



DRAFT LOCAL PLANNING STRATEGY

Part Two- Background & Information Analysis



Table of Contents

1.	Introduction.....	1
2.	State and Regional Planning Context.....	2
2.1	State Planning Strategy.....	2
2.2	State Planning Policies.....	2
2.3	Regional Planning Context.....	8
2.4	Position Statements and Guidelines.....	9
2.5	Other Relevant State or Regional Plans and Policies.....	12
3.	Local Planning Context.....	14
3.1	Strategic Community Plan 2021-2031.....	14
3.2	Local Planning Strategy.....	14
3.3	Local Planning Scheme.....	14
3.4	Local Planning Policies.....	16
3.5	Structure Plans.....	21
3.6	Local Development Plans.....	22
3.7	Other Relevant Strategies, Plans and Policies.....	23
4.	Local Government Profile.....	25
4.1	Community, Urban Growth, and Settlement.....	26
4.2	Economy and Employment.....	54
4.3	Environment	69
4.4	Infrastructure and Utilities.....	79
5.	Place Management Areas.....	90
5.1	Place Management Area Visions.....	91
5.2	Developing Coastal PMA.....	92
5.3	Established Coastal PMA.....	93
5.4	Established Rural PMA.....	94
5.5	Central Wanneroo PMA.....	95
5.6	Transitional Rural PMA.....	96
5.7	Conservation PMA.....	97
5.8	Developing Industrial PMA.....	98
5.9	Established Industrial PMA.....	99
5.10	Established Southern PMA.....	100



Showgrounds, Wanneroo

1. Introduction

The purpose of Part 2 of the Local Planning Strategy (Strategy) is to provide the background and context, and rational and justification for the planning issues and opportunities, planning directions, actions and planning areas outlined in Part 1.

In terms of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the Strategy must be prepared in a manner and form approved by the Western Australian Planning Commission (WAPC); set out the long-term planning directions for the City of Wanneroo (the City); apply relevant State and regional planning policy to our context; as well as provide the rationale for the zoning or classification of land under the new Local Planning Scheme No. 3 (LPS 3). Accordingly, the Strategy has been prepared in line with the manner and form provided by the WAPC’s Local Planning Strategy Guidelines (October 2021).

The Strategy is a key component of the City’s local planning framework and provides the long-term planning directions and actions to manage the land use change and development of the City over the next 15 years. It represents the City’s strategic land use planning response to the State Planning Framework, which includes the State Planning Strategy 2050, various state planning and WAPC operational policies, as well as position statements and guidelines. In addition, the Strategy implements the WAPC’s North-West Sub-regional Framework (the Framework) as it applies to the City.

The Strategy also provides the City’s land use planning objectives in line with our Strategic Community Plan (2021-2031). It will provide the strategic

framework for and implement LPS 3, a range of local planning policies, district and local structure plans and local development plans across the City.

The City’s local government profile is also included in Part 2 and it provides the background information and analysis of the demographic profile and key planning issues relating to the themes of community, urban growth and settlement; the economy and employment; the environment as well as infrastructure and utilities.

In this regard, the chapters in Part 1 have been informed by ten discussion papers prepared to inform the Strategy, and which are included individually in Part 2. These are outlined in Figure 1.

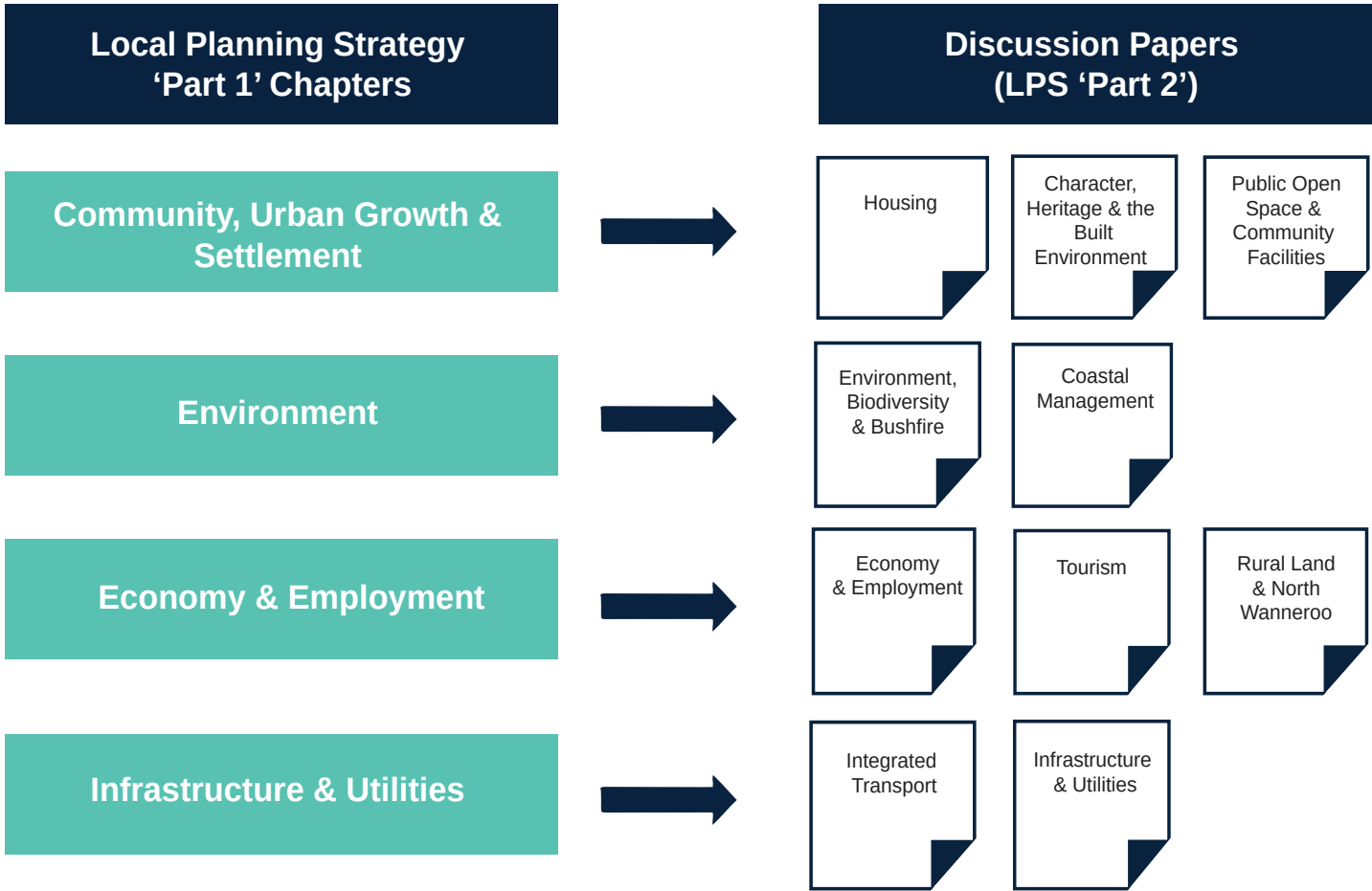


Figure 1: Discussion papers informing the Local Planning Strategy .

2. State and Regional Planning Context

The state and regional planning context section outlines the key state and regional planning strategies and policies relevant to the City’s Local Planning framework. The City’s current planning framework is assessed against each of the higher-level state strategic documents.

2.1 STATE PLANNING STRATEGY

The State Planning Strategy provides the strategic context and basis for the coordination and integration of land use planning and development across Western Australia, regional and local levels. It contemplates a future in which high standards of living, improved public health and an excellent quality of life are enjoyed by present and future generations of Western Australians.

The State Planning Strategy proposes that diversity, liveability, connectedness and collaboration must be central to achieving the vision of sustained growth and prosperity, and establishes principles, strategic goals and directions to ensure the development of the State progresses towards this vision. This Strategy aligns with the key outcomes and aspirations of the State Planning Strategy. Most importantly, underpinning this strategy is the shared notion that all decisions about sustained growth and prosperity must strike the appropriate balance between environmental issues, economic conditions and community well-being.

2.2. STATE PLANNING POLICIES

State Planning Policies (SPPs) are prepared under Part 3 of the *Planning and Development Act 2005* and provide the highest level of planning policy control and guidance in Western Australia. SPPs considered to be specifically relevant to the City are outlined and described in the table below.

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 1 – State Planning Framework (SPP 1.0)	<p>SPP 1.0 restates and expands on the key principles of the State Planning Strategy in planning for sustainable land use and development. It brings together existing State and regional policies, strategies and guidelines within a central State Planning Framework, which provides a context for decision making on land use and development in Western Australia.</p> <p>The Framework informs the WAPC, local government and others 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.</p> <p>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.</p>	<p>The Strategy broadly aligns with all elements of the state planning framework and applies the general principles for land use planning and development within all relevant sections.</p>

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 2.0 – Environment and Natural Resources (SPP 2.0)	<p>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.</p> <p>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.</p>	Relevant policy measures have been addressed as part of the development of this strategy, as well as through preparation of environmental strategies and plans which inform many of the actions featured in Part 1, including exploring incentives for sustainable initiatives, measures to protect trees and increase urban canopy through the planning framework.
State Planning Policy 2.4 – Planning for Basic Raw Materials (SPP 2.4) (July 2021)	SPP 2.4 seeks to ensure basic raw materials (BRM) and extractive industries 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.	The Strategy seeks to maintain existing significant geological supplies and extraction sites, including appropriate reserves/buffers, to ensure that these materials remain readily available for use within the wider Perth metropolitan area. Transitional land uses and buffer areas will be reviewed and adjusted accordingly throughout the life of the Strategy. Unexploited areas of BRM in North Wanneroo are anticipated to come on-line during the timeframe of this Strategy.
State Planning Policy 2.5 – Rural Planning (SPP 2.5) (December 2016)	SPP 2.5 applies to rural land and rural land uses as well as land that may be 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	The importance of maintaining existing rural land use functions within the City is strongly reinforced by this Strategy. At the same time, further land use diversification opportunities, which are in line with the objectives of SPP 2.5 will also be explored through LPS 3 for some rural areas.
State Planning Policy 2.6 – State Coastal Planning (SPP2.6) (July 2013)	SPP 2.6 provides for the long-term sustainability of Western Australia's coast and is relevant to those local governments that contain coastal areas. The purpose of the policy is to provide guidance for decision-making within the coastal zone including managing development and land use change, establishment of foreshore reserves and protecting, conserving and enhancing coastal values. SPP 2.6 outlines criteria for the consideration of development and settlement arrangements, including building height limits within local planning frameworks and management of water resources. It further acknowledges the importance of coastal planning strategies, coastal hazard risk management approaches, coastal foreshore reserves and community participation in coastal planning.	<p>Key actions from the City's Coastal Management Plan (2021), prepared under the provisions of SPP 2.6, are reflected in this Strategy. The Strategy broadly acknowledges the importance of the City's coastline as an important natural and social asset and a catalyst for significant urban growth along the northern development corridor.</p> <p>The Strategy recommends reviewing and amending existing structure plans to reflect the coastal node hierarchy and address coastal hazards identified in the City's Coastal Hazard and Risk Management and Adaptation Plan (CHRMAP), including investigating the introduction of Special Control Areas.</p>

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 2.8 – Bushland Policy for the Perth Metropolitan Region (SPP 2.8) (June 2010)	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 enable the identification of locally significant bushland sites for protection and management outside Bush Forever areas.	<p>The City will continue to place a high priority on the preservation of natural habitat, particularly those within existing Bush Forever areas.</p> <p>The Strategy references the City's Local Biodiversity Plan, which includes priority natural areas which fall outside of Bush Forever areas and are not protected through State and Federal legislation. As identified in the Plan, the City will explore opportunities to protect native vegetation through the planning framework where possible, including identifying vegetation in structure plan areas to be protected through the planning assessment process; investigating minimum tree planting requirements through the Scheme and tree protection initiatives such as a Significant Tree Register.</p>
Draft State Planning Policy 2.9 – Planning for Water (SPP2.9) (August 2021)	<p>SPP 2.9 seeks to ensure that planning and development considers water resource management and includes appropriate water management 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 waste water infrastructure; sustainable use of water resources and managing the risk of flooding and water related impacts of climate change on people, property and infrastructure.</p> <p>Draft State Planning Policy is an amalgamation of the following existing state level documents:</p> <ul style="list-style-type: none"> • State Planning Policy 2.1 Peel-Harvey Coastal Plain Catchment • State Planning Policy 2.2 Gnangara Groundwater Protection • State Planning Policy 2.3 Jandakot Groundwater Protection • State Planning Policy 2.7 Public Drinking Water Source Policy • State Planning Policy 2.9 Water Resources • Better Urban Water Management • State Planning Policy 2.10 Swan Canning River System • the policy measures that address flooding within State Planning Policy 3.4 Natural Hazards and Disasters and Government Sewerage Policy. 	Given the City's status as a growth local government, this Strategy places high importance upon ensuring the careful management and availability of water sources into the future, including establishment of desalination and other alternative water source options. The Strategy is supported by a professionally prepared water management report, which addresses the key principles of this SPP. Applicable actions are included in this Strategy where relevant. It is also recognised that changes to water availability, either through natural/climatic processes or government intervention, may also impact land use and zoning trends over the life of this Strategy.
State Planning Policy 3.0 – Urban Growth and Settlement (SPP 3.0) (May 2006)	<p>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.</p> <p>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.</p>	Whilst it is noted that this SPP is outdated and requires review, the broad urban planning principles advocated for within this policy are addressed throughout the Strategy document. The City will advocate for more contemporary standards and strategies to be developed to inform future urban development areas.

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 3.4 – Natural Hazards and Disasters	<p>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.</p> <p>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.</p>	Consideration of these matters has been incorporated into relevant sections of the strategy. The Strategy has particular regard for coastal planning matters, with reference to actions listed in the recently adopted Coastal Management Plan (2021), including the review of existing structure plans to address coastal hazards identified in the City's CHRMAP and investigating the introduction of Special Control Areas for areas of high risk.
State Planning Policy 3.5 – Historic Heritage Conservation (SPP 3.5) (May 2007)	<p>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. It 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.</p> <p>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.</p>	The Strategy advocates for retention and preservation of all existing places of heritage significance (European and Aboriginal) along with regular review and update of the local heritage survey and statutory heritage list where required.
SPP 3.6 – Infrastructure Contributions (SPP 3.6) (April 2021)	SPP 3.6 sets set out the principles and requirements that apply to the establishment and collection of infrastructure contributions in new and established areas. The policy establishes objectives to coordinate the efficient and effective delivery of infrastructure to support population growth and development; provide clarity on the acceptable methods of collecting and coordinating contributions for infrastructure and provide the framework for a transparent, equitable, and accountable system for apportioning, collecting and spending contributions.	The Strategy acknowledges infrastructure contribution arrangements as an integral part of the City's current and future planning and development processes. Developer contribution arrangements will be adjusted and updated accordingly to reflect any changes to State Government policy and regulation. The City will work proactively with State Government to implement infrastructure contribution arrangements for future development areas in accordance with this SPP, such as East Wanneroo.
State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7) (December 2015)	<p>SPP 3.7 provides a framework in which to implement effective, risk-based land use planning and development outcomes to preserve life and reduce the impact of bushfire on property and infrastructure. The policy emphasises the need to identify and consider bushfire risks in decision-making at all stages of the planning and development process whilst achieving an appropriate balance between bushfire risk management measures, biodiversity conservation and environmental protection.</p> <p>The policy applies to all land which has been designated as bushfire prone by the Fire and Emergency Services Commissioner as well as areas that may have not yet been designated as bushfire prone but is proposed to be developed in a way that introduces a bushfire hazard.</p>	<p>The majority of the City is designated 'bushfire prone' and hence SPP 3.7 will be applied at all stages of the planning and development process as required. SPP 3.7 has been considered for existing development areas where development intensification will occur and is already broadly identified with some high-level planning in place (i.e. District Structure Plans).</p> <p>This Strategy has identified North Wanneroo as an area proposed for a change in intensification of development for uses such as rural tourism. As such, the City has commissioned a Bushfire Hazard Level assessment study for the North Wanneroo area to ensure that bushfire risk can be adequately addressed.</p>

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 4.1 – Industrial Interface (SPP 4.1) (July 2022)	<p>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.</p> <p>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.</p> <p>The policy recognises the overlap of various environmental, health and safety regulations and guidelines and outlines considerations for decision-makers in this regard.</p>	<p>The Strategy recognises the importance of the City's established and emerging industrial areas, and the importance of maintaining land for this purpose within well-served locations. Interface matters will be important moving forward as the City continues to grow, placing further pressure on more established and intensive land uses. Diversifying land uses within Industrial areas is also explored in the Strategy's actions and is advocated by the City where it is consistent with the SPP objectives.</p>
State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2) (July 2023)	<p>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 Metropolitan (Perth), 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 meets community needs, and provides economic and environmental benefits, enables the distribution of a broad range of goods and services, and facilitates retail, commercial and mixed used developments.</p> <p>The policy identifies that a needs analysis should be prepared as part of the background analysis step of preparing a local planning 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 in a local government area and its surrounds.</p> <p>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.</p>	<p>As part of the LPS 3 project, the City's activity centres will be reviewed and reclassified where required, for example the introduction of relevant centre zones may be applied. The scheme text will broadly be aligned with SPP 4.2, including rationalisation of NLA requirements for different centres.</p>
State Planning Policy 5.2 – Telecommunications Infrastructure (SPP 5.2) (September 2015)	<p>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.</p> <p>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.</p>	<p>The infrastructure section of this Strategy broadly considers the essential need to provide for telecommunications infrastructure as part of the City's numerous emerging development areas. Existing planning provisions, including local planning policy settings, will be updated as required to deal with changes and emerging trends in this space.</p>

State Planning Policy	Policy Overview	Local Planning Strategy Implications and Responses
State Planning Policy 5.4 – Road and Rail Noise SPP 5.4 (September 2019)	<p>SPP 5.4 provides guidance for the performance-based approach for managing and mitigating transport noise associated with road and rail operations.</p> <p>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.</p> <p>SPP 5.4 supports noise impacts being addressed as early as possible in the planning process to avoid land use conflict and achieve 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 5.2 is supplemented by the Road and Rail Noise Guidelines.</p>	<p>The Strategy identifies the location of existing and future planned transport corridors as part of the City's urban development areas.</p> <p>Matters regarding road and rail noise, including necessary buffers and land use considerations, will be applied as needed through subsequent planning stages.</p> <p>When considering proposals for development or providing advice on subdivision applications the City will advocate for minimising the number of junctions or driveways to regional roads in line with the SPP.</p>
State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0) (May 2019)	<p>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.</p> <p>The policy contains 10 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 on-going discussion of design quality matters 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.</p>	<p>Improving the quality of built form within the City is a key objective of this Strategy. Relevant design principles in this SPP are included as actions in the Strategy and may include the development of design guidelines for the protection of unique character areas (eg. Old Quinns Rock), the incorporation of Place Visions into new station precinct plans, and improving the consistency of landscape, material and infrastructure in public realm through future precinct planning.</p>
State Planning Policy 7.2 – Precinct Design (SPP 7.2) (February 2021)	<p>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 good-quality built environment outcomes that provide social, economic and environmental benefit to those who use them.</p> <p>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.</p>	<p>There are many existing and emerging activity centres, station precinct as well as urban corridors within the City, which would warrant preparation of precinct plans to guide future planning direction. These areas are discussed in the Strategy within the relevant sections.</p>
State Planning Policy 7.3 – Residential Design Codes Volumes 1 (July 2021) and 2 (May 2019) (SPP 7.3)	<p>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.</p> <p>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.</p>	<p>As a growth local government, residential development comprises a significant proportion of built form within the City. These SPPs will continue to be implemented as required through the local planning framework. The City will continue to advocate for improvements to residential design quality and housing diversity, particularly within identified planning areas in this Strategy.</p>

2.3. REGIONAL PLANNING CONTEXT

The WAPC prepares various regional planning instruments to guide land use and development at the regional and sub-regional level, including:

- Regional and Sub-regional planning strategies and structure plans
- Regional Planning Schemes

Regional planning instruments considered to be specifically relevant to the City are outlined and described in the table below.

Regional Planning Instrument	Instrument Overview	Local Planning Strategy Implications and Responses
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.	<p>The City will ensure that all strategy actions, and subsequent LPS 3, align with relevant zones and reservations under the Metropolitan Region Scheme.</p> <p>Whilst the City does not administer the MRS, it will provide comment on all future changes to the MRS having regard to the vision and actions contained within this Strategy to ensure strategic alignment where applicable.</p> <p>The City will support lifting of existing tracts of Urban Deferred land within East Wanneroo as well as Yanchep - Two Rocks, to facilitate the ongoing development of these areas.</p>
Perth and Peel @ 3.5 Million (March 2018)	The Perth and Peel@3.5million 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 compact, consolidated and connected city that can accommodate a population of 3.5 million by 2050. The four Perth and Peel@3.5million 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.	<p>The broad principles canvassed within this plan are accounted for within the relevant parts of this strategy, in particular the notion of working toward achieving a more liveable and sustainable city for future generations.</p> <p>The City will continue to play a proactive role in the management of activity centres, urban forest, regional open space, supporting land use diversity as well as the planning and development of urban areas in line with urban consolidation principles identified in the plan.</p>
North-West Subregional Planning Framework (March 2018)	<p>The North-West Sub-regional Planning Framework (Framework) provides high level guidance for the growth of the north-west 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.</p> <p>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 to allow sustainable growth within the north-west sub-region.</p>	<p>The Framework was closely consulted in the preparation of this Strategy. The Strategy acknowledges the significant growth set to occur over the coming 15 years, much of which will be in greenfield development areas as anticipated by the Framework. However, steps will also be taken to encourage higher quality infill development within established areas, particularly activity centres, which will contribute toward infill dwelling targets stipulated within the framework.</p> <p>The Strategy also seeks to strengthen environmental provisions in the local planning framework, particularly in relation to coastal planning and significant tree retention, in line with core strategic objectives of the Framework. The importance of employment areas within the City is also noted, with a focus on diversifying uses within select areas to provide flexibility and to increase potential local employment opportunities.</p>

Regional Planning Instrument	Instrument Overview	Local Planning Strategy Implications and Responses
East Wanneroo District Structure Plan (2021)	<p>The East Wanneroo District Structure Plan is a high level strategic document that provides guidance for the growth and expansion of East Wanneroo which includes the localities of Wanneroo, Mariginiup, Gnangara, Jandabup and Pinjar. The plan covers 8,000ha of land and within the next 50 years (2070) will accommodate 150,000 residents; meaning approximately 50,000 new dwellings.</p> <p>The District Structure Plan provides the framework to guide planning processes such as amendments to the MRS and subsequent local planning schemes. As well as direction on the preparation of local structure plans (LSP) to guide future development. It details the rationale and intention of the plan and further information and guidance to assist with the future stages of planning such as the preparation of a LSP.</p>	The East Wanneroo area has been identified as a 'planning area' in this Strategy, in recognition of the area's importance in contributing to Perth's future urban growth and further detail planning stages required. The Strategy aims to facilitate higher quality development within this area over the next 30 years, with an increased focus on ecologically sustainable development. The City will continue to work with the State Government on the successful implementation of this plan over the life of the Strategy.

2.4. POSITION STATEMENTS AND GUIDELINES

Position statements are prepared by the WAPC to set out its policy position or advice on a particular planning practice or matter. Guidelines provide detailed guidance on the application of WAPC policies. Those WAPC position statements or guidelines considered relevant are included in the following table.

Policy	Policy Overview	Local Planning Strategy Implications and Responses
Residential Accommodation for Ageing Persons (December 2020)	This Position Statement has been prepared by the WAPC to outline the requirements to support the provision of residential accommodation for ageing persons within Western Australia's local government planning framework. The position statement seeks to achieve consistent strategic planning consideration of residential accommodation needs for ageing persons in local planning strategies and consistent statutory planning guidance to standardise land-use definitions and zoning permissibility for residential accommodation for ageing persons in local planning schemes.	The Strategy recognises the need to provide accommodation not just for aging persons but also for other special care needs. The City will advocate for these accommodations to be located in well served locations, with provision included within future precinct structure plans, as well as the development of incentives to encourage development of this nature.
Expenditure of Cash-in lieu of Public Open Space (October 2020)	This position statement has been prepared by the WAPC to ensure that the cash-in-lieu for open space is expended in accordance with the requirements of the Planning and Development Act 2005. The position statement provides guidance on the requirements for the use of cash-in-lieu funds for public open space (POS) and encourages the use of cash-in-lieu funds for the provision and betterment of open spaces for the community.	No strategic planning implications. The City will continue to adhere to all relevant processes in relation to cash in lieu expenditure for public open space.

Policy	Policy Overview	Local Planning Strategy Implications and Responses
Container Deposit Scheme Infrastructure (September 2020)	<p>The position statement has been prepared by the WAPC to outline how container deposit scheme (CDS) infrastructure should be considered and assessed in the Western Australian planning system.</p> <p>The position statement seeks to ensure:</p> <ul style="list-style-type: none"> • a coordinated approach to the provision of CDS infrastructure throughout WA • that appropriate locations are chosen for the installation of CDS infrastructure • the timely roll-out of infrastructure in support of the scheme's establishment and ongoing operational needs • minimum development requirements are established to exempt certain CDS infrastructure from requiring planning approval, for adoption by local governments. 	<p>The City will continue to support the rollout of container deposit scheme infrastructure as part of its broader commitment to waste reduction and innovation. Relevant use will be included in the planning framework in line with Regulation 1 of the Deemed Provisions.</p>
Renewable Energy Facilities (March 2020)	<p>This position statement has been prepared by the WAPC to outline the requirements to support the consistent consideration and provision of renewable energy facilities within Western Australia. The position statement seeks to:</p> <ul style="list-style-type: none"> • guide the establishment of renewable energy facilities to support the State Energy Transformation Strategy (March 2019) • outline key planning and environmental considerations for the location, siting and design of renewable energy facilities • promote the consistent consideration and assessment of renewable energy facilities • facilitate appropriate development of renewable energy facilities while minimising any potential impact upon the environment, natural landscape, and urban areas • encourage informed public engagement early in the renewable energy facility planning process 	<p>The Strategy aligns with the core objectives of this position statement. The Strategy encourages the establishment of both small and larger scale renewable energy facilities with actions such as reviewing Local Planning Policy 4.29: Renewable Energy Systems to determine if additional planning approval exemptions can be included and consider exemption in the Scheme or and LPP for larger-scale projects that demonstrate specific environmentally sustainable design standards</p>
Housing on lots less than 100m² (June 2019)	<p>This position statement has been prepared by the WAPC to outlines the interim guidance for subdivision and house design on lots less than 100m², proposed on land where a structure plan is required to ensure consistent application and implementation throughout Western Australia. The position statement provides criteria and guidance for the consideration and determination of integrated subdivision of housing on lots less than 100m² including location, siting and configuration.</p>	<p>It is acknowledged that single housing products form the majority of the City's housing stock, and will continue to do so throughout the life of the Strategy. Notwithstanding, the strategy seeks to support greater housing choice within the City, particularly within more established areas as well as activity centres. Smaller lot sizes, including lots under 100sqm, are one way through which this can be achieved.</p>
SPP7.3 R-Codes Vol.2 relationship to pre-existing local planning framework (May 2019)	<p>This position statement has been prepared by the WAPC to assist stakeholders understand the relationship between State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (R-Codes Vol.2) and the local planning framework. The position statement seeks to: clarify the relationship of the R-Codes Vol.2 to the local planning framework communicate the position of the WAPC regarding pre-existing local planning frameworks; and assist stakeholders during the introductory period of R-Codes Vol.2</p>	<p>Draft SPP 7.3 Residential Design Codes Volume 2 - Apartments and Medium Density Codes include objectives and provisions for maximising the retention of existing trees and ensuring adequate measures to increase tree canopy through the development process. These objectives align with the City's goal to protect and increase urban tree canopy.</p> <p>The City will continue to adhere to all relevant provisions when implementing Volume 2 of the Residential Design Codes and ensure our local planning framework .</p>

Policy	Policy Overview	Local Planning Strategy Implications and Responses
Planning in bushfire prone areas - demonstrating element 1: Location and Element 2: Siting and design (November 2019)	This position statement has been prepared by the WAPC to provide clarity and guidance for planning proposals in an area with a bushfire hazard level (BHL) of extreme and/ or where the lot(s) is impacted with a bushfire attack level (BAL) rating of BAL-40 or BAL-Flame Zone (BAL-FZ). This position statement seeks to improve understanding and promote informed decision-making when considering application of Element 1 and Element 2 of the bushfire protection criteria within the Guidelines.	No strategic planning implications. The City will continue to adhere to all relevant provisions when implementing the State's bushfire planning framework, in acknowledgment that the vast majority of the City is considered 'bushfire prone'.
Workforce accommodation (January 2018)	This position statement has been prepared by the WAPC to assist users of the planning system in understanding the land use planning considerations for workforce accommodation. The position statement seeks to: <ul style="list-style-type: none"> outline the development requirements for workforce accommodation under the Planning and Development Act 2005 and associated regulation provide guidance to local governments on the role of the local planning framework in the planning and development of workforce accommodation. 	No strategic planning implications. The City will refer to and employ these requirements for workforce accommodation as the need arises.
Operational Policy 2.4 - Planning for school sites	This policy has been created to guide the planning direction when selecting new school sites and ensuring those sites are capable of delivering the needs of future students. The policy contains the following objectives: <ul style="list-style-type: none"> Make selections for the locations of sites in response to demographic trends. Ensure guaranteed safe access and a movement network supporting surrounding uses and community infrastructure. Promote adaptive re-use of facilities to ensure a longer-term use of buildings. The policy also sets out design standards for school sites and offer legible pathways to relax standards where a perceived community benefit can be identified.	Where appropriate, the City will investigate mechanisms to require future local structure plans and community facility plans to encourage the co-location of community facilities around schools, shopping precincts and parks.
Draft Operational Policy 2.3 – Planning for Public Open Space	This policy establishes the standard for POS consideration and also guidelines on developer contribution and local government spending on POS. The standards within the policy ensure that POS is well-located, functional and achieves high-quality outcomes in relation to recreation, amenity, health, culture and environment. Local Planning Strategies should include the following to facilitate decision making on POS: <ul style="list-style-type: none"> A POS Inventory Supply and demand analyses on reserves Identification of appropriate land during initial subdivision Determination of how cash-in-lieu contributions can be spent Rationalising whether any non-residential or rural living land can contribute towards local totals. 	<p>The City will consider a Public Open Space audit and strategy to guide the distribution and type of open space being delivered in the City, encouraging multi-functional spaces that can adapt to changing community needs, and identify green ecological corridors to facilitate the movement of wildlife and protection of significant vegetation within the City.</p> <p>Review the City's Local Planning Policy 4.3 Public Open Space to ensure it aligns with the State's Operational Policy 2.3 - Planning for Public Open Space to reflect contemporary planning for the provision of open space in subdivision</p>
Draft Position Statement – Electric Vehicle Charging Infrastructure	This position statement outlines how the advent of EV technology will be incorporated into the wider planning framework as the demand increases. It outlines the current state of EV technology as well as the different types of infrastructure being provided. This position statement outlines how the advent of EV technology will be incorporated into the wider planning framework as the demand increases. Policy considerations and exemptions are detailed including how infrastructure will be implemented through various application streams. Risk management practices are worked into the position statement to ensure safe operation responding to localised contexts.	The City will investigate future emerging trends and ensure the planning framework is fit-for-purpose to facilitate the rollout of 'smart technologies' within development areas. This may include investigating mechanisms to require developers to provide minimum amounts of electric vehicle charging bays in activity centres, industrial areas, regional beaches and in key community facilities in the City and investigating ways to incentivise electric vehicle charging stations within town centres in lieu of traditional service stations.

2.5. OTHER RELEVANT STATE OR REGIONAL PLANS AND POLICIES

Other State or regional strategies, plans and policies that have relevance to and implications for the Strategy are outlined below.

Policy	Policy Overview	Local Planning Strategy Implications and Responses
Western Australian Climate Policy (November 2020)	<p>The Western Australian Climate Policy sets out the State Government’s plan for a climate-resilient community and a prosperous low-carbon future. The policy underscores a commitment to adapting to climate change and working with all sectors of the economy to achieve net zero greenhouse gas emissions by 2050.</p> <p>The policy sets out the high-level priorities the State Government will implement to support a more climate-resilient community. The approach to climate adaptation recognises exposure to climate impacts, the diversity of the regions and the existing capability to manage and adapt to climate change. The policy outlines actions to guide the response by business, the community, local governments and State Government agencies to develop well-informed, timely and practical adaptation responses.</p>	<p>The Strategy addresses the key principles and a number of actions canvassed by this Policy, with climate change matters considered holistically throughout all sections of the document.</p> <p>Of particular note is the Strategy’s goal of facilitating transit oriented development, incentivising greater ESD provisions in local development, increasing planting and soft landscaping requirements, enhancing local biodiversity, improving uptake of renewable energy systems, responsible coastal planning management, ensuring bushfire risk mitigation as well as facilitating more sustainable/alternative transportation modes.</p>
Gnangara Groundwater Allocation Plan (June 2022)	<p>This plan describes how the State Government manages the allocation of groundwater resources of the Gnangara groundwater areas.</p> <p>The Gnangara system is the largest single source of quality fresh water in the Perth region and is of vital importance to our continuing social and economic development. The system covers about 2,200 km² in the northern part of Perth.</p> <p>The area covers the groundwater resources of the Yanchep, Gnangara, Wanneroo, Swan, Mirrabooka, Gwelup and Perth groundwater areas and includes a portion of the Gingin groundwater area.</p> <p>The Department of Water and Environmental Regulation developed the 2022 Gnangara groundwater allocation plan to make sure we have a productive and sustainable groundwater supply and healthy environment under a drying climate.</p> <p>One of the significant outputs of this plan is for a 10 percent reduction to water licence users in agricultural and horticultural sectors, set to come into effect between 2028 and 2032.</p>	<p>Reductions to water licences, as proposed by the plan, will have a significant impact upon existing agricultural producers within North Wanneroo, as discussed in this Strategy.</p> <p>Section 7.2.6 or Part 1 discusses North Wanneroo and acknowledge that greater land use flexibility within the local planning framework will be needed to support land owners in adapting to these changes and transitioning to new business ventures/industries (e.g. agri-tourism).</p> <p>The City has also commissioned a bushfire study for North Wanneroo in anticipation of increased future demand for a wider range of land uses for existing rural zoned land.</p>



Mindarie Marina, Mindarie

3. Local Planning Context

3.1. STRATEGIC COMMUNITY PLAN 2021-2031

The Strategic Community Plan (SCP) 2021 - 2031 outlines the community's vision for the City's future for the next 10 years, including aspirations and service expectations (Figure 2). This is the City's primary strategy which informs all other strategies and plans, including this Local Planning Strategy. The SCP 2021 - 2031 contains a series of goals along with various priorities for action. It also provides direction to the City's Corporate Business Planning (4-yearly), which are then reflected in Annual Service Plans for each service area to implement. Relevant actions and visions from the SCP that this Strategy addresses are outlined on the following page.

3.2. LOCAL PLANNING STRATEGY

There is no previous Local Planning Strategy.

3.3. LOCAL PLANNING SCHEME

District Planning Scheme No. 2 (DPS 2), gazetted on 6 July 2001, is the primary document for controlling land use and development within the City.

Subsequent the preparation of the City's Scheme Review Report in November 2017, and resulting feedback from the WAPC on this report in June 2018, Amendment No. 172 was prepared to align DPS2 with the Model Provisions of the Regulations, gazetted on 5 May 2023.

A new local planning scheme (referred to as LPS 3 throughout this Strategy) is to be prepared to align with the Strategy in the short term.



Alignment of the Strategic Community Plan with the Local Planning Strategy

Goal	Outcomes	Local Planning Strategy Implications and Responses
An inclusive and accessible city with places and spaces that embrace all.	A City where people feel included, valued and welcomed, with unique places and spaces appreciated by all. Wanneroo will be recognised and known for its variety of lifestyle choices and strong focus on the health and wellbeing of the people who live here. People living in the City will have ample opportunities to come together, interact and connect with others.	Encourage developers to reflect the local character and vision for that area through planning processes (Action 6.5.8.b), encourage higher density developments to locate in and around stations, activity centres, along key transport corridors and in areas that offer higher levels of amenity (Action 6.5.3.a), work to develop incentives to help deliver more social and affordable housing in areas close to public transport, health and community services (Action 6.5.5.a) and work to develop incentives to deliver more dwellings that incorporate liveable design standards (Action 6.5.6.b).
A city that celebrates rich cultural histories, where people can visit and enjoy unique experiences	A City with a strong cultural and historical identity that respects and celebrates the Aboriginal and global cultures that form its distinctive community. Wanneroo will be a tourism destination of choice, with stunning natural attractions, significant Aboriginal and other heritage sites, and exceptional experiences for families and adventure seekers to actively explore or relax and unwind.	Prepare a Heritage Management Plan to identify mechanisms to protect and manage Aboriginal and other heritage places in the City (Action 6.5.9.b), review the Local Planning Policy 4.12 - Heritage Places to ensure appropriate protection of all cultural heritage places (6.5.9.c) and review and update the land uses permitted in the City's tourism growth areas to increase the amount of tourism activities allowed in these areas (7.3.1.a).
A vibrant, innovative city with local opportunities for work, business and investment	Wanneroo will be a City with a strong local economy where businesses, entrepreneurs and industries grow and thrive. We will be seen as a great location to do business and invest, offering employment and skills development opportunities to local people so that they prosper.	Plan for future employment land uses in Eglinton East, ensuring that these complement nearby industrial, commercial, retail, office and community uses (Action 7.3.4.a), work with State Government agencies to undertake the relevant studies to determine the feasibility of using State Forest 65 for expanded agricultural activities (Action 7.3.4) and advocate for landowners to be exempt from the 10% water allocation reduction outlined in the Gnangara Groundwater Allocation Plan and work with the State Government to provide North Wanneroo landowners with a long-term, sustainable, climate independent water source (Action 7.3.5).
A sustainable city that balances the relationship between urban growth and the environment	Growth and development in the City will be balanced with the protection of the natural environment and social values. It will be a City that addresses climate change, ensuring responsible planning to manage any future impacts and reducing the City's contribution to climate change.	Investigate planning incentives in LPS 3 and / or a local planning policies for developers undertaking larger-scale projects to demonstrate specific environmentally sustainable design standards (Action 8.3.1), investigate Ecological Linkages and Priority Natural Areas and consider measures to protect these areas in LPS 3 (Action 8.3.2) and explore provisions in the scheme to require a certain number of trees to be provided in development sites, over and above the minimum requirements of the Residential Design Codes (Action 8.3.2.d).
A well-planned, safe and resilient city that is easy to travel around and provides a connection between people and places	Wanneroo will be travel friendly with balanced and sustainable transport choices to move around either by foot, bicycle, bus, car or train. It will be a place that meets the expectations of the community by creating an exciting environment for people to live, work and recreate.	Consider stipulating minimum densities in walkable catchment areas where possible in LPS 3 and Precinct / Structure Plans to reflect transit oriented development around activity centres and along transit corridors (Action 9.5.1.a), explore development of a local planning policy to outline end-of-trip facilities and to include mandatory weather protection and internal pedestrian connectivity connecting to the external footpath network (Action 9.5.1.c).

3.4. LOCAL PLANNING POLICIES

Local planning policies can be prepared by City 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 Strategy are provided in the following table.

