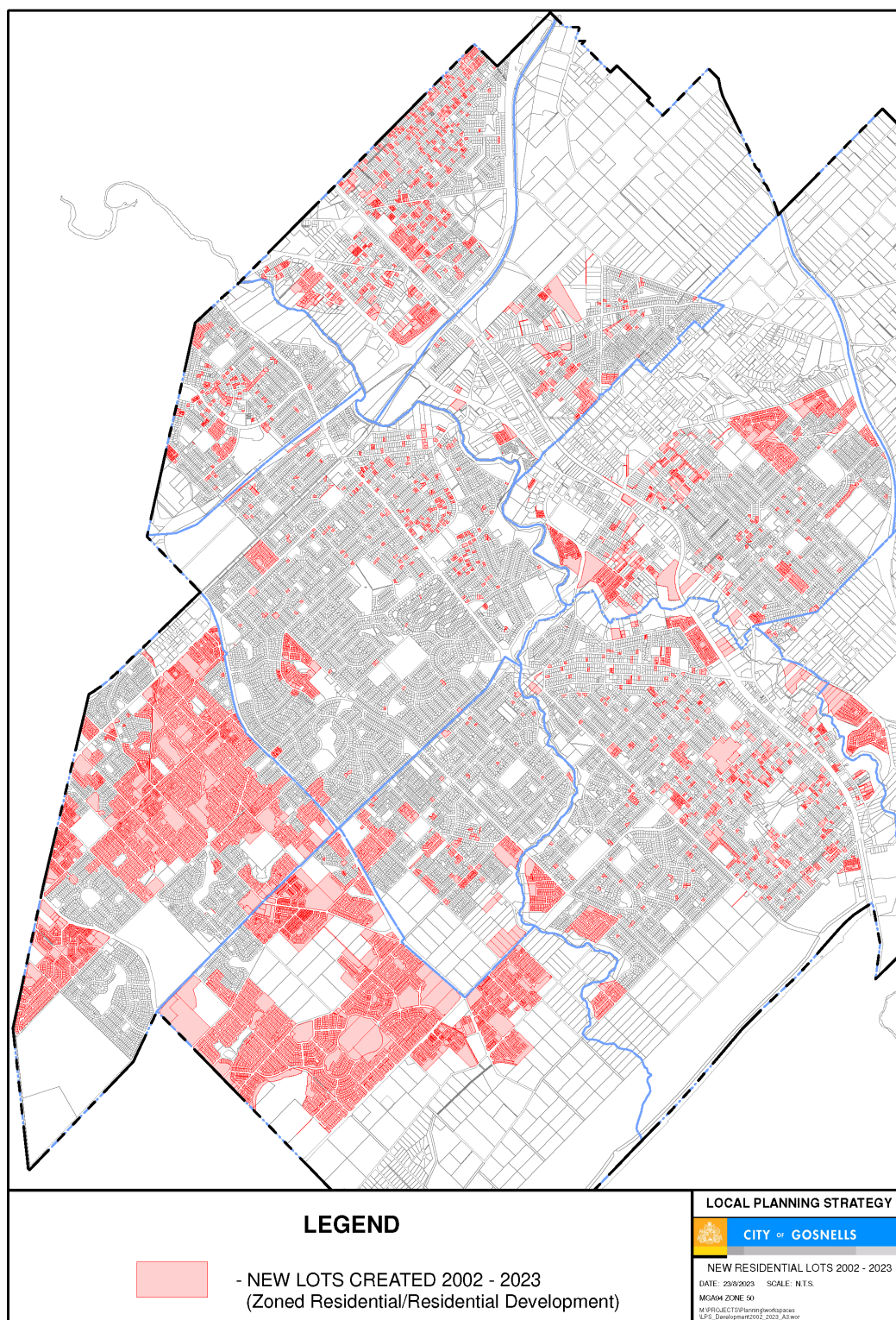
4.2.1 Current Population

The City has an estimated residential population of 139,453 people in 2025. The City has experienced rapid growth since 2001 with the population increasing by approximately 50,000 people. The average annual increase in population of this period was 2,500 people per year or an annual growth rate of 3.1%.

The majority of this growth occurred in the suburbs of Canning Vale, Southern River, Maddington, Huntingdale and Gosnells. Older established suburbs such as Beckenham, Maddington and Gosnells had significant redevelopment between 2011 and 2021, with the construction of grouped and multiple dwellings.

A plan showing the areas of greenfields and infill subdivision in the City between 2002 and 2021 is shown below.



Figure 11 - Greenfields and Infill subdivisions 2002 – 2023

4.2.2 Future Population

The Strategy incorporates demographic information prepared by *id Forecasts* to determine dwelling and population projections for the period 2011 – 2036 and beyond 2050. Other information used includes the 2021 Census, development and building approvals and subdivision approval statistics from the WAPC.

Population projections for the City are reviewed on a regular basis and factor in information such as recent development activity, developer intentions for subdivision, broader economic conditions and changes in the level of overseas and interstate migration.

Table 6 - Population projections

WAPC Planning Document	2021	2026	2031	2036	2050
WA Tomorrow (Band C)	127,610	135,800	144,900	153,300 (estimated)	
WA Tomorrow (Band E)	131,290	141,200	149,800	159,000 (estimated)	
South Metropolitan Sub-regional Planning Framework					182,200

WA Tomorrow (2036)

The WAPC use Band C as the standard scenario for population projections across the State, whilst Band E is based on a higher growth scenario.

The Strategy incorporates a growth scenario based on projections from *id Forecasts*. The Strategy estimates that the City will have a population of 170,000 by 2036, which is 7% higher than the WA Tomorrow (Band E). Table 7 outlines the anticipated population growth over the life of the Strategy and beyond 2050.

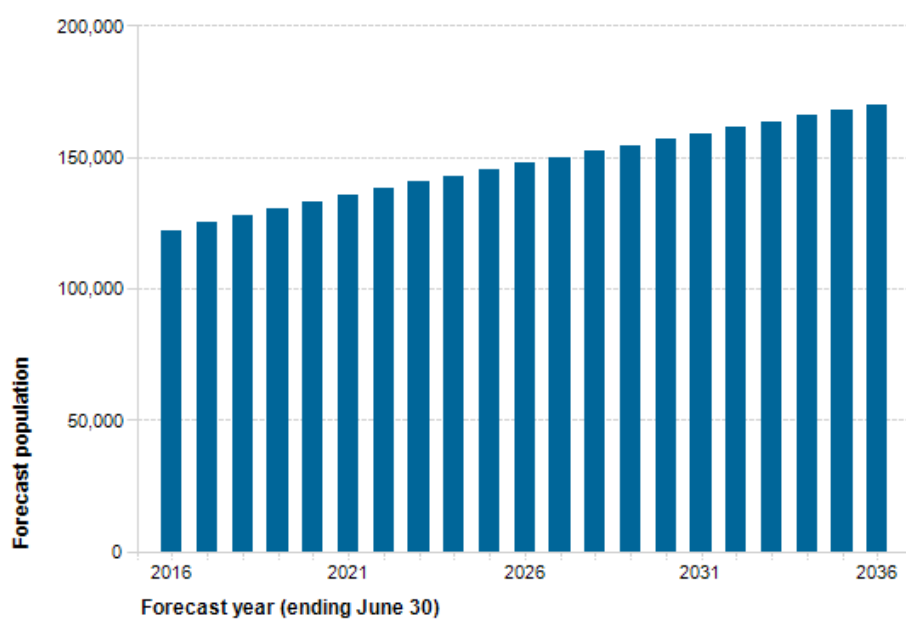
South Metropolitan Sub-regional Planning Framework (2050)

The planning framework has a target of 71,290 dwellings and a population of 182,200 for the City, by 2050. The Strategy identified large areas of land with subdivision potential in Southern River, Gosnells and Maddington. There will also be extensive potential for infill development in precincts around train stations and activity centres.

The Strategy estimates that the City will have a long-term population of approximately 200,000 by 2050. This population figure is about 10% higher than the projections outlined in the Sub-regional planning framework.

Figure 12 - Forecast population (2016 - 2036)**Forecast population**

City of Gosnells



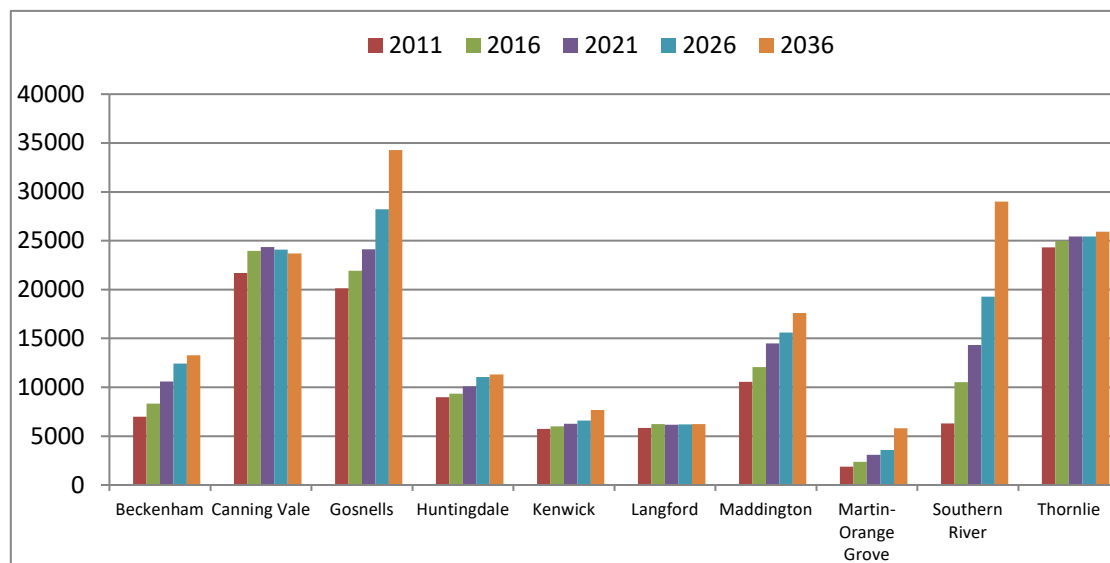
Population and household forecasts, 2016 to 2036, prepared by .id, October 2017.



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

Table 7 - Future Growth Areas

Growth Areas	Localities
Greenfields subdivisions	Huntingdale Gosnells Southern River
Infill development	Beckenham Kenwick Maddington Gosnells Thornlie Langford
Long Term (post 2036)	West Martin Orange Grove

Figure 13 - Population trends for each suburb

Source: *id Forecasts 2021*

4.2.3 Age Profile

Between 2016 and 2021, 35 - 39 year olds emerged as the dominant age group within the City. This age group is also forecast to be the dominant group moving forward going into the future, alongside younger age groups of 0 to 4 year olds and 5 to 9 year olds. This trend is indicative of the continued attraction of first home buyers and young families to the area.

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

Planning Implications

The Strategy identifies an increasing number of younger people in the City in the future. The City will continue to work closely with State Government agencies to ensure that there is adequate provision for services including child health clinics, child care centres and education facilities (pre-school, primary school and high schools).

An aging population will also drive demand for different forms of dwellings such as ancillary accommodation, townhouses, apartments, retirement villages and nursing homes.

4.2.4 Household Structure

In 2021 the dominant household type within the City comprised couples with children which accounted for 37.5% of total households. This type of household is forecast to remain the dominant group into the future accounting for 35.5% of total households by 2036. However, there is also expected to be a steady increase in the number of households comprising couples without dependants and this household type is expected to account for 28.5% of all households by 2036.

Household sizes in the City have increased between 2016 and 2021, reversing a long term trend of reducing household sizes. This is a national trend in local government areas with high levels of greenfield development. This shift in household sizes is due to a wide range of factors including changing household needs and preferences, housing

affordability, an under-supply of dwellings in growth areas, cultural diversity and economic drivers. There is also a rise in the number of multi-family households where previously these formed only a small share of total household numbers.

The average household sizes within the City has increased from 2.76 (2011) to 2.83 (2021). These trends need to be carefully monitored to ensure community, social and recreational facilities are adequately provided for at the local level.

Planning Implications

Increasing household sizes has implications for areas undergoing redevelopment and infill development. Precincts adjacent to railway stations and major activity centres, will have more dwellings and an increasing population. Implications from infill development in local communities will include increasing use of existing of public open space, parking in local streets and demands for more community facilities and services.

4.2.5 Dwellings

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

Dwelling types within the City along with the rest of the Greater Perth region are predominately single detached dwellings. In the City, 87% of all dwellings are single residential. The City also has a lower proportion of medium density and high density dwellings, when compared to the Greater Perth region.

Since 2002, approximately 17,000 new dwellings have been constructed in the City. Most of these dwellings were single detached dwellings which reflected the growth of new suburban areas in Canning Vale and Southern River. Since 2011, there was a significant increase in the number of medium and high density dwellings constructed around train stations and activity centres in Beckenham, Thornlie, Maddington and Gosnells.

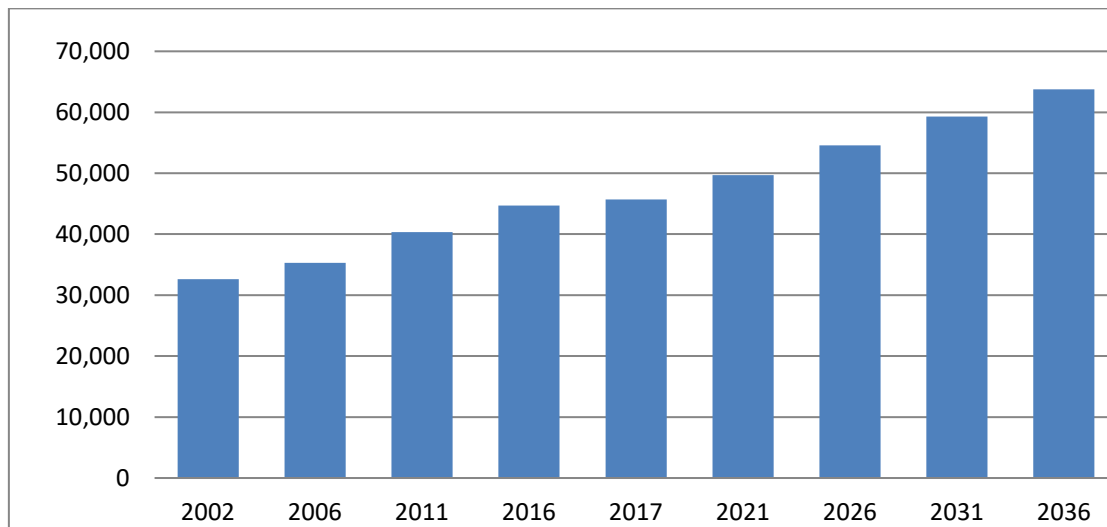
It is projected that over the next twenty five years, an additional 19,000 dwellings will be constructed across the City.

Planning Implications

The Strategy supports the provision of a range of housing typologies from the traditional single detached dwellings to smaller homes on cottage lots, units and multi storey apartments. The Strategy and Local Planning Scheme, support higher densities around the walkable catchments of railway stations and activity centres.

Investment along the railway network by the State Government under the *METRONET* program, will provide positive outcomes across the City. These investments are expected to result in increasing property values over time around railway stations and encourage the redevelopment of land to higher densities.

Projects currently underway include the extension to the suburban railway network from Thornlie to Cockburn Central with a new railway station at Nicholson Road, Canning Vale and the level crossing removal program which involves construction of an elevated railway and new railway station at Beckenham.

Figure 14 - Forecast dwelling uptake

Source: *id Forecasts 2021*

4.2.6 Urban Growth Areas

Large parts of the City are undeveloped in the localities of Southern River, Huntingdale and Gosnells. Smaller areas of vacant land with subdivision potential exist in Beckenham, Kenwick, Maddington, Martin and Huntingdale. Table 8 provides a summary of the planning undertaken in planned urban growth areas across the City.

Table 8 - Planned Urban Growth Areas

Location	Planning undertaken to date
Southern River – Precinct 2	The Southern River 1 and 2 structure plans have been approved by the WAPC for this precinct. Approximately 30 hectares of land remain undeveloped.
Southern River – Precinct 3	An overarching Outline Development Plan was endorsed by the City for Precinct 3 to guide the future planning of the area. Structure plans have been approved by the WAPC for precincts 3A, 3B, 3C, 3D, 3E and 3F. Approximately 162 hectares of land remain undeveloped.
Southern River – Precinct 4	The northern portion of this precinct is zoned Urban, whilst the southern portion is zoned Urban Deferred in the MRS. The WAPC is currently considering a request to lift the Urban Deferred zone. The Precinct covers approximately 590 hectares and is one the largest parcels of undeveloped land in the Perth metropolitan area held in a single ownership.
Huntingdale	This area is subject to a Guided Development Scheme – Town Planning Scheme No. 17 (TPS 17). The City is reviewing TPS 17 with 39 hectares of land remaining to be developed.

Beckenham	<p>Land in an area bound by Albany Highway, Roe Highway, Kenwick Link and Peckham Street has subdivision potential and covers 34 hectares. Structure plans have been approved by the WAPC for Central Beckenham 1 and Yule Brook Precinct 1.</p> <p>LPP3.6 – Structure Plans, applies to Yule Brook Precinct 3.</p> <p>LPP3.5 - Infill Development Precincts, applies to the following areas:</p> <ul style="list-style-type: none"> • Central Beckenham; • Mona/ Wilpon/ Teele; • Railway Parade; and • Rennison Street.
Kenwick	<p>There are many large parcels of land near the Kenwick railway station that have development potential. A structure plan has been approved by the WAPC for Kenwick South.</p> <p>LPP3.6 – Structure Plans, applies to the following areas:</p> <ul style="list-style-type: none"> • Belmont Road; • Dudley Road North; • Kenwick East; • Kenwick Library; • Kenwick North; • Kenwick Primary School; • Kenwick West; • Rimmer Lane; • Stafford; and • Wanaping Road. <p>LPP3.5 - Infill Development Precincts, applies to the Dudley Road South precinct.</p>
Maddington	<p>There are many large parcels of land near the Maddington railway station that have subdivision potential including:</p> <ul style="list-style-type: none"> • Maddington Road between Tonkin Highway and Yule Street; and • South Maddington between Albany Highway, Canning River and the railway line. <p>The following structure plans have been approved by the WAPC:</p> <ul style="list-style-type: none"> • Central Maddington; • Maddington Road Precincts A and B; and • Maddington Homestead. <p>LPP3.6 – Structure Plans, applies to the following areas:</p> <ul style="list-style-type: none"> • Gibbs Park; and • South Maddington.
Gosnells/ Martin	<p>Properties that have subdivision potential include:</p> <ul style="list-style-type: none"> • Lissiman Street near the Canning River; and • Mills Road West. <p>The following structure plans have been approved by the WAPC:</p> <ul style="list-style-type: none"> • Chamberlain Street; • Corfield Street; • Eileen Street;

	<ul style="list-style-type: none"> • North Gosnells K; • Homestead Road; and • West Martin Precincts 1 and 2. <p>LPP3.6 – Structure Plans, applies to the following areas:</p> <ul style="list-style-type: none"> • Lissiman Street; • Martin; and • North Gosnells. <p>LPP3.5 - Infill Development Precincts, applies to the following areas:</p> <ul style="list-style-type: none"> • Astley Street; • Eileen Street South; and • Thursley Way.
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There are many areas across where a Structure Plan is required to be prepared by a landowner or the City before development or subdivision can occur. Once a structure plan area has been fully developed, the City proposes to rezone the land through an amendment to the Local Planning Scheme.

Langford Urban Expansion Area

The South Metropolitan Sub-Regional Planning Framework identifies land in Hester Park, Langford for Urban Expansion. Key considerations for this area include:

- Land use transition/interface with regional open space and coordination/integration with adjoining Urban areas.
- Regional recreation needs analysis.

The City has prepared a Master Plan for the site, completed several technical studies and undertaken community consultation on this project.

Orange Grove Urban Expansion Area

The South Metropolitan Sub-Regional Planning Framework identified land in Orange Grove as an Urban Expansion area, for development in the medium-long term (2022+). Further detailed planning is required before development can occur including investigations into significant environmental attributes, servicing, community and social infrastructure, movement networks and employment. Key considerations are:

- Geotechnical analysis/land suitability to provide connections to reticulated waste water services;
- Bushfire risk; and
- Protection of significant environmental attributes.

Future planning for this precinct will consider the need for a range of urban land uses.

4.2.7 Urban Infill

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

- Implementing Council's Local Housing Strategy.
- Increasing densities for over 4000 properties around train stations and activity centres.

- Modifying the Scheme to provide for density bonuses up to R30 for corner lots.

The WAPC established 10 guiding principles for urban consolidation and local governments are required to have due regard to these principles when identifying locations for future infill development. The Strategy has concentrated infill development sites around train stations and activity centres which is consistent with these guiding principles.

The WAPC determined infill targets for all local governments up to 2050 with the City's targets shown in Table 9.

Table 9 - Urban Infill dwelling target to 2050

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

The infill targets and actual number of dwellings constructed in the first two five-year target period is outlined below:

Year	Infill Target	Number of Dwellings constructed
2011 - 16	2,130	4,051
2016 - 21	1,620	3,093

Planning Implications

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

The Strategy outlines a growth scenario that ensures that the WAPC Urban infill dwelling targets to 2050 for the City is achieved.

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

4.2.8 Growth Scenarios

The Strategy has examined the development potential of the City until 2036. A growth scenario beyond 2036 to 2050 has also been modelled, consistent with the time horizon in the South Metropolitan Sub-regional Planning Framework.

A review was undertaken of each locality to identify development opportunities including:

- Sites in greenfield areas with subdivision potential;
- Sites in infill areas zoned for medium to high density will development potential;
- Corner lots where a density bonus applies; and

- Infill development in suburban areas where the zoning allows for subdivision or development. This includes land currently zoned R17.5 in the local planning scheme and the density increases to R20.

The City is projected to have a population of approximately 171,000 by 2036 (Table 9).

Beyond 2036, there will still be several greenfield areas being developed including Southern River Precinct 4, Orange Grove and West Martin. Infill development will continue in the longer term around railway stations and activity centres.

Table 10 provides a projection on the population growth in the short, medium and long term.

Table 10 - Population Growth Scenario

Locality	2021	2036	2050	POST 2050
Beckenham	9,980	14,850	19,525	21,450
Kenwick	6,723	8,800	10,725	15,400
Maddington	13,600	18,700	23,375	26,950
Gosnells	24,544	29,400	34,100	49,775
Langford	6,113	7,400	8,250	8,250
Thornlie	24,780	27,000	28,600	32,450
Huntingdale	8,871	10,200	11,000	11,000
Canning Vale	21,000	21,500	21,725	21,725
Southern River	11,575	29,700	34,925	34,925
Orange Grove	1,020	1,200	5,032	5,225
Martin	1,960	2,750	3,575	3,575
TOTAL	130,166	171,500	200,832	230,725

The City uses *i.d. Forecasts* to provide demographic information and population projections. Population projections are based on a high growth scenario, reflecting the rapid development of the City over the last 20 years.

Major growth areas are in Southern River, Huntingdale, Maddington and Gosnells. Ongoing infill development will continue around train stations and major activity centres.

The potential dwelling yields in the short, medium and long term is show in Table 11.

Table 11 - Projected Dwelling Uptake

Locality	2021	2036	2050	POST 2050
Beckenham	3,629	5,400	7,100	7,800
Kenwick	2,445	3,200	3,900	5,600
Maddington	4,946	6,800	8,500	9,800
Gosnells	8,925	10,700	12,400	18,100
Langford	2,223	2,700	3,000	3,000
Thornlie	9,011	9,750	10,400	11,800
Huntingdale	3,226	3,700	4,000	4,000
Canning Vale	7,636	7,900	7,900	7,900
Southern River	4,209	10,700	12,700	12,700
Orange Grove	371	450	1,830	1,900
Martin	713	1,000	1,300	1,300
TOTAL	47,358	62,300	73,000	83,900

Short to medium term projections for the period for this Strategy (15 years) are based on projections from *i.d. Forecasts*, which identified land that is likely to be subdivided or redeveloped (infill housing) during this time.

The Strategy provides a long term planning horizon on the potential number of new dwellings that could be occur across the City. It is expected that there is sufficient land available for development for at least 30 years. An additional 26,000 dwellings could be built during this time.

The reason for this planning horizon, is due to many areas of across the City have restrictions that prevent development. These restrictions include land not having an appropriate development zone, lack of structure plans for precincts, drainage issues or the lack of sewerage. Over time, these restrictions are likely to be resolved which will then bring more land onto the market.

Table 12 with reference to the High Growth Scenario outlines the ultimate capacity of new dwellings that could occur under the Local Planning Scheme. This is supplemented by two alternative lower growth scenarios being a mid-growth and low growth scenario. The planning scenarios coincides with the timeframe of the South Metropolitan Sub-regional Planning Framework, being 2050.

Table 12 - Projected Dwelling Capacity

Locality	High Growth Scenario	Mid Growth Scenario	Low Growth Scenario
Beckenham	7,800	6,757	5,715
Kenwick	5,600	4,811	4,022
Maddington	9,800	8,587	7,373
Gosnells	18,100	15,806	13,512
Langford	3,000	2,805	2,611
Thornlie	11,800	11,103	10,405
Huntingdale	4,000	3,807	3,613
Canning Vale	7,900	7,834	7,768
Southern River	12,700	10,577	8,455
Orange Grove	1,900	1,518	1,136
Martin	1,300	1,153	1,007
TOTAL	83,900	74,758	65,617

Planning implications

The Strategy delivers the dwelling and population targets for the City as required in the Sub-regional planning frameworks. Development will occur in a staged approach across the City dependent upon the availability of services and infrastructure. The Strategy will be reviewed on a regular basis to monitor the rate of growth and adjust population projections as necessary.

4.3 Employment and Business

4.3.1 Introduction

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

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

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

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

4.3.2 Regional Employment Targets

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

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

Table 13 - WAPC Employment targets for the South East Region

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

4.3.3 City of Gosnells Economic Profile

Economic modelling for the City, and this has been compared with the overall economic data for the State. The City's Gross Regional Product (GRP) was \$4.23 billion (2021) which is 1.31% of the State's total GRP.

Table 14 - City of Gosnells Economic Profile (2021)

Gross Regional Product	\$4.23 billion
Population	131,381
Employed residents	61,347
Local jobs	28,546
Local businesses	8,177
Largest industry	Health Care and Social Assistance

(Source: ABS)

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

4.3.4 Employment Trends

There were 28,546 jobs located in the City as at 30 June 2021 which represents 2.06% of the State's total employment. In 2021, 61,347 people living in the City were employed. Only 11,121 (18.1%) of the total number of the working residents are actually employed within the City.

Table 15 shows the top eight areas of employment by Industry Sector for those people employed and living in the City.

