# CITY OF WANNEROO

# Local Planning Strategy

Endorsed by the
Western Australian Planning Commission

24 SEPTEMBER 2026

GOVERNMENT OF WESTERN AUSTRALIA

Department of **Planning, Lands and Heritage**



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City of Wanneroo

# LOCAL PLANNING STRATEGY

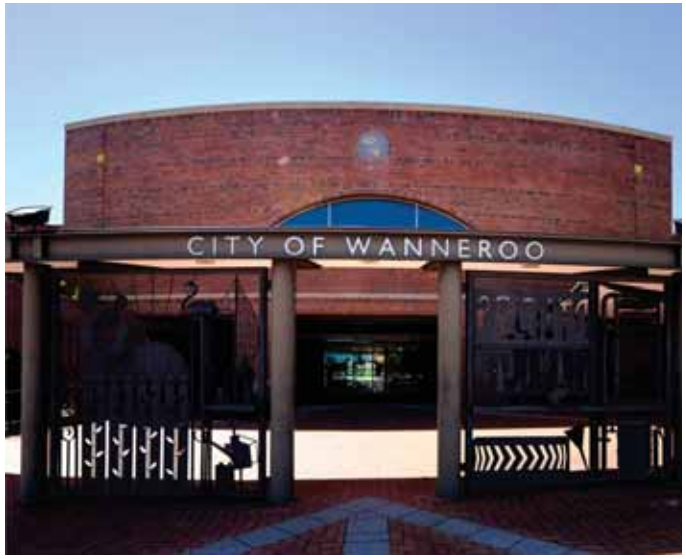
Part One - The Strategy






















## Acknowledgement of Country

The City of Wanneroo acknowledges the Traditional Custodians of the land we are working on, the Whadjuk people. We pay respect to the Elders of the Noongar nation past, present and emerging, who have walked and cared for the land. And we acknowledge and respect the continuing culture and the contributions made to the life of this City and this region.



Local Fauna, City of Wanneroo

# Adoption and endorsement

The City of Wanneroo Local Planning Strategy certified for advertising on 26 July 2024.

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



_____

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

Date: 26 July 2024

**ADOPTED**

The City of Wanneroo hereby adopts the Local Planning Strategy, at the Ordinary Meeting of Council held on the: 27 May 2025.



_____

MAYOR



_____

CHIEF EXECUTIVE OFFICER

**ENDORSEMENT**

Endorsed by the Western Australian Planning Commission on



_____

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

24 September 2026
_____ Date

**Preparation**

The City of Wanneroo Local Planning Strategy has been prepared in accordance with Part 3 of the *Planning and Development (Local Planning Scheme) Regulations 2015.*

The City of Wanneroo Local Planning Strategy has been prepared by the City of Wanneroo in association with:

**Jointly Planning l** Housing Demographics, Population Forecast and Dwelling Yield Analysis

**MGA Town Planners l** Needs Assessment

**Urbaqua l** Water Management Study

**Eco Logical Australia l** Bushfire Hazard Level Assessment Study

**Version Control Table**

| Reference | Version | Date |
|---|---|---|
| Version 1 | Draft for Council Consideration | 18 April 2023 |
| Version 2 | Draft for WAPC Certification | 28 March 2024 |
| Version 3 | Final Draft for WAPC Endorsement | 12 June 2025 |
| Final | Final Endorsed Version | 24 September 2026 |

# Executive summary

As one of Western Australia's fastest growing local government areas, the City of Wanneroo (the City) will continue to play an important role in accommodating rapid population growth. With an anticipated increase of around 150,000 people, our population is expected to reach approximately 393,000 residents by the year 2041.

Land use planning changes will be driven by this growth, as well as the delivery of major new infrastructure and development projects. These will include the Yanchep rail extension project and new stations in Yanchep, Alkimos and Eglinton as well as the development of a major industrial hub in Neerabup. Population growth will continue to be focused along our north-west coastal corridor, infill areas such as Girrawheen, Koondoola and Wanneroo and in the future East Wanneroo.

Our Local Planning Strategy (Strategy) reflects our community's aspirations for planning and development in the City, which are articulated through our Strategic Community Plan 2021 - 2031. Our community advised us that they want planning and development to provide opportunities for population and economic growth, whilst minimising the impact on the natural environment. They also want diverse housing choices provided to residents as well as a range of transport services and infrastructure to support walking, bike riding, public transport and car use to access other people and places.

Our Strategy implements the State Government's North-West Sub-regional Planning Framework 2018 by outlining actions to meet the State's housing requirements, support development in activity and employment centres and by planning for the delivery of infrastructure in key locations. It also outlines actions to protect the natural environment, facilitate green networks, increase urban forest and retain land for rural and agricultural purposes.

Our 'Place Approach' is integral to our Strategy as it outlines specific land use planning actions for certain areas to retain their local character and senses of place and to reflect their unique Place Management Area visions. Incorporating these elements into our Strategy has allowed us to develop a strategic approach to implement changes to our local planning framework and to provide the rationale for the zones, reserves and planning controls in our new Local Planning Scheme No. 3 (LPS 3). Our Strategy also provides the context for the coordinated planning of physical and social infrastructure and addresses more detailed and longer-term land use planning issues.

The Strategy sets out the key planning issues and actions relating to the themes of community, urban growth and settlement; economy and employment; the environment; and infrastructure and utilities as follows:

## Community, urban growth and settlement

Development in the City will take a 'place-based' approach and different areas will reflect distinct senses of place through their design and quality in the built environment and the public realm. Housing provided will accommodate population growth and range in density and diversity to support our community's housing needs. There will be a particular focus on the areas that will undergo major change in the City such as East Wanneroo, the new Yanchep rail extension station precincts and surrounding activity centres at Alkimos, Eglinton and Yanchep. Density will be focused in areas which benefit from key social, transport and economic infrastructure. We will also support the provision of community facilities for our growing population. Some of this will be through developer contribution plans.

## Economy, employment and tourism

Land use planning will support the City's economy and local residents will be able to both live and work locally. Sufficient land will be available for employment uses, and these areas will be appropriately located so that jobs are easily accessible to our community and serve the needs of local businesses. Our hierarchy of activity centres in the City will be supported and maintained and we will ensure that employment land is protected against other competing land uses. As part of this, our land use planning will be flexible in order to support the development of our employment nodes including the Alkimos and Yanchep city centres and the Neerabup industrial area.

## The environment

To foster sustainable development, a balance will be achieved between the social, economic and environmental aspects of our City. In our role as an outer metropolitan growth local government area, we will continue to provide development to accommodate population growth. However, we will aim to balance this growth with the protection of the environment. As part of this, we will plan for climate change, making sure that we future-proof the City against its impacts. We will protect our biodiversity, conserve and increase our urban forest, manage the impacts of sea level rise on the coast and mitigate the impact of bushfires on the urban environments.

## Infrastructure and utilities

Sufficient infrastructure and utilities will be provided to enable residents to access social and economic opportunities and to allow businesses to thrive. As part of this, the benefits from the Yanchep rail extension for the Northern Coastal Corridor will be maximised and infrastructure will be provided to support the urbanisation of East Wanneroo. We will aim to create a balanced and sustainable transport future by balancing the use of the private car with other transport options. We will also integrate smart technologies into the urban environment in order to future-proof the City.

# Mayor's foreword



I am pleased to welcome you to the City of Wanneroo's very first Local Planning Strategy - a vital document that sets the direction for our rapidly growing City.

As a truly unique local government area, with a diverse combination of land uses, natural areas and activity centres, this Strategy will guide the continuing development of our community.

Currently home to more than 230,000 people, the City of Wanneroo is also a place of business, tourism, cultural and historical significance, industry and agriculture for many more.

Our vision is to be a City that sustainably manages urban growth by facilitating developments that are sensitive to their surrounding natural environments, meet the housing and employment needs of local residents and connect people to places.

To achieve this vision, the Strategy outlines future land use planning and development objectives for the City, focusing on the key themes of sustainable urban development, housing diversity, economic growth, quality public spaces and protection of our environmental and community assets.

Produced in close consultation with our residents and Council Members throughout all stages of development, I am proud that this Strategy reflects the considerations of our community, and their aspirations for local land use planning.

It also aligns to our Strategic Community Plan 2021 – 2031, which outlines a clear way forward for the City's future, based on our community's vision.

Thank you to everyone who took the time to provide valuable input into preparing the Strategy. Your contribution will help shape the future of our welcoming and connected community, as we strive to reach our goals to create a vibrant, sustainable City.

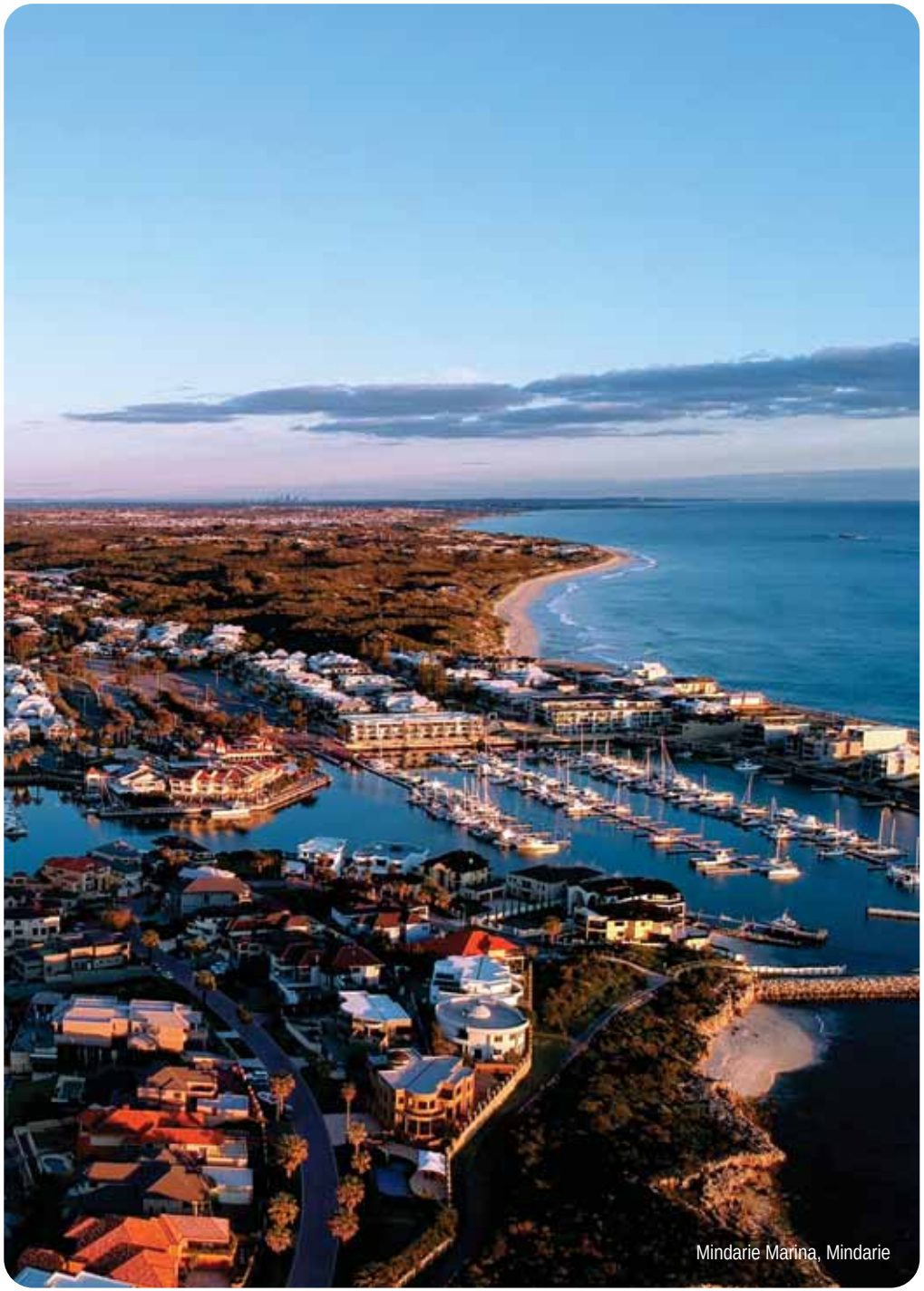
It is an exciting time to be visiting, living or working in the City of Wanneroo.

**Mayor Linda Aitken**



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Mindarie Marina, Mindarie



Perry's Paddock



Jindalee Beach Deck, Jindalee

# 1. Introduction

**The City of Wanneroo's first ever Local Planning Strategy outlines our strategic framework for the planning and sustainable development of the City to the year 2041.**

The City of Wanneroo (City) is undergoing an exciting period of rapid growth and change. This is being driven by population growth projections which indicate an increase of around 150,000 people by 2041; the delivery of major new infrastructure, including the Yanchep rail extension and new stations; and the release of new land areas for urbanisation and development, including those in East Wanneroo and along our northern coastal corridor.

In accordance with the *Planning and Development (Local Planning Scheme) Regulations 2015*, Local Governments are required to prepare local planning strategies. The purpose of these is to:

a) set out the long-term planning directions for the local government;

b) apply any State or regional planning policy that is relevant to the local planning strategy; and

c) provide the rationale for any zoning or classification of land under the local planning scheme.

Given the unique opportunities and challenges facing the City, it is timely to prepare our Local Planning Strategy (Strategy). Our Strategy will outline how we will adapt our local planning framework to respond to the changing needs of our community and to capitalise on opportunities to better align our planning responses with our community's aspirations for planning and development, which are articulated in our Strategic Community Plan 2021 - 2031.

The Strategy applies to the area shown in Figure 3 and comes into operation on the day on which it is endorsed by the Western Australian Planning Commission (WAPC). The Strategy forms the strategic basis for the preparation, implementation and review of the new City of Wanneroo Local Planning Scheme No. 3 (LPS 3).

The Carabooda District Structure Plan (DSP) was endorsed by the WAPC on 15 July 2026, subject to modifications. The Carabooda DSP applies to approximately 979 hectares of land bound by Carabooda Road, Karoborup Road, Gibbs Road, Wesco Road and State Forest 65, and proposes to establish a high-level strategic framework to guide the delivery of 9,200 dwellings to accommodate an estimated future population of over 23,000 people. The DSP also designates future conservation areas, parks, roads, schools, and activity centres. Subsequent planning processes will refine the land use and development of land within the Carabooda DSP area.

**The City of Wanneroo's Local Planning Strategy comprises of:**

- Part 1 - the Strategy which sets out the vision, issues, opportunities, planning areas, strategy maps and implementation measures.
- Part 2 - the background and context for the Strategy, which outlines the rationale and justification for the directions and actions included in Part 1.

# 2. Local planning strategy vision

**Our vision reflects our community's aspirations for local land use planning and development which are outlined in our Strategic Community Plan 2021 - 2031.**

Accordingly, the vision for the Strategy is:

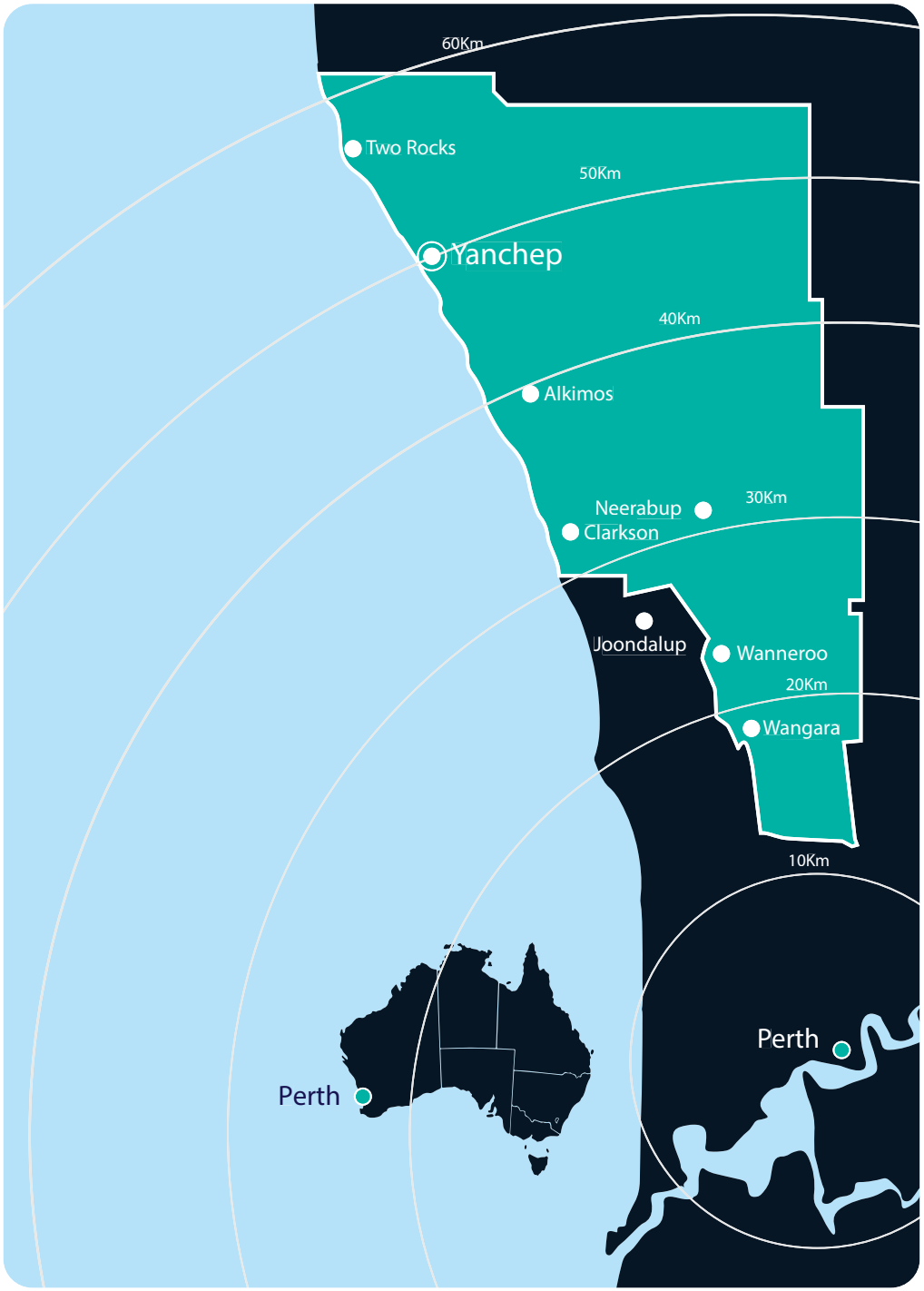
> "A City that sustainably manages urban growth by facilitating developments that are sensitive to their surrounding natural environments, meet the housing and employment needs of local residents and connect people to places."

This vision is largely attributed to our community's goal to see urban growth balanced with the environment. Given the City's role in delivering housing to accommodate population growth, development will be an inevitable part of future planning processes. Whilst it will not be possible to retain all vegetation, we will ensure that developments respond to local natural and environmental characteristics and seek to retain the most important aspects of our natural environment.

Our community also want to see places that reflect their natural and historic values and surrounding character. Our place-based approach to land use planning and development will seek to achieve this by incorporating elements that are unique to places into future developments. These will include landscapes, artworks and materials used in design and development.

Meeting the needs of our community will include creating affordable, liveable and connected places with housing choices and economic opportunities. We will do this by providing diverse and affordable housing options and by providing employment opportunities that meet local needs and mitigate the need for people to travel further to access their places of work.





# 3. Aligning with our Strategic Community Plan

**Achieving our Vision**

The City of Wanneroo's Strategic Community Plan 2021 - 2031 establishes our community's vision for the City's future, including their aspirations and service expectations. The Local Planning Strategy expands upon this vision to specifically align it with land use planning and development. It then outlines directions and actions to enable planning and development outcomes in the City to reflect our community's vision and expectations.

The City is currently preparing a new Council Plan that will supersede the Strategic Community Plan 2021 - 2031. Once adopted, the community's aspirations for planning and development will be updated when the Local Planning Strategy is next reviewed.