Policy Name	Date of Adoption/ Last Amendment	Policy Overview	Local Planning Strategy Implications and Responses
Ancillary Accommodation (LPP 2.6)	16 March 2021	The purpose of this policy is to provide guidance for the development of ancillary accommodation in the City in areas where the R-Codes do not apply.	The City will continue to support and advocate for housing diversity, and alternative forms of living, within all zones where residential development is permissible under the planning scheme.
Caves and Karstic Features (LPP 4.13)	16 October 2018	The purpose of this Policy is to outline the City's information requirements required for the investigation and management of caves and karstic features to assist in design, assessment, and determination of Structure Plans; Subdivision applications; and Development applications	No strategic implications, administrative policy only. However speaking more broadly, the City will continue to monitor and adjust these policy provisions as required, to ensure that these important and unique features are retained for future generations to enjoy.
Child Care Centres (LPP 2.3)	October 2019	The purpose of this policy is to provide a framework for the design, location and development of Child Care Centres within the City.	Child care centres will continue to be permissible within appropriate zones of LPS 3. However, the City will continue to adjust these policy settings as needed to reflect industry trends and community expectations.
Coastal Assets (LPP 4.21)	September 2022	The purpose of this Policy is to: <ul style="list-style-type: none"> • Provide guidance to land developers, consultants, the community and contractors as to the type of permanent and temporary assets that the City will consider within the foreshore reserve; and • Guide the location of proposed assets relative to the projected onset of coastal processes as calculated in accordance with State Planning Policy 2.6 Coastal Planning (SPP 2.6). 	The policy was reviewed and amended in light of Council's adoption of the Coastal Management Plan in May 2022. It will be continually reviewed and amended as required, subject to implementation of various actions in this strategy, namely CHRMAP integration into the local planning framework.
Compliance (LPP 4.14)	16 February 2021	The purpose of the Policy is to establish a consistent, transparent and integrated approach for planning and building compliance.	No strategic planning implications, administrative/enforcement policy only.
Conservation Reserves (LPP 1.1)	20 April 2021	This policy seeks to provide guidance on the classification of Public Open Space (POS) as 'Conservation' under District Planning Scheme No. 2 (DPS 2).	<p>A review of this policy will be required as it relates to the classification of POS under <i>Draft Operational Policy 2.3 - Planing for Public Open Space</i>.</p> <p>There is also potential for this local planning policy to be strengthened in accordance with relevant environmental actions listed in this strategy. Further requirements relating to biodiversity protection may also be integrated into LPS 3.</p>

Policy Name	Date of Adoption/ Last Amendment	Policy Overview	Local Planning Strategy Implications and Responses
Container Deposit Scheme Infrastructure (LPP 4.28)	5 May 2020	The purpose of this policy is to provide a framework for Container Deposit Scheme (CDS) infrastructure within the City and to provide an exemption in accordance with Clause 61(1)(i) and (2)(e) of the Planning and Development (Local Planning Schemes) Regulations 2015 from the requirement to obtain development approval for container deposit scheme infrastructure proposals which satisfy minimum development standards.	No strategic planning implications, administrative/enforcement policy only. However, the City will continue to support the implementation of scheme infrastructure in appropriate zones and locations, where amenity impacts are minimised.
Design Panel Review (LPP 4.23)	September 2021	To outline the operation of the City's Design Review Panel.	No strategic planning implications, administrative/enforcement policy only. However, the City will seek to retain its design review panel and will also broadly implement SPP 7.0 and associated guidelines as required.
East Wanneroo (LPP 5.3)	May 2022	The purpose of this Policy is to provide guidance on the consideration of planning proposals within the East Wanneroo District Structure Plan (EWDSP) area.	East Wanneroo will represent one of the most significant areas of change during the life of this strategy, as recognised through its identification as a 'planning area', along with associated actions. This policy will require continual review and amendments as more detailed structure planning progresses within the District Structure Plan area.
Earthworks and Sand Drift (LPP 4.18)	16 November 2022	The purpose of this Policy is to provide guidance for the assessment of development applications for earthworks, and to provide guidance on dust management measures to be employed during earthworks on-site as part of a development approval or subdivision approval.	No strategic planning implications, administrative/enforcement policy only.
Fauna Management (LPP 3.3)	13 September 2022	The objectives of this Policy are to: <ul style="list-style-type: none"> • Ensure the effective management of macro-fauna by landowners and/or developers of land proposed for urban development; and • Avoid the unwanted impacts of displaced macro-fauna due to habitat disturbance. 	Management of native fauna will be an important consideration within the City's emerging development areas. The City will continue to ensure that relevant legislation is administered and reflected in this policy, and will monitor the ongoing effectiveness of approved fauna management plans moving forward.
Heritage Places (LPP 4.12)	10 August 2021	The purpose of this Policy is to provide guidance for the classification and assessment of heritage places included in the City's Local Heritage Survey (LHS).	The City will continue to respect and acknowledge both Aboriginal and European heritage through the local planning frameworks, including continual review and update of the Local Heritage Survey and List in accordance with best practice techniques, as well as Federal and State legislation.
Licensed Premises (LPP 2.8)	10 August 2021	The purpose of this Policy is to: <ul style="list-style-type: none"> • Clarify the role and responsibility of Council when dealing with applications for licensed premises; • Provide a framework for the assessment of development applications for licensed premises; and • Set out a process for Council to follow when considering intervention in liquor licensing proceedings under the Liquor Control Act 1988. 	No strategic planning implications, administrative/enforcement policy only. This policy will be updated periodically to reflect changes to relevant legislation and/or changes to the local planning framework (including land use definitions).

Policy Name	Date of Adoption/ Last Amendment	Policy Overview	Local Planning Strategy Implications and Responses
Local Housing Strategy (LPP 3.1)	2018	The purpose of this policy is to provide a framework to guide the planning and development of increased housing density in existing suburbs in the City.	Increasing housing densities in key locations and facilitating improved housing diversity is a key objective of this strategy. This policy will be reviewed and revised, along with zoning and density provisions in LPS 3, to facilitate the next phase of housing diversification. Development of further policies, including design guidelines, may also be required where certain built form outcomes are desired.
Marmion Avenue Arterial Road Access (LPP 3.8)	16 October 2018	This Policy prescribes acceptable standards for the type and location of vehicular access points, provisional standards for cycling infrastructure, and operational procedures for all new planning proposals.	No strategic planning implications, technical assessment policy only. Broadly speaking, Marmion Avenue will remain a significant road transit corridor for the foreseeable future. Opportunities for land use intensification shall have due regard to any technical access requirement from the City or Main Roads WA.
Medium Density Housing (LPP 4.19)	16 October 2018	This policy replaces the R-Code provisions for Medium Density Housing within development zones. This Policy replaces some of the deemed-to-comply provisions of the Residential Design Codes.	This policy will require review upon the introduction of the State Government's Medium Density Code and phasing out of the R-MD codes. Relevant structure plans will be reviewed and amended or normalised to the most appropriate medium density code. The City will continue to encourage and plan for medium density housing within proximity to key activity centres and transit routes.
Mixed Use Zones (LPP 4.27)	15 June 2021	This purpose of this policy is to provide guidance for the consideration of development within the City's Mixed Use zones including land classified as Mixed Use in the Urban Development zone or in any structure plan.	Mixed Use zones will continue to play an important role in the City's development moving forward, with more mixed use zones anticipated to frame established and future activity centres. This policy could potentially be expanded to cover further types of development within the zone, to ensure an appropriate land use mix is achieved.
Public Open Space (LPP 4.3)	20 April 2021	The policy articulates the City's position on the planning, provision, location, design, development and interim maintenance of Public Open Space (POS) and is to be considered by applicants and the City in the design, assessment, and determination of various planning applications.	This policy is mostly administrative and largely supplements existing State Government requirements for public open space provision (i.e. Liveable Neighbourhoods). Supporting improved public open space design, and incorporating local biodiversity objectives, is an important consideration moving forward and will be an area of focus for future development areas.
Renewable Energy Systems (LPP 4.29)	10 August 2021	This purpose of this policy is to provide guidance on the development of Renewable Energy Systems within the City that provide power to a dwelling or a business primarily for its needs and is not a commercial power generation land use.	An action of this strategy is to review existing development requirements and exemptions for renewable energy systems to encourage update and cut red tape. Amendment to this policy may be required to facilitate desired changes.
Sea Containers (LPP 2.10)	2 June 2020	This policy provides guidance and control for the installation and use of sea containers within the City.	No strategic planning implications, technical assessment/compliance related policy only. The City will seek to encourage more sustainable forms of development, such as 'adaptable re-use', whilst ensuring that the amenity of established areas is not negatively impacted.

Policy Name	Date of Adoption/ Last Amendment	Policy Overview	Local Planning Strategy Implications and Responses
Service Stations and Roadhouses (LPP 2.9)	11 May 2021	This policy sets out to provide guidance on the development of Service Stations and Roadhouses within the City, with particular regard to locations adjacent to and in close proximity to sensitive land uses.	The City will continue to support development of these land uses in appropriate locations through LPS 3. Further investigations into land use requirements for electric vehicle charging stations may also be investigated through LPS 3 and this policy.
Signs Local Planning Policy (LPP 4.6)	October 2021	The purpose of this policy is to provide a framework for the design, placement and assessment of advertising signs within the City.	No strategic planning implications, technical assessment/compliance related policy only.
Site Works and Retaining for Residential Developments (LPP 2.4)	November 2019	This Policy clarifies and expands on what is prescribed in the R-Codes Volume 1 pertaining to site works and retaining, to support the development of Single Houses, Grouped Dwellings and Multiple Dwellings on lots coded less than R40.	No strategic planning implications, technical assessment/compliance related policy only.
State Administrative Tribunal (LPP 4.17)	13 September 2022	The purpose of this Policy is to establish a transparent process when responding to the State Administrative Tribunal (SAT).	No strategic planning implications, administrative/procedural related policy only.
Subdivisional Retaining Walls (LPP 4.5)	24 July 2012	The purpose of this policy is to establish acceptable heights for retaining walls to satisfy conditions of subdivision, including those relating to the coordination of ground levels and/or the filling of land associated with subdivision.	No strategic planning implications, technical assessment/procedural related policy only.
Subdivision of Rural Zoned Land (LPP 4.9)	16 October 2018	To ensure any subdivision of land in the General Rural or Rural Resource Zones accommodates and/or protects agricultural, horticultural, animal husbandry and basic raw material priority / key extraction areas.	The strategy acknowledges the importance of retaining the City's rural areas, to safeguard local food sources and to ensure a diverse and self-sufficient local economy into the future. Any future changes to subdivision requirements within rural areas will be made in close consultation with affected landowners, as well as DPLH.
Substantial Commencement of Development (LPP 4.25)	2 June 2020	This purpose of this policy is to provide guidance on what constitutes substantial commencement of development in order to determine whether or not a development approval has been activated within the stipulated timeframe.	No strategic planning implications, administrative/procedural related policy only.
Tree Preservation (LPP 4.8)	1 July 2004	This policy provides a mechanism to protect significant trees of the City within the following specified areas: <ul style="list-style-type: none"> vacant land and bushland which will be subject to future development; and existing and proposed public open space reserves. 	The strategy includes an action relating to an investigation into the introduction of a Significant Tree Register. The City will investigate this option alongside work currently being undertaken by the State Government to protect trees. A review of LPP 4.8 will be undertaken to identify if it could be tailored to include provisions relating to the administration of such a register, including assessment requirements, along with other tree preservation measures for non-residential development.

Policy Name	Date of Adoption/ Last Amendment	Policy Overview	Local Planning Strategy Implications and Responses
Telecommunications Infrastructure (LPP 2.5)	August 2017	This policy establishes the City's standards for the assessment and determination of telecommunications infrastructure applications; and the basis for the City's recommendations to the WAPC for instances where the WAPC determines telecommunications infrastructure applications under the Metropolitan Region Scheme.	No strategic planning implications, administrative/procedural related policy only. More broadly speaking, the City will continue to allow for essential telecommunication infrastructure to ensure that our communities can adapt to an increasingly connected world, and to support the implementation of smart and AI technologies as these develop over time.
Uniform Fencing (LPP 4.7)	28 July 2020	This policy provides assessment criteria for uniform fencing within the City at each stage of the planning process.	No strategic planning implications, technical assessment/compliance related policy only. Policy will be updated periodically to reflect contemporary trends in fencing design and materiality.
Urban Water Management (LPP 4.4)	5 May 2020	The purpose of this Policy is to ensure planning and development within the City optimises the use and management of water resources (including rainwater, stormwater, groundwater, drinking water and wastewater).	Management of water resources is an important strategic consideration for the City moving forward, and will shape many planning decisions during the life of this strategy. The City has prepared a water management report for the purposes of providing strategic direction in this space. This policy will require review and update to reflect the new SPP 2.9 as well as the recommendations from the water management report.
Variations to Building Envelopes (LPP 4.11)	2 June 2020	This policy seeks to: <ul style="list-style-type: none"> • ensure that building envelopes are sited to minimise the loss and removal of vegetation; • reduce land use conflicts between adjoining properties; and • promote the orderly and proper development of land by identifying in what circumstances a building envelope may be varied 	No strategic planning implications, technical assessment/compliance related policy only. The City will update this policy periodically as required to reflect assessment practice.
Wetlands (LPP 4.1)	16 October 2018	This policy seeks to ensure development within the City appropriately protects and manages the environmental attributes of wetlands.	Wetlands are a highly valued and important ecological asset to the City, and a strategic priority is to ensure their ongoing protection and management into the future. This policy plays a critical role in ensuring that wetland areas are considered early in the planning process. The policy will be updated as required to ensure that best practice management principles are employed, in accordance with applicable State and Federal legislation, regulations and other environmental guidelines.
Wanneroo Town Centre (LPP 5.2)	7 February 2012	The purpose of this Policy is to expand and elaborate on the existing Wanneroo Town Centre Structure Plan provisions to provide greater control and influence over development outcomes and the quality of built form in the Town Centre.	Wanneroo Town Centre will see investment and growth over the period of this planning strategy. This policy will be amended to reflect and supplement provisions of any adopted precinct structure plan for the centre.

3.5. STRUCTURE PLANS

Numerous structure plans have been prepared throughout the City which broadly set out the development and land use intentions for emerging urban areas. Some of these structure plans are further supplemented by local development plans, which provide more specific subdivision and building design requirements for select areas. The following list includes structure plans in operation at the time this strategy was endorsed by the WAPC. All structure plans listed below will be reviewed periodically and, where appropriate, normalised into the planning scheme at the appropriate stage during the life of this strategy.

List of approved structure plans:

- Agora Village - Trinity at Alkimos ASP No. 86
- Alkimos City Centre Activity Centre Structure Plan No. 89
- Alkimos Coastal Village Structure Plan No. 101
- Alkimos Eglinton District Structure Plan No. 18
- Ashby Neighbourhood Centre ASP No. 77
- Banksia Grove ASP No. 21A
- Banksia Grove District Centre Structure Plan No. 65
- Brighton Village Centre ASP No. 38 (Butler)
- Butler District Centre Activity Centre Structure Plan No. 87
- Butler-Jindalee District Structure Plan No. 39
- Butler-Ridgewood ASP No. 27
- Caporn Street, Wanneroo ASP No. 105
- Capricorn Coastal Node ASP No. 75 (Yanchep)
- Capricorn Coastal Village ASP No. 44 (Yanchep)
- Carramar South/Tapping North ASP No. 21B
- Central Alkimos ASP No. 95
- Central Precinct Local Structure Plan No. 106 - Lot 9004 Eglinton
- Clarkson (Lot 16 Connolly Drive) ASP No. 33
- Clarkson Activity Centre ASP No. 2
- Darch Neighbourhood Centre ASP No. 51
- Drovers Place Precinct ASP No. 80 (Wanneroo)
- East Two Rocks ASP No. 83
- East Wanneroo Cell 1 (Tapping & Ashby) ASP No. 3
- East Wanneroo Cell 2 (Sinagra) ASP No. 4
- East Wanneroo Cell 3 (Wanneroo) ASP No.5
- East Wanneroo Cell 4 (Hocking/Pearsall) ASP No. 6
- East Wanneroo Cell 5 (Landsdale) ASP No. 7
- East Wanneroo Cell 6 (Darch/Madeley) ASP No.8
- East Wanneroo Cell 7 (Wangara West) ASP No. 9
- East Wanneroo Cell 8 (Wangara) ASP No. 10
- East Wanneroo Cell 9 (East Landsdale) ASP No. 57
- East Wanneroo District Structure Plan
- Eglinton ASP No. 82
- Eglinton District Centre Activity Centre Plan No. 104
- Gnangara Rural Community ASP No. 99
- Hainsworth ASP No. 98 (Girrawheen)
- Hocking Neighbourhood Centre ASP No. 42
- Jindalee North ASP No. 88
- Jindalee Primary School ASP No. 71
- Jindee ASP No. 84
- Kingsway Activity Centre ASP No. 59
- Lot 1 & Lot 102 Yanchep Beach Road, Yanchep ASP No. 40
- Lot 12 Jindalee ASP No. 36
- Lot 12 Jindalee Coastal Village ASP No. 78
- Lot 201 Breakwater Drive, Two Rocks ASP No. 35
- Lot 202 Breakwater Drive, Two Rocks ASP No. 53
- Lot 501 Two Rocks Road, Two Rocks ASP No. 48
- Lots 1 & 2 Flynn Drive, Carramar ASP No. 61
- Lots 1 & 2 Yanchep Beach Road, Yanchep ASP No. 76
- Lots 1001 and 1002 Marmion Avenue, Alkimos ASP No. 60
- Mindarie Keys Harbourside Village ASP No. 13
- Neerabup Industrial Area ASP No. 17
- North Alkimos ASP No. 73
- North Eglinton Agreed Structure Plan No. 93
- South Alkimos ASP No. 72
- South Yanchep ASP No. 66
- Tamala Park ASP No. 79 (Clarkson)
- Two Rocks ASP No. 69
- Two Rocks Town Centre ASP No. 70
- Wangara Industrial Extension Area
- Wanneroo Town Centre ASP No. 23
- Western Precinct - Lot 6 Taronga Place, Eglinton LSP No. 102
- Woodland Vista, Carramar ASP No. 92
- Woodvale ASP No. 64
- Yanchep City ASP No. 68
- Yanchep City Centre Activity Centre Structure Plan No. 100
- Yanchep South ASP No. 19
- Yanchep-Two Rocks District Structure Plan No. 43

3.6. LOCAL DEVELOPMENT PLANS (LDPs)

Local development plans can be prepared in accordance with Division 2 of Schedule 2 of the Regulations for land within the Scheme area to provide guidance for future development in relation to site and development standards and any exemptions from the requirement to obtain development approval. The City has a significant number of local development plans in force, the vast majority of these supplement many of the structure plans listed above. An overview of local development plans within the City which do not fall within a structure plan or development area, and implications for the Strategy, are provided in the following table.

Name of LDP	Date of Adoption/ Last Amendment	Purpose of LDP	Local Planning Strategy Implications and Responses
Lots 112 & 21 Goldsworthy Entrance, Alexander Heights	5 September 2011	To facilitate R20 single residential development within the subject area.	No strategic planning implications.
DAP No. 1 - Girrawheen	14 June 2011	To facilitate R40 single residential development within the subject area.	No strategic planning implications.
Blackmore Estate, Girrawheen (previously under ASP 97 which was revoked June 2021)	29 August 2016	To facilitate single residential development up to a density of R60 within the subject area.	No strategic planning implications.
Lot 9001 (244) Badgerup Road, Gnangara	24 April 2016	To provide building envelope and other boundary setback requirements for future rural residential development on the subject lots.	No strategic planning implications.
The Green, Gnangara - Stage 2	12 July 2021	To facilitate the development of a retirement village on the subject land, including residential building design and fencing requirements.	No strategic planning implications.
Koondoola Neighbourhood Activity Centre	23 December 2020	To coordinate the redevelopment of the Koondoola Neighbourhood Centre into a mixed use activity hub and service centre for the local community.	The City will continue to explore opportunities for improved built form outcomes and greater land use diversity within its local and neighbourhood centres, in particular the Koondoola centre, where significant opportunity for a coordinated redevelopment outcome exists.
Lot 9503 Furniss Road, East Landsdale	16 January 2009	To facilitate single residential development within the subject area.	No strategic planning implications.
Lots 368 & 369 Waterland Point & Lots 387 & 388 Royal James Court, Quinns Rocks	28 June 2010	To facilitate the development of single and grouped housing within the subject area, including building height and visual privacy provisions.	No strategic planning implications.
11 Hickory Road Quinns Rocks	10 November 2021	To facilitate the development of single and grouped housing within the subject area.	No strategic planning implications.
Lot 608 Yanchep Beach Road, Yanchep	24 August 2018	To facilitate the development of service commercial/industrial development within the subject area, including certain built form and access requirements.	No strategic planning implications.
144 St Andrews Drive Yanchep	8 November 2017	To facilitate the development of single and grouped housing within the subject area.	No strategic planning implications.
Lot 1126 Lagoon Drive, Yanchep South	1 February 2010	To facilitate the development of single housing within the subject area.	No strategic planning implications.
Stage 3C and 4 - Vertex Estate	Under Assessment (at time of strategy preparation)	To facilitate the development of single housing within the subject area.	No strategic planning implications.
Lot 7 (12) Dimitrios Court, Hocking	30 March 2016	To facilitate the development of single housing within the subject area.	No strategic planning implications.

3.7. OTHER RELEVANT STRATEGIES, PLANS AND POLICIES

A number of other strategic documents recently prepared by the City have informed directions and actions listed in Part 1 of this strategy. The table below outlines the key City documents which have informed this Strategy.

Name of Strategy/Plan/Policy	Year of Adoption	Purpose of Strategy/Plan/Policy	Local Planning Strategy Implications and Responses
Economic Development Strategy 2022-2032	2022	The Economic Development Strategy outlines the City's intentions for local economic development over the next 10 years, creating new jobs and increasing resident employment into the future.	Key principles and actions from this plan have been translated into the Strategy. These include key outcomes of retaining strategic employment land, updating the local planning scheme, increasing employment yield within Wangara, facilitating development within Neerabup and enabling agri-tourism type uses within North Wanneroo.
Advocacy Plan 2021-2025	2021	This plans seeks to facilitate a proactive, whole of community, strategic approach aiming to influence decisions within State and Federal political spheres and government agencies, in a way that recognises and prioritises the needs of the City's local community.	Relevant projects listed within the Advocacy Plan have been reflected in the Strategy, and included as actions where relevant. This includes seeking support from State Government to deliver critical infrastructure projects needed to facilitate the City's projected growth during the life of this strategy.
Transport Strategy 2019/20	2020	This strategy outlines eight broad principles to achieve the goal of 'Creating a balanced and sustainable transport future'. These principles will inform the City's Strategy which will form the strategic basis for LPS 3.	The need to encourage a modal shift is broadly acknowledged by the Strategy, and underpins many of the actions listed in Part 1. The promotion of alternative transport modes has both direct and indirect environmental benefits/ outcomes, and is addressed in the Infrastructure section of this planning strategy.
Active Transport and Cycle Plan 22/23 – 25/26	2022	The Active Transport Plan aims to create a safe, connected and reliable active transport environment that is attractive to a variety of users. It seeks to enable people to move around easily and feel safe in public places by delivering infrastructure and strategies that encourage the community to consider modes of active transport. This plan supports the City's strategic goals of creating a well-planned, safe and resilient City that is easy to travel around and provides a connection between people and places.	In addition to the comments above, an action of this strategy is to encourage greater uptake of alternative transport modes through more comprehensive provisions in the planning scheme, as well as to ensure that structure and precinct plans align with the recommendations and priority cycle routes listed in the plan.
Strategic Waste Plan 2020-2025	2020	This plans provides a list of objectives and actions which aim to improve waste management practices within the City, with a focus on City operations.	The Strategy contains an action to develop a local planning policy to assist with waste management on development sites, in accordance with the recommendations of the Waste Plan.

Name of Strategy/ Plan/Policy	Year of Adoption	Purpose of Strategy/Plan/Policy	Local Planning Strategy Implications and Responses
Environment Policy	2022	<p>The purpose of this policy is to demonstrate the City's commitment to protecting and enhancing its natural environment and incorporating the principles of ecologically sustainable development throughout its operations and business activities to benefit current and future generations taking into account environmental, economic and social impacts (Triple Bottom Line).</p> <p>The policy details a series of principles relating to the environment which it will commit to in all aspects of doing business.</p>	The broad objectives listed in this policy are reiterated in the Strategy and associated actions, where appropriate.
Local Environmental Strategy	2019	<p>Outlines the City's overall approach to protecting and managing environmental resources and attributes. Provides a framework to help protect and improve the quality of the City's natural and built environment. Acts as a direct response to themes outlined in the Strategic Community Plan.</p> <p>Six 'themes' and associated key focus areas (topics) have been identified in order to manage the risks facing the City's natural and built environment.</p>	Recommendations from the Environmental Strategy have been reflected throughout each section of the Strategy, and also translated into actions for inclusion in LPS 3 (or otherwise) where deemed appropriate.
Local Biodiversity Plan	2018	This plan outlines the City's targets for the retention, protection and management of local natural areas. Proposed targets for protection of vegetation complexes within each biodiversity planning precinct have been based on land zoning. The Plan provides mapping for priority local natural areas within the City.	Initiatives from the Local Biodiversity Plan have been reflected throughout relevant sections of the Strategy, and also translated into actions for inclusion in LPS 3 (or otherwise) where deemed appropriate.
Climate Change Adaptation/Mitigation Strategy	2021	This document was prepared in response to an action in the Corporate Business Plan 2015/16-2018/19. The strategy aims to provide risk management adaptation measures to reduce the impact of climate change, as well as to identify practical measures that would aid with the mitigation of climate change impacts. The document contains a number of Risk Management and Adaptation and Mitigation Actions, to be implemented over short, medium and long timeframes.	Recommendations from Climate Change Adaptation/Mitigation Strategy have been reflected throughout relevant sections of the Strategy, and also translated into actions for inclusion in LPS 3 (or otherwise) where deemed appropriate.
Coastal Management Plan	2022	The Coastal Management Plan responds to the more contemporary requirements of State Planning Policy 2.6 and provides an updated set of issues and actions, including CHRMAP information and identification of a coastal node hierarchy.	Actions from the Coastal Management Plan have been reflected throughout relevant sections of the Strategy, and also translated into actions for inclusion in LPS 3 (or otherwise) where deemed appropriate.
Urban Forest Strategy (UFS)	2022	The UFS outlines the City's Vision and Principles for maintaining and improving its Urban Forest, and the Strategies that will be undertaken in order to reach that Vision.	Initiatives from the Urban Forest Strategy have been reflected throughout relevant sections of the Strategy, and also translated into actions for inclusion in LPS 3 (or otherwise) where deemed appropriate.

4. Local Government Profile



Koondoola Peace Park, Koondoola

4.1 Community, Urban Growth & Settlement

Supporting diverse, affordable, accessible and safe communities in the City.



4.1.1 HOUSING

The City remains one of the fastest growing local governments within Australia. With a large portion of Perth's Urban and Urban Deferred land reserves, particularly along the coastal growth corridor, we face strong pressures for continued urban expansion and the provision of relatively affordable housing stock.

DEMOGRAPHIC PROFILE

The City's residents are characterised by family households with children under 15 years (39% in 2021). In particular, these families are located in newer suburbs such as Yanchep, Eglinton, Alkimos, Tapping and Hocking, where dwelling stock is more affordable and contemporary. Additionally, lone person households (19%) have increased by 2.5% in 2021.

Despite growing lone person households, the majority of residents live in separate dwellings, with the City having over 91.6% separate houses, significantly out numbering grouped dwellings (7.8%) and apartments (0.2%). The proportion of people living in separate dwellings in the City is much higher than the Greater Perth average (75.6%).

The median age of residents in the City is 35 years old, with the expected total number of people aged 65 and

above increasing from 24,679 in 2022 to 49,281 by 2041. A significant portion of these people will be located in suburbs such as Wanneroo, Yanchep, Landsdale and Alkimos.

The City has a high portion of households paying a mortgage (52%) compared to the Greater Perth average (40%). This is likely due to the relative affordability of housing stock in the City. Additionally, only 3% of the population live car free, with households having an average of 2 cars.

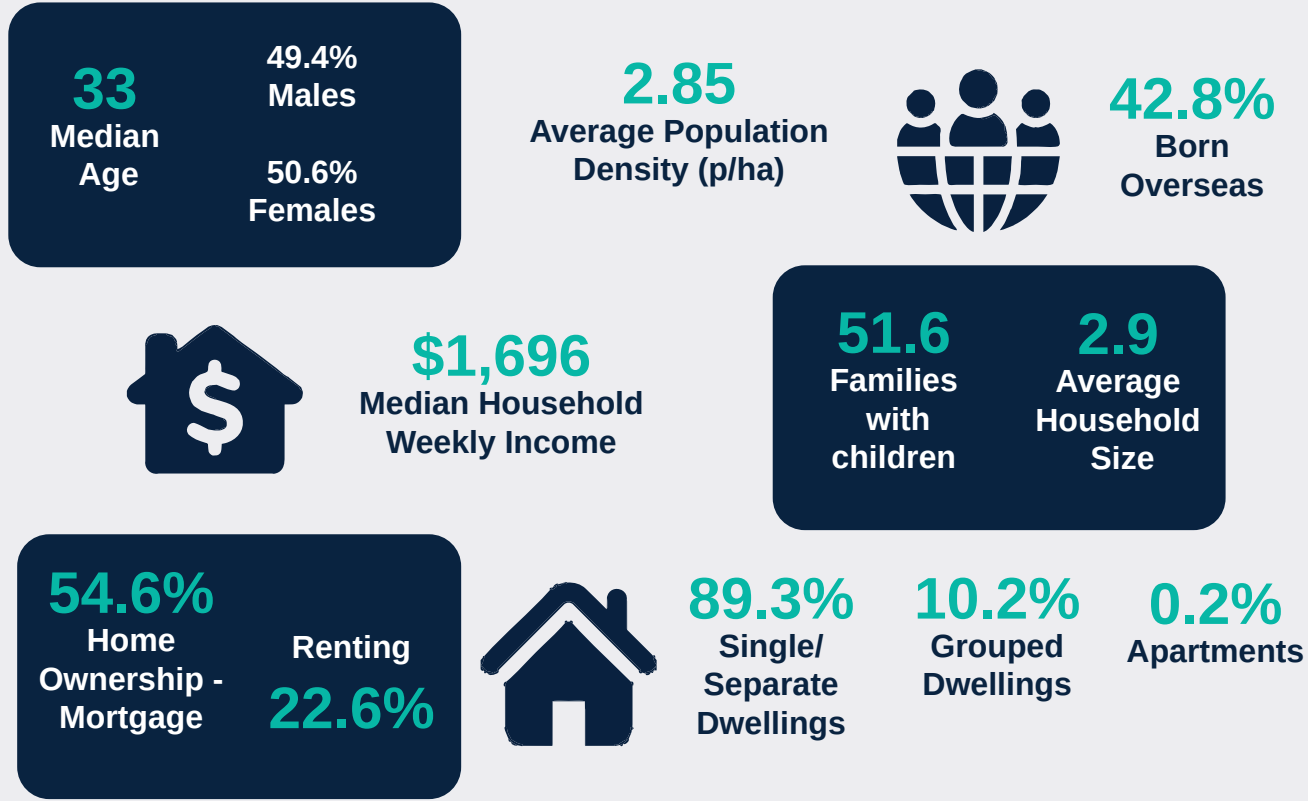
As our population continues to grow and mature there will be an increasing need for housing types and urban form that caters for residents across their life stages and for varying income profiles.

The City is expected to continue to be attractive to people in lower income brackets, many of whom are choosing to trade off proximity to Perth CBD for a larger dwelling. Greenfield development

Demographic Profile Comparison (2016 - 2021)

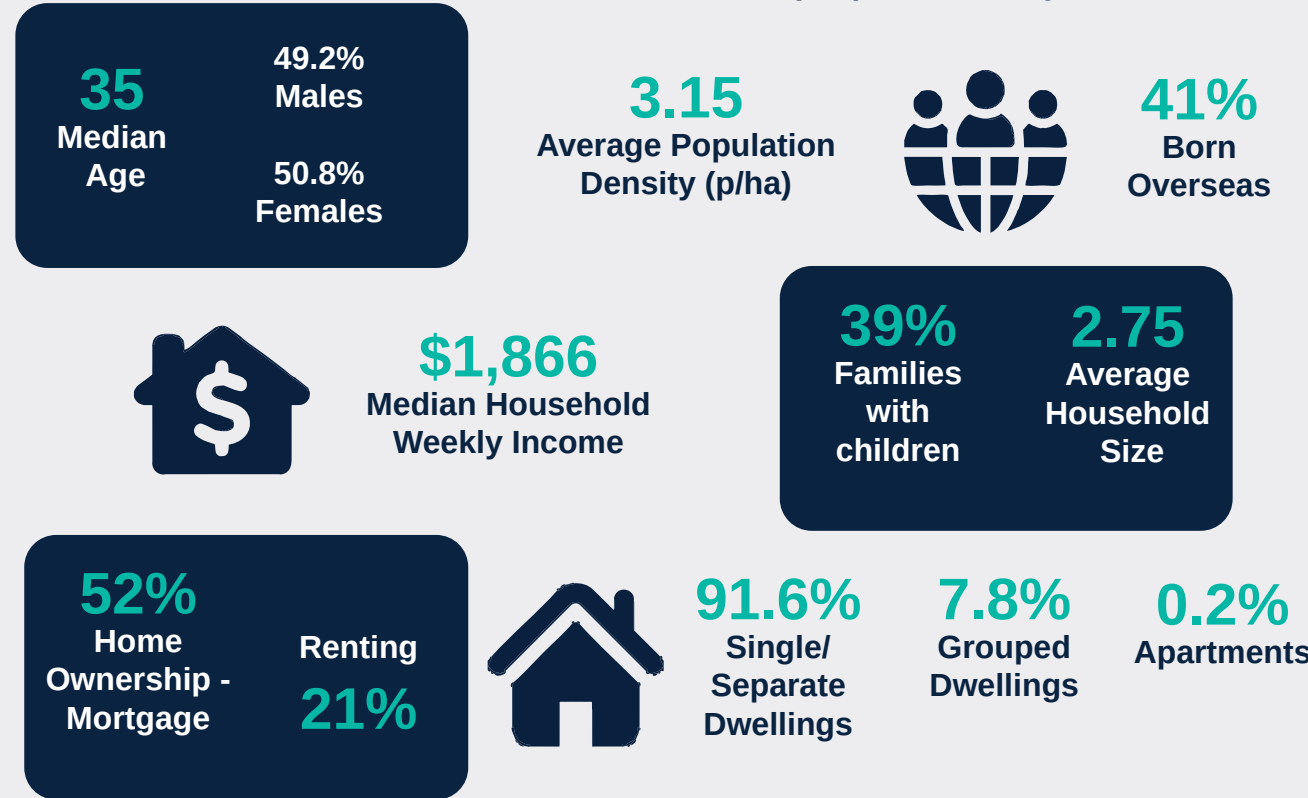
2016 (ABS Census)

188,212
Total people in the City



2021 (ABS Census)

216,450
Total people in the City



is expected to continue to be the greatest provider of housing within the City.

PREFERRED DATE SOURCE

When discussing population forecast figures throughout this Strategy, the City has used Forecast .id sources over WA Tomorrow 2016.

WA Tomorrow 2016 utilises ABS data to produce a trend based forecast - what the future population is likely to be if current trends in fertility, mortality and migration continue in line with the census data. Additionally, WA Tomorrow supplements its data from the Urban Land Development Outlook 2020/21 (ULDO). It spatially displays the future land and dwelling development over the short, medium and longer terms within the Perth metropolitan and Peel region, drawing on input from State and local government and the private sector.

Forecast.id provides bespoke forecasts for Local Governments across Australia. These population experts analyse and convert raw Australian Bureau of Statistics (ABS) figures into stories of place to inform council staff, community groups, investors, business, students and the general public.

The forecasts take into account the macro drivers of demographic change (fertility, mortality and migration) as well as a detailed understanding of the future land use strategy of Councils and status of the residential development pipeline. Thematic maps are created using data from the 2021 and 2016 Censuses of Population and Housing, with an option to view the data for the 2021 year, the 2016 year, or change in number or percentage between the two Censuses. Tables, charts and concise factual commentary are also available for each Census year individually, and

they provide longer forecasts than WA Tomorrow. The City of Wanneroo .id data and forecasts are therefore considered to be more localised and up to date.

A review of the 2021 Census data has revealed that population growth for the City has been most closely aligned with WA Tomorrow Band A population projections (224,660 people in 2021), however, this projection was significantly higher than the actual census recorded total of 209,111 people in 2021. Therefore, the strategy has used Forecast .id and ABS Census data sources for all current and forecast demographics.

POPULATION AND HOUSING PROJECTIONS

By 2041, it is anticipated that the City will be home to approximately 370,273 residents. The greatest population change will be in Yanchep which will accommodate an additional 35,216 people, followed by Wanneroo which will accommodate 28,571 and Eglinton and Alkimos which will accommodate 25,019 and 19,384 additional residents respectively.

Due to the relative affordability and availability of urban land and green title lots within the City in comparison to other Greater Perth LGAs, single detached dwellings are anticipated to remain the dominant housing choice. However, as the average household size declines, and lone-person households increase, demand for unit/townhouse style housing stock is expected to increase slightly.

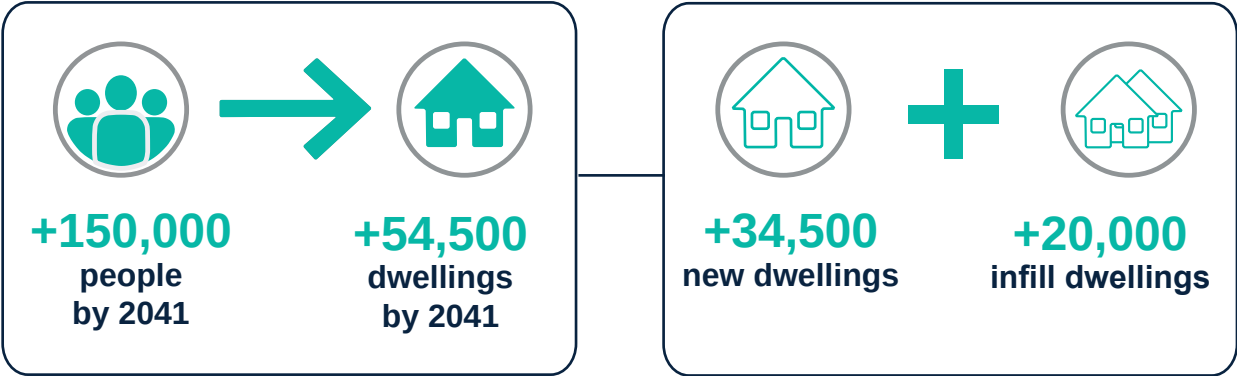


Figure 3: Statistics relating to demographics and housing in the City and future projections.

Table 1: Forecast comparison for 2041 (20 year timeframe)

	Data Source	
	WA Tomorrow* BAND A	Forecast .id
No. of People - Total	434,153	370,273
No. of Dwellings**	157,874	138,895

* Data has been extrapolated
** Dwelling occupancy rate - 2.75 people per dwelling

Table 2: Projected demographics and dwelling forecast 2022 - 2041

	2022	2041	Total Increase
Projected Demographics (Total no. of People)	219,788	370,273	+150,485
Projected Dwellings (Total no. of dwellings)	79,492	138,895	+59,403

HOUSING NEEDED TO
ACCOMMODATE FUTURE
POPULATION

The Population Forecast and Dwelling Yield Analysis that has been prepared to support this Strategy, outlines that 54,500 additional dwellings will be needed to accommodate the additional 150,000 people who will reside in the City by 2041. This is based on an occupancy rate of 2.75 people per dwelling. The City currently contains 79,492 dwellings. However, development trends and building approvals received in the City indicate that up to 59,403 new houses could be constructed between 2022 and 2041, depending on demand.

Dwelling Yield Analysis

The State Government’s North-West Sub-regional Planning Framework outlines a infill¹ target for the City of 27,920 dwellings by 2050. To be on track to achieve this, we will need to deliver approximately 20,000 infill dwellings by 2041. This leaves an additional 34,500 new dwellings to be provided in greenfield² areas; however, if the infill target cannot be met more houses in greenfield areas will be needed.

Currently, the City has 48 approved structure plans and two draft structure plans in place, where development is still occurring, which identify 5,600 hectares of undeveloped land earmarked for urban development. The Population Forecast and Dwelling Yield Analysis anticipates that these structure plans will ultimately deliver around 113,700 dwellings. However, there is latent capacity within many of these structure plans to achieve

more lots. The Dwelling Yield Analysis determined that if the highest growth scenario occurred in each of the City’s suburbs, for example if all developed and undeveloped land was built to the highest density allowed for, the City would achieve 224,991 additional dwellings. As the City already accommodates 79,492 homes, the latent capacity that the City’s structure plans and scheme allows for is 304,483 dwellings. This includes 69,166 infill dwellings and 155,825 greenfield dwellings at full build out.

Greenfield Residential Development

Whilst there is enough zoned land to accommodate the required 54,500 new dwellings by 2041, the timing of the delivery of this housing could depend on many factors. There will also be land areas that are not developed to the density specified in the structure plans as well as a number of residential-zoned sites that remain undeveloped.

Despite this, the demand and delivery of new houses in the City is expected to remain high. In the life of this Strategy, Yanchep is expected to provide the greatest number of new dwellings (12,719 new dwellings), closely followed by Wanneroo with 10,725 new dwellings, and Eglinton and Alkimos with 9,357 and 7,648 new dwellings respectively. The suburbs that will accommodate new development in East Wanneroo will also deliver around 13,000 dwellings in this time.

It can be seen that the City’s top growth suburbs of Yanchep, Wanneroo, Eglinton, Alkimos Two Rocks and Jindalee will deliver 47,541 dwellings alone by 2041. As these will mostly comprise of greenfield development, the

Table 3: New Dwelling Forecast 2022 - 2041

City of Wanneroo	2022	2041	Change between 2022 and 2041	
Area	No. of Dwellings	No. of Dwellings	No. of Dwellings	%
Koondoola	1,454	1,454	0	0
Tapping	3,294	3,328	+34	+1.0
Merriwa	2,354	2,411	+57	+2.4
Quinns Rocks	3,441	3,536	+95	+2.8
Alexander Heights	2,870	2,972	+102	+3.6
Girrawheen	3,655	3,758	+103	+2.8
Marangaroo	3,841	3,995	+154	+4.0
Darch	2,387	2,562	+175	+7.3
Madeley - Wangara - Woodvale	2,856	3,067	+211	+7.4
Ridgewood	1,890	2,144	+254	+13.4
Hocking - Pearsall	4,277	4,616	+339	+7.9
Carramar	2,527	2,888	+361	+14.3
Mindarie - Tamala Park	2,917	3,584	+667	+22.9
Banksia Grove	3,931	4,745	+814	+20.7
Gnangara - Jandabup - Mariginiup	844	1,844	+1000	+118.4
Neerabup - Pinjar - Nowergup - Carabooda	406	1,747	+1,341	+330.7
Landsdale	4,718	6,066	+1,348	+28.6
Butler	5,032	6,432	+1,400	+27.8
Ashby - Sinagra	2,551	4,110	+1,559	+61.1
Clarkson	5,507	7,355	+1,848	+33.6
Jindalee	1,685	3,720	+2,035	+120.8
Two Rocks	1,906	6,963	+5,057	+265.3
Alkimos	3,845	11,493	+7,648	+198.9
Eglinton	1,823	11,180	+9,357	+513.4
Wanneroo	5,102	15,827	+10,725	+210.2
Yanchep	4,379	17,098	+12,719	+290.4
City of Wanneroo	79,492	138,865	+59,403	+74.7

1 Infill or urban infill is the redevelopment of existing urban areas at a higher density than currently exists.
2 Greenfield areas are undeveloped land that has been identified for future urban use as an Urban Expansion or Urban Investigation areas.

City is unlikely to have issues achieving its overall housing target of 54,500 new dwellings to accommodate its 2041 population.