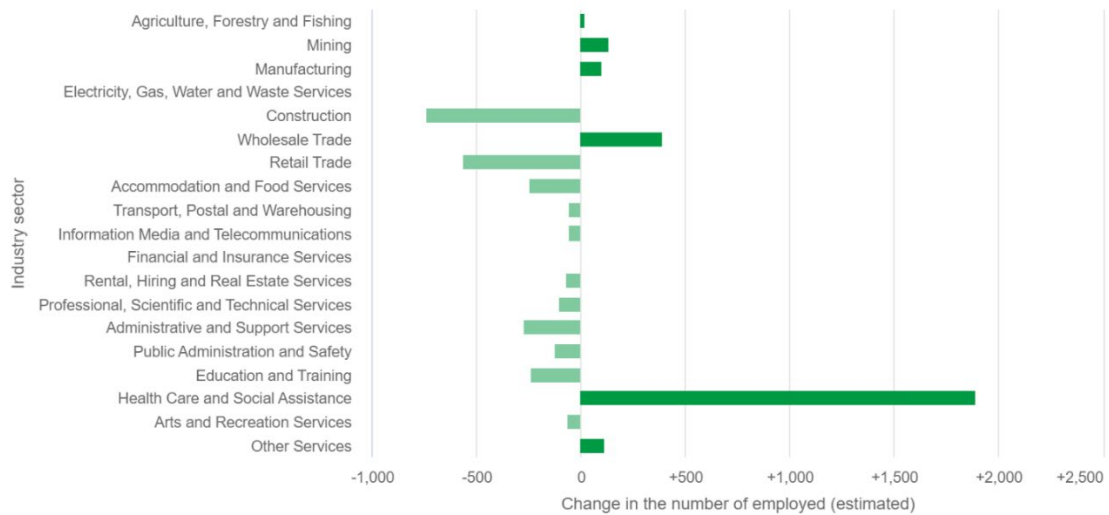
Table 15 - Top Eight Industry Sectors (2021)

TOP EIGHT AREAS OF EMPLOYMENT BY INDUSTRY SECTOR	NUMBER OF FULL TIME EQUIVALENT EMPLOYMENT BY INDUSTRY SECTOR (2021)
Health Care and Social Assistance	3,659
Construction	3,106
Education and Training	2,569
Retail	2,202
Manufacturing	1,778
Public Administration and Safety	1,694
Other Services	1,612
Transport, Postal and Warehousing	1,241

Figure 15 - Change in Employment by Industry 2015/16 to 2020/21

Change in employment (total) by industry, 2015/16 to 2020/21

City of Gosnells



Source: National Institute of Economic and Industry Research (NIEIR) ©2021 Compiled and presented in economy.id by .id (informed decisions).

.id informed decisions

Over the last decade there has been a major shift in the composition of employment which is reflected in Census data from 2011 and 2021 as shown in Table 16.

Table 16 - Top Eight Industry Sectors – Employment trends (2011 - 2021)

INDUSTRY SECTOR	FULL TIME EQUIVALENT EMPLOYMENT BY INDUSTRY SECTOR (2021)	CHANGE IN NUMBER OF RESIDENTS EMPLOYED (2011- 2021)
Health Care and Social Assistance	3,659	+1,898
Construction	3,106	-689
Education and Training	2,569	+401
Retail	2,202	-681
Manufacturing	1,778	-386
Public Administration and Safety	1,694	+52
Other Services	1,612	+44
Transport, Postal and Warehousing	1,241	+67

In 2021 the three largest industry sectors for full-time employment were:

- Health Care and Social Assistance (3,659 people or 16%).
- Construction (3,106 people or 13.6%).
- Education and Training (2,569 people or 11.2%).

These three industries employed 9,334 people or 40.8% of the total full-time employed residents. By comparison the Greater Perth area employed 11.6% in Health Care and Social Assistance; 10% in Construction and 8.3% in Education and Training.

When compared to the Greater Perth area the major differences between the type of full-time jobs held by the City's resident population are:

- A larger percentage of people are employed in construction, retail trade, education and training, health care and social assistance and other services.
- A smaller percentage of people are employed in agriculture, forestry and fishing, mining, professional, scientific and technical services.

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

The City's employment self-sufficiency rate is 40.3% which is a decrease from 43% in 2016. Each working day more than 44,614 people or 76.5% leave the City to travel to other parts of Perth for employment and the City imports more than 16,457 workers. This represents a significant movement of people and consequent pressure on travel time, public and private transport, fuel costs and quality of life.

Table 17 - Employment self-sufficiency in the sub-region

LGA	Jobs in the LGA	Employment self sufficiency	Employment self-containment
City of Gosnells	28,546	40.3%	19.1%
City of Canning	75,225	118.3%	23.2%
City of Armadale	23,684	45.8%	21.8%

Planning Implications

The nature and type of employment in the economy is changing over time. The City will monitor these trends to ensure strategic and statutory planning documents make adequate provision for the supply of appropriately zoned land and support a regulatory framework in the local planning scheme.

4.3.5 Activity Centres

The City's Activity Centres Planning Strategy (ACPS) which provides guidance to stakeholders on the degree to which activity centres may expand and redevelop up to 2031. The ACPS is a Council adopted document and is not endorsed by the WAPC.

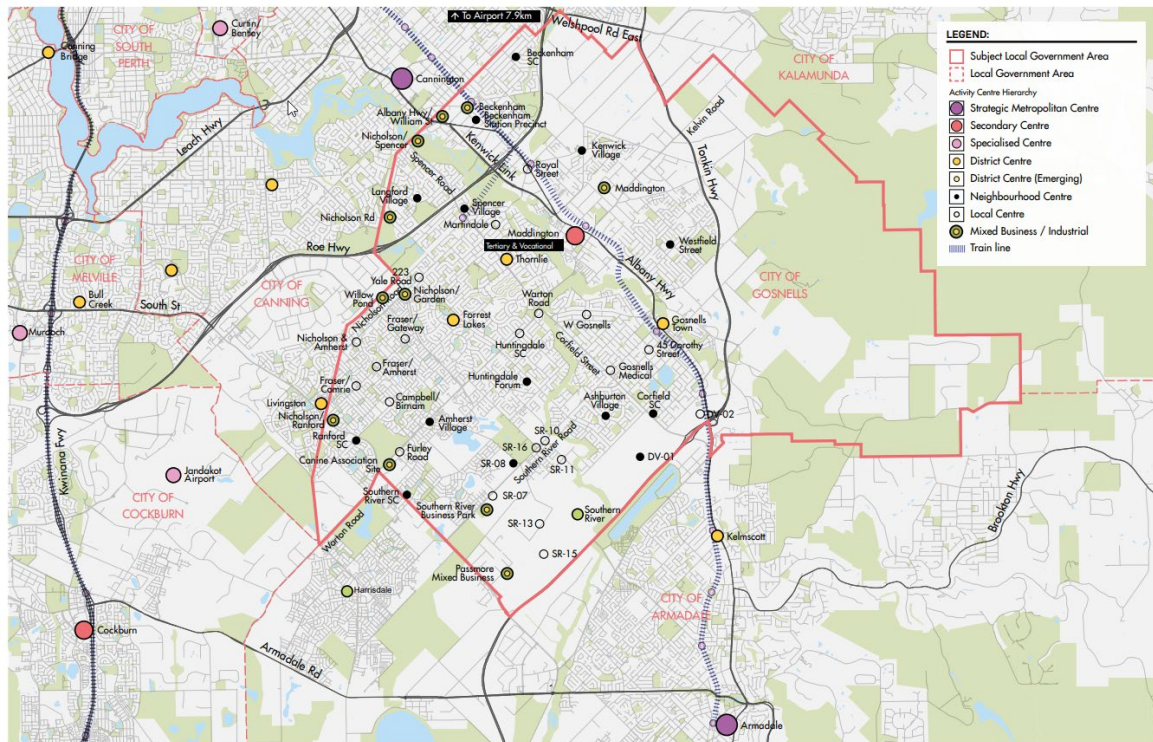
The ACPS provides direction to decision makers, prospective developers and the community about the future expectations for activity centres. The ACPS establishes a model for the future retail needs of each locality, recommended retail floorspace for each centre and identifies opportunities and constraints. It provides guidance to the future planning of the district and provides a focus on where investment decisions need to be made to improve the amenity of local communities.

The Local Planning Strategy incorporates strategies and actions to implement the objectives for Activity Centres and Employment, Business and Industry.

The ACPS identifies a hierarchy of centres consistent with SPP 4.2 and is intended to inform the LPS to provide guidance on the preparation of precinct structure plans, activity centre plans, local development plans and applications for subdivision and development. Based on this hierarchy, the ACPS also identifies where planning proposals shall be accompanied by a Net Benefit Test in accordance with SPP 4.2.

In terms of residential density, each activity centre will be assigned a residential density, based on its status in the hierarchy of activity centres. There may be an opportunity to review the density coding arrangements in the local planning scheme with a view to allocate an R-AC code, consistent with state planning policy.

The location and status of Activity Centres across the City is shown in Figure 16.

Figure 16 - Location of Activity Centres

Note: Legend – District Centres (Emerging) are centres not yet developed.

4.3.6 Secondary Centre

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

The anticipated job numbers for the Maddington Secondary Centre (MSC) as identified in the South Metropolitan Peel – Sub-Regional Planning Framework are:

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

There are currently 2,632 jobs in this centre, however, an additional 2,000 jobs will need to be created to achieve the mid-century employment target.

The MSC is dominated by the Maddington Central shopping centre which is bound by Burslem Drive, Olga Road and Attfield Street. This centre was built in the 1980's in the typical "box" format with the building surrounded by large areas of car parking. The centre contains shops and ancillary services such as banks. The owner is planning an upgrade of the Centre and this will require the preparation of a Precinct Structure Plan (PSP). A PSP will explore the opportunities to review the density code with the view to allocate an R-AC code.

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

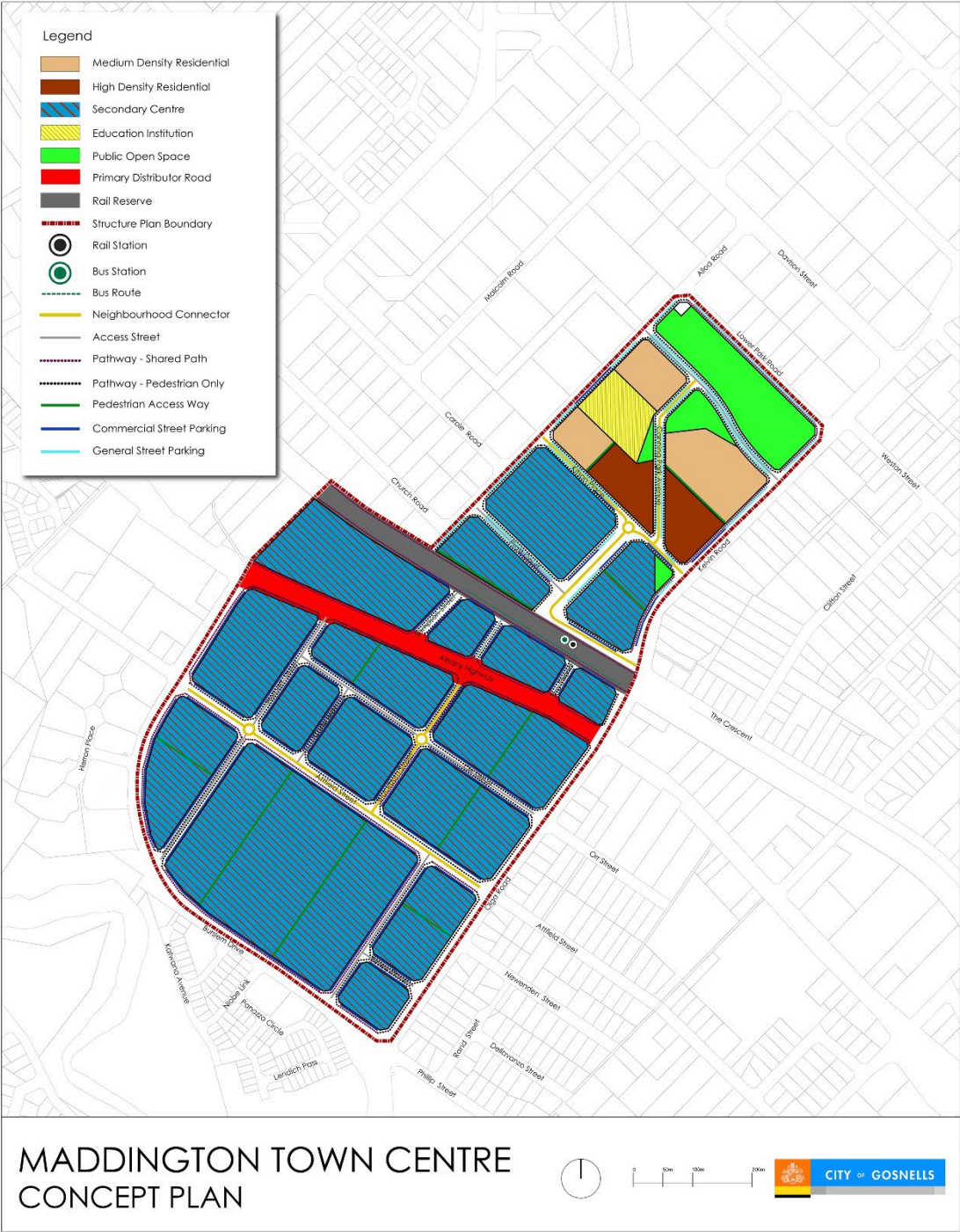
and medium density developments. The Department of Communities (DoC) is a major landowner and owns a 20 hectare site. The City intends to liaise with the DoC regarding potential opportunities for this site.

Albany Highway has developed into a major precinct for the sale of motor vehicles and caravans/campervans. The area is transitioning with several new showrooms being built by major vehicle dealerships, replacing older buildings and open-air display yards. The area to the north of Albany Highway comprises of industrial properties and the City's Operations Centre. The City is undertaking the structure planning for this area to establish the future zoning and land uses consistent with activity centre development. A significant feature of the activity centre is the Maddington Train Station which is located centrally along the Armadale Line between the northern and southern areas.

The MSC represents the highest order centre in the City. The ACPS identifies the need for up to 60,000m² of net lettable area. A Precinct Structure Plan is required for this centre which will explore the opportunity to review the density coding arrangement with a view to allocate an R-AC code for the area.

Due to the strategic importance of the MSC and its potential to provide for a wide range of retail and commercial uses, it is appropriate to prioritise high-density residential development within the area. To provide for this a residential density of R160 has been assigned to this centre in LPS 24.

Figure 17 - Maddington Town Centre Concept Plan



Maddington Rail Station

Maddington rail station is located within the MSC (Refer Figure 17). The station is currently not well integrated as a TOD, particularly due to the disconnect between the Maddington Central shopping centre and its immediate surrounds by a major road (Albany Highway).

The improved integration of the Maddington rail station into the MSC is central to the vision to regenerate the area. The MSC is located 17km from Perth and possesses the infrastructure, services and activities to create a vibrant and activated place. There are several opportunities to achieve a high quality development in the MSC including a dense urban core surrounding the rail station on City and State Government owned land. Key opportunities identified for the MSC include:

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

Development within the MSC is guided by Local Planning Policy 5.10 – Maddington and Gosnells Activity Centres (LPP 5.10) which prescribes standards to promote a high standard of development. Notwithstanding, further high-level strategic planning is required to be undertaken to facilitate appropriate regeneration of the area. It is anticipated that a Precinct Structure Plan will be prepared in a manner consistent with LPP 5.10 and relevant state government policies. It is estimated approximately 4000 new dwellings could be accommodated within a one kilometre walkable catchment of the Maddington rail station.

The Public Transport Authority (PTA) prepared a Station Access Strategy for the Maddington rail station that identifies opportunities for improvements around the station precinct and the surrounding residential catchment. The strategy caters for the expected increase in rail patronage in the future; supports different mode-share options; and improves community safety and amenity. In the long-term the existing Albany Highway/Kelvin Road level-crossing will be replaced by an elevated rail line and station.

Maddington Town Centre Concept Plan

The Maddington Town Centre Concept Plan 2022 was prepared to support the City advocating for a future Metropolitan Region Scheme amendment to rezone the northern area of the MSC to Urban consistent with activity centre development. The City's vision for this area is to create a Transit Oriented Development (TOD) around the Maddington rail station and provide strong and safe pedestrian links and improved road access between the Maddington Central shopping centre, the railway station, and the land to the north of the railway line.

4.3.7 District Centres

The ACPS identifies floorspace needs for the District Centres identified in Table 18.

Table 18 - District Centres floor space

District Centres	Identified total floorspace need (net lettable area)
Gosnells Town Centre	No expansion identified.
Thornlie Square	11,360m ² of shop/retail and 330m ² of other retail.
Forest Lakes	16,000m ² of shop/retail and 1,000m ² of other retail.
Southern River (planned centre)	25,000m ² of shop/retail and 800m ² of other retail. Any proposal to significantly change the geographic location of this centre will require a Net Benefit Test to be prepared.

Gosnells Town Centre

The Gosnells Town Centre (GTC) is the historic heart of the City. Early commercial development occurred along Albany Highway and along Lissiman Street and Wheatley Street abutting the rail line. The area contains a range of commercial businesses along Albany Highway including supermarkets, restaurants, shops, offices, medical centres and professional services. Employment is dominated by retail, specialised services and public administrative jobs at the City's Administration Centre and Knowledge Centre.

In the late 1990s the City undertook a comprehensive planning investigation of the GTC in response to a declining local economy and a retail vacancy rates greater than 50%. The City, in partnership with the State Government, identified several initiatives to reverse the economic decline and improve the visual amenity of the GTC. Subsequently, significant public capital investment occurred by all three tiers of government as detailed in Table 19.

This investment had a positive impact on the economic performance of the GTC with a significant reduction in vacancy rates. Some older buildings have been upgraded by landowners and new commercial buildings constructed. The City's focus is to provide landowners with advice and ensure development applications comply with the GTC applicable planning framework.

Table 19 - Capital investment in Gosnells Town Centre

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

Gosnells Rail Station

The Gosnells rail station is located within the GTC and represents an example of well-conceived integration with the surrounding area. This is due to the City, in partnership with the State and Federal governments, having invested significant capital and resources as part of a revitalisation initiative. This project facilitated the relocation of the Gosnells rail station to a more central position within the GTC, public thoroughfare upgrades, significant streetscape improvements and the installation of public artworks.

The development of the GTC is guided by Local Planning Policy 5.10 – Maddington and Gosnells Activity Centre (LPP 5.10). LPP 5.10 prescribes key objectives and controls for development within the GTC which is generally premised on the ‘main street’ planning principle. More specifically, buildings would be typically positioned on front and side boundaries (nil setbacks), with shared parking provided at the rear and building heights in the range of three to four storeys.

The GTC is identified as a District Centre under the Activity Centres Hierarchy and therefore in accordance with SPP 4.2, subdivision and development is intended to be guided by a Precinct Structure Plan. This process will be informed by LPP 5.10 and relevant state government policies.

Despite significant investment in the GTC there are several landowners reluctant to take advantage of the development opportunities created by the City. These landholdings are generally confined to Lissiman Street which runs parallel and adjacent to the rail line. To address this issue Improvement Plan No. 39 – Lissiman Street Precinct (IP 39) was implemented to achieve the vision for the area. The implementation of IP 39 is ongoing, and the City has already acquired several property for future development.

There has been limited private investment in residential development within the GTC. In accordance with TOD principles a mix of uses should be provided within the GTC and the broader walkable catchment servicing the rail station. Aside from landowner reluctance to develop, the existing R80 density code may be insufficient to incentivise landowners and developers to construct high-density residential development within the GTC. Further, an R80 coding no longer reflects best-practice strategic land use planning for this area and it is proposed to be revised to R100-R160 under LPS 24.

The PTA has prepared a Station Access Strategy for the Gosnells train station that identifies opportunities for improvements around the rail station precinct and the surrounding neighbourhood. The Strategy caters for the expected increase in rail patronage in the future, accommodates different mode share options and improves community safety and amenity. In the longer-term it is expected the three existing level crossings located within the GTC will be removed with the likely outcome being an elevated rail line and station.

Figure 18 - Location of Gosnells Town Centre



GOSNELLS TOWN CENTRE
DISTRICT CONTEXT PLAN



Figure 19 - Improvement Plan for the Gosnells Town Centre

Thornlie Square

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

Forest Lakes

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

Planned Southern River Centre

A district centre is planned for development within Southern River Precinct 4 (SRP 4). This centre is located on a planned arterial road (Garden Street) and close to the intersection of Tonkin Highway and Champion Lakes Drive. SRP 4 is currently zoned Urban Deferred under the Metropolitan Region Scheme. The broader strategic planning requirements will need to be undertaken for SRP 4 to rezone the precinct to Urban and determine the location and site-specific planning requirements of the district centre. A Precinct Structure Plan will need to be prepared in accordance with SPP 4.2 and relevant state government policies to meet the needs of the community and facilitate the provision of housing, employment and goods and services in an efficient and equitable manner.

4.3.8 Neighbourhood Centres

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

Table 20 - Neighbourhood Centres with identified floorspace needs

Neighbourhood Centres	Identified total floorspace need (net lettable area)
Amherst Village, Canning Vale	12,500m ² of shop/ retail and 800m ² of other retail
Ranford Road Shopping Centre Southern River	7,000m ² of shop/ retail and 1,000m ² of other retail
Southern River (SR-08) (Southern River Road/Holmes Street)	7,000m ² of shop/ retail and 1,000m ² of other retail
Proposed Southern River Precinct 4 (DV-01)	7,000m ² of shop/ retail and 1,000m ² of other retail
Beckenham Station Precinct (proposed)	6,000m ² of shop/ retail
Ranford Shopping Centre	4,500m ² of shop/ retail
Westfield Street, Maddington	4,531m ² of shop/ retail
Spencer Village, Thornlie	2,497m ² of shop/ retail
Huntingdale Forum	2,320m ² of shop/ retail
Langford Village	2,052m ² of shop/ retail
Ashburton Village, Gosnells	1,810m ² of shop/ retail
Corfield Street, Gosnells	1,640m ² of shop/ retail
Beckenham Shopping Centre	1,500m ² of shop/ retail and 100m ² of other retail
Kenwick Village	1,551m ² of shop/ retail

Neighbourhood Centres comprise shop/retail floorspace above 1500m² and are important local community focal points that provide for the main daily to weekly household shopping and community needs. They are also a focus for medium density housing. A Precinct Structure Plan will need to be prepared at the discretion of the local government and WAPC. In these instances, consideration will be given to the City's Local Planning Policy 3.7 – Precinct Plans (LPP 3.7).

Beckenham Rail Station

Beckenham rail station is not currently well integrated in accordance with TOD principles. Aside from the presence of an existing convenience store located north of the rail station at the intersection of William Street and Railway Parade, the surrounding 'commercial' uses exclusively comprise light industrial and mixed business land uses.

The area is located approximately 15km from the Perth CBD, 500m from Albany Highway and one kilometre from Westfield Carousel Shopping Centre. There are significant redevelopment opportunities available within the walkable catchment of the Beckenham rail station that could lead to the creation of a robust TOD. This includes 7.5ha of vacant land situated to the south-west of the rail station earmarked for TOD through a 'Special Use' zoning under TPS 6. More specifically, the site has been identified as being suitable for mixed commercial and residential development up to a density of R160.

The Beckenham Station Precinct Activity Centre Plan was approved by the WAPC on 14 December 2018. The vision for the centre is to become a mixed-use, transit-oriented development that capitalises on its strategic location adjacent to the Beckenham Train Station by providing high-density residential uses combined with convenience shopping within an active, safe, pedestrianised, and amenity-rich precinct.

Land to the north of the Beckenham rail station is residential, however, it has been subject to recent density increases in the range of R60-R100 to support medium density

housing. Through the preparation of a new local planning scheme there are opportunities to consolidate the Special Use zoning to a Mixed Use zoning. There are also opportunities to expand the zoning to industrial and mixed business zoned land within the walkable catchment of Beckenham rail station to similarly provide for redevelopment opportunities that align with TOD principles.

The State Government has upgraded the railway between Victoria Park and Beckenham to remove the level crossings with a viaduct railway and elevated stations.

Thornlie Rail Station

Thornlie rail station was constructed in 2005 on a spur line from Kenwick and comprises a park-and-ride facility and bus interchange. The rail line was extended to Cockburn Central via Canning Vale under the State Government's *METRONET* project in 2025.

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

The current residential densities around Thornlie rail station are no longer reflective of contemporary planning practice and should be increased to density ranges of between R40-R100 within the 400m walkable catchment and between R30-R40 within the 800m catchment. Higher residential density within this location will support increasing patronage of the Thornlie rail station and support TOD principles.

4.3.9 Local Centres

The ACPS identifies 20 existing and proposed Local Centres within the City which are to be limited to 1,500m² of shop/retail floor space. The development of new or redevelopment of existing Local Centres may necessitate the need to prepare a Local Development Plan. Residential development in Local Centres is proposed at a residential density of R40-R60.

Table 21 - Local Centres

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

Kenwick Rail Station

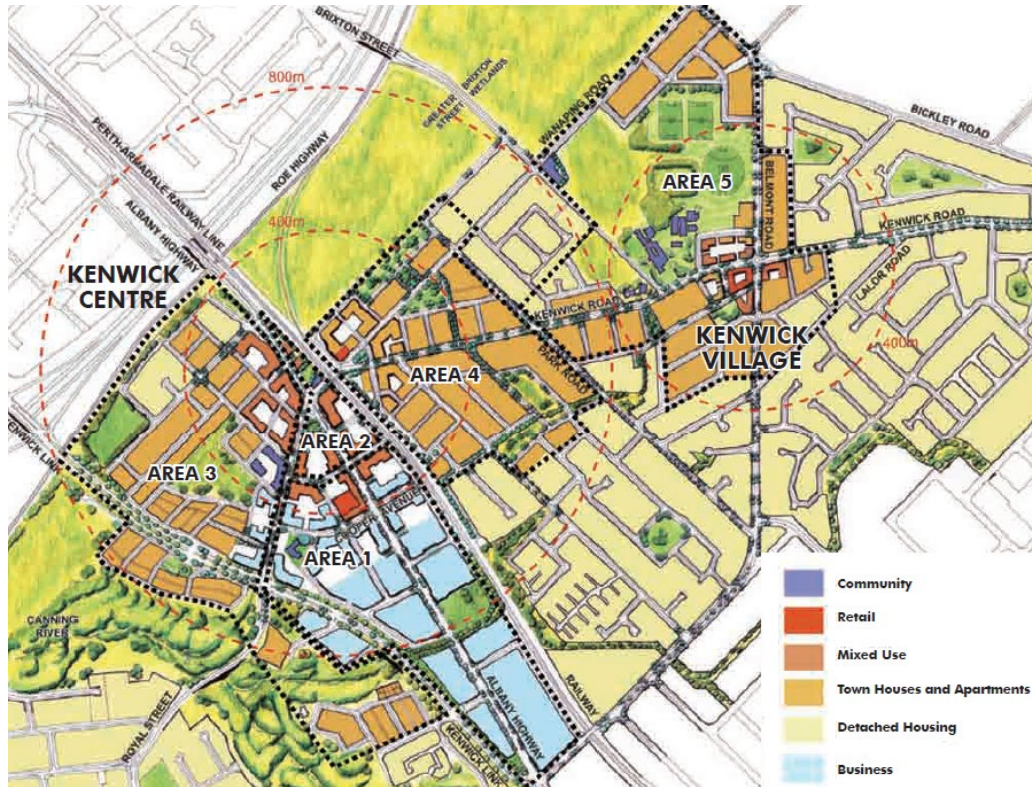
Kenwick rail station is not currently well integrated into its locality in accordance with TOD principles. In 2007 the City facilitated an 'Enquiry by Design' for the area that brought government and community stakeholders together to explore design possibilities for revitalising the suburb of Kenwick. This led to the adoption of the Kenwick Vision Plan which proposed to establish the Kenwick Town Centre (KTC) with its core being Kenwick Station. The Vision Plan provides for the KTC and its walkable catchment to be developed as a pedestrian friendly urban core that incorporates 'main-street' planning principles with mixed commercial and medium to high density residential development.