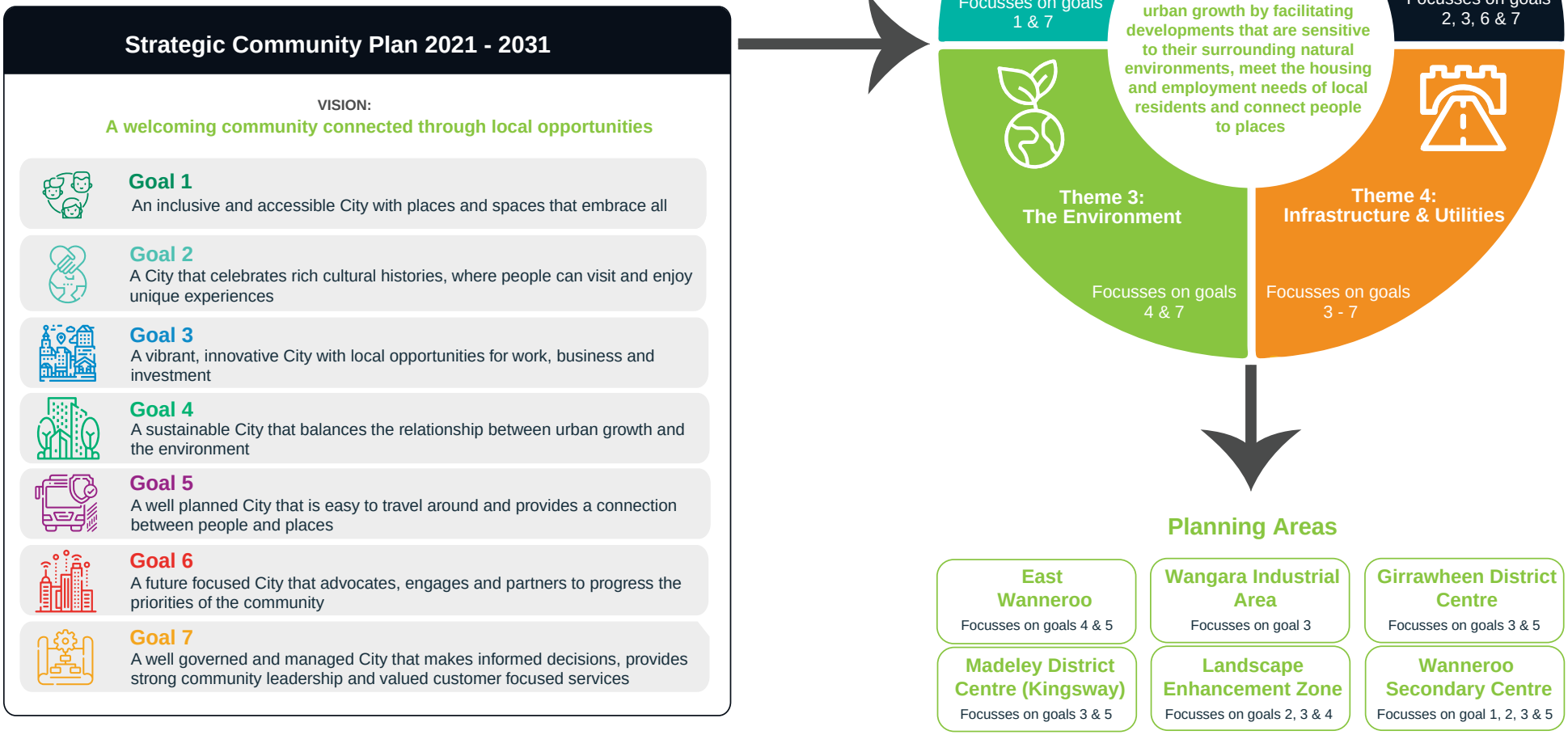


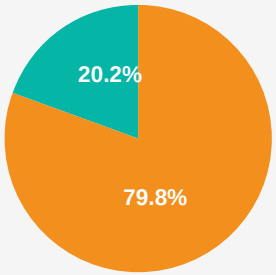

Figure 1: Goals and Themes from the City's Strategic Community Plan

# 4. Local planning strategy overview

**By 2041, the City's population will increase by around 150,000 people, which is a 61.8% growth rate. This will bring our total population to approximately 393,000 people (id.forecast, 2025).**

To accommodate this growth, the City will provide significant housing, infrastructure, services and facilities, recreational opportunities and employment options. Land use planning will be critical to inform the approach that we take to deliver these elements and to ensure that local character, heritage and significant environmental qualities are retained and reflected throughout the City. What follows is a high level overview of our land use planning responses to population growth.

### Population growth

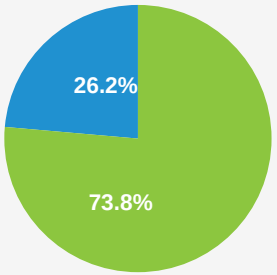



Population growth in the top 5 suburbs

Two Rocks +39,045
Yanchep +24,215
Alkimos +23,024
Gnangara, Jandabup & Mariginiup +17,355
Eglinton +16,152

Population growth in the rest of the City

### Housing growth




New dwellings in the top 5 growth suburbs

Two Rocks +13,795
Yanchep +9,135
Alkimos +7,303
Gnangara, Jandabup & Mariginiup +6,235
Eglinton +5,739
(figures shown are dwellings)

New dwellings in the rest of the City

Figure 2: Comparison between population and housing growth.

### Community, Urban Growth and Settlement

- Approximately 57,000 new dwellings will need to be provided in greenfield and infill areas.
- Additional retirement, aged care and social housing will be provided.
- Community & recreational facilities and parks will meet community needs.
- Aboriginal and cultural heritage sites will be registered and protected.
- Local place values will be retained and reflected.
- Significant population growth will occur in East Wanneroo and along the northern coastal corridor.

### Economy, Employment and Tourism

- 108,360 new jobs will be needed to achieve 60% employment self-sufficiency.
- Land will be protected and reserved for future employment in key areas.
- The Neerabup Industrial Area will provide specialised services to the region.
- Agriculture and horticulture will continue to be a major industries providing local food to the region.
- Agri-tourism in the Landscape Enhancement Zone area will develop as a niche employment industry.

### The Environment

- Urban growth demands will be balanced with environmental considerations.
- The impacts of sea level rise on the urban environments will be managed.
- Significant local biodiversity hotspots and high quality vegetation will be protected where possible.
- Protect and enhance the urban tree canopy to minimise heat island effects.
- Actions will be taken to mitigate climate change.

### Infrastructure and Utilities

- Transit oriented development will be provided in key places to encourage non-motorised methods of travel.
- Deliver connected transport networks which supports walking and bike riding.
- We will advocate for key road links to improve freight connectivity.
- Smart technologies will be integrated into the urban environment.

# 5. Local planning strategy map

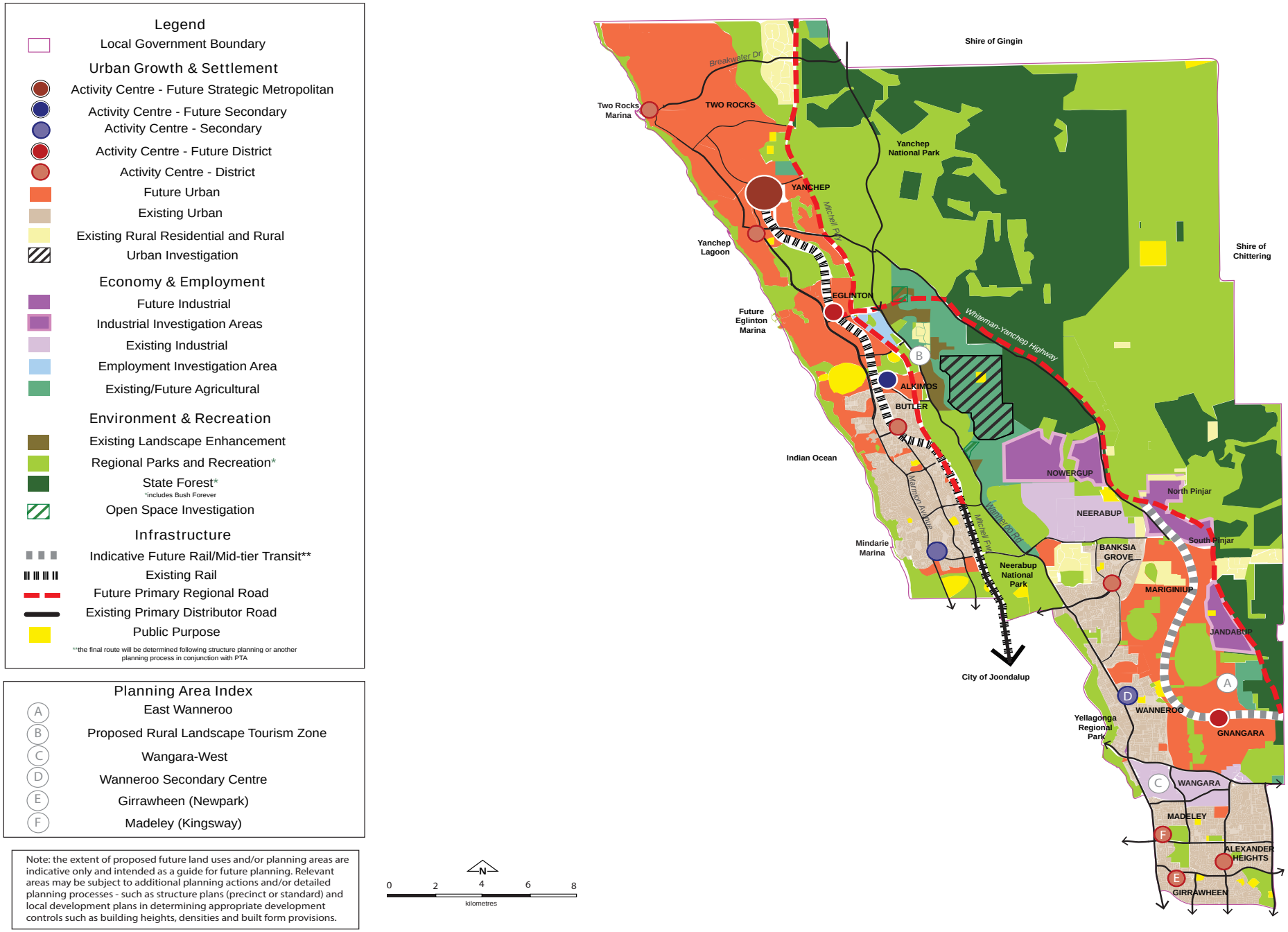



Figure 3: Local Planning Strategy Map

# 6. Community, urban growth and settlement

**As one of Perth's key outer growth areas, the City will continue to face strong pressures for continued urban expansion and the provision of diverse and affordable housing. With a significant portion of Perth's Urban and Urban Deferred land reserves located in the City, particularly along our coastal growth corridor, managing increasing growth in a sustainable way will be one of our biggest priorities.**

State Government strategy and policy in relation to housing highlights the need for more consolidated and diverse housing, increased affordability, sufficient housing for ageing residents and improved urban design outcomes. These will be our key focus areas over the lifespan of this Strategy as planning and development occurs.

The State Government's North-West Sub-regional Planning Framework outlines density targets that the City will seek to achieve. These include the provision of a minimum average residential density of 15 dwellings per gross hectare on Urban zoned land as well as an overall infill dwelling target of 27,920 new houses to accommodate an anticipated additional 61,430 additional residents by 2050. This section of the Strategy outlines our approach to achieving these targets and providing a suitable supply of diverse housing options for our existing and future residents.

In the lifetime of this Strategy, most new housing provided in the City will be along our northern coastal corridor. In the future, a significant amount will be developed in the East Wanneroo District Structure Plan area, which will ultimately accommodate around 150,000 residents in approximately 50,000 new homes. Given the significance and planning opportunities associated with this 8,300 hectare development area, it is a 'Planning Area' in this Strategy and our approach to development is outlined on page 62.

**Our Strategic Community Plan Goals that relate to Community, Urban Growth and Settlement are:**

| Goal 1: | Goal 2: | Goal 5: |
|---|---|---|
| 'An inclusive and accessible City with places and spaces that embrace all.' | 'A City that celebrates rich cultural histories, where people can visit and enjoy unique experiences. | 'A well-planned, safe and resilient City that is easy to travel around and provides a connection between people and places.' |

Figure 4: Strategic Community Plan goals relating to Community, Urban Growth and Settlement.

As noted in the Introduction, the Carabooda DSP was endorsed by the WAPC on 15 July 2026, subject to modifications. Subsequent planning processes will refine the land use and development of land within the Carabooda DSP area.



Residential, Clarkson

# 6.1 Population and housing

## 6.1.1 Managing population growth

The City's population is forecast to grow by just over 150,000 people to 393,117 by 2041. To accommodate this growth, an additional 57,000 greenfield and infill dwellings will be needed across the City.

The populations in the suburbs of Two Rocks, Yanchep, Alkimos, Gnangara, Jandabup, Mariginiup and Eglinton are expected to grow dramatically, accommodating approximately 120,000 additional people (Figure 5). Two Rocks has been identified as the current fastest growing suburb in the City in accordance with Forecast.id 2025 statistics. Despite this anticipated growth, to support contiguous progressing of development, suburbs such as Alkimos, Eglinton and Yanchep remain the initial focus for accommodating the majority of the City's future infrastructure, services and amenities to accommodate the needs of those growing communities and support the development of the station precincts. As planning progresses, amendments to the Strategy will be considered to anticipate and address demand in Two Rocks.

While the population is increasing, the City will see a decline in the average household size. Therefore, the provision of a more diverse range of housing will be essential to accommodate smaller households.

Housing choice in the City is limited, with single detached houses comprising 91.6% of housing stock, compared to 75.6% in Greater Perth. Medium to high density housing only accounts for 8% of housing stock and is often provided in the form of semi detached dwellings and units in some suburbs including Wanneroo, Mindarie, Quinns Rocks, Jindalee and Tapping.

This is largely because the median price for houses in Wanneroo is relatively low compared to more inner City areas in metropolitan Perth, and many people choose to live in Wanneroo for the opportunity to live in a single home. As a result, the financial competitiveness for developers to construct higher density housing in the City in the current market is limited.

The City currently has 55 active structure plans which are mostly in place over greenfield areas. In October 2025, a number of these were due to expire and required review and updating, or had their provisions, densities, zonings and built form requirements transferred into the City's scheme through a normalisation process The normalisation of structure plans allows the City to consider the planning development provisions in the context of the State and local planning framework and make any modifications as required.

## 6.1.2 Infill development

The Sub Regional Framework 2018 (Perth and Peel @ 3.5 million) requires 27,920 homes to be delivered across the City as 'urban infill' by 2050. This equates to approximately 20,000 infill dwellings by 2041 (Figure 6).

The Population Forecast and Dwelling Yield Analysis that has been prepared to support this Strategy outlines that the City's Scheme and Structure Plans have the capacity to accommodate an additional 47,534 infill dwellings at full build out. Despite this, infill development in the City is low with building approvals reflecting an average of 4-10 infill dwellings being constructed in each of the City's suburbs per year, except for Wanneroo which produces an average of 11-20 infill dwellings per year. Should these rates continue, the City would only achieve around 5,250 infill dwellings by 2041.

The City's low rates of infill is largely attributed to the supply of affordable greenfield land available in the City. Additionally, the land values in some of the City's suburbs are relatively low meaning that once subdivision and associated costs are accounted for, it is not financially feasible to subdivided lots for infill development.

Split densities are provided in the suburbs of Wanneroo, Girrawheen and Koondoola. The split codes mean that two densities apply to the

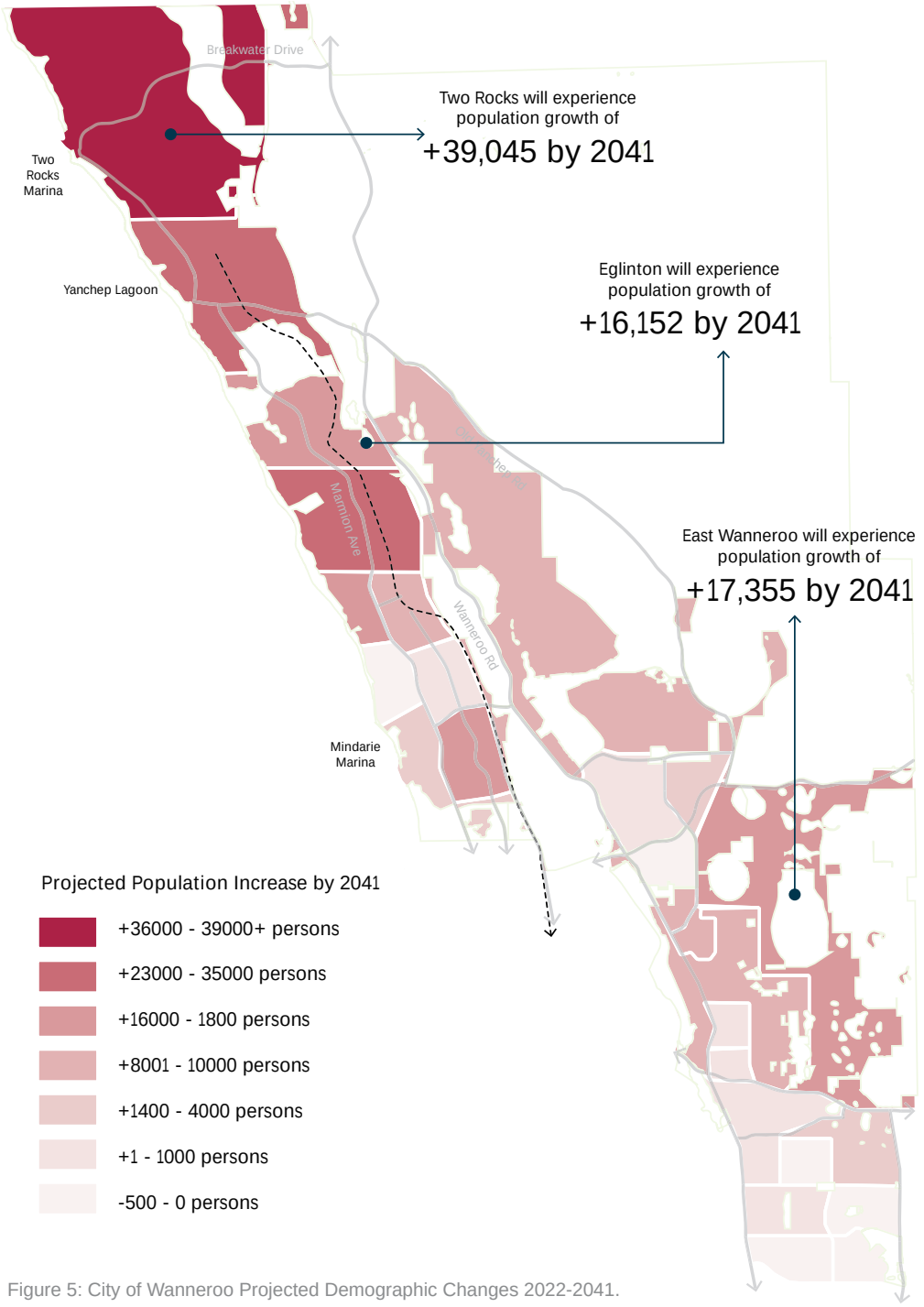



Figure 5: City of Wanneroo Projected Demographic Changes 2022-2041.

lot and landowners can develop to the higher density if certain criteria are met. Despite this, very few landowners have taken up the opportunity to subdivide their lots in Girrawheen and Koondoola. The Population Forecast and Dwelling Yield Analysis outlines that, based on current development trends, Koondoola is not expected to achieve any new developments in the lifetime of this Strategy.

The City considers these suburbs to have significant potential to develop into rejuvenated higher density areas given their proximity to the CBD, existing transport connections, green spaces and activity centres. As outlined in the Population Forecast and Dwelling Yield Analysis and as discussed on pages 29 and 31 of Part 2, residential-zoned land in Wanneroo, Girrawheen and Koondoola have the latent capacity to accommodate an additional 37,100 houses if all of the development in these areas reflected the highest density (ie. if all lots zoned R60 were developed to this density). Theoretically, this means that development in these suburbs alone could exceed the State Government's infill target outlined in the Sub-regional Planning Framework.