Beyond the lifespan of the Strategy, the latent capacity of these areas will have the ability to provide even more dwellings for the City. An investigation into the low and high growth dwelling yield scenarios for the City's key higher order (district and above) activity centres in greenfield areas, has resulted in the following dwelling yields in Table 5. These figures are based on a 400m walkable catchment of the activity centres.

Infill Residential Development

There is significant potential for infill development to contribute to the City's housing supply. The Population Forecast and Dwelling Yield Analysis outlines that there is latent infill capacity to accommodate around 69,166 additional dwellings. This includes the redevelopment of lots that have not been developed to the maximum density capacity allowed for.

The City's Local Planning Policy 3.1 - Local Housing Strategy (LPP 3.1) Implementation guides the delivery of infill development in established areas in the City. LPP 3.1 identifies a number of housing precincts considered to be appropriate locations for urban infill development, including Wanneroo, Koondoola, and Girrawheen. Densities

in these precincts were recommended for increase from an average of R20 up to R60. Areas within Yanchep and Two Rocks were also identified as potential housing infill precincts, however, require further investigation before being recoded to a higher density. The housing precincts were determined based on locational criteria which supported walkable catchments around retail and employment centres, priority bus routes and train stations, high amenity public open space and recreational facilities, and other important land uses such as education and recreation amenities. Future infill development will need to consider the above locational criteria, and be focused around key activity centres, station precincts and along major transit corridors.

To meet the infill target outlined in the North-West Sub-regional Planning Framework approximately 20,000 dwellings of the City's required 54,500 new dwellings will need to be delivered as infill housing by 2041. This is considered to be an ambitious target given current patterns of residential development across the City.

The latent capacity for development within 800-metres of the major centres in City's main infill suburbs of Koondoola, Girrawheen and Wanneroo is 6,070 additional dwellings in Koondoola, 20,880 in Girrawheen (which accommodates both a District and Local Centre) and 11,420 in Wanneroo (Table 6). This is a total

Table 4: Development Capacity in the Scheme and Structure Plan areas.

Development Capacity			
	Existing No. of Dwellings	Potential No. of Infill Dwellings	Potential No. of New Dwellings
Total	79,492	69,166	155,825

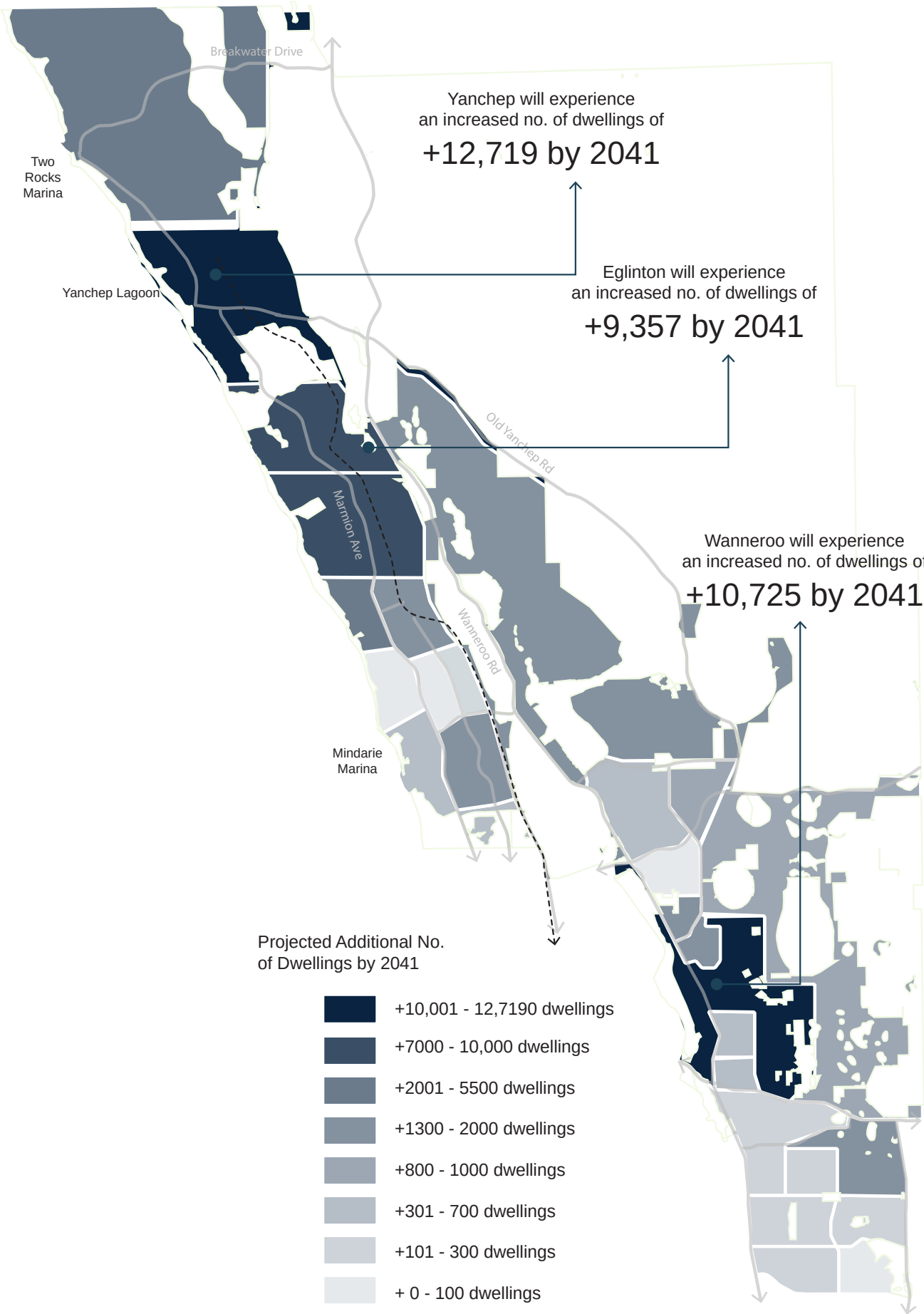


Figure 4: Forecast Dwelling Growth by 2041

Table 5: Dwelling ranges within walkable catchments for Greenfield Areas

Greenfields Planning Areas	Dwelling Estimate Range	
	Lower Growth Scenario Business as Usual & Low-Level Residential Uptake within Centres	Higher Growth Scenario Latent Capacity and High-Level Residential Uptake within Centres
Strategic Metropolitan Centre Precincts		
Yanchep City Centre Activity Centre <400m	776	1,745
Secondary Centre Precincts		
Alkimos City Centre Activity Centre <400m	493	1,616
Clarkson Activity Centre <400m	104	1,613
District Centre Precincts		
Eglinton District Centre <400m	100	342
Butler District Centre <400m	457	2,587
Yanchep District Centre <400m	402	650
Two Rocks District Centre <400m	149	675
TOTAL	2,481	9,228

Disclaimer:

Table 5 focuses on the City's higher order activity centres (district and above) located within our greenfield areas, predominantly located in the northern coastal growth corridor. When determining the potential low growth and high growth dwelling yield targets, we have applied a 400m walkable catchment around the centres.

The following general assumptions have been applied when determining the residential dwelling yield for the centres:

- Zonings and R-code ranges have been applied as per the approved structure plan.
- Where a R-code range has been applied, the low code has been used for the low growth scenario and high code for the high growth scenario. Any R-AC zoning will be designated as R100 unless otherwise stated in the structure plan.
- Applied a dwellings per hectare approach, applying the R-Code to the area size in order to determine the total number of dwellings.
- Applied 25% deduction for roads and public open space, except in Centres that are already mostly established (i.e. Butler and Clarkson).
- For both low and high growth scenarios we are assuming the latent capacity, as in if all land is vacant and is to be developed to the maximum R-Code applied. For the two mostly established centres (Butler and Clarkson), this approach has been applied to the high growth scenario only, with the low growth scenario only taking into consideration any vacant land left.
- Applied a rate of intensity of residential development as per the table below. These percentages were determined based on current trends and similar practices.

	Lower Intensity of Residential Development	Higher Intensity of Residential Development
Commercial	10% of land for residential development	35% of land for residential development
Mixed Use	50% of land for residential development	100% of land for residential development
Residential	As per the R-Code density	As per the R-Code Density

Please Note:

Note 1 - The figures contained within the Strategy are current as of July 2024, these are subject to change and will be revisited in further amendments to the Strategy.

Note 2 - East Wanneroo centres have not been included in this study due to detailed planning still being required to determine residential density, zonings and land uses in these centres. There is scope for these centres to be included within later amendments.

Note 3 - These figures do not take into account supplementary provisions within the planning framework including the R-Codes, Local Planning Policies and Structure Plans.

Note 4 - The growth scenarios for Butler District Centre has been calculated in accordance with the structure plan zoning and land uses, rather than what has developed on the ground, and therefore may vary slightly.

Note 5 - Due to the linear length of Butler District Centre, the growth scenario figures have been based on a 400m catchment west and east of the train station to ensure a more holistic representation of dwelling yield potential.

of 38,370 additional dwellings which exceeds State Government's infill target of 27,920 dwellings by 2050. Despite this, based on past building approvals the true localised infill rate for the City is currently extremely low delivering an average of 4 - 10 dwellings per suburb per year except for the suburb of Wanneroo which produces an average of 11 - 20 infill dwellings per year. This is a negligible rate of infill and one that will result in the City not achieving the State's set density targets by 2041.

The Population Forecast and Dwelling Yield Analysis projected that Koondoola will not experience any new dwellings between now and 2041. It is also projected to experience negative populations growth based on current trends. This is partly due to the decreasing household sizes which will result in smaller and more lone person households.

Implications for infill development

The reason for this low take-up of urban infill can be attributed to a number of factors, including the large amounts of greenfield land consistently being released across the City. Development tends to occur in new estates in greenfield areas rather than in established urban areas, as new dwellings tend to be a more attractive option, especially for first home buyers and young families.

The City's existing urban areas are comparatively new and development of these areas tended to produce smaller lots, which would mean larger infill projects are less feasible, and a developer will potentially need to acquire a number of adjoining lots which could prove difficult given the areas' fragmented ownership and the propensity of their residents to age in place. Additionally, infill areas

such as Yanchep and Two Rocks were dependent on the Department of Water's infill sewerage program to deliver deep sewerage connections to these areas to accommodate infill development, however, a change in priority of this program has reallocated funds to higher priority areas elsewhere which means these areas remain constrained to the lower density. Finally, many areas considered appropriate for infill residential development are mostly considered lower socio-economic areas, with owners tending to have less available capital to fund such ventures/projects themselves. In addition, for mixed use developments, in neighbourhoods where vacancy rates are high, private developers cannot generate adequate returns on investment to justify the investment risk.

To this end, the feasibility of increasing residential density in infill locations in the foreseeable future needs to be considered in the context of the residential housing market's performance, the cost to Government (local and State), vacancy rates, median house prices and local housing propensity / preferences. As the City's suburbs establish and mature, infill development in the City will occur naturally. In 15 -20 years' time, Wanneroo's supply of greenfield land will start to become exhausted and larger tracts of undeveloped land will become increasingly scarce. Ageing land parcels and dwelling stock, changes in home ownership, and changing economic conditions will result in residential development ceasing to grow outward, which will in turn result in the commencement of urban consolidation.

In the meanwhile, this Strategy outlines three main proposals to increase infill development in key areas to better

achieve the Sub Regional Planning Framework's infill target for the City of 27,920 by 2050. The first is to investigate removing the lower code of the split density code that is in place in Koondoola, Girrawheen and Wanneroo (areas mapped in Figures 5, 6 and 7) and apply a single suitable code. This will mean that landowners will no longer be required to fulfill a criteria in the scheme in order to develop to the higher density. Before this change is implemented in LPS 3, the ability of the utility and infrastructure networks in place will have to be tested to ensure that they will be able to accommodate more development.

The second is encourage the redevelopment of these areas' main centres. Redevelopment will likely

bring more people to these areas and encourage more housing investment. The City is limited in its ability to influence redevelopment however, we will ensure that the local planning frameworks in these areas are up to date. The Wanneroo Town Centre and Girrawheen Newpark Centre do not have current precinct plans in place to guide their development. For this reason, they are included as Planning Areas in this Strategy.

The Koondoola Centre has an Improvement Plan in place over it which gives the State Government the ability to be the planning authority for it. A local development plan is also in place over the Koondoola Centre which provides design control measures for it. In the future, an Improvement Scheme will



Medium Density Residential, Jindalee

What is housing density?

Residential density is the number of dwellings per hectare of gross urban land to be developed for residential purposes and excludes non-residential uses including streets, laneways, open space and centres. Residential density is considered to be either low, medium or high based on the number of dwellings per hectare.



Low Density

R2 to R25
Example: single detached houses, some grouped dwellings.



Medium Density

R30 to R60
Example: single detached houses, semi detached houses, terrace housing, duplex and low rise apartments (up to 4 storeys)



High Density

R80+
Example: apartment buildings (more than 5 storeys)

be prepared for the Koondoola Centre to outline the development control provisions that apply to the site. The third is to monitor the amount of infill development that occurs as a result of these changes and, if required, consider upcoding additional areas. This is proposed to be a longer term action with the shorter term focus on achieving more infill in existing areas.

ACTIVITY CENTRES

Key areas for mixed uses and higher densities are in and around the City's activity centres. The City currently accommodates two secondary centres, seven district centres and over 30 local and neighbourhood centres. In the lifetime of this Strategy major new centres will emerge including the City's first Strategic Metropolitan Centre in Yanchep, the Alkimos Secondary Centre and the Eglinton District Centre. Additionally, a new district and local centre will emerge in East Wanneroo as development in this area progresses.

The State Government has put Planning Control Areas (PCA) in place over the METRONET Station Precincts in Yanchep, Alkimos and Eglinton. This transfers planning decision-making powers to the WAPC who will determine all planning applications received within the PCA boundaries. The PCAs occur over substantial portions of the Yanchep, Alkimos and Eglinton Activity Centre Plan areas and encompass most of the walkable catchment areas around the stations.

Achieving the minimum number of dwellings outlined within these activity centre structure plans will be critical to support this major transport infrastructure. As a referral authority,

the City will consider whether the planning applications received within the PCAs reflect the dwelling targets in the structure plans and align with those in SPP 4.2, particularly within the walkable catchment areas, before providing its recommendations to the WAPC.

To achieve the City's infill targets, it is important that higher density dwellings are focused around key activity centres to ensure existing infrastructure can be utilised to meet increased demand (Table 6 and Figure 5, 6 and 7).

However, in establishing activity centres the City will face pressures from developers to construct housing at lower densities. This will largely result from a lack of commercial developments, transportation options and amenities which will come later once the centre becomes established. It is important that residential land near centres is reserved for higher density living as, once this land is subdivided for single houses or grouped dwellings, it is difficult to later amalgamate it to develop apartments and larger-scale residential dwellings.

To address this, the City will look to promote the use of interim land uses, which are those uses that are planned to be in a location for a limited time, after which they are removed or relocated, allowing the land to serve its original intended purpose. An example of this is a sales office in a new town centre which will later be relocated and used for a different purpose when it is no longer needed.

Table 6: Dwelling ranges within walkable catchments for Infill Areas

Infill Planning Areas	Dwelling Estimate Range	
	Lower Growth Business as Usual	Higher Growth Latent Additional Capacity
Secondary Centre Precincts		
Wanneroo Secondary Activity Centre	2,150	4,900
Wanneroo Housing Precinct subdivision potential <400m	10	2,920
Wanneroo Housing Precinct subdivision potential 400m - 800m	10	3,600
	2,170	11,420
District Centre Precincts		
Girrawheen District Activity Centre	350	790
Girrawheen Housing Precinct 1 subdivision potential <400m	5	5,770
Girrawheen Housing Precinct 1 subdivision potential 400m - 800m	5	4,200
	360	10760
Neighbourhood Centre Precincts		
Koondoola Neighbourhood Centre	120	210
Koondoola Housing Precinct subdivision potential <400m	5	3,460
Koondoola Housing Precinct subdivision potential 400m - 800m	0	2,400
	125	6,070
Local Centre Precincts		
Girrawheen Local Activity Centre	70	150
Girrawheen Housing Precinct 2 subdivision potential <400m	5	5,770
Girrawheen Housing Precinct 2 subdivision potential 400m - 800m	5	4,200
	80	10,120
TOTAL	2,735	38,370
Areas under investigation for potential future growth*		
Yanchep Housing Precinct latent subdivision potential	10	2,150
Two Rocks Housing Precinct latent subdivision potential	10	2,000

Disclaimer:

The infill areas as indicated in Table 6 have been selected based on the City's identified housing precincts of Wanneroo, Girrawheen, Koondoola, Two Rocks and Yanchep.

The following methodology has been used to determine the how the existing residential neighbourhood and indicative centre redevelopment residential dwelling yield was determined:

Low Dwelling Growth		High Dwelling Growth	
Neighbourhoods - Latent Capacity			
Based on existing rate of development.		Maximum infill rate to be applied, i.e. build out at development capacity	
Minimum capacity was determined in line with existing infill rates based on Profile ID. data from 2022.		R60 capacity have been calculated at both subdivision as well as apartment development yield. An average apartment size of 120sqm have been applied and NLA have been determined at 70%.	
		Maximum building height (apartments) as per R-Code requirements	
		Assuming service become available where issues currently impede development	
Activity Centres - Redevelopment Potential			
Built form parameters in line with SPP 7.3 Apartments corresponding R-Code		Built form parameters in line with SPP 7.3 Apartments corresponding R-Code	
Assuming building height of up to 2 storeys to be applied, i.e. low-rise		Maximum plot ratio and building height to be applied, i.e. build out at development capacity	
Assuming commercial ground floor		Assuming commercial ground floor	
Lower intensity of residential development - 50 - 70%		Higher intensity of residential development - 80%	
Average apartment size of 120sqm applied to mixed use development component		Average apartment size of 120sqm applied to mixed use development component	

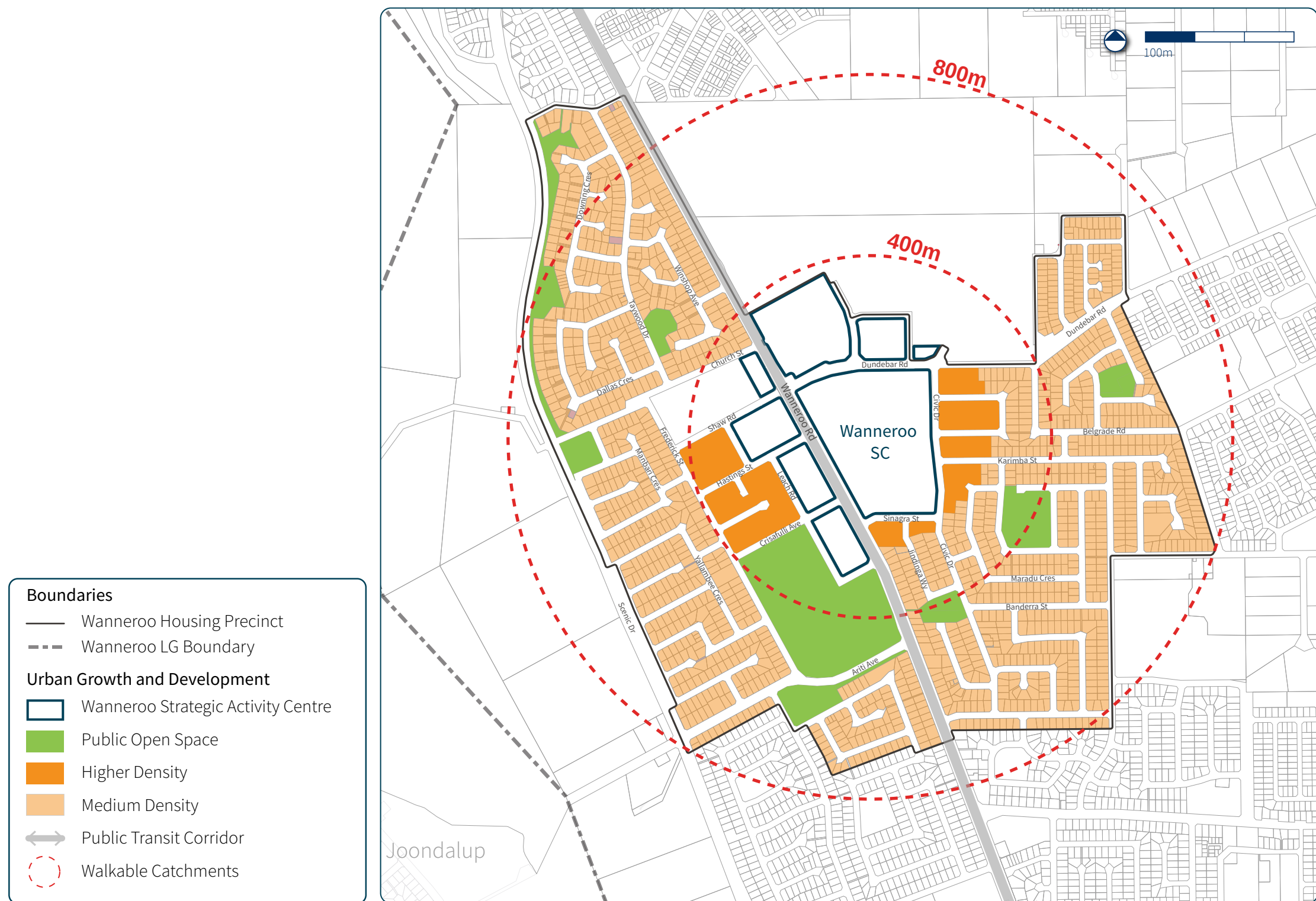


Figure 5 : Wanneroo Secondary (Town) Centre and Housing Precinct

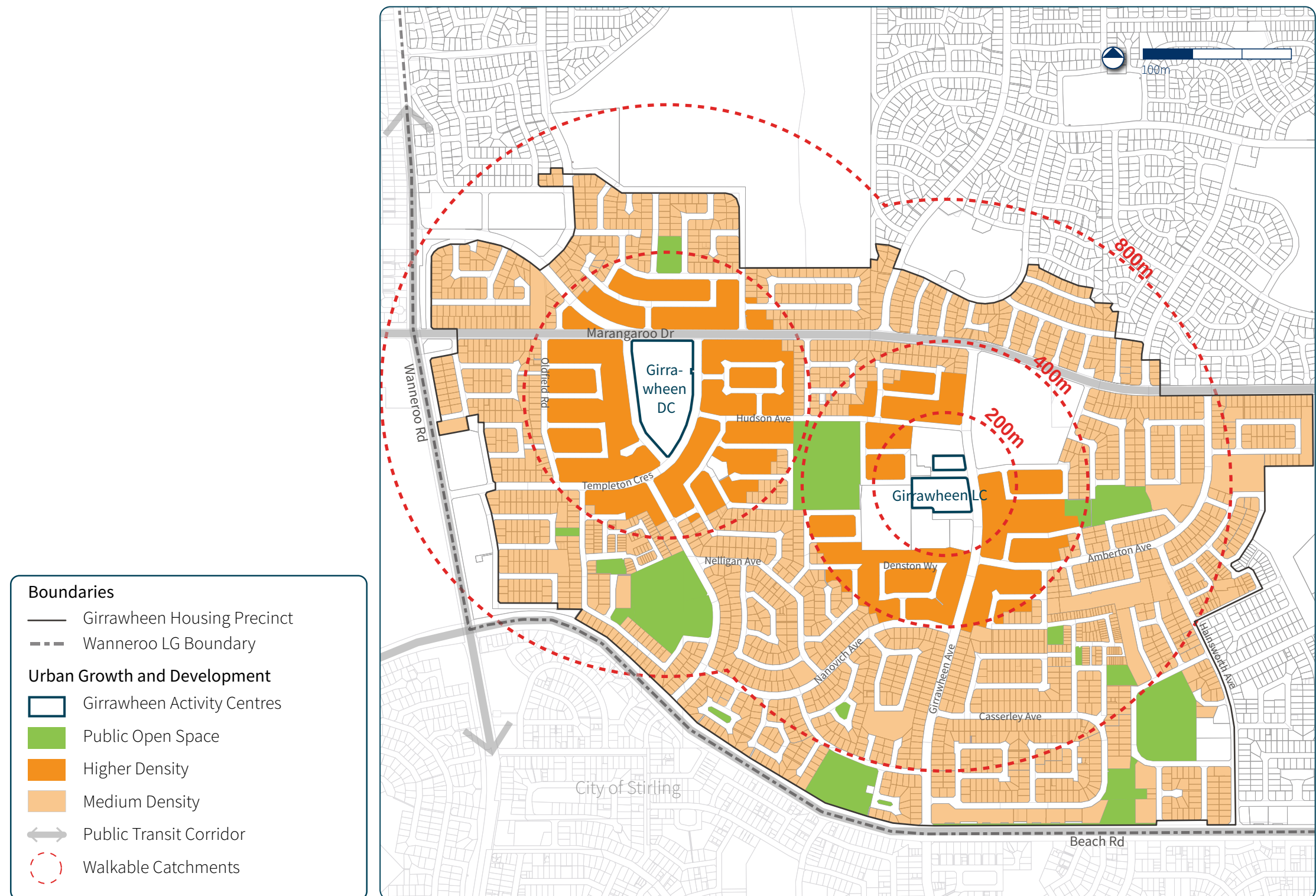


Figure 6 : Girrawheen District and Local Activity Centres and Housing Precinct

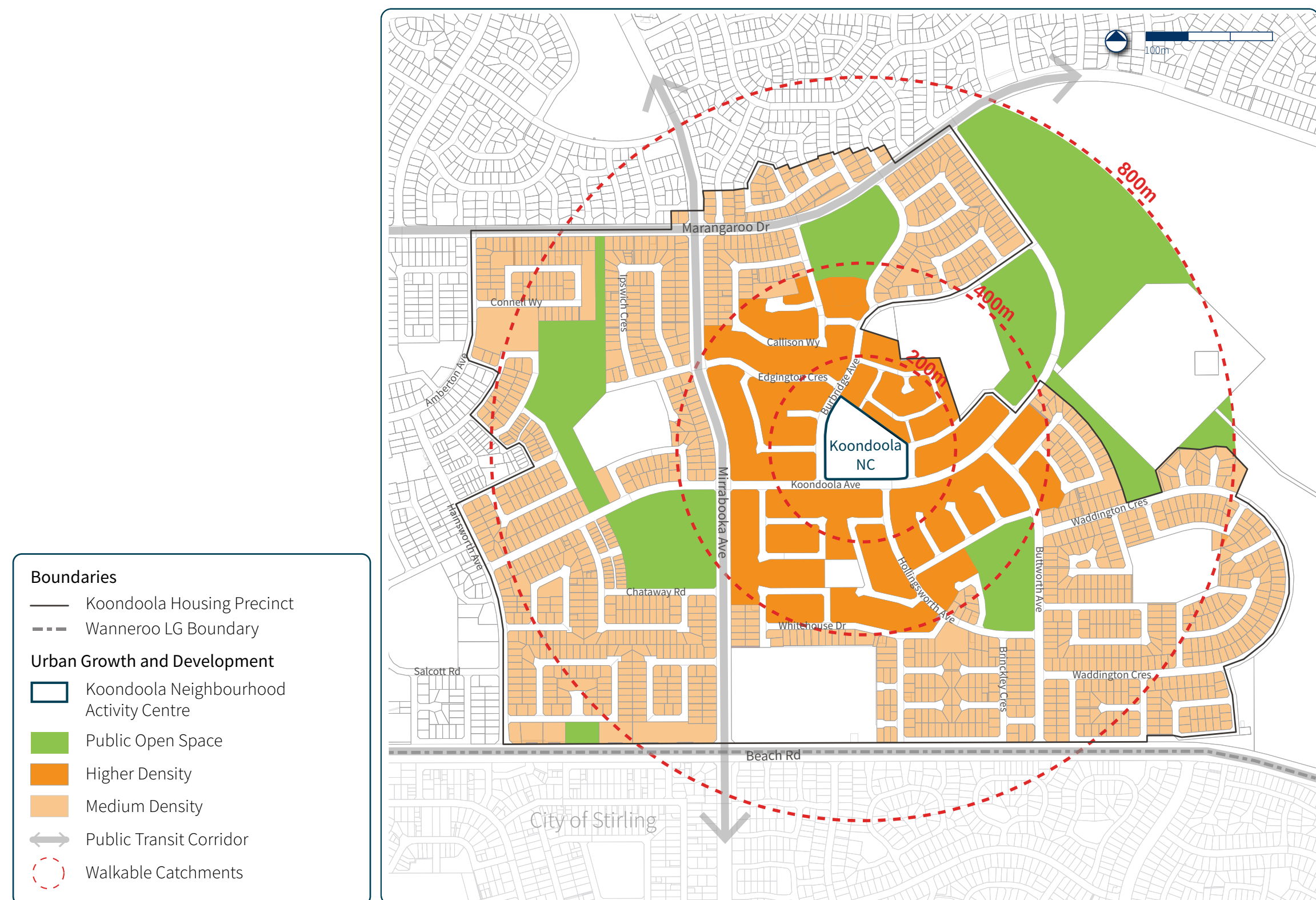


Figure 7 : Koondoola Neighbourhood Centre and Housing Precinct

RURAL ZONING ANOMALIES

As urbanisation has occurred in the City, there are a number of surplus rural zoned land parcels remaining in various locations. The locations of these areas are broadly described as follows and are outlined in Figure 8:

- Land bound by Ocean Reef Road, Wanneroo Road, Woodvale Drive and Ancestor Route, Woodvale; and
- Land to the west of Gibbs Road and east of Wanneroo Road, Carabooda.

In the future, these sites may be required to be reclassified to an appropriate zone to reflect changing land uses. The first step will be to amend the underlying MRS zones so that a consistent DPS 2 zone can be applied. The City will request that the WAPC include these areas as investigation areas when reviewing the Sub-regional Planning Framework, which could in turn provide the strategic justification for amendments to the MRS.

In addition, there is an area zoned Rural under the MRS which is zoned Residential under DPS 2, informally referred to as the 'Wanneroo Estate'. This is left-over from when this area was zoned as Special Residential under a previous iteration of DPS 2. The WAPC should, in addition to the above sites, consider re-zoning this Rural pocket to Urban, to address this anomaly.

Note: Since the City of Wanneroo Council provided consent to advertise the draft Local Planning Strategy in April 2023, its direction has changed and it no longer intends to advocate to the State to reconsider the MRS zone for the land bound by Ocean Reef Road, Wanneroo Road, Woodvale Drive and Ancestor Route, Woodvale at this time.

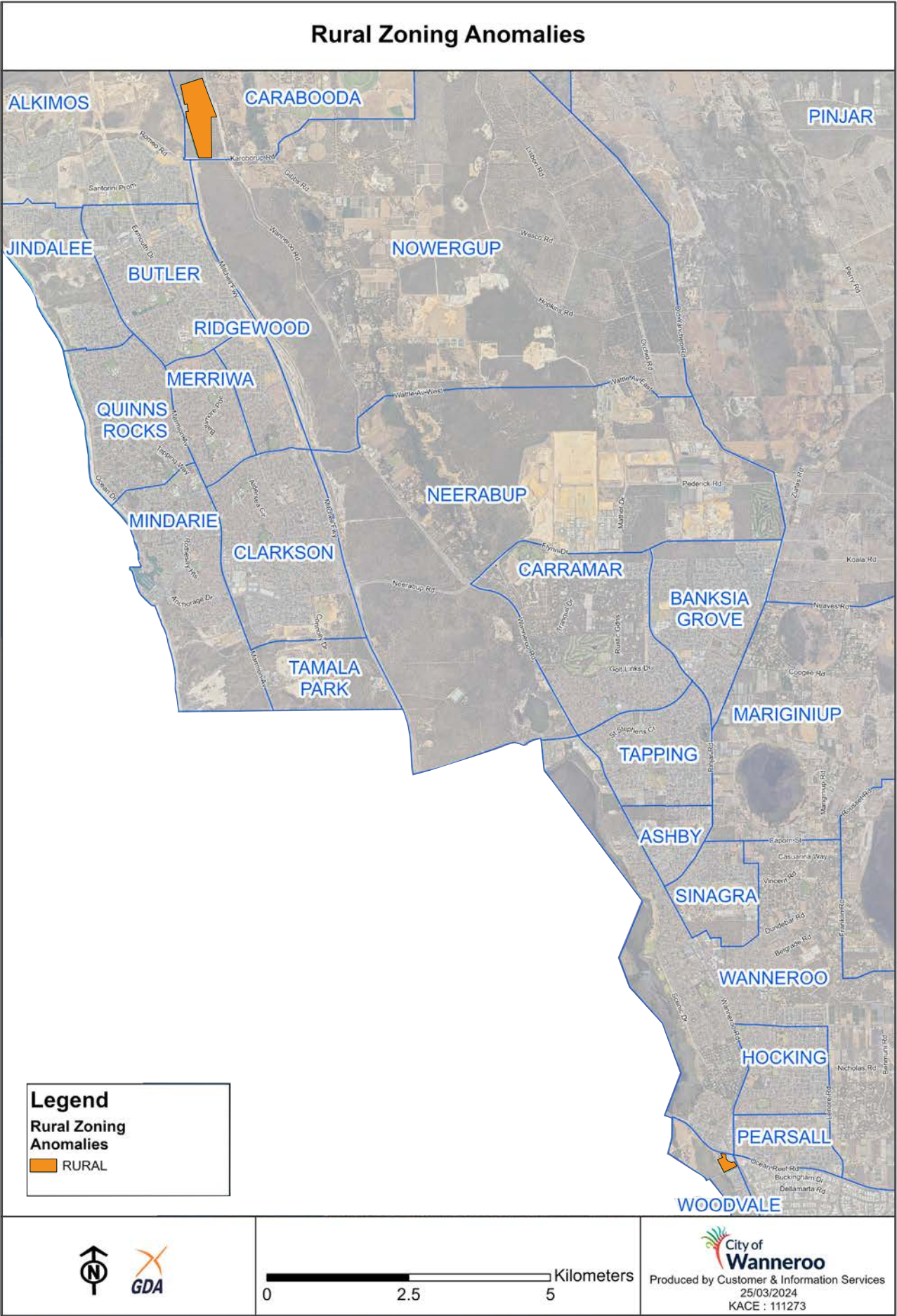


Figure 8 : Rural zoning anomalies in the City.

DELIVERING HOUSING DIVERSITY

Housing diversity assists to provide a range of housing types and sizes that meet the needs of different household arrangements. Diverse housing stock within the City can assist in making housing affordable and accessible to vulnerable persons within the community.

Separate dwellings are the most common housing typology in the City, and achieving greater housing diversity is a significant challenge for the City. Housing preference, inflexible design, and the relative affordability to construct separate dwellings in comparison to other types of housing, makes it difficult to improve housing diversity.

Since 2010, lot sizes within Perth have

decreased approximately 23% from an average of 480sqm to 375sqm, the lowest average lot size of all major cities within Australia. Despite the drop in lot sizes, the average size of free standing houses has steadily increased over the last 30 years, averaging 235sqm, approximately 30-40% bigger than they were in 1985. As a result, the average number of people per household is declining due to the lack of housing diversity to accommodate different residents needs.

Between 2016 - 2021, the City's building approvals have seen a minor surge in the demand for semi detached dwellings and units, as well as apartments approved in the suburbs of Wanneroo, Mindarie, Quinns Rocks, Jindalee and Tapping. By 2041, an additional 1,138 grouped dwellings are required to meet demand. Therefore,

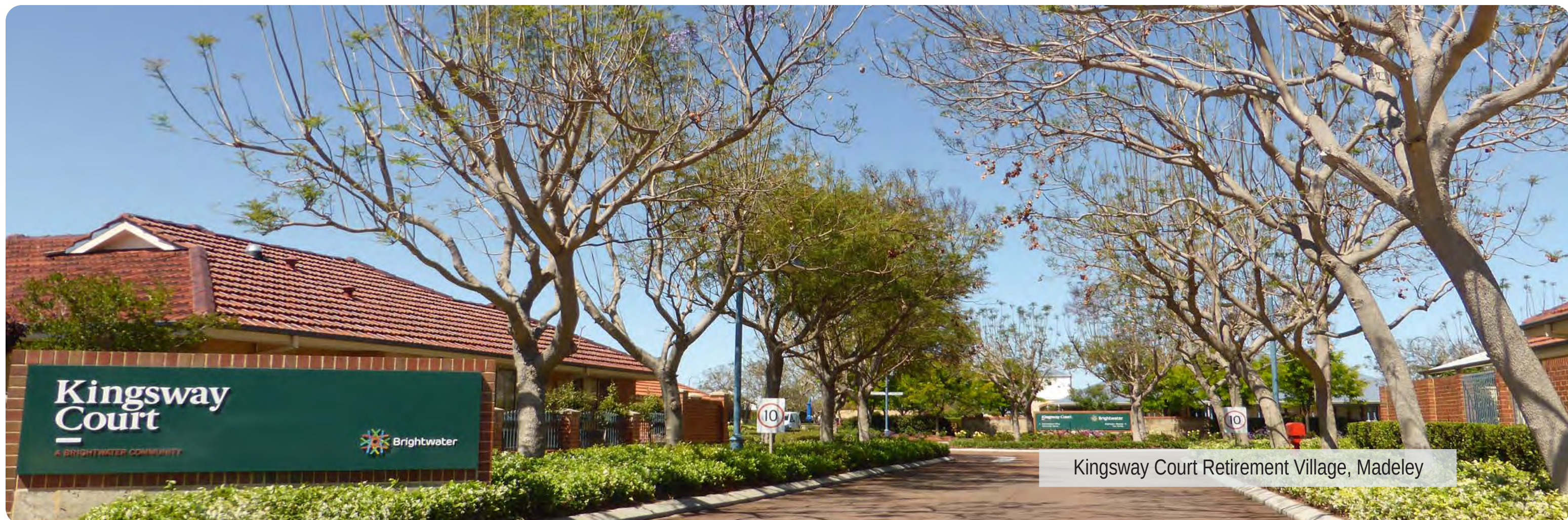
while detached dwellings will remain the predominant dwelling type supplied in the City, there is a slight growing demand for a more diverse mix of housing typologies.

Encouraging higher density residential development within key locations, including along major transit corridors and around higher order activity centres and station precincts will create places that are compact and walkable, accommodating an increased population. Higher density development will utilise existing and proposed infrastructure, reducing the demand for duplicated infrastructure and services being provided across the City.

The issue for the City is that many new areas that are proposed to contain higher density housing are still relatively undeveloped. This has reduced the

demand for this type of housing and, in some instances, results in the current housing being developed to lower densities. While there is likely to be a market for higher density development near areas that accommodate a range of economic and social opportunities in the future, the provision of lower density housing in these locations will result in lost opportunities to achieve this.

Demand for higher density housing around new centres could take many years and even decades. Rather than leaving this land undeveloped or building lower-density housing in its place, the City will consider the merit of allowing time limited planning approval, where businesses or other uses could occupy these land parcels in the short to medium term.



Kingsway Court Retirement Village, Madeley

AFFORDABLE AND SOCIAL HOUSING

A shortage of affordable housing can have a significant impact on individuals and the wider community. Communities that do not have affordable housing can struggle to attract and retain workers that support the local economy such as retail, childcare, health and education.

Households which pay more than 30% of their income on housing, are considered to be in housing which is unaffordable. Currently, households whose mortgage repayments are more than 30% of their household income constitutes 14.4%, while households where rent payments that are more than 30% of their weekly household income comprises of 33.2% in the City. This suggests that approximately 44.4% of the City's current population require affordable housing.

In addition to rental or mortgage repayment costs, affordability also includes the cost of utilities and services associated with maintaining a property, travel costs (i.e. transport from outer metropolitan suburbs) and costs to tax payer to fund the increasing infrastructure needs which result from an expanding urban footprint.

For those residents who struggle to find affordable housing, social housing programs can provide rental housing at below market rates. The City currently has approximately 1,941 social housing units, most of which are concentrated within the City's southern suburbs, including Koondoola (10.8%) and Girrawheen (6.2%), followed by Banksia Grove (4.6%) and Marangaroo (4.2%).

Social housing in the City accounts for 2.2% of the current housing stock, compared to 2.9% in Greater Perth.

Of the existing approximately 1,941 public houses, 1,349 houses or units were leased by the Department of Communities, with the remainder managed by private not-for-profit community housing providers.

In 2015, a study conducted by the Australian Housing Research Conference (AHRC) found that Wanneroo was one of the top ranked local government areas requiring social housing, with a demand for approximately an additional 1,300 to the current public housing stock in the City. It is anticipated that as the population continues to grow, there will be a demand for an additional 950 social houses to cater for increased demand in the future.

While the City is limited in its ability to directly provide social housing, future collaboration with the State Government will support the delivery of social housing within key locations in the City.



Residential, Clarkson Activity Centre

AGEING IN PLACE

Communities which enable ageing in place create places that are inclusive and accessible for people of all ages. This involves creating and supporting spaces, places, programs and initiatives that make the community better for all of its residents. The City is currently housing an estimated population of 24,679 residents aged 65 and over (aged residents of retirement age), with this demographic predicted to increase to 49,281 by 2041 (Table 7). The significant ageing population in Wanneroo means that the City will need to accommodate an additional 24,500 aged residents (65+), which translates to approximately 8,900 new dwellings by 2041.

Much of the City's existing housing options for aged residents in Wanneroo includes villages, naturally-occurring retirement communities, co-housing and park homes. Retirement villages have become a viable housing option for aged residents in the City as they provide services and facilities for convenience to residents. The City currently contains 14 Retirement villages and 8 aged care facilities located across Wanneroo with varying standards of care packages and recreation facilities, which equates to approximate 2554 units and 736 beds respectively. It is anticipated that a population increase of 24,500 aged residents (65+) from the current 24,679 residents will double the future demand for retirement villages and aged care facilities to accommodate the projected amount of aged persons, equating to 5108 units in retirement villages and 1472 beds in aged care facilities by 2041.