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

A review of the existing zonings and densities applicable to this area is required as part of the preparation of a new local planning scheme. It is proposed to begin transitioning industrial uses out of the KTC by rezoning the area from General Industry to Mixed Use purposes which will lead to an increase in retail floorspace. R-Codings in the range of R80-R100 adjacent to the rail station and R30–R80 further afield will encourage mixed use development. To control built form in the area it will be necessary to establish design guidelines in the form of a local planning policy or Precinct Structure Plan.

The Public Transport Authority prepared a Station Access Strategy that identifies opportunities for improvements around the rail station precinct and the surrounding neighbourhood. The Strategy caters for the expected increase in rail patronage in the future, supports different mode share options and improves community safety and amenity. In the longer-term it is expected the existing level crossing located within the KTC will be removed with the likely outcome being an elevated rail line and station.

Figure 20 - Kenwick Vision Plan



Seaforth Rail Station

Seaforth rail station is located in the suburb of Gosnells and is the most southern train station in the City. Seaforth rail station is currently under-utilised which is attributable to the small residential catchment it currently serves. A large area of development zoned land exists to the south of the rail station providing opportunities to employ TOD principles in the future precinct planning for the area.

In terms of ensuring Seaforth rail station remains viable in the short term, effort should be made to increase population within its walkable catchment. The adjacent residential area is currently coded R40 within a 400m walkable catchment of the rail station. For context the R40 coding applicable to the area came into effect in 2010 as part of a City-wide implementation of Local Housing Strategy recommendations dating from 2003. However, these recommendations are no longer reflective of contemporary planning practice which generally involves densities in the range of R60-R160 or greater within a 400m walkable catchment around transport nodes and densities between R30-R40 being provided within an 800m walkable catchment. In acknowledging the sub-urban nature of this area with few amenities or 'density anchors', it is recommended the density is prescribed to the lower end of these ranges.

Nicholson Road Station

The Thornlie to Cockburn rail line which includes a new rail station at Nicholson Road in Canning Vale was opened in 2025. The Nicholson Road rail station precinct comprises 8.4ha and is bounded by the freight rail line to the west, Nicholson Road to the north and east and industrial land (Tulloch Way). The precinct contains a vacant parcel owned by the Department of Communities (Lot 101 Tulloch Way), a property developed for commercial purposes and the Canning Vale Police Station.

Land to the west of the rail line and south of Nicholson Road is within the City of Canning and zoned Industry under the MRS. Residential land to the north of the rail station near Yale Road was developed in the 1990s and is currently zoned R17.5. The Strategy proposes to increase the density to R20 to better reflect the prevailing lot sizes of the area. In the longer-term the area will likely be developed to a higher density.

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

METRONET has undertaken preliminary precinct planning for Stage 1 projects including Beckenham and Nicholson Road stations. These studies will identify the opportunities and constraints within a one-kilometre radius of each station, and will examine land use options, housing densities, transport links and site access issues. As the rail extension and station are yet to be constructed opportunities exist to consider the planning opportunities to create a TOD based precinct.

Precinct Planning


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

4.4 Industry

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

The largest industrial area in the City was established in Maddington in the 1970s and this area is now fully developed. Smaller industrial areas were also developed in the 1960s in Beckenham (William Street) and Kenwick (Royal Street/ Albany Highway).

Table 22 - Existing Industrial Areas

 Suburb	Industrial Area (hectares)	Zone
Beckenham (Albany Highway / William Street)	19	Light and General Industry
Kenwick (Albany Highway)	154	Light and General Industry
Maddington (Austin Avenue/Kelvin Road)	254	Light and General Industry
Maddington (Dalziell Street)	6	Light Industry

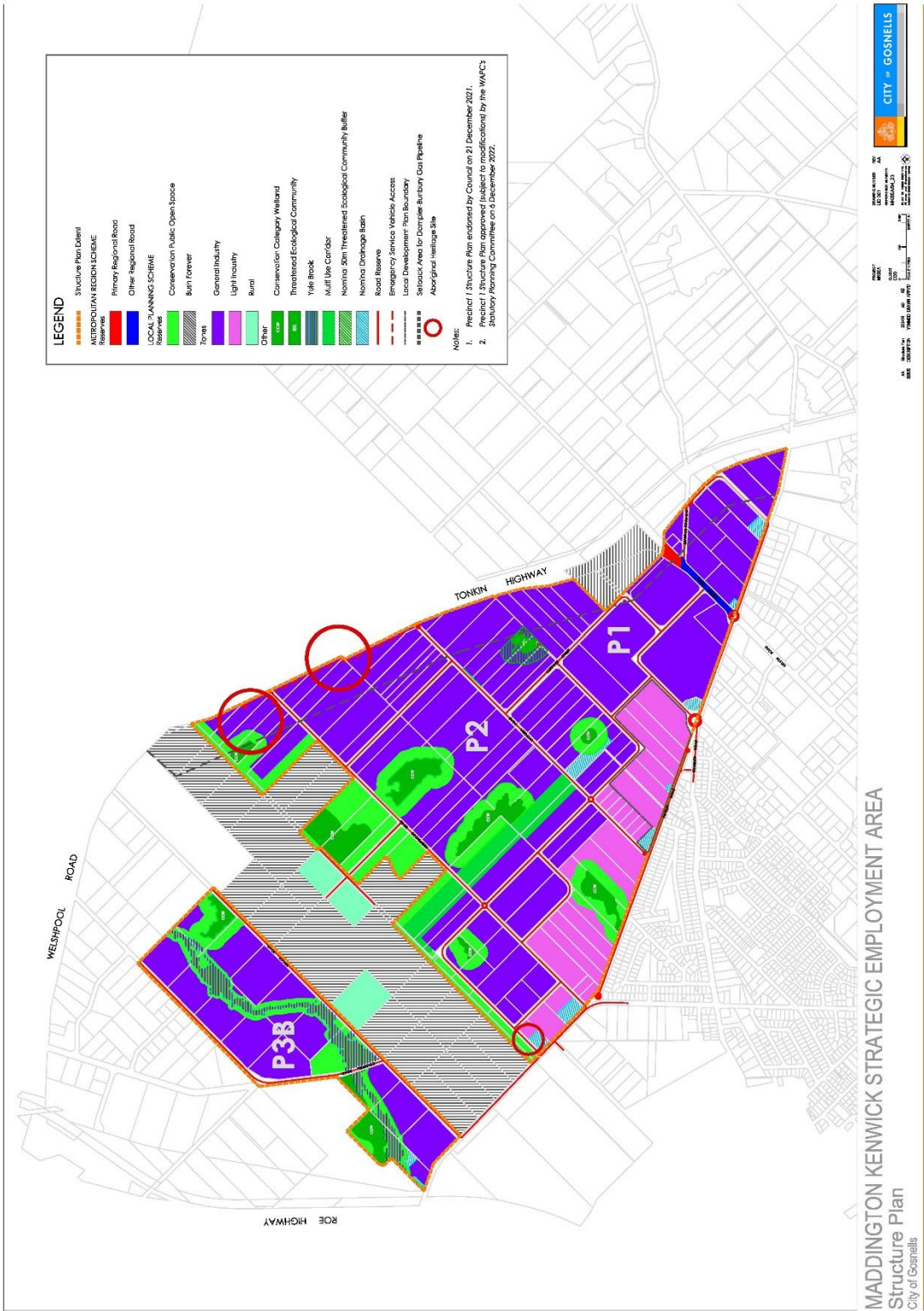
Maddington Kenwick Strategic Employment Area

The City has prepared draft structure plans to facilitate the development of a major new employment area referred to as the Maddington Kenwick Strategic Employment Area (MKSEA). The MKSEA is 480 hectares in area and is bounded by Roe Highway, Welshpool Road, Tonkin Highway and Bickley Road. Council has completed environmental, water management, traffic, servicing and infrastructure, bush fire, and geotechnical investigations to inform the draft structure plans for the MKSEA. The City will advocate for the MKSEA being rezoned to General Industry, Light Industry and Composite Residential/Light Industry, and facilitate the creation of a contemporary industrial estate.

The area is bisected by the Greater Brixton Street Wetlands and Yule Brook. Council is working in partnership with State Government agencies including the Environmental Protection Authority to achieve optimal environmental outcomes that conserve important natural assets.

A copy of the MKSEA Indicative Structure Plan is provided at Figure 21.

Figure 21 - MKSEA draft Structure Plan

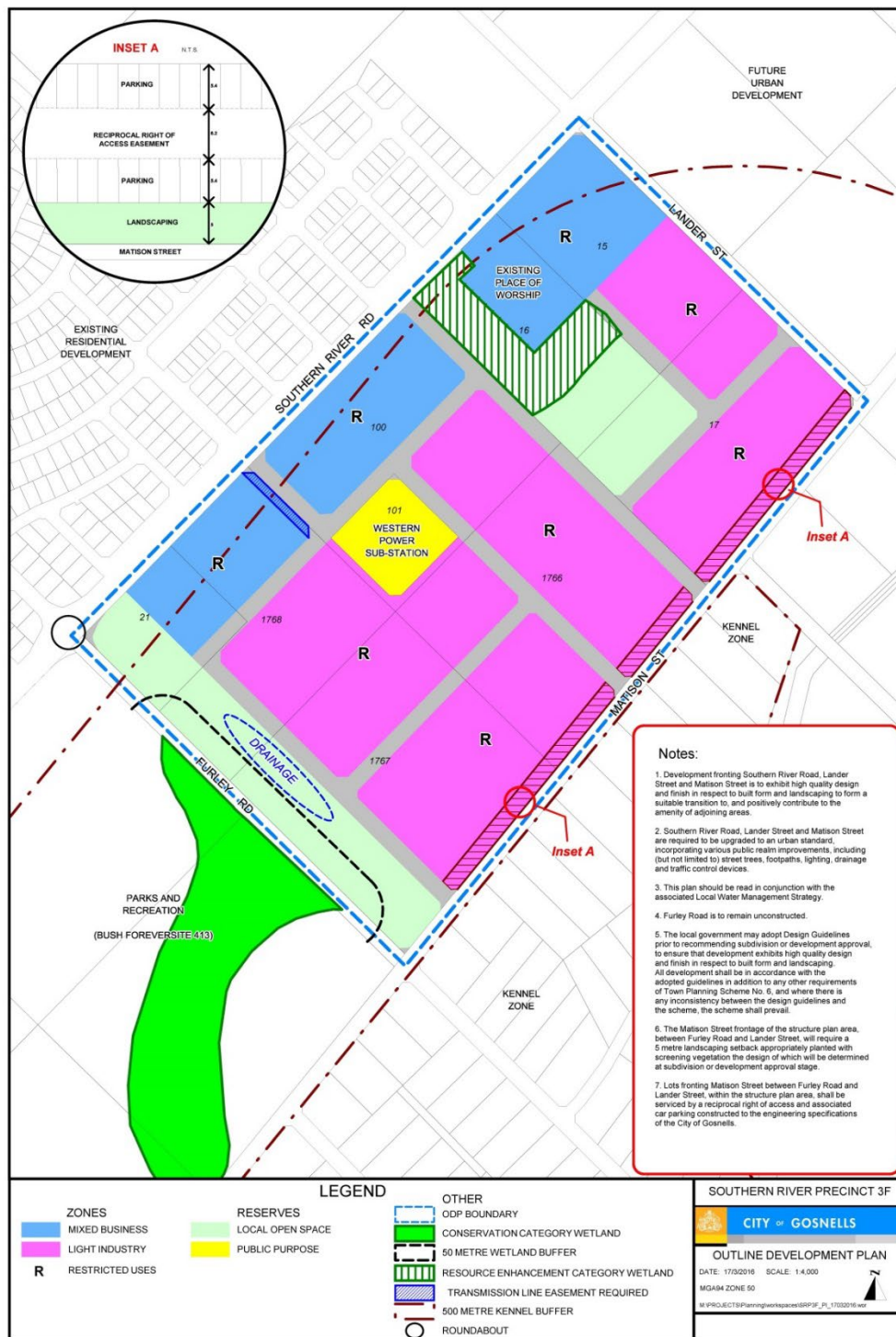


Southern River Business Park

A Structure Plan for the Southern River Business Park was approved by the WAPC on 9 September 2016. The City is a major landowner within this area and will work with other landowners to provide services and infrastructure. It is expected that land development will commence in the short-term.

A copy of the Southern River Precinct 3F Structure Plan is with Figure 22.

Figure 22 - Southern River Precinct 3F Structure Plan



Mixed Business Zone

The Mixed Business zones provide a variety of retail activities within the City. These areas are recognised for providing considerable employment opportunities and in doing so increase employment self-sufficiency within the City. The Activity Centre Planning Strategy recommends a modest increase in shop/retail floor space within these areas, however, it also recommends no limitations be placed on general service commercial floor space. Residential development should not be permitted in the service commercial and industrial zones.

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

The Mixed Business Zone is proposed to be rationalised into the Service Commercial Zone consistent with the *Planning and Development (Local Planning Schemes) Regulations 2015*.

Constraints

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

A residential area exists in Kenwick abutting the southern boundary of MKSEA. The City has adopted a Structure Plan for MKSEA Precinct 1 which has been approved by the WAPC. A light industrial zone along Bickley Road forms a buffer to adjacent residential areas.

4.5 Public Open Space

The City is proud of both the amount and the overall quality of Public Open Space (POS) provided within the district. This has been achieved following significant investments to improve park standards and infrastructure over many years. The City also recognises the many social, health, environmental and economic benefits of providing appropriately located, functional and attractive POS to the community. These spaces are instrumental in shaping suburbs into communities and provide positive lifestyle and recreation opportunities; venues for interaction, events and programs; opportunities for active sports pursuits; visual relief from urban surrounds; protect biodiversity and assist with urban water management requirements.

Community feedback on the City's POS is overwhelmingly positive. A 2023 community consultation associated with developing a new Strategic Community Plan, found that 86% of respondents think the City is delivering on the goal 'Protect and improve our natural assets and, where possible, integrate them with community activity'. Many of the positive comments as a result of the consultation relate to park developments and improvements to public spaces. This consultation also found that 89% of respondents think the City is delivering on the goal 'Provide the community with opportunities to participate in diverse activities which promote physical and emotional wellbeing'.

Further, an independent customer satisfaction survey undertaken in 2023 found that 91% of respondents are satisfied / very satisfied with the City's parks and reserves.

To ensure the future provision and management of POS sites meets the ongoing needs of the community, the City updated the 2019 Public Open Space Strategy (POSS) which was endorsed by Council in May 2025. The POSS has not been endorsed by the WAPC and where relevant to land use planning, recommendations of POSS have been included in the LPS.

The purpose of the POSS is to set the strategic direction for POS acquisition, development and disposal and the use of cash in lieu of POS monies collected from developers. The POSS seeks to answer three key questions:

1. Is the total amount of POS acceptable?
2. Is the distribution of POS acceptable?
3. Does the City need to collect more cash in lieu from developers who do not provide POS in their development?

The implementation of the POSS and the associated Operational Plan will ensure an improved POS provision in the future. The associated Operational Plan is based on an updated assessment of each parcel of POS with the assessment considering functionality, service standards, distribution, accessibility and tenure and will guide decisions around acquisition, development and disposal at the individual park level. Rather than considering these questions across the whole of the City, they are considered on a suburb-by-suburb basis to make the task more manageable.

POS Classification

There are 388 POS reserves across the City, although this number changes, generally as the result of the acquisition of new POS sites from developers. These reserves include small local parks, large district parks, major sports grounds and significant environmental areas along the Canning and Southern River foreshores and on the Darling escarpment. The City contains large tracts of land designated as Region Open Space Parks in the MRS, which are both managed and unmanaged. For City purposes, the POS reserves are split into five distinct classifications:

- Regional Parks;
- District Parks;
- Local Parks;
- Neighbourhood Parks; and
- Conservation Land.

Some parks have two classifications (such as Mills Park, which is classified as both a district park and conservation land). The distribution of POS by classification across the City's suburbs are shown in the following table.

Table 23 – Public Open Space Strategy Recommendations

Suburb	Beckenham	Canning Vale	Gosnells	Huntingdale	Kenwick	Langford	Maddington	Martin & Orange Grove	Southern River	Thornlie
Local Parks	25	33	50	13	13	16	32	7	24	32
Neighbourhood Parks	3	13	9	4	6	1	8	0	6	14
District Parks	1	1	3	1	0	1	1	3	0	3
Regional Parks	0	0	3	0	0	2	0	1	0	0
Conservation Land	6	10	18	8	6	3	8	9	13	11
Number of Double Ups	3	4	6	1	2	2	0	2	6	7
Total minus double ups (of 388 reserves)	32	53	77	25	23	21	49	18	37	53

4.5.1 POS Shortfall

A variety of factors impact the provision of POS including:

- a reduction in average lot sizes over time which reduces private open space and puts a greater focus and demand on POS;
- gentrification of the City's older suburbs, increasing residential densities and subsequently, the number of people seeking to access local POS;
- changing demographics within communities, with certain demographic groups such as parents with young children, placing greater demand on POS. Gosnells is an outer metropolitan growth area which has higher numbers of children and families per capita than inner city areas;
- changing community expectations of public infrastructure, with increasing expectations of high-quality POS provision. The minimum development level for a park endorsed by the State Government's *Liveable Neighbourhoods Policy* is a basic standard of pathways, grass and reticulation. In the City's experience, this standard does not meet current community expectations;
- rapid population growth in new suburbs such as Southern River which creates demand for POS;
- the rural areas of Orange Grove and Martin (East) generally offer significant quantities of private open space which limits demand for POS; and
- the use of parts of many new POS reserves for water management and environmental protection impact on the ability for this POS to be ideally located and configured for recreation.

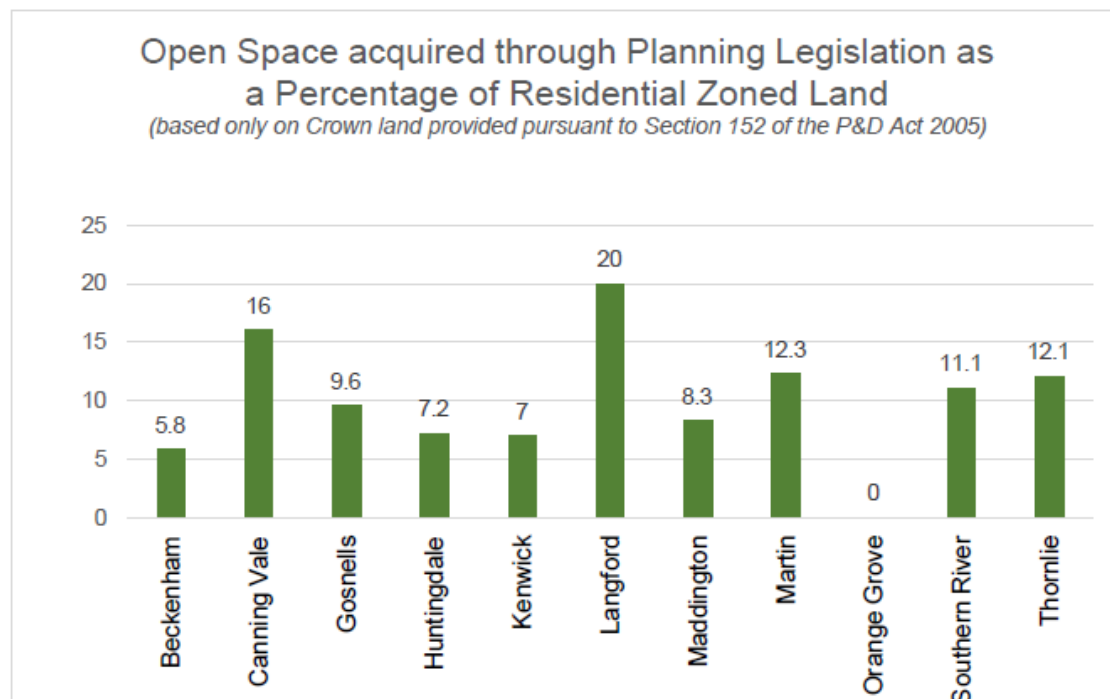
Assessment of Current Provision

The POSS was developed following an extensive assessment which evaluated each POS in relation to functionality, distribution, accessibility, tenure, level of infrastructure and maintenance standard. The evaluations were conducted in four specific stages:

- Land Identification;
- POS Audit;
- POS Assessment; and
- POS Levels of Service comparison.

Land provided pursuant to Section 152 of the *Planning and Development Act 2005*, (that is, land given up as part of the 10% POS planning requirement) is identified in the following chart. Five of suburbs satisfy the requisite 10% requirement (Canning Vale, Langford, Martin, Southern River and Thornlie), with five having less than 10%. The 10% requirement is not applicable to Orange Grove on the basis that this suburb does not contain any residential zoned land.

Figure 23 - Open space acquired under Planning legislation



However, when City freehold land and other land held for open space purposes is added to POS acquired through Section 152 and calculated as a percentage of the total land area, (not just land zoned residential which is required to give up POS as shown in the bar chart above) a better understanding of the proportion of land available for public open space is gained (refer to table below).

Table 24 - Total Public Open Space by Suburb

Total Open Space per Suburb (as percentage of total land area)											
Section 152 (Public Recreation) Lands	2.7%	10.2%	4.3%	4%	1.5%	6.3%	3.2%	0.1%	0%	4.6%	6.6%
MRS Zoned Parks and Recreation	8.9%	0%	9.9%	5%	16.1%	19%	3.9%	52.8%	57.4%	13.6%	8.5%
City Freehold	4.1%	0.4%	1.6%	14.3%	0.5%	0%	3.6%	0.4%	0%	0.7%	0.8%
TOTAL % OF PUBLIC OPEN SPACE WITHIN SUBURB	15.7%	10.6%	15.8%	23.3%	18.1%	25.3%	10.7%	53.3%	57.4%	18.9%	15.9%
	Beckenham	Canning Vale	Gosnells	Huntingdale	Kenwick	Langford	Maddington	Martin	Orange Grove	Southern River	Thornlie

While not shown in the table, it is also of note that Thornlie, Huntingdale, Gosnells, Beckenham and Maddington provide the majority of the City's active recreational POS, with over 75% of the City's district open space located in these suburbs. Over 90% of this POS has been obtained through City purchases of freehold land or land bequeathed to the City for recreation purposes.

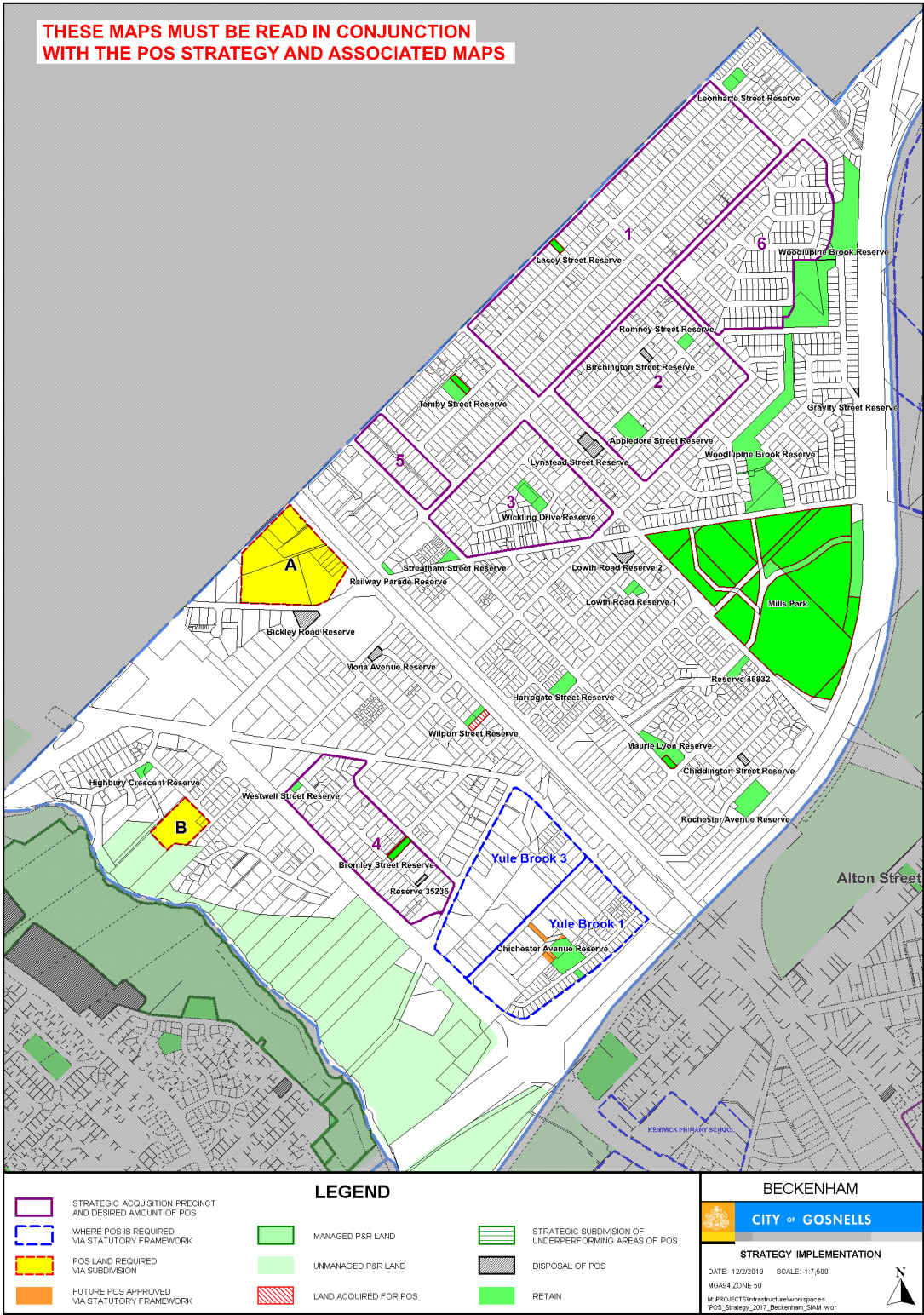
It is considered more appropriate to draw conclusions from the table identifying total open space per suburb than from the table identifying open space acquired through planning legislation. This is because the community is unlikely to be concerned whether the POS they use is owned by the City or the Crown, or how it was acquired.

The table identifying total open space per suburb enables the conclusion to be drawn that the City has an adequate amount of open space within each suburb. While Canning Vale and Maddington contain just over 10% POS (the acceptable amount under the State Government's rules), the City's remaining nine suburbs contain at least 15% POS.

Strategic Implementation and Outcomes maps

The following maps from the POSS show the Strategic Implementation and Strategic Outcomes for each suburb.