This Strategy proposes to investigate the removal of the lower code of the split density codes that are applied over lots in Wanneroo, Girrawheen and Koondoola and apply an appropriate single code over these lots to facilitate more infill housing. This would mean that landowners looking to subdivide would no longer be required to fulfill the criteria outlined in the Scheme in order to develop to the higher code. Importantly, if this change is implemented in LPS 3, the capacity of the existing utilities (water and sewerage) and infrastructure networks (roads) to handle additional growth needs to be tested. In this regard, the City will liaise with the relevant utility and road network providers to determine their capacity to deal with additional residents.

This Strategy includes the Wanneroo Secondary (Town) Centre and Girrawheen (Newpark) Shopping Centre as Planning Areas and proposes to investigate the development of Precinct Plans to guide their redevelopment. The growth and redevelopment of these Centres is intended to be a catalyst to attract more people to these areas and increase the potential for more housing to occur in and around them.

The Koondoola Neighbourhood Centre is not included as a Planning Area as an Improvement Plan already exists over it and an Improvement Scheme is currently being prepared to allow the State Government to become the planning authority for the Centre with the intention to advance its planning and redevelopment. This will enable future redevelopment to improve the Centre's appearance, offer a greater mix of uses and create a place where the community feel safe and enjoys visiting.

To deliver more infill housing it is important, in the short term for the City to focus on amending its planning framework to increase the 'take up rate' for more housing to develop in the existing infill suburbs. In the medium term, the City will monitor how these changes are contributing towards delivering the required 27,920 infill houses by 2050. If the City is still not on track to achieve this target, we will consider increasing residential densities in additional established areas. These will include those around activity centres and along major transit corridors.

In the interim, the City will review our Local Planning Policy 3.1 - Local Housing Strategy (LPP 3.1) which guides discretionary planning decisions for residential density increases to ensure that high density development only occurs in appropriate locations.

### 6.1.3 Greenfield development

The City's Population Forecast and Dwelling Yield Analysis determines that the City could accommodate a total of 308,476 dwellings, this is based on if all residential lots are developed to their maximum density coding identified in the scheme and/or structure plans. Minus the existing 83,485 homes already established and the 47,534 dwellings that could only be provided as infill development, this leaves a remaining latent capacity for an additional 177,457 greenfield dwellings.

Despite this, the Population Forecast and Dwelling Yield Analysis outlines that realistically, around 114,400 houses should be expected to be provided in the lifetime of the structure plan areas (when these structure plan areas are fully developed). Between now and 2041, it forecasts that up to 57,151 new dwellings (including infill and greenfield development) could be delivered, depending on market demand, based on development trends and the rate of building approvals received. As Table 1 indicates, the top growth suburbs will be Two Rocks, Yanchep, Alkimos, Gnangara, Jandabup, Mariginiup, Eglinton and Wanneroo, which are projected to deliver 45,826 houses in this timeframe alone.

While it is not expected that full build out will be achieved, the City is unlikely to have issues achieving its overall housing target of 57,000 new dwellings through both infill and greenfield development to accommodate its 2041 population.

### 6.1.4 Activity centres and transit oriented development

The City accommodates two secondary centres, seven district centres and over 30 local and neighbourhood centres. However, between now and 2041 major new centres will emerge in the locations outlined in this Strategy's Economic Growth Areas Section in Chapter 7. These will include the City's first Strategic Metropolitan Centre in Yanchep, the Alkimos Secondary Centre and the Eglinton District Centre. The catalyst for the development of these centres along the northern coastal

Table 1: New Dwelling Forecast 2025 - 2041

| New dwelling forecast 2025 - 2041 | | | |
|---|---|---|---|
| **Top Growth Suburbs** | **2025** | **2041** | **Change between 2025 and 2041** |
| Two Rocks | 2,115 | 15,910 | +13,795 |
| Yanchep | 5,022 | 14,157 | +9,135 |
| Alkimos | 5,435 | 12,738 | +7,303 |
| Gnangara, Jandabup & Mariginiup | 921 | 7,156 | +6,235 |
| Eglinton | 2,750 | 8,489 | +5,739 |
| Wanneroo* | 5,180 | 8,802 | +3,622 |

* Wanneroo will experience both greenfield and infill growth.

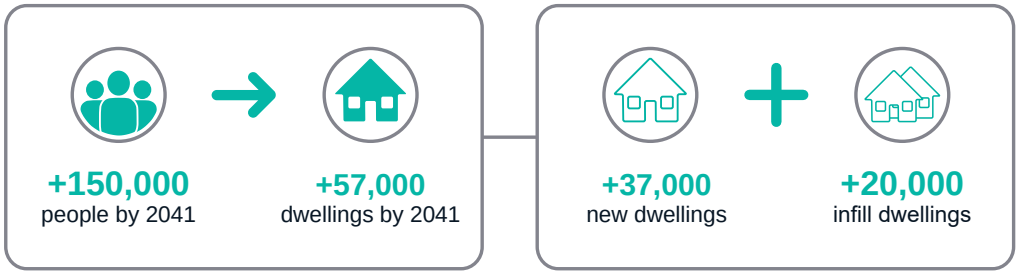



Figure 6: Housing requirements over the next 20 years in accordance with the North West Sub Regional Planning Framework's infill target

corridor will be the METRONET rail line and stations. Additionally in the future, a new district and neighbourhood centre will emerge in East Wanneroo as development in this area progresses.

The rail extension, stations and associated infrastructure will provide a unique and rare opportunity to deliver transit oriented development (TOD) around these precincts. The City will seek to deliver the TOD model outlined in this Strategy's Transport Planning Section in Chapter 9 by delivering mixed use development around higher order centres (district and above) to create a buffer between more concentrated commercial and residential uses. It will also provide higher density residential development closer to its activity centres to create walkable catchments in line with the guidance provided in State Planning Policy 4.2 - Activity Centres (SPP 4.2). An opportunity to review the densities provided and align them to this policy will be through the review and normalisation of precinct and structure plans.

As these centres emerge, the City is likely to face pressures from developers to develop housing around them at lower densities. This will be because these centres will still be in their early stages of development and may offer limited transportation options and amenities in comparison to more established areas. The demand for, and supply of, higher density living in the City will increase over time as development occurs and activities increase. In the interim, it is important that this land is protected for higher density housing to minimise the potential for land to be underdeveloped in the longer term.

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.

### 6.1.4 Rural zoning anomalies

As development has occurred, land uses and zones have changed in the City. This has resulted in a number of zoning anomalies in various ad hoc locations, which are mapped in this Strategy's Part 2. Over the years, the City has received enquiries from landowners about the future uses in these locations. Typically, these lots have rural zonings in accordance with the Metropolitan Region Scheme (MRS) and DPS 2.

There is an inherent risk for the City to propose zoning changes for any of these locations without adequate studies in place to demonstrate the impacts such changes will have. It is proposed that zoning anomalies in the City are investigated through the State's overarching Sub-regional Planning Framework to determine whether these zones should change and what appropriate new zones would be.

### 6.1.5 Affordability and social housing

Housing affordability is a growing issue which continues to impact the City's residents who generally spend a greater percentage of their income on their household payments than those in other local government areas (Figure 7). There are 1,600 social housing dwellings offered across the City's southern suburbs.

The supply, distribution and financial incentives for developers to deliver social and public housing is predominantly determined by Federal and State governments with the City playing a limited role.

As the average cost of housing in the City is already comparatively low to other areas in Perth, we will have a limited ability to reduce housing costs further. However, the City can assist in facilitating the delivery of social and affordable housing through its local planning framework, and will discuss incentives and options for developers to deliver more social and affordable housing with State agencies. We will also work with the State Government to locate more social and affordable housing in key locations.




Figure 7: Strategic Housing affordability and ownership trends comparison

Table 2: Local Government comparison of social housing dwellings and rental assistance

| LGAs with highest number of social housing dwellings and families of Commonwealth Rent Assistance (CRA) | | |
|---|---|---|
| | **Social Housing** | **Rent Assistance** |
| Stirling | 3,812 | 8,360 |
| Wanneroo | 1,600 | 8,365 |
| Rockingham | 1,657 | 5,925 |
| Gosnells | 2,103 | 5,870 |

Source: Adapted from AIHW National Housing Assistance Data Repository (2020/21)



Residential, Yanchep

## 6.1.6 Housing for people with diverse needs

### Ageing residents

Over the next 15 years, the number of residents in the City aged 65 years or over will nearly double from the current 30,375 residents to approximately 61,173 residents. This will result in the need for more diverse housing to accommodate their needs. The City currently contains 14 retirement villages and 8 aged care homes. The proportion of aged residents residing in these facilities is around 5.3%, with the remaining living in residential homes. If this trend continues, in 2041 a total of 2,611 aged residents may choose to live in retirement villages or aged care homes. This will mean that an additional 2,554 aged care units and around 736 additional beds in aged care facilities will be needed in the City. The remaining ageing residents are likely to live in residential homes. Assuming that the average household size will remain 2.75 people per household, this will mean that they will reside in around 8,900 dwellings.

The ability to age in place is important to elderly people. In the City, the suburbs with the highest proportion of aged residents in 2041 is likely to include Alexander Heights, Koondoola, Hocking, Pearsall and Marangaroo. Merriwa, Tapping and Madeley are also expected to experience significant increases in their number of aged residents. Therefore, there will likely be a demand for the provision of retirement villages and aged care homes in these areas.

Aged care housing should be provided in areas that allow elderly people to access a full range of community, services and amenities to address their needs as their health and mobility declines. To allow for this, aged care housing should be prioritised in and around activity centres which provide greater amenity and offer public transport options.

As part of the preparation of LPS 3, the City will review the zonings in suburbs which are most likely to accommodate high proportions of aged residents in the future, to ensure there is a sufficient supply of land zoned appropriately to accommodate types of aged care housing.

We will also consider incentivising the development of retirement villages and aged care homes in and around activity centres. Incentives may include site density concessions, height allowances and plot ratio bonuses and may also apply for developments that incorporate liveable design standards and provisions that enable dwellings for people with mobility limitations.

### Residents with disabilities

In 2021, 9,214 people (representing 4.4% of the City's population) reported needing help with their day-to-day lives due to a disability. This was a percentage increase from 2016, and is expected to continue to increase due to the needs of our ageing population.

These statistics relate directly to a person's reported need for assistance due to a severe or profound disability, based on their subjective assessment of need. The City can use this information in the planning of local facilities, access and inclusion considerations and the provision of information and support for carers.

This expected increase in people living with a disability will likely provide a need for more dependent persons dwellings and universally designed and adaptable housing choices. The City will investigate local planning framework measures to facilitate and incentivise accessible housing in proximity to transport and amenities, address acceptable development standards, and support the development of multi-stakeholder, partnership-based strategies that support the delivery of aged or dependent persons housing.

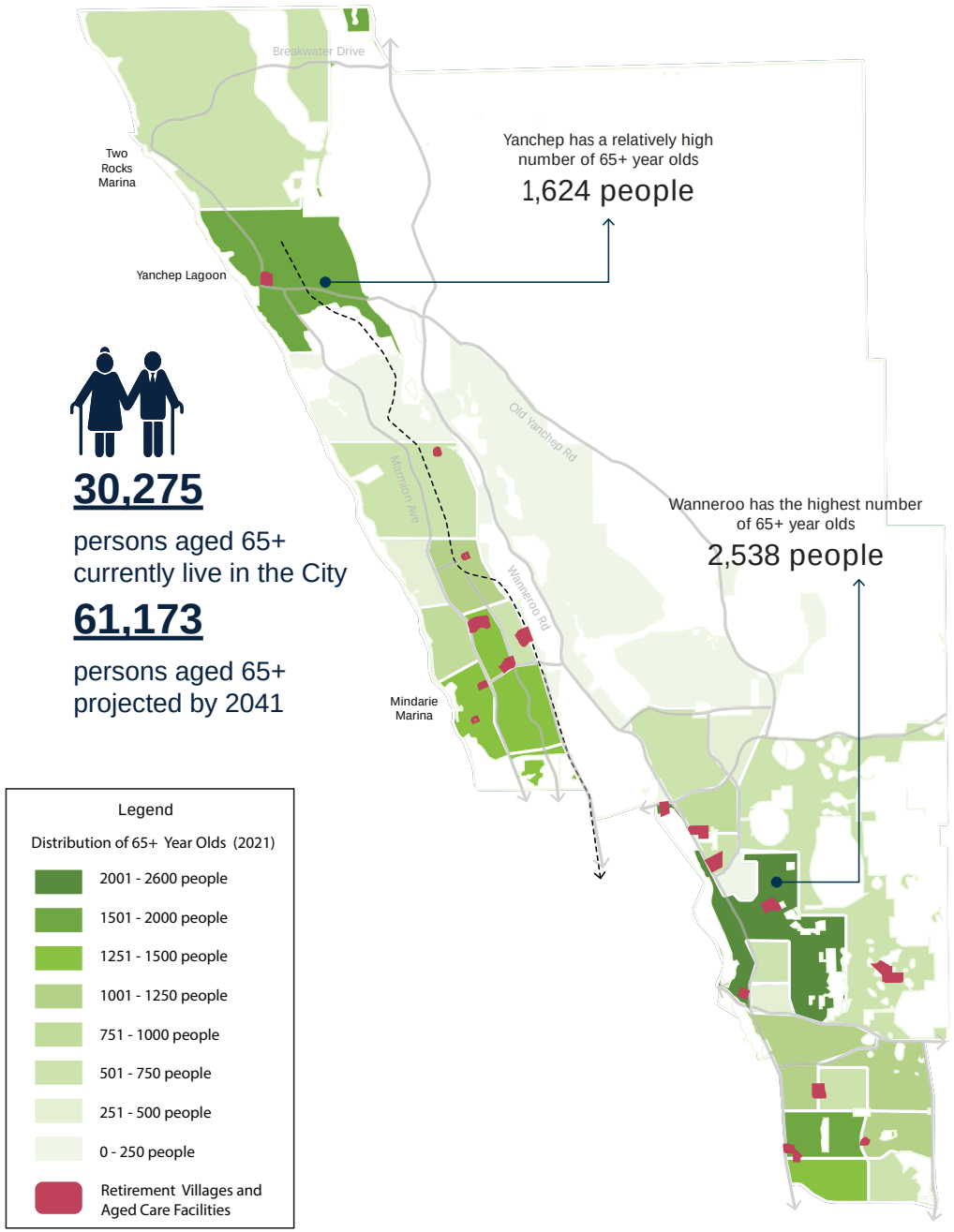



Figure 8: Existing Retirement Units and Aged Care Facilities in the City

### 6.1.7 Bushfire

Mitigating the impact of bushfires will be an increasing consideration moving forward, particularly given the unavoidable impacts of climate change and forecast temperature rises. Planning requirements relating to bushfire are primarily controlled through State planning policies, regulations and guidelines. A key area of focus moving forward will be striking a balance between the clearing of established vegetation and the increased cost of developing buildings to a higher standard to satisfy the applicable Australian Bushfire Standards.

The City has prepared a Bushfire Management Plan which outlines the approach to the identification, assessment and treatment of assets exposed to bushfire risk in the City. Assets include residential areas, community facilities and infrastructure, important ecological communities, rare and threatened flora and fauna species, and Aboriginal and cultural heritage places. The plan aims to ensure the City protects these important assets from bushfire risks for the ongoing enjoyment of the City's current and future communities.

The City has also prepared a Bushfire Hazard Level assessment study to identify areas of land use conflict that may be significantly impacted by bushfire risks once developed. The study will provide recommendations for managing bushfire risks throughout the City, particularly in areas identified for new or intensive development. The City will ensure that future land use planning and development in these areas considers the outcomes and recommendations of the study, which have been included in Appendix D.



Wanneroo Road, Yanchep

## 6.2 Built form and character

**Delivering quality built form outcomes will remain one of the City's greatest priorities as new areas emerge and existing areas redevelop. Through the design of the built environment the unique character, environment, and history of a place can be retained and reflected for future generations to enjoy.**

Over the last few decades, built form outcomes in the City have significantly changed as lot sizes have become smaller and houses have become bigger. Additionally, residential subdivisions have become more consolidated and flatter as a result of a 'cut and fill' approach to land development which involves reducing land contours to more easily install drainage and deep sewerage. Whilst these factors are largely a result of market forces, they have had some adverse impacts on the design of suburbs, particularly in new areas.

A major visual difference between older and newer forms of subdivision and development is the loss of tree canopy, natural topographies and vegetation. The City's amenity is increasingly becoming defined by roof-scapes and roads. This is contributing to a diminished sense of place and reduced liveability and sustainability for residents.

The City is just one player when it comes to the design of the built environment which is also determined by the State Governments, private developers and other agencies and authorities who each respond to market-led and community-driven expectations. Whilst State and local governments set planning parameters, houses and buildings are predominantly designed by private companies based on the market-trends and sales occurring at the time. In this regard, the City typically has little control over the look of houses, particularly as development applications are not required for single houses when they comply with the Residential Design Codes. The City also has limited control over the design of subdivisions which are predominantly determined by the State.

The City can best reflect the community's desire and a place's local identity through the design of the public realm, which are the publicly owned places and spaces that belong to and are accessible to everyone including streets, plazas, pathways, parks, open spaces, waterfronts, conservation areas and civic buildings and institutions. The City adopts a Place Management Area approach to guide the design and delivery of the public realm, which is outlined in the following section.

We will also seek to work with the State Government to review subdivision and development controls imposed though State Planning Policy. In particular, we will advocate for wider road reserves in new developments to improve amenity by providing sufficient space for trees and footpaths at the structure plan and subdivision stage. We will also support the provision of greater setback distances for single houses to allow for more room for additional vegetation and parking in front of garages.



Ridgewood Park, Ridgewood

### 6.2.1 Place management areas

As a result of its 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. To facilitate land use planning and development that reflects the unique character of places in the City, we have developed a place-based approach to planning and development.

As part of this approach, the City has prepared a Place Strategy 2023-27 which supports the creation of nine Place Management Areas that share similar natural and physical characteristics and require the same management approaches from the City (Figure 9). A vision for the future development of these areas is then prepared based on local community priorities.

The City's place-based approach seeks to ensure that land use planning and development in the City complies with the vision for each Place Management Area. These visions are outlined in Part 2.

Additionally, the City has adopted two specific place visions for the Yanchep and Alkimos station precincts. The Alkimos vision aims to celebrate the place's coastal lifestyle, while the Yanchep vision aims to retain the area's coastal village roots and celebrate the mix of beach and bush styles. The City will encourage development of these precincts in accordance with these visions.

### 6.2.2 A place-based approach to planning and development

The City's Place-Based Approach includes steps to align development in places with their Place Management Area visions, which are outlined in Part 2. This approach will assist in the creation of places that reflect their community's values, local character and heritage. The City will give due regard to this approach when assessing development applications for new places or redeveloping existing places in the City, and when providing advice on structure plans.

A key focus will be on improving the consistency in the design and quality of landscapes and materials used in the public realm. To address this, we will investigate implementing a new local planning policy to assist developers and landowners to reflect the local character, heritage and environmental qualities of the areas in which they are developing. We will also look at preparing broad guidance to assist developers to reflect local values, such as design palettes for each of the Place Management Areas where major growth is occurring.