The retirement living propensity rate is the proportion of people living in retirement dwellings who are of retirement age. This rate is applied to population projections to estimate the future net demand for this type of housing. The current propensity rate in the City is 5.3% compared to 3.6%

for Greater Perth. This indicates that the area is attractive for retirement living, and demand is expected to continue to increase over the coming years. Based on the above propensity rate and the current aged resident (65+) population of approximately 25,000 people, it is apparent that the current supply of retirement dwellings are well above the number required to accommodate this key demographic.

While not all aged residents wish to move into retirement villages, it is important to ensure that residents have the option to remain in their home and local community safely and independently as they continue to age. As an individual's priorities and preferences change over their lifetime, so to do their needs for housing. It is clear that there is a growing preference from aged residents to remain within the communities which they live. However, many find the need to relocate away from their known communities and connections to find housing that either suits their accommodation needs or their financial circumstances.

The City recently adopted Amendment No. 172 which saw DPS 2 be updated and reformatted to align the State Government's template to the model provisions. Amendment 172 introduced new land uses to the planning scheme including Residential aged care facility and Independent living complex, which reflects the ever growing demand and changing needs of older people within the planning sector. The permissibility of Residential aged care facility and Independent living complex within the City's zoning table aligns with the State Government Planning Position Statement: Residential accommodation for ageing persons.

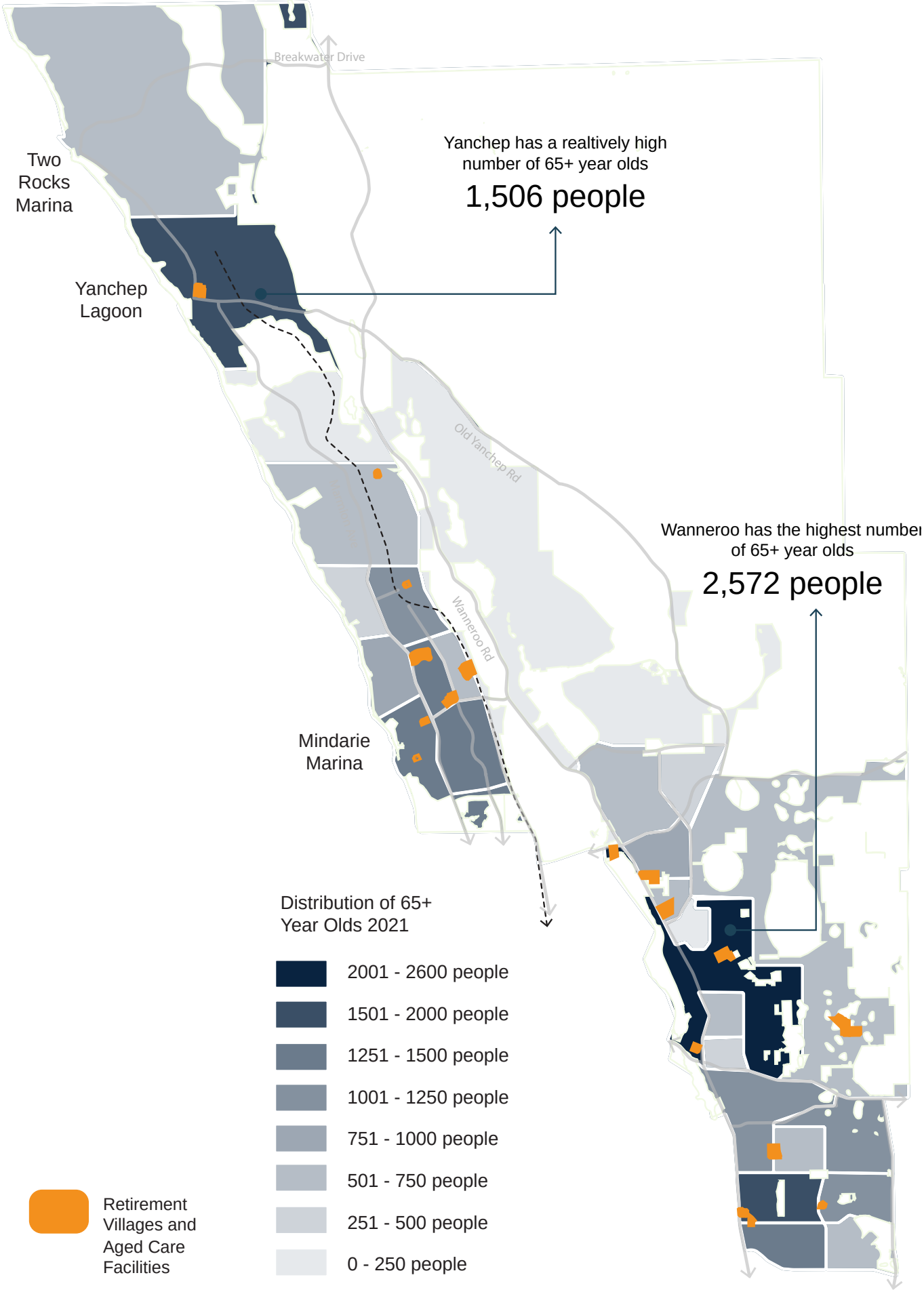


Figure 9: Existing Retirement Units and Aged Care Facilities in the City

Currently, the design elements relating to residential accommodation for ageing persons are included as provisions in respective local development plans or structure plans, Schedule 6 of DPS 2, feedback and advice from the City's Design Review Panel, State Planning Policy 7.0 Design of the Built Environment and where relevant Residential Design Codes (Volume 1 and 2).

However, in order to encourage additional investment and development for the ageing population, the City will investigate opportunities in the local planning framework to facilitate more aged and dependent persons dwellings through consideration of development-based incentives for residential accommodation for ageing persons, where appropriate. Incentives that may be investigated includes site density concessions, height allowances and plot ratio bonuses.

Site density concessions

Increasing the number of self-contained independent living complexes proposal permitted on a development site.

Height allowance

Increasing the overall building height of the development ordinarily permitted on a development site.

Plot ratio bonuses

Increasing the ratio permitted for total gross area of all floors of buildings on a development site.

In considering the implementation of development-based incentives, the City acknowledges that these incentives may influence the overall bulk and scale of the development and intern the surrounding locality. As such, additional planning instruments may be required to inform and guide landowners, proponents, designers, reviewers,

referral agencies and decision-makers to achieve good design outcomes in the built environment through built form outcomes, design criteria, streetscape requirements and development setbacks.

The City recognises that aged person accommodation can be quite intensive land uses that require significant supporting infrastructure. Future retirement villages and aged care facilities should be located in close proximity to areas of high levels of public transport, activity centres and amenities as it will improve the livability of residents using these facilities. Therefore the City will seek to consider the above listed incentives within Commercial and Mixed Use zones only. Further mechanisms that the City would consider includes opportunities to lease City-owned land for purposes relating to residential accommodation for the ageing persons.

The City can support the creation of age friendly communities through land use planning and zoning, ensuring the provision of adequate services and infrastructure supports the needs of residents as they move through the ageing continuum. In particular, encouraging dwellings that incorporate liveable design standards will provide the City's ageing population with alternative housing options that enable them to remain within their communities.

Table 7: Current and predicted population for aged 65+ in the City

City of Wanneroo	2022	2041	Change between 2022 and 2041	
Area	No. of Dwellings	No. of Dwellings	No. of Dwellings	%
Koondoola	540	662	+122	+22.5
Gnangara - Jandabup - Mariginiup	147	665	+518	+352.5
Neerabup - Pinjar - Nowergup - Carabooda	437	718	+281	+64.2
Ridgewood	630	894	+264	+42.0
Merriwa	1,055	1,066	+12	+1.1
Jindalee	298	1,100	+802	+269.1
Darch	700	1,196	+495	+70.8
Ashby-Sinagra	767	1,361	+594	+77.4
Carramar	699	1,379	+681	+97.4
Tapping	848	1,462	+615	+72.5
Girrawheen	1,247	1,465	+218	+17.5
Quinns Rocks	958	1,501	+543	+56.7
Alexander Heights	1,087	1,552	+464	+42.7
Banksia Grove	616	1,600	+984	+159.7
Madeley-Wangara-Woodvale	1,211	1,701	+491	+40.5
Two Rocks	646	1,820	+1,174	+181.8
Hocking-Pearsall	1,241	1,994	+753	+60.6
Marangaroo	1,680	2,086	+106	+24.2
Mindarie-Tamala Park	1,210	2,249	+1,039	+85.9
Eglinton	238	2,351	+2,113	+887.7
Clarkson	1,234	2,434	+1,200	+97.2
Butler	1,099	2,616	+1,517	+138.0
Alkimos	759	2,876	+2,117	+279.0
Landsdale	1,196	2,885	+1,688	+141.1
Yanchep	1,633	4,788	+3,155	+193.2
Wanneroo	2,503	4,861	+2,358	+94.2
City of Wanneroo	24,679	49,281	+24,602	+99.7

4.1.2. BUSHFIRE

BUSHFIRE PLANNING

Mitigating the impact of bushfires is a key consideration moving forward, in particular given the unavoidable impacts of climate change and forecast temperature rises.

In this regard, the extent and nature of planning requirements around bushfire has become highly regulated over recent years largely in response to significant bushfire events in Western Australia that have been catastrophic. Planning requirements relating to bushfire are primarily controlled through the *Planning and Development Regulations (Local Planning Schemes) 2015*, as well as State Planning Policy 3.7: Planning in Bushfire Prone Area and its supporting Guidelines.

Underpinning the above is mapping of bushfire prone areas in Western Australia, prepared and updated on an annual basis to designate land identified by the Fire and Emergency Services Commissioner as being prone to bushfire. The map is developed by the Office of Bushfire Risk Management with input by Local Government.

The City is bound by the legislation and must have due regard to the Guidelines and other Position Statements as part of the planning, development and management of the City. Ensuring the City's policies align with the above statutes and guidelines is essential. This will include detailed bushfire mapping of the City's future growth areas, where such an assessment has not already been undertaken as well as areas where intensification or land use changes are projected to occur. For the City, these places include the

Landscape Enhancement zone and the infill areas in Wanneroo, Girrawheen and Koondoola.

Whilst it is envisaged that land use planning matters relating to bushfire will remain in the State Government's domain for the foreseeable future, the City has an important role to play from an implementation perspective. This is particularly pertinent given that the vast majority of the City is considered to be 'bushfire prone'.

One significant issue that will need to be considered is how we can better strike a balance between the protection of vegetation/habitat and mitigating bushfire risk, noting that human life takes preference within an urban environment. This is an issue that all local governments must deal with though their local planning strategies and resulting frameworks. In addition, land use implications resulting from increased bushfire risk must also be considered.

It is important that appropriate and adequate vehicular access is available to access and egress all properties in bushfire prone areas. As a minimum, two safe routes to different destinations are necessary rather than cul-de-sacs type road networks. Road networks needs to be carefully considered for new areas as well as identifying opportunities to improve access and egress for existing development.

As part of the process to develop this Strategy, the City undertook a Bushfire Hazard Level Assessment to determine future considerations for planning in bushfire prone areas. This Assessment can be found in Appendix D.



Koala, Yanchep National Park

4.1.3. BUILT FORM AND CHARACTER

Development activities in the City have resulted in a diverse range of urban landscapes and built form outcomes. Creating built environments that are interesting, attractive and easy to navigate encourages people to linger and explore them and provide comfortable spaces for social interactions, recreation and the ability to connect with nature.

The built environment refers to places made for people by people including homes, buildings, streets, footpaths, parks and more. It is important that the design of the built environment reflects a place’s local environment, history and heritage. Design plays a major role in providing places that make people feel comfortable and are interesting to encourage people to stay and connect with local people, heritage and nature.

As a result of the City's large geographic size, places in the City significantly differ in terms of their land uses, infrastructure, natural features, cultural areas of significance and reserves. Community interests and priorities in each area are also diverse.

Since 2010, lot sizes in Perth have shifted away from the traditional smaller house on a larger lot with a spacious and landscaped backyard to larger homes on smaller lots with minimal landscaping and open space. This is creating a type of built form with increasing amenity and environmental issues, including:

- a reduction in amenity values;
- urban heat islands;
- insufficient street-tree canopy cover;
- diminishing private open space (ie. gardens); and
- dominant roof-scapes.

As this growth continues, the uniqueness of the City will come under threat as

landscapes are developed, housing stock turns over and our population makeup changes and evolves.

PLACE MANAGEMENT AREAS

To ensure that individual places retain and reflect their unique character and heritage as they develop, nine Place Management Areas (PMAs) have been established based on areas which share similar natural and physical characteristics (Figure 10). Supported by the City's Place Strategy 2023-27, these nine PMAs include;

- Developing Coastal;
- Established Rural;
- Established Coastal;
- Central Wanneroo;
- Transitional Rural;
- Southern Wanneroo;
- Conservation;
- Developing Industrial; and
- Established Industrial.

The Place-Based Approach outlined in Figure 11, proposes steps to align development in places with their PMA vision. This approach is intended to assist in the creation of places that reflect their community’s values.

More detailed information on the PMAs will be explored in Chapter 5.

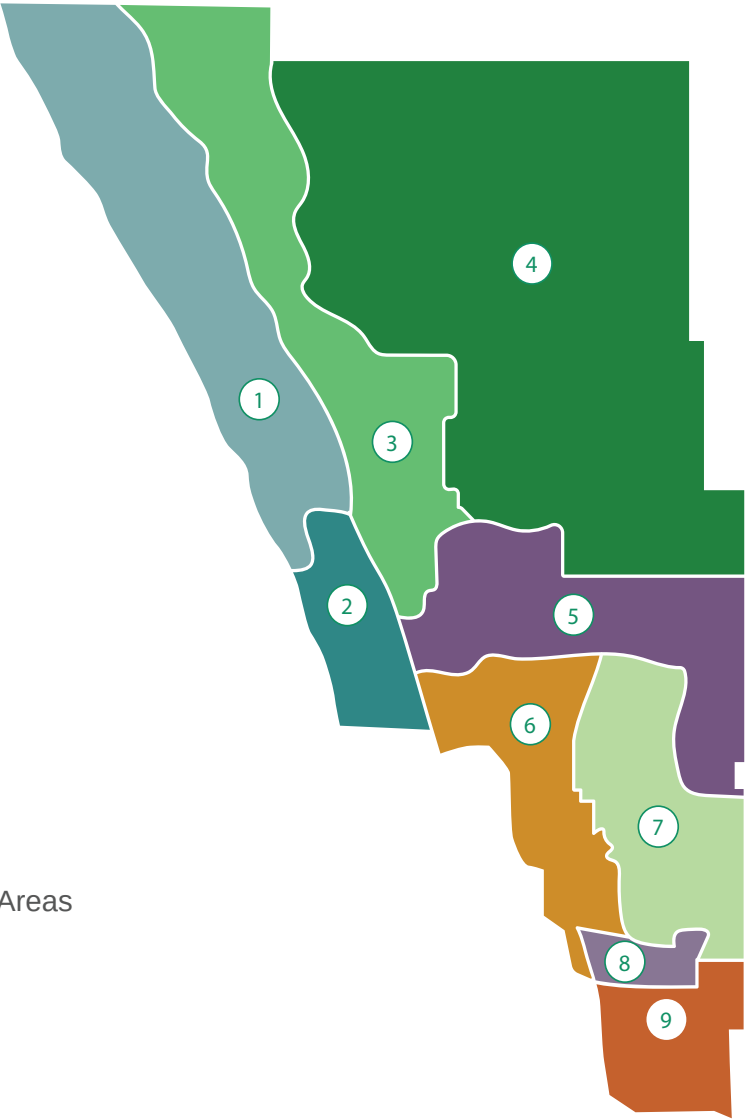


Figure 10: Place Management Areas

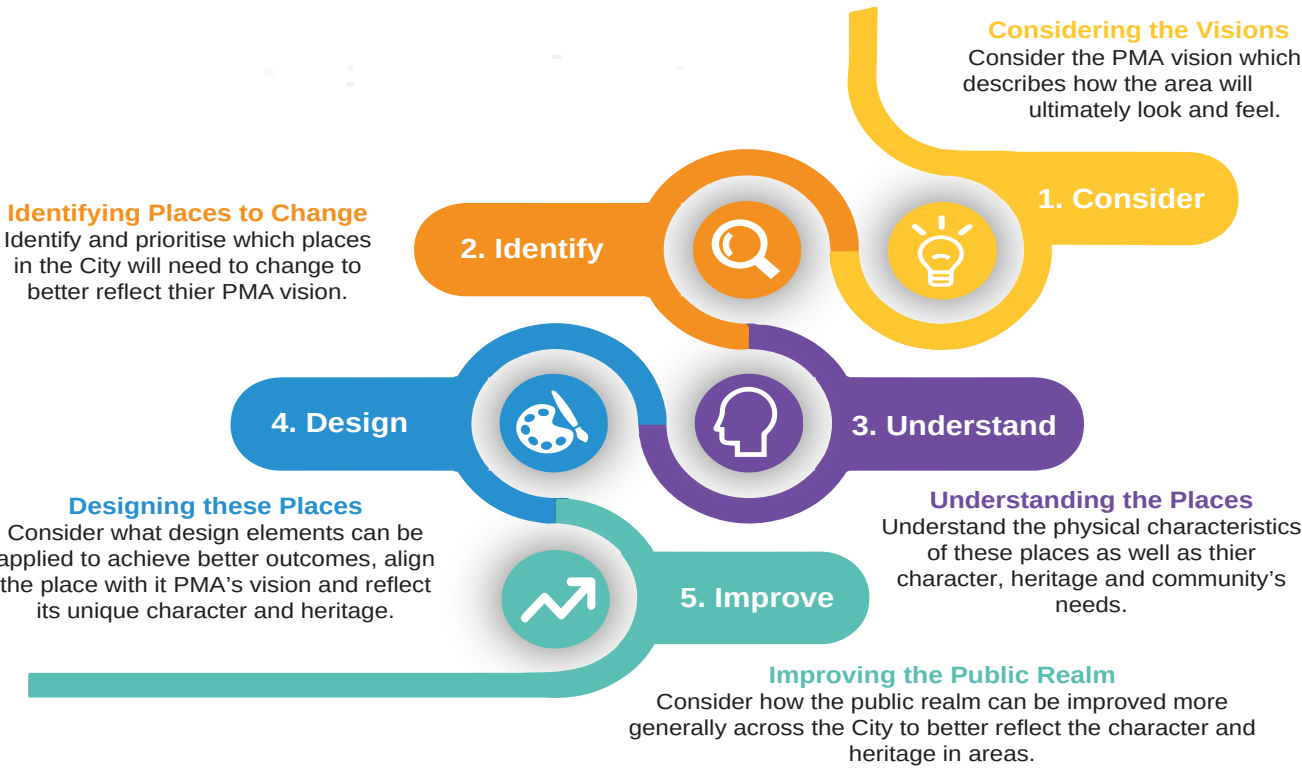


Figure 11: Place-Based Approach to Development

DESIGNING PLACES

Determining how a place can change to better meet its community’s needs and align with its PMA vision requires an understanding of the place’s local and surrounding sites and context. Figure 12 outlines a number of factors which are considered when designing places in the City.

Population & Housing What is the population and demographics and what types of housing are in place?	Location & Uses Where is the place located? What are its key features and how is it used by the community?
Aboriginal & Cultural Heritage What are the place’s Aboriginal and cultural heritage values? Does it contain any built heritage sites?	Environment What are the place’s environmental features (climate, vegetation, topographies & landscapes) and values?
Community Places & Spaces What services, facilities and spaces are there in the place to support community well-being?	Buildings & Ownership What are the sizes and purposes of the buildings in the place and are there any ownership opportunities / constraints?
People Movement What does the current and planned transport and access networks consist of?	Economy What economic, employment and business opportunities are there in the place?

Figure 12: Factors to consider when designing a place

Once a place’s site and context are understood, design elements can be applied to respond to its individual and unique features and to address its social, environmental and economic needs. Some design elements that can be used to enhance character and bring people to places are outlined below.

Importantly, character and heritage can further be reflected by incorporating other elements into places which do not relate to land use planning. These could include street furniture and public monuments to reflect heritage.

The City will continue to work with developers to create these places, ensuring that surrounding character and heritage are reflected through their individual designs. In particular, we will encourage developers to prepare visions for future precinct and structure plans which reflect the agreed PMA vision and sense of place unique to that area. We will also work closely with the State Government, community and other stakeholders to develop the Alkimos and Yanchep Station Precincts and their surrounding rail precincts in line with the visioning work undertaken by the City.

Design Elements



Interesting Street Fronts enhance street appeal, security, allow for surveillance and encourage pedestrian activity.



Landscape Elements can reflect the local natural environment when plant species unique to an area are incorporated.



Building Heights & Setbacks from the street demonstrate the intended scale and relationships between buildings.



Access & Parking can support the function of an area when it integrates well with its surroundings.



Building Facades & Orientation can be interesting, provide surveillance and incorporate character elements.



Amenity can be provided though a mix of diverse land uses and activities to attract people to an area.

SPECIAL CHARACTER AREA

Historically, the development of the City's coastal suburbs such as Yanchep, Two Rocks and Quinns Rocks have developed organically based on their traditional coastal holiday use.

In particular, old Quinns Rocks has been identified as a unique residential suburb situated in the City's northern coastal corridor. The suburb originated as a small and isolated beach shack settlement in the 1930s prior to any planning scheme. The natural topography of the undulating dunal landscape remains a dominant feature of the suburb due to streets following rather than modifying the natural gradients.

The area's built form also helps to distinguish the suburb from neighbouring coastal communities, with housing styles varying significantly from modest fibro cement cottages, traditional holiday homes, pole construction homes, conventional double brick and rendered modern residences, indicative of the suburbs evolution since the commencement of formal survey and subdivision in 1959.

Community consultation that has occurred over the years has identified a strong community preference for the protection of the suburb's unique character and natural assets, particularly as infill development occurs within the suburb.

To protect the character of old Quinns Rocks, the City is investigating the introduction of design guidelines to facilitate residential development that protects the area's unique topography and character.

IMPROVING THE PUBLIC REALM

The publicly owned places and spaces that belong to and are accessible by everyone are referred to as the 'public realm' and include streets, plazas, sidewalks, parks, open spaces, waterfronts, conservation areas and civic buildings and institutions.

One way the City could improve the quality of its public realm is through preparing a Public Art Policy, which would provide guidance for the provision of public art through the development assessment process in the City. Public art is important as it contributes to a community's identity, tells stories of a place's past and present and makes the public realm more inviting and interesting.

In the public realm, some degree of consistency and continuity from one place to another is important to reinforce a harmonious flow and to avoid abrupt shifts in the look and feel of places as you travel through them. Consistencies in landscaping, colour themes and infrastructure materials, such as paving can help to achieve continuity.

Consistency in the quality and durability of landscapes and infrastructure materials used is also important. High quality built environments are more likely to attract people to them. Climate-appropriate landscaping and durable materials conserves resources and reduces wastes and the environmental impacts of repair and replacement in the longer term.

As multiple developments occur across the City, the design and the quality of landscapes and materials used in the public realm can differ significantly. To address this, the City will consider developing a new local planning policy that outlines the unique features of places that contribute to their character. Guidelines will be provided to developers to enable developers to retain and reflect this character in their developments.



4.1.4. HERITAGE

The City has a rich history and proud Aboriginal and historic heritage which includes a diversity of places, each with their own unique stories, landscapes and character. As a large outer-growth local government area it is important that these places, stories and artifacts are retained and celebrated to create distinct places that represent local community's values.

HISTORIC HERITAGE

In accordance with the *Heritage Act 2018*, the City is required to identify places of historic significance in a local heritage survey (LHS). The LHS provides a record of places that are or may become of cultural heritage significance to the City over time, and can assist in the decision making process by providing context and a level of significance to each place. While the LHS does not have any statutory role under the *Planning and Development Act 2005*, the survey is used to inform the preparation of a Local Heritage List through DPS 2 which provides protection to places of high significance.

The City is currently undertaking a review of its LHS. As of 2023, the City has 149 places recognised as having cultural heritage significance included on either the City's LHS or Heritage List. Of those, 6 places are recognised by the Heritage Council as having significance to the State of Western Australia and are included on the State Register of Heritage Places. These include Coopers Lime Kilns, Perry's Paddock/Stables, Buckingham House, Cockman House, Yanchep National Park Precinct (including 13 child places) and Sun City Precinct (Table 8).

Following the review of the LHS, the City will review and update the Local

Heritage List as part of LPS 3 to ensure there is statutory protection for places identified as a management category 1 and 2, which have the greatest heritage value to the City. This also includes places of State heritage significance.

While the protection and management of heritage places must be done in accordance with the *Heritage Act 2018*, the City is also preparing a Heritage Management Plan to provide further guidance to the decision making process, including prioritising the management, preservation and protection of heritage assets in the City. This Plan will also provide recommendations for the conservation and management of Aboriginal cultural heritage sites in accordance with the *Aboriginal Cultural Heritage Act 2021*.

It is important to note that places of Aboriginal Cultural Heritage significance are protected under separate legislation, the *Aboriginal Cultural Heritage Act 2021*.

Table 8: List of heritage places included on the State Register of Heritage Places in the City

DPLH InHerit Place No.	Place Name	Suburb	State Register Child Places
2674	Buckingham House	Wanneroo	
2675	Cockman House	Woodvale	
4558	Lime Kilns - Coopers (12 & 12A)	Mindarie	
24914	North West Stock Route (fmr)	Yanchep	
17919	Olive Trees, Perry's Paddock	Woodvale	Child place of RHP 9484
9484	Perry's Paddock, Cottage & Stables	Woodvale	
17937	School House - Old	Woodvale	Child place of RHP 9484
4151	Yanchep National Park (YNP) Precinct	Yanchep	Parent Place
2683	YNP Administration Building	Yanchep	Child place of RHP 4151
2682	YNP Army Bunkers - Radar Installation	Yanchep	Child place of RHP 4151
9531	YNP Avenue of Trees	Yanchep	Child place of RHP 4151
9529	YNP Crystal Caves	Yanchep	Child place of RHP 4151
14278	YNP Generator Bunkers - Radar Installation	Yanchep	Child place of RHP 4151
2681	YNP Ghost House Ruin, Chauffeur's Room and Garage	Yanchep	Child place of RHP 4151
2677	YNP Gloucester Lodge and Pool	Yanchep	Child place of RHP 4151
2680	YNP McNess Guest House	Yanchep	Child place of RHP 4151
2685	YNP Recreation Hall Site	Yanchep	Child place of RHP 4151
2679	YNP Tram Cottage	Yanchep	Child place of RHP 4151
17950	YNP Yanchep Golf Clubhouse	Yanchep	Child place of RHP 4151
2678	YNP Yanchep Inn	Yanchep	Child place of RHP 4151
14275	YNP Yanchep War Memorial	Yanchep	Child place of RHP 4151
26470	Sun City Precinct (child places)	Two Rocks	

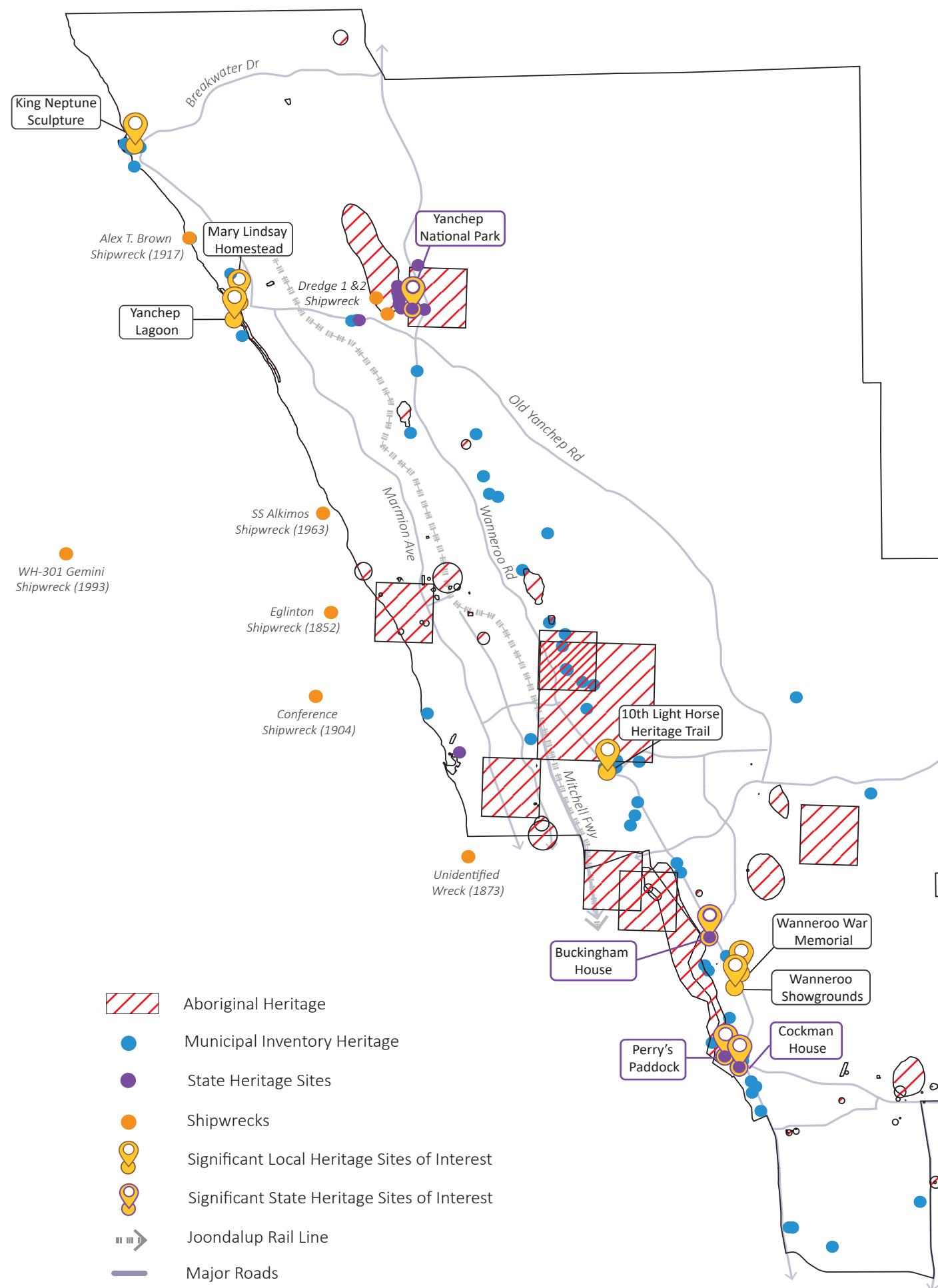


Figure 13: Existing Aboriginal and Cultural Heritage Places in the City

ABORIGINAL HERITAGE

The City is home to rich Aboriginal culture and heritage, with a number of important camping sites, ceremonial sites, and places of significance registered under the *Aboriginal Cultural Heritage Act 2021* (the Act 2021). In particular, the City is home to significant places which contribute to the Emu Dreaming and are associated with the Waugyl.

The City is located within 'Noongar Country', which extends from Esperance to Jurien Bay and contains 14 different language groups. The region is also part of Mooro Country, celebrating the traditions and customs of the Whadjuk and Yued people.

The abundant food sources found on the shores of the lakes and coastline within the City, made it a vital place for Whadjuk Noongar elder and leader Yellagonga and the local Whadjuk Noongar families to hunt and gather.

The City currently have 33 places of Aboriginal significance registered on the Department of Planning, Lands and Heritage (DPLH) Aboriginal Heritage Inquiry System (AHIS) online database. Additionally there are 20 Aboriginal heritage places that have been previously assessed by the Aboriginal Cultural Materials Committee as not meeting section 5 of the former *Aboriginal Heritage Act 1972*, and a further 24 Aboriginal heritage places that are yet to be assessed by the committee.

Through collaboration with the City's former Reconciliation Action Plan Advisory Group, the City has identified an additional 21 places of Aboriginal heritage significance that need to be registered on the AHIS.

In accordance with the Act 2021, all places are considered protected under the Act.

Ongoing collaboration with the local Traditional Elders, knowledge holders and Aboriginal groups will be undertaken to ensure the City continues to identify and protect places of Aboriginal heritage significance from future development in accordance with the Act 2021.

4.1.5. COMMUNITY FACILITIES

Community facilities provides opportunities for people to gather for recreational, educational, social or cultural activities. It can include community centres, libraries, museums, performing arts centres, educational institutions, parks and public open space facilities.

PUBLIC OPEN SPACE

The City covers a total area of 68,580 hectares, of which 2641 hectares comprises of public open space (POS). In accordance with Development Control Policy 2.3 - Public Open Space in Residential Areas (DCP 2.3), providing 3.36 hectares per 1,000 population (excluding school playing fields) of POS is considered sufficient. In total, the City currently provides 11.36 hectares of POS per 1,000 people, including foreshore and conservation open space which may not be accessible to the community.

POS provides physical, social and environmental benefits to the local community. In particular, social benefits include providing opportunities for social interaction, exercise and recreation, while environmental benefits include protecting local biodiversity and retaining ecological systems and linkages.

The City will develop a Public Open Space Strategy and Needs Assessment to determine the functionality of the City's open spaces as well as the provision and location of new POS required within the City, encouraging the establishment and protection of parkland networks to provide safe pedestrian and animal movement between conservation areas. The findings of the Public Open Space Strategy, which relate to land use planning, will be included in a revised version of the Strategy and inform changes to the City's local planning framework to address POS provisions.

Draft Liveable Neighbourhoods (WAPC 2015) outlines standard requirements for POS based on a size hierarchy (local, neighbourhood, district and regional) and function (nature, recreation, sport). Land use planning facilitates POS and community buildings by designating land for parks and recreation, public purposes or conservation uses.

The State Government's Draft Operational Policy 2.3 - Planning for Public Open Space is intended to replace the DCP 2.3 and Position Statement – Expenditure of Cash in Lieu of Public Open Space and supplement the Liveable Neighbourhoods Policy which will continue to contain the design, functionality and calculations relating to POS provisions (until a replacement new Neighbourhood Design Policy is finalised).

The new draft Policy reinforces the existing POS policy requirement for a minimum 10 percent POS provision in residential areas. However, it proposes variations to the POS contributions rates for some subdivisions. For instance, the draft Policy outlines that subdividers undertaking infill development in established suburbs may contribute less if some of the additional POS demand can be met within these existing parks.

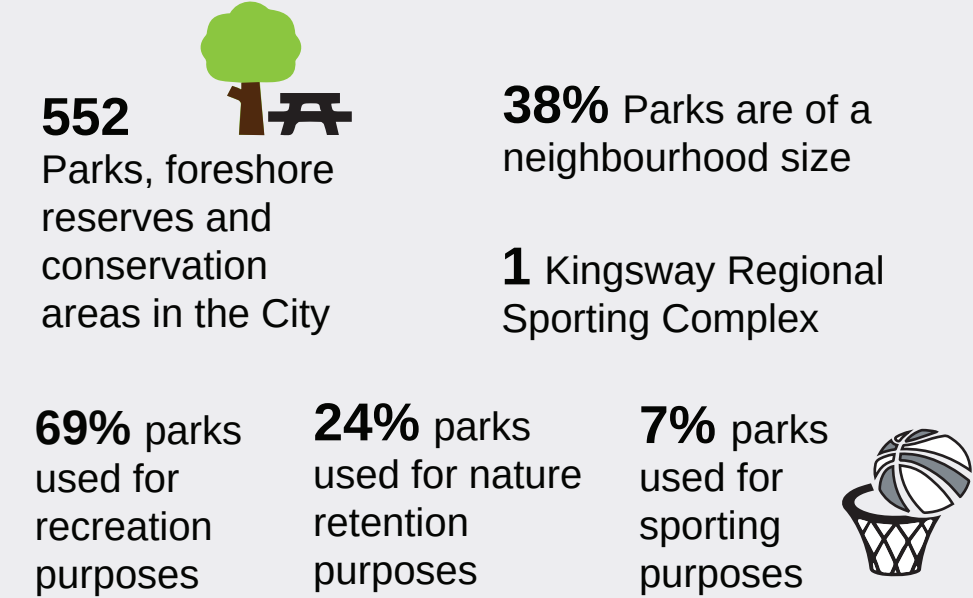
The City's infill areas where we are seeking to achieve more housing include Koondoola, Girrawheen, and Wanneroo. Generally speaking, these areas contain a diversity of POS. However, in the

How much do we currently have?

Community Buildings



Public Open Space



absence of a POS Strategy and Needs Assessment, it is difficult to determine whether the existing POS meets demand. The amount of open spaces provided cannot alone determine this. The quality, functionality and accessibility of these spaces are equally important. Much of the City's open spaces are reserved for conservation or other purposes meaning that access to them can be limited. For POS to meet the local community's needs it must be free of constraints or encumbrances (including any infrastructure and utilities such as drainage sumps, sewer pump stations, community batteries etc) to maximise its usability.

The provision of unrestrained POS is particularly important given current housing market trends which have led to larger houses on smaller lots. This has resulted in less space for front and backyards. The draft Policy proposed to retain the 10 per cent minimum requirement for land or cash-in-lieu of POS as part of subdivision processes. The City considers that as this requirement was developed in 1956 on the basis of a uniform density of R30, it should be reviewed to address current housing yields and community needs.

CREATING MULTI-FUNCTIONAL SPACES

The design of POS will have a direct impact on how often these spaces are used, how safe people feel when using them and what level of wellbeing they get from using the space.

Through the local planning framework, mechanisms such as structure plans, local planning policies, and POS Strategies can outline the development requirements needed to provide adaptable open spaces which meets the needs of current and future population.

Designing facilities to be flexible and multi-functional will allow a space to be enjoyed at different times of the day, and will adapt to meet the changing needs of the community.

To achieve this, facilities and open space should be designed to consider the following principles:

- Co-locate facilities to minimise the duplication of infrastructure;
- Design sporting facilities to accommodate multi-users (i.e. multi-court line marking, removable sporting infrastructure);
- Incorporate lighting to encourage the safe and extended use of these spaces; and
- Design flexible spaces which can accommodate community events (i.e. playing fields for community fairs, hard stand areas for community markets, permanent infrastructure to provide water, power and sewer connections for special events).

PROTECTING ENVIRONMENTAL PUBLIC OPEN SPACE

Delivering a mix of POS functions and uses can ensure that areas of local environmental value are protected. In particular, nature POS allows for managed access to local conservation areas for the purpose of passive recreational activities.

Currently, 69% of the City's total parks are used for recreational functions, with 24% being used for nature retention and 7% for sporting fields.

As urban development continues to grow and residential density increases, lot sizes and street verges will reduce placing significant pressure on the City's ability to protect and expand its urban tree canopy.

Street trees provide shade, reduce heat island effects, improve health and well-being, and can increase amenity in an urban area. The City's Urban Forest Strategy strongly encourages the retention of significant vegetation within the built environment, including the provision of street trees to enhance our urban forest.

Through the planning framework, green links should be established within the public realm to protect existing vegetation and encourage safe pedestrian and animal movement between POS networks. Additionally, street orientation is important as it can create view corridors to encourage pedestrians to safely move between POS networks and other major amenities and services within a suburb.

In the public realm, the hierarchy of streets can be defined through road reserve widths, street tree selections and hard and soft landscaping treatments to differentiate key areas and enliven the streetscape.

Through LPS 3, environmental provisions could be included to assist with the retention of significant trees within development sites, as well as providing wider road reserves to support the establishment of green corridors within the City. The City will investigate and work with State Government to explore mechanisms within the local planning framework to protect significant trees and increase urban canopy.

WATERWISE OPEN SPACE

As climate change continues to reduce rainfall, and the State Government's Gngangara Groundwater Allocation Plan (GGAP) reduces water use by 10 per cent, the City needs to ensure there are sustainable water sources available to irrigate existing and future POS.

Water Management Strategies are required to address issues of water allocation and licensing for POS. When designing POS to be waterwise, the Cities local planning framework encourages the following options be utilised:

- Use of water sensitive/native plant species;
- Retention of natural bushland;
- Hydro-zoning and installation of smart irrigation systems; and
- Water Sensitive Urban Design principles.

The City has been recognised for its Waterwise achievements such as the hydro-zoning works at Liddell and Templeton Parks in Girrawheen which has reduced the irrigated turf area by 15-20%, while smart irrigation systems are being trialled at Halesworth park in Butler to monitor and update irrigation requirements. Water sensitive open space such as dry parks or eco-zoned areas which convert underutilised turfed areas into native garden areas which require minimal reticulation may also be considered in the City.

REGIONAL LEVEL FACILITIES

It is anticipated that Alkimos, Eglinton, Yanchep, Two Rocks and Wanneroo (including East Wanneroo) will have the greatest population growth by 2041. As a result, there will be a greater demand for access to a range of open space and community facilities in these areas.

The East Wanneroo Community Facility Plan (EWCFP) and Northern Coastal Growth Corridor Community Facility Plan (NCGCCFP) have been prepared to outline the future infrastructure needs for these areas.

The Kingsway Regional Sporting Complex is the City’s only regional POS used for sporting purposes, and is currently at capacity for use. To address this, the NCGCCFP and EWCFP have identified the need for additional regional open space

facilities to be provided within East Wanneroo, Yanchep and Alkimos. These facilities should provide significant sporting and recreational infrastructure including state sporting facilities, indoor recreation centres and aquatic centres.

The State Government is responsible for acquiring land reserved for regional open space under the Metropolitan Region Scheme. The City is currently advocating to the State Government for the timely delivery of regional open space in Alkimos and Yanchep to meet the current and future needs of the community.

Through the Strategy, regional and district level open space facilities should be co-located with existing conservation areas, activity centres, and community facilities in order to maximise use.