Figure 24 - Beckenham



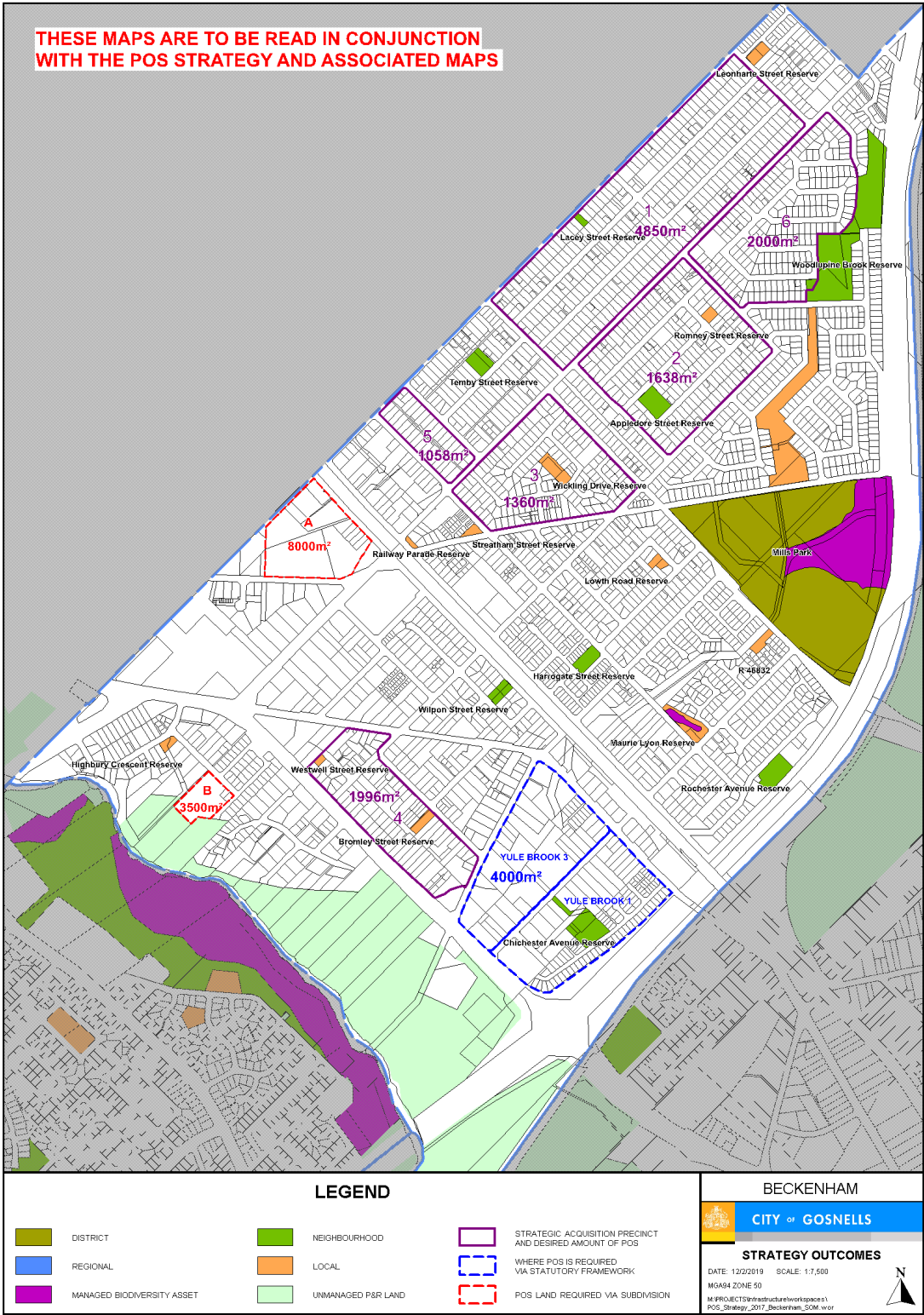
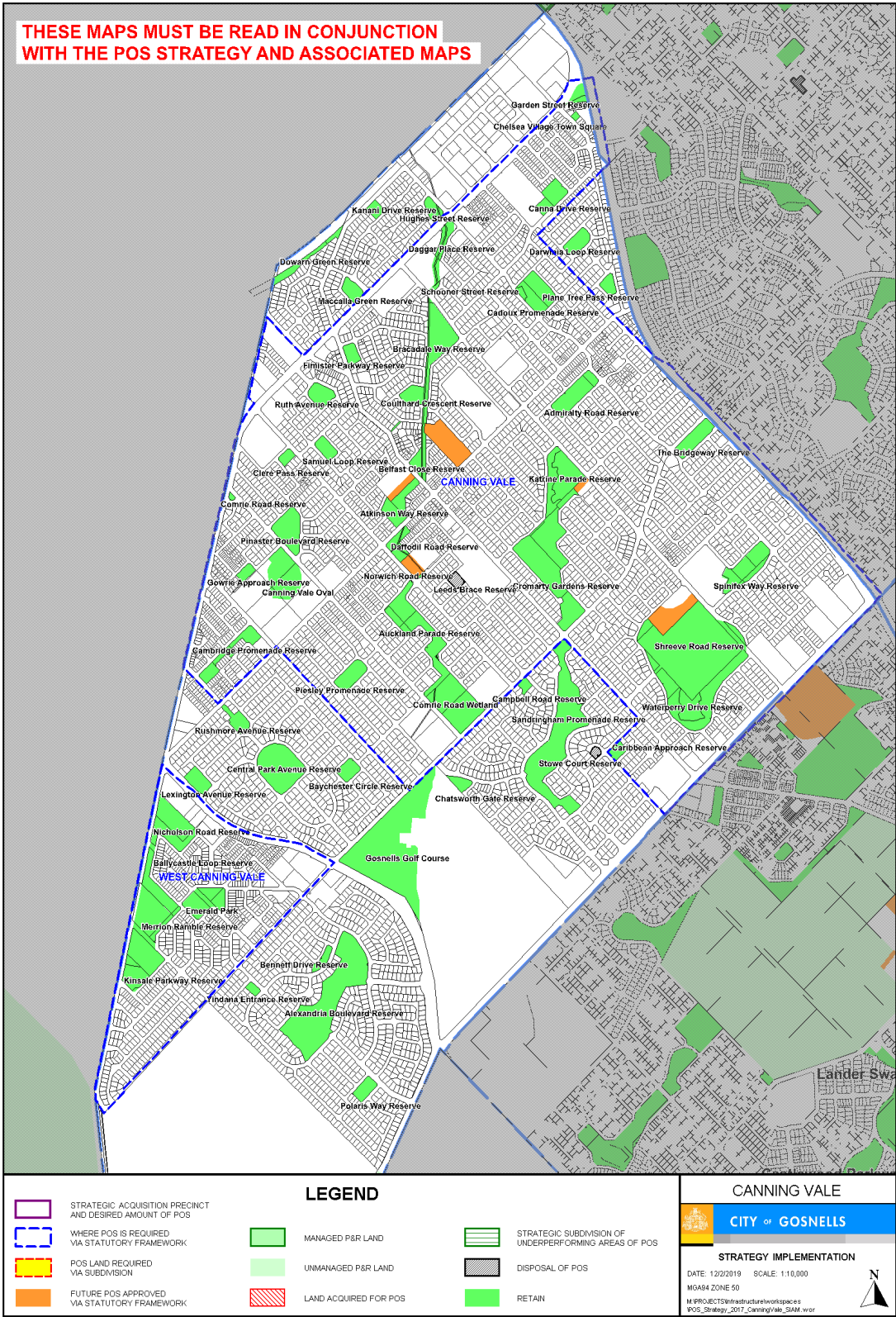


Figure 25 - Canning Vale



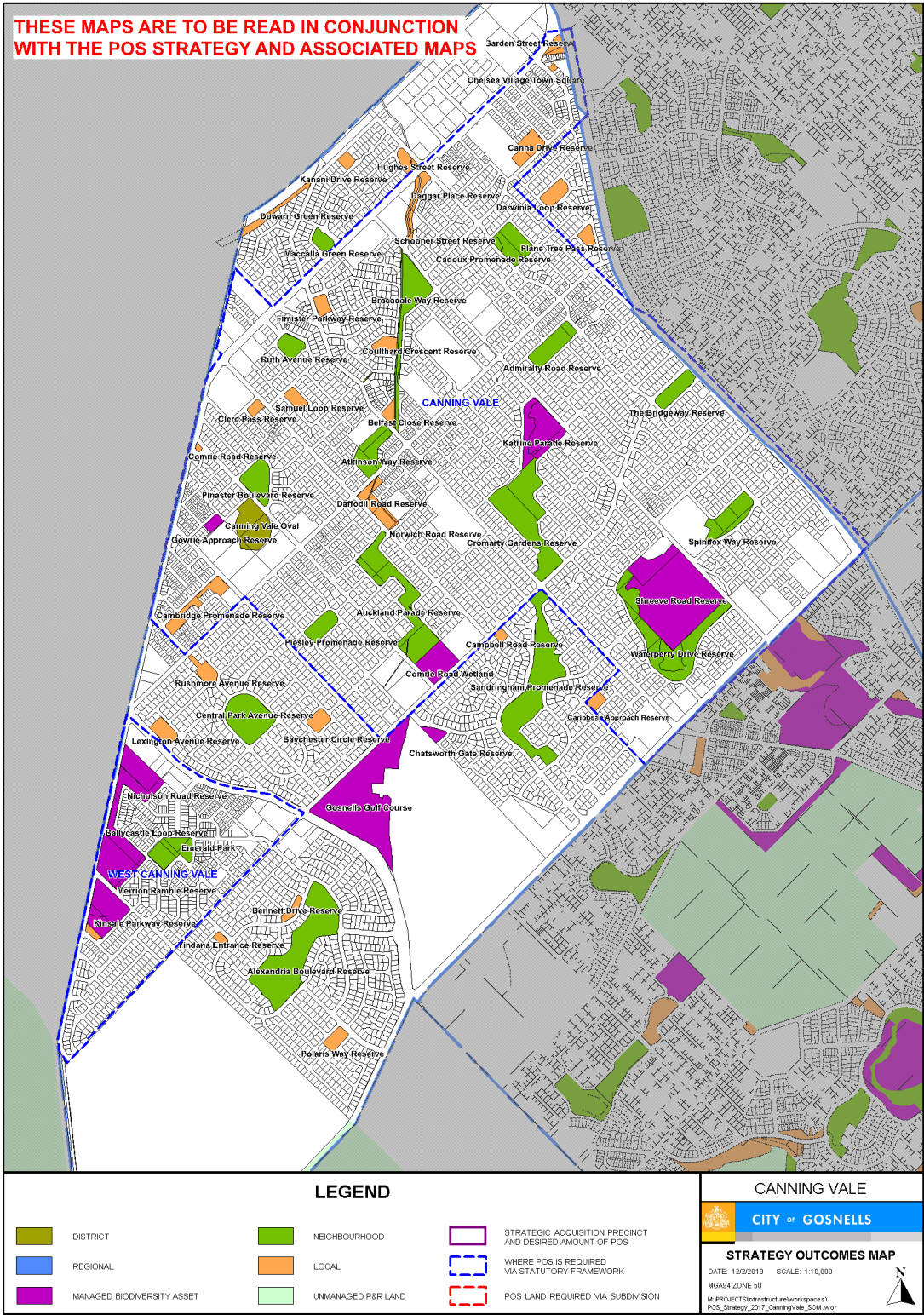
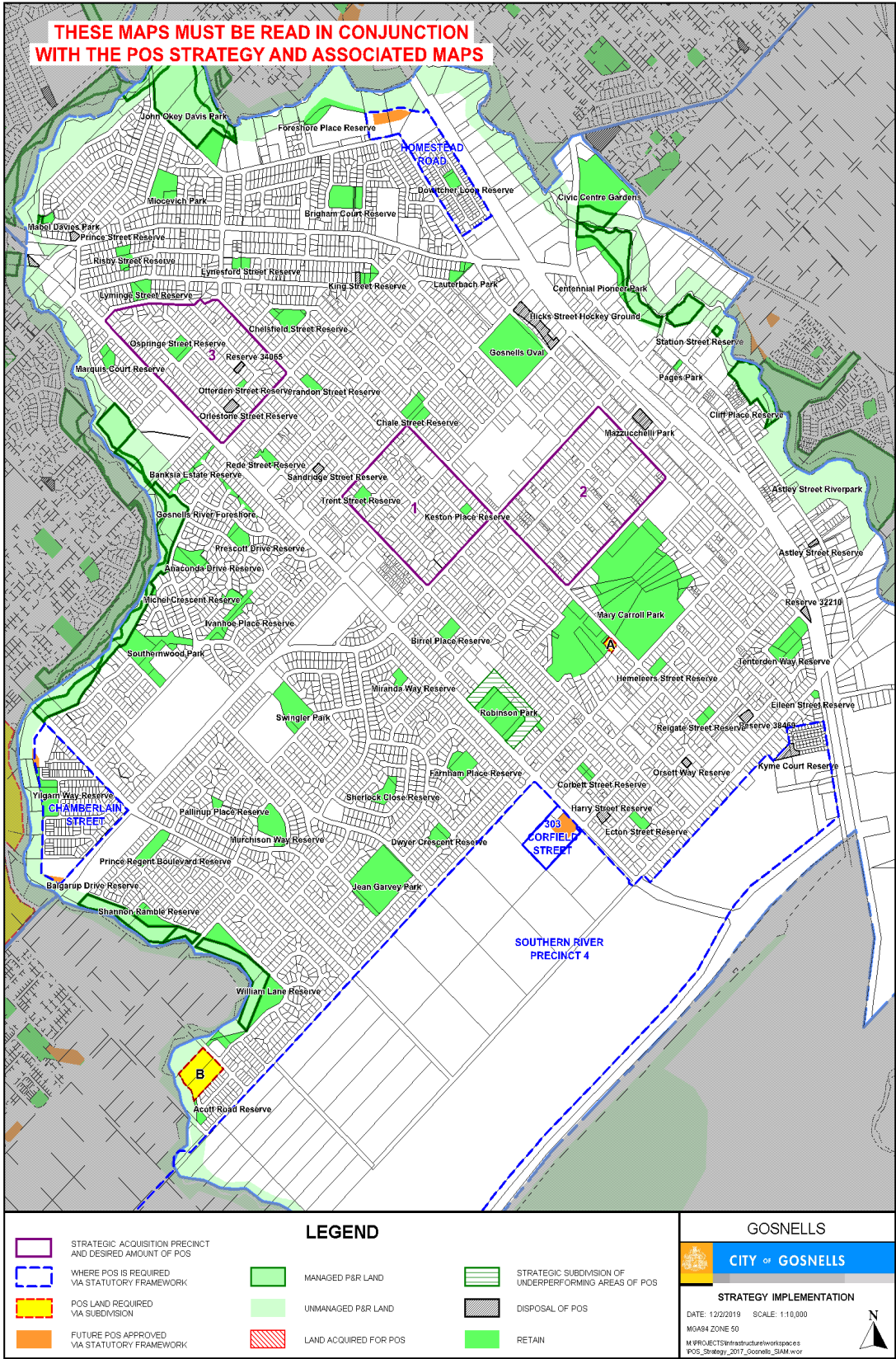


Figure 26 - Gosnells



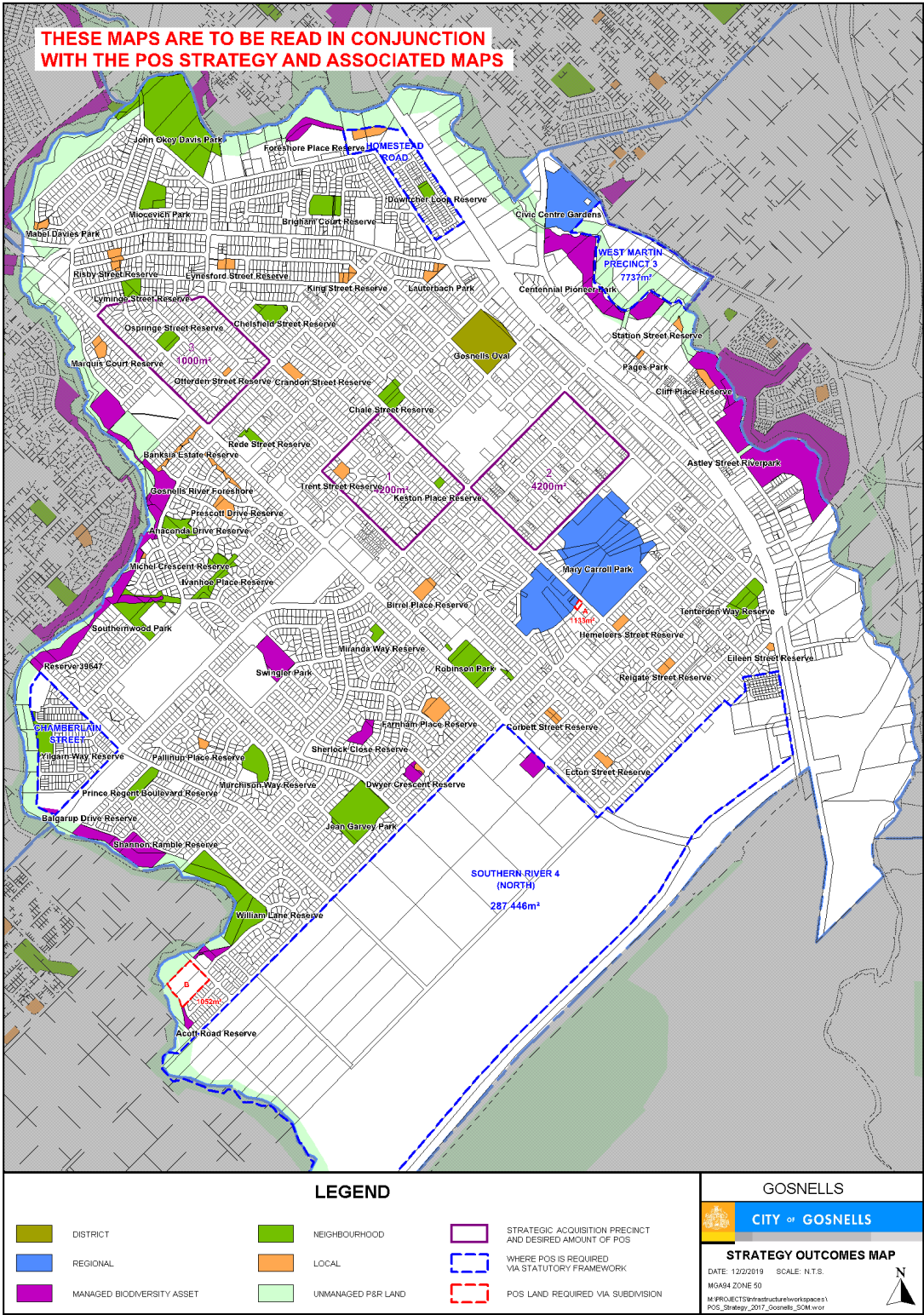
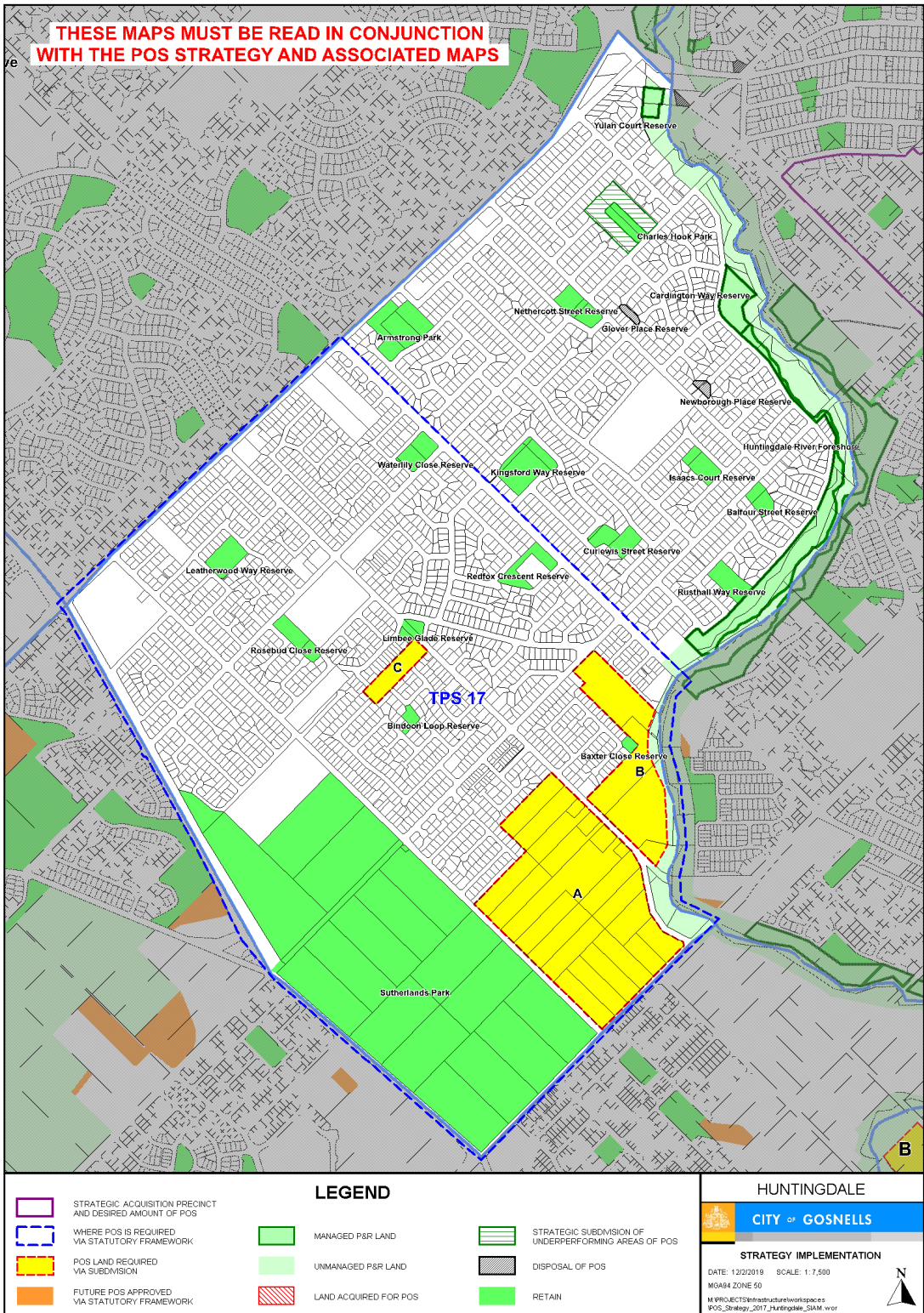


Figure 27 - Huntingdale



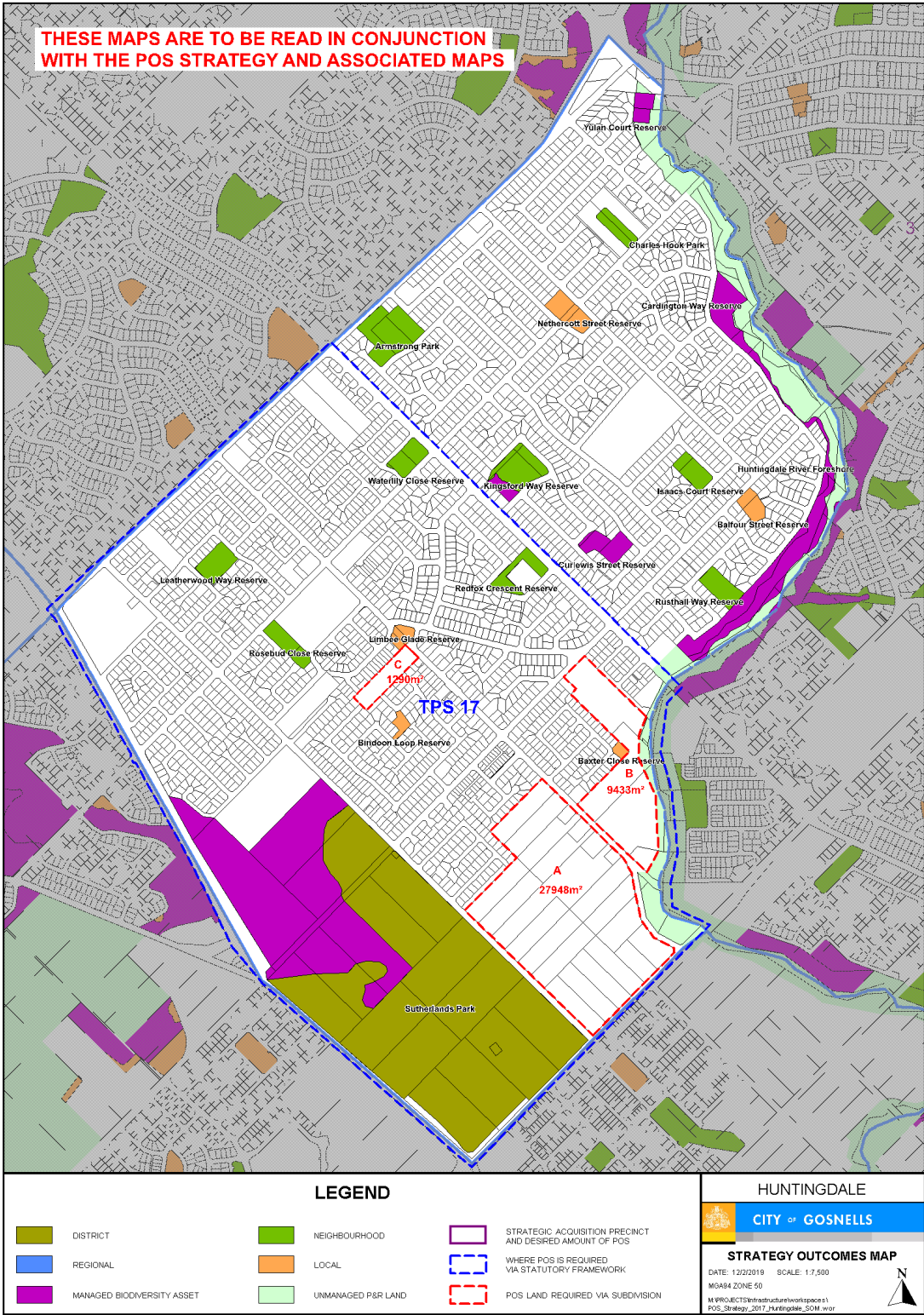
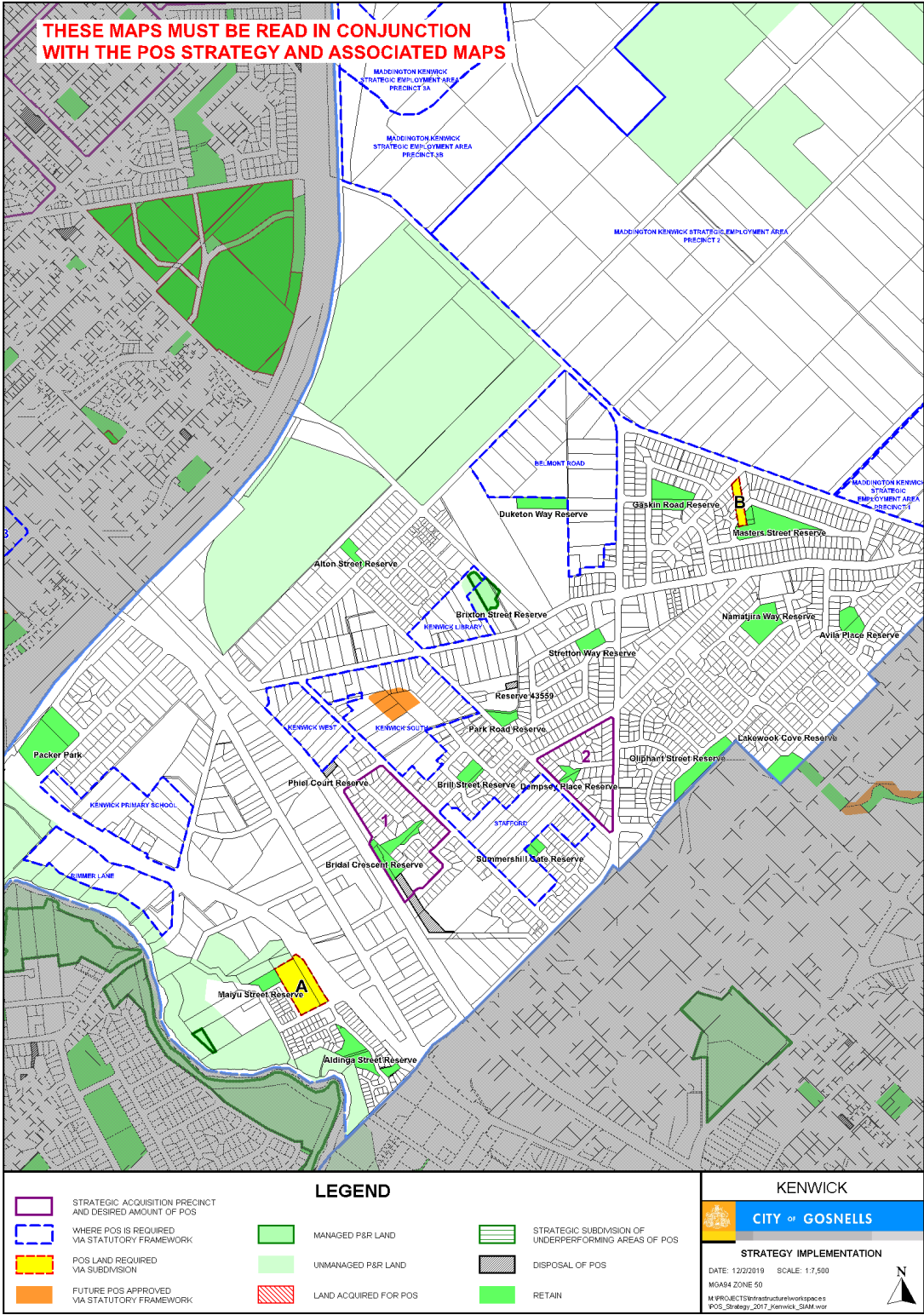