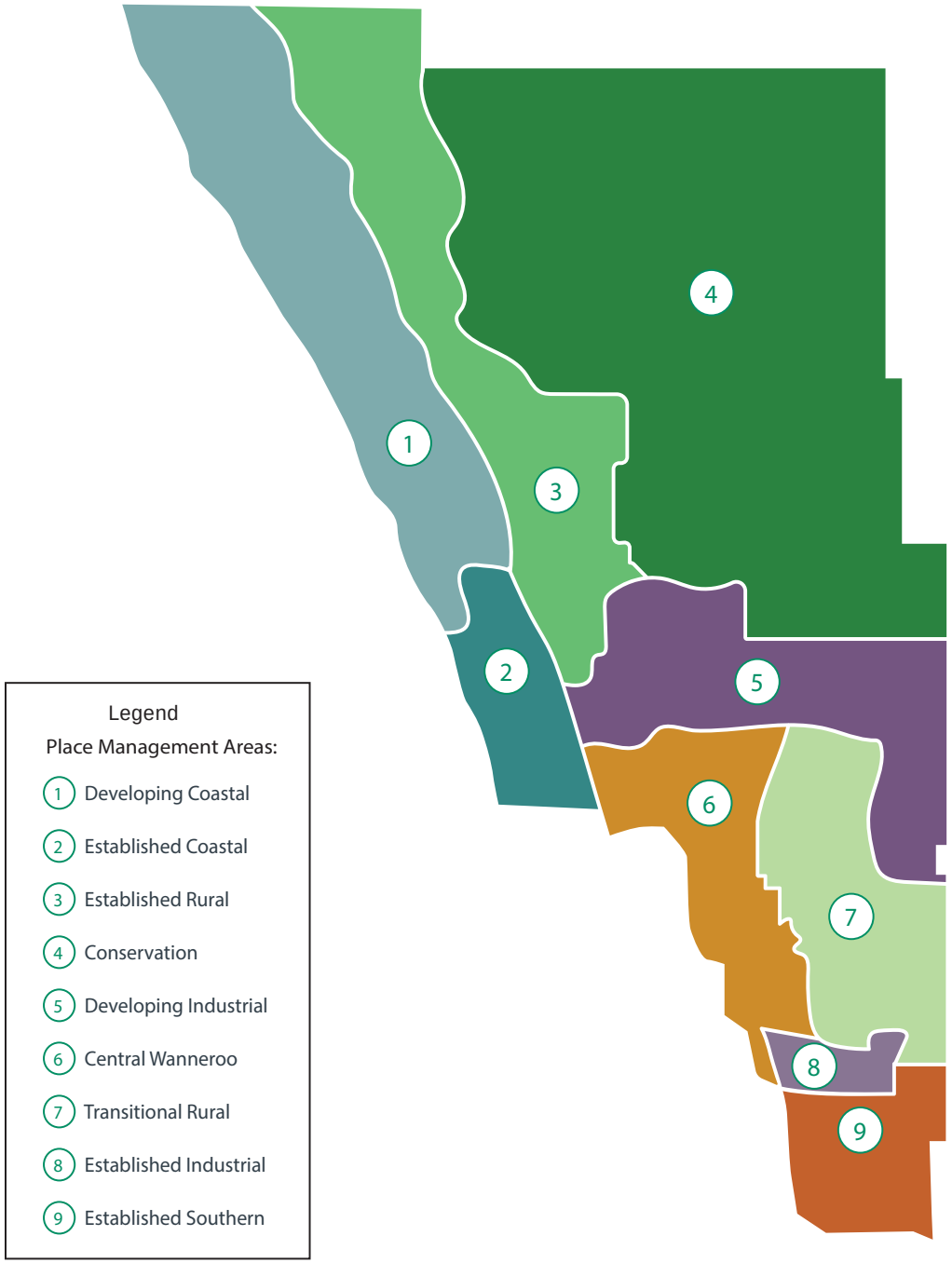



Figure 9: City of Wanneroo's Place Management Areas

## 6.3 Heritage

**The City has a rich Aboriginal and historic past highlighting the need to identify and protect these places from expanding urban development, particularly along the northern coastal growth corridor, for the enjoyment of current and future generations.**

### 6.3.1 Aboriginal and historic heritage

Identifying and managing local heritage is an important part of celebrating the history of an area and creating distinct places, which attract people to visit and explore.

Places of local Aboriginal and historic significance are highly valued by the community and can establish a strong sense of belonging. The City has an ongoing commitment to retaining, protecting and celebrating places that reflect our unique history.

The *Heritage Act 2018* requires the City to prepare a Local Heritage Survey (LHS) to identify places that are, or may become, of cultural significance to the local area. The LHS identifies places of cultural heritage significance, including shipwrecks, lime kilns, national parks and historic buildings, many of which are of State level heritage significance. The LHS itself has no statutory role, rather it informs the City's Heritage List, which provides protection to places with the highest level of significance under Clause 8 of the Deemed Provisions of DPS 2.

As of 2023, the City has 149 heritage listed places. Of those, 34 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 and Cockman House having individual listings, with the remaining places included as child places within the Yanchep National Park Precinct, Sun City Precinct and North West Stock Route.

Regular reviews of the LHS and Heritage List will ensure places that are significant to the local community are identified and appropriately managed.

Aboriginal cultural heritage is protected under the *Aboriginal Heritage Act 1972*. As development continues to occur within the City's greenfield areas, it is important that places of Aboriginal cultural significance are identified and protected. Due to the often highly sensitive protocols associated with Aboriginal cultural heritage, the City is preparing a Heritage Management Plan which will include recommendations for engaging with Knowledge Holders and improving conservation and management practices for Aboriginal cultural significant places.

The City will continue to work collaboratively with Traditional Owners, knowledge holders and stakeholders when considering any development applications which may affect places of Aboriginal cultural significance to ensure these places are appropriately protected and managed.

The Heritage Management Plan will also guide decision making related to heritage management, conservation and protection for historic heritage places. The plan will inform a review of the City's heritage local planning policy, an investigation of incentives for owners of heritage listed places, and make recommendations for priority heritage management works which are required to protect heritage places from encroaching development.



The name 'Wanneroo' comes from the word 'Wanna', meaning digging stick used by Aboriginal women and 'Roo' meaning 'the place of'.

# 6.4 Community facilities

**Community facilities can include community centres, libraries, museums, performing arts centres, educational institutions, parks and public open space facilities. They provide opportunities for people to gather for recreational, educational, social or cultural activities, and can be provided by both the State and local government as well as the private sector.**

## 6.4.1 Public open space

The City provides 2,650 hectares of parks and open space, with 50 active reserves (including golf courses and sporting grounds/complexes). The City also contains 153 conservation reserves, some of which offer some POS functions. However, the primary purpose of these reserves is to protect environmental values so in some cases public access is limited.

The functionality and accessibility of POS is vital. The minimum percentage of POS provided through subdivision processes should be unrestricted from constraints or encumbrances (including any infrastructure and utilities such as drainage sumps, sewer pump stations, community batteries etc) to maximise its usability for the public. Additionally, whilst some open spaces (such as regional open spaces, foreshore reserves, community purpose sites, Bush Forever sites or conservation reserves) may contribute a POS function, some would contain restrictions which impact their usability. Proposals to allow these sites to contribute towards the 10 per cent minimum requirement should be carefully considered to ensure that the minimum amount provided is wholly accessible and usable for the public. The co-location of utilities and infrastructure with POS will be supported where appropriate. The City will also encourage the co-location of equipment and facilities (i.e. multi-court line markings and removable sporting infrastructure) to minimise the duplication of infrastructure, and to maximise its use for members of the public.

Additionally, as our climate changes and rainfall reduces, the design of public open space will need to incorporate water sensitive urban design principles to manage water allocation and licensing changes. Developers will need to consider the State's Better urban forest planning guidelines which is provided to assist Local Governments to understand, plan for, monitor and manage their urban forests with the view to enhancing their urban tree canopy.

The City's infill areas where additional housing is proposed to be provided in Wanneroo, Girrawheen and Koondoola contain a diverse range of open spaces. However, a POS Strategy and Needs Analysis has not been undertaken to assess the usability of these spaces and to determine if they meet their community's needs. This work is a forthcoming project for the City and will guide the future distribution and type of open space to be delivered across the City.

The City's only regional public open space that is used for sporting purposes is the Kingsway Regional Sporting Complex. Increased development will put more pressure on this facility which is already reaching its maximum capacity for use. The City's East Wanneroo Community Facility Plan and Northern Coastal Growth Corridor Community Facility Plan identify the need for additional regional level open spaces, including sporting facilities, indoor recreation centres and aquatic centres, to be provided in these areas. The City will advocate to the State Government for the timely delivery of regional open spaces in these areas. However, these facilities could also potentially be provided in other areas to ensure the current and future needs of the community are met.

## 6.4.2 Community infrastructure

Community infrastructure includes places where the community can gather for recreational, educational, social or cultural activities, and includes infrastructure that is delivered by both State and local government, private developers and non-profit organisations. The City has a culturally diverse community, with almost half of its population born overseas. As a result, delivering high quality community infrastructure and facilities is essential for creating welcoming places for everyone to use and enjoy in order to establish a strong sense of belonging for our community.

A range of community buildings are currently provided throughout the City, including libraries, community centres, museums, aquatic centre, youth centre and surf lifesaving facilities. As the City's population rapidly grows, particularly in the northern coastal growth corridor and in East Wanneroo, there will be an increased demand for community facilities and infrastructure to service these areas. Additionally, as we continue to meet the State Government's infill targets, increased population in established suburbs such as Wanneroo, Girrawheen and Koondoola will see greater pressure on current facilities resulting in a need to deliver new or improved infrastructure.



Currently a review of the City's existing and future community infrastructure needs is undertaken on an as needs basis. A Community Facilities Planning Framework is currently being prepared to guide how we plan for new public open space and community facilities and ensure we are delivering sufficient infrastructure to meet the needs of our changing community.

Through the planning framework, co-locating community infrastructure in activity centres with complimentary infrastructure such as shopping precincts, schools and parks is an important way to create community hubs. Activity centres are often well serviced by high quality public transport networks that allow for greater accessibility to a range of services.

Identified as a strategic metropolitan centre, Yanchep will deliver a range of regional level community facilities such as tertiary educational institutions, medical centres/hospital, and potentially a cemetery. Collaboration with the State Government is required to ensure these facilities are strategically located and delivered to meet the current and future needs of the community.



Clarkson Library, Clarkson

### 6.4.3 Developer contribution plans

As the City's population continues to grow so will the development of land, particularly within the northern coastal corridor and East Wanneroo areas. This will result in an increased demand for the provision of services and infrastructure such as roads, public transport, water supply, sewerage, telecommunications, gas, open space, school and health, community and recreation facilities. To ensure the provision of infrastructure is coordinated, district Developer Contribution Plans (DCPs) will be required, and local DCPs may be required for the East Wanneroo District Structure Plan area. Additionally, DCPs are currently in place for the northern coastal corridor.

Currently, the City has 9 developer contribution arrangements in place for developing East Wanneroo areas such as Wanneroo, Ashby, Tapping, Hocking, Pearsall, Landsdale, Darch, Madeley and Wangara. These relate mainly to standard infrastructure such as roads and parks, while developer contribution arrangements in Alkimos, Eglinton, Yanchep and Two Rocks relate to the provision of community infrastructure such as sporting facilities, community centres and surf life saving clubs.

A future DCP arrangement should be investigated in the Yanchep-Two Rocks area to address the provision of the remaining district level community infrastructure that was not included in the current DCP arrangement (which expires in 2030). A new DCP arrangement should include all remaining district level community infrastructure to cater for the ultimate population of 155,000 by 2050 and should only apply to the remaining undeveloped land upon expiry of the current DCP arrangement.

With the urbanisation of East Wanneroo expected to accommodate an additional 150,000 people over the next 50 years, there will be an increased demand for services and infrastructure in that area. A district level DCP is currently being prepared by the State Government to coordinate the acquisition of land and construction of roads across the entire area.

Following this, local level DCPs or developer agreements may be required to identify more detailed services and infrastructure planned for each of the East Wanneroo precincts. Due to the fragmented nature of land ownership, the coordination of funding and infrastructure delivery will be administered by the City on behalf of the landowners. The local DCPs will need to compliment and be consistent with the district level DCP to ensure an appropriate level of facilities and infrastructure will be provided to support the urbanisation of the area.

At full development, the Neerabup Industrial Area (NIA) will be the largest single industrial area located within the north-west sub-region of the Perth metropolitan area. The NIA will provide important employment opportunities for the region, including specialisation in the field of automation and robotics. As the NIA develops, a DCP may also be required to be prepared to guide the future development of public open space, drainage, major roads and any other infrastructure as required.

The City will liaise with DPLH to identify the suitability of developer contribution arrangements, including the need and scope for a DCP for East Wanneroo, Neerabup and Yanchep/Two Rocks. As a result and where appropriate, the City will 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).



Shevlock Park, Koondoola

## 6.5 Planning directions and actions

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|---|---|---|---|---|
| **6.5.1 Managing Population Growth**<br><br>To accommodate future population growth in the City. | Ensure existing and future structure plans are reviewed and streamlined to be consistent with LPS 3 in accordance with the State Government's planning reform agenda. | a. Investigate and progress normalising structure planned areas through LPS 3, where appropriate. | Section 4.1.1 of part 2 addresses the need to ensure that land which has been subdivided and developed in accordance with an approved structure plan is appropriately zoned in LPS 3. This approach will simplify the planning system by reducing the duplication of zoning and land use permissibility in these areas. | Ongoing |
| **6.5.2 Achieving More Infill Development**<br><br>To encourage the uptake of housing in infill areas to meet the City's target of 20,000 infill houses by 2041. | Encourage landowners to develop to higher densities on their lots in infill areas. | a. Liaise with utility providers and State agencies to determine the servicing and infrastructure capacities of the City's split-coded areas in Wanneroo, Girrawheen and Koondoola. Subject to these outcomes, consider removing the split code and applying a suitable single code to these areas in LPS 3. | Section 4.1.1 of part 2 explores that in order to reach the City's infill density targets, areas that have been identified for split coded densities should be removed and an appropriate single code should be allocated to provide greater housing diversity. his will accommodate an increased population in areas serviced by existing infrastructure, amenities and transport networks. | Short Term |
| | Ensure that up-to-date local planning frameworks are in place to facilitate the redevelopment of Centres near infill areas with higher densities. | b. Work with DPLH to provide input, where appropriate, on its preparation of an Improvement Scheme over the Koondoola Neighbourhood Centre. | Section 4.1.1 of part 2 discusses that an Improvement Plan is in place for the Koondoola Neighbourhood Centre which gives the State Government the ability to be the planning authority for it to advance its planning and development. An Improvement Scheme is required to implement the Improvement Plan. | Short Term |
| | | c. Refer to the precinct planning actions in Planning Areas D, E and F. | Chapter 10 of part 1 recognises that redeveloping these precincts into modern and lively local hubs that offer a range of uses will increase the appeal for people to visit and locate in these areas which will encourage more infill housing. | Short Term |
| | Monitor the infill housing rate and made additional modifications to the local planning framework to achieve more infill development if needed. | d. Consider if more infill development is required in established residential areas and the need for resultant amendments to the scheme to achieve further density. | Section 4.1.1 of part 2 recognises that the State Government's North-West Sub-regional Planning Framework outlines minimum infill dwelling targets for all local governments, which need to be achieved in order to reduce urban sprawl across the metropolitan area. | Medium Term |
| | | e. Review Local Planning Policy 3.1: Local Housing Strategy and include any relevant provisions in LPS 3. | Section 6.1.2 of part 1 recognises that reviewing the policy will ensure that residential density increases only occur in appropriate locations. | Medium Term |

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|---|---|---|---|---|
| **6.5.3 Activity Centres And Transit Oriented Development**<br><br>To maximise accessibility to Activity Centres and public transport in the delivery of high density housing. | Prioritise higher density housing in locations that appeal to people, offer services amenities and good access to other people and places. | a. Encourage the location of higher density developments in and around stations, activity centres, public open spaces, along key transport corridors and in areas that offer higher levels of amenity, through the implementation or review of scheme zoning and/or structure plans where appropriate. | Section 4.1.1 of part 2 recognises that providing higher density housing in the City will ensure there is a more diverse mix of housing types on offer which will provide more affordable housing opportunities within attractive and viable locations. | Ongoing |
| | | b. Consider the walkable catchments for activity centres provided in State Planning Policy 4.2 - Activity Centres when reviewing Structure and Precinct Plans. | Section 4.1.1 of part 2 outlines that providing higher density housing around activity centres will facilitate transit oriented development and foster active transport. | Ongoing |
| | Consider interim land uses on strategic sites reserved for future higher density housing until development becomes viable. | c. Encourage future precinct and structure plans to outline a criteria for allowing time-limited approvals in specific areas in activity centres, to accommodate interim land uses that can be adapted or removed when the land is ready for its intended purpose. | Section 4.1.1 of part 2 recognises that interim land uses would allow land to temporarily develop, until there is sufficient demand for the original use of the land. This would protect land from sitting vacant, or being under-developed or developed prematurely to meet current rather then future demands. | Ongoing |
| **6.5.4 Rural zoning anomalies**<br><br>To have more compatible contiguous zones and neighbouring land uses in the City. | Consider how zoning anomalies can be reviewed to better streamline the planning framework. | a. Advocate to the State Government to investigate the appropriate MRS zones for specific sites in the City that may be considered as zoning anomalies. | Section 4.1.1 of part 2 identifies where zoning anomalies exist and outlines that the City will advocate for these to be included as ‘planning investigation areas’ in the State Government’s overarching planning framework. This will facilitate the consideration of the most appropriate zone to meet the local community needs. | Medium Term |
| **6.5.5 Affordability and Social Housing**<br><br>To increase the supply of social and affordable housing in the City. | Facilitate the delivery of social and affordable housing within key locations in the City. | a. Work with the State Government, industry and community housing providers to investigate and consider incentives (such as additional plot ratio, building height, density) within the local planning framework to deliver more social and affordable housing in areas close to public transport, health and community services. | Section 4.1.1 of part 2 recognises that as the City's population continues to grow, there will be a greater demand for social and affordable housing opportunities in the City. | Short Term |

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|---|---|---|---|---|
| **6.5.6 Housing For People With Diverse Needs**<br><br>To provide sufficient housing for aged and dependent persons by increasing the supply of residential aged care facilities and independent living complexes. | Facilitate an increased supply of residential accommodation for aged and dependent persons. | a. As part of the preparation of LPS 3 review zonings in and around activity centres to ensure that there is a sufficient supply of land zoned appropriately to accommodate aged care facilities. | Section 4.1.1 of part 2 recognises that aged care facilities should be provided close to public transport, services and amenities to meet the needs of ageing residents as their mobility needs change. | Short Term |
| | Consider ways in which the local planning framework can address acceptable development standards for housing for people with diverse needs. | b. Investigate acceptable development standards such as built form outcomes, design criteria, streetscape requirements and development setback requirements in relation to housing for aged people and those living with a disability. | Section 4.1.1 of part 2 recognises it is important to create communities which enable people to live well and age in place and support people living with a disability. | Short Term |
| | Offer incentives to increase the availability of liveable design housing near places with a range of services and public transport options. | c. Investigate planning incentives (such as additional density, height, plot ratio) for developers to deliver more dwellings that incorporate liveable design standards and to provide residential aged care housing in suitable locations. Planning incentives should take into consideration the development requirements of the Residential Design Codes. | Section 4.1.1 of part 2 recognises it is important to create communities which enable people to live well and age in place through supporting housing that can be adapted to suit the changing needs of the community and through the provision of housing in locations that meets their social, mobility and recreational needs. | Short Term |
| **6.5.7 Bushfire**<br><br>To ensure that bushfire risks are minimised in the City. | Apply the relevant provisions in the State Planning Framework relating to bushfire requirements to new development areas in the City. | a. Ensure future development complies with State Planning Policy 3.7: Bushfire as recommended in the City's Bushfire Hazard Level Assessment Study (included in Appendix D) | Section 4.1.2 of part 2 supports prioritising bushfire safety and protection measures in new urban and industrial development zones, while limiting the impact on vegetation where practical with reference to the City's Local Biodiversity Plan. | Ongoing |
| | | b. Prioritise Bushfire Hazard Level assessments for areas set to experience a change in intensification or land uses in the short-term as per the recommendations in the City's Bushfire Hazard Level Assessment Study (included in Appendix D). | Section 4.1.2 of part 2 outlines the City's infill areas that are projected to experience intensification as well as the current Landscape Enhancement zone. Bushire Assessment Levels and relevant plans will likely be needed to be provided for these areas. | Short Term |