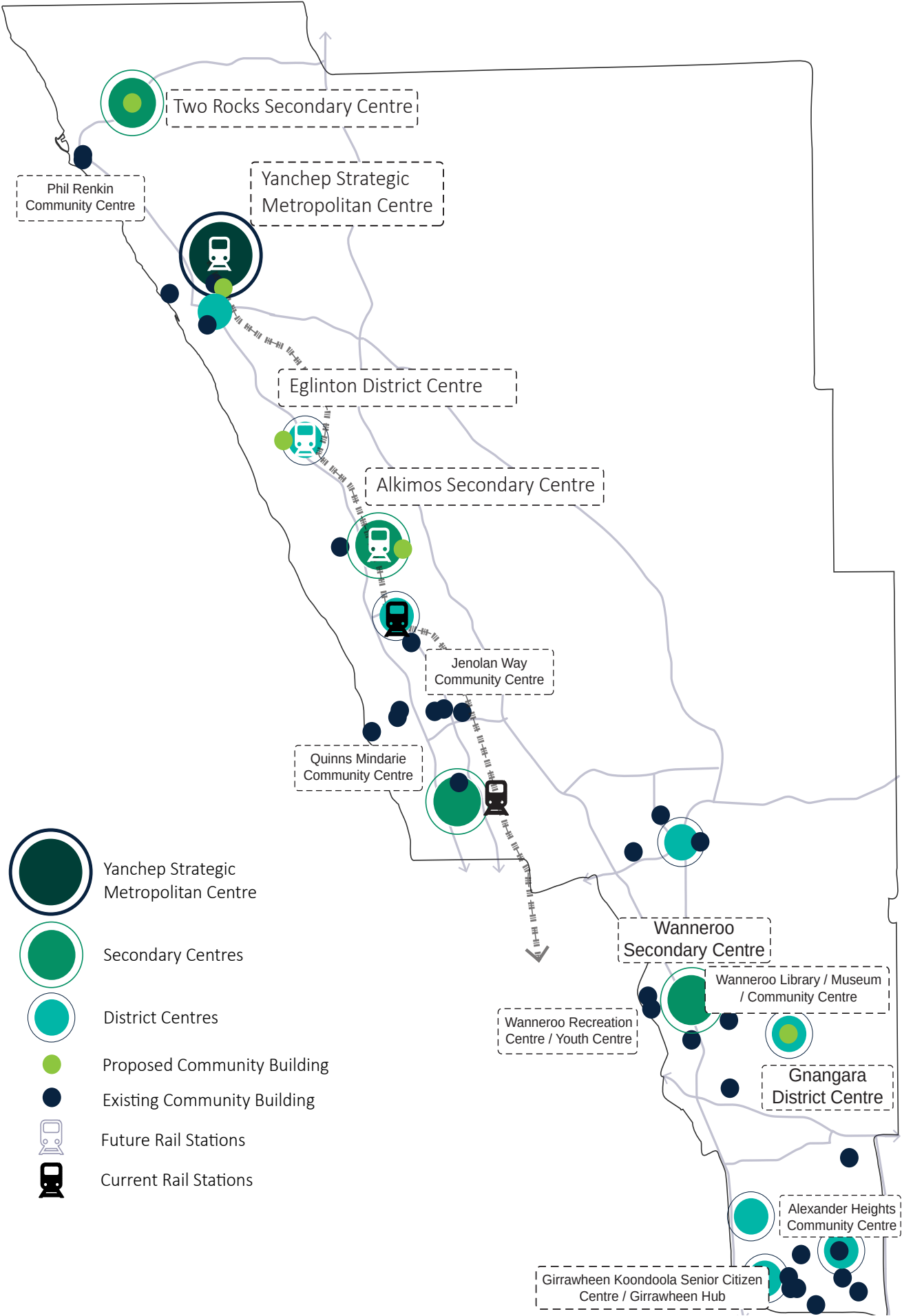


Figure 14: Existing Community Facilities in the City

COMMUNITY INFRASTRUCTURE

Through the planning framework, land uses such as libraries, museums and community centres should be located within activity centres. Community buildings should be co-located with complementary infrastructure such as shopping precincts, schools and parks to create community hubs.

The benefits of co-locating facilities is to increase access to a broader range of services within one location, and utilise cost-sharing to deliver facilities which meet the changing needs of the community.

The City has a number of shared use agreements with the Department of Education (DoE) regarding the provision and maintenance of sporting fields that are used by the school during their hours and used by the community and sporting groups at other times. Collaboration with the DoE will ensure developments are coordinated and designed to maximise the space.

The use of shared use agreements to deliver community facilities within close proximity to activity centres, schools and open space is supported throughout the City.

LIBRARY FACILITIES

Regional libraries are proposed to be co-located with a community centre in the Alkimos Secondary Centre and Yanchep Metropolitan Centre.

District libraries planned for Eglinton and Two Rocks should be located within close proximity to the activity centres to encourage greater use. Additionally, they may be shared with high schools or be provided as a shop front within a commercial precinct.

Long term lease agreements between the City and a shopping centre owner may permit the co-location of a library within a shopping centre. This would capitalise on existing foot traffic, and reduce the need for future land acquisition for such facilities.

STATE AND FEDERAL GOVERNMENT PROVIDED COMMUNITY FACILITIES

Schools, emergency services, medical facilities and cemeteries are generally provided by the State Government, while tertiary facilities, social security and other welfare services are provided by the Federal Government. Non-government organisations often provide other facilities such as churches and charity services which can also be used as community facilities.

The North West Sub-regional Planning Framework outlines that the Metropolitan Cemeteries Board has identified a preferred site for a new cemetery to be located in the Yanchep locality. The City of Joondalup Pinnaroo Valley Memorial Park is currently the only cemetery to service the North-west sub-region. While this cemetery is not expected to reach capacity any time soon, future investigation by the State Government will be required to determine a more specific location for a second cemetery in Yanchep.

The Yanchep Strategic Metropolitan Centre is intended to be the largest centre in the City, of a similar size and scale to the Joondalup City Centre. The Alkimos Secondary Centre has been identified to provide a supporting role to Yanchep despite being developed first. Ensuring an appropriate level of facilities are delivered in a timely manner based on each centre's hierarchy will help to meet community's needs now and in the future.



Library and Cultural Centre, Wanneroo

DEVELOPER CONTRIBUTION PLANS

Over the next 15 years, the City is expected to experience significant development, particularly within the northern coastal corridor and East Wanneroo. To accommodate this new development, the timely provision of infrastructure and services is required to ensure the economic and social well-being of existing and future communities. This infrastructure includes roads, drainage, schools, community and recreation facilities and open space, as well as services such as water, sewerage, gas and electricity.

A coordinated approach is required to deliver this type of infrastructure and services in a timely and cost effective way. One way this can be achieved is through a Developer Contribution Plan (DCP) which will be formulated and ultimately approved by the DPLH and the City prior to the subdivision or development of land. A DCP is often necessary in instances where there are multiple landowners who pay a financial contribution to the local government to coordinate and deliver the defined infrastructure. The level of infrastructure that can be defined under a DCP for community infrastructure typically relates to local or district facilities only.

The City has 9 developer contribution arrangements in place for the East Wanneroo areas of Wanneroo, Ashby, Tapping, Hocking, Pearsall, Landsdale, Darch, Madeley and Wangara. These arrangements have been in place for the past twenty years and range in their level of completion, mostly providing standard infrastructure such as roads and POS.

Developer contribution arrangements also apply in the Alkimos, Eglinton, Yanchep and Two Rocks areas, which relate to community infrastructure

including community facilities, recreation centres, and surf life saving clubs.

The Yanchep Two Rocks DCP was prepared in 2014, based on population protections and need and demand for a 10 year operational period. As a result, the DCP only covers three items of community infrastructure including the Yanchep district POS, Yanchep Lifesaving Club and a coastal node in Yanchep. However, due to lower than anticipated lot yields and population growth during that time, the DCP has been extended until 2030.

The framework for formulating and implementing the requirements of the City's DCP's has been outlined in DPS 2 in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*.

FUTURE DEVELOPER CONTRIBUTION PLANS

Future DCPs may be applied for areas in East Wanneroo, Neerabup Industrial Area and Yanchep Two Rocks. The City will liaise with DPLH to identify the suitability of developer contribution arrangements for these areas, prior to and during the preparation of any DCP to determine need and scope. And, where appropriate, initiate an amendment to incorporate future DCPs into LPS 3 to guide contribution requirements for standard and community infrastructure.

Through the preparation of LPS 3, the provisions outlined in any future DCP or developer contribution agreement for Neerabup, East Wanneroo and Yanchep/ Two Rocks will need to be included in accordance with State Planning Policy 3.6: Infrastructure Contributions (SPP 3.6).

East Wanneroo

A district level DCP is currently being prepared by the State Government as required by the East Wanneroo District Structure Plan. The contribution plan will guide the collection and disbursement of funds necessary for delivering integrated arterial roads, district level community facilities, and groundwater management systems across the entire East Wanneroo area. Once completed, the DCP will need to be incorporated into LPS 3 to ensure all land zoned Urban or Industrial under the MRS pay contributions towards delivering this infrastructure.

The East Wanneroo District Structure Plan divides the area into 28 precincts based on their compatible land use zonings to facilitate the creation of neighbourhood sized catchments. A local structure plan is required for each precinct to address more detailed planning considerations and allow for the staged development of East Wanneroo. The City will investigate the need for local-level DCP arrangements as part of these structure plans, to provide guidance on the funding and delivery of shared infrastructure such as POS, roads and drainage.

Neerabup Industrial Area

Development of the Neerabup Industrial Area (NIA) will provide significance employment and business opportunities for the region, supporting an estimated 20,000 new jobs at full build out. New emerging industries are being attracted to the area, including the Australian Automation and Robotics Precinct and the potential for a Neerabup Waste Innovation Precinct.

As the NIA develops, a DCP may also be required to be prepared to guide the future development of POS, drainage,

major roads and any other infrastructure as required. Further collaboration between the City, State Government and landowners will be required when considering contribution arrangements for the NIA.

Yanchep Two Rocks

As future development in Yanchep and Two Rocks occurs, additional DCPs may be required to deliver district level community infrastructure. The City will conduct a holistic review of existing DCP arrangements. Where appropriate a scheme amendment process will be undertake, ensuring any proposals are in accordance with SPP 3.6.

The preparation of any future DCP will need to be incorporated into LPS 3 to outline the framework for formulating and administering the DCP requirements.

4.1.6. CHALLENGES AND PLANNING DIRECTIONS SUMMARY

The following issues and opportunities have been summarised from the Community, Urban Growth and Settlement chapter.

	Challenges	Planning Directions
Population and Housing	<ul style="list-style-type: none"> • Ensure there is sufficient housing supply to meet the needs of the growing population. • Low rates of urban infill in the City will result in not achieving the State's set density target. • Ensure there is affordable and diverse housing options for all, including providing access to services, open space and/or public transport in close proximity. • Encourage the delivery of social housing to cater for increasing demand. • Manage the staged urbanisation of East Wanneroo to accommodate the projected population growth over the next 50 years. • Minimise bushfire risk in the City. 	<ul style="list-style-type: none"> • Allow for the delivery of diverse housing types across the City to meet the needs the community. • Support infill development in key locations (i.e. within existing activity centres, along key transport networks) in the City to progress towards achieving the infill density target outlined by the State Government. • Encourage the provision of higher density housing within close proximity to high quality service and amenities. • Collaborate with the State Government to develop incentives to deliver social and affordable housing within strategic locations in the City. • Encourage good built form design outcomes for East Wanneroo to create an attractive and unique place that will be sustainable for years to come. • Support bushfire safety and protection measures in areas that are bushfire prone, while also minimising the impact on the natural environment.
Built Form and Character	<ul style="list-style-type: none"> • Protect and enhance areas that have a unique character in the City. • Improve amenity in the public realm which is causing a diminished sense of place and reduced liveability and sustainability for residents. 	<ul style="list-style-type: none"> • Establish and protect character areas identified in the City as being unique to the history or sense of place of that area. • Create places that are attractive and inviting for people to enjoy through improving the consistency of materials and landscaping in the public realm.
Heritage	<ul style="list-style-type: none"> • Protect and celebrate the local Aboriginal and cultural heritage unique to Wanneroo. 	<ul style="list-style-type: none"> • Engage with relevant stakeholders to identify places of Aboriginal and cultural heritage that are unique to the City which need to be protected for future generations.
Community Infrastructure	<ul style="list-style-type: none"> • Create places that are functional and adaptive to meet the needs of the growing community. • Encourage community facilities be appropriately located to deliver maximum benefit to the community. • Protect local environmental values and minimise the affects of Climate Change. • Identify funding opportunities to ensure the timely delivery of community infrastructure in the future. 	<ul style="list-style-type: none"> • Support the delivery of open space and facilities which is designed to be flexible, accessible and multi-functional to encourage community use at all times. • Encourage community facilities be co-located with complimentary land uses to minimise costs and deliver infrastructure and services in a timely manner. • Deliver a connected open space network which conserves the natural environment and is sustainable. • Prepare developer contribution plans to coordinate the delivery of services and infrastructure in a timely and equitable manner.

4.2 Economy, Employment & Tourism

Facilitating trade, investment, innovation, employment and community betterment in the City.



4.2.1. ECONOMIC AND EMPLOYMENT

The City is growing rapidly with an average of 7,500 new residents each year. These residents bring a diversity of qualifications, skills and experiences into the City which contributes to developing its local economy. To accommodate this growth, the City will need to provide a suitable and adequate supply of jobs to ensure residents can live and work within the City.

EMPLOYMENT PROFILE

In 2021, there was 52,245 local jobs in the City and a local workforce of 104,601 people, which equates to an employment self-sufficiency (ESS) rate of 45.2%. The State Government's North-West Sub-regional Planning Framework sets an ESS target for the Cities of Wanneroo and Joondalup of 60% by 2050. To meet this, it is anticipated that by the year 2041, 56,115 additional jobs will be required within the City.

The City's economy is predominantly population driven, meaning that it mainly services the local population with its major industries, including construction, retail, and manufacturing. However, as development continues and new employment land opportunities become available in future activity centres and industrial areas, other growth industries such as

professional, technical and scientific services, health care and education and training sectors will be attracted to the region.

The City also has a niche tourism sector which contributes to the local economy. In particular, there is an increasing market interest in growing tourism opportunities across the region from the coast to the bush, with a strong focus on expanding the agri-tourism industry for activities such as brewing, distilling and wine making.

The City is strategically located with strong connections to broader employment opportunities, while the availability of new and affordable employment land will attract future and existing businesses wanting to expand to the region, delivering additional jobs for the local community.



62%

Worked full time



64%

Drive to work



Technicians & Trades	17.4%
Professionals	16.5%
Community & Personal Service Workers	13.3%
Clerical & Administrative Workers	13.3%
Labourers	10.6%
Managers	10.4%
Sales Workers	9.0%
Machinery Operators & Drivers	7.8%

Largest Employers



Construction
Manufacturing
Retail

Growth Industries



Manufacturing
Health Care & Social Services
Professional, Technical & Scientific Services



Niche Industries



Agribusiness



Tourism

Emerging Industries



Waste & Energy Innovation



Automation & Robotics

**EXISTING ECONOMIC ACTIVITY
AND EMPLOYMENT LAND**

The City's local economy is heavily reliant on the construction, manufacturing and retail industries to employ the majority of local residents. As a result, the City's main economic and employment land is located within activity centres, industrial, rural and tourism areas located across the City (Figure 15).

Activity Centres

The City has a number of existing and emerging activity centres which cater for a wide range of commercial, retail, entertainment, food and beverage, office, recreational and residential land uses. By 2041, these Centres are anticipated to achieve a total of 34,593 jobs and consist of 1,105,651m² of employment floorspace.

This strategy encourages activity centres be supported by high frequency public transport networks and higher density residential development to create inviting places where the community can meet, connect and enjoy.

The City's activity centres have been defined in accordance with the hierarchy outlined in SPP 4.2 (Table 9).

A Retail Needs Assessment considered the retail demand and supply trends in each of the City's activity centres, and outlined that the City has over 200,000m² of retail floorspace which will more than double by 2041 as new centres emerge. A commercial floorspace assessment has also been undertaken to determine the current and future commercial floorspace required to accommodate future growth. To accommodate this growth, new activity centres and employment land will be

needed in the future.

The majority of the City's strategic metropolitan, secondary and district centres have approved structure or precinct plans in place to guide their development and include anticipated employment floorspaces and the total number of jobs that these centres will achieve. The City is currently preparing a new precinct plan for the Wanneroo Town Centre which is required to guide the Shopping Centre's redevelopment and the development of adjacent commercial, mixed use and public purpose land as well as 'Lot 9000' which will comprise of an urban village with a mixture of housing. The delivery of an up to date precinct plan for the Town Centre is needed, as the current structure plan came into effect in 2001 and is due for review. The new precinct plan will guide the delivery of a vibrant, progressive and prosperous centre providing for a mix of commercial uses to ensure vibrancy and economic self-sufficiency. It will also encourage residential redevelopment opportunities within the surrounding catchment areas. For these reasons, the Wanneroo Town Centre is included as a Planning Area in this Strategy.

There are currently no precinct/structure plans or local development plans in place for the Two Rocks Secondary Centre (Two Rocks North as identified in SPP 4.2) or the Two Rocks District Centre E (District Centre E as identified in the Yanchep Two Rocks District Centre Structure Plan). The Needs Assessment proposes that retail growth will only commence in these centres after the year 2041. The planning framework for these Centres include the Yanchep Two Rocks District Structure Plan and the East Two Rocks Local Structure Plan, which only covers a small proportion of the Secondary Centre. Currently, these Structure

Plans are due for review and the data they include needs to be updated, particularly relating to employment and housing projections. As a result of these factors, these Centres have not been included in this version of the Strategy. However, once the data is reviewed and the District Structure Plan is updated, a future revision of the Strategy will include these Centres as planning areas and outline guidance for their development.

The Girrawheen Newpark and Alexander Heights District Centre E also do not have precinct plans in place over them. Girrawheen Newpark is included as a Planning Area in this Strategy given that the Centre is projected to nearly double in size by 2031 and is supported by increased densities proposed for the area. The need for a precinct plan will be investigated to guide this Centre's future development.

The Needs Assessment predicts that the Alexander Centre is not proposed to grow in the lifetime of this Strategy, and therefore is not included as a planning area in this Strategy.

The Madeley District Centre (Kingsway), has a Structure Plan in place to guide its development that was approved in 2010. The WAPC has recently granted an extension to this Structure Plan for a further two years, making its expiry date 19 October 2027. Any further development past this date will require the preparation of a precinct plan to guide redevelopment. For this reason, the Madeley District Centre is included as a Planning Area in this Strategy.

The City contains a number of existing neighbourhood and local centres that have approached their development capacity and are unlikely to experience further growth in the lifetime of this

Strategy. Mindarie Marina, Madeley, Clarkson and Clarkson Avenue (Table 9) are neighbourhood centres which are more consistent in size with local centres however, beyond the life of this Strategy, they will be likely expand so it is proposed that they maintain their neighbourhood centre status.

Industrial Areas

The City has two major industrial areas at Wangara and Neerabup, which provide essential employment opportunities for residents in the City. These areas are used for manufacturing plants, public utilities and stockpiling, distribution and transporting facilities.

The recent development of the Neerabup Industrial Area (NIA) has provided opportunities for businesses to expand locally as well as attracting new investment and industries to the City. The NIA is emerging as a unique innovation precinct, driven by the State Government's announcement of \$20m in funding to locate the Australian Automation and Robotics Precinct in the NIA. Additionally, plans for a Neerabup Waste Innovation Precinct are being considered to promote a transition towards a more circular economy.

The NIA is currently 1,005 hectares and whilst this area is relatively new, the majority of subdivided Development WA land has already sold out. There will inevitably be a demand for additional industrial land in this location in the future. It is proposed that the DPLH, on behalf of the WAPC and in conjunction with relevant agencies and local governments to investigate the land earmarked for future industrial uses in Pinjar and Jandabup to inform their suitability for industrial expansion.

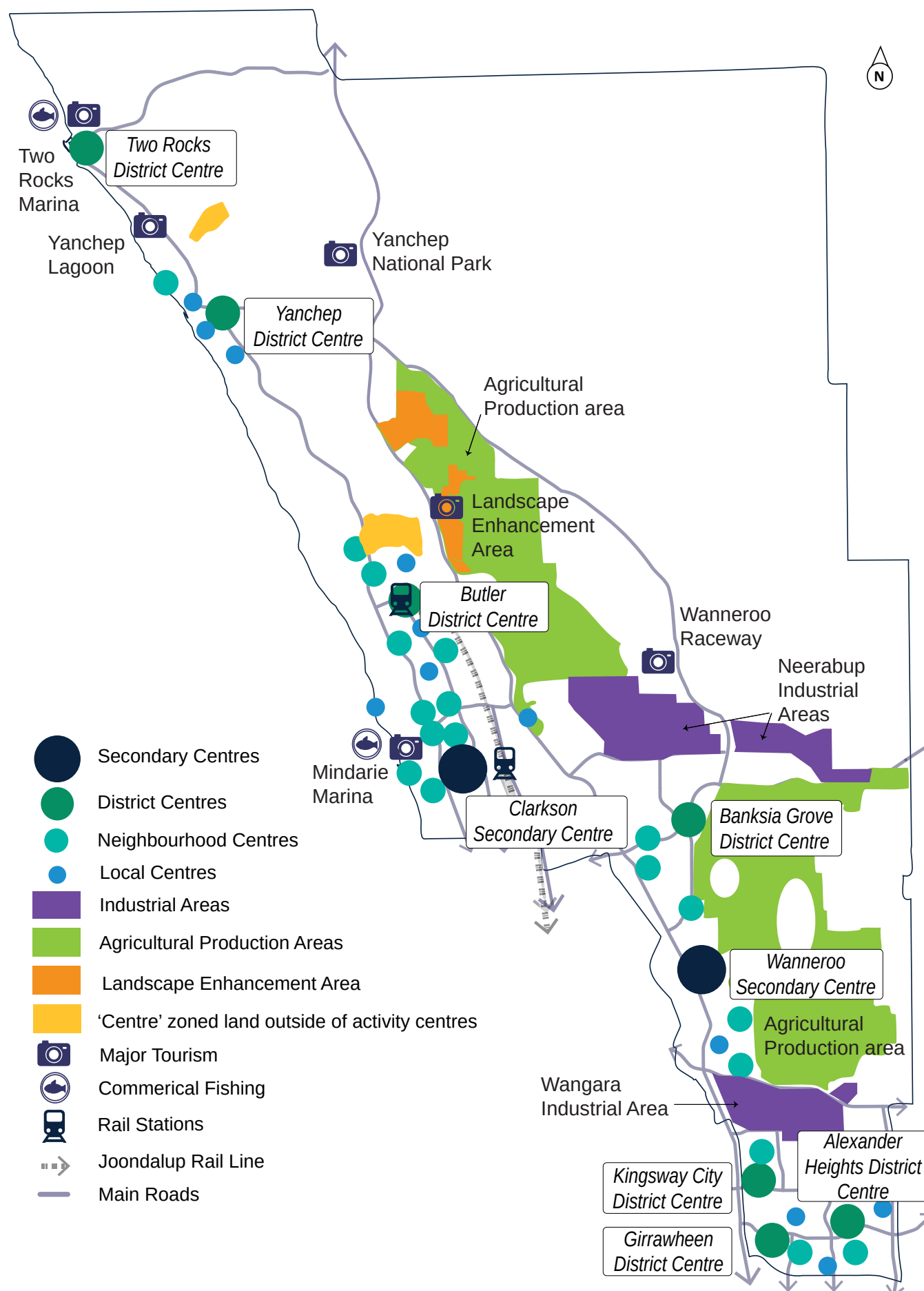


Figure 15: Current economic and employment activity in the City

Rural and Agricultural Industry

The City's rural land is used for activities such as agriculture, horticulture, animal premises, basic raw material extraction, biodiversity conservation and tourism.

The City has 7,959 hectares of rural land, the majority of this is located within North Wanneroo and East Wanneroo. However, with the urbanisation of East Wanneroo this will gradually result in a loss of 3,495 hectares of this land.

Tourism Industry

Tourism land in the City is largely located along the City's coastal nodes and contained within the Private Clubs and Recreation, Parks and Recreation and Landscape Enhancement Zone as well as within activity centres.

The Landscape Enhancement Zone in North Wanneroo contains 438 hectares of land and is the largest single area in the City with tourism objectives and uses. The Wanneroo Raceway is another large tourism precinct which could potentially accommodate increase tourism opportunities in the future.

Home-based business

The COVID-19 pandemic has had an ongoing impact on our local community and businesses. As a result, the City's economic environment has changed slightly to accommodate more people looking to work from home, which has seen an increase in home businesses being established throughout the City.

FUTURE ECONOMIC ACTIVITY AND EMPLOYMENT LAND

Over the next 20 years economic growth will occur as a result of redevelopment and density increases in existing centres such as Wanneroo Town Centre, as

well as from the development of new emerging centres such as Yanchep Strategic Centre. The City's emerging employment centres have been identified in accordance with SPP 4.2 to ensure the employment needs of the growing population are met.

It is essential that the land earmarked for employment is strategically located to accommodate future growth, and be delivered in a timely manner to ensure it will meet demand and minimise the potential for the land to remain vacant. In instances where employment land has been left vacant, sometimes for decades, there can be increasing pressure from developers to develop the land for residential purposes. Once employment land is developed for non-employment purposes the land is severely limited to be used for employment purposes in the future.

The City will investigate the potential for allowing time-limited approvals in instances where it will support the staged development of an area. Time-limited approvals could allow interim land uses where the scale, nature, form and intensity of use does not affect the long-term development of land earmarked for future employment opportunities. For example, interim land uses may include development that allows 'adaptive re-use' building design, does not facilitate further subdivision or strata titling of a lot, contributes to the public realm, or be time limited. The City will work with developers to identify strategic sites suitable to accommodate interim land uses through future precinct and/or local structure plans.

Yanchep Strategic Metropolitan Centre

In time, the City's largest activity centre will be the Yanchep Strategic Metropolitan Centre which will be

of a similar scale and nature to the current Joondalup City Centre and accommodate approximately 15,000 jobs. The Centre will contain major office buildings, tertiary educational institutions, large-scale retail centres and medium to high density housing. It will offer a range of economic and employment opportunities for both people within the City and from surrounding areas due to the accessibility provided by the future Yanchep Rail Extension.

Two Rocks and Alkimos Secondary Centres

A Secondary Centre is proposed for North Two Rocks and Alkimos to complement the Yanchep Strategic Centre. Whilst the Alkimos Centre is likely to develop in advance of Yanchep, it should not compromise the longer-term development intentions of the Strategic Centre by offering an over provision of commercial and industrial land uses.

Alkimos and Two Rocks Centres will be similar in size to Wanneroo and Clarkson Centres, accommodating a mix of office, retail, civic and recreational uses and medium to high density housing. The Alkimos Centre will be well serviced by the Alkimos train station located at the heart of the Centre, while the North Two Rocks Centre is anticipated to be serviced by an extension to the Yanchep rail line in the future.

Two Rocks and Gnangara District Centres

Urban development and growth along the City's north-west corridor as well as through the urbanisation of East Wanneroo will generate demand for smaller district centres in Two Rocks and Gnangara. These will be of a smaller scale, mainly catering for the daily to weekly needs of residents.

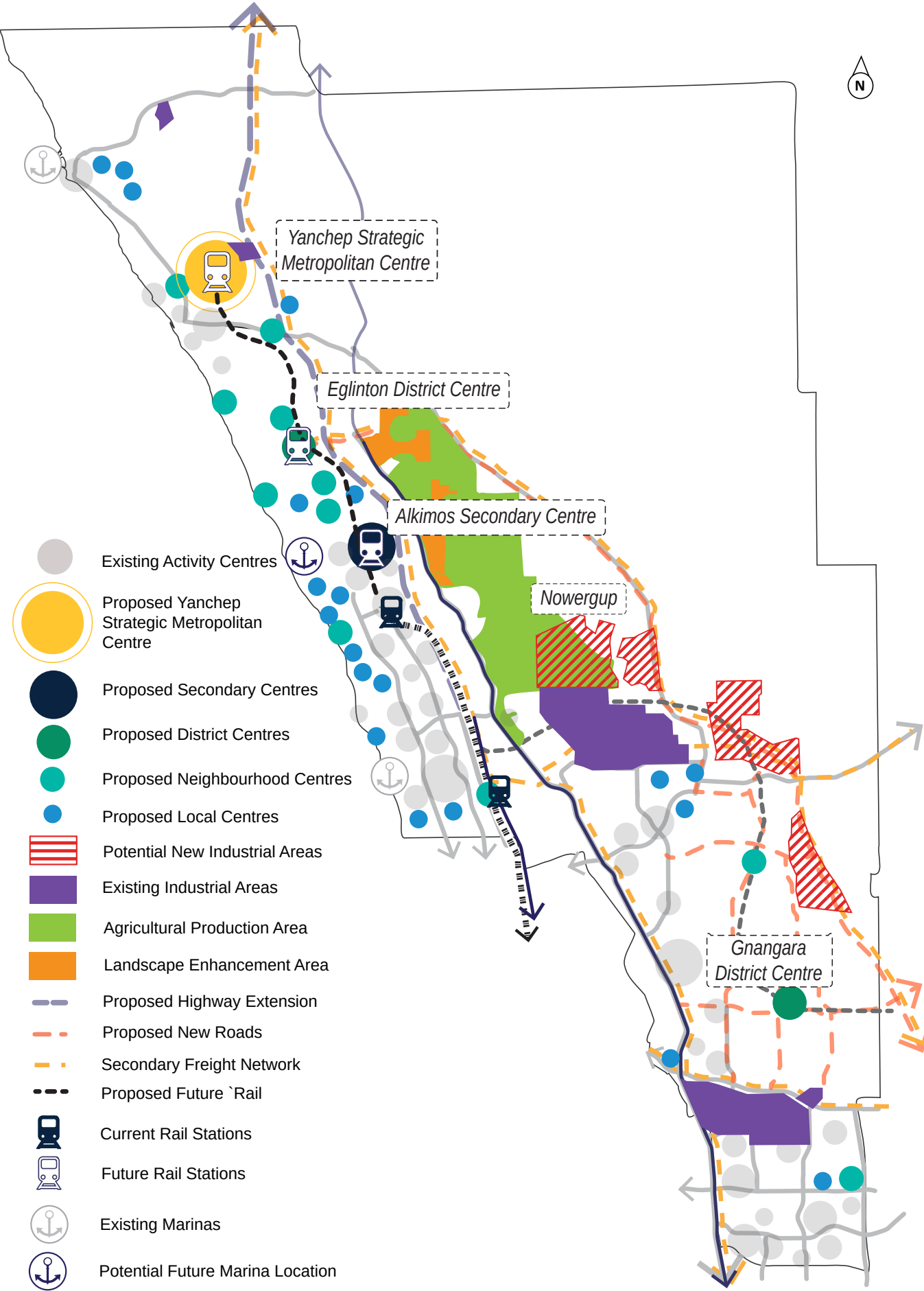


Figure 16: Future economic and employment activity locations in the City

Eglinton East Employment Investigation Area

In 2022, the DPLH released the outcomes of its investigation into 15 planning investigation areas identified in the Perth and Peel @ 3.5 million Sub-regional Planning Frameworks. Eglinton East was identified as being suitable for accommodating employment land in the future. This was based on the land's strategic location, providing access to a regional road network and the proposed Whiteman-Yanchep Highway, as well as acting as a transition between land uses in the Eglinton and Alkimos activity centres and surrounding Parks and Recreation and Bush Forever reserves.

Currently this land is zoned under the MRS as 'Rural' and 'General Rural' under the City's DPS 2. An amendment to the MRS and DPS 2 zoning for the land would be required prior to any potential development for employment uses.

It is important that this area does not compete with other identified employment areas such as Neerabup, Alkimos Secondary Centre and Eglinton District Centre. This will be a key consideration when the Alkimos-Eglinton District Structure Plan is updated to outline the reasoning and intent of the land to be used for employment purposes.

Neighbourhood and Local Centres

As the population grows, particularly along the City's northern coastal corridor as well as East Wanneroo, neighbourhood and local centres will emerge to service the day to day needs of the community, generating population-driven employment. It is anticipated that the City will accommodate an additional 17 neighbourhood/local centres which will

offer a range of convenience services to the local residents.

Yanchep and Two Rocks Industrial Areas

The Yanchep District Structure Plan identifies 112 hectares of land in two locations for light industrial and service commercial activities near the Two Rocks and Yanchep major centres. Their location on the periphery of urban centres will allow them to be easily accessed, creating an additional 4,000 jobs in the City.

Potential other new industrial areas

The emerging NIA is projected to employ approximately 30,000 people at full capacity and will contribute significantly towards achieving the City's ESS targets. The area is 1,005 hectares which is almost one and a half times the size of Wangara Industrial Area (WIA). The City owns 160 hectares of land in the NIA which will focus on developing with the aim to strengthen strategic employment opportunities for future population.

New Eglinton Marina

Land has been earmarked in the Alkimos-Eglinton District Structure Plan for a future marina and coastal village in Eglinton. This is intended to provide housing and accommodation and generate employment and economic activity. The proposed Eglinton Marina will be a catalyst for tourism and marine based recreation, businesses and activities.

State Forest 65

State Forest 65 consists of Crown Land which is under the direct control of the Department of Mines, Industry Regulation and Safety. This land is

largely used for the harvesting of pine plantations. However, by 2025/26 all remaining pines are expected to be removed and this land use will cease to operate in this area. This will present significant opportunities for it to be used for other economic and employment generating uses.

In 2018, the State Minister for Agriculture and Food outlined in their response to the North Wanneroo Agriculture and Water Taskforce, that the Department of Primary Industries and Regional Development (DPIRD) would develop a business case that included a cost benefit analysis and approvals pathways required for a new leasehold agri-precinct in State Forest 65, supplied with recycled water. The business case would consider the level of public investment required through an assessment of grower's willingness to pay a component of the capital costs plus water scheme operating costs. A case would then be made to the Commonwealth Government for funding for the remainder of the capital cost.

The City supports the use of part of this land for expanded agricultural and horticultural activities. This would provide opportunities for farmers who are displaced by urbanisation in East Wanneroo to relocate their business to nearby areas.

There is also the potential to use some of this land to accommodate commercial investors undertaking advanced technologies with the ability to harvest water as a by-product of their operations. As there is no identified future use for the site, it is proposed that the revised planning framework for the sub-region investigates future potential uses for it which will generate economic activities and support farming practices in the area.

NEEDS ASSESSMENT

The City undertook a needs assessment to determine the total number of jobs, employment floorspace, and land required to meet the City's future employment needs by 2041.

Based on a Employment Self-Sufficiency (ESS) target of 60% by 2031, (which is outlined in the State Government's Directions 2031 which precedes the North-West Sub-regional Planning Framework) the City will need to provide a total of 108,360 local jobs to support a workforce of 180,599 people. Despite this being double to amount of jobs currently provided, it is considered to be a reasonable target for the City to achieve based on current modeling. For this reason, the City is striving towards this target rather than the one in the North-West Sub-regional Planning Framework as we believe that ESS can be achieved sooner than the Framework outlines.

A review of the WAPC Land Use Employment Survey 2015 - 2017 has revealed that the majority (75%) of the City's workforce are currently employed in commercial, industrial, public purpose and recreation centres. By 2041, it is projected that 5,695,624m² of floorspace will be available to generate 82,497 jobs within these key centres, and 25,863 jobs outside of these centres. The land required to provide this floorspace has been identified through the MRS, endorsed District Structure Plans and NIA Structure Plan.

Table 9 identifies the potential retail floorspace for the City's existing and future activity centres that are likely to be delivered during the lifetime of this Strategy. As the City's northern coastal corridor continues to develop, a number of neighbourhood and local level activity centres will be required in the longer

Table 9: Growth Potential for Existing and Proposed Activity Centres

Strategic Metropolitan Centres Retail Floorspace (NLA)					
Centre	2021sqm	2026sqm	2031sqm	2036sqm	2041sqm
Yanchep City Centre	0	5000	10000	20000	20000
Secondary Centres Retail Floorspace (NLA)					
Centre	2021sqm	2026sqm	2031sqm	2036sqm	2041sqm
Clarkson (Ocean Keys)	42786	50000	50000	50000	50000
Alkimos City Centre	0	10000	20000	30000	40000
Wanneroo Town Centre	22064	30000	30000	30000	30000
District Centres Retail Floorspace (NLA)					
Centre	2021sqm	2026sqm	2031sqm	2036sqm	2041sqm
Madeley (Kingsway)	18149	32000	32000	32000	32000
Eglinton District Activity Centre	0	11000	11000	17100	27000
Butler	10000	10000	15000	22000	22000
Banksia Grove	9000	9000	15000	20000	20000
Girrawheen Newpark	8623	10000	15000	15000	15000
Yanchep District Centre	4000	10000	10000	10000	10000
Alexander Heights	9416	9416	9416	9416	9416
Two Rocks District Centre	2161	5000	5000	5000	5000
East Wanneroo PD1	0	0	0	5000	5000
Neighbourhood Centres Retail Floorspace (NLA)					
Centre	2021sqm	2026sqm	2031sqm	2036sqm	2041sqm
East Wanneroo PN1	0	0	0	2000	2000
Ashby	7100	7100	7100	7100	7100
Carramar Village	3142	5500	5500	5500	5500
Trinity Village	3500	5400	5400	5400	5400
South Alkimos Gateway	1400	1400	5000	5000	5000
Capricorn	0	0	0	0	4700
Summerfield	4572	4572	4572	4572	4572
Brighton Village	4570	4570	4570	4570	4570
Wyatt Grove	4250	4250	4250	4250	4250
Jindee Coastal Centre	0	2000	4000	4000	4000
Darch	3550	3550	3550	3550	3550
Clarkson Main Street	0	2800	2800	2800	2800
Merriwa Plaza	2784	2784	2784	2784	2784
Lukin Drive	2550	2550	2550	2550	2550
Pearsall	2100	2100	2100	2100	2100
Koondoola	2087	2087	2087	2087	2087
Eglinton	0	2000	2000	2000	2000
Quinns Village	1891	1891	1891	1891	1891
Mindarie	1794	1794	1794	1794	1794
Landsdale Forum	1679	1679	1679	1679	1679
Capricorn Coastal	1600	1600	1600	1600	1600
Mindarie Keys	1511	1511	1511	1511	1511
Mindarie Marina	1359	1359	1359	1359	1359
Madeley	1250	1250	1250	1250	1250
Alkimos Coastal Village	0	1200	1200	1200	1200
Clarkson Avenue	1100	1100	1100	1100	1100
Clarkson	693	693	693	693	693
Yanchep Beach Road 1	0	0	0	2500	2500
South Yanchep	0	0	0	3000	3000
North Eglinton	0	0	0	0	2500
Indigo Street	0	0	0	0	2051
North Alkimos Coastal Village	0	0	0	4000	4000
North Alkimos 2	0	0	0	0	3000
East Landsdale	0	5197	5197	5197	5197
Local Centres Retail Floorspace (NLA)					
Centre	2021sqm	2026sqm	2031sqm	2036sqm	2041sqm
Agora Village	240	240	1500	1500	1500
Yanchep Village (2)	100	100	1500	1500	1500
Beverley Crescent	0	0	0	0	1500
Butler Local	1200	1200	1200	1200	1200
Banksia Grove A	1200	1200	1200	1200	1200
North Alkimos 3	0	1000	1000	1000	1000
Baltimore Parade	983	983	983	983	983
Eglinton Marina	0	850	850	850	850
East Road	700	700	700	700	700
Villanova Street	0	0	0	0	700
Hainsworth	662	662	662	662	662
Marangaroo	574	574	574	574	574
Alinjarra Village	520	520	520	520	520
Jindalee North	0	500	500	500	500
Santa Barbara Parade	0	0	0	0	500
Duncombe Grove	0	0	0	0	500
Lake Neerabup	430	430	430	430	430
Central Tamala Park	0	0	400	400	400
Lagoon Drive	350	350	350	350	350
West Tamala Park	0	250	250	250	250
Quinns Rocks Beach	215	215	215	215	215
Viridian Drive	0	0	0	0	200
Yanchep Village (1)	100	100	100	100	100
Two Rocks D	0	0	0	0	2000
Two Rocks F	0	0	0	0	2000
Two Rocks G	0	0	0	0	2000
Yanchep Beach Road 2	0	0	0	1000	1000
Eglinton Mixed Use	0	0	0	0	250
North Alkimos 1	0	0	0	1051	1051
South Alkimos Central Village	0	0	0	0	1500
Jindalee North Coastal Centre	0	0	0	0	300
Jindalee Beach	0	0	0	0	500
Banksia Grove B	0	0	0	0	500
West Landsdale	0	0	0	0	1100

term (2036 and beyond). Additionally, the development of East Wanneroo will result in the demand for a district and neighbourhood level activity centre to be delivered to service the local residents. Until these centres have been developed, additional retail floorspace outside of these areas are generally not supported.

The complete employment needs assessment is shown at Appendix B and includes a retail needs assessment for all commercial centres or activity centres located in the City consistent with the requirements of SPP 4.2.

DIVERSIFICATION OF INDUSTRIAL LAND

The Wangara and Landsdale industrial areas (WIA) have experienced considerable growth over the last 30 years. In 1990, there was a combined floorspace of 283,234m² and in 2016 this had grown to 1,442,148m² (Source: WAPC Land Use and Employment Survey Data). In 1990, there was 15,771m² of Office/Business floorspace representing 5.6% of the total floorspace. Whilst the majority of this floorspace was ancillary office floorspace associated with predominant industrial uses such as manufacturing, storage and distribution and service industry, some of these offices were stand alone (ie. did not exist to support a predominant industrial use in the same building). In 2016, there was 181,061m² of office floorspace representing 12.6% of the total floorspace.