Figure 28 - Kenwick



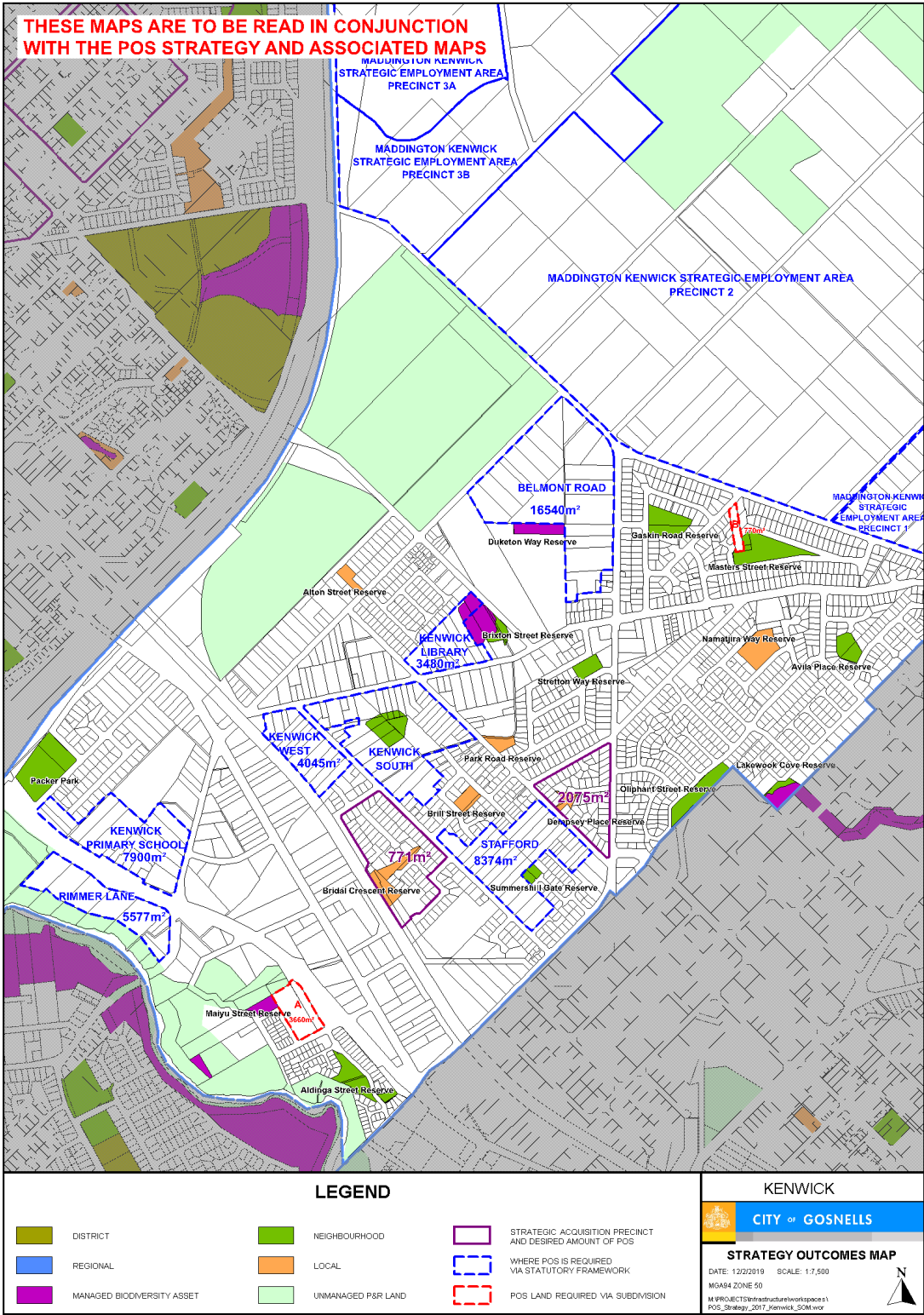
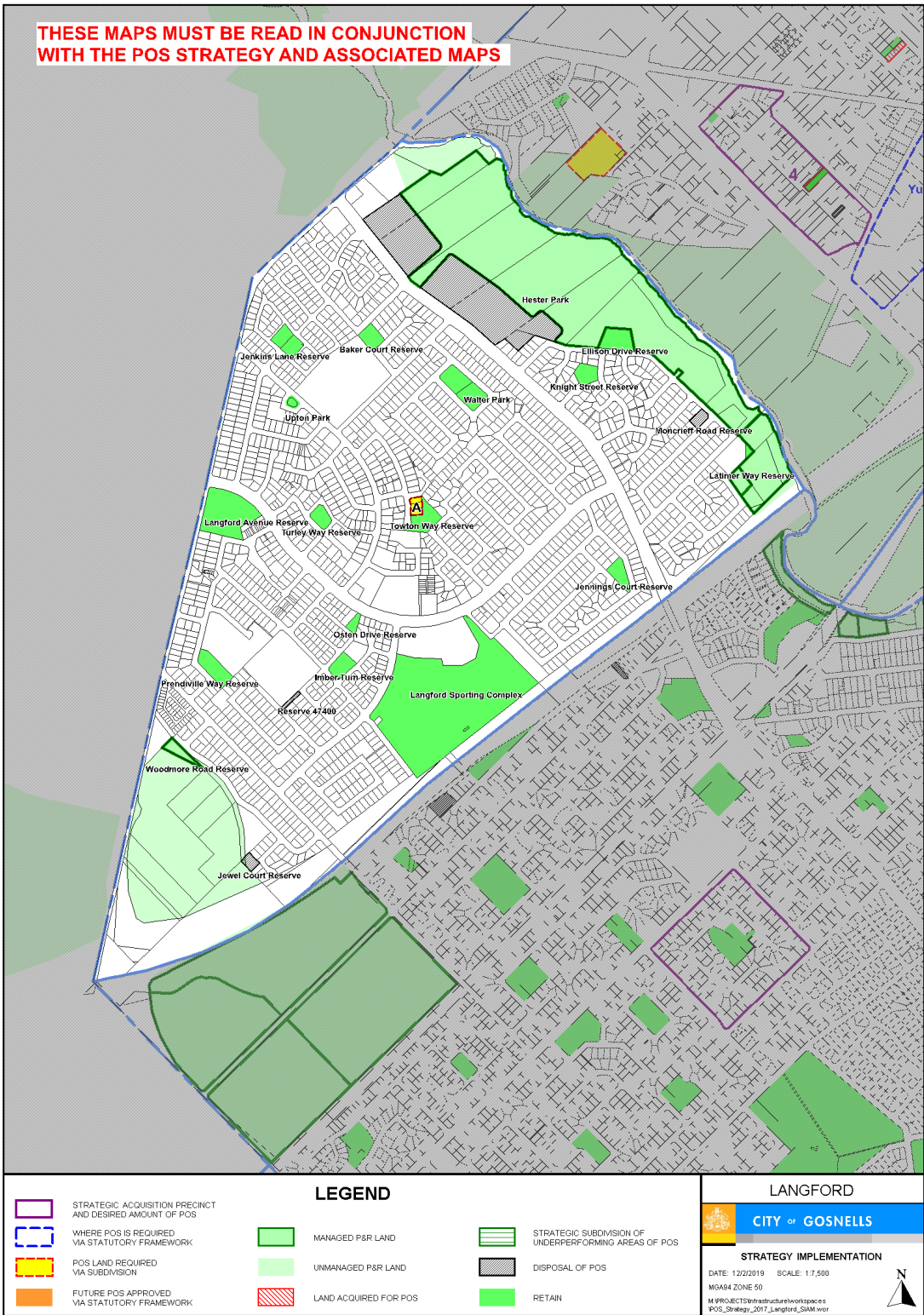


Figure 29 - Langford



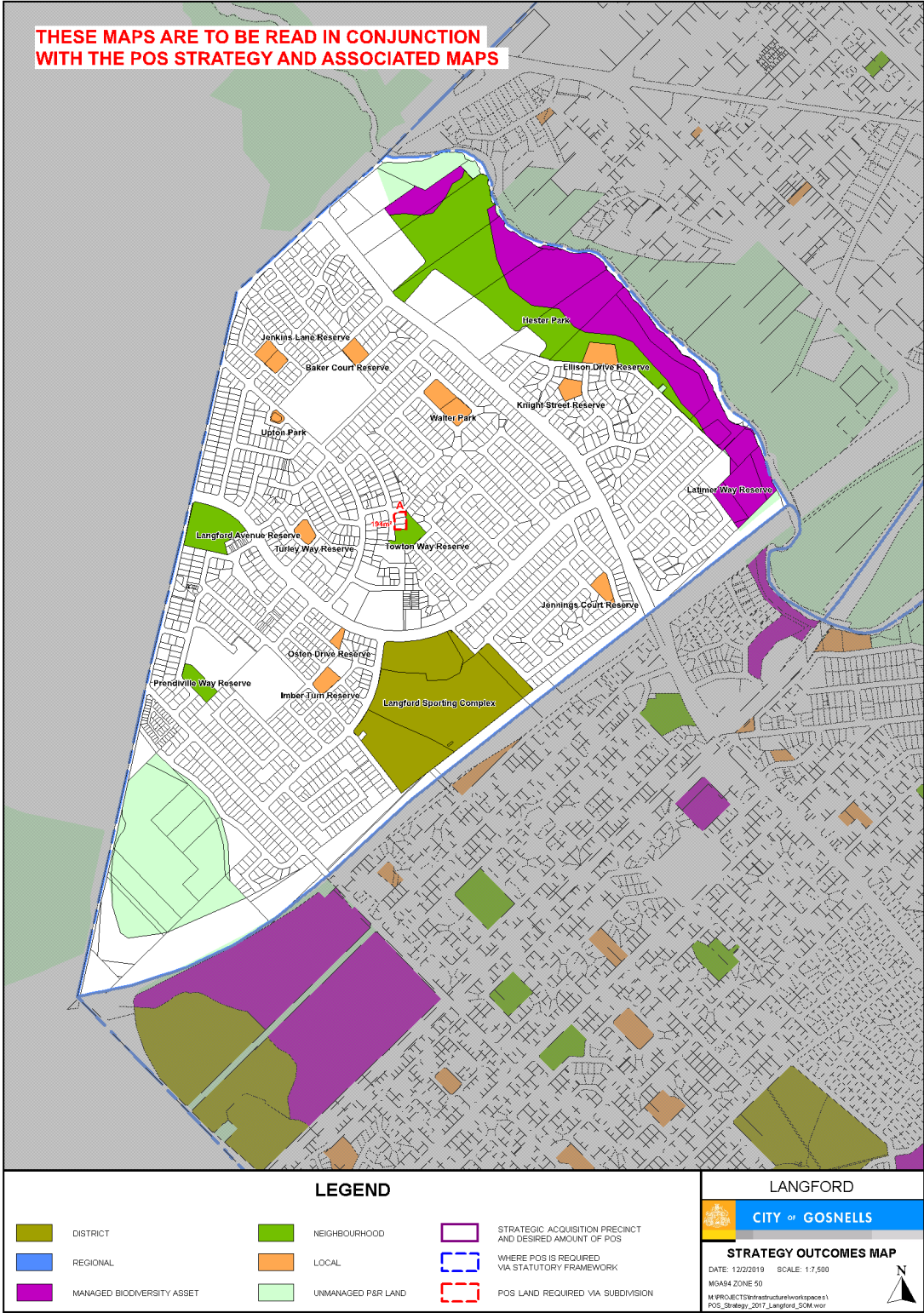
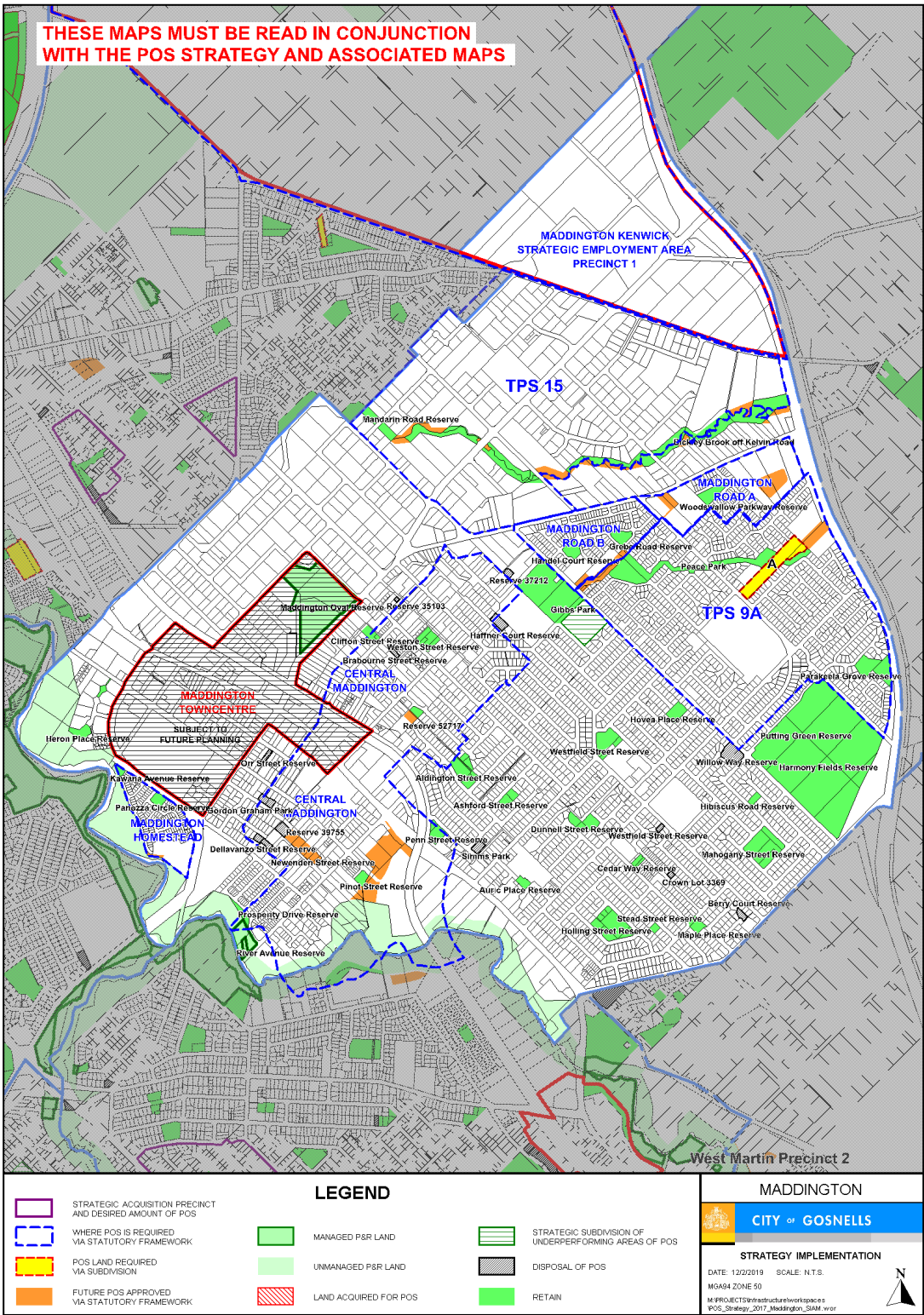


Figure 30 - Maddington



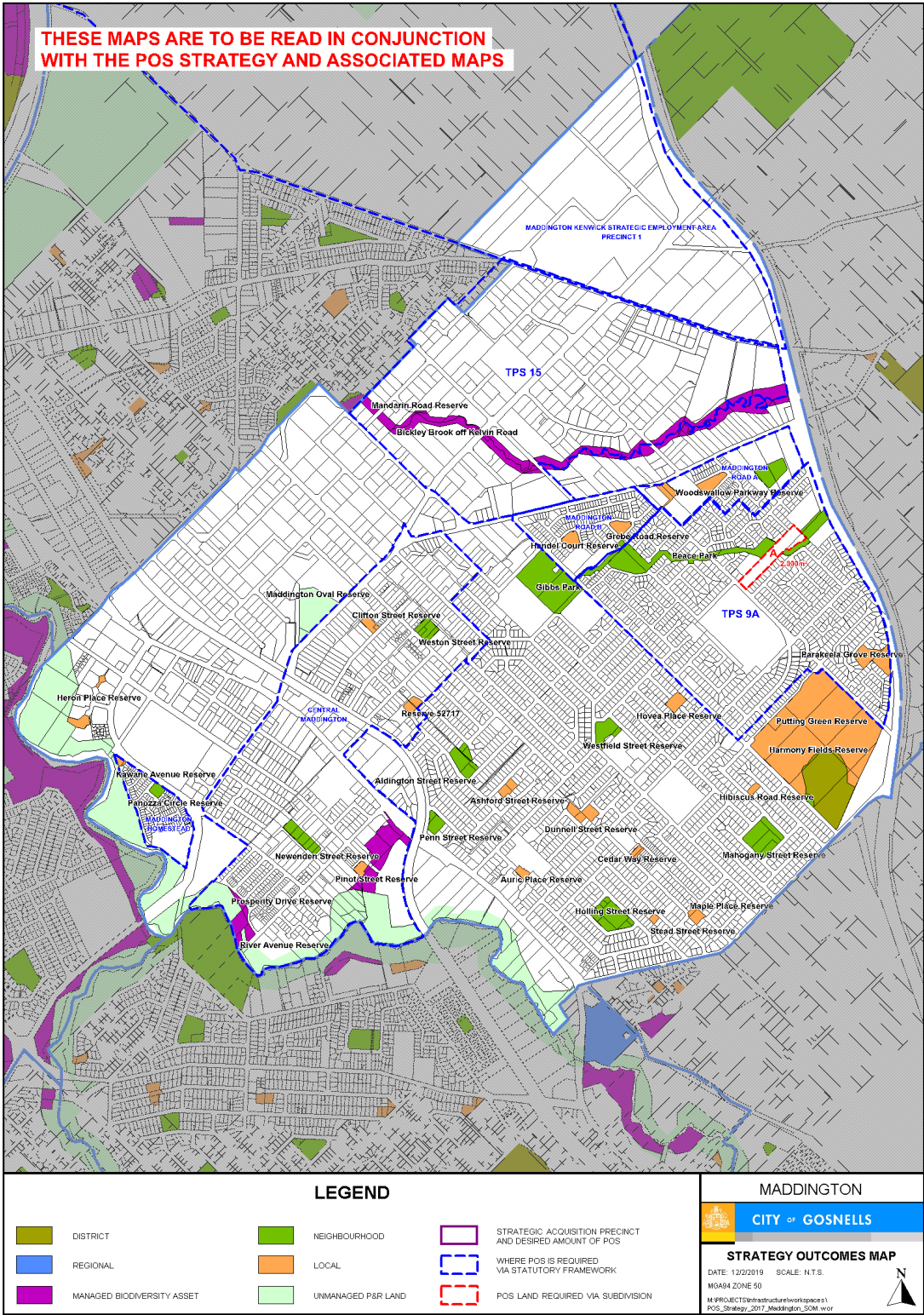
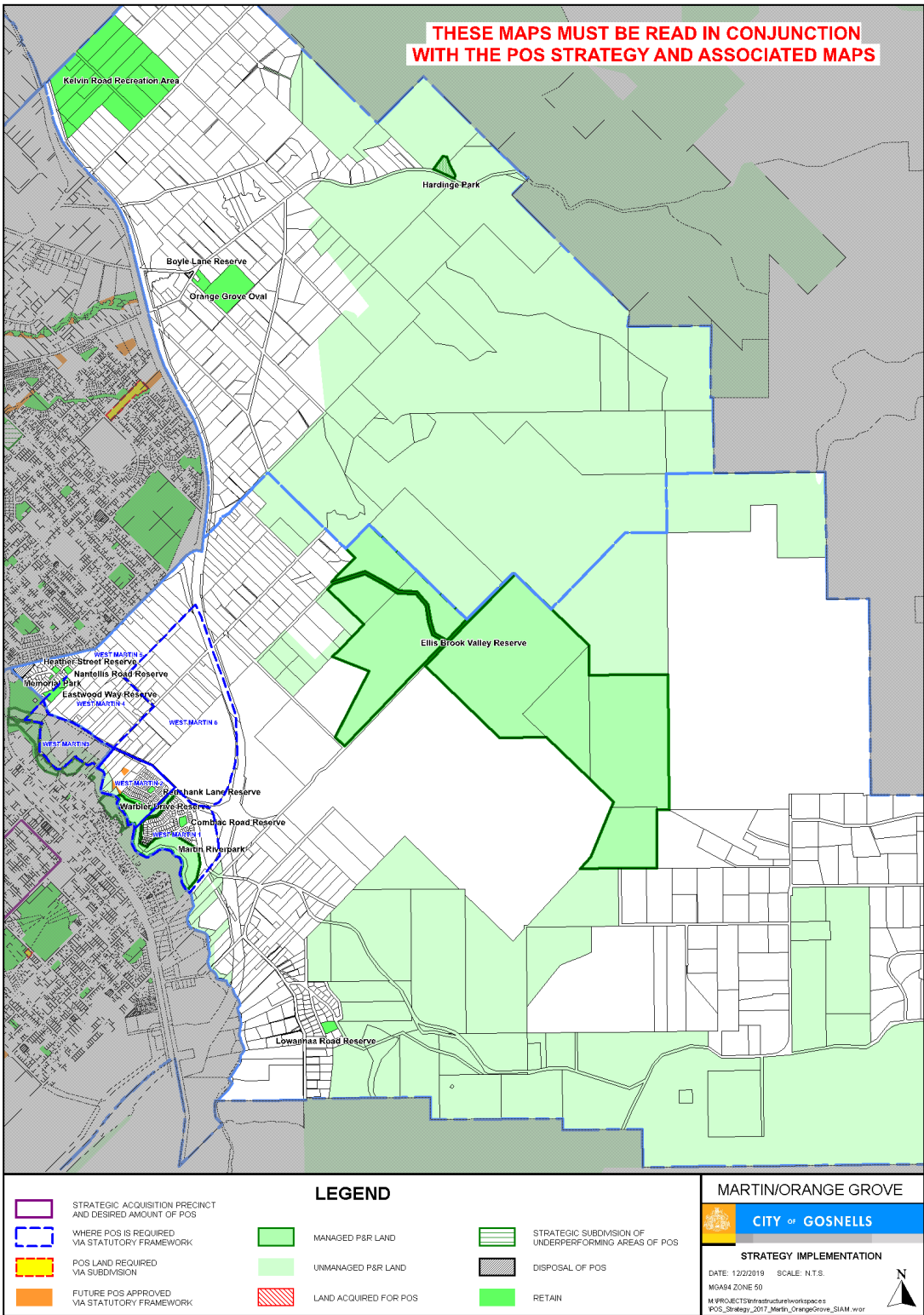