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|---|---|---|---|---|
| **6.5.8 Built Form and Character**<br><br>To protect and enhance areas that have a unique character. | Protect and reflect character elements that are unique to an area where possible. | a. Explore the development of design guidelines to outline built form provisions to protect and enhance the unique character of Old Quinns Rocks. | Section 4.1.3 of part 2 recognises that protecting and enhancing the character of an area will ensure that new development will complement the uniqueness of the place. | Short Term |
| | | b. Encourage future precinct and structure plans for key activity areas and the City's new station precincts to reflect the local character and vision for that area as provided in the City's Place Visions for the Station Precincts. | Section 4.1.3 of part 2 recognises that a well designed public realm which reflects the unique character and context of the area is essential in creating places for people to enjoy. | Ongoing |
| | Improve the consistency in the landscapes, materials and infrastructure in the public realm to create attractive and welcoming places. | c. Investigate developing a new local planning policy that outlines and includes a range of urban design palettes which may assist to develop more distinct places that reflect local character. | Section 4.1.3 of part 2 encourages designing the public realm to be consistent and reflective of the local area to create a strong sense of place for people visiting the area, and making it visually recognisable that you are within the City of Wanneroo. | Short Term |
| | Advocate for improvements to the usability and functionality of road reserves to better contribute towards the public realm. | d. Work with the State Government for wider road reserves and greater setbacks for single houses to achieve better design outcome in the public realm. | Section 4.1.3 of part 2 recognises new residential developments are being designed with unattractive public realms due to narrowing road reserves and declined residential setbacks which results in insufficient space for street trees, landscaping and footpaths. | Short Term |
| **6.5.9 Heritage**<br><br>To protect and celebrate Aboriginal and historic cultural heritage unique to the City. | Ensure the City's Aboriginal and historic heritage places are identified and protected. | a. Undertake regular reviews of the Local Heritage Survey and Local Heritage List. | Section 4.1.4 of part 2 recognises the City has a rich heritage which should be protected from future development to ensure it can be preserved and enjoyed by future generations. | Ongoing |
| | Simplify the planning and management processes to improve the protection of heritage places. | b. Prepare a Heritage Management Plan to identify mechanisms to protect and manage Aboriginal and cultural heritage places in the City. | Section 4.1.4 of part 2 recognises the importance of identifying and protecting places of Aboriginal and cultural heritage significance when planning for new developments. | Short Term |
| | Improve clarity around requirements to conserve and protect cultural heritage places. | c. Review the Local Planning Policy 4.12 - Heritage Places to ensure appropriate protection of all cultural heritage places. | Section 4.1.4 of part 2 outlines the importance of simplifying the development assessment process for heritage places to reduce the risk of places being damaged or removed, which would result in the loss of important heritage and history in the City. | Short Term |

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|---|---|---|---|---|
| **6.5.10 Public Open Space**<br><br>To provide usable and attractive public open spaces which protect the natural environment and respond to community needs. | Provide adequate quantities of quality and functional public open spaces to cater for the community's sport, recreational and natural environmental needs. | a. Undertake a Public Open Space Strategy and Needs Assessment to guide the distribution and type of open space to be delivered in the City, encouraging multi-functional spaces that can adapt to changing community needs, and identify green ecological corridors in the City. Undertake an amendment to the Local Planning Strategy to include the findings and associated actions where they relate to land use planning. | Section 4.1.5 of part 2 supports that to improve the mental and physical health of the community, there needs to be a balance between delivering an appropriate mix (size and function) of open space, while also protecting existing parkland networks and significant environmental areas. | Short Term |
| | | b. Review the City's Local Planning Policy 4.3 Public Open Space to ensure it aligns with State policy and/or WAPC direction to reflect contemporary planning for the provision of open space in subdivision processes. | Section 4.1.5 of part 2 outlines the key changes to the provision of POS that the State's draft Operational Policy 2.3 - Planning for Public Open Space proposes and the requirement for the City's to update its local planning framework to respond to these changes. | Short Term |
| **6.5.11 Community Infrastructure**<br><br>To deliver high quality and adaptable community infrastructure for all to enjoy. | Create places where the community can access high-quality services, resources and facilities. | a. Where appropriate, require future structure plans and community facility plans to encourage the co-location of community facilities around schools, shopping precincts and parks. | Section 4.1.5 of part 2 encourages the co-location of community infrastructure within activity centres to create community hubs where people can meet and socialise. | Ongoing |
| | Ensure there are sufficient community facilities to meet the needs of the existing and future population. | b. Prepare a Community Facility Planning Framework to guide the planning of future community infrastructure and public open space, and review the existing provisions to identify any gaps in the demand for these facilities. Undertake an amendment to the Local Planning Strategy to include the findings and associated actions where they relate to land use planning. | Section 4.1.5 of part 2 recognises as the population continues to grow there will be an increase in the demand for community facilities such as community centres and libraries, particularly within the City's northern coastal growth corridor and East Wanneroo areas. | Medium Term |
| **6.5.12 Development Contribution Plans**<br><br>To coordinate the delivery of services and infrastructure in a timely and equitable manner. | Ensure infrastructure such as roads, sewerage, power, open space and community facilities are provided to meet the needs of the future population in accordance with State Planning Policy 3.6: Infrastructure Contributions. | a. Engage DPLH to identify the suitability of developer contribution arrangements for East Wanneroo, Neerabup and Yanchep/Two Rocks, prior to and during the preparation of any DCP for these areas to determine need and scope. Where appropriate, initiate an amendment to incorporate future development contribution plans into LPS 3 to guide contribution requirements for standard and community infrastructure. | Section 4.1.5 of part 2 recognises that Developer Contribution Plans will guide the approach and funding mechanisms available to ensure the timely and coordinated delivery of infrastructure required to meet the needs of a growing population, including public open space, drainage and roads. | Ongoing |

# 7. Economy, employment and tourism

**Growing and strengthening our economy, providing employment for the local community and attracting visitors to the City are important priorities in our Strategic Community Plan. Land use planning will play an important role in achieving these priorities by supporting businesses and employment-generating activities in key locations.**

Economic growth is critical to the City's ongoing development and will be triggered by population growth, the development of industrial areas and new centres and the redevelopment of existing centres. Tourism attractions and activities in the City will also contribute to economic development and job creation.

The Sub-regional Planning Framework outlines the objective to promote employment opportunities and increase the number of people who both live and work within the north-west sub-region (Wanneroo and Joondalup). A focus is on attracting strategic economic and employment land uses within strategic metropolitan and key industrial centres, while maximising the use of existing and proposed infrastructure to support the economy.

The directions and actions outlined in our Strategy reflect the Sub-Regional Planning Framework's objectives as well as those in our Economic Development Strategy 2022 - 2032 and Tourism Plan 2019 - 2024 (Figure 11).

The City's economy is predominantly population-driven, meaning that it mainly services the local population with its major industries including construction, retail, education and training. To deliver the jobs required to achieve 60% employment self-sufficiency, we will need to expand from a predominantly population-driven economy to one that is strategic in nature, attracting higher level industries and jobs that make it globally competitive (Figure 12).

Land use planning will assist to create opportunities for economic development and employment growth in the City by providing sufficient land for businesses, facilities and other employment services to locate. As development occurs, this land will be protected from other non-employment land uses to enable the City's long-term economic growth. Through the provisions in our local planning framework, we will also ensure that land uses do not detrimentally impact on one another, but complement each other.

**Our Strategic Community Plan Goals that relate to Economy, Employment and Tourism are:**

**Goal 2:**
'A City that celebrates rich cultural histories, where people can visit and enjoy unique experiences.'

**Goal 3:**
'A vibrant, innovative City with local opportunities for work, business and investment.'

Figure 10: Strategic Community Plan 2021 - 2031 goals relating to economic growth and tourism.

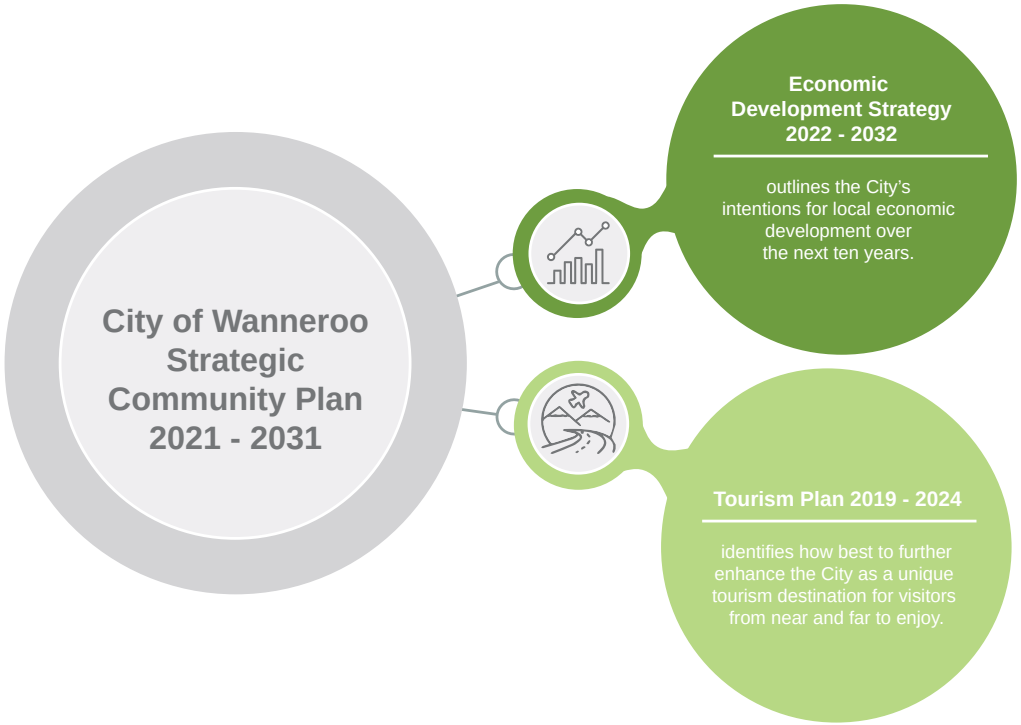
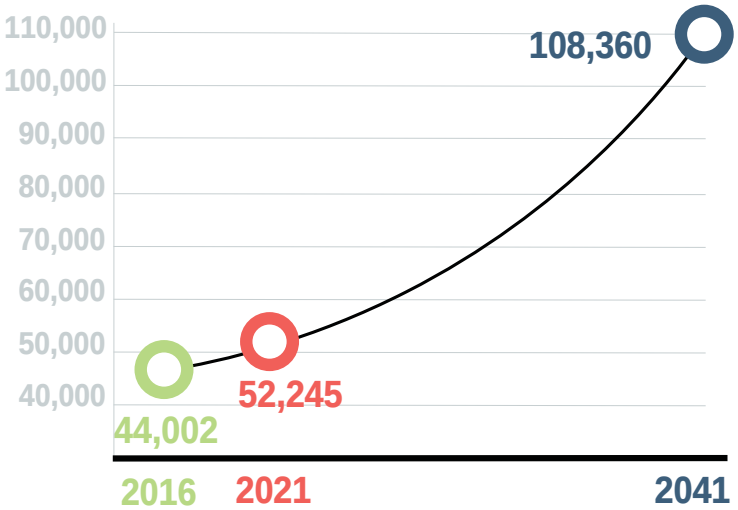



Figure 11: City of Wanneroo's strategic economic framework




**56,115 new jobs will be needed by 2041 to achieve the 60% employment self-sufficiency rate**

Figure 12: City of Wanneroo Needs Assessment employment self-sufficiency targets

# 7.1 Tourism

## 7.1.1 Tourism growth areas

Tourism activities in the City are primarily located within coastal and nature-based nodes and key precincts such as the Wanneroo Raceway and key activity centres. The City will support more tourism in specific locations by investigating and ensuring appropriate land use zonings are in place to support tourism-based activities.

### Nature Based / Rural Tourism

The City will investigate the development of a Nature Based / Rural Tourism Node comprising the Yanchep National Park, the current Landscape Enhancement zone and the Neerabup National Park. This area contains unique local biodiversity values and local Aboriginal and historic cultural values and could attract a range of visitors including those who wish to experience its natural values and those wanting to learn about and enjoy locally produced food. The City will work with State agencies to consider appropriate zoning and tourism and retail-related land uses under the local planning scheme. Pending these further investigations, these land uses may include parks and recreation, restaurants, cafes, micro breweries, farmer's markets, cider houses, small galleries, chalets and other land uses.

### Coastal Tourism Nodes

The City's 32 km coastline with its hierarchy of coastal nodes is, and will continue to be, a major tourism attraction in the City. Coastal tourism will develop and attract more visitors to the City, particularly as population growth occurs along the north-west coastal corridor. The Two Rocks Marina is an area which will undergo major redevelopment and become a significant tourism destination offering a restaurant hub, short stay accommodation and public mooring facilities. The Yanchep Lagoon Precinct will also experience significant development that will attract more tourism visitation, economic growth and social recreation to the region. A new marina is proposed for Eglinton which will, in time, also attract more visitors.

### Wanneroo Raceway Precinct

The Wanneroo Raceway is Perth's premier car racing venue which hosts V8 races and many other events each year. There is potential for the precinct surrounding the Raceway to accommodate more tourism uses. The City has prepared the Wanneroo Raceway Masterplan and will consider this area's expansion in line with the overarching State planning framework.

### Key Activity Centres

Activity centres in key locations will support tourism activities as demand increases, particularly along our northern coastal corridor. Supported by increased accessibility through the Yanchep Rail extension, centres such as Alkimos and Yanchep will offer more entertainment, restaurants and local cultural services, such as libraries and art galleries, attracting more people to the area.

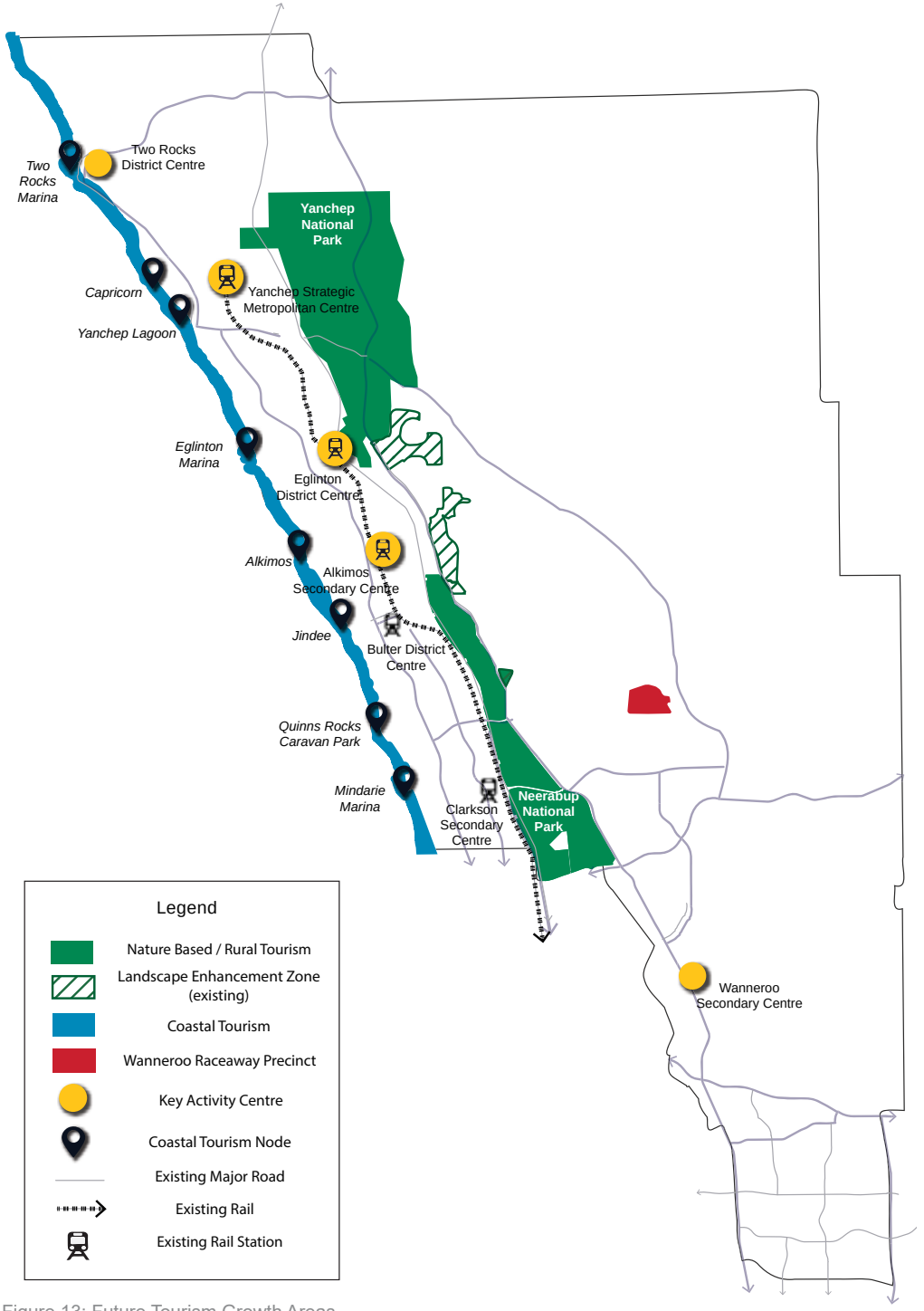



Figure 13: Future Tourism Growth Areas

### 7.1.2 A planning framework designed to facilitate more tourism

The City's Tourism Plan 2019 - 2024 outlines our goal to become a vibrant tourist destination. Whilst there is significant potential for more tourism in the City, particularly in the areas outlined in Figure 13, we need to attract more landowners and investors to locate tourism land uses in the allocated areas. Whilst planning frameworks are in place to facilitate tourism in most areas, we will need to consider how it can be strengthened to further promote Wanneroo as a place to visit.

**A landscape rich, unique, rural tourism area**

The area which is currently zoned Landscape Enhancement in DPS 2 has significant potential to develop as a niche rural tourism destination which offers activities, events and land uses to attract people to the region to explore the unique landscape and to visit local attractions. Some examples include cafes, microbreweries, restaurants, farmers' markets, cider houses, art galleries, reception centres, camping grounds and chalets as well as other land uses which complement the rural setting. The region would be one of its kind in Perth and attract a range of visitors, many of which would come from the adjacent North West coastal corridor. For primary producers, this region would offer opportunities to diversify and market their produce, which would assist in supporting a resilient farming community and generate a supplementary income stream.

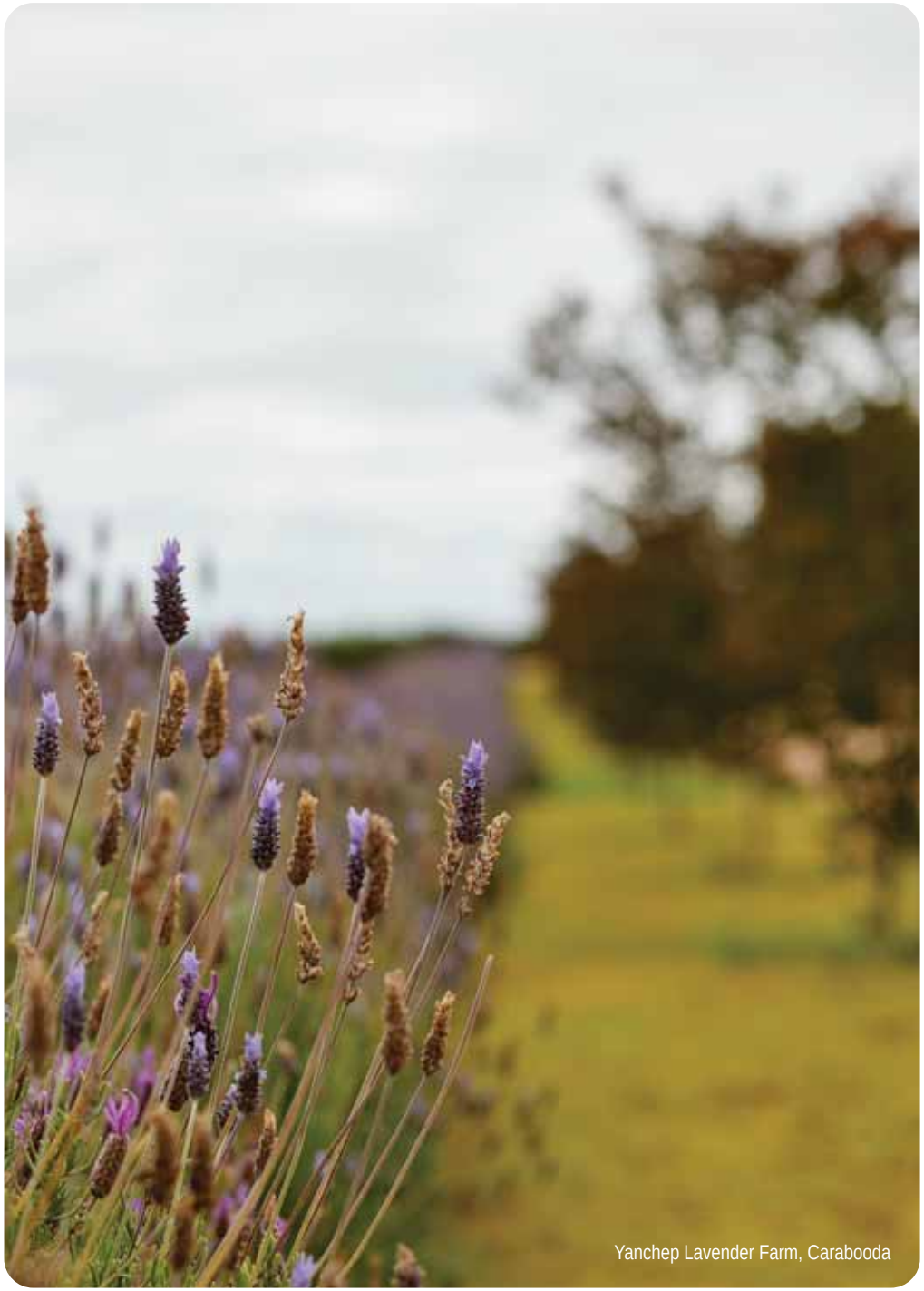
In order to develop the area demarcated in line with the vision, our planning framework must contain clear and distinct objectives which outline to investors and developers what we want the achieve. The City will work with State Government agencies to consider appropriate zoning and tourism and other related land uses which will be included in LPS 3. We will also review the current zone's boundaries and investigate the inclusion of additional lots that could offer rural tourism uses. Given the significance of this area which includes the historic former Dizzy Lamb Park site, we have included it as a separate planning area and it is discussed further in Chapter 10.