In 2016, the WIA employed 13,607 people and of these, 7,868 were employed in the office/business use class. While the office/business use represented 12.6% of the floorspace,

it also represented 57.8% of the employment generated.

With this level of office employment, it is highly likely that there is the need for ancillary office employees to require the support of professional services and other office type uses. This is primary reason why there is pressure on the requirement for some stand-alone small-scale office uses to enable professionals such as accountants, architects, engineers, lawyers, insurance brokers, IT/ Comms, real estate agents and other typical industry related service providers. The location of Wangara/ Landsdale and the excellent access via multiple key roads also makes the area very attractive and would also be likely to impact demand.

The City should expect the office/ business use to continue to grow in line with historical growth. However, the Needs Assessment outlines that the overall use is unlikely to grow beyond around 15% of total floorspace. It also notes that the provision for some level of professional offices in the WIA could be considered in LPS 3 as there are few commercial centres nearby that would serve this purpose and have the capacity to expand to the amount of floorspace required.

In the lifetime of this Strategy, it is expected that the WIA will contain around 2,500,000m² of floorspace (Figure 17) so if 15% of this is Office/Business, this would be 375,000m². If stand-alone Office/Business space represents an estimated 2% to 3%, this would be between 50,000m² and 75,000m². The demand for stand-alone office space in the WIA (at ultimate build out) is not anticipated to grow beyond this.

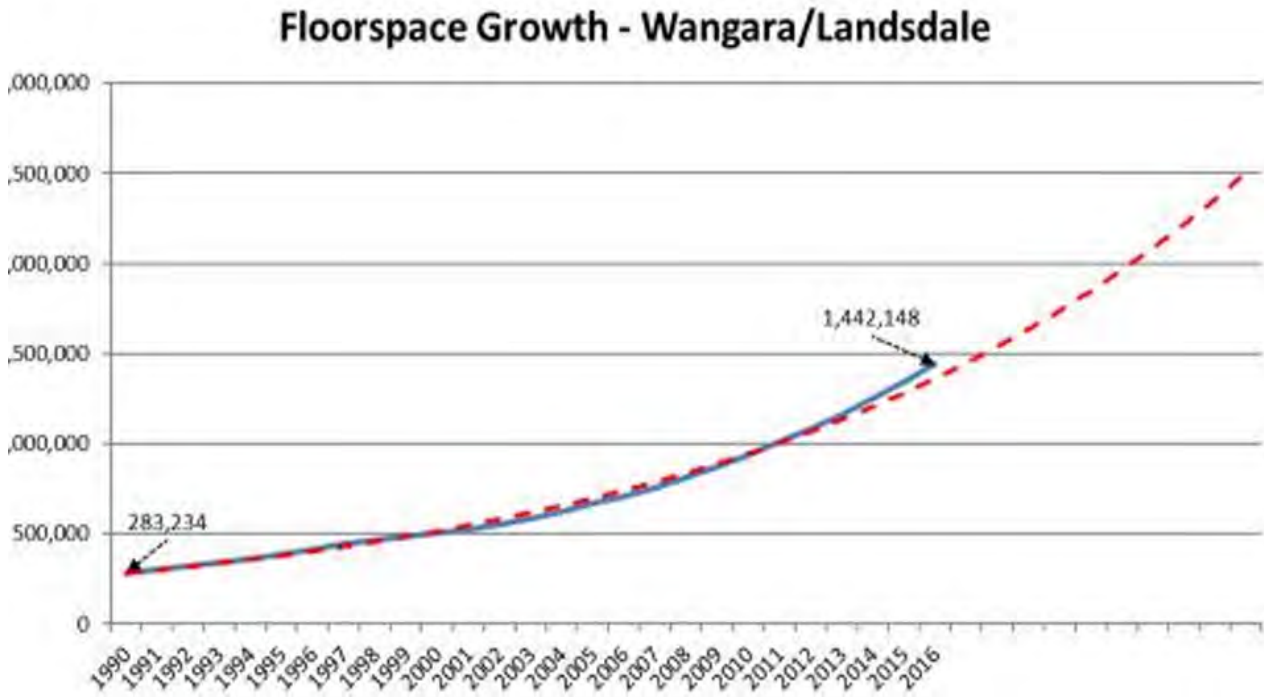


Figure 17: Projected floorspace in the Wangara Industrial Area

Rather than dealing with ad-hoc applications for stand alone small-scale office developments and approving some developments that “game the system” by maximising ancillary office floorspace, the City needs to actively plan for stand alone office floorspace in the most appropriate location and limit this type of development to that location to prevent unintended land use conflicts.

In this regard, the City will consider appropriate locations for small-scale stand alone offices, as part of the preparation of LPS 3. In doing so, we will consider:

- the potential for a consolidated location for stand alone office developments to prevent this use from occurring in ad-hoc locations throughout the WIA;
- appropriate development controls to address size and scale use as well as the relationship to the street; and
- any other controls and measures to ensure that offices are of a limited scale and do not undermine the predominant industrial nature of the area.

RETAINING AGRICULTURE AND HORTICULTURE

Agriculture and horticulture are significant industries in the City. However, over time urban expansion has required some of the City's agricultural land to be used for other purposes, including housing. In the future this will occur in East Wanneroo.

Whilst the urbanisation of some rural land is inevitable, the City must protect sufficient remaining agricultural land if it is to retain this major industry. Food production close to urban areas is vital as it provides local farmers with direct access to markets and increases food security for the local population, which is important if disasters occur and affect transport routes into the City. Recent events such as COVID-19 and interstate rail and road flooding, which resulted in food distribution issues, have demonstrated the importance of local food production.

In the future, the City's only remaining agricultural region will be in North Wanneroo, which consists of the suburbs of Carabooda, Nowergup and part of Neerabup. Landowners in the North Wanneroo rural region have experienced challenges, such as climate change, over the years. More recently, the State Government, in its Gnangara Groundwater Allocation Plan, has outlined that it will reduce water allocations in North Wanneroo's food production industry by 10% from 2028. This could adversely impact the profitability, productivity and long-term future of agriculture and horticulture in North Wanneroo.

As a result of the challenges facing North Wanneroo, some landowners have requested to the State Government and City to allow them to subdivide their rural landholdings to provide them

with a strategy to exit the industry. The State Government's policy framework has articulated its commitment to retain agricultural land. These documents include the North-West Sub-regional Planning Framework as well as State Planning Policy 2.5: Rural Planning which stipulates that opportunities for additional rural living zoning will become more limited as rural land becomes more contested. The WAPC's Statement of Planning Policy No. 3: Urban Growth and Settlement further stipulates that planning for rural residential development should:

- avoid productive agricultural land, important natural resources, areas of high bushfire risk or environmental sensitivity; and
- take a realistic approach by allocating land based on forecast estimates of demand for rural living not on the speculative development of land.'

The Framework also purports that there is an adequate supply of undeveloped Urban and Urban Deferred zoned land available in the Perth metropolitan region.

The City also considers there to be an inherent risk in allowing subdivision to occur in this important food producing region. Allowing rural subdivision could result in the permanent fragmentation of rural land and decrease opportunities for that land to be used for food production in the future. It could lead to speculative investment in nearby areas where investors purchase land with the expectation to also be able to subdivide. Rural subdivision could lead to land use conflicts, if sensitive uses, such as houses, occupy the subdivided lots. This could impact farming practices such as crop spraying and activities that cause noise. All of these factors could result in existing growers relocating to other



Market Gardens, Carabooda

areas, detrimentally impacting the City's agriculture industry in North Wanneroo.

Additionally, the majority of land areas in North Wanneroo contain significant constraints that would most likely prohibit subdivision from occurring. These include the presence of wetlands and lakes, karst, basic raw materials, Bush Forever land, priority natural areas and bushfire prone areas.

In accordance with the State Government's North-West Sub-regional Planning Framework, there are a number of State investigation areas in North Wanneroo, including a land parcel in the north identified for further

investigation as open space, and a location in southern Nowergup for potential industrial purposes. Until these investigations are completed, these land parcels can not undergo significant changes and will be included in the City's planning framework in the future.

Land use responses

Retaining productive rural land in North Wanneroo is important to the City, the State and the communities that it services. However, the issues impacting farmers could detrimentally impact this important industry as well as their livelihoods. The City does not support groundwater allocation reductions for local food producers. The agricultural industry and its individual operators using 1,820 water licenses have a very limited ability to improve their water infrastructure and are, in most cases, already maximising the efficiency of their water resource.

The land use planning implications of reducing water allocations for farmers in North Wanneroo are significant. Reduced water allocations could lead to farmers relocating to other regions where these restrictions are not in place to continue operating. This could result in a loss of food production in the region.

The City considers food production in North Wanneroo to be critical to provide food security to people in the City as well as those in the wider Perth metropolitan region. Recent events such as COVID-19 and interstate rail and road flooding, which resulted in food distribution issues, have demonstrated the need to retain local nearby supply chains to produce and deliver fresh food. Growers in North Wanneroo have good access to local supermarkets as well as nearby local labour markets to help with activities such as picking and harvesting.

In line with the City's Agribusiness Position Paper, we will continue to advocate for a long-term solution to see any reduction in groundwater licences in the region supplemented with an affordable, long-term water supply. Through the preparation of LPS 3, we will also consider other land uses that growers could undertake to support their primary rural pursuits, such as small-scale tourism activities. Some of these extra uses are now allowed as a result of the Gazettal of Scheme Amendment 172 - to align the Scheme with the Model Provisions. However, we will consider the scope to expand these further in appropriate areas.

The City will also work with the State Government to evaluate the role and function of the rural land along Wanneroo Road in Neerabup, as part of the State's broader strategic planning for the sub-region. This land has good visibility along Wanneroo Road and could potentially foster links between food production in Carabooda and Nowergup and industrial activities in the NIA.

Figure 18: Benefits of Urban Fringe Agriculture

Food security is increased when unexpected occurrences, such as natural disasters take place.



Local industries can expand such as agri-tourism and food and beverage businesses which use local produce.



Local employment opportunities are created when farmers can access a large local labour pool.



Money stays in the local economy when farmers sell directly to families, shops and restaurants.



Agriculture is an efficient use of urban fringe land which is not required for urban development.



Transport costs are lower and there is better proximity to supermarkets for growers.



4.2.2. TOURISM

Tourism plays an important role in accommodating local jobs and supporting other industries, particularly in the hospitality and agricultural sectors. Through regional collaboration, partnerships, marketing and branding, there will be increased opportunities and market interest to develop the City's unique tourism assets including coastal attractions, agri-tourism, accommodation, motorsporting events and beverage manufacturing such as brewing, distilling and winemaking.

TOURISM PROFILE

The City is a large and diverse local government area which offers attractions to local, regional, interstate and overseas visitors. These include pristine beaches, natural bushlands, wetlands and a variety of entertainment and recreational destinations.

Being an outer local government area, the City's population is growing rapidly with a significant proportion of people moving to the area from interstate or overseas wanting to explore what the region offers.

In 2020/21, the tourism industry employed 6.9% of the total labour force in the City. Over the past five years, there has been an average of 29,102 international visitors to the City, staying for an average length stay of 28.2 days.

The City's Tourism Plan 2019-2024 has identified the following strategic opportunities to improve the City's current tourism activities and encourage more people to visit the area.

- Activate the coast;
- Focus on nature based experiences;
- Focus on events for agribusiness, sporting and coastal lifestyle; and
- Promote cultural tourism opportunities.

Additionally, Yanchep Lagoon, Wanneroo Raceway, Quinns Rocks Caravan Park site, golf courses, and Yanchep National Park are identified as being key transformational projects that will have a large impact on achieving economic growth from tourism in the City.



Kitchenhand was the largest tourism and hospitality occupation in the City

64.3%

Tourism and Hospitality workforce are employed part time



54.7%

Tourism and hospitality workers born overseas



848,294 people had day trips in the City in 2019/20. This was a 13% increase from 2018/19



23.2 is the average number of days that international visitors reside in the City.



\$322.7 million was generated from tourism and hospitality sales in 2019/20



2,353 people made up the tourism and hospitality work force in 2016



60.3% of all international visitors to the City between 2014 and 2019 were visiting friends and relatives



655,207 international visitors stayed in the City for one or more nights in 2019/20

CURRENT TOURISM OPPORTUNITIES

The City has a diverse mix of natural and cultural heritage attractions and tourism opportunities, where visitors can enjoy dinning, sporting, music and cultural events.

Nature-based / Rural Tourism

Wanneroo has traditionally been a rural region, providing significant fresh produce locally. The City's Landscape Enhancement zone accommodates agricultural and horticultural land uses as well as small-scale tourism activities to attract more locals and visitors to the region.

The City has a number of important walking trails including the 10th Light Horse Heritage Trail through Neerabup National Park and the Yaberoo Budjara Heritage Trail which commences on the shores of Lake Joondalup and extends 28km north through Neerabup National Park to Yanchep National Park.

Yanchep National Park is the most popular attraction in the City, with 330,000 visits per year. It offers a recreation area comprising of an open woodland park, lakes, caves, natural bushland and landscaped gardens and built structures such as Yanchep Inn, McNess Visitor Centre and army bunkers which have remained since the war.

The City will work with State agencies to consider appropriate zoning, tourism and retail related land uses under LPS 3.

Sporting and Events Tourism

The City has a number of outstanding sporting and event facilities which attract interstate and intrastate visitors

to the area. This includes a number of public and private golf courses in Marangaroo, Carramar, Sun City, Lakelands and Wanneroo, and the Wanneroo Botanic Gardens which offers mini golf and restaurant facilities.

The Wanneroo Raceway is a premier racing circuit located in Neerabup and hosts state championships, club and commercial events, sprint and drifting competitions and police department recruit driver training.

Additionally, the Wanneroo Showgrounds hosts a number of community events such as the Agricultural Show which has been hosted annually since 1909.

Coastal Tourism

The City's coastline contains some of the best beaches in Western Australia. Key coastal nodes have been established at Shorehaven, Eden Beach and Amberton which offer important dinning and recreational opportunities which are attractive to families and visitors alike.

The Mindarie and Two Rocks Marinas also offer important tourism attractions such as restaurants, retail, commercial fishing and cultural heritage opportunities for people to explore and enjoy. Mindarie Marina also offers hotel accommodation and regular events which attract large numbers of tourists to the area.

Yanchep Lagoon is another key coastal attraction, boasting a unique natural beauty and biodiversity hot-spot, popular with locals and tourists for its excellent swimming, fishing and picnicking activities.



Yanchep Lagoon, Yanchep

Heritage Tourism

The City has a rich history reflected by the significant heritage attractions such as Yanchep Lagoon, Mary Lindsay Homestead, Cockman House, Yanchep National Park and the Alex T Brown and SS Alkimos shipwrecks.

The City also has an important Aboriginal history that should be recognised and celebrated. Yanchep National Park offers a unique 'Aboriginal Experience' where visitors can immerse themselves into the rich local Noongar culture. Additionally, the City has a number of important walking trails which have been established to highlight features of natural and historical Aboriginal significance.

FUTURE TOURISM OPPORTUNITIES

The City is located a convenient 30-minutes from the Perth CBD, and will become increasingly accessible to visitors and locals as the Yanchep Rail Line extension is complete.

Establishing a strong tourism market locally will encourage more visitors to the City which will boost the local economy and provide additional jobs for residents.

The City's Tourism Plan 2019 - 2024 identifies key strategic opportunities to improve the City's current tourism activities and attract further investment in growing our niche tourism industries. In particular, future tourism activities are proposed to be located around key coastal and nature-based nodes, as well as around key precincts such as Wanneroo Raceway (Figure 19).

Ancillary Tourism Land Uses

The planning framework can support tourism activities by allowing appropriate land uses within strategic locations. To support the primary function of a tourism activity, ancillary land uses such as retail, hospitality, commercial and accommodation are important as they offer a mix of uses which encourage people to spend longer in the same place.

The Wanneroo Raceway Master Plan outlines the potential to expand the sporting complex by developing a second track to accommodate international, national and state level sporting events in the City. The City will advocate for investigations into the expansion of the raceway which may include consideration of a mix of land uses complementary to existing and surrounding activity.

Landscape Enhancement Zone

The North-West Sub-regional Planning Framework identified Carabooda and Nowergup as being suitable to support agri-tourism businesses which will provide additional tourism jobs in the City. The City's Landscape Enhancement zone presents significant opportunities for rural-tourism opportunities given its natural landscapes, wetlands and environmental values. It also contains important Aboriginal and historic heritage values and is adjacent to a major food producing area.

The zone runs alongside Wanneroo Road providing unique rural tourism opportunities to growing communities in the north-west coastal corridor. It is also on route to the Yanchep National Park and is a good 'stop over' destination.

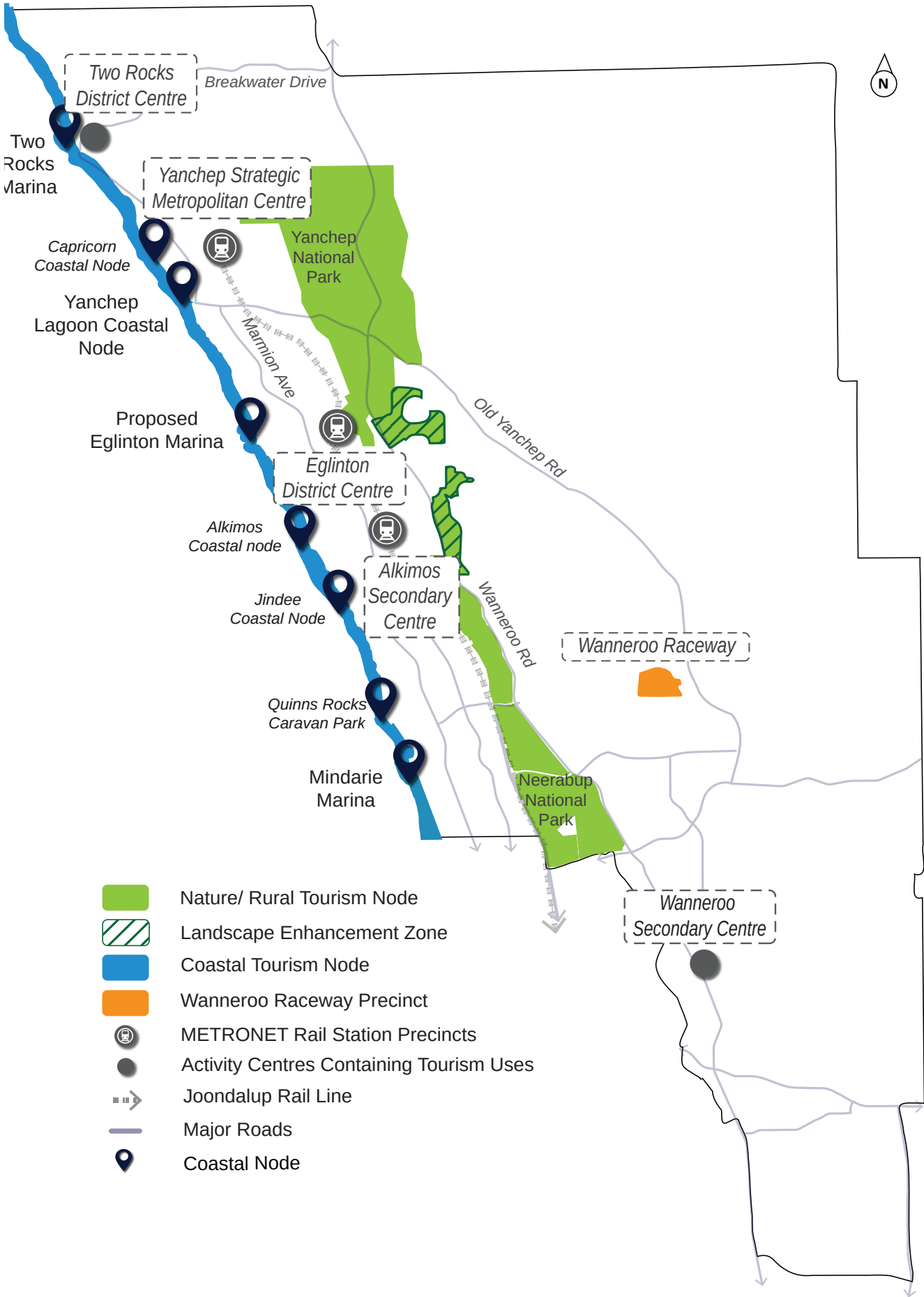


Figure 19: Future tourism locations in the City

The City considers it important to distinguish this zone from the adjacent Rural zone as it contains land uses which are unique to the area and are not compatible with either the 'Rural' or 'Tourism' zones in the Model Provisions. Unlike the objectives in the City's Rural zones, this zone will accommodate agricultural and horticultural pursuits that are generally of a smaller scale than those permitted in Rural areas. Rural tourism uses that preserve the rural character of land and do not adversely affect the existing landscape and scenic values will be encouraged and the area will transition to one that allows visitors to experience the local culture, history, and environment, which will also encourage conservation efforts.

The City will work with State agencies to consider appropriate zoning and tourism and retail related land uses under LPS 3, this may include suggestions as to the land uses. Providing a clear vision for this area will allow investors at a glance to understand its intent and align their development proposals with these accordingly. This would increase rural tourism development opportunities in the area.

Prior to the Landscape Enhancement zone's gazettal, its boundaries were amended to remove land areas containing basic raw materials (BRM). This resulted in the application of two zones over one lot in some instances. The State's BRM maps have now been reviewed and amended. Subsequently, the Landscape Enhancement zone's boundaries are proposed to be amended to include whole lots.

Dizzy Lamb Park Site

The former Dizzy Lamb Park site, which currently operates as WASP Paintball, has typically accommodated larger recreational land uses than those permitted in the surrounding Landscape Enhancement zone. As a result, this lot is zoned Private Community Purposes.

The Dizzy Lamb Park site and its neighbouring two lots have the same owner however, three different zones apply to these sites including Private Community Purposes, Rural and Landscape Enhancement. The landowners have requested to have a consistent zone over the three lots to facilitate a greater range of land uses. Given the larger scale uses that these sites could accommodate, and the local heritage value of the former Dizzy Lamb Park site, there is potential for a landmark site to develop in this location which would bring visitors to the region and trigger investment opportunities for the surrounding Landscape Enhancement zone.

The City will consider including mechanisms in LPS 3 to allow larger recreational and 'landmark' tourism uses on the following lots, that are compatible with the areas surrounding rural character:

- Lot 5838, Karoborup Road, Carabooda (the former Dizzy Lamb Park site);
- Lot 2 Bailey Road, Carabooda; and
- Lot 1 Karoborup Road, Carabooda.

Development proposals would be required to demonstrate compatibility with the surrounding landscape as well as the retention of important environmental values.



Kingsway Bushland, Madeley

Coastal Tourism

Land use planning guides the development of coastal nodes, ensuring they offer an appropriate mix of land uses such as tourism, retail, entertainment, restaurant and recreational activities based on their level of hierarchy as outlined in State Planning Policy 2.6 Coastal Planning.

Regional coastal nodes such as Yanchep Lagoon, Mindarie and Two Rocks are key locations where tourism activities can be co-located. Regional coastal nodes can accommodate a large number of visitors by offering a high level of infrastructure and are connected by an integrated transport network. Ensuring access by foot, bicycle and car is essential in attracting local and regional visitors to the coast.

The City of Joondalup's 'Sunset Coast' coastal path runs the length of their coastline from Marion Marine Park in the south to Burns Beach in the north, providing opportunities to access swimming beaches, lookouts, pubs/cafes and fishing spots along the way. The City's Coastal Management Plan 2021 identifies the development of a coastal walking and cycling trail that will connect to the City of Joondalup's existing path and will activate the City's coastline by allowing visitors to leisurely explore what is on offer.



Accommodation

Limited opportunities for accommodation are currently available in the City. As population increases, there will be a greater demand for accommodation to facilitate visiting friends, relatives, interstate travelers and international visitors who are seeking to explore the region's unique tourism experiences.

Through land use planning, we can identify where accommodation is appropriate and encourage investment for tourism-oriented land uses. In this regard, the City's key activity centres, coastal nodes and sporting precincts have been identified to support accommodation in the future.

Land use planning controls offer flexibility to the type of accommodation offered in the City, including camping, caravan parks, hotels, eco-resorts and boutique apartment opportunities.

There has also been a rise in short-stay accommodation in the form of home rentals through shared economy platforms (i.e. AirBnb, Stayz). The City will encourage short-term accommodation options in areas of high tourism amenity (eg. beaches, landscape views, facilities and attractions, and availability of services). Planning controls will appropriately design and manage these types of accommodation to ensure they do not adversely impact the existing amenity of an area. This can occur through providing provisions in LPS 3 to guide the consideration of short-term accommodation in accordance with the draft Planning for Tourism Guidelines.

The Department of Transport's Two Rocks Marina Master Plan will guide the long term redevelopment of the marina to create a regional tourist destination which offers a restaurant hub, short-stay accommodation and public berth facilities.

The Yanchep Lagoon Master Plan aims to create a sustainable coastal node which offers hospitality, retail, events, art and cultural exhibitions, and a low impact eco-resort style accommodation nestled in retained vegetation for locals and tourist to enjoy.

The Capricorn coastal node is intended to be developed to provide a mix of retail, commercial, recreation, entertainment, residential, tourism and short-stay accommodation such as a hotel and resort, which will be complimented by function rooms and day spa attractions.

The redevelopment of the former Quinns Rocks Caravan Park site provides opportunities for a modern tourism park to be developed in the City which would be co-located with the existing amenities provided by the existing Quinns Mindarie coastal node.

Figure 20: Tourism Nodes within the City

4.2.3. CHALLENGES AND PLANNING DIRECTIONS SUMMARY

The following issues and opportunities have been summarised from the Economy, Employment and Tourism chapter.

	Challenges	Planning Directions
Economy and Employment	<ul style="list-style-type: none">• Ensure there is diverse employment land available to accommodate future job growth in the City.• Protect land identified for future employment from being developed for non-employment activities before the demand for businesses and services grows.• Ensure future activity centres are developed to an appropriate size and scale to reduce the competition with surrounding centres.• Support a diversity of land uses in industrial areas.• Support agriculture and complementary land uses in North Wanneroo.	<ul style="list-style-type: none">• Undertake an employment land use study to support the demand for future employment opportunities in the City.• Allow temporary land uses on land parcels reserved for employment until it is needed.• Deliver future activity centres in accordance with the hierarchy outlined in the SPP 4.2.• Support a diversity of business activities in industrial areas to support the primary industrial uses (i.e. offices).• Continue to advocate to the State Government to reconsider water allocation reductions impacting growers in North Wanneroo, and allow additional land uses which will complement the existing agriculture and tourism activities in the area.
Tourism	<ul style="list-style-type: none">• Attract and support tourism opportunities in the City.• Encourage a range of accommodation services to support visitors in the City.	<ul style="list-style-type: none">• Work with State agencies to consider appropriate zoning and tourism and retail related land uses under LPS 3, this may include suggestions as to the land uses.• Support the provision of short-term accommodation in accordance with the State Government's position statement.

4.3 The Environment

Protect and conserve the environment from unsustainable development in the City.



4.3.1. ENVIRONMENT & BIODIVERSITY

As one of the largest and fastest growing local government areas in the Perth metropolitan region, the City has seen significant change to both its built and natural environments. This change has occurred during a period of increased local and global concern in relation to how human activity is affecting the natural environment, particularly the loss of endemic flora and fauna and the impacts of climate change.

ENVIRONMENTAL PROFILE

The City is home to some of the most unique and valuable environmental and biodiversity hot-spots, including coastline, State Forest, wetlands, bushland and nature reserves, underground water resources as well as significant deposits of basic raw materials such as limestone and sand.

The City is comprised of a mix of topography and soil characteristics including the Quindalup Dunes, Spearwood Dunes and Bassendean Dunes which contribute to the distinctive landscape and varied native vegetation found across the City.

Of the 15 vegetation complexes on the Swan Coastal Plain, 12 occur or are only found within the City. Additionally, 27 rare and priority fauna species, including varieties of turtle and cockatoo, are also

found in the City. Four key Threatened Ecological Communities (TEC) are found in the City, including one identified as critically endangered and three endangered under the *Environment Protection and Biodiversity Conservation Act 1999* (EPBC Act).

With over 188 wetlands; 86 are classified as Conservation Category Wetlands, 46 Resource Enhancement Wetlands and 56 Multiple Use Wetlands, the City has some of the oldest and last remaining freshwater wetland systems on the Swan Coastal Plain. These including Lake Joondalup, Lake Pinjar, Lake Mariginiup, Loch McNess, Gnangara Lake, Nowergup Lake, Beenyup Swamp, Walluburnup Swamp, Wilgarup Lake and Lake Adams. Other significant wetlands include Karli Spring; a groundwater fed spring located within the Alkimos foreshore reserve and known for it's important cultural heritage value to the local Aboriginal people.

153



Conservation reserves such as bushlands and wetlands



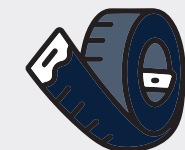
27

Rare and priority fauna species



80

Bush Forever sites



32

kilometres of coastline



3

Dog Beaches



9.88%

Tree canopy cover



530

hectares of foreshore

The Gnangara Mound is located within the City, providing important public and private water supply to the greater metropolitan region. Groundwater is essential in maintaining various native vegetation and wetland systems, however, is facing increasing demand pressures as rainfall declines and population demand increases.

With 32km of coastline, the City foreshore provides extensive ecological linkages characterised by coastal limestone cliffs and coastal heathland vegetation, located on the Quindalup dune systems. The coastal foreshore is reserved for park and recreation, as well as a majority being designated 'Bush Forever'. While a large portion of the coastline is currently undeveloped, increasing urban development in the northern coastal corridor, climate change and sea level rise will put increasing pressure on the coastal environment.

Other ecological linkages including the Yanchep and Neerabup National Parks, and protected 'Bush Forever' sites facilitate the movement of wildlife and connect significant vegetation, habitat and landscape features throughout the City.

CLIMATE CHANGE

The Perth metropolitan region is becoming hotter and drier with more frequent and severe bush fires and extreme weather events. The City is set to see a minimum 0.5 degree temperature rise by 2030, in line with that of the broader metropolitan region.

To ensure the City will develop in a sustainable manner to meet the needs of future generations, we must continue to mitigate and adapt to climate changes impacting the City. In particular, a key priority identified by the community in the City's Strategic Community Plan 2021 - 2031 was to future proof against climate change, and manage and protect the local biodiversity, natural assets and resources unique to the City.

Adaptable and Sustainable Building Design

Embracing alternative energy sources will form a significant part of delivering a sustainable economy in accordance with the City's Economic Development Strategy 2022 - 2032, and achieving the State Government's 'net zero' carbon target by 2050.

Buildings contribute nearly half of Australia's electricity consumption and almost a quarter of the country's greenhouse gas emissions. Improving the energy use and thermal performance of buildings is a critical avenue for improving the environmental sustainability of buildings and reducing energy costs.

One way of doing this could be to encourage the uptake of the 'adaptive re-use' of buildings; where existing built form is re-purposed for other uses instead of being demolished, significantly reducing the carbon

footprint of development. The City has seen examples of adaptive re-use in recent times, including using residential properties for non-residential uses in mixed-use areas, reusing warehouses as supermarkets or other retail uses and houses in development estates being used as sales offices until they are ready to be sold as housing.

Adaptable use of buildings requires a response beyond the planning framework to overcome the financial and structural obstacles which have prevented developers and landowners from re-purposing buildings. The City could seek opportunities for partnerships with Development WA and other State agencies to develop sustainable housing opportunities and demonstration projects to showcase examples of sustainable development and adaptable building use, similar to other places in Perth (e.g. Knutsford, Fremantle).

We could also look to adopt specific terms of reference in a local planning policy or LPS 3 that include expanded environmental considerations, to ensure that matters of sustainability are front and centre of the City's design review panel processes. These principles could also be replicated within the zone objectives of LPS 3.

The City's Local Environmental Strategy 2019 outlines the need to investigate alternative ways to improve energy efficiency, particularly through promoting energy efficiency and renewable energy technologies in new developments. This could be achieved through setting energy and water efficiency requirements for certain types of buildings which go above and beyond mandatory standards set by the National Construction Code (NCC).

This might involve an incentive-based approach through the planning scheme, policies and/or structure plans whereby bonuses (e.g. density, plot ratio, height) may be granted where certain efficiency standards are addressed in a building design. Such standards could include meeting a certain star rating under NatHERS, Green Star or One Planet Living rating systems that meet or exceed certain thresholds. This approach could be implemented within the City's emerging activity centres, housing opportunity areas, or even established suburban areas where 'split densities' apply.





Renewable Energy

Embracing alternative energy sources will form a significant part of our transition to a 'net zero' economy. LPS 3 will introduce 'renewable energy facility' as a new land use class, ensuring that these facilities are recognised by the planning framework.

In the future, there may also be demand for land to be allocated for larger scale renewable energy infrastructure, such as solar and wind farms. Communal battery storage (virtual power plants) in new residential development and subdivisions is already appearing within some areas of Wanneroo. This is likely to become increasingly commonplace over the next 15-20 years.

Ensuring the planning framework can accommodate these renewable energy sources will be essential in ensuring individual and buildings can easily transition towards a more sustainable future. The introduction of planning approval exemptions/incentives for renewable energy systems in residential and non-residential development (e.g. solar panels, wind turbines) will be outlined in the existing Local Planning Policy 4.29: Renewable Energy Systems to provide better guidelines to developers and residents.

Additionally, through LPS 3 or local planning policy, the City could provide incentives (i.e. density, plot ratio, height) for developers to utilise when developing large scale projects in accordance with specific environmentally sustainable design standards. This would encourage the use of renewable energy systems and sustainable building design to improve the functionality and sustainability of development in the City for the future.

Sustainable Transport

Encouraging transport options other than the private vehicle within new and existing development could be a simple way of reducing the City's carbon footprint by reducing car dependency. This can be achieved through supporting transit oriented development (TOD) to integrate major transport with higher density residential and other land uses that are pedestrian and bicycle-friendly to reduce the need for people to drive.

To further encourage people to use alternative modes of transport to their private vehicle, provisions could be included a new local planning policy to outline minimum bicycle storage and end of trip facilities for non-residential development, similar to the current car parking requirements for different land uses. This could also be expanded to include minimum electric vehicle charging bays within development over a certain size, or for specific land uses.

The City could also look at exempting car parking requirements for development that achieves certain sustainability standards, are located in close proximity to public transport (i.e. in activity centres) or allow for provision of alternative transport options (i.e. electric vehicle charging stations).

LOCAL BIODIVERSITY AND URBAN FOREST

The City has witnessed significant urban growth over the past two decades, in particular within the northern coastal corridor. Loss of vegetation and natural landscapes is an inevitable aspect of being a 'growth Council', with large tracts of land zoned for Urban Development under DPS 2 and MRS. This has resulted in significant and irreversible alterations to the natural environment, with estimated land clearing between 1993 and 2021 accounting for approximately 122,000 hectares, the area of 976,000 Olympic sized swimming pools.

Whilst we must acknowledge that further vegetation and habitat loss will occur within established urban and industrial development zones; preventing the loss of remaining established vegetation and habitat is a significant focus of the Strategy and LPS 3. Enhancing established local tree canopy cover will also contribute toward achieving these objectives.

Protecting Local Biodiversity

The City's Local Biodiversity Plan divides the City into six biodiversity planning precincts, each of which contain actions and opportunities for the ongoing protection and management of each precinct. Many of these actions have land use planning implications, including investigating opportunities to protect priority natural vegetation through LPS 3.

The Plan also identifies priority local natural areas which are currently not protected through Local, State or Federal legislation. These areas contain native species or ecological communities which are in a relatively natural state and contain important

local biodiversity. Areas are considered based on their regional and local representation, connectivity, rarity, proximity to wetland and coastal systems and potential impact from climate change. To support these natural areas, identifying and protecting ecological linkages are important as they allow significant vegetation to be retained and facilitate the movement of wildlife between local natural areas (Figure 21).

The Local Biodiversity Plan is currently being reviewed and a new map will be provided to show local and regional ecological linkages. The outcomes of the Plan and maps will be included in a revised version of the Strategy and the City will explore opportunities to include new provisions in LPS 3 to retain and protect ecological linkages and priority natural areas from future urban development. The City will also review its local and district structure plans to ensure they identify and protect priority natural areas and give consideration to how future structure plans respond to, identify and propose to protect priority natural areas as part of planning assessment processes for scheme amendments, structure plans and development applications.

Establishing an Urban Forest

Trees are an integral part of the built environment as they provide many benefits to amenity, health and well-being as well as biodiversity protection. The City's Urban Forest Strategy provides guidance on maintaining and improving the City's urban tree canopy to enhance the sustainability and liveability of the City.

The plan undertook extensive data analysis to determine the extent of the City's urban forest, where further canopy and vegetation loss can be

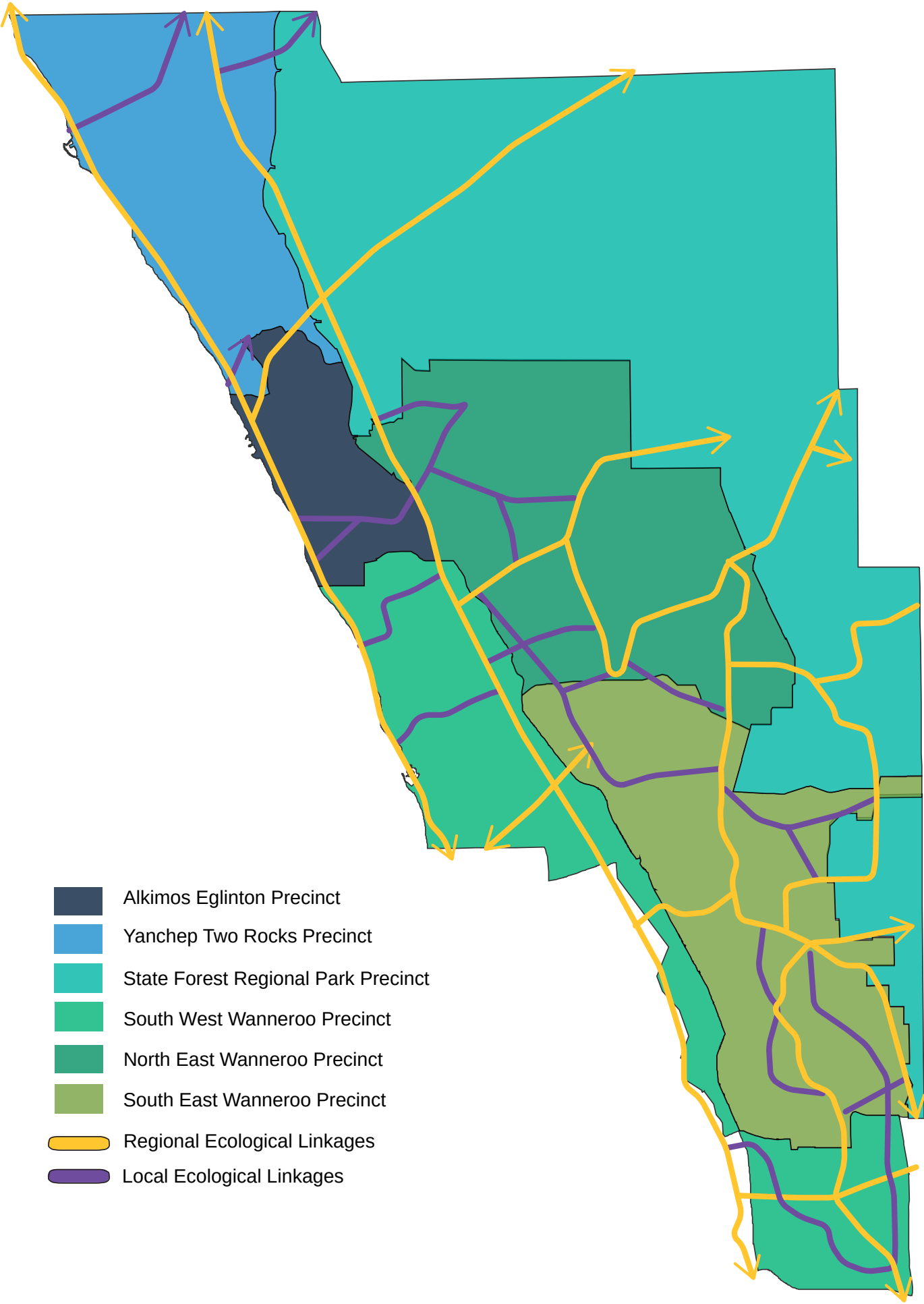


Figure 21: City's Biodiversity Planning Precincts and Ecological Linkages

reduced and how it can be improved through planting and other initiatives. The plan outlines an approach to increase canopy cover to a minimum of 5% across suburbs which have the lowest urban canopy, before gradually increasing the total urban canopy by 15-20% by 2040.

Vegetation and trees are often removed during subdivision to facilitate development. This results in increasing heat island effects and a loss of local biodiversity and vegetation in greenfield areas. The State Government is currently developing a consistent approach to retain trees across the State which will be implemented through planning frameworks. The City will work closely with the State Government to develop proposals to register significant trees and vegetation worthy of protection.

Trees and Landscaping on Development Sites

In the City, existing protected vegetation (national parks and bush forever areas), combined with the mandatory 10 percent open space contribution for new subdivisions, will be not enough to offset the loss of urban vegetation through land clearing and development.