Figure 31 - Martin / Orange Grove



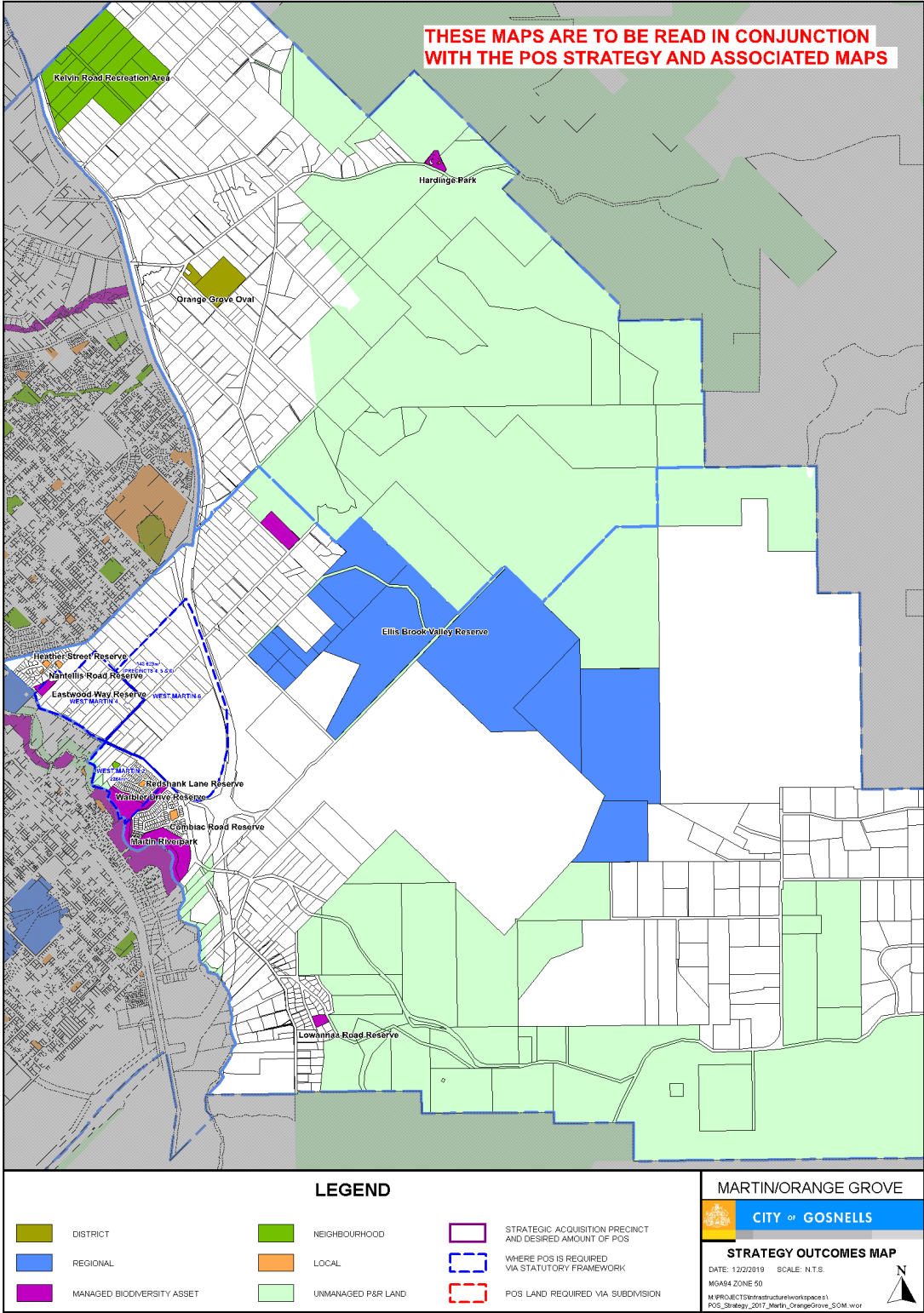
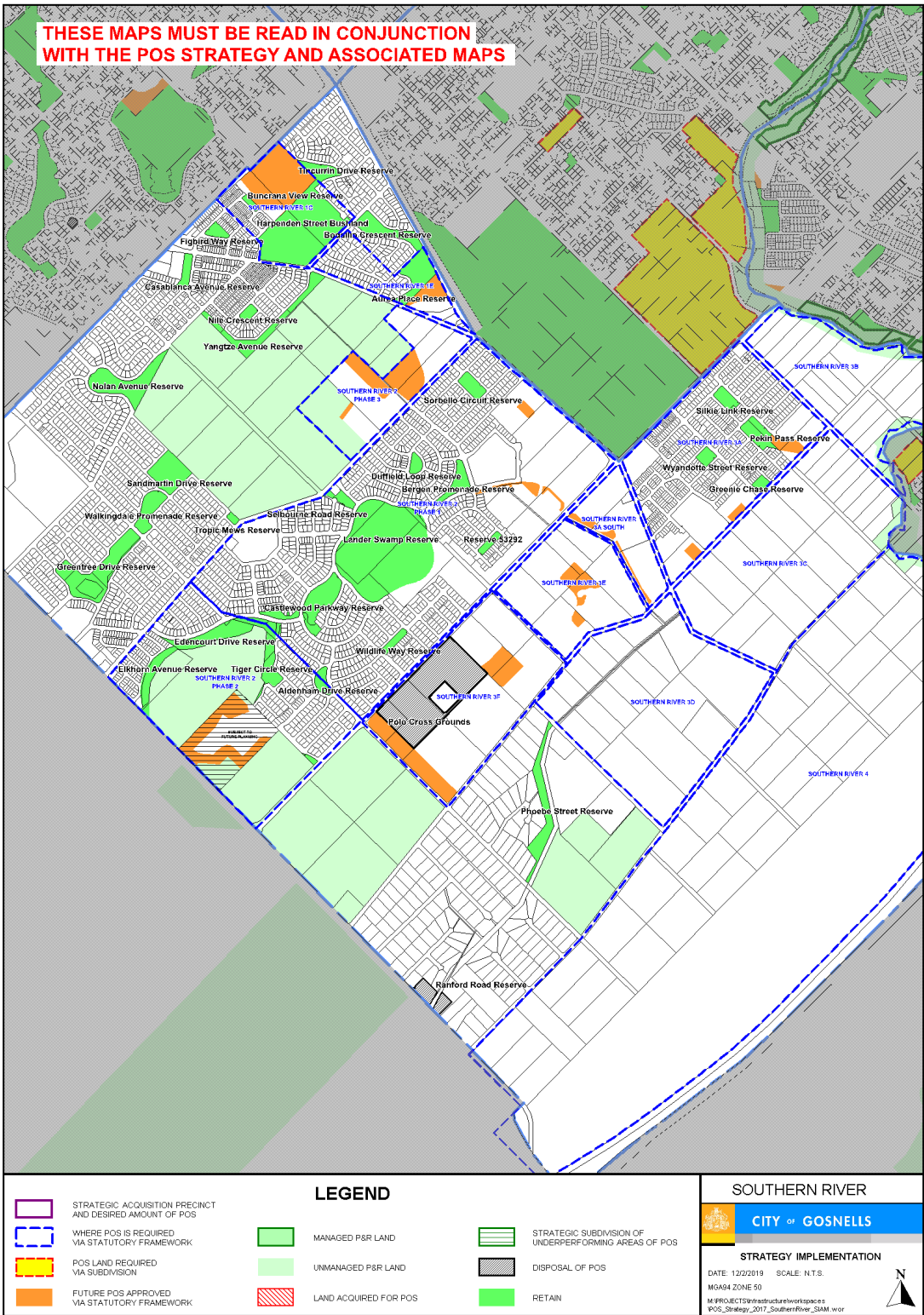


Figure 32 - Southern River



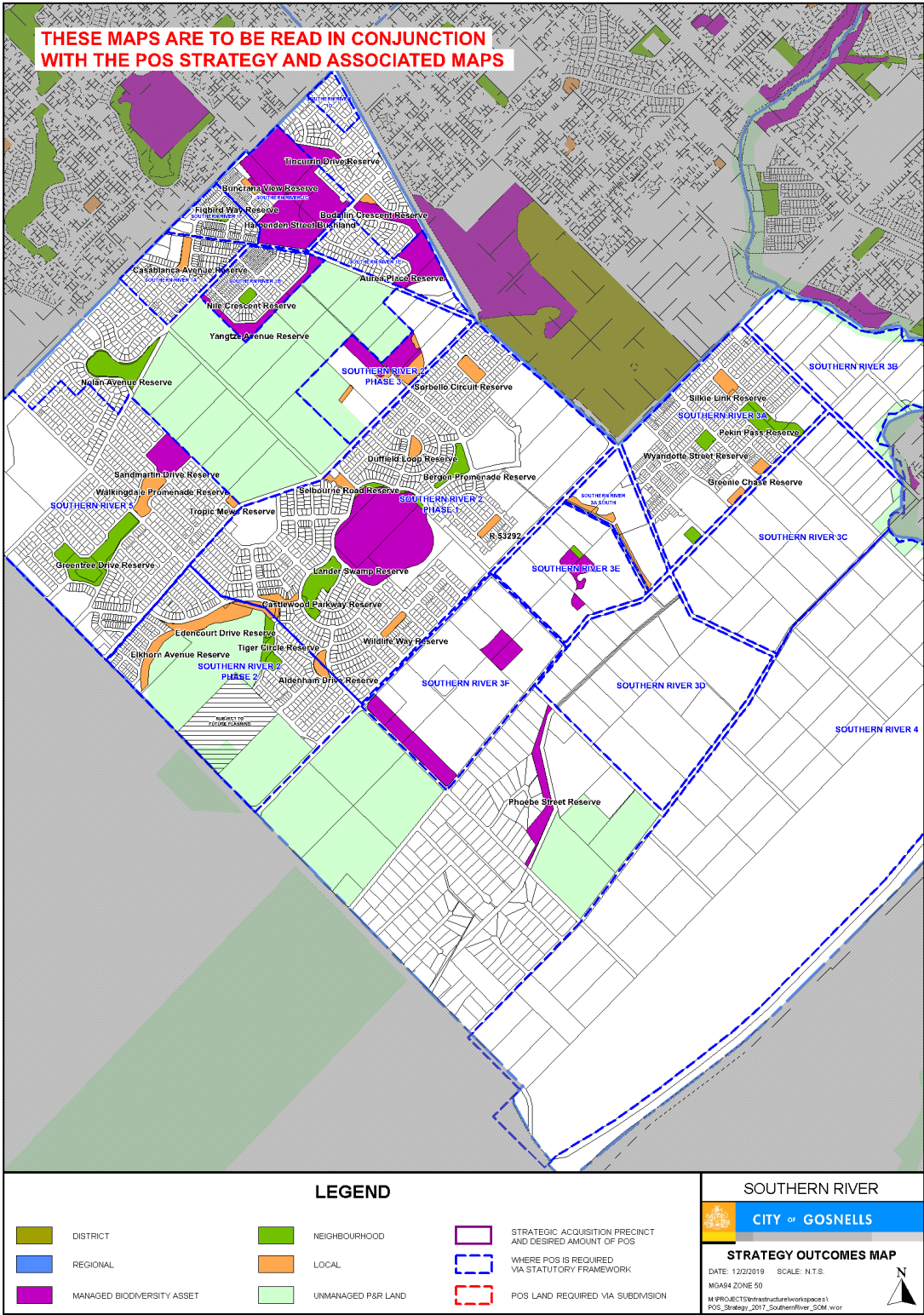
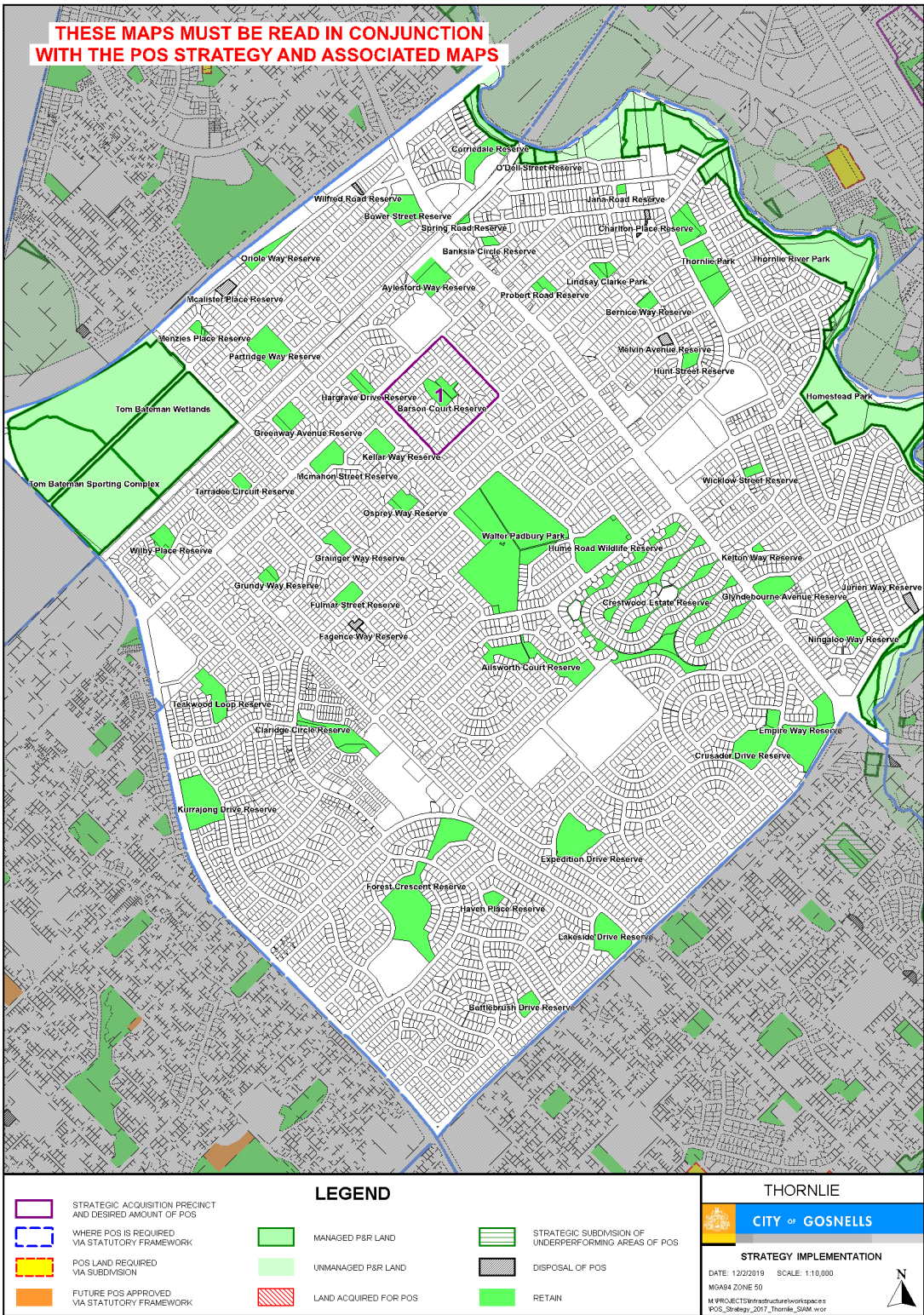
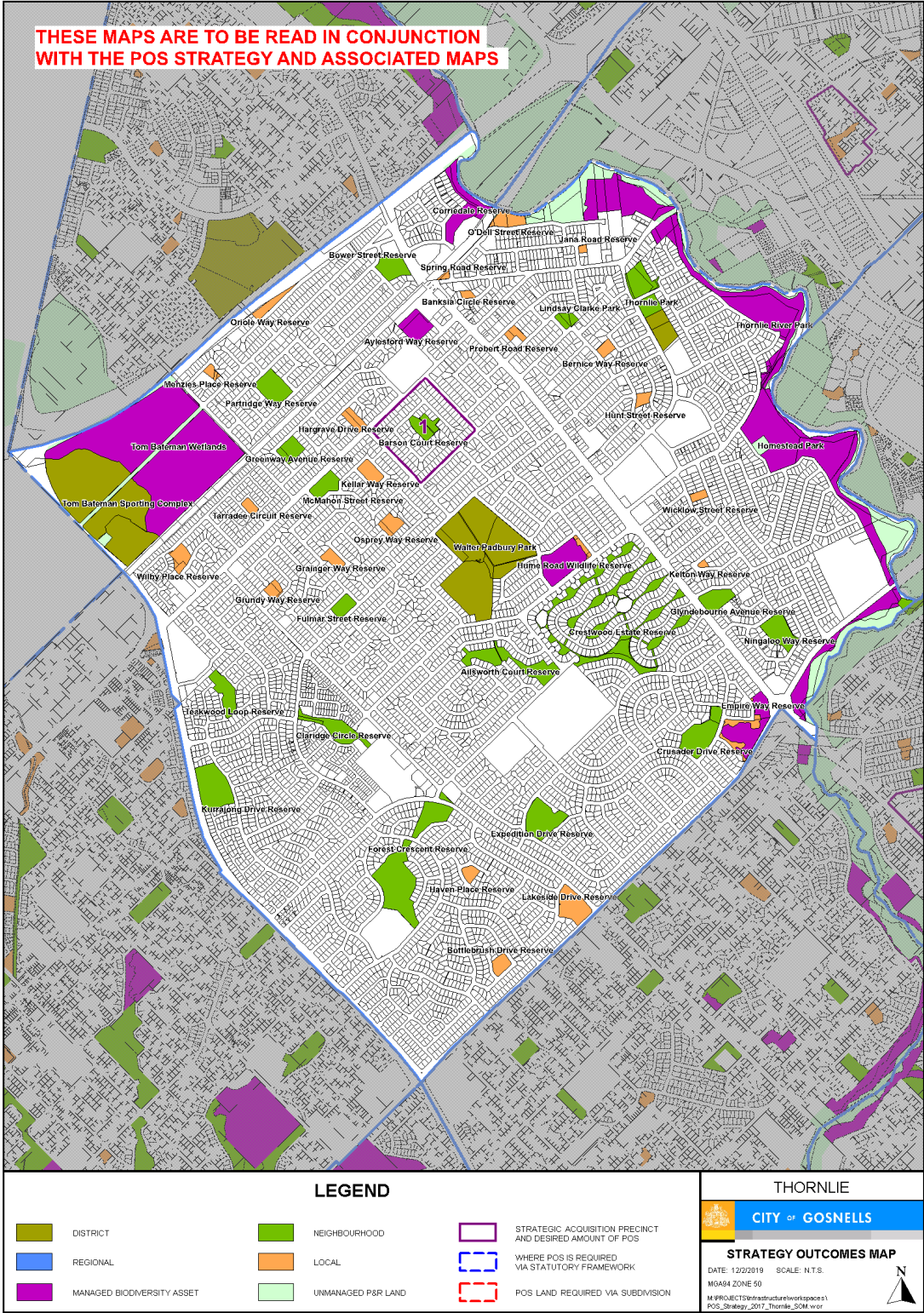


Figure 33 - Thornlie





4.5.2 Acquisition of POS via subdivision

POS needs to be somewhat evenly distributed across suburbs to provide open space within easy walking distance of all residents and to improve community health and wellbeing. POS also needs to be attractive, functional, fit for purpose and financially sustainable. It is this latter point, in particular, which means individual POS sites should not be too small (with the cost of POS maintenance per square metre decreasing as park size increases and scale economies are achieved).

POS is distributed comparatively evenly across each of the City's suburbs. Here it is noted that because significant development has already occurred in most of the City's suburbs, it is no longer possible to significantly reshape the current distribution of POS sites.

Further, it is noted that river reserve POS lands are widely distributed and are found in most suburbs. Consequently, there is no need to make major amendments to the distribution of the City's POS.

The Operational Plan associated with this Strategy identifies certain small parcels of POS land which are not economic to maintain; which provide comparatively low benefit and which are situated in close proximity to alternative POS sites which have been enhanced. These are identified for disposal. Funds raised through disposal of small, unviable sites, are valuable as they are used to support the upgrade of nearby parks without requiring additional rate revenue.

The Operational Plan also identifies areas subject to planning controls which are expected to deliver additional POS as these areas are developed. There are three sites where the City will acquire additional land for POS because of a shortage of POS in the nearby area. These acquisitions are focused on Lacey and Celebration Streets in Beckenham; Bindoon Loop in Huntingdale; and Wilpon and Sevenoaks Streets in Beckenham.

4.5.3 Cash in lieu for POS

While subdivision in greenfield development areas is generally of a sufficient scale to be able to provide land for POS, this is not often the case for infill development. In suburbs where small-scale infill development is occurring, it is often necessary for the City to purchase land to increase the amount of POS. The planning system provides a mechanism for funding these acquisitions through the imposition of cash in lieu requirements on developers who do not provide the requisite 10% POS. However, there are several challenges with this system.

1. Rate of cash in lieu compared to market value

Funds received as cash in lieu of POS from developers under State Government policy are insufficient to purchase an equal portion of land within the same area. That is to say, if cash in lieu is provided instead of a 1,000m² parcel of POS, in practice it is seldom possible for the City to purchase 1,000m² of suitably located land for POS with those funds, given that land in those areas will generally contain a house or have development potential which makes it more valuable than the cash in lieu rate. Demolishing the residential structures on-site and converting the land to POS is also an additional cost which is not prescribed as a use of cash in lieu funds.

2. Small yield subdivisions

In the City's established suburbs such as Beckenham, many subdivision applications propose less than five lots. The City has previously taken a position that any subdivision creating three or more lots should make a POS cash in lieu contribution (if that land was not part of a larger parcel of land which provided a cash in lieu contribution or actual POS in the past) unless actual land is required as part of the City's planning framework.

The WAPC has not always applied such a requirement on these small yield subdivisions which reduces the amount of money available to the City to purchase new POS land.

3. Acquiring suitably sized parcels of land

For POS to be functional and efficiently managed, it needs to be of a reasonable size (ideally a minimum of 4,000m²). Even when the City has cash in lieu or municipal monies to spend on the acquisition of residential land for POS, it is often difficult to secure a suitable amount of contiguous land. For instance, the City is often required to negotiate with several different landowners of individual residential lots to facilitate the consolidation of land for POS. This is a difficult and often expensive task for the City, particularly in areas undergoing urban renewal, where one block critical for acquisition may contain significant enhancements (such as a modern house).

4.5.4 POSS Recommendations

Recommendation 1: Cash in lieu

That the WAPC continues to apply the full 10% cash in lieu requirement on all subdivisions, including infill subdivisions, where the land being subdivided was not part of a larger landholding which provided a cash in lieu contribution or actual POS in the past.

This recommendation ensures equity between developers. It recommends all landowners subdividing land contribute the full 10% of POS if their land has not been part of a previous subdivision which contributed POS. If the land was part of a previous subdivision which contributed POS, the land should not make a further 10% contribution.

The recommendation also supports a full 10% contribution from subdividers whose land has not previously been involved in a POS contribution or cash in lieu payment. This is again for equity purposes between developers. It would be inequitable for some subdividers to give up 10% while others are asked to give up a smaller percentage.

Indeed, in this regard, and as an example, if a suburb contains 6% of POS acquired pursuant to planning legislation, current subdividers should not be asked to make a 4% cash in lieu contribution. This approach creates inequity with those subdividers who give up 10% and does not achieve a 10% contribution overall. That is, if previous subdivisions have only yielded a total of 6% of POS overall, asking future subdividers to provide 4% POS effectively means that the amount of POS as a percentage of residential zoned land is falling, not rising to 10%.

In this situation, future subdividers would need to provide significantly more than the required 10% to achieve an overall 10%. While it would be inequitable for these future

subdividers to give up more than 10%, it is important that they contribute the full 10% to stop any further reduction in POS as a percentage of residential zoned land.

Finally, it is noted that as densities increase in infill areas, the need for an adequate supply of POS becomes even greater. In this regard, while it may be difficult to obtain suitable developed land to convert to POS in infill areas, the provision of cash in lieu to enhance existing park functionality and respond to the needs of a growing population is important.

In an ideal world, land for POS and other public purposes would become available at the same time as residential development occurs. However, in Gosnells, this is often not the case as most development cells are not in single ownership but involve a large number of individual landowners. In these circumstances, while there is a 'Master Plan' to guide development activity within the cell, it is up to individual landowners to select the timing of their development.

In practice, it is often owners whose land is identified as a site for residential housing who develop first. Owners whose land is identified as the site for POS are, in practice, often less inclined to develop quickly. This then creates a disconnect as housing is constructed and families move into the area but the POS is yet to be created.

Recommendation 2: Expenditure of cash in lieu

That support be given for the use of cash in lieu funds to provide floodlighting to existing parks using LED lights and new reticulation systems which expand the useable area of parks and minimise water usage.

In June 2023, the State Government released a draft Operational Policy about 'Planning for Public Open Space' for consultation. This indicates the use of cash in lieu funds for "improvements to or development of POS". From a City perspective, there are two clear opportunities here which will have significant environmental benefits: floodlighting parks using LED lighting and new reticulation systems.

1. Floodlighting for existing parks using LED lighting

Certain areas of existing active open space will benefit from the installation of floodlighting for the enjoyment and use outside of daylight hours. Such enhancements will afford a greater level of contemporary useability and serviceability of existing POS and LED lighting will ensure the most energy efficient lighting source.

2. New reticulation systems

Installing new irrigation systems on POS reserves expands the area of POS able to be used and provides efficiencies to minimise water use. New systems will also contribute significantly towards the enhancement of existing parklands.

Recommendation 3: Development Contribution Arrangements

That in areas subject to Developer Contribution Arrangements, local governments be given the power to compulsorily acquire land identified as POS at the rate established in the Arrangement.

This recommendation would ensure that new greenfields communities in Developer Contribution Arrangement (DCA) areas do not have to wait many years for their POS to

come in to public ownership and be developed. Further, this recommendation responds to requests from the development industry for local governments to spend monies held under A DCA. This money cannot be spent if a landowner whose land includes the site for future POS is unwilling to develop. In the many instances where new POS incorporates a drainage function, early acquisition of the POS would also allow an effective drainage network to be established sooner.

Recommendation 4: Regional Open Space

That management responsibilities for Regional Open Space land along the Canning and Southern Rivers be rationalised with local governments to be effectively supported for taking on management responsibilities.

There are large tracts of Regional Open Space land along the Canning and Southern River foreshores and the Darling Range escarpment. However, there is no consistency in the land tenure and vesting arrangements of these foreshore river reserves. Indeed, much of this conservation park land falls outside of the City's control. Further, some lands have little to no physical access for ongoing maintenance and management. This land can also have increased development and maintenance costs because of environmental constraints. One example of this is the need to construct boardwalks rather than paths in some instances to protect environmental assets.

Most of the land along the rivers is in the ownership of the WAPC and State Government. Small parts are under the control of the City. It would be preferable if all this land was under the control of one body so that development could be coordinated and maintenance implemented in an even and consistent fashion to fully realise the environmental and recreational potential of this land.

There will be a significant cost in effectively managing, maintaining, and enhancing lands along the river. While the City would not be averse to taking on this role, it will need to be provided with adequate compensation (most likely through land which can be developed to fund the additional costs incurred). One practical example of this is Hester Park in Langford. This large parcel of POS, under the control of the WAPC has received limited enhancement. The City is proposing to undertake an enhancement of the river park between the Nicholson Road Bridge and the Roe Highway which would cost approximately \$20 million. This initial expenditure and ongoing operational maintenance would be paid for by subdivision of a small parcel of land on the fringes of Hester Park. This model provides a framework for the significant enhancement of the river POS for public use, enjoyment and environmental preservation.

4.6 Rural

The main concentration of rural land is situated within the suburbs of Orange Grove and Martin on the Darling Escarpment and foothills, traversing the eastern edge of the City.

Land use, zoning and subdivision of these rural areas is guided by the City adopted Foothills Rural Strategy (FRS) and the South Metropolitan Peel Sub-Regional Planning Framework. The FRS seeks to protect, conserve and enhance the existing natural environment and landscape character of the area and it identifies four Rural Planning Precincts (RPPs). These precincts have been selected based on:

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

The general characteristics of each of these RPPs are discussed in the following sections and the location of each RPP is shown in Figure 35.

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

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

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

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

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

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

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

Land within this precinct is recommended to be generally zoned Rural and Rural Residential to reflect the South Metropolitan Peel Sub-Regional Planning Framework.



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

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

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

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

The South Metropolitan Peel Sub-Regional Planning Framework designates larger lots as Rural and smaller lots as Rural Residential in this precinct. An area of land generally bounded by Tonkin Highway, the City of Kalamunda, Kelvin Road, White Road and Dale Place is designated as 'Urban Expansion' in the Framework.

Land designated as 'Urban Expansion' in the Framework is shown as 'Urban Expansion Area' in the Strategy and is zoned Rural in LPS 24. In the future, planning investigations will need to occur to support urban development including an amendment to the MRS and preparation of a structure plan.

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

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

RPP 4 houses a range of lots of varying size generally between one and four hectares. The Precinct is relatively well serviced with scheme water, electricity and telecommunications infrastructure; however, it is not serviced by reticulated gas or sewer.

RPP 4 comprises 36 individual landholdings and is approximately 90ha in area. 16 of the landholdings are owned by the City including lots where the Kelvin Road Waste Disposal site was once located. On 18 October 2021 the City approved an application for an Operations Centre and Waste Transfer Facility within RPP 4. Approval was also granted by the WAPC on 11 August 2021.

The land has been mostly cleared of native vegetation though there are some mature tree species situated throughout RPP 4. Except for the former Kelvin Road Waste Disposal Site, which is slightly elevated due to prior filling, the land within the Precinct is generally flat.