In addition to these areas, the City will also explore the rural tourism potential of other rural lots in North Wanneroo where these land uses wont have a detrimental impact on the primary agricultural purpose of the zone, is not affected by land use constraints (i.e basic raw materials, natural priority areas) and would support rural tourism land uses within the adjacent Landscape Enhancement zone. This would be considered through scheme mechanisms as part of the preparation of LPS 3.

**A greater variety of short-stay options**

There are limited short-stay accommodation opportunities in the City and as our population increases, so will the demand for this type of accommodation. The City will encourage more short- term accommodation options such as hotels, motels and short stay apartments in areas of high tourism amenity. Camping and caravan parks will be supported in appropriate zones where noise impacts do not adversely affect nearby residents. Additional siting considerations for short-stay accommodation uses will include natural hazards, such as bushfires, coastal erosion and floods.

A review of the City's Tourism Plan 2019 - 2024 is currently being undertaken, and once adopted, will be reflected in the next review of the Local Planning Strategy.



Yanchep Lavender Farm, Carabooda

# 7.2 Economy and employment

## 7.2.1 Economic growth areas

Significant economic growth is expected to occur in the City in the key areas outlined in Figure 14. These will include employment generating land uses along our northern coastal corridor, the Neerabup Industrial area, industrial investigation areas and in the East Wanneroo District Structure Plan area which is expected to support up to 20,000 new jobs when it is ultimately developed.

### Legend (Key Features)

**Future Strategic Metropolitan Centre**

As an emerging SMC, the Yanchep City Centre is expected to be the largest centre of a similar size to the Joondalup City Centre. It will contain major offices buildings, tertiary institutions, large-scale retail and higher density housing.

**Future Secondary Centres**

New secondary centres in Alkimos and, in time, Two Rocks will be similar in size and scale to the Wanneroo and Clarkson Centres and complement the Yanchep Strategic Metropolitan Centre by containing similar land uses, but of a smaller scale.

**Future District Centres**

District centres will emerge in East Wanneroo and Eglinton and be of a similar size and scale to centres in the suburbs of Alexander Heights, Butler, Banksia Grove, Girrawheen and Kingsway.

**Future Neighbourhood Centres**

7 neighbourhood centres will be delivered to support higher order centres.

**Future Local Centres**

12 local centres will service the day-to-day needs of the community.

**Neerabup Industrial Area**

The NIA which consists of around 1005 hectares will, at full capacity, employ around 30,000 people.

**METRONET Stations**

The station precincts and surrounding areas will be key focus areas for economic activity and higher density residential.

**Industrial Investigation Areas**

The Western Australian Government will investigate the potential for these areas to develop to accommodate industrial land uses.

**Employment Investigation Area**

Employment land uses for this area will be aligned with the reviewed Alkimos-Eglinton District Structure Plan.

**Future Industrial Areas**

Which will undertake light industrial and service commercial activities near the Two Rocks and Yanchep major centres.

**Future Marina**

The Alkimos Eglinton District Structure Plan (DSP) No. 18 identifies a future marina in Eglinton, which will include tourism land uses, housing and accommodation.

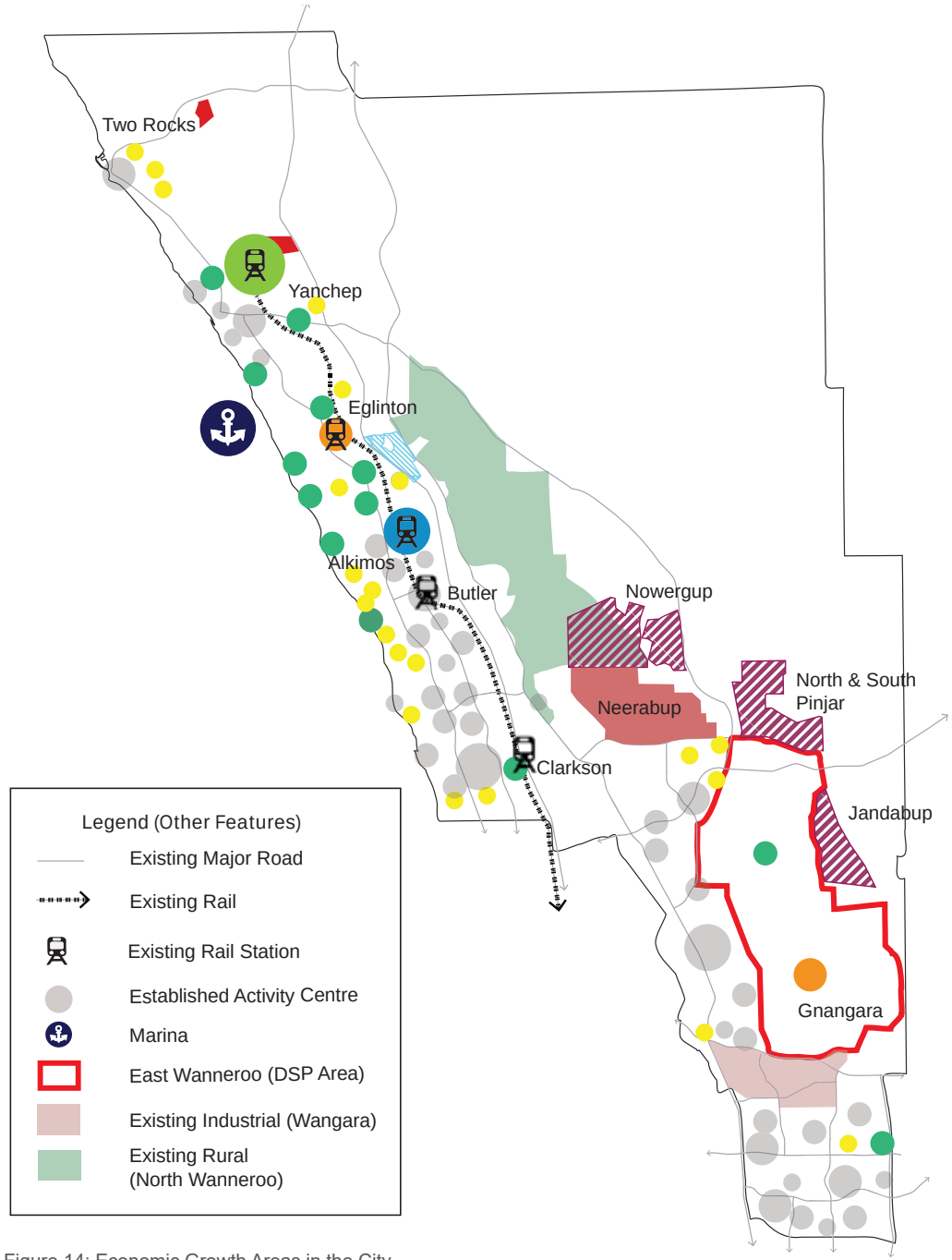



Figure 14: Economic Growth Areas in the City

### 7.2.2 Outcomes of Needs Assessment and land use implications for the City

A Needs Assessment has been undertaken to determine the location, total number of jobs and employment floorspace required to meet City's future employment needs by 2041.

The City is working towards the employment self-sufficiency (ESS) target of 60% by 2031, which is outlined in the State Government's Directions 2031 and Beyond. This document precedes the North-West Sub-regional Planning Framework, and applies to the Cities of Wanneroo and Joondalup. The North-West Sub-Regional Planning Framework outlines an ESS target of 59.5% by 2050. However, the Needs Assessment outlines that the sub-region can achieve this sooner, which is why we striving for 60% by 2031. This goal is also articulated on the City's Economic Development Strategy 2022 - 2032. Table 3 shows that the City of Wanneroo alone is set to reach 53.5% by 2031, while the region is set to achieve 60% by this time.

It is anticipated that the City will have a labour force (employed persons) of approximately 180,500 people by 2041 (ABS census 2021, Population and household forecasts, 2021 to 2046, prepared by .id (informed decisions), March 2024 and City of Wanneroo modelling). To achieve the ESS target within this timeframe, an additional 56,115 jobs will be required (Figure 15).

In 2016, there was a total of 44,002 people employed in the City. At the time, the WAPC Land Use and Employment Survey reviewed the City's floorspace and employment figures for our commercial, industrial, public purpose and recreation areas to reveal a total of 32,953 people were employed in jobs in these areas. This indicates that 11,049 people (or 25% of all employed persons) were employed outside of employment centre locations, including home based, agriculture, contractors, mobile workers (trades) and construction workers.

It is projected that the City will need to accommodate 5,695,624m² of floorspace in its commercial, industrial, public purpose and recreation areas to accommodate a total of 82,497 jobs by 2041 (Table 4). Additionally, based on the rate of 25% of people working outside of these locations, a total of 25,863 jobs will be required to reach the total 108,360 jobs estimate.

Generally, there is sufficient vacant land identified under the MRS, endorsed District Structure Plans and the Neerabup Industrial Area Structure Plan to accommodate this need. However, the City will continue to investigate ways to account for the additional floorspace required through structure planning and subsequent zoning under LPS 3 where relevant.

### 7.2.3 Activity centres

The Needs Assessment projects that, by 2041, the City's activity centres alone will achieve a total of 34,593 jobs and consist of 1,105,651m² of employment floorspace. The City currently accommodates two secondary centres, seven district centres and over 30 local and neighbourhood centres. However, in the lifetime of this Strategy major new centres will emerge in the locations outlined in Figure 16. These will include the City's first Strategic Metropolitan Centre in Yanchep, the Alkimos Secondary Centre and Eglinton District Centre. The catalyst for the development of these centres will be the METRONET rail line and stations in these locations.

Most of the City's strategic metropolitan, secondary and district centres have approved structure or precinct plans in place to guide their development which include the anticipated employment floorspaces and total number of jobs that these centres will achieve. However, the Two Rocks Secondary Centre (Two Rocks North as identified under SPP 4.2), Girrawheen Newpark, Alexander Heights and Two Rocks District Centre E currently do not have precinct plans over them.

Girrawheen Newpark is included as a planning area in this Strategy given that the Centre is projected to grow and be supported by increased densities proposed for the area. However, as the Alexander Heights Centre is not projected to grow in this Strategy's lifetime, it is not identified as a planning area. The City will investigate preparing a precinct plan for

Table 3: Employment Self-sufficiency

| Employment Self-sufficiency | ESS 2001 | ESS 2006 | ESS 2011 | ESS 2016 | ESS 2021 | Forecast 2031 ESS |
|---|---|---|---|---|---|---|
| City of Wanneroo | 46.0% | 44.1% | 44.7% | 45.2% | 50.0% | 53.5% |
| City of Joondalup | 35.7% | 39.1% | 47.4% | 54.3% | 59.2% | 70.2% |
| NW Sub Region | 39.0% | 41.1% | 46.1% | 49.4% | 54.1% | 60.0% |

(Source: City of Wanneroo Modelling based on 2021 ABS Census and forecast.id Population and Housing Forecasts, December 2021)

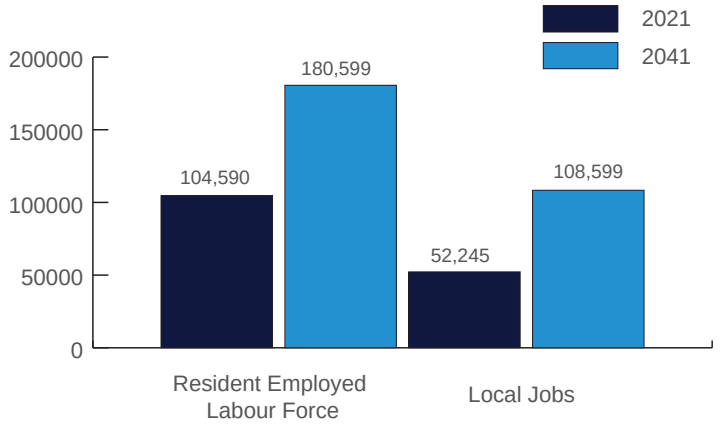



Figure 15: Employment Self-Sufficiency Comparison 2021 - 2041

(Source: 2021 ABS Census, General Community Profile and Worker Population Profile, and City of Wanneroo Modelling based on 2021 ABS Census and forecast.id Population and Housing Forecasts, December 2021)

Table 4: Total Floorspace Comparison 2016-2041

| | | Non-Retail Uses | Other Retail | Shop/Retail | Total Occupied |
|---|---|---|---|---|---|
| 2016 - Total Floorspace | % of Occupied | 86.9% | 4.6% | 8.5% | 100.0% |
| | Floorspace (m²) | 2,007,182 | 105,331 | 196,119 | 2,308,632 |
| | Employment | 24,337 | 1,232 | 7,384 | 32,953 |
| | m²/Job ratio | 82.5 | 85.5 | 26.6 | 70.1 |
| 2041 - Total Floorspace | % of Occupied | 86.7% | 4.6% | 8.7% | 100.0% |
| | Floorspace (m²) | 4,942,896 | 259,389 | 493,339 | 5,695,624 |
| | Employment | 59,932 | 3,034 | 19,531 | 82,497 |
| | m²/Job ratio | 82.5 | 85.5 | 25.3 | 69.0 |

(Source: WAPC Land Use and Employment Survey 2015-2017, and City of Wanneroo Modelling and MGA Planners Retail Needs Assessment

these centres prior to assessing any major developments on the site.

Additionally, the Two Rocks Secondary Centre and Two Rocks District Centre E do not have a precinct plan in place, and were only expected to commence development after 2041. Before this time the Yanchep Two Rocks District Structure Plan will need to be reviewed and updated to determine the functions that the two Centres will need to perform in the context of the area, including housing needs and employment.

Not surprisingly, the Alkimos Secondary Centre and Eglinton District Centre will develop in advance of the Yanchep Strategic Metropolitan Centre, given their proximity to existing development. As this occurs, there will be a strong demand for retail, services, health and educational facilities in these centres. Maintaining the hierarchy of centres to align with SPP 4.2 will be important. The City will need to ensure that the Alkimos and Eglinton Centres are developed in accordance with their precinct plans and that an over-provision of retail and commercial floorspace, services, infrastructure and facilities does not occur.

Much of the City's employment land in its centres will remain vacant until enough residential growth has occurred around it to create a sufficient demand for shops, services and facilities in these locations. This will particularly be the case for the City's emerging Strategic Metropolitan, Secondary and District Centres in Yanchep, Alkimos, Two Rocks, Eglinton and East Wanneroo. These growth areas will result in a future demand for additional retail floorspace in the longer term (2036 and beyond). Therefore, until these centres have been developed, new unplanned centres are generally not supported in the City.

As residential growth occurs around these centres, it is likely the City will face pressures to use commercial land to develop housing at lower densities than the structure plans specify. Once commercial land is subdivided and developed for lower density residential uses the opportunity to use it for employment in the future becomes very limited. It is important that sufficient employment land is retained to meet residents' needs in the future even before these needs arise. However, to address shorter term demands for land, the City will consider the development of interim land uses in centres, which are those which can remain in place for limited periods.

There are 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. In particular, Mindarie Marina, Madeley, Clarkson and Clarkson Avenue are neighbourhood centres which are more consistent with local centres of their size. Beyond the life of this Strategy, these centres may redevelop and expand to meet demand resulting from increased infill growth; therefore, it is proposed that they maintain their neighbourhood centre hierarchies.

There are also a number of local centres that have reached their retail capacity. The size of these centres is projected to remain consistent with that of local centres so their hierarchy will not need to be amended.

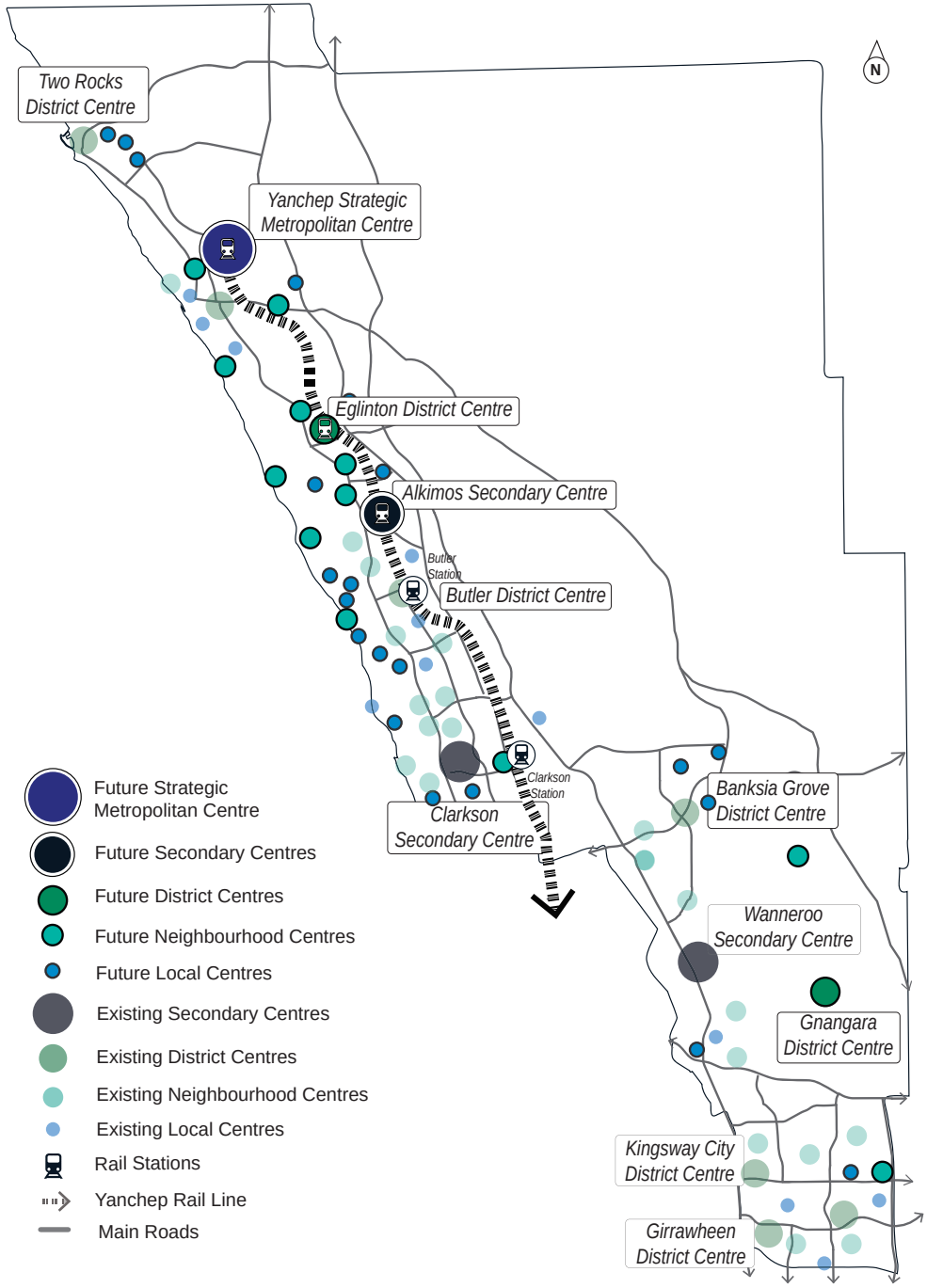



Figure 16: Existing and Future Activity Centres

### 7.2.4 Industrial activities

The City has two major industrial areas which are located in Wangara and Neerabup. The Wangara Industrial Area (WIA) was established in the 1970s and has experienced considerable growth and intensification since this time. This growth is expected to continue and manufacturing and engineering will remain the WIA's predominant industries.