The State Government have introduced minimum tree planting requirements for residential development through the Residential Design Codes. The City's Urban Forest Strategy have identified an action to investigate provisions to require developers to install and maintain a minimum of one tree per lot in all new subdivision developments. This could be achieved through including provisions in LPS 3 and supplementary local planning policy for minimum tree planting requirements, providing detailed criteria and guidance to deliver trees and landscaping based on the different land use zoning objectives of residential,

commercial and industrial areas. This would provide guidance to developers on acceptable plant species, quantity, and locational criteria unique to the different land use areas. For example minimum tree planting requirements could be outlined per square metre, instead of 'per lot', with different planting requirements for certain types of development or location (e.g. within centres).

As identified by the PMAs, the City is divided up into distinctive places based on similar built and natural features, land uses, character, heritage and local community values. As development occurs, particularly in the northern coastal growth corridor and East Wanneroo, natural environments will become defining features of places and will contribute towards local identities and senses of place. There are opportunities for the City to work with the State Government, developers, industry bodies and our community to improve the design of neighbourhoods to accommodate more native vegetation and to provide more trees. In particular, there are opportunities to improve the design of these suburbs by including provisions to widen road reserves to allow for more vegetation to be retained or planted on both sides of roads, improved public open space design to incorporate 'linear' parkways, as well as greater setbacks on private residential lots to allow for the provision for 1 tree per lot. As the State Government prepares new Neighbourhood Design Guidelines as part of the next phase of Design WA, there is an opportunity for the City to advocate for these provisions to be included in the future policy.

Minimum soft landscaping percentages could be introduced within the City's built form policies, to reduce areas of hardstand and encourage landscaping, further reducing the urban heat island effect and enhancing streetscapes.

Where there are applications for changes in land use to commercial, industrial or urban – landscaping with species that are water wise and suitable to the location could be mandated through a local planning policy or guideline. A building envelope approach, as is currently used by the City within Rural zones, could also further assist in this regard.



WASTE MANAGEMENT

Waste management and minimisation is universally recognised to be one of the key functions of local government, and as a growth council this area will be of significant importance over the coming years.

Whilst much of our waste management practices are operational in nature, and dependent on advancements in technology, there are ways through which land use planning can assist the City in achieving its strategic goals in this area. Our Waste Plan 2020-2025 aims to promote the delivery of efficient and effective waste management solutions in the City.

Minimising and Managing Waste

Improving the way individual developments on private land use and manage waste is an important way that the City can improve its environmental footprint, especially given our anticipated population growth.

In line with the Waste Plan, a local planning policy is required to guide waste management for new developments. This policy would be supported by more detailed operational guidelines to stipulate the location and size of bin stores within different types of development, along with the types of bins required for different uses, including considering implications for the new Food Organics Garden Organics (FOGO) system the City is currently investigating.

The policy would cover larger types of development which generate the greatest amount of waste, including mixed use, commercial, industrial and other non-residential development.

Furthermore, the policy could outline requirements for Waste Management Plans, to ensure waste minimisation practices are adopted in new developments and areas undergone major changes of use. The policy and associated guidelines will ensure that waste facilities are considered earlier in the site planning and building design process, reducing their environmental

impact. Waste minimisation principles could also be incorporated into the City's Design Review processes.

Planning for Future Waste Facilities

The development of a resource recovery precinct within the City was another key action of the Waste Plan. In response, a Waste Innovation Precinct has been proposed in Neerabup. This will ensure that all of the City's waste needs are treated at a single facility, instead of at multiple locations across the City and the Perth metropolitan area.

This precinct is essential if the State is to reach the target set in the State Waste Avoidance and Resource Recovery Strategy 2030 Action Plan of not more than 15% of Perth and Peel generated waste to go to landfill. Furthermore, as the existing Tamala Park waste facility reaches the end of its lifespan in approximately 8 years, an alternative solution to managing the City's waste will be required. The City will continue to advocate to the State Government to support the

development of a waste precinct within the NIA.

Contaminated Sites

To minimise the impact of contamination upon existing environmental assets, ongoing management of contaminated sites is essential. The City must have careful consideration when planning for land use change within or in close proximity to contaminated land it proposed.

The City will adhere to guidelines and processes administered by the Department of Water and Environmental Regulation when considering future options for contaminated sites.

Looking longer term, alternative interim uses for contaminated land could be considered, subject to more detailed site remediation and financial viability studies. Such uses of contaminated land could be for POS and recreation purposes, as well as the development of renewable energy facilities, where soil disturbances can be minimised.



NATURAL ASSETS AND RESOURCES

Approximately 72 per cent of Perth's remaining limestone supply is located within the north-west sub-region of Perth (which includes Wanneroo). In addition, the Gnangara groundwater mound located across much of the City, is the largest single source of quality fresh groundwater in the region. Ensuring that natural resources such as water, agricultural land, energy and mineral resources, along with basic raw material (BRM) deposits are conserved for future use is essential.

Basic Raw Materials

Essential for the construction of buildings, roads, other infrastructure and agricultural production; BRMs include sand, clay, hard rock, limestone and gravel among many others. Significant deposits of sand and limestone exist within the City, along with established extraction sites.

The recently introduced State Planning Policy 2.4 - Basic Raw Materials (SPP 2.4) seeks to ensure that matters relating to BRMs and extractive industries are considered during planning and development decision-making, including local planning strategies and schemes, to facilitate the responsible extraction and use of resources.

SPP 2.4 requires the City to identify Significant Geological Supplies (SGS), as well as consider any land use restrictions which may apply within or adjacent to these areas. For instance, specific separation distances may be required between SGS areas in order to appropriately manage these resources. This could be done through the introduction of special control areas, based around criteria set by the Environmental Protection Authority

(EPA) to establish minimum separation distances. These would in turn assist with establishing compatible land uses within these areas. A map of the approved BRM resource locations are identified in Figure 22.

Water Conservation

The State Government recently unveiled draft State Planning Policy 2.9 - Planning for Water (SPP 2.9) for public comment. A Water Management Study has been prepared in accordance with draft SPP 2.9 requirements to consider water source protection and management issues affecting the region.

The study has included a number of findings and recommendations including amending DPS 2 to introduce special control areas over 'Priority 3' public drinking water supply areas. In addition, the City will also investigate re-classifying a number of Conservation Category and Resource Enhancement wetlands to more appropriate reserves, to ensure their ongoing protection and management. Existing Local Water Management Strategies for district structure plan (DSP) areas, including for East Wanneroo, will continue to be implemented, with supplementary water management reports prepared for local structure plans within these DSP areas.

The complete Water Management Study has been included as Appendix C.

The City's Local Planning Policy 4.4: Urban Water Management and Local Planning Policy 4.1: Wetlands may require review and updating to ensure they align with the requirements of SPP 2.9 and the findings of the study.

In the meantime, the City will continue to advocate to the Department of Water and Environmental Regulation to further develop and implement effective

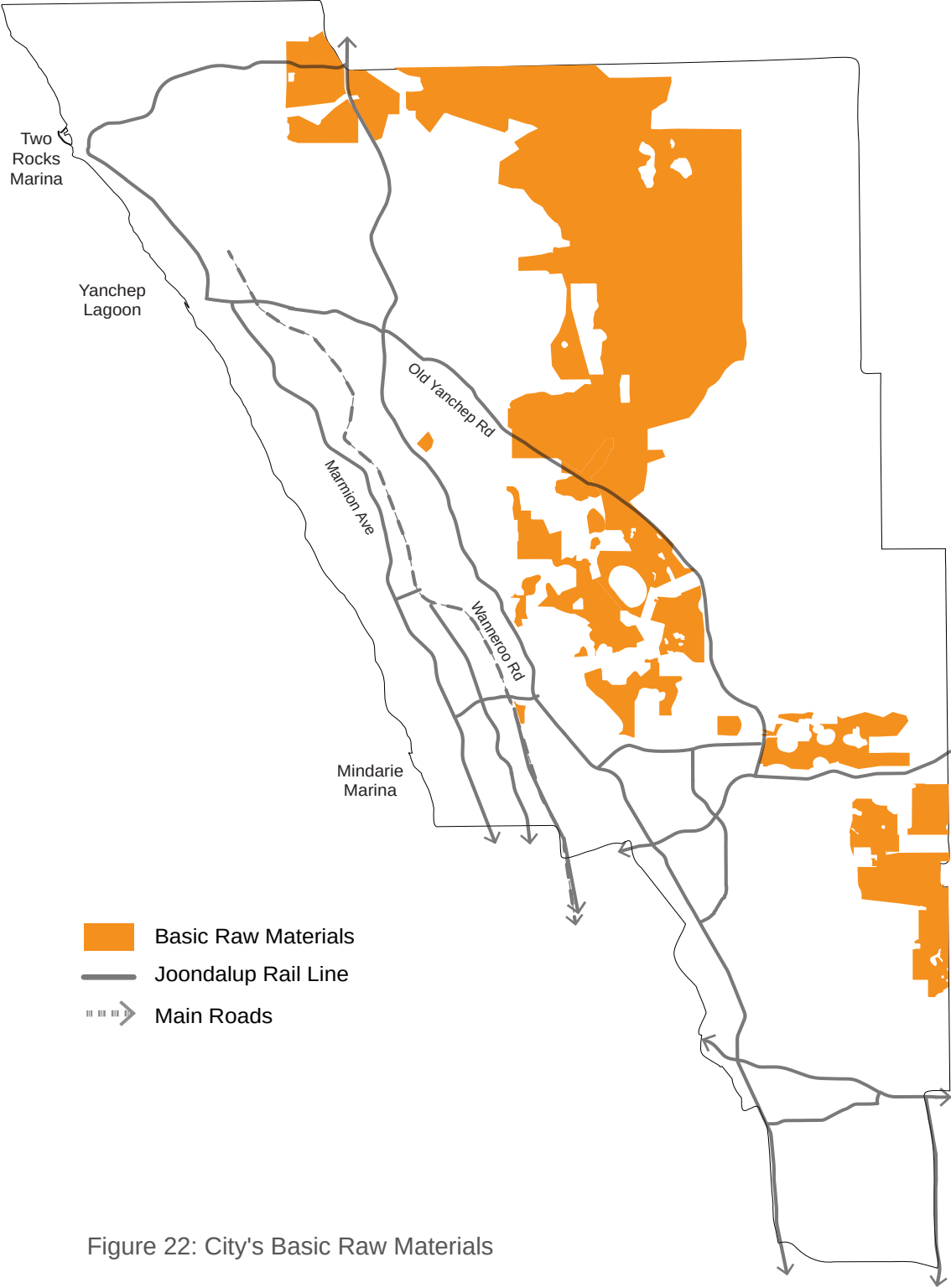


Figure 22: City's Basic Raw Materials

integration of land use and water management planning for the Gnangara system, to achieve more sustainable management and use.

4.3.2. COASTAL PLANNING

The City's coastline is one of its greatest natural assets, stretching 32 kilometres from Mindarie in the south to Two Rocks in the north. Unlike Perth's more established coastal areas, a significant portion of the City's coastline remains undeveloped. Ensuring there is clear direction for the future of the coastline will assist the City in protecting such a significant natural assets for continued community enjoyment into the future.

COASTAL PLANNING

The City's coastline is varied in character ranging from established residential communities of Mindarie and Quinns Rocks, emerging coastal communities of Jindalee, Alkimos and Eglinton, older coastal communities of Yanchep and Two Rocks with natural undisturbed reserves in between.

The coastline is rich in Aboriginal and cultural heritage with strong Aboriginal connection and cultural values linked to the Emu Dreaming and the Creation Waugyl. It is also home to a number of shipwreck sites including the Alex T. Brown, Alkimos and Eglinton.

The coastal area is abundant with flora, fauna and vegetation that serves as habitat for a variety of native fauna such as mammals, reptiles and birds.

Land use planning for the City's extensive and ever changing coastal suburbs is informed by the State Planning Policy 2.6: Coastal Planning Policy (SPP 2.6), the City's Coastal Hazard Risk Management & Adaptation Plan (CHRMAP), Coastal Management Plan (CMP) 2021 and the community's aspirations for planning and development, outlined in the Strategic Community Plan 2020 - 2030.

The City's coastal suburbs are expected

to account for a significant portion of the City's population growth over the next 20 years. As the coastal corridor continues to grow, it is important that development is sustainable and considers the impacts of changing coastal conditions as a result of:

- Coastal erosion;
- Sea-level rise;
- Storm events; and
- Changing tides and waves.

With a projected increase in sea level of 90 centimetres by 2110, decisions made for coastal land uses and development within the City's coastal suburbs must also take into account the hazards of sea level rise.

Coastal Node Hierarchy

Coastal nodes are distinct and discrete built areas located within the coastal foreshore reserve which provide infrastructure and facilities to the community.

The hierarchy of the City's coastal nodes has largely been established through historical development and local structure plans. Structure plans and more detailed foreshore management plans have identified the City's highest order regional and district level coastal nodes (Figure 23). All other coastal nodes are considered to be of a local level, unless it can be sufficiently



Quinns Beach, Quinns Rocks

demonstrated that a higher order node is appropriate having due regard to natural coastal environment, anticipated population and relationship to adjoining coastal nodes and uses.

The level of infrastructure and facilities provided along our coastline will depend on the level of visitation a beach is expected to have and the proximity and nature of the neighbouring communities which need access to the beach. A beach with lower visitation will only need basic infrastructure whereas a beach intended to attract greater visitation will have more. The City's current Local Planning Policy 4.21 Coastal Assets provides guidelines for the level of assets permitted based on each coastal node hierarchy. Additionally, the policy outlines requirements for development to address the City's CHRMAP.

The City's CMP 2021 has identified the need to amend the hierarchy of a number of existing coastal nodes, to account for a change in anticipated uses and facilities and the natural topography and accessibility of these particular nodes. Structure plans will need to be updated to reflect these changes.

**Coastal Hazard Risk Mitigation
Adaptation Plan (CHRMAP)**

The City is responsible for managing risks to public safety, infrastructure and assets as a result of impacts of sea level rise. The City is also responsible for developing local policies and regulations consistent with State policies and guidelines, facilitate resilience and adaptive capacity within the local community and work with the local community to identify and manage risks.

In August 2018, the City adopted its first CHRMAP in accordance with SPP 2.6 and the State Planning Policy 2.6 Guidelines. The City's CHRMAP

identifies the areas within the City's coastline that are vulnerable to coastal hazards over the next 100-years with an adaptation plan to manage and monitor these hazards. It provides a number of recommended actions for the City to implement prior to 2030, in particular, undertaking a review of existing and proposed structure plans to ensure they adhere to SPP 2.6, and investigating Special Control Areas (SCA) in LPS 3.

The purpose of a SCA is to provide guidance on land use and development permitted within coastal erosion and inundation hazard risk area as identified in CHRMAP. An example of this could be that all proposed land use and development within the SCA would require development approval, which would be issued on a temporary or time limited basis. As an approval lapses, the City would consider any updated coastal hazard and vulnerability information in order to determine if an approval may be extended. If an approval is not extended, the development would be required to be removed and the land rehabilitated to its pre-development condition at the landowners cost. Landowners will be notified on the certificate of title which identifies the lot as being within a vulnerable coastal area.

The SCA would aim to manage public safety by reducing risk associated with coastal erosion and inundation. It would apply to all lots affected by CHRMAP along the City's coastline, from Mindarie to Two Rocks. A SCA or similar planning mechanism would need to be further investigated for inclusion in LPS 3.



Figure 23: Existing and Future District and Regional Coastal Nodes

4.3.3. CHALLENGES AND PLANNING DIRECTIONS SUMMARY

The following issues and opportunities have been summarised from the Environment chapter.

	Challenges	Planning Directions
The Environment	<ul style="list-style-type: none">• Ensure future development addresses impacts from climate change.• Protect and enhance the City's local biodiversity and environment.• Protect and enhance the City's urban tree canopy to minimise heat island effects.• Reduce waste in order to move towards a more sustainable City.• Protect and manage coastal assets, lives and the natural environment within the foreshore reserve from increasing coastal hazards.	<ul style="list-style-type: none">• Encourage the use of renewable energy, water sensitive urban design and sustainable development to mitigate or adapt to impacts from climate change.• Ensure environmental considerations are more prominently considered through the planning process to identify and protect the City's local biodiversity and environmental values.• Retain and enhance the City's urban forest by encouraging trees to be planted and protected during the development process.• Support the development of a resource recovery precinct in the City to recycle and manage waste sustainably for the future.• Manage and protect the City's coastal foreshore in accordance with the City's CHRMAP and CMP.

4.4 Infrastructure & Utilities

Delivering infrastructure which supports development and communities in the City.



4.4.1. INFRASTRUCTURE AND UTILITIES

As the City's coastal growth corridor and East Wanneroo continue to grow, and existing suburbs experience increased residential infill development, there will be a significant need for new and upgraded infrastructure and utility services to meet the needs of residents in these areas. This will play an important role in supporting economic development in line with our Strategic Community Plan, and ensuring the City is an attractive place for people to live and work.

INFRASTRUCTURE PROFILE

The provision of infrastructure such as our major road networks and utilities including water, gas, electricity, and waste are predominantly delivered by the State and Federal Governments, however, the City still has an important role in ensuring they are located within close proximity to planned and existing development areas to ensure services are cost effective.

The City covers an area of 685km², comprising of 36 suburbs and 32km of coastline. The transport network required to facilitate movement and access across this area is significant. The City has approximately 1548km of regional road along Wanneroo Road and the Mitchell Freeway, which play an important part in connecting people and places in the City and to the wider Perth metropolitan region. The City's

road network consists of primary distributors, regional distributors, district distributors, local distributors and access roads which vary in size and scale to accommodate a variety of traffic volumes and capacities.

The Joondalup rail line currently services the City's coastal corridor between Clarkson and Butler. A bus feeder system with six bus routes currently connects the Butler and Clarkson stations to the broader suburbs. Despite only 1.3% of residents commuting to work on the bus, the City is serviced by 28 bus routes which connect people to wider transport networks.

The Yanchep Rail extension will deliver an additional 14.5km of rail from Butler to Yanchep, connecting more residents to the greater Perth metropolitan area.

Types of Infrastructure and Utilities

INFRASTRUCTURE



Roads & Bridges



Footpaths



Marina, Ports & Airports



Rail & Stations

UTILITIES



Water



Electricity



WIFI & Communications



Waste Management

IN THE CITY
WE CURRENTLY
HAVE

1,685km of road
1,370km of pathways



65%

of the City's working residents work outside of the City.



64%

of people travelled to work in the car.



40,000

vehicles traveled along Wanneroo Road in 2017/18, 3,000 of which were trucks (Main Roads, 2018).



63%

of households in the City have two or more cars compared to 57% in greater Perth.

Currently, there is a high car dependency within the City which results in increased traffic congestion, higher transport related costs and greater carbon emissions being released. To manage this, alternative transport opportunities are required to encourage people out of their cars and onto more sustainable modes of transport such as public transport, bicycles and walking.

Walking and cycling are not common methods of transport with only 1.3% of residents travelling to work by this method. Whilst the City has a comprehensive network of footpaths and cycling lanes this infrastructure in some places lacks efficient connections or the surrounding environment is not conducive to walking (i.e. it does not offer shade, is next to a major road). The City's Pathways Policy identifies and priorities pathway projects to improve connections to key destinations.

Currently, the City has 302km of existing cycle paths, with an additional 82km of cycle paths proposed to be constructed or upgraded in the next four years with additional routes to be planned in the future as identified in the Wanneroo Cycle Plan 2018/19 - 2021/22.

As urban development occurs in the northern coastal corridor, new infrastructure, utilities and services such as sewerage, power, water and broadband will be provided as part of the subdivision process. However, for suburbs that are more established such as the older areas of Yanchep and Two Rocks the level of existing infrastructure may require an upgrade to meet future demand as these areas continue to grow. For example, the older areas of Yanchep and Two Rocks remain connected to on-site sewerage (septic tank) systems. Currently, these systems remain fit for purpose, however, do impact the potential future intensification of these areas in accordance with the Government Sewerage Policy 2019. In the case of Yanchep and Two Rocks, these areas have been identified as suitable for accommodating higher density development due to their proximity to higher order activity centres. To support this, the City will continue to work with the State Government to consider opportunities to retrofit these areas to connect to reticulated sewerage systems in the future.



TRANSPORT NETWORK

Transportation forms a critical part of a community's social, cultural and economic success. Without the movement of people, goods and services the potential for communities to prosper is limited.

The City's Transport Strategy 2019/20 outlines the goal of achieving a 'balanced and sustainable transport future'. This is proposed to be achieved through the application of the following eight principles.

- Place - based land use and transport planning;
- Prioritised cycle network;
- Convenient public transport;
- Effective freight network;
- Well-connected employment precincts;
- Travel behaviour change; and
- Embracing technological change.

These principles support co-locating land uses, development and transport to create safe, attractive and inclusive places which prioritise pedestrian movements over using private cars. Additionally, ensuring that the City provides up to date infrastructure to accommodate new and innovative technologies will be important in creating attractive places for residents to live and work.

Road and Freight Network

As the private car remains the primary mode of transport in the City, the City's regional and primary distributor roads will increase as development continues to occur in the northern coastal corridor and East Wanneroo. In particular, the extension of the Mitchell Freeway to Romeo Road and then beyond is essential to providing access and services to new residential

developments in the coastal corridor.

The City has a strong economic base that relies heavily on the regional road network for its freight transportation particularly around industrial areas such as Neerabup and Wangara. In the future, new freight routes will be required to allow for increased economic opportunities which will attract new business investment to provide greater employment opportunities for the region. These are outlined in the State Government's North-West Sub-regional Planning Framework and will include connections between Neerabup, Muchea and Fremantle.

Neaves Road– Flynn Drive will be upgraded to a dual lane primary distributor to improve its capacity and efficiency for freight, while the Gnangara Road - Wanneroo Road will provide an important east–west link to facilitate general and freight traffic movements between the north-west and north-east sub-regions (Figure 24).

Additionally, development of the Whiteman to Yanchep Highway will connect Neerabup and the new proposed industrial areas with Perth Airport, Kewdale Intermodal Terminal and Malaga and Welshpool established industrial areas. The City will continue to work with the State Government to ensure these freight networks are developed, as well as other road connections such as the extension of Lukin Drive to connect the Mitchell Freeway with Wanneroo Road, are provided to further connect commercial activity in this region.

New Rail Stations

Supported by the freeway extension, the Yanchep rail line now extends the existing Joondalup rail line from Butler station to Yanchep. The Yanchep

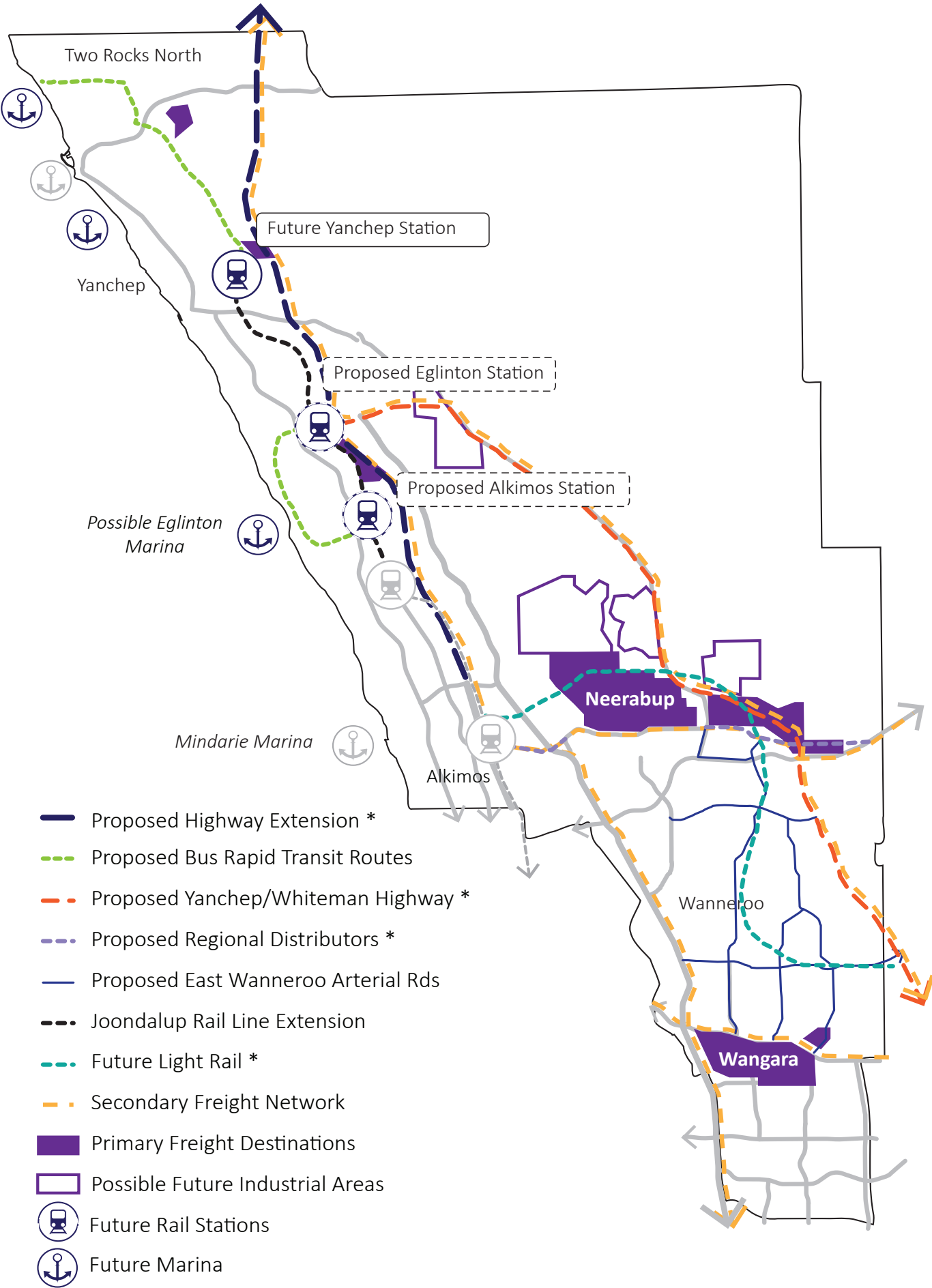


Figure 24: Proposed State Government roads, rail and rapid bus transit

rail extension has delivered three new stations in Alkimos, Eglinton and Yanchep activity centres, a new bus storage depot at Alkimos, nine new road-over rail bridges, 13.8km of principal shared paths and the conversion of Butler Station into a ‘through’ station.

The State Government has established Planning Control Areas (PCAs) over the Alkimos, Eglinton and Yanchep activity centres, which transfers planning decision-making to the WAPC so that all development applications in the PCAs are submitted to the City to provide its recommendations before being forwarded to the WAPC who will make the ultimate determination.

The City is working with the State Government to ensure that the station precincts are developed to reflect the unique character of their surrounding natural environments and offer a diversity of strategically-located transport infrastructure to encourage non-motorised travel and place activation. These station precincts will form an integral part of the wider activity centres which will offer a mix of retail, commercial, residential and recreation opportunities.

The City has developed place visions for Yanchep and Alkimos to encourage place differentiation by outlining characteristics to guide the development of each station. The place vision for Alkimos will encourage the station precinct to be developed to celebrate the coastal lifestyle unique to the area, encouraging the use of materials such as limestone, oxidised metal and melaleuca bark that reflects the coastal location. The Yanchep station precinct should retain the area's coastal village roots, and celebrate the mix of beach and bush styles. Materials such as cave limestone, slatted timber and wood, and green building design are recommended

to complement the natural environment unique to Yanchep.

A future project is the delivery of a rapid transport alignment through East Wanneroo connecting the proposed Ellenbrook line with the Joondalup line. The East Wanneroo District Structure Plan proposes two options for the rapid transit alignment through East Wanneroo. The first is along the proposed Whiteman Yanchep Highway road reserve, and the second runs through the center of the East Wanneroo urban area with stations at its district and neighbourhood centres to support integrated TOD. The City considers that this second option will attract greater patronage by being within walking distance to a greater range of land uses and will advocate for this option as development in East Wanneroo progresses.

Providing a mix of land uses, densities and pedestrian and cycling infrastructure around higher frequency transport systems, such as major bus and rail stations, reduces the need for commuters in these areas to use their private cars and contributes towards lively and vibrant places. TOD is a type of urban development that maximises the amount of residential, business and leisure spaces within walking distance of public transport.

The City will focus on achieving TODs and environments which priorities pedestrians. In particular, it will ensure that sufficient land uses and densities and connecting infrastructure to encourage non-motorised transport are provided around future train stations in Alkimos, Eglinton and Yanchep as well as future transport hubs in East Wanneroo.



Walking and Cycling Infrastructure

TOD cannot operate effectively without the provision of high quality walking and cycling infrastructure. Walking and cycling offers considerable benefits to people and communities and help mitigate the impacts of car dependency. They also encourage social contact, contribute towards a sense of place and provide a healthy and practical means of combining transport with exercise.

Pedestrians experience the street more intensely than other users. Therefore, pedestrian infrastructure should be provided to facilitate unique experiences for people navigating a location. Some measures to achieve this are by designing facades and building edges near footpaths to be engaging and interesting, incorporating landscaping that reflects the area's local identity and provide green corridors, where possible to help reinforce the character and identity of a neighbourhood.

Whilst the City has a comprehensive network of footpaths and cycling lanes this infrastructure in some places lacks efficient connections. In particular, connecting cycle networks along the Mitchell freeway, and from Marmion Avenue to the future Yanchep Rail stations is essential. Additionally, improving local network links in Clarkson, Merriwa and Wangara has been identified as important. The City's Pathways Policy and Wanneroo Cycle Plan 2018/19—2021/22 work towards improving these networks and supports the delivery of end of trip facilities to improve user experience, particularly for work and school related trips.

Since the Policy's adoption a significant number of pathways in the City have been constructed or upgraded.

The City will work towards strengthening its pedestrian and cycling connections and providing routes that offer unique place experiences through the development and review of its structure plans. Consideration will be given to land uses surrounding walking and cycling infrastructure to enhance place experiences and provide destinations that are interesting, comfortable, safe and attractive.

Additionally, the Department of Transport is currently working with 33 local government authorities in Perth and Peel to agree on routes that link parks, schools, community facilities and transport services, to make cycling a convenient and viable option. The aim of this project is to develop an aspirational blueprint to ensure State and local governments work together towards the delivery of one continuous cycling network providing additional transport options, recreational opportunities and support for tourism and commercial activity. Once the long-term network is agreed, it will guide funding allocated through WA Bicycle Network Grants Program.

Parking

As the population grows and traffic volumes increase so will the demand for parking, particularly in activity and employment centres. The City must manage parking carefully as providing parking alone will not effectively tackle issues associated with car dependency. In some of the City's areas the need for additional parking must be offset with better public transport and walking and cycling infrastructure to support alternatives to driving. The City will gradually impose maximum limits on

parking in certain locations in LPS 3 as the provision of public transport and infrastructure to support non-motorised travel increases.

Reciprocal parking arrangements work effectively in areas where land uses have different operating hours (e.g. nightclub and office development), resulting in fluctuating demand for parking at different times of the day. The provision of reciprocal parking will be considered in the City's activity centres and mixed-used developments with retail, office, residential and entertainment venues, where patronage varies during different times of the day.

Paid parking in specific locations will be considered in time to address increases in parking demand, facilitate greater efficiency of existing car parks and to encourage people to use alternative methods of transport other than private cars. Paid parking will be considered in places which offer a wide variety of frequent and reliable transport services, including bus and rail, and contain high quality infrastructure to facilitate walking and cycling. It may require motorists have a choice between paid parking nearby, or free parking a reasonable distance away.

Parking in the City is a particular issue around schools where parking overflows impact the amenity of residential streets. The City is one stakeholder when it comes to the planning and development of public schools. However, we will work with the State Government to balance parking to limit congestion, during drop off and pick up times, with well-connected, direct transport infrastructure and services to encourage alternative methods of travel than private cars.

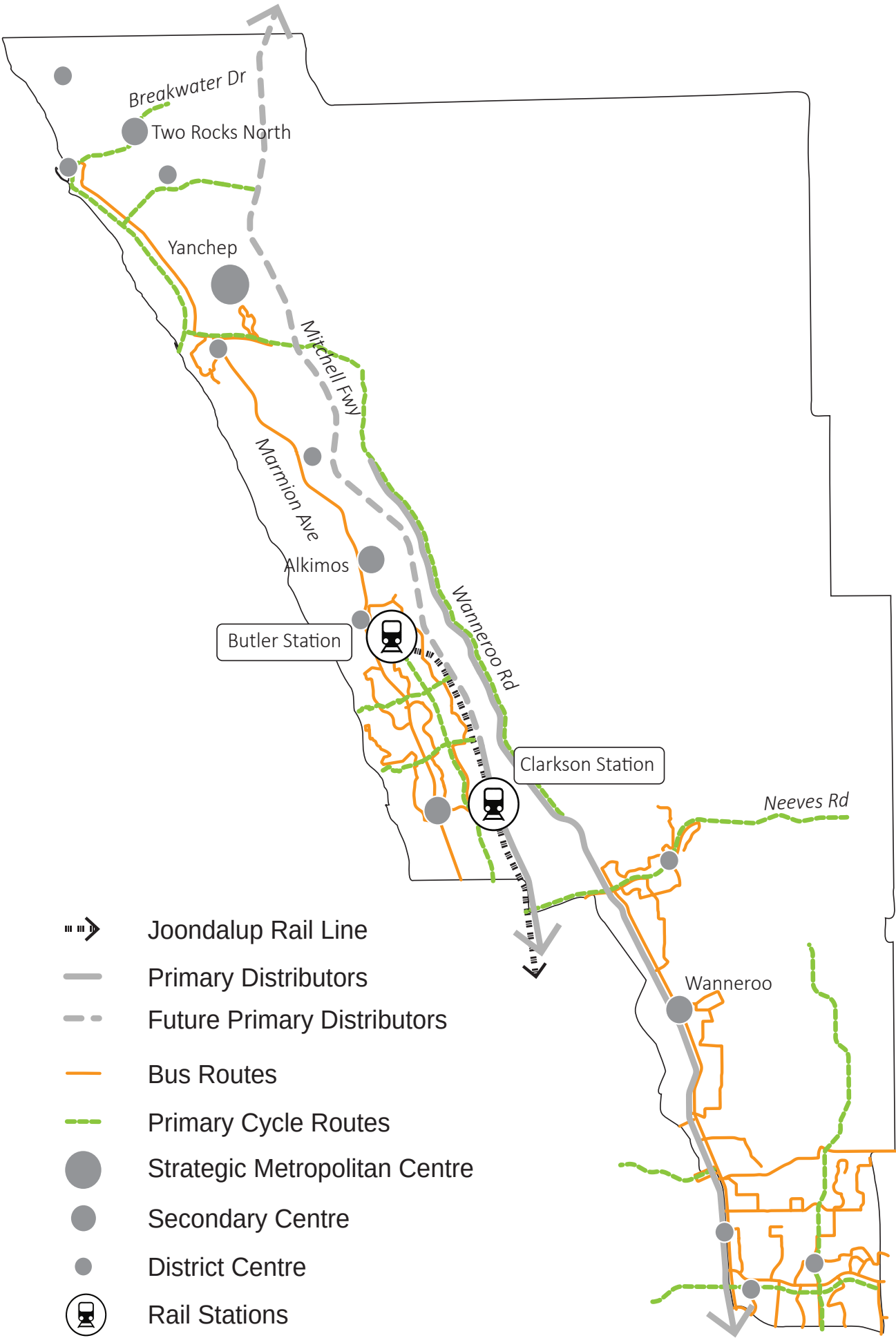


Figure 25: Existing bus routes and cycling infrastructure

Future Marina and Ports

The City's Advocacy Plan 2021-2025 has identified that an additional port located in strategic proximity to the northern Perth metropolitan region could significantly improve export competitiveness, reduced import costs and increase economic investment in the surrounding areas. The City seeks to work collaboratively with the State Government in any decisions or development of coastal freight systems in the northern region, as a northern port would reduce the direct and indirect costs associated with freight destined for export.

The Alkimos Eglinton District Structure Plan identifies a future marina in the Eglinton Coastal Village node. The marina is anticipated to provide boating facilities for approximately 220 berths. It is also proposed to include the provision for marina based activities, a diverse range of residential development at varying densities closely integrated with the marina precinct; cafes and restaurants, tourist facilities, retail outlets, recreational facilities and a variety of accommodation types. The proposed marina will bring a range of benefits to local residents including

additional entertainment and leisure facilities and will present increased economic opportunities to the City.

Additionally, the Department of Transport has prepared a Two Rocks Marina Master Plan which identifies a long term plan for establishing the future road networks, land uses, recreation spaces, infrastructure and amenities required to create an oceanside village with tourism and maritime activity at its heart. Once developed, the marina will offer a restaurant hub, short stay accommodation and public berth facilities to attract visitors to the area.



SMART TECHNOLOGIES

The emergence of smart technology is becoming more prevalent in society particularly in the transport, communications and energy efficiency space. As we transition towards a more innovative economy, there will be greater opportunities to utilise emerging transport and smart technology to create a more connected, efficient and attractive City.

The convenience of future transport technologies will bring about new opportunities and challenges for planners to address. The City will carefully consider the environmental, social and economic impacts of each new emerging technology as they become available to ensure their safety and suitability for commuters. Those which will offer benefits to commuters and help to alleviate car dependency will be supported by the City.

Technology-driven Transport

In recent years, there has been an increase in shared transport including car sharing, public transport, ride-share modes such as Uber, bike sharing and car pooling, which has many benefits to commuters, ultimately reducing the need and expenses associated with owning a private car and reducing the amount of cars on the road.

As the technology continues to advance, self-driving and electric vehicles have the potential to improve driver safety and create greater mobility options for residents who may not have the ability to drive themselves. Electric vehicles will have a positive impact on the environment by reducing carbon emissions in the City; however, they may also have some downsides such as contributing to more urban sprawl, additional car trips, increased congestion

as well as shifting people away from walking, cycling and taking public transport.

As electric vehicles increase in popularity, there will be a greater demand for electric vehicle charging stations at places across the City. Developers are already required to install set amounts of parking bays; however, there is no requirement for them to install electric vehicle charging stations in key locations, such as activity centres, regional beaches and in community facility car parks. New provisions will need to be considered through the local planning framework to provide strong guidance around providing electric charging infrastructure. In particular, consideration will need to be given to who pays for the power, when infrastructure needs to be provided to meet demand, and how existing systems can be upgraded to adapt to this new infrastructure (i.e. fuel stations offering quick charging stations in addition to traditional fuel pumps).

Delivery drones and 'air taxis' may significantly influence freight movements in the future by being able to operate over the ocean faster than cargo ships and be a more cost effective option than traditional air freight. Drones could also offer an alternative to trucks for deliveries, reducing emissions and congestion on the roads. As this technology develops in the future, planning may need to consider new provisions to accommodate drone flyways throughout the City.

The interactions that technology-driven transport options can have on urban areas are complex and must be considered carefully in the City's future planning frameworks.

Smart Technology Infrastructure

The integration of smart technologies into the City is essential in ensuring we create a sustainable, contemporary and attractive place for people and businesses to prosper. It is important for infrastructure to enable smart technologies to be provided in places early in the development process to avoid costly measures to retrofit it later on. Currently, there is little obligation for developers to include smart

technologies, despite its importance. The City is currently working to identify which smart technologies will be adopted in the future and what infrastructure will be needed to support it. Developer requirements for installing this infrastructure as part of development processes will be integrated into the local planning framework either through provisions in LPS 3 or through local planning policies.

Examples of Smart Technology

Smart traffic lights use data from sensors, cameras, GPS, vehicles, mobile phones and other devices to detect patterns of traffic and the volume of vehicles, pedestrians and cyclists approaching an intersection.



Energy efficiency street lighting reduces carbon emissions and power costs.



Smart waste solutions such as solar bins monitor the fill-level rates, temperature and fullness of rubbish bins, alerting waste collectors when bins are 80 per cent full and require collecting.



Figure 26: Potential future smart technologies to be rolled out in the City.

ELECTRICITY, GAS AND TELECOMMUNICATIONS

Like much of the City’s infrastructure, the provision of electricity, gas and telecommunications is provided by the State. Electricity is distributed to the City through a network of 132 kV and 330 kV bulk transmission power lines that connect to the local power distribution networks via transmission terminals and sub-stations. The future supply of electricity will require upgrades to the existing electricity network including extensions to transmission lines, construction of new sub-stations and the expansion of the Pinjar terminal.

Alternative renewable energy sources will allow the City to utilise sustainable energy to reduce carbon emissions and create a more sustainable place for people to live.

The City has an opportunity to utilise it’s unused land parcels to develop renewable energy facilities such as solar farms and mass battery storage areas.

Additionally, solar PowerBanks are a new technology that store excess solar energy for people to use later on. PowerBanks are already in places in the City and as this technology develops, more land will need to be reserved to accommodate them.

As demand for the establishment of larger scale battery storage facilities increases, the City will consider the development of a local planning policy to guide the design and siting of these, as well as other non-domestic renewable energy facilities, to ensure that their amenity impacts are minimised.

Gas and telecommunications infrastructure will be progressively supplied to the growth areas of the sub-region as development proceeds. The City will work with the State Government to determine locations for electrical, gas and telecommunications infrastructure.

WASTE MANAGEMENT

The City’s Waste Plan 2020-2025 outlines requirements to manage waste in the City in a sustainable manner. As residential density increases in the City, the management of bins in apartments and mixed-use dwellings may become an issue due to the increased volume of bins in relation the kerb space available for their pick up.

Providing better guidance around the delivery of waste management in new multi-residential developments will need to be addressed through the local planning framework. This would assist developers to consider where waste will be collected and how it will be managed early on in the planning process.

Additionally, service vehicles collecting waste can have problems navigating narrow laneways. Laneways are also often used by people for illegal rubbish dumping, and have a range of issues associated with them. While laneway widths are not determined by the City, we will work with the State Government to review the

current provisions to increase them in residential areas.