Landholdings within RPP 4 contain several land use activities that are commercial in nature including a truck driving school, transportable building construction, firewood and garden supplies as well as residential dwellings. Much of RPP 4 is exposed to significant traffic noise from Tonkin Highway and to a lesser extent Kelvin Road. The intersection of Tonkin Highway and Kelvin Road experiences heavy traffic congestion during peak hours. Land has been reserved and acquired by Main Roads WA to facilitate the grade-separation of the intersection in the future.

An area of land generally bounded by Tonkin Highway, the City of Kalamunda, Kelvin Road, White Road and Dale Place is designated as 'Urban Expansion' in the Sub-Regional Framework. The Strategy identifies this land as a 'Urban Expansion Area' and

LPS 24 has zoned the land as Rural and Additional Use (Light Industry and Waste Storage Facility).

4.6.5 Subdivision

The FRS provides recommendations for Precinct 1 (Martin Escarpment) for a minimum lot size of 4 hectares, which reflects the existing subdivision pattern in the area. 

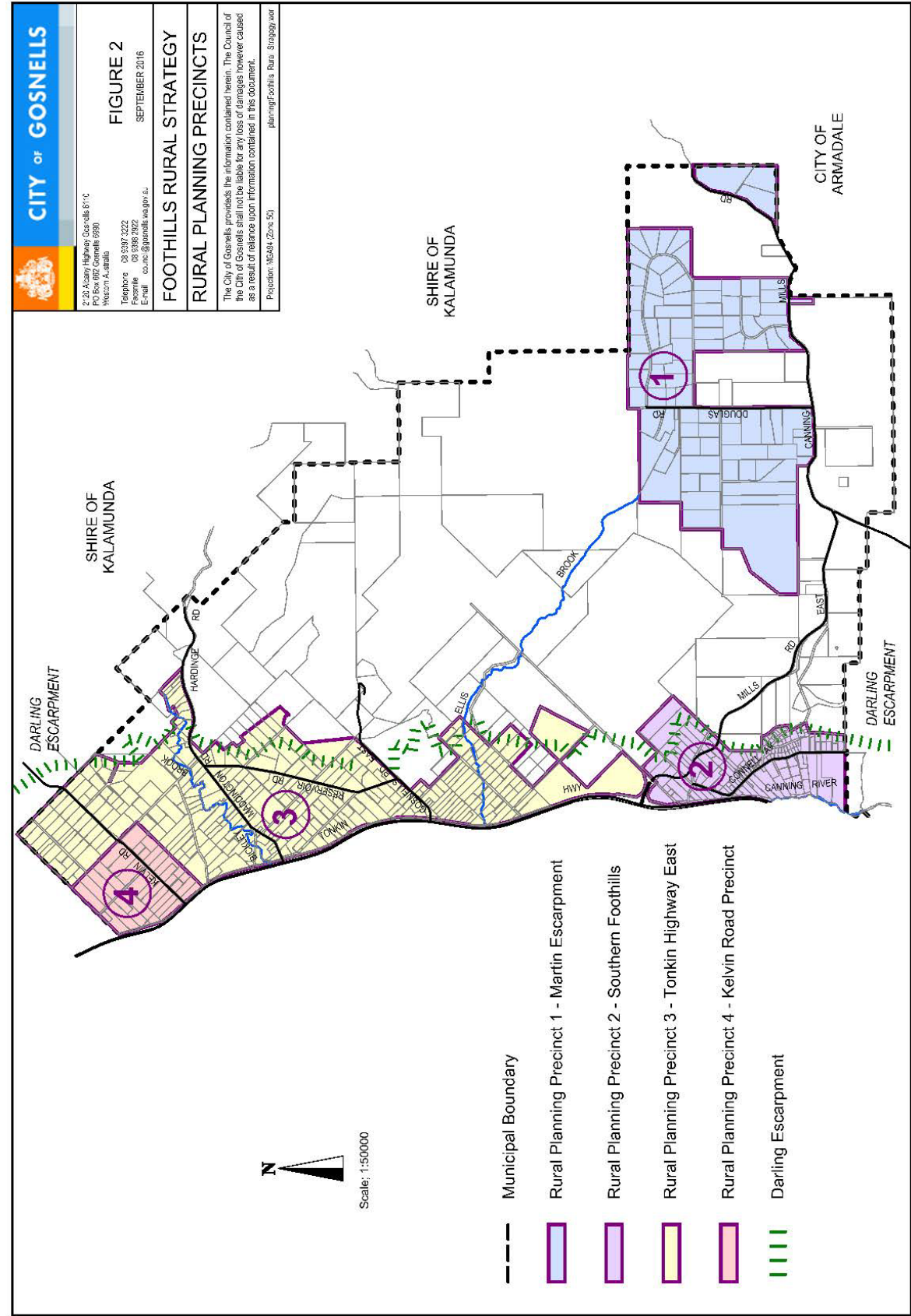
Consistent with the *Planning and Development (Local Planning Schemes) Regulations 2015*, Rural Residential zoned land provides for lot sizes in the range of 1 ha to 4 ha. In relation to Rural zoned land, guidance on subdivision proposals is provided by State Planning Policy 2.5 – Rural Planning and Development Control Policy 3.4 – Subdivision of Rural Land. The City will provide a recommendation on subdivision applications to the WAPC in accordance with LPS 24 and the endorsed FRS.

4.6.6 Planning Opportunities

The FRS seeks to protect, conserve and enhance the existing landscape character and natural environment of the Foothills Rural area. To this end the FRS outlines various planning considerations which are applicable to the Study Area, such as the hard rock quarries, bushfire management, environmental assets, public drinking water source areas, poultry farms, power and gas infrastructure and future zoning proposals. The FRS also provides detailed analysis of the landscape character of each precinct, as well as establishing a set of objectives to ensure the rural amenity of the Study Area is maintained and, where possible, enhanced.

The FRS was last reviewed by Council in 2016 and is not a WAPC endorsed document. It is noted that there are inconsistencies between the FRS, the State Planning Framework and the LPS which will be considered in a future review of the FRS.

Figure 34 - Foothills Rural Strategy Planning Precincts



4.6.7 Southern River Kennel Zone

The Kennel zone is in the suburb of Southern River and is generally bordered by Matison Street to the north-west, Phoebe Street to the north-east, the Forrestdale Main Drain and Passmore Street to south-east and Ranford Road to the south-west. The objective of the Kennel zone is to provide for animal establishments, predominately dog kennels in appropriate locations to meet the needs of the community with respect to animal boarding and commercial breeding. A noise buffer of 500m extends from the boundary of the Kennel zone and restricts the future development of the buffer for sensitive land uses such as residential development. Any future proposals which encroach on the buffer will need to have regard for the Environmental Protection Authority's Guidance Statement – *Separation Distances between Industrial and Sensitive Land Uses*, intended to avoid or minimise the potential for land use conflict.

A Special Use zone for the Kennel Area is incorporated into the new local planning scheme, in recognition of the uniqueness of the Kennel Area and its operation over many years. The Special Use zone will essentially comprise the same provisions currently included in the City's TPS 6 for the Kennel Zone which is intended to maintain the existing landscape and streetscape character of the area.

4.7 Bushfire Hazards

The Department of Fire and Emergency Services (DFES) designates areas as bushfire prone under the *Fire and Emergency Services Act 1988*. Areas across the City are designated either Area 1 (Urban) or Area 2. Area 1 (Urban) comprises built-up urban areas where the risk posed by bushfire to people, property and infrastructure is lower and Area 2 covers the remaining areas of the City.

A Bushfire Hazard Level Assessment (BHLA) was prepared to inform the LPS and LPS 24. The assessment was principally focused on land identified as Area 2 being rural zoned land or parcels of land that have development potential. Land in Area 1 being existing urban areas that interface with bushland areas were also investigated to ensure development areas can achieve compliance with SPP 3.7.

In bush fire prone areas, development is required to have due regard to SPP 3.7 and the Guidelines. Land identified in either Areas 1 or 2, will be assessed differently under SPP 3.7, including the level of information to be submitted with the application, the level of assessment on the site conditions and proposed strategies to be implemented to mitigate bushfire risk.

The BHLA identified that development areas proposed in the LPS are capable of supporting development on land with a Moderate Hazard Level classification. Due consideration will need to be given to ensure that development addresses bushfire risk and provides sufficient separation and road network access to comply with the requirements of SPP 3.7.

Generally, the Bushfire Protection Criteria for Elements one and two can be met however further consideration will need to be given to all areas which bound the Canning River, major roads such as Roe and Tonkin Highways and areas where large tracts of land designated as Bush Forever, will continue to present a bushfire threat post development.

Development areas within the MKSEA, Orange Grove, Martin and Gosnells will need to consider this remaining threat and ensure there is sufficient offsets available from the threat to allow the risk to be reduced to a moderate level. As this was a high-level assessment report, it does not consider slope of land under vegetation and includes generalised vegetation classification. Some areas will require further investigation particularly along the Canning River to ensure any individual lot can be developed. The report identified that mains water supply is available at the outskirts of all areas considered in the LPS.

4.8 Environment and Water Management

4.8.1 Physical Features, Natural Heritage, Natural Areas and Sustainability

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

The Darling Scarp runs in a north-south direction. Little development has occurred on within this area and it remains largely covered by forest and heathlands. Many areas are in secure conservation reserves and included in Regional and National Parks. Several seasonal watercourses including Yule, Bickley and Ellis Brooks form on the Scarp and flow westwards to the Canning River. Two large hard rock quarries exist on the Scarp and will continue to operate in the long-term. The Swan Coastal Plain lies to the west of the Darling Scarp and covers most of the City.

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

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

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

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

The Greater Brixton Street Wetlands (GBSW) are listed on the Register of the National Estate and are one of the most important conservation areas on the Swan Coastal Plain. The GBSW contains more than 320 plant species which equate to more than 21% of Perth's entire flora biodiversity and significant numbers of rare and endangered plant communities and species.

The City has developed a 'Enhancing the Canning and Southern Rivers' Policy to highlight the significance of these rivers. Most of the land along these rivers is owned or managed by the State Government and the Policy will provide a strategic guide when considering proposals to use or develop these landholdings.

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

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

Both the Commonwealth and State Governments have major roles to fund and promote environmental issues and to encourage or mandate public and business responses. Local government can promote behavioural change and inspire the community through leadership.

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

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

4.8.2 Water Management

Water management is a key consideration for planning urban areas. Previously the main drivers for stormwater management were public safety and mitigating economic impacts from flood events. The design of stormwater management has historically focussed on the collection and channelled removal of stormwater with little opportunity to address the removal of pollutants or consideration for water as a valuable resource.

It is now recognised that water is an important resource and its appropriate management directly correlates to the improved environmental outcomes, particularly for natural waterbodies. Contemporary practice advocates the integration of water management infrastructure with the urban built form and landscape design, including the provision of water infrastructure in areas of public open space.

The City seeks to implement best practice urban water management in accordance with the WAPC's Better Urban Water Management Guidelines to facilitate better management and use of our urban water resources. In 'greenfield' areas this can be achieved by ensuring an appropriate level of consideration is given to the total water cycle at each stage of the planning process from structure planning through to subdivision and development. This includes requiring the preparation of a Local Water Management Plan (LWMS) for any new structure plan proposal. A LWMS is a broad drainage strategy for a specific development area that addresses the management of additional quantities of stormwater created by development. Following the approval of a LWMS an Urban Water Management Plan (UWMP) is required for subdivisions which addresses the specific drainage strategy for that subdivision.

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

Different soil types and water table levels affect the method of stormwater disposal for individual landholdings. The distinguishing soil types in the district are sandy soil and clay/silty sandy soil. Stormwater management for areas with sandy soils (such as Langford and Thornlie) is provided by way of soak wells which allow water to gently seep into the surrounding soil. Clay/silty soils are prevalent in the suburbs of Kenwick and Maddington and create greater challenges for stormwater management due to limited permeability and perched water table. Soak wells are generally not suitable for sites with silty soil or underlying clay content as it does not provide for water to be effectively dispersed. Stormwater management is instead provided by way of interconnected sumps that hold water for disposal into the City's drainage network at pre-development rates. Stormwater management in the suburbs of Canning Vale and Southern River is required to respond to the high water table that characterises the area.

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

The majority of the City's existing drainage network has been constructed prior to the advent of water sensitive urban design principles and therefore much of the City's drainage network is built to traditional standards. For the City to adapt to a drying climate, the City's existing drainage network will need to be modified to satisfy water sensitive urban design principles. Future upgrades can be designed in accordance with best

practice water sensitive design principles, and this involves making the traditional drainage system a “leaky system” where stormwater is encouraged to water vegetation and infill groundwater at its source rather than transport it over long distances. The Water Corporation is also embarking on a transformation of their regional drainage network from traditional drains with steep batters into living streams.

Some parts of the City are low-lying with a high-water table and are at risk from localised flooding during major storm events. Strategic planning proposals, rezoning proposals, structure plans and development and subdivision applications must address flood risk by implementing best practice stormwater management and provide sufficient levels of fill to maintain clearance in a 1 in 100-year flood event and respond to groundwater levels.


4.9 nsport

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

The City has an efficient road network, passenger rail and bus services and is near Perth airport. The City is serviced by the freight routes of Albany Highway, Roe Highway and Tonkin Highway as well as the Perth-Armadale and Thornlie rail lines.

In 2021, the proportion of residents within the City that did not own a car was 4.1%, compared to 4.8% across Greater Perth. Accordingly, the City’s residents preferred method of travel are private vehicles. This mode of travel accounted for 73.8% of the City’s population in 2021. This level of car dependency was markedly higher in comparison to Greater Perth where private vehicle transport was preferred by 67.6% of the population.

The proportion of residents who travel to work via more sustainable modes (cycling, walking, public transport) was 8.5% in 2021. This percentage was lower in comparison to Greater Perth where these forms of transport were the preferred mode of travel to work by 10.6% of the population.

 Council has endorsed various Transport Position Statements to support the upgrade and improvement of transport infrastructure within the City, as follows:

- Albany Highway (Gosnells Town Centre) and Mills Road West;
- Vehicle Overpass and Pedestrian Bridge – Nicholson Road, Yale Road and Garden Street, Canning Vale;
- Level Crossing Removal – Future Grade Separation; and
- Garden Street Extension.

A Strategic Roads Plan was prepared by the City in 2019 and was based on Main Roads WA projected traffic volumes to 2031. The report identified sixteen key roads across the City and an implementation plan for future upgrades to the network.

4.9.1 Roads

The road network in the City caters for regional and local traffic movements, and is well served by major regional roads including Albany Highway, Roe Highway, Tonkin Highway, Kenwick Link, Nicholson Road and Ranford Road. Several distributor roads have recently been upgraded from 2 to 4 lanes, including:

- Southern River Road – Bullfinch Street to Holmes Street;
- Burslem Drive – Attfield Street to Olga Road; and
- Warton Road – Ranford Road to Nicholson Road.



the vehicle movements per day (VPD) for City's key distributor roads are:

- Garden Street (South of Nicholson Road) - 23,122 VPD.
- Southern River Road (North of Ranford Road) - 9,277 VPD.
- Holmes Street (West of Southern River Road) - 7,575 VPD.
- Holmes Street (North of Faverolles Drive) - 2,340 VPD.

The data was collected between 2020 and 2022 and suggests the VPD on the City's key distributor roads will increase with the extension of Garden Street.

Major new roads planned include the extension of Holmes Street/Garden Street to Tonkin Highway and a new distributor road within the MKSEA. State Roads that fall within the control of Main Roads WA (MRWA) are:

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

All remaining roads within the district fall within the control of the City.

Level rail crossings exist at Wanaping Road (Kenwick), Austin Avenue, Kelvin Road and Albany Highway (Maddington) and Fremantle Road, Main Street and Dorothy Street (Gosnells). The City will work closely with the State Government to prioritise grade separation of level rail crossings on the Perth-Armadale passenger rail line. Further, several bridges within the City will need to be upgraded to cater for anticipated increased traffic volumes.

4.9.2 Freight

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



4.9.3 Public Transport

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

The report's vision is for Perth's transport network to maintain its effective operation as Perth's population increases. The report provides a long-term plan for transport infrastructure and considers how to utilise the existing transport network more efficiently. The report looks at where people will live and work when the population reaches 3.5 million and outlines a flexible transport system to ensure people and freight keep moving as the Perth grows.

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

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

METRONET have identified neighbourhoods along the Inner Armadale Line which present an opportunity for revitalisation. The Beckenham Station Precinct project is one which the City, a key contributor has been engaged in. The design led approach and through consultation with the community and stakeholders has resulted in the Preliminary Place Plan (PPP). The PPP is established prior to commencement of the concept design stage and its role is carried through to construction. The document represents the second step in a detailed urban design process. The PPP will inform the next stage, being a detailed design and Final Place Plan.

The Thornlie to Cockburn rail line and a new rail station at Nicholson Road, Canning Vale was completed in 2025.

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

The network of transit corridors corresponds with the distribution of key activity centres, related urban catchments and will integrate with passenger rail and local bus services.

4.9.4 Cycling and Walking

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

The City will work closely with the PTA to improve pedestrian facilities and cycle connections at rail stations. In late 2020 the PTA finalised its Station Access Strategies. These strategies are now used to inform the PTA's long-term planning and project definition as well as supporting stakeholder submissions for infrastructure improvements and measure progress of patronage and mode split against key targets.

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

4.9.5 Parking

The provision of parking within the City exists in both public and private forms, both on-street and off-street to cater to residents, visitors, local businesses and commuters. All rail stations within the City include parking facilities that include kiss and ride and disabled car parking provisions. The City will prepare a local planning policy to address vehicle, access and parking standards.

4.9.6 Future Transport Planning

The City prepared a Strategic Roads Plan (2019) to ensure its future planning and priorities for transport infrastructure, particularly its major road network, is prioritised. This Plan quantifies transportation issues, including desirable outcomes and a program of interventions for the listed roads within the City. Options investigated to date include:

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

This Strategic Roads Plan is intended to provide the City with an understanding of the future road network requirements to support future development, inform the City's capital investment program and improve the planning of these road upgrades.

The Strategic Roads Plan will form the basis to prepare in the future, an Integrated Transport Plan for the district. The City will engage with Main Roads WA and the Department of Transport during the preparation of this document.