The Neerabup Industrial Area (NIA) is an emerging new industrial precinct in the City. The North-West Sub-regional Planning Framework and this Strategy's main map on Page 5 (Figure 3) identify a further two industrial investigation areas in Pinjar and Jandabup. The NIA is envisioned to develop as an advanced manufacturing and engineering location which builds upon existing automotive and construction services as well as clean technologies such as residential solar power and agribusiness. At full capacity, it will employ around 30,000 people, which will contribute significantly towards achieving the City's ESS targets.

The NIA is currently 1,005 hectares which is almost one and a half times the size of the existing WIA. Whilst this land area is likely to support the growth predicted in the NIA between now and 2041, there will inevitably be a demand for additional industrial land in this location beyond this timeframe. It is proposed that investigations of the land earmarked for future industrial uses in Pinjar and Jandabup are undertaken in the near future to inform their suitability for industrial expansion.

As outlined in the Infrastructure chapter of this Strategy, sufficient road connections to support freight movement are essential to support economic growth and we will continue to advocate for the provision of important economic infrastructure outlined in Chapter 9. In particular, the North-West Sub-regional Framework identifies that these are strong economic advantages of establishing north-east connections to a potential intermodal terminal at Bullsbrook. This would alleviate some pressure on existing southern freight routes which can often be through residential areas resulting in a negative impact on the surrounding area.

The City will support a diversity of business activities in its industrial areas to support the primary industrial uses. It is important however, that other supporting land uses do not conflict with one another and that the primary role of industrial areas is maintained and not undermined by activities that would be better located in other areas.

As a general principle, the City will only support the provision of uses that are industrial or support industrial uses in its industrial areas. Uses that are more commercial in nature such as shops, larger office complexes, restaurants and other commercial outlets will be reserved for the City's activity centres and other commercial zoned areas.

However, the City acknowledges that land uses in industrial areas are evolving based on changing economic needs and over the years, many industrial areas now contain a range of uses such as trade centres, showrooms and warehouses. Some also contain clusters of offices known as business parks.

The demand for offices to support local workers in industrial areas will continue and, whilst the City considers that some stand alone offices are needed, it is important to limit and regulate this type of development to ensure that it doesn't adversely impact or undermine the predominant functions of industrial areas. Without parameters in place, ad hoc office development could occur as is currently the case in the WIA. In this regard, this Strategy proposes to regulate this type of development by ensuring better guidance that will allow stand alone offices, of a certain size and scale and in limited locations, in the WIA. This proposal is discussed in further detail in Chapter 10 of this Strategy.



Wangara Industrial Area, Wangara

### 7.2.5 Identifying new employment land

Strategically identifying key locations for new employment land is important to provide for future economic and employment needs. In 2022, the Department of Planning, Lands and Heritage (DPLH) released the outcomes of its investigations of the suitability of 110 hectares of land in Eglinton East for employment purposes. It determined that this land would become an employment land area and support the future Alkimos Secondary Centre and Eglinton District Centres.

Through the preparation of the revised Alkimos-Eglinton District Structure Plan the City will work with the DPLH to ensure that the area provides land for a diverse range of employment-generating purposes and complements, and does not compete with, the traditional uses envisaged for Neerabup nor the commercial, retail, office and community uses best placed within the Alkimos and Eglinton Centres.

Much of State Forest 65 located within the City formerly contained pine plantations that have since been decommissioned. The Department of Biodiversity, Conservation and Attraction's Forest Management Plan 2024-2033 identifies areas for future environmental protection. The City is interested in working with the State Government to explore possible opportunities for alternative land uses in the remaining decommissioned portions of State Forest 65 where they are determined not to be suitable for environmental protection. Before any planning progresses for these parts of State Forest 65, the City will work with the State Government to determine the approvals pathways required for any alternative land uses, which may include 'advanced technology' agricultural and horticultural expansion as well as infrastructure and facilities to support these industries (ie. water harvesting zone through enhanced infiltration and recharge). Any land use changes proposed within the Public Water Drinking Source Area will need to consider land use compatibility in line with the Department of Water and Environmental Regulation Water Quality Protection Note 25. Importantly, although not a planning consideration, the availability and provision of water in this area will be important to ensure its sustainability in the longer term and this will be a key factor in the future planning of the area. At the appropriate time, the City may amend its LPS 3 to implement any revised Framework.

**Parking in Rural Areas**

Over the years, there has been increased demand for the parking and storage of caravans, boats, and trailers on rural properties in the City. This demand has largely been driven by decreases in residential lot sizes, resulting in residents being less capable of parking such vehicles at their homes. In recent years, rural landowners have established small businesses by offering unused spaces on their lots to accommodate caravans, boats, and trailers. Whilst DPS 2 permits the parking and storage of these vehicles in the Light Industry and General Industry zones, they are currently not permitted in the Rural or Rural Resource zones.

From a land use planning perspective, there is merit in allowing the parking and storage of caravans, boats, and trailers on rural properties under certain circumstances. When stored in residential areas for longer periods caravans, boats, and trailers can cause amenity issues, reduce the visual appeal of streets and obstruct footpaths, driveways and parking bays.

The parking of these vehicles on industrial lots also does not generate the same level of employment activity as other industrial uses do. Land rates for industrial zoned lots are also higher and uses such as vehicle storage are generally less financially viable for business owners to undertake. As a result, there is an existing market for the parking and storage of caravans, boats, and trailers that industrial zoned lots cannot accommodate.

The parking and storage of these vehicles in rural areas are not 'sensitive' land uses that would impact or be impacted by neighbouring rural activities such as spray drift or noise. In certain locations and with suitable design requirements, the visual and traffic impacts of this land use can be managed. The uses may provide short term opportunities for landowners in the East Wanneroo District Structure Plan area who are scaling down from traditional agricultural and horticultural uses in anticipation for urbanisation to occur.

The City will investigate ways in which the local planning framework can balance community demand against the need to protect and preserve rural land, ensuring the land use does not undermine the operation and amenity of rural locations. When considering proposals for caravan, boat or trailer parking within the Rural or Rural Resource zones, the expectation is that the use will generally be located in areas identified through the State planning framework as transitioning to urban purposes and have regard to location, scale, accessibility, visual amenity and environmental impacts. The use may also be considered in other rural areas on a case-by-case basis where consistent with the zone objectives and having regard to the above matters. The City will investigate including provisions in its local planning scheme and/or will prepare a local planning policy to establish clear assessment criteria for caravan parking within rural areas.



Market Garden, Carabooda

### 7.2.6 North Wanneroo

Agriculture and horticulture have been major industries in the City since early European settlement. However, over time many growers have moved to other areas as rural land has become urbanised or to pursue agriculture or horticulture on larger landholdings. In the future, the urbanisation of East Wanneroo will result in the gradual displacement of more food producers as the area develops.

The State Government's North-West Sub-regional Planning Framework outlines that there is a need to secure food production in proximity to urban areas. The proximity provides local farmers with direct access to markets which supports employment and the local economy and increases food security for Perth's population.

Despite the importance of this industry, food producers in North Wanneroo face major challenges as a result of climate change and the State Government's plans to reduce water allocations to growers by 10% from 2028, which is outlined in its Gnangara Groundwater Allocation Plan.

From a land use planning perspective, losing food production in North Wanneroo will impact surrounding urban areas, particularly in the event of supply chain issues due to natural disasters or pandemics disrupting transport routes. However, in the absence of sufficient water, food security in the current North Wanneroo rural area is uncertain.

As a result of impending water reductions, some North Wanneroo rural landowners are seeking to subdivide their land into rural residential lots, which typically range from 1-4 hectares. The State Government's North-West Sub-Regional Planning Framework does not consider this to not be an effective use of rural land as it requires additional services and infrastructure to meet the needs of residents living in dispersed subdivision patterns.

In November 2024, the Western Australian Planning Commission resolved that 943-hectares of land, identified as the Carabooda Urban Precinct, should be developed for urban purposes and that a District Structure Plan should be prepared to outline the area's future development. The Carabooda DSP was endorsed by the WAPC on 15 July 2026, subject to modifications, and is anticipated to enable the delivery of an additional 9,221 dwellings in the City in the future.

The City considers, in light of this decision and general support from the community, that the WAPC should consider investigating the future land use planning for North Wanneroo as part of its Perth and Peel @ 3.5 million Health Check or in its next overarching metropolitan-wide strategic planning framework. This should include the broader planning for rural Carabooda, Nowergup, Neerabup and the adjacent State Forest 65 area. This may include the potential for a state-of-the-art new agricultural food precinct and find alternative land for the displaced agricultural industry from Carabooda and the East Wanneroo urbanisation area. The City will also monitor the planning framework for the Gingin airport, seeking to ensure ongoing alignment of zones and reserves for the site with the adjoining local government

### 7.2.7 Rural land in Neerabup

Some areas in rural Neerabup along Wanneroo Road (between Wattle Avenue West and Travertine Vista) have transitioned over time and some landowners have departed from traditional agricultural and horticultural pursuits to undertake activities that are more typically associated with the Service Commercial zone. Over the years, the City has received enquiries from landowners regarding the future planning of the area and the potential expansion of land uses.

While these land parcels are not needed to accommodate activities associated with the Service Commercial zone at present, given their good visibility along Wanneroo Road, future activities on these lots could potentially complement economic development in the nearby Neerabup Industrial Area when the need arises. However, before any zoning changes are formally proposed, detailed investigations and studies would need to be undertaken to understand the impacts of any land use changes. The City will work with the State Government to evaluate the role and function of rural land along Wanneroo Road in Neerabup, as part of the State's broader strategic planning for the sub-region.

### 7.2.8 Attracting new investors to the City

As changes and trends shape the economic landscape, the City's planning framework must be flexible to continue to meet the ongoing needs of businesses and industries. A planning framework that is relatively simple and clear allows businesses and investors to better navigate planning processes. This in turn can create early confidence for investors to invest or develop in specific locations. It can also simplify and fast-track planning approval processes.

As the planning framework is primarily led by the State, local governments are limited in their ability to make major modifications to it. However, we will ensure that our own planning documents are clear and concise. This will be achieved through the methods outlined in Figure 17.

The City was also one of the first local governments to participate in the Small Business Friendly Approvals Program, designed to accelerate regulatory reform to support economic recovery. Developing further initiatives to assist small businesses in navigating the approval pathways, and further cutting the 'red tape' where practicable, will be a key consideration for the organisation during the life of the Strategy.



#### Implement New Local Planning Reforms

The City is implementing reforms as part of its Small Business Friendly Approvals Program. The reforms will simplify approval processes for small businesses by providing information that is clear and accessible, granting automatic approvals for certain applications, streamlining application processes and facilitating a business support service. The City's LPS 3 will support the Program's intent by outlining planning provisions that are simple, concise and easy to follow, which will allow landowners and potential investors to more easily navigate the local planning system.

#### Net Lettable Areas in the new Scheme

In accordance with the new State Planning Policy 4.2 - Activity Centres, the City will need to remove net lettable area (NLA) provisions for commercial activity centres in LPS 3. Historically, the City has included these NLAs in DPS 2 to stipulate the maximum required commercial floor space permitted within each centre.

Removing the NLAs may have implications for emerging Centres in the City's growth areas, as many smaller Centres will develop in advance of larger Centres. This will result in a demand for more retail uses and greater NLA in some smaller Centres in the short term. However, this demand will reduce once larger Centres are in place as many people will then travel further to visit them instead. The City will consider the implications of removing NLAs for activity centres in LPS 3.

#### Reflect working from home trends

Workplaces are changing and more people are now working from home. As this trend continues, it is likely to result in changes to urban environments and land uses that support office workers, such as dining options and shared meeting spaces, may be required to be distributed to neighbourhood areas to support those working from home. The City will investigate ways in which LPS 3 and policy settings may address the emerging trends in this space.

#### Normalise Structure Plans

As structure plan areas reach their full development capacity, they will be integrated into LPS 3 and removed as separate documents from the City's planning framework.

#### Develop an Exemptions Local Planning Policy

In the City, some developments could be exempt from requiring a development approval where they will not have an adverse impact on the streetscape or adjoining properties. The City will consider developing an exemptions local planning policy to outline these in addition to those listed in the *Planning and Development (Local Planning Schemes) Regulations.*

Figure 17: Approaches to simplify the City's local planning framework.

## 7.3 Planning directions and actions

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|---|---|---|---|---|
| **7.3.1 Tourism**<br><br>Facilitate more tourism opportunities in the City. | Increase opportunities for more tourism land uses by reviewing and amending the City's local planning framework. | a. Explore and review the land uses permitted in the City's tourism growth areas (outlined in Figure 13) and consider updates to increase the number of tourism activities allowed in these areas in LPS 3 and structure plans where appropriate. | Section 4.2.2 of part 2 encourages reviewing tourism land uses in the Scheme and/or structure plans to determine if additional tourism uses could be accommodated in areas which promote tourism attractions. | Short Term |
| | Update the City's local planning framework to provide distinct zoning and clearer guidance for tourism activities in North Wanneroo. | b. Refer to the actions under Planning Area B. | N/A | N/A |

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|---|---|---|---|---|
| **7.3.2 Activity Centres**<br><br>Protect land earmarked for future employment in activity centres. | Maintain the activity centre hierarchy outlined in State Planning Policy 4.2 - Activity Centres for Perth and Peel, particularly through the development of new centres. | a. Finalise review of the Alkimos Eglinton District Structure Plan and consider reviewing the Yanchep-Two Rocks District Structure Plan 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. | Section 4.2.1 of part 2 acknowledges that the Alkimos secondary centre will develop in advance of the Yanchep strategic metropolitan centre. However, as the Yanchep Centre will become the higher-order centre, the City must proactively ensure that it has primacy over Alkimos through development and implementation of precinct and structure plans (as well as subsequent Local Development Plans and development applications). | Short Term |
| | | b. Seek to avoid out-of-centre commercial/retail development, where it may undermine the viability of established hierarchy of centres | Section 4.2.1 of Part 2 identifies that commercial/retail development is to be in accordance with SPP 4.2, which establishes a general presumption against the approval of these uses outside activity centres due to their potential to adversely impact the activity centre hierarchy. Out-of-centre development may only be considered where a Net Benefit Test (NBT) demonstrates that such impacts are minimised, and that all other relevant criteria contained within SPP 4.2 are satisfactorily addressed. | Ongoing |
| | Consider interim land uses on strategic sites reserved for future employment until the development of these sites becomes viable. | c. Encourage future precinct and structure plans to outline a criteria for allowing time-limited approvals in specific areas in activity centres, to accommodate interim land uses that can be adapted or removed when the land is ready for its intended purpose. | Section 4.2.1 of part 2 supports time limited approvals in activity centres where it will allow employment land in developing centres to be occupied until residential growth occurs around it to generate more demand for businesses. | Ongoing |
| | Ensure that strategic planning guidance is provided to inform the development of new Activity Centres in the City. | d. Consider including the Two Rocks Secondary Centre and the Two Rocks District Centre E as Planning Areas in a future revised version of the Local Planning Strategy. | Section 4.2.1 outlines that the Two Rocks Secondary Centre and the Two Rocks District Centre E will require strategic planning guidance to inform the preparation of Precinct Plans over these areas. However, before this the District Structure Plan needs to be updated to reflect housing needs and employment. | Medium Term |
| **7.3.3 Industrial Activities**<br><br>Support a diversity of compatible land uses in industrial areas. | Consider including provisions in the local planning framework to allow for offices of a limited size and scale in specific locations to ensure land uses are compatible and consistent with the zone objectives. | a. Refer to the actions under Planning Area C. | Section 4.2.1 of part 2 recognises that there is increasing demand for office spaces in the Wangara industrial area to offer more professional services and the City's activity centres within proximity to the area will not have the capacity to accommodate these. | Short Term |
| | Explore opportunities for the City to accommodate more industrial land which can accommodate a range of compatible uses. | b. Advocate for the DPLH, on behalf of the WAPC to investigate the land earmarked for future industrial uses in Pinjar and Jandabup to inform their suitability for industrial expansion. | Section 4.2.1 of part 2 outlines that in the future, there will be a greater demand for additional industrial land in the City in key locations. | Medium Term |

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|---|---|---|---|---|
| **7.3.4 Identifying new employment land**<br><br>Identify and earmark strategic land parcels for future employment growth. | Ensure that development on new employment land complements other employment areas and services local residents. | a. Work with the DPLH to plan for future employment land uses in Eglinton East, ensuring that these complement Neerabup and nearby commercial, retail, office and community uses within the Alkimos and Eglinton District Centres. | Section 4.2.1 of part 2 recognises that early planning of future employment areas allows for the consideration of potential land use conflicts as well as conflicts with other employment areas. | Short Term |
| | Support investigations into future land use within portions of decommissioned State Forest 65. | b. Work with the State Government to identify opportunities for, and investigate feasibility of, alternative land uses in portions of State Forest 65 which are not proposed for future environmental protection. | Section 4.2.1 of Part 2 recognises the Minister for Agriculture and Food's proposal to investigate new leasehold agri-precinct in State Forest 65, supplied with recycled water. | Medium Term |
| | Explore opportunities for diversification of Rural zoned land that will provide economic opportunity without impacting rural amenity. | c. Consider provisions in the new LPS 3 to enable the parking/storage of caravans, boats and trailers on Rural zoned land to be capable of approval where they comply with criteria. Consider additional scheme provisions or a new Local Planning Policy to outline this criteria. | Section 4.4.1 of part 2 recognises residential lots are getting smaller leaving less room for parking vehicles on site. Whilst the parking and storage of caravans, boats and trailers is permitted in the Light Industrial and General Industrial zones, land rates in these areas are higher making these uses less financially viable. | Short Term |
| **7.3.5 North Wanneroo**<br><br>Ensure that land use planning supports important industries in North Wanneroo. | Investigate how to provide clear guidance on and facilitate the extraction of basic raw materials. | a. Consider if the scheme or other instruments in the local planning framework can be used to provide clear guidance to landowners to simplify the process of obtaining approvals to extract basic raw materials and mitigate potential land use conflicts with other businesses and residents. | Section 4.2.1 of part 2 recognises that the extraction of basic raw materials are finite resources that are essential for the construction of buildings, roads, other infrastructure and agricultural production. | Short Term |
| | Ensure appropriate land uses for North Wanneroo that consider food security for the Perth Metropolitan region. | b. Advocate to the State Government to consider North Wanneroo as a planning investigation area in its Perth and Peel @ 3.5 million review or next overarching sub-regional planning framework, that includes the broader planning for rural Carabooda, Nowergup, Neerabup and the adjacent State Forest 65 area, and considers the potential for a new agricultural precinct. | Part 4.2.1 of part 2 outlines the land use implications and constraints impacting North Wanneroo landowners. | Medium Term |
| **7.3.6 Rural land in Neerabup**<br><br>To consider opportunities for land areas to better support food production and industrial activities. | Evaluate the role and function of rural land along Wanneroo Road in Neerabup. | a. Work with the DPLH to investigate the most appropriate future uses for rural zoned land in Neerabup, taking into account existing uses along Wanneroo Road. | Section 4.2.1 of part 2 outlines that land uses in rural Neerabup are changing from traditional rural activities. Given its good exposure along Wanneroo Road and access to nearby rural and industrial activities, there may be potential for land uses to formally transition to better support these industries. | Short Term |

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|---|---|---|---|---|
| **7.3.7 Attracting new investors to the City**<br><br>Encourage new businesses to locate in the City. | Simplify the City's local planning framework to make it easier for potential investors and landowners to understand. | a. Remove net lettable area (NLA) caps from the scheme and align NLA related definitions with State planning policy and practice. | Section 4.2.1 of part 2 outlines that the DPLH has advised that LPS 3 will need to remove separate NLAs for retail floorspaces for activity centres. Landowners wanting to develop or expand will need to consider the relevant NLAs outlined in draft SPP 4.2 and conduct an impact test to demonstrate that impact of their proposals. | Short Term |
| | | b. Explore developing an exemptions local planning policy that outlines a list of development types (works or land uses) that are minor in nature and therefore do not need to obtain (or are exempt from needing) planning approval. | Section 4.2.1 of part 2 recognises some developments in the City could be exempt from requiring a development approval where they will not have an adverse impact on the streetscape or adjoining properties | Short Term |



Black Cockatoo, Yanchep

# 8. The environment

**A key objective of the Strategy is to balance the City's significant urban growth with the protection of the environment. The development of a sustainable City is one of our community's key aspirations as expressed in our Strategic Community Plan.**

## 8.1 Environmental considerations

The City is home to diverse environmental assets including our coastline, wetlands and high quality areas of natural vegetation. We acknowledge the important role Aboriginal people have played in the historic and ongoing stewardship of our natural environment, and aim to continue to protect it as development occurs. As our population grows, and in line with the City's Local Environment Strategy, we will also take measures to reduce the impact of urban development on our carbon footprint.