The main waste management sites in the City are the Tamala Park Waste Management Facility, the Neerabup Resource Recovery Facility and the Wangara Materials Recovery Facility. The City is currently investigating a Waste Innovation Precinct in Neerabup, which will allow all of Wanneroo’s waste to be treated at a single facility, instead of at multiple locations across the Perth metropolitan area. This will ensure a more environmentally sustainable approach in accordance with the State Waste Avoidance and Resource Recovery Strategy 2030 Action Plan.



CONSERVING WATER

The City is facing a significant water supply challenge with its main source of drinking water, the Gnangara Mound, declining as a result of reduced rainfall and increased consumption. To address this, the State Government has released its Gnangara Groundwater Allocation Plan (GGAP) which proposes a 10 per cent reduction for most groundwater license holders from 1 July 2028. This will reduce the amount of water used to irrigate the City's parks, gardens and recreational areas resulting in the loss of existing vegetation and visual appeal of POS.

The GGAP reduction will also adversely impact the City's agricultural industry who have limited ability to scale up any sort of water infrastructure other than utilising the water resource more efficiently – which in most cases is already happening. Whilst the City agrees with the overall need to reduce groundwater abstraction, the impact on the Agribusiness sector by reducing water is unacceptable. This will have a negative impact on food production in the region and the overall viability of this important sector.

The State Government has also announced that it will provide a new 100 billion litres-a-year desalination plant in Alkimos. This will be delivered in stages, with the first 50 billion-litre stage expected by 2028. Whilst the basic zoning and reservation provisions are already in place for this facility, the City will assist the State Government to deliver this important infrastructure in a timely manner. The net water benefit from the new desalination plant must be shared with all users that are subject to the reductions and we advocate for the water obtained from this facility to supplement the 10 per cent reduction for agriculture, parks, gardens and

recreational areas.

To address declining irrigation requirements in parks and open space, smart irrigation systems could be considered. These systems automatically adjust watering based on local weather conditions, for example when it rains the smart irrigation controller will reduce or turn off the irrigation to save water. Smart irrigation systems can be remotely controlled with a smart device.

Under the requirements of draft State Planning Policy 2.9 - Planning for Water, a Water Management Study has been prepared which recommends addressing climate change by reducing the heat island affect, encouraging the use of water sensitive urban design, managing existing groundwater water supplies and protecting the environmental values of significant wetlands and waterways in the City from encroaching future urban development. The Water Management Study has been included as Appendix C.



Market Gardens, Wanneroo

4.4.2. CHALLENGES AND PLANNING DIRECTIONS SUMMARY

The following issues and opportunities have been summarised from the Infrastructure and Utilities chapter.

	Challenges	Planning Directions
Infrastructure	<ul style="list-style-type: none">Support the use of innovative and 'smart' technologies to improve the delivery of future development, infrastructure and technology.	<ul style="list-style-type: none">Review and update the planning framework to facilitate the use of innovative new technologies which will help create a sustainable, contemporary and attractive City for people and businesses.
Utilities	<ul style="list-style-type: none">Improve the existing management of waste, water and energy to achieve a more sustainable City.	<ul style="list-style-type: none">Investigate new technologies and management practices that will improve how the City conserves, uses and manages its local resources.
Transport	<ul style="list-style-type: none">Reduce urban sprawl and people's dependence on the private vehicle.Encourage the uptake of walking and cycling as an alternative mode of transport to the car.Improve transport connections to the City to support future economic growth.Provide adequate parking opportunities which will meet future demand as the City's population grows.	<ul style="list-style-type: none">Support development within walking distance of high frequency public transport to facilitate transit oriented development.Support developments that provide end of trip facilities to encourage people to use walking and cycling as an alternative mode of transport to the car.Encourage the timely delivery of new roads and upgrades to the City's employment areas to facilitate future growth.Simplify car parking requirements to streamline the development process.



5. Place Management Areas

The City is made up of a number of diverse places, each with their own unique heritage, landscapes and character. Given our large size, it is important that the elements which make a place unique are retained and reflected in planning processes to create distinct places that represent local community’s values.

Our Strategic Community Plan outlines the City’s goal for planning and development to provide a connection between people and places. This involves facilitating a ‘sense of place’ to enable residents to experience connections based on place meanings and attachments to particular settings.

The City’s Place Management Area (PMA) approach helps to achieve this. The nine PMAs are based on areas that share similar built and natural features, land uses, character,

heritage and local community values (Figure 28). The recognition of the PMAs allows the City to tailor its management approaches to each area individually.

As places develop, we will consider how land use planning provisions assist to achieve the vision for each PMA and retain or amend them accordingly. This PMA approach to planning and development is outlined in Figure 27.

SCP Goal 5:
‘A well-planned, safe and resilient City that is easy to travel around and provides a connection between people and places.’

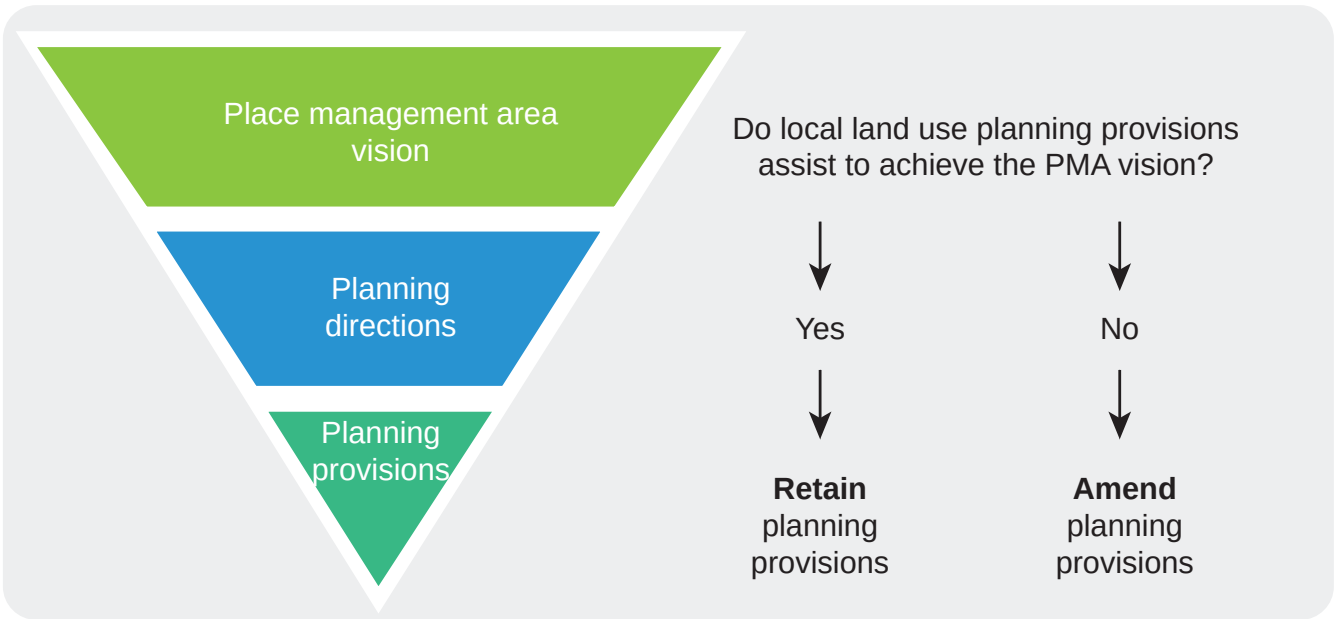


Figure 27: Method to apply visions to Place Management Areas

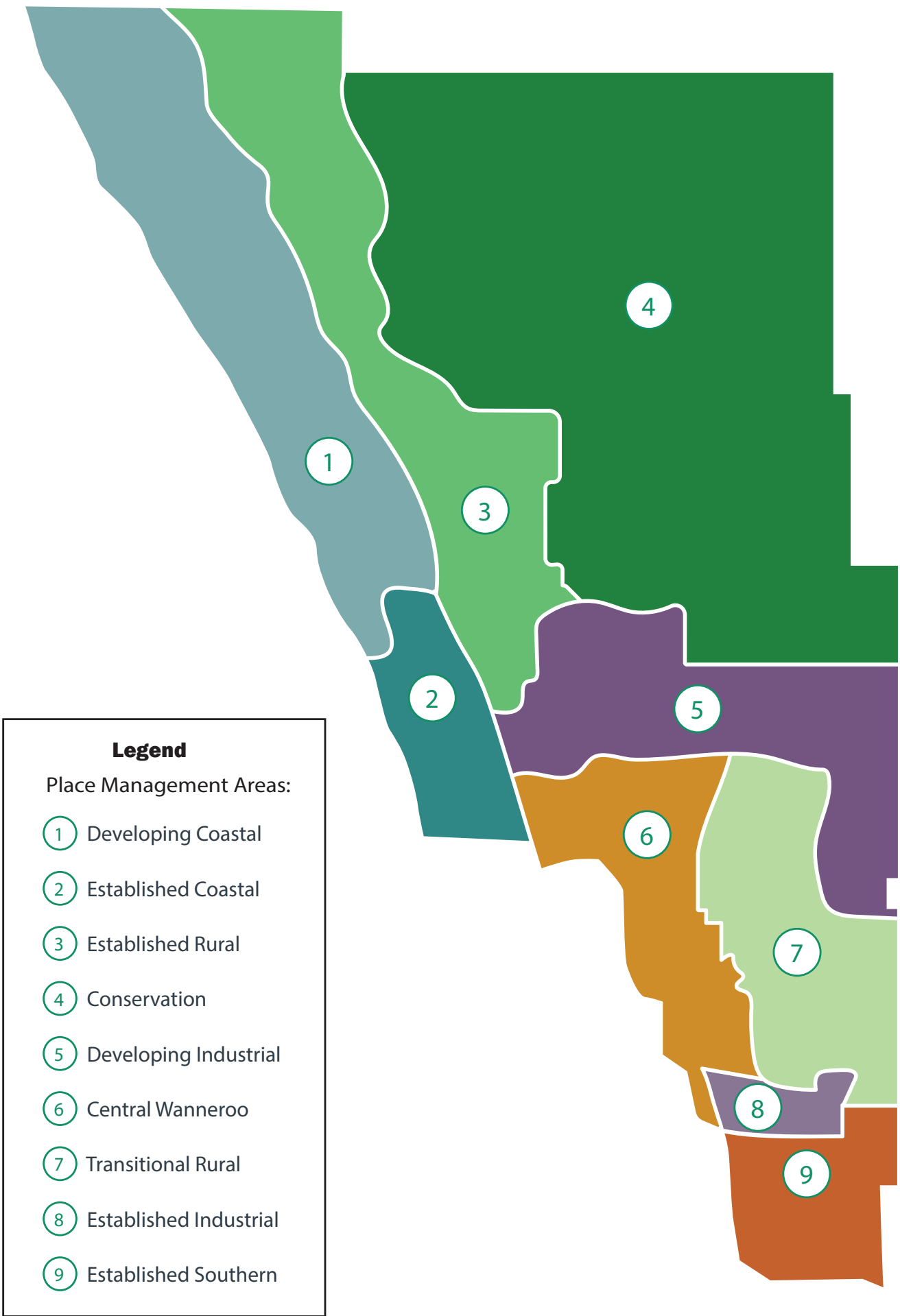


Figure 28: City of Wanneroo Place Management Areas

5.1 Place Management Area Visions

The PMA visions were endorsed as part of the City's Place Strategy, and describe how each PMA will develop through land use planning, design and place management strategies. The visions for each PMA are outlined as follows:

Developing Coastal
“Innovative coastal developments connected to each other and the wider urban area through major transport links, contained within bustling urban centres which allow the area to independently prosper.”

Established Rural
“The food bowl of the north and budding tourist area with retained agricultural farmlands and innovative industries employing sustainable new technologies to future-proof Wanneroo.”

Conservation
“Significant parcels of conservation land with no plans for future development but which contain important connections to neighbouring local government areas.”

Established Coastal
“Inviting and distinctive neighbourhoods offering a range of community services and facilities linked through quality infrastructure and green spaces which connect residents to each other.”

Developing Industrial
“An industrial precinct and leader in innovative technologies, including automation and robotics with supporting education and training facilities, employing over 20,000 people and offering opportunities for major industries to locate and expand.”

Central Wanneroo
“History and heritage retained within a diverse urban fabric surrounded by vibrant activity hubs containing recreation opportunities and major employment centres.”

Transitional Rural
“An emerging urban area with a range of housing and lifestyle choices that retains its historic and cultural values and offers attractive green trails, native vegetation, lakes and wetlands.”

Established Industrial
“A well-established industrial hub delivering over 15,000 jobs with a strong concentration of manufacturing, construction engineering businesses, many of which provide support for the mining industry and automotive-related services.”

Established Southern
“Mixed-use, revitalised hubs reflecting a vibrant and diverse population, containing a range of housing and employment choices, whilst retaining significant green open spaces, natural bushlands and wildlife.”

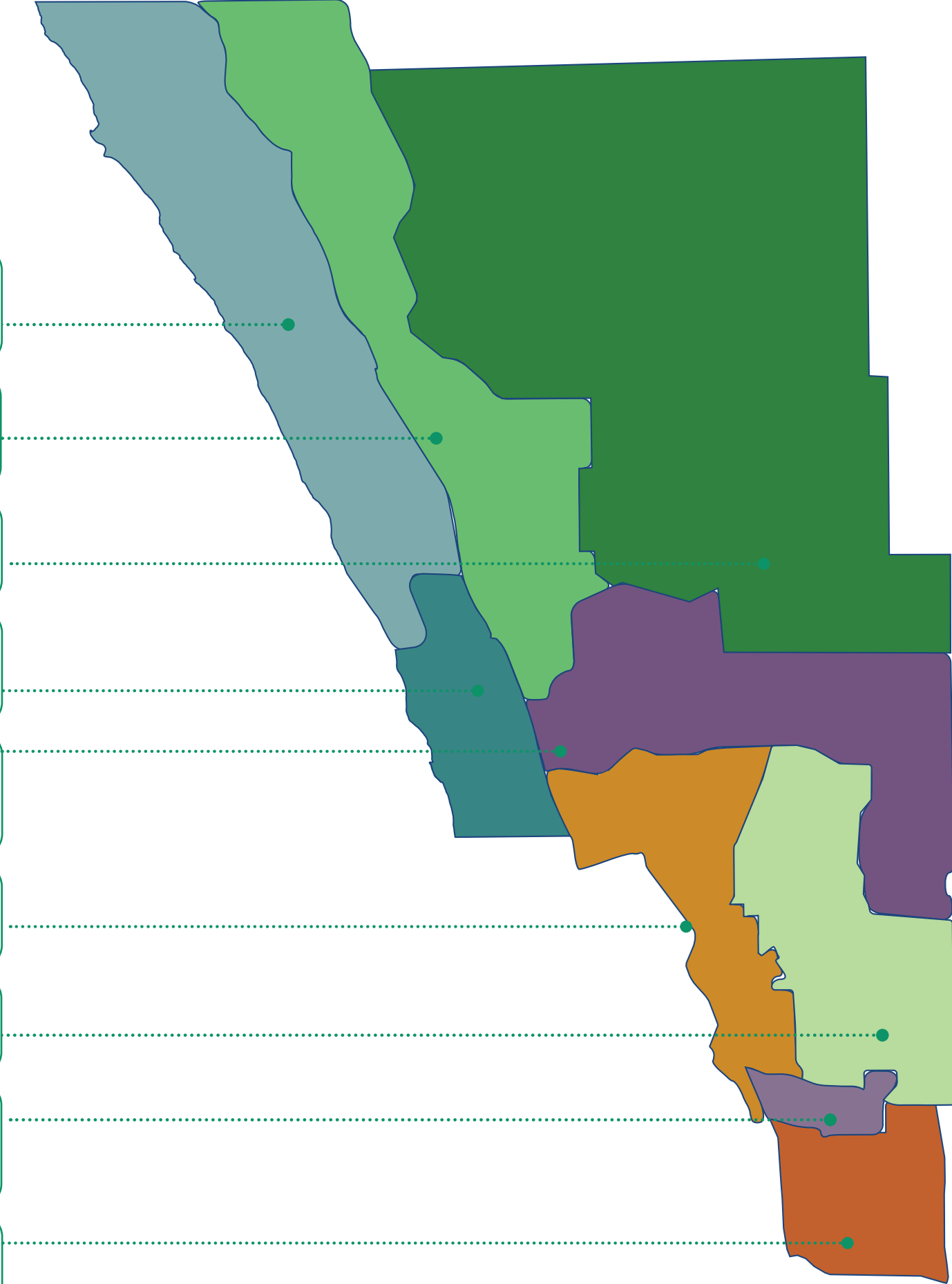


Figure 29: City of Wanneroo Place Management Areas

5.2 Developing Coastal PMA

Vision:

“Innovative coastal developments connected to each other and the wider urban area through major transport links, contained within bustling urban centres which allow the area to independently prosper.”

Description

The Developing Coastal PMA is located at the City's most northern point and contains the suburbs of Two Rocks, part of Yanchep, Alkimos, Eglinton and Jindalee. Development in this area commenced in the early 1970s in Two Rocks. As well as being rich in beautiful coastline, the Developing Coastal PMA is home to part of the Yanchep National Park. It also contains the Yanchep Lagoon and the Two Rocks Marina which are regional beaches in accordance with the City's Coastal Management Plan.

In the future, this area will undergo significant development and growth. This will be supported by major transport infrastructure and services

including the Mitchell Freeway extension and Yanchep rail line extension which includes new stations in Yanchep, Alkimos and Eglinton.

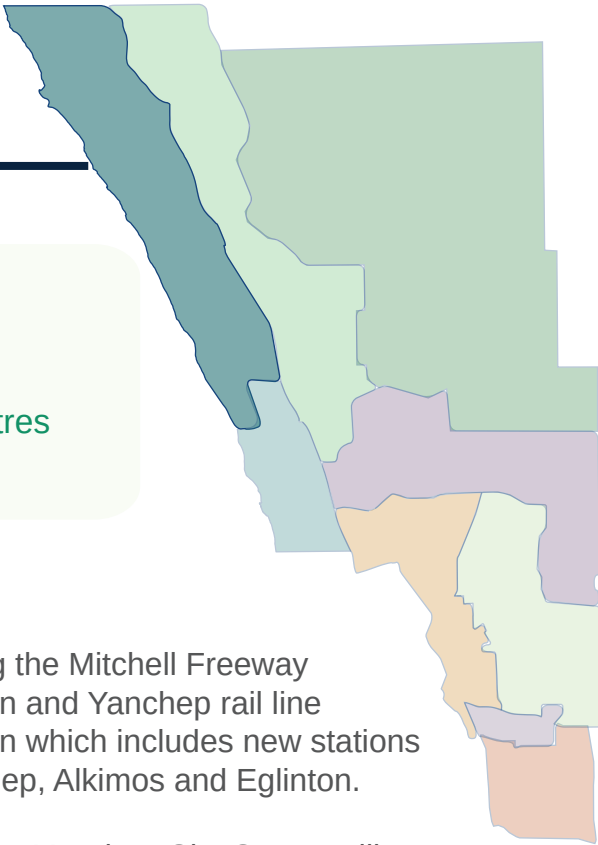
The future Yanchep City Centre will become the City's major city centre and additional centres will be located in Alkimos and Eglinton that will offer a range of housing, employment, recreation and leisure opportunities.

Planning processes in the area will ensure the retention of its coastal village feel whilst delivering high quality urban environments that meet the needs of its community.

Planning Directions

'Innovative coastal developments...	...connected to each other through major transport links...	...contained within bustling urban centres...	...which allow the area to independently prosper'.
To encourage innovative housing and developments that reflect and incorporate natural character in their built form.	To provide infrastructure, services and densities around stations to facilitate transit orientated development.	To provide a mix of residential, commercial, retail and recreational activities around centres to generate activity.	To provide sufficient employment land in activity centres to help achieve employment self-sufficiency.

Figure 30: Developing Coastal PMA Planning Directions



Actions Reflected in Local Planning Strategy

Innovative coastal developments ...	• Include planning incentives in LPS 3 and / or a local planning policy for developers undertaking larger-scale projects that demonstrate specific environmentally sustainable design standards.
...connected to each other and the wider urban area...	• Include provisions in LPS 3 to require developers to install a minimum amount of bicycle parking and end-of-trip facilities in new developments, as well as to include mandatory weather protection and internal pedestrian connectivity connecting to the external footpath network.
...through major transport links, contained within bustling urban centres	• Stipulate minimum densities in walkable catchment areas where possible, in LPS 3 and Precinct / Structure Plans to facilitate transit orientated development around activity centres and along transit corridors.
...which allow the area to independently prosper.'	• Require district and local structure plans encompassing the Yanchep, Two Rocks, Alkimos, and Eglinton activity centres to identify developments, land uses and infrastructure required to allow them to develop in accordance with State Planning Policy 4.2 - Activity Centres for Perth and Peel and the City's existing community facilities plans.

Figure 31: The Strategy Actions that are relevant to the Developing Coastal PMA

5.3 Established Coastal PMA

Vision:

“Inviting and distinctive neighbourhoods offering a range of community services and facilities linked through quality infrastructure and green spaces which connect residents to each other.”

Description

The Established Coastal PMA is located at the southern most point of the City's coastal corridor. It contains the suburbs of Butler, Quinns Rocks, Merriwa, Ridgewood, Mindarie, Clarkson, Tamala Park and part of Neerabup. Development in parts of Quinns Rocks, dates back to the 1960s when the area was frequented by holiday makers. Mindarie, Clarkson, Merriwa, Ridgewood and northern Quinns were developed in the 1980s and 1990s. More recently the suburb of Butler has been developed.

The Established Coastal area is home to one the City's larger town centres in Clarkson as well as several smaller

centres and the Clarkson and Butler train stations. It also contains the vibrant Mindarie Marina, which is one of the City's major tourist attractions and has been designated a regional beach in the City's Coastal Management Plan.

As development continues in the Established Coastal PMA, vegetation, landscapes and typographies will be retained, where possible, and integrated into the built environment between the coastal and inner suburbs. Connectivity will continue to provide residents with ease of access to community services, employment, recreation, leisure and entertainment.

Planning Directions

'Inviting and distinctive neighbourhoods... Retain distinctive character in places and offer tourism opportunities to attract people to the area.	...offering a range of community services and facilities... Ensure a sufficient provision of community services and facilities.	...linked through quality infrastructure and green spaces... Identify and protect ecological and green linkages and reserves.	...which connect residents to each other'. Increase residential, business and leisure spaces within walking distance of public transport.
---	---	---	---

Figure 32: Established Coastal PMA Planning Directions



Actions Reflected in Local Planning Strategy

'Inviting and distinctive neighbourhoods...	<ul style="list-style-type: none">• Develop design guidelines to outline built form provisions to protect and enhance the unique character of identified character areas such as Old Quinns Rocks.
...offering a range of community services and facilities...	<ul style="list-style-type: none">• Where appropriate, require future local structure plans and community facility plans to encourage the co-location of community facilities around schools, shopping precincts and parks.
...linked through quality infrastructure and green spaces...	<ul style="list-style-type: none">• Prepare a Public Open Space strategy to guide the distribution and type of open space being delivered in the City, and encourage the creation of multi-functional spaces that will adapt to changing community needs, and identify green ecological corridors.
...which connect residents to each other."	<ul style="list-style-type: none">• Stipulate minimum densities in walkable catchment areas where possible, in LPS 3 and Precinct / Structure Plans to facilitate transit orientated development around activity centres and along transit corridors.

Figure 33: The Strategy Actions that are relevant to the Established Coastal PMA

5.4 Established Rural PMA

Vision:

“The food bowl of the north and budding tourist area with retained agricultural farmlands and innovative industries employing sustainable new technologies to future-proof Wanneroo.”

Description

The Established Rural PMA comprises parts of Two Rocks and Yanchep, Carabooda, Nowergup and part of Neerabup.

This area includes the Yanchep National Park which is a popular tourist destination with bushland and wetlands which are home to western gray kangaroos and rich birdlife. The Established Rural PMA is characterised by its north-south valley which includes a chain of wetlands of which its suburbs derive their names.

Agriculture in this area commenced in the late 1800s and subsequently spread with improvements in irrigation

technology. Limestone mining and lime kilns were also established in the area.

The Established Rural PMA will continue to evolve as the metropolitan areas northern 'food bowl' and a major supplier of fresh produce to the City's centres. Sustainable water practices and new and emergent technologies will underpin this area's agricultural foundation.

It will also develop as a rural tourism destination where visitors travel to experience its local produce, attractive landscapes and extensive natural bushlands.



Actions Reflected in Local Planning Strategy

'The food bowl of the north and budding tourist area...	<ul style="list-style-type: none">Review and update the land uses permitted in the City's tourism growth areas to increase the amount of tourism activities allowed in these areas, where appropriate, in LPS 3 and structure plans.
...with retained agricultural farmlands...	<ul style="list-style-type: none">Advocate to the State Government to provide alternative water sources to growers to supplement the 10% water allocation reduction to this industry.
...and innovative industries employing sustainable technologies...	<ul style="list-style-type: none">Work with the State Government to investigate the most appropriate future uses for rural zones land in Neerabup, with a focus on its ability to better service neighbouring rural and industrial activities.
... to future-proof Wanneroo'.	<ul style="list-style-type: none">Work with the State Government to determine the feasibility of using State Forest 65 for expanded agricultural activities and investigate future land use opportunities and potential zoning/reserve changes for the portion of State Forest 65 that has contained decommissioned land uses.

Figure 35: The Strategy Actions that are relevant to the Established Rural PMA

Planning Directions

'The food bowl of the north and budding tourist area...	...with retained agricultural farmlands...	...and innovative industries employing sustainable technologies...	... to future-proof Wanneroo'.
Retain agriculture and promote tourism to support local agricultural businesses.	Preserve and protect agricultural land uses from other encroaching or competing land uses.	Expand land uses in the region to support agriculture and neighbouring industrial uses.	Consider land parcels for future agricultural expansion.

Figure 34: Established Rural PMA Planning Directions

5.5 Central Wanneroo PMA

Vision:

“History and heritage retained within a diverse urban fabric surrounded by vibrant activity hubs containing recreation opportunities and major employment centres.”

Description

The Central Wanneroo PMA is in the centre of the City and contains part of Neerabup, Banksia Grove, Carramar, Tapping, Ashby, Sinagra, Hocking, Pearsall and the western part of Wanneroo.

Development in the area commenced in the 1970s in Wanneroo with some suburbs such as Hocking, Pearsall, Tapping and Banksia Grove being developed as recently as the 2000s.

The Established Central area has a diverse urban fabric comprising the old Wanneroo townsite, natural bushlands and older and newer style houses and developments. Many of its houses are

in close proximity to the picturesque Lake Joondalup with some having pleasant lake views.

The Established Central area is home to the Civic Centre and the 'civic heart of the City'; the vibrant Wanneroo Town Centre which integrates with the old Wanneroo townsite. This Centre will continue to develop and undergo major revitalisation, whilst retaining significant elements of its history and heritage.

In the future it is planned to accommodate an increased amount of employment, retail and leisure and a significant residential population.

Planning Directions

'History and heritage retained...	...within a diverse urban fabric surrounded by vibrant activity hubs.....	...containing recreation opportunities...	...and major employment centres'.
Retain and reflect local history, heritage and landscapes in the public realm.	Facilitate the delivery of a range of housing types and land uses in activity centres.	Provide a range of recreational and leisure spaces for people to enjoy.	Provide sufficient employment floorspaces in centres.

Figure 36: Central Wanneroo PMA Planning Directions



Actions Reflected in Local Planning Strategy

'History and heritage retained ...	• Prepare a Heritage Management Framework to identify mechanisms to protect and manage Aboriginal and historic heritage places in the City.
...within a diverse urban fabric, surrounded by vibrant activity hubs	• Review and amend zones to stipulate minimum densities in walkable catchment areas in LPS 3 and Precinct / Structure Plans to reflect transit orientated development.
...containing recreation opportunities...	• Prepare a Public Open Space strategy to guide the distribution and type of open space being delivered in the City, and encourage the creation of multi-functional spaces.
...and major employment centres.'	• Require district and local structure plans to identify developments, land uses and infrastructure required to allow them to develop in accordance with State Planning Policy 4.2 - Activity Centres for Perth and Peel.

Figure 37: The Strategy Actions that are relevant to the Central Wanneroo PMA

5.6 Transitional Rural PMA

Vision:

“An emerging urban area with a range of housing and lifestyle choices that retains its historic and cultural values and offers attractive green trails, native vegetation, lakes and wetlands.”

Description

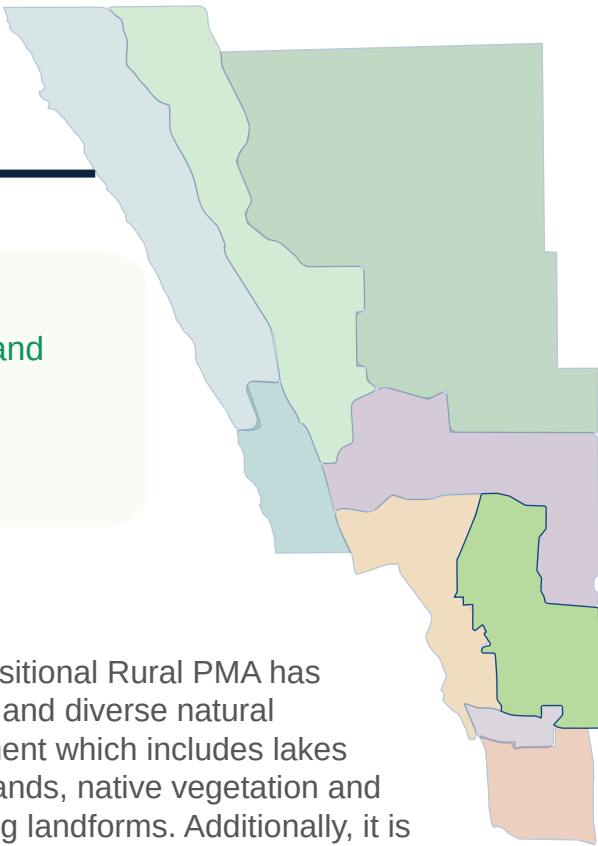
The Transitional Rural PMA predominantly contains the East Wanneroo District Structure Plan area. Early agriculture first commenced near the area's wetlands and, with the introduction of irrigation, spread to other parts. Horses were kept on many properties and in the late 1970s and 1980s a number of large rural-residential estates were developed.

The East Wanneroo development is one of the largest areas ever to be urbanised in Western Australia, with an ultimate planned population of 150,000 people. The area will see the creation of 50,000 new homes and be supported by up to 20,000 new jobs.

Planning Directions

‘An emerging urban area with a range of housing...	...and lifestyle choices...	...that retains its historic and cultural values...	...and offers attractive green trails, native vegetation, lakes and wetlands’.
Provide a range of housing choices with higher density options near more transport and amenities.	Provide a range of housing options to suit a range of lifestyle choices.	Ensure the protection of local cultural heritage and values.	Protect and showcase local biodiversity, open spaces, vegetation, lakes and wetlands.

Figure 38: Transitional Rural PMA Planning Directions



The Transitional Rural PMA has a unique and diverse natural environment which includes lakes and wetlands, native vegetation and undulating landforms. Additionally, it is rich in heritage with at least 12 known Aboriginal heritage sites, Berriman House and the former East Wanneroo school site.

The protection of these natural, historical and cultural values will be a defining feature in the future character of East Wanneroo. A district sense of place statement will outline how built natural features could be incorporated into future development in East Wanneroo.



Actions Reflected in Local Planning Strategy

‘An emerging urban area with a range of housing...	<ul style="list-style-type: none">Encourage structure plans to locate higher density developments in and around activity centres, along key transport corridors and in areas that offer higher levels of amenity where appropriate.Work with the State Government to encourage social housing and support partnerships to deliver affordable housing products.
...and lifestyle choices...	<ul style="list-style-type: none">Work with the State Government, industry and community housing providers to develop incentives to deliver more dwellings that incorporate liveable design standards.
...that retains its historic and cultural values...	<ul style="list-style-type: none">Prepare a Heritage Management Framework to identify mechanisms to protect and manage Aboriginal and historic heritage places in the City.
...and offers attractive green trails, native vegetation, lakes and wetlands’.	<ul style="list-style-type: none">Prepare a public open space strategy to guide the distribution and type of open space being delivered in the City, and identify green ecological corridors to facilitate the movement of wildlife and protection of significant vegetation within the City.

Figure 39: The Strategy Actions that are relevant to the Transitional Rural PMA

5.7 Conservation PMA

Vision:

“Significant parcels of conservation land with no plans for future development but which contain important connections to neighbouring local government areas.”

Description

The Conservation PMA is located at the north east end of the City's. It contains part of Yanchep and Pinjar. This area predominantly contains Regional Parks and Recreation reserves and is home to State Forest 65 which contains some decommissioned pine plantations.

There are no plans for future development in this area. However, some parts of State Forest 65 could be used in the future to accommodate

agricultural expansion and 'advanced technology' as well as infrastructure and facilities to support these industries such as a water harvesting zone through enhanced infiltration & recharge.

Benefits of using this land for future food production include its isolation from impacting land uses, its road network and connectivity and its large conservation buffer. It also has urban living & infrastructure close-by.



Planning Directions

'Significant parcels of conservation land...	...with no plans for future development...	but which contain important connections to neighbouring local government areas'.
Identify and protect key conservation land from future development.	Review the future development potential of key sites.	Advocate for the delivery of key transport routes / infrastructure to increase connectivity.

Figure 40: Conservation PMA Planning Directions

Actions Reflected in Local Planning Strategy

'Significant parcels of conservation land...	<ul style="list-style-type: none">Identify Ecological Linkages and Priority Natural Areas and include measures to protect these areas in LPS 3.Review structure plans to determine opportunities to protect priority natural areas and consider how current and future structure plans will propose to protect priority natural areas as part of the City's assessment processes.
...with no plans for future development...	<ul style="list-style-type: none">Work with the State Government to determine the feasibility of using State Forest 65 for expanded agricultural activities and investigate future land use opportunities and potential zoning/reserve changes for the portion of State Forest 65 that has contained decommissioned land uses.
but which contain important connections to neighbouring local government areas'.	<ul style="list-style-type: none">Advocate for improved access to the City's major industrial areas including Wangara Industrial Area & Neerabup Industrial Estate.Advocate to the State Government for the future provision of a second airport and port in or near the City of Wanneroo.

Figure 41: The Strategy Actions that are relevant to the Conservation PMA

5.8 Developing Industrial PMA

Vision:
“An industrial precinct and leader in innovative technologies, including automation and robotics with supporting education and training facilities, employing over 20,000 people and offering opportunities for major industries to locate and expand.”

Description

The Developing Industrial PMA consists of the suburb of Neerabup and parts of Pinjar and Mariginiup. It includes the Neerabup Industrial Area (NIA) as well as areas that will transition into industrial areas as part of the East Wanneroo District Structure Plan development.

Industrial development commenced in Neerabup in the 1970s and has continued to grow. This area contains large land banks earmarked for future industrial development. It is anticipated that the NIA will ultimately support 20,000+ jobs at full build out. Emerging industries in the Developing Industrial PMA area generating

significant attention including automation and robotics. This has been driven by the State Government’s announcement of \$20m in funding to locate the Australian Automation and Robotics Precinct in the NIA.

Development of the NIA is gaining momentum with this industrial area emerging as a centre for innovation and cluster opportunities. Planning and advocacy efforts are also underway to investigate the feasibility for a Neerabup Waste Innovation Precinct including the potential for complementary activities to promote transitioning towards a circular economy.

Planning Directions

‘An industrial precinct and leader in innovative technologies,	...including automation and robotics with supporting education and training facilities...	...employing over 20,000 people...	and offering opportunities for major industries to locate and expand.”
Faciliate a wide range of industrial land uses.	Faciliate opportunities for training and education facilities.	Increase transport connectivity to the region.	Provide major infrastructure to service broader markets.

Figure 42: Developing Industrial PMA Planning Directions



Actions Reflected in Local Planning Strategy

‘An industrial precinct and leader in innovative technologies...	• Investigate future emerging trends that the City will adopt and prepare guidelines for developers to install this infrastructure as part of development processes. Implement scheme provisions or local planning policies outlining developer's responsibilities.
...including automation and robotics with supporting education and training facilities...	• Investigate future emerging trends that the City will adopt and prepare guidelines for developers to install this infrastructure as part of development processes. Implement scheme provisions or local planning policies outlining developer's responsibilities.
...employing over 20,000 people...	• Advocate for improved access to Wangara Industrial Area and Neerabup Industrial Estate.
and offering opportunities for major industries to locate and expand’.	• Advocate to the State Government for the future provision of a second airport and port in or near the City of Wanneroo, and provide assistance where required to advance long-term strategic planning for these future facilities.

Figure 43: The Strategy Actions that are relevant to the Developing Industrial PMA

5.9 Established Industrial PMA

Vision:
“A well-established industrial hub delivering over 15,000 jobs with a strong concentration of manufacturing, construction engineering businesses, many of which provide support for the mining industry and automotive-related services.”

Description

The Established Industrial PMA contains the suburbs of Wangara and the industrial part of Landsdale. It is an established industrial area that generates significant economic activity and employment opportunities.

Development in this PMA commenced in the 1970s and the eastern part of it expanded in the 2000s. The area predominantly consists of heavier industrial and manufacturing uses and storage, as well as distribution and service industries east of Hartman Drive. West of Hartman Drive, it accommodates uses such as car sales, vehicle repairs, warehouses, showrooms

and lunch bars. There are also a number of supporting businesses and stand-alone offices in this area. Some of these are located in the Service Commercial zone, where offices are permitted and others that were permitted under the former Town Planning Scheme No. 1 remain in place. As the WIA evolves over time, some heavier industrial uses may relocate to the emerging NIA.

In the future, the City will consider permitting stand alone offices under circumstances outlined in LPS 3 to support local businesses as well as the area's workers.

Planning Directions

‘A well-established industrial hub delivering over 15,000 jobs...’	...with a strong concentration of manufacturing, construction and engineering businesses	...many of which provide support for the mining industry...	...and automotive-related services’.
Faciliate a wide range of industrial land uses.	Faciliate opportunities for training and education facilities.	Provide major infrastructure to service broader markets.	Increase the provision of businesses to provide services to workers in this area.

Figure 44: Established Industrial PMA Planning Directions



Actions Reflected in Local Planning Strategy

‘A well-established industrial hub delivering over 15,000 jobs...’	<ul style="list-style-type: none">Advocate for improved access to the Wangara Industrial Area & Neerabup Industrial Estate.
...with a strong concentration of manufacturing, construction and engineering businesses...	<ul style="list-style-type: none">Work with the Department of Planning, Lands and Heritage to plan for future employment land uses in Eglinton East, ensuring that these complement Neerabup and nearby commercial, retail, office and community uses.
...many of which provide support for the mining industry...	<ul style="list-style-type: none">Include provisions in LPS 3 to provide clear guidance to landowners to simplify the process of obtaining approvals to extract BRM and mitigate potential land use conflicts with other businesses and residents.
...and automotive-related services’.	<ul style="list-style-type: none">Consider the inclusion of stand alone small-scale offices as ‘additional uses’ in LPS 3.

Figure 45: The Strategy Actions that are relevant to the Established Industrial PMA

5.10 Established Southern PMA

Vision:
“Mixed-use, revitalised hubs reflecting a vibrant and diverse population, containing a range of housing and employment choices, whilst retaining significant green open spaces, natural bushlands and wildlife.”

Description

The Established Southern PMA is located at the City's most southern point and contains the suburbs of Alexander Heights, Darch, Girrawheen, Koondoola, Madeley, Marangaroo and parts of Landsdale and Woodvale.

Development in the area dates back to the 1970s commencing with the suburbs of Girrawheen and Koondoola followed by Alexander Heights, Marangaroo and Woodvale which were developed in the 1980s and Landsdale, Madeley and Darch were developed in the early 2000s.

The Established Southern PMA has the largest population of people in

the City who speak English as a second language. This area contains a large range of valued bushlands and wildlife species. It also contains significant regional sporting facilities and open spaces.

Revitalisation and activation of this area, particularly around its activity centres, will result in increased leisure and employment opportunities. A greater variety of housing choices, including apartments at appropriate locations, which are supported by quality transport infrastructure and services, will be provided to meet the local community's diverse and evolving needs.

Planning Directions

Mixed use revitalised hubs... Employment choices	Vibrant and diverse population...	Containing a range of housing choices...	Retaining significant green open spaces & natural bushlands...
Ensure land zonings deliver both businesses and housing, revitalise key centres to attract more employment opportunities.	Retain land / zonings which enable community facilities to support local needs in accessible locations.	Provide higher density housing in appropriate areas to facilitate housing choice and to support public transport use.	Retain and protect green open spaces and bushlands with significant environmental values.

Figure 46: Established Southern PMA Planning Directions



Actions Reflected in Local Planning Strategy

'Mixed use, revitalised hubs...	<ul style="list-style-type: none">Stipulate minimum densities in walkable catchment areas where possible in LPS 3 and investigate the preparation of Precinct/Structure Plans to reflect TOD development around activity centres and along transit corridors.
...reflecting a vibrant and diverse population...	<ul style="list-style-type: none">Prepare a Community Facility Planning Framework to guide the planning of future community infrastructure and public open space meet community needs.
...connected to a range of housing and employment choices...	<ul style="list-style-type: none">Encourage structure plans to locate higher density developments in and around stations, activity centres, along key transport corridors and in areas that offer higher levels of amenity where appropriate.
... whilst retaining significant green open spaces, natural bushlands and wildlife.'	<ul style="list-style-type: none">Prepare a public open space strategy to guide the distribution and type of open space being delivered in the City, and identify green ecological corridors to facilitate the movement of wildlife and protection of significant vegetation within the City.

Figure 47: The Strategy Actions that are relevant to the Established Southern PMA