Figure 35 - Road Network

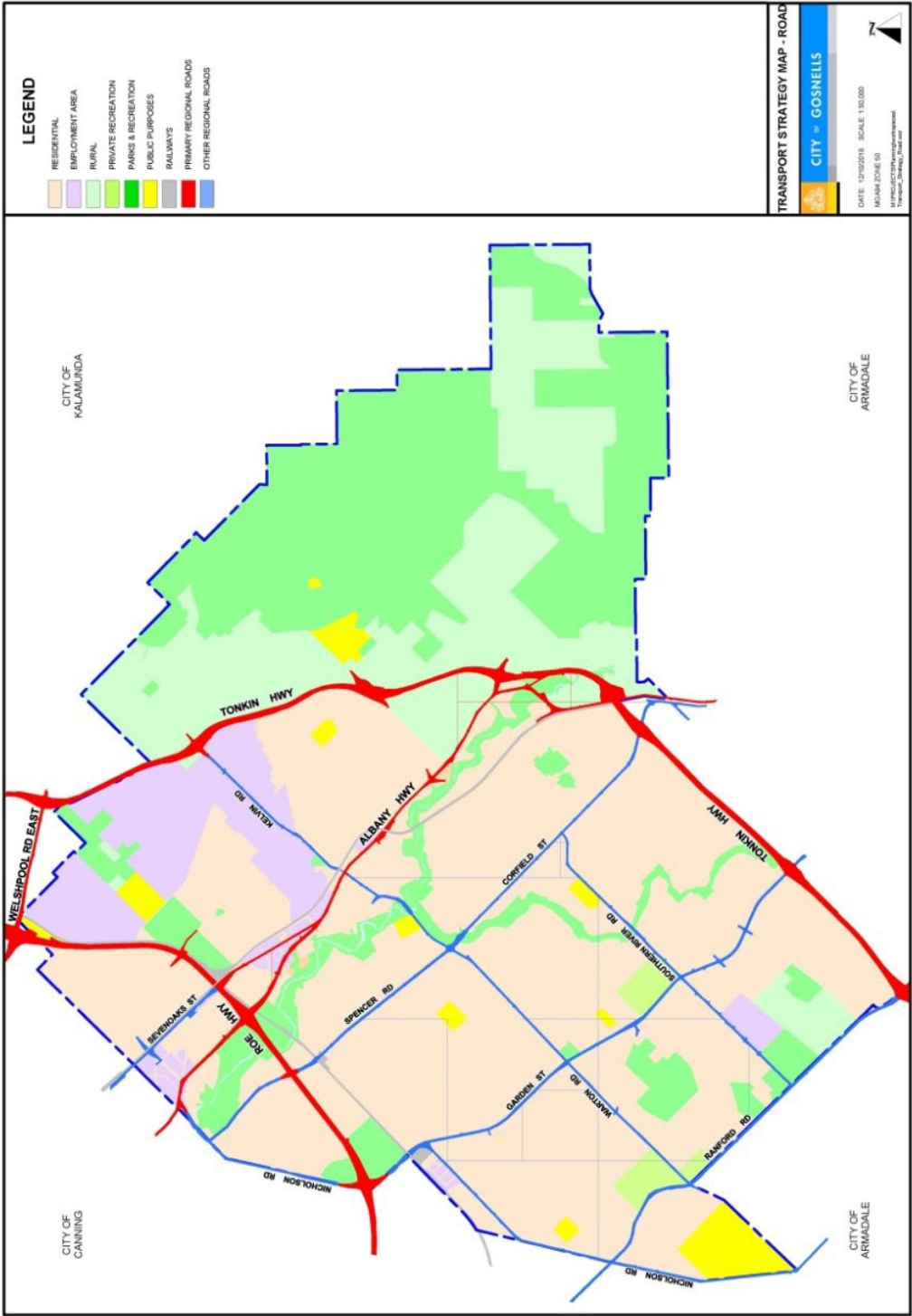


Figure 36 - Bus Network

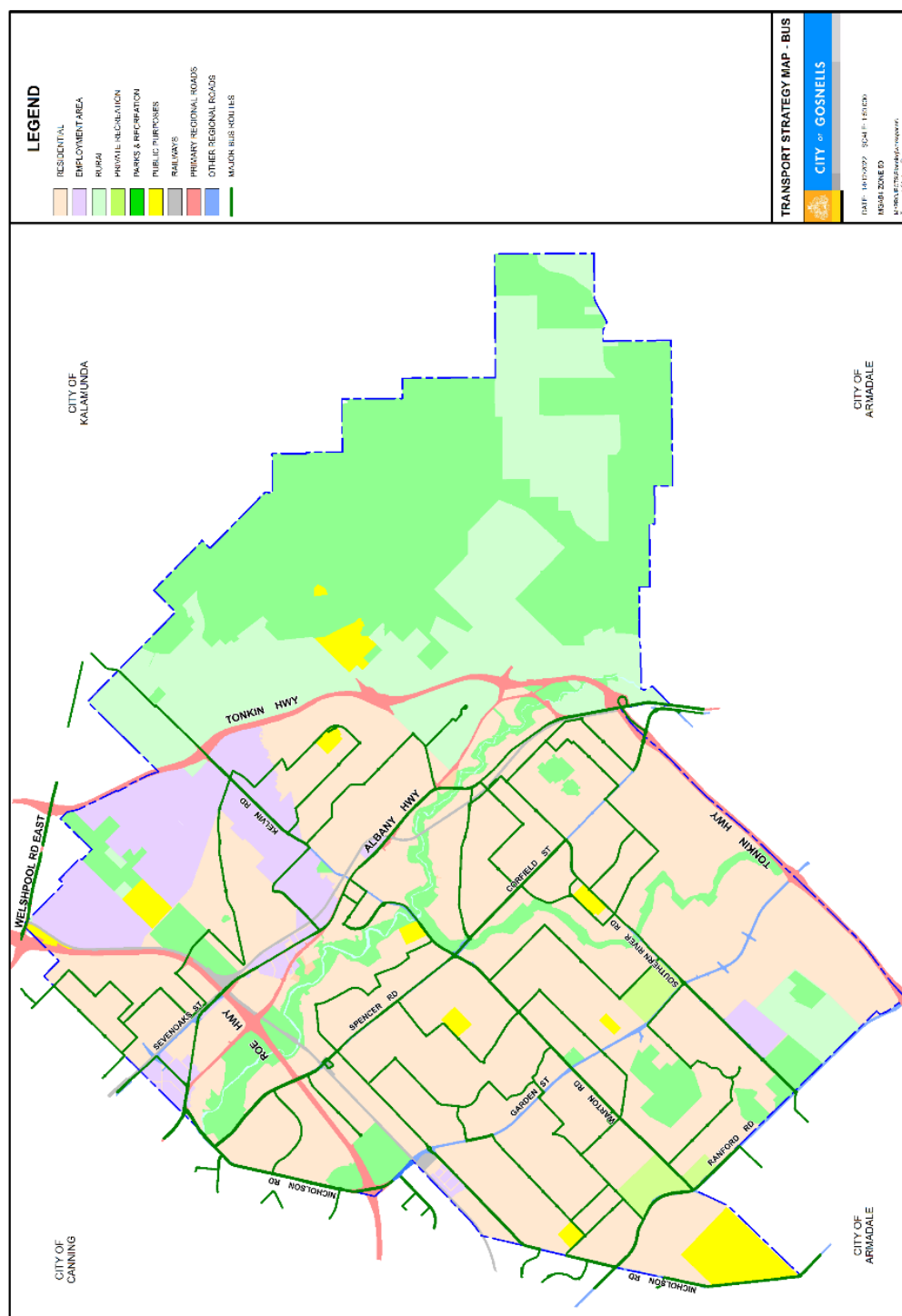


Figure 37 - Rail Network

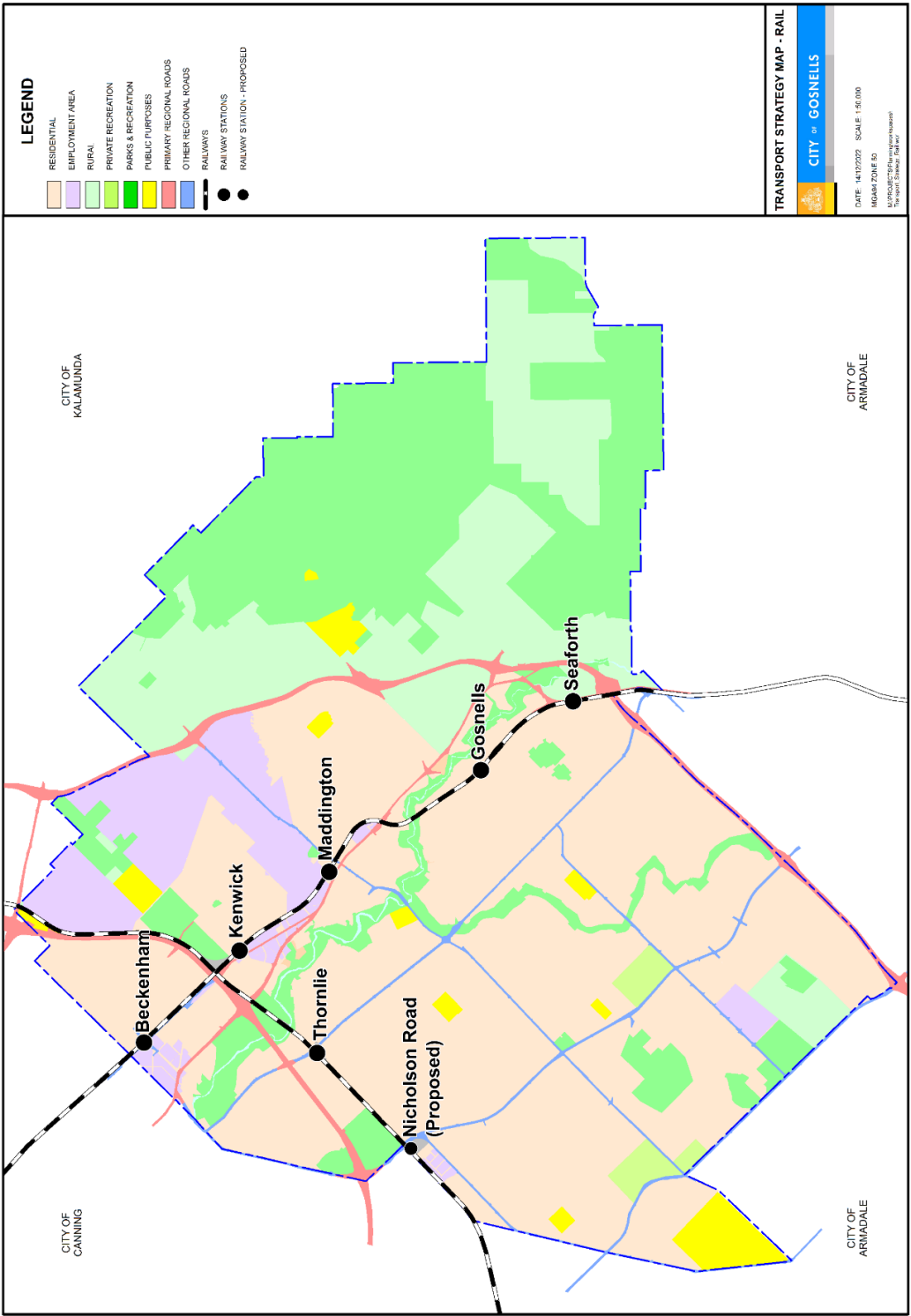
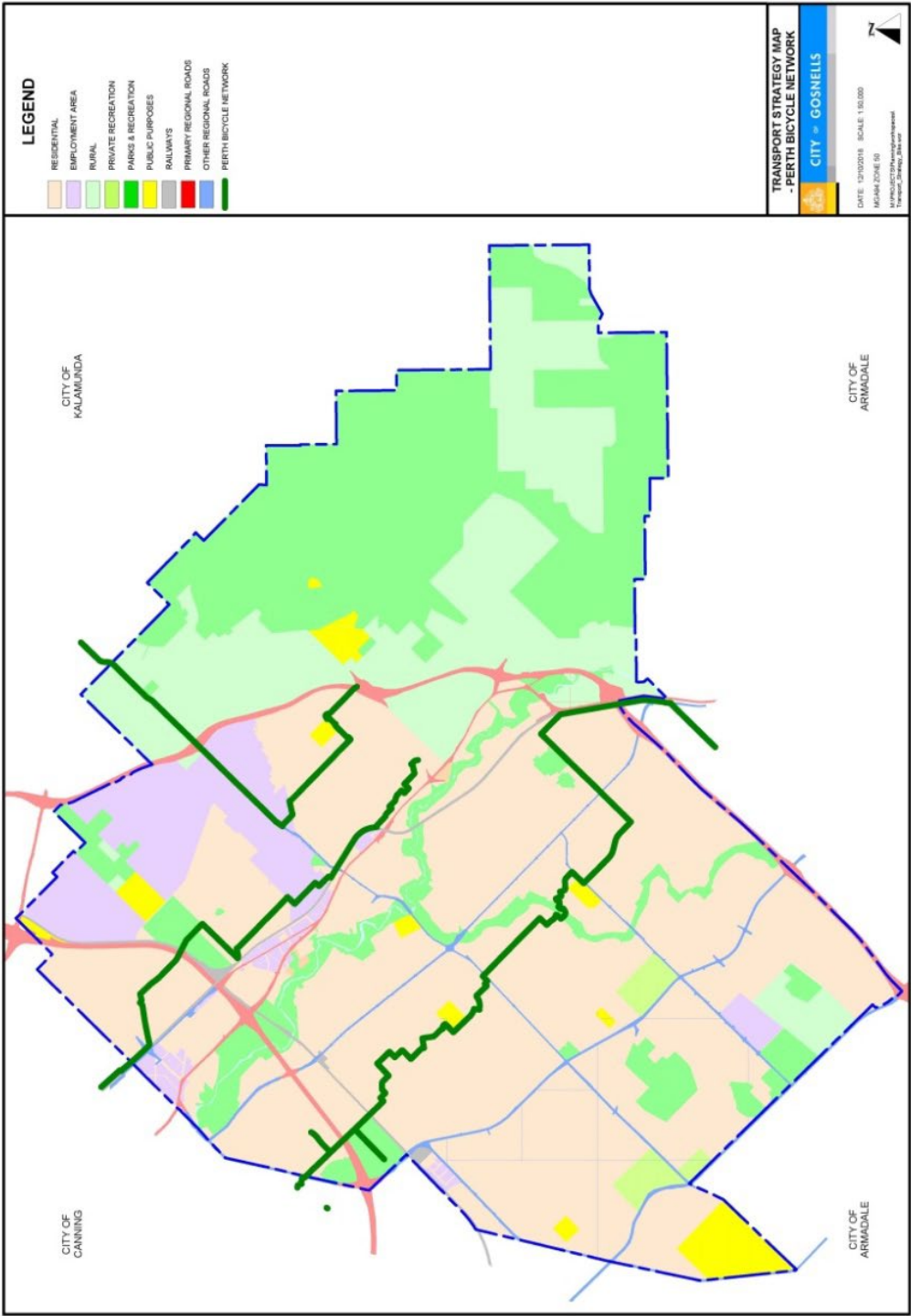


Figure 38 - Perth Cycle Network





Community Development and Infrastructure

4.10.1 Community Infrastructure Plan

A range of government agencies and non-government organisations provide and manage community facilities within the City. The State Government provides facilities for activities including law enforcement, emergency services and educational facilities, including:

- Police Stations – Gosnells and Canning Vale.
- Fire Station – Maddington.
- Public Primary Schools (25).
- Private Primary Schools (8).
- Public High Schools – Yule Brook College, Southern River College, Canning Vale College and Thornlie Senior High School.
- Private High School (6).
- TAFE – Thornlie Campus.

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

- Large Community Centres including the Richard Rushton Community Centre, Homestead Park Centre, Langford Community Centre, Kenwick Community Precinct and other smaller centres.
- Leisure World aquatic facility.
- Addie Mills Centre.
- Don Russell Performing Arts Centre.
- Libraries in Gosnells, Beckenham, Southern River and Thornlie.
- Wilkinson Homestead Museum.

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

- To determine the provision of community infrastructure within the City.
- Implement the recommendations for the upgrades or development of future community infrastructure, including the location and infrastructure requirements.
- To set timeframes for project delivery based on need, financial viability and community requirements.

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

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

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

The main characteristics are:

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

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

The benefits of the CHM include:

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

The City has commenced preparing a Community Infrastructure Plan which will review the number of community assets and planning processes for future community facilities based on the community hub model.

4.10.2 Sports Plan

The City's Sports Plan (2020–2029) was created to provide a roadmap for the development of new sport and recreation facilities as well as improve existing facilities to enable more people to be more active more often. Approved by Council in 2020, the Sports Plan analysed the City's current level of sporting infrastructure provision against industry benchmarks to establish where the City had adequate or under provision. The priority projects were ranked and timeframes for delivery were assigned over a 10-year period which informed the City's long term financial plan.

The Sports Plan identified:

- Existing sport and recreation services.
 - Sport and recreation trends and challenges.
 - Gaps within existing services within the catchment.
-

- Prioritised actions to enable the City to work with community stakeholders and respond appropriately.

District Open Space (DOS) is principally designed to provide for formal organised sport. The City's sporting fields containing various facilities and playing surfaces to accommodate a wide range of sporting codes and activities. These DOS sporting fields are:

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

The City is preparing a Master Plan for Sutherlands Park to increase the provision of sports fields and ensure the space is being used to capacity due to the increasing population in the surrounding area and demand for facilities.

4.10.3 Education

The City monitors residential growth trends to ensure the planning process supports the provision of education facilities. This principally occurs at the rezoning and structure planning stage in consultation with the Department of Education (DoE) and Department of Planning, Lands and Heritage.

The main issue in relation to planning for new school sites is land identified in planning document as school sites, purchased early by the DoE. This ensures there is sufficient lead time to design and then construct schools in new growth areas. Demographic data is regularly updated to ensure school sites can adequately plan for an increased population due to greenfields or infill development.

4.11 Servicing and Infrastructure

4.11.1 Wastewater

Wastewater infrastructure in the City is serviced by a gravity style wastewater system which connects to local pump stations and carry wastewater to treatment plans. The City will seek support from the Water Corporation to install deep sewerage in established suburbs (such as parts of Kenwick) that are currently unsewered. Further, given the proposed land intensification across the City it will be necessary to liaise with the Water Corporation to address servicing requirements.

It is considered desirable that deep sewerage is provided to the MKSEA. However, the capital cost of providing these works including pump stations, rising mains and gravity sewers over such a large area will be high. While larger developers can fund these works most of the MKSEA contains small lots sizes and many landowners. It is therefore unlikely these landowners will have the funds or ability to provide the upfront sewer infrastructure. This issue will need to be considered as part of the rezoning and structure planning process for the MKSEA.

4.11.2 Water

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

When high-density residential or mixed use developments occur, there is a requirement for the landowner/developer to provide firefighting capacity with adequate water flows. In some cases, local water supplies are insufficient and the cost to upgrade is borne by the developer as the Water Corporation will provide an upgrade to the system. Further, given the proposed land intensification across the City it will be necessary to liaise with the Water Corporation to address servicing requirements.

4.11.3 Electricity

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

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

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

There are also several other high-voltage transmission lines that run through suburbs in the City. Where Western Power does not have easements on freehold land it relies on 'Restriction Zones' established by the *Energy Operations (Powers) Act 1979* to ensure appropriate development occurs in the vicinity of the transmission lines. This includes imposing appropriate setbacks to buildings, vegetation and use of land in proximity to the transmission lines. The planning and building processes have regard to these requirements.

4.11.4 Gas

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

4.11.5 Telecommunications

The City is well serviced by telecommunications infrastructure. In some instances, existing towers have been upgraded to accommodate fifth generation (5G) networks for the benefit of the community. A list of these locations and leaseholders is provided below.

- Telstra – 300 (Lot 241) Brock Road, Orange Grove.
- Telstra – Sutherlands Park Lot 1647, Balfour Street, Huntingdale.
- Telstra – Walter Padbury Park, 18F Elvington Way, Thornlie.
- Vodafone – Walter Padbury, 18F Elvington Way, Thornlie.
- Telstra – Gosnells Oval, Lot 3 Stalker Road, Gosnells.
- Telstra – Lot 65 Alloa Road, Maddington.
- Telstra – Harmony Fields, Lot 803 Alcock Street, Maddington.
- Telstra – 65 (Lot 353) Streatham Street, Beckenham.
- Telstra – Lot 300 Langford Avenue, Langford.
- Telstra – Mills Park Wetland, 4 Brixton Street, Beckenham.
- Vodafone – Mills Park Wetland, 4 Brixton Street, Beckenham.
- Vodafone – Sutherlands Park Lot 1647, Balfour Street, Huntingdale.
- Vodafone – Don Russell Performing Arts Centre, Lot 13 Murdoch Road, Thornlie.
- Optus – Sutherlands Park Lot 1647, Balfour Street, Huntingdale.
- Vodafone – Gosnells Oval, Lot 3 Stalker Road, Gosnells.
- Optus – Australian Tower Network - Harmony Fields, Lot 803 Alcock Street, Maddington.
- NBN – Roleystone – Lot 500 on Deposited Plan 420147, Roleystone.

Mobile telecommunication infrastructure and other new technologies make an important contribution to the national and local economy. As such, the City aims to assist in the efficient and timely facilitation of new infrastructure. This is achieved through consideration of the permissibility of the telecommunications infrastructure use in the various zones. Permitting the use without the requirement to give notice, in appropriate zones will provide an incentive for the telecommunications carriers to establish infrastructure in these zones rather than in sensitive areas and streamline the process.

4.11.6 Waste Disposal

The City is a member of the Rivers Regional Council together with several local governments in the south-east corridor and Peel region. The aim of this group is to establish a waste to energy facility, to address the long-term waste disposal needs of the member Council's. The City has entered a contract with the operators of the Kwinana Waste to Energy Plant to dispose of domestic waste.

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

4.11.7 Future Infrastructure

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

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


4.12 Heritage

4.12.1 Heritage Strategy

The City has endorsed a Heritage Strategy (HS) 2025 - 2029 which aligns with the aims of the City's Strategic Community Plan 2023 - 2033. The HS is supplementary to the overarching LPS and is not endorsed by the WAPC. Where relevant to land use planning, recommendations of the HS have been included in the LPS.

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

Two places within the City of Gosnells are included in the State Register of Heritage Places, being Maddington Homestead and Wilkinson Homestead. Maddington Homestead is in private ownership whilst Wilkinson Homestead houses the City's museum.

In accordance with Schedule 3, Part 3, Clause 8(1) of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the City is required to establish and maintain a Heritage List to identify those places within the Scheme area which are of cultural heritage significance and worthy of conservation under the Scheme. Only places listed as Category 1 or 2 in the Heritage Inventory are included in the  local planning scheme Heritage List.

4.13 Tourism Planning

Tourism in the City is limited although there are several attractions that draw visitors to the area, as listed below.

Table 25 - Tourist Attractions

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

In terms of tourist accommodation there are currently three commercially operated accommodation venues within the City including Platinum Motel, Beckenham; Perth City Motel, Thornlie; and Crystal Brook Caravan Park, Orange Grove.

LPS 24 includes the following land use classifications:

- Caravan Park;
- Hosted short term rental accommodation;
- Park Home Park;
- Tourist and Visitor accommodation; and
- Unhosted short term rental accommodation.

4.14 Planning Framework

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

LPS 24 has been prepared in conjunction with this Strategy and is proposed to replace TPS 6 as the principal statutory planning tool for controlling land use activities and development within the district. It builds on the successful foundations of TPS 6 and provides for the following key changes:

- The introduction of the new model provision reservations, zones and land uses as established by the Regulations.
- Increasing the base density code from R17.5 to R20, where further consideration is not required to resolve matters relating to fragmented ownership, lack of reticulated sewer, lack of internal road networks, provision of public open space and drainage.
- Increasing the residential density in activity centres immediately adjacent to rail stations and within the walkable catchment of those activity centres and rail stations.
- The introduction of several development requirements relating to built form and open space for commercial development; minimum lot sizes for rural areas; land use control in quarry buffer areas; and the requirement to obtain development approval in areas affected by noise from Perth Airport.
- The rationalisation of industrial zonings in activity centres and adjacent to residential areas (where appropriate).
- Normalising several structure plan areas by way of zoning areas that have been developed.

4.14.1 Zoning

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

4.14.2 Commercial Zones

LPS 24 proposes to consolidate the six commercial zones provided by TPS 6 into five zones – being 'Regional Centre', 'District Centre', 'Local Centre' 'Mixed Use' and 'Service Commercial'.

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

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

4.14.3 Rural Zones

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

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

4.14.4 Private Community Purpose

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

4.14.5 Non-Standard Zones

The 'Extractive Industry', 'Kennels' and 'Composite Residential/Light Industry' in TPS 6 are not model provision zones. These zones are proposed to be designated as Special Use zones in LPS 24.

4.14.6 Residential Density

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

4.14.7 Activity Centres and Rail Stations

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

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

Table 26 - Proposed Residential Densities within Activity Centres

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

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

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

In terms of residential densities of properties located within the walkable catchments of activity centres and rail stations, the Strategy recommends LPS 24 achieves the following density ranges:

Table 27 - Proposed Density Ranges within Activity Centre and Rail Station Precincts

Activity Centre/Rail Station	LPS 24 Density
Secondary Centre (Maddington Activity Centre)	R80
District Centres	R60
Neighbourhood Centres	R40
Rail Stations	
<i>5 minute/400m walkable catchment</i>	R80
<i>10 minute/800m walkable catchment</i>	R60

Most activity centres within the City achieve the density ranges under TPS 6. Notwithstanding, the Strategy and LPS 24 propose to increase and/or expand the residential densities around the following activity centres and rail stations:

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

The proposed residential densities will address shortcomings in the existing densities provided by TPS 6 and are more representative of contemporary planning practice as well as State Government, community and industry expectations.

4.14.8 Base Residential Density

The City's adopted LHS recommends an increase in the base residential density code for the entire City from R17.5 to R20. While the LHS dates back to 2003, the Strategy suggests this recommendation generally remains relevant.

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

It is recognised that there are various areas currently coded R17.5 that are characterised with large lots, fragmented ownership, lack of reticulated sewer and a lack of internal road networks. Provision of public open space and drainage are also identified as matters requiring further consideration prior to subdivision and development occurring. These areas are recommended to remain coded R17.5 to allow for resolution of the above matters.

4.14.9 Minimum Densities

It is proposed to introduce minimum densities in activity centres and around train stations as a means of ensuring desired development outcomes are achieved. In terms of the minimum density requirement, LPS 24 includes a provision requiring residential development in areas coded R80-R160 to achieve a minimum density of R60. This

provision will ensure that opportunities to move towards a more sustainable urban form are not lost through the underutilisation of land.

4.14.10 Development Parameters

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

- Minimum lot size requirements for land within Rural Planning Precinct No.1.
- Restrictions on the introduction of sensitive land uses and/or development within the buffers of the existing hard rock quarries in Orange Grove and Martin.
- The requirement to obtain development approval for any noise-sensitive development within the Perth Airport ANEF 20-25 contour.

These requirements are unlikely to have a significant impact on the current planning assessment process. However, it is anticipated they will create more desirable planning outcomes and where necessary address the requirements of relevant State Planning Policies.

4.14.11 Structure Planning

There are several development areas currently zoned Residential in TPS 6. These areas contain multiple individual landowners and often have servicing constraints, such as lack of sewerage and include land around the Kenwick and Gosnells train stations.

LPS 24 proposes to rezone these areas to an Urban Development zone. This will require the preparation of a structure plan by landowners or the City to address planning, traffic, environmental, servicing and bush fire planning issues.

4.14.12 Land Use Categories

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

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

Table 28 - Model Scheme Land Use Categories excluded from LPS 24

New Model Scheme Land Use Categories	
Incorporated into LPS 24	Excluded from LPS 24
Brewery Hosted short term rental accommodation Liquor store – large Liquor store - small Resource recovery centre Small bar Unhosted short term rental accommodation Waste disposal facility Waste storage facility	Freeway service centre Marina Marine filling station Motel Roadhouse Tree farm

The model land use categories to be excluded from LPS 24 are not considered relevant to the City of Gosnells area. However, it is proposed to incorporate several new land use categories into LPS 24. The following table outlines the proposed non-standard land use categories to be incorporated and justification for their inclusion.

Table 29 - New Land Use Categories in LPS 24

Non-Standard Land Use Category	Justification
Commercial Kitchen	To provide for a common land use.
<div>Residential Aged Care Facility</div>	Consistent with Planning Position Statement – Residential accommodation for ageing persons.

5. OPPORTUNITIES AND CONSTRAINTS FOR DEVELOPMENT

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

5.1 Housing

An objective of the Strategy is to facilitate the development of additional and diverse housing through infill development. The following table outlines opportunities and constraints for the development of housing within the City.

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

The key focus of the Strategy for housing is to capitalise on infill development opportunities in and around activity centres and rail stations, unlock land constrained by land fragmentation and inadequate servicing and to enhance the amenity of residential areas. The focus on infill development, rather than greenfield development, is due to the impending shift from additional housing being delivered from primarily growth areas through greenfield subdivision, to the older suburbs by way of infill development. To provide for this it is proposed to:

- Increase residential densities in and around rail stations and activity centres;
- Introduce minimum density requirements in strategic locations;
- Support structure planning and cost sharing arrangements as a means of facilitating land development and new infrastructure; and
- Implement design policies including the R-Codes.

5.2 Activity Centres

An objective of the LPS is to promote and facilitate an inter-connected network of activity centres to serve the retail, commercial and social needs of the City's residents. The following table outlines opportunities and constraints for the development of activity centres within the City.

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

The key focus of the LPS for activity centres is to:

- Preserve the hierarchy of activity centres;
- Facilitate attractive and vibrant centres with a mix of land uses; and
- Provide for high quality built form.

This will be achieved through a suite of measures including the assessment of planning applications against the City's Activity Centres Planning Strategy (ACPS) and State Planning Policy 4.2 – Activity Centres (SPP 4.2); the application of appropriate zoning and residential densities; and the implementation of precinct structure plans, local development plans and local planning policies. The City will also require suitable net benefit tests consistent with SPP 4.2 to ensure the preservation of the activity centre hierarchy.

Relevant recommendations from the ACPS will need to be reviewed and considered for inclusion in a future review of the LPS.


The City will continue to facilitate town centre initiatives as a means of encouraging activity centre development in locations such as Improvement Plan No. 39 – Lissiman Street Precinct within the Gosnells Town Centre and around the Maddington rail station.

5.3 Employment, Business and Industry

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

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


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

However, it is proposed the City review the zoning of its industrial areas to ensure they provide an appropriate interface with any adjacent residential areas and reflect the best use of the land for the location. 

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

5.4 Public Open Space

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

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

To ensure the objectives of the LPS are met in relation to public open space, the City will implement its POSS and ensure the planning process (i.e. structure planning and subdivision) delivers adequate areas of public open space.

5.5 Rural Areas

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

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

The key focus of the LPS is to protect, conserve and enhance the landscape character and manage land use conflict. To provide for this it is proposed to rezone significant portions of the Orange Grove and Martin rural areas to Rural Residential, consistent with the South Metropolitan Peel Sub-regional Planning Framework. There is a limited scope of permissible land uses aimed at protecting the rural amenity of these areas from the encroachment of incompatible and intensive land uses. A Rural zoning is proposed to be applied to properties fronting Kelvin Road between Tonkin Highway and White Road in Orange Grove and in the Martin Escarpment where intensive agricultural land uses already occur. A local planning policy may also be prepared to guide land use and development in the rural areas.

5.6 Environment and Water Management

An objective of the LPS is to protect, conserve and enhance the City's areas of natural environment and ensure sustainable water management practices recognise the impacts of climate change. The following table outlines opportunities and constraints on the environment and water management in the City.

Opportunities	Constraints
<ul style="list-style-type: none"> The City contains significant natural environmental assets including remnant vegetation, wetlands and watercourses. To continue working in partnership with other government and non-government agencies on projects aimed to manage and improve natural areas. In accordance with Council's Policy 'Enhancing the Canning and Southern River's', encourage the State Government to provide funding for the enhancement and development of land along these major rivers. 	<ul style="list-style-type: none"> The natural environment is placed under pressure by urban development through land clearing. The need to provide adequate bushfire protection can compromise the ability to retain areas of remnant vegetation on private property. The impact of climate change on the natural environment.

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

The key strategies of the LPS relate to environmental protection, water management and bushfire protection. From a development perspective these matters present complex issues that can provide an impediment to unlocking land for development. However, the City seeks to ensure that best-practice measures are implemented through the planning process by:

- Authoring and implementing appropriate planning policies;
- Liaising directly with property developers and State Government agencies; and
- Leading by example.

5.7 Transport

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

Opportunities	Constraints
<ul style="list-style-type: none"> The City is well-positioned in terms of its accessibility to the regional road network. Established parts of the City are well serviced by rail infrastructure with stations as Beckenham, Kenwick, Thornlie, Maddington, Gosnells and Seaforth, and a new station in Canning Vale. Establish a new transit-oriented precinct around the planned Canning Vale Station. 	<ul style="list-style-type: none"> Transport noise from the existing road and rail network.

The key focus of the LPS is to ensure the movement network is safe, efficient and effective. In addition, the LPS provides for the integration of adjacent land uses with the movement network and ensures a range of transport modes are accessible to the community.

This is achieved by:

- Ensuring the City's movement network is appropriately planned for through the preparation of a Transport Study prepared in accordance with relevant State and local government policies;
- Providing more intense residential and mixed use development around transport nodes in accordance with TOD principles;
- Enhancing cycling and pedestrian movement networks; and
- Working with the State Government to plan for the new rail station in Canning Vale and advocating for additional improvements to the existing public transport network.

The LPS also recognises the impacts of the transport network on noise-sensitive land uses and seeks to manage this through the implementation of the requirements outlined in State Planning Policy – Road and Rail Noise (SPP 5.4).

Regarding vehicle and bicycle parking, it is proposed to provide these standards in the form of a local planning policy, rather than provisions in the local planning scheme. It is anticipated this will provide greater flexibility in assessing parking demand and provide opportunities to establish a performance-based approach to vehicle and bicycle parking requirements.

5.8 Community Infrastructure and Development

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

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

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

5.9 Servicing and Infrastructure

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

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

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

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

5.10 Heritage

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

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

The strategies relating to heritage include recording, promoting and creating a sustainable future for significant heritage places and items and involving the community in protecting the City's built-form heritage. The City will continue to utilise its Heritage List as a statutory tool for protecting and preserving heritage within the City.

5.11 Tourism

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

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

To address the objective of the LPS in relation to tourism, LPS 24 incorporates new use and development classes in the Zoning Table in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* (Regulations) Model Provisions and Planning Bulletin 115/2024.

5.12 Planning Framework

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

Opportunities	Constraints
<ul style="list-style-type: none"> To prepare a new local planning scheme that aligns with the Model Text of the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>. Consolidate existing zonings into new model zones as outlined by the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i>. Rectify any zoning anomalies in the local planning scheme. To clarify land use categories and assign appropriate land use permissibility's through the preparation of a new local planning scheme. 	<ul style="list-style-type: none"> Zoning and/or reservation under Metropolitan Region Scheme prevents some properties from being modified to an alternative zone through the preparation of a new local planning scheme. The model land use categories provided by the <i>Planning and Development (Local Planning Schemes) Regulations 2015</i> do not adequately capture the City's aspirations.

LPS 24 provides the City with the opportunity to implement best-practice planning and align the City's planning framework with the Model Scheme Provisions contained in the Regulations. However, the City will seek to depart from the Model Scheme Provisions by way of modifying some of land-use categories and introducing some non-standard land-use categories. The purpose of such departures is to provide greater clarity, certainty and development control to the assessment process.

6. CONCLUSION

The draft LPS has been prepared as a broad framework to guide development within the City and promote the strategic objectives associated with the management of sustainable growth, the prioritisation of infill development, the appropriate design of activity centres and the protection and enhancement of the natural environment. The key actions contained within the LPS provide the basis for the preparation of LPS 24.

ADVERTISING

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

24th Day of July 2019

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

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

Date: _____

ADOPTED

The City of Gosnells hereby adopts the Local Planning Strategy, at the Ordinary meeting of the 23 February 2021.



Mayor



Chief Executive Officer

ENDORSEMENT

Endorsed by the Western Australian Planning Commission on



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

Date: 27 AUGUST 2025