Whilst facilitating urban growth will be critical, we will consider the impacts of development on the environment as part of planning processes. Most of the City's land where new development will occur has already been zoned for urban development and inevitably some clearing in these areas will occur. Whilst our ability to directly influence some areas of land development is limited, we will focus on strengthening provisions in LPS 3 and planning policies to achieve better environmental and livability outcomes.

The North-West Sub-regional Planning Framework requires the City to facilitate urban development whilst preserving and enhancing the sub-region's environmental and landscape values for future generations to enjoy. This will involve using local scheme reserves to protect ecological linkages, whilst retaining and protecting priority local natural areas. It will also involve mitigating climate change; and planning and developing our coastline to provide access and facilities for beach users, whilst ensuring its protection and addressing coastal issues such as sea level rise.

Whilst this section focuses on climate change, protecting local biodiversity and managing our coastline, other sections of the Strategy also consider land use planning responses to these issues including our Infrastructure and Community, Urban Growth and Settlement sections.

**Our Strategic Community Plan Goals that relates to the Environment is:**

**'A sustainable City that balances the relationship between urban growth and the environment.'**

Our existing local environmental plans and strategies reflect our aspirations for our environment outlined in our Strategic Community Plan and include more detailed measures that the City will take to mitigate and manage local environmental impacts, These plans and strategies are outlined in Figure 18.

Additionally, the City's local planning policies also include important measures to improve environmental outcomes. These will be updated and strengthened over time to reflect actions in this strategy. These policies are outlined in Part 2.

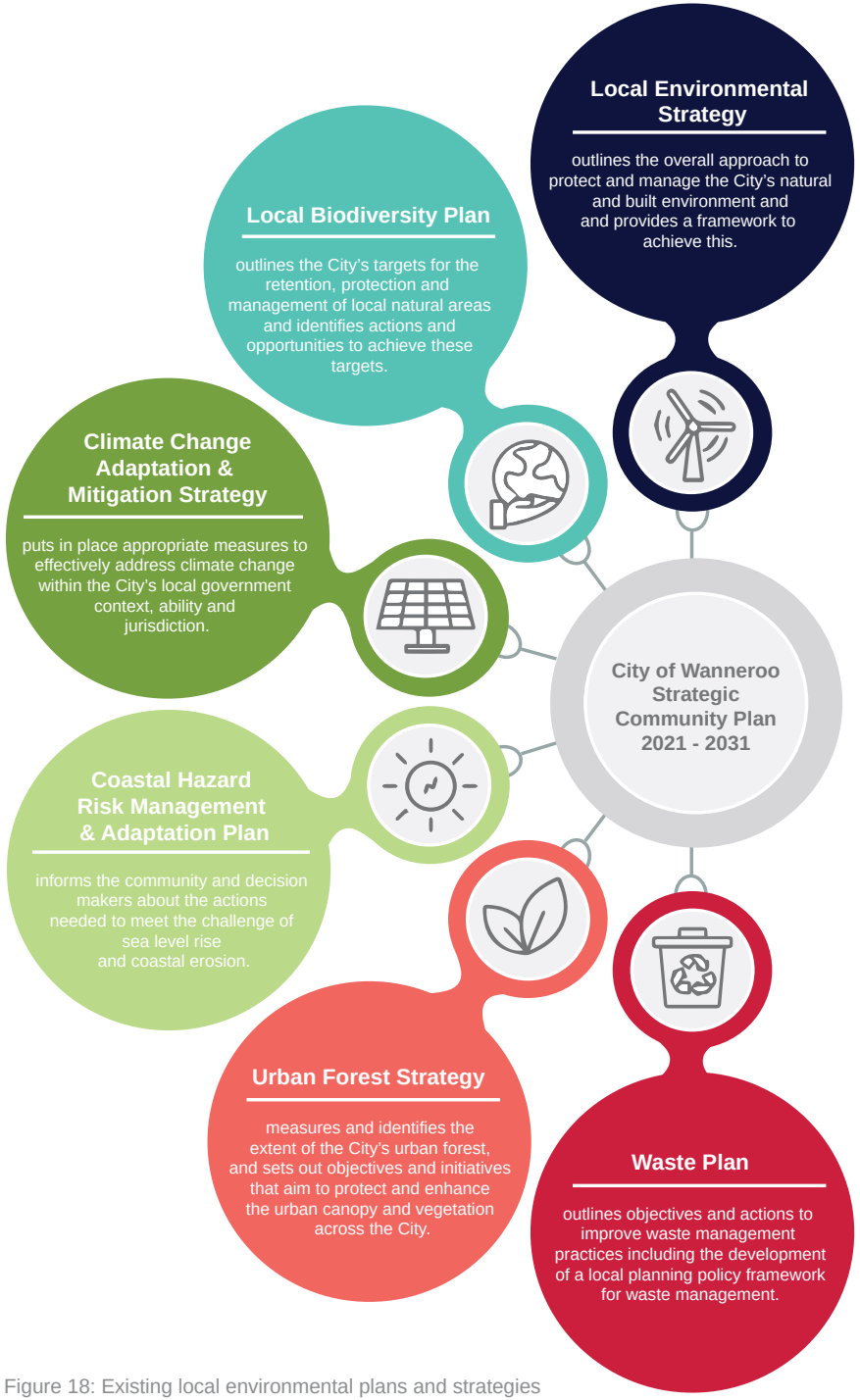



Figure 18: Existing local environmental plans and strategies

### 8.1.1 Climate change

The Perth metropolitan region is becoming hotter and drier with more frequent and severe bushfires and extreme weather events. Land use planning can play a role in how we adapt to these changes, whilst contributing towards mitigating more catastrophic climate change outcomes by reducing our carbon footprint.

A key action in the City's Local Environmental Strategy is to investigate ways to promote energy and water efficiency in new developments. The use of development incentives may be an effective way to achieve this, and could include offering increased building heights or plot ratio bonuses to developers with larger-scale planning proposals that demonstrate exceptional energy efficient design and a significant reduction in energy consumption, without compromising urban tree canopy.

Incentives may also apply to developers who can demonstrate exceptional water management, water conservation and a significant reduction in mains water use.

Developers in the City will also be encouraged to adapt and reuse buildings, allowing developments that are constructed for one use to be retrofitted for another use. This type of development benefits from re-purposing embedded carbon within existing built form. Examples include using residential properties for non-residential uses in mixed-use areas; reusing warehouses as supermarkets or other retail uses and the use of houses in development estates as sales offices until they are ready to also be sold as housing. In the current market, the financial viability for developers to adapt and reuse buildings can be limited. The City will seek to work with the State Government and the development industry to explore incentives to increase the uptake of adaptive re-use techniques.

Land use planning that mitigates car dependency is another effective way to reduce carbon emissions. The Infrastructure section of the Strategy discusses mechanisms and actions to further encourage a modal shift from private cars to alternative and sustainable methods including:

- increasing transit - orientated development (TOD) in the City;
- requiring developers to include bicycle storage and end of trip facilities in certain types of developments;
- requiring a minimum number of electric vehicle charging bays in areas with higher provisions of parking such as activity centres, service commercial and industrial areas and on regional beaches;
- incorporating maximum rather than minimum car parking bays requirements; and
- increasing focus on reciprocal parking

A review of the City's Local Environmental Strategy is currently being undertaken, and once adopted, will be reflected in the next review of the Local Planning Strategy.




**Mitigating the negative impacts of climate change through future land use planning will be a priority for the City as development continues.**



### 8.1.2 Protecting biodiversity and increasing urban forest

Whilst urban development forecasts will result in the loss of some vegetation and natural landscapes in the City, we will focus on retaining our more significant habitat areas as well as increasing vegetation and urban tree canopy. This will also provide benefit in offsetting carbon emissions, improving urban ventilation and providing shade and amenity, which promotes walking and cycling.

The City's Local Biodiversity Plan identifies priority local natural areas and ecological linkages, which are not protected through State or Federal legislation. The Plan proposes to incorporate these areas into land use planning decision-making processes to retain and protect them from future development, where possible. The Local Biodiversity Plan is currently being reviewed and a new map will be provided to show local and regional ecological linkages. The relevant outcomes of the Plan and maps will be included in a revised version of the Strategy and the City will to explore opportunities to protect higher priority native vegetation through its local planning framework. Until the new Plan is finalised, the City will utilise the existing Plan in its planning decision-making. We will also seek to review local and district structure plans to determine opportunities to protect priority vegetation and give consideration to how future structure plans respond to, identify and propose to protect natural areas as part of planning assessment processes for scheme amendments, structure plans and development applications.

The City's Urban Forest Strategy, (developed to align with the WAPC's Better Urban Forrest Planning Guide), proposes an approach to maintain and increase tree cover to a minimum of 5% across all suburbs in the City, focusing on heat islands. This will gradually increase to 15-20% tree canopy cover across all suburbs as part of a staged approach.

A State wide, standardised approach to tree protection is currently being investigated. The City will work with the State to develop the approach and will investigate mechanisms within the local planning framework to protect significant trees.

Whilst the State Government has recently introduced minimum tree planting requirements for residential developments through the Residential Design Codes, we will consider applying this to all types of development, including commercial and industrial, through the local planning framework. This will involve investigating introducing minimum tree planting requirements per square metre, instead of ‘per lot’, with different planting requirements for different types of developments or locations (e.g. within activity centres). Additionally, increased soft landscaping percentages will be considered within the City’s built form policies to reduce hardstand areas and urban heat island effect and to enhance local streetscapes.

We will also 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 space for trees. As development occurs, particularly along the north-west coastal corridor and East Wanneroo, natural environments will become defining features of places and will contribute towards local identities and senses of place. Particular design outcomes that we will seek to achieve will include the provision of wider 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.

### 8.1.3 Waste management and contamination

As outlined in the Infrastructure section of the Strategy, improving ways in which developments use and manage waste will be important to improve the City's overall sustainability and reduce our contribution to landfill. The City's Waste Plan 2020 - 2025, outlines how we can improve upon our current waste management practices. In line with the Waste Plan, we will develop a local planning policy to guide the provision of waste management facilities in new developments.

Numerous contaminated sites exist throughout the City. We will continue to manage these in accordance with State Government legislation and regulations. Longer term, there may be an opportunity to investigate alternative uses for some contaminated land parcels as the demand for land increases and the cost of remediation decreases.

Local Planning Policy 3.1 - Local Housing Strategy has identified infill areas such as Yanchep and Two Rocks. These areas 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.

The City will assist to facilitate or advocate for connection to sewerage infrastructure for new development and, if necessary, investigating options for making it feasible where sewer is not currently available.



Amberton Estate, Eglinton

### 8.1.4 Water management

Over the last two years, the City has achieved Gold Waterwise accreditation from the Water Corporation in partnership with the Department of Water for meeting its water usage targets, demonstrating a proven track record for water management. This included the successful implementation of the Northern Coastal growth Corridor Water Supply Strategy, prepared in partnership with the Department of Water, resulting in certainty of supply for establishment and ongoing water use, as well as consistent landscaping across developments. Similar approaches could be considered for other areas of the City, including East Wanneroo, to ensure equity of approach across the City, and to further optimise groundwater use.

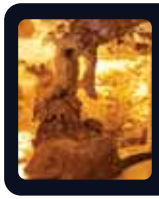
A Water Management Study has been prepared by consultants to support this Strategy (Appendix C). The study has a focus on North Wanneroo, but includes a number of findings and recommendations for the local government area, including scheme mechanisms and reservation of land to foster greater consideration of water management issues when determining development proposals. The City will consider the findings and actions from the Water Management Study and investigate the potential to implement the listed recommendations, where appropriate. 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 structure plans within these DSP areas.

### 8.1.5 Environmental characteristics in the City

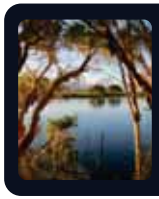
The issues, opportunities and actions outlined in this section seek to protect the City's most important environmental values. What follows is a summary of the values we will seek to protect for future generations to enjoy. The City seeks to protect these values through its planning policies, structure plans, environmental management frameworks and specialist strategies.



**Landforms and soils**
including the Quindalup Dunes, Spearwood Dunes and the Bassendean Dunes, requiring careful management.



**Karstic features and limestone caves**
which range in size with the most notable being the Crystal Caves in Yanchep. The City's local planning policy seeks to minimise the impact of development on these systems.



**Ground and surface water**
including the region's main water supply, the Gnangara Mound and other wetland ecosystems (e.g. Yellagonga) which provide habitat to a variety of flora and fauna.



**Coastline**
which is adjacent to a corridor that will experience rapid growth. Most of the immediate coastline is contained in reserves for Parks and Recreation, as well as 'Bush Forever'.



**Flora and fauna**
including 11 of the 15 vegetation complexes found on the Swan Coastal Plain (Pictured) and 27 rare and priority fauna species including varieties of turtles and cockatoos.

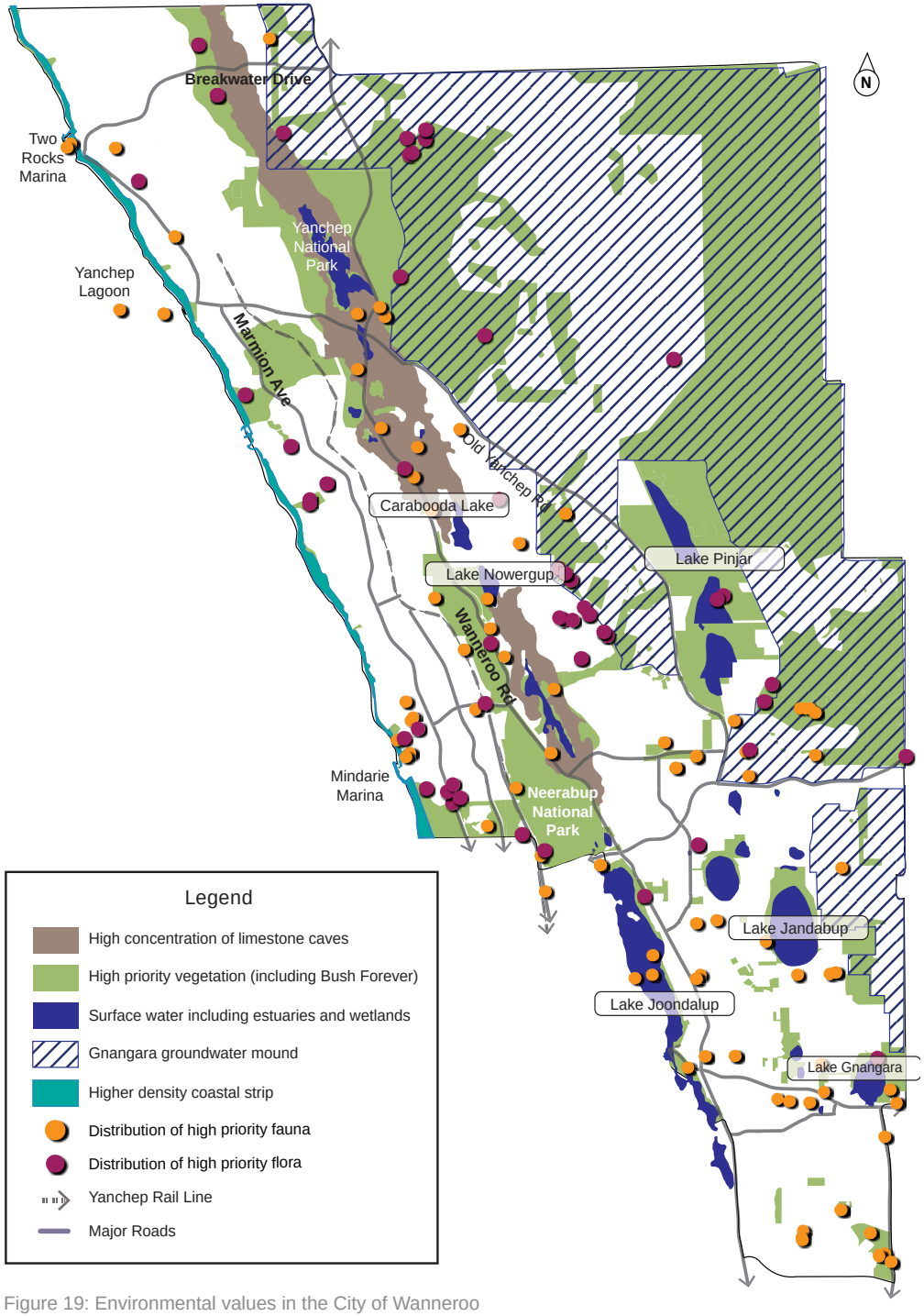



Figure 19: Environmental values in the City of Wanneroo

# 8.2 Coastal planning

## 8.2.1 Coastal assets and growth

Population growth will place increased pressure on the City's 32-kilometres of coastline to accommodate more visitors and to provide more recreational and commercial opportunities. Compared to other local government areas in metropolitan Perth, coastal areas in the City are relatively undeveloped. The coast is also continuously changing as a result of coastal influences such as coastal erosion, sea-level rise, storm events and tides and waves.

Coastal planning and development will occur in accordance with the City's Coastal Management Plan (CMP) which has been prepared in accordance with State Planning Policy 2.6: State Coastal Planning Policy (SPP 2.6). The CMP provides strategic directions and guidance to developers to assist with managing the City's coastline and foreshore reserves. It does this by allocating a hierarchy to coastal nodes based on future growth and use of these areas (Figure 20). The level of infrastructure and facilities provided along the coastline is largely dependent on the level of visitation a beach is expected to experience and the proximity and nature of the neighbouring communities which access the beach.

A land use planning action that results from the CMP is to review and amend existing structure plans to reflect the coastal node hierarchy. This will ensure that the infrastructure and facilities provided in and around each of the City's Coastal nodes are appropriate for their particular role as local, district or regional node.

The City has also prepared a Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) which identifies areas of the coast that are vulnerable to coastal hazards over a 100-year timeframe and includes a series of vulnerability lines based on future planning timeframes.

All future development along the City's coastline will have regard to the vulnerability lines shown in the CHRMAP. Therefore, it is imperative that all structure and other development plans reflect this so that fewer residents are exposed to coastal erosion and that all residents that will potentially be impacted by coastal erosion are aware of this.

Actions from the CHRMAP include reviewing existing and proposed structure plans to ensure they adhere to SPP 2.6 as well as investigating the provision of Special Control Areas in LPS 3. The intent of special control areas will be to establish specific development controls for land parcels that are vulnerable to coastal erosion.




Figure 20: City of Wanneroo Coastal Node Hierarchy

## 8.3 Planning directions and actions

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|---|---|---|---|---|
| **8.3.1 Climate Change**<br><br>Improve the energy efficiency and use of water in buildings and reduce the carbon footprint of developments. | Investigate ways to encourage the 'adaptive re-use' of buildings, through State and local planning frameworks. | a. Work with the State Government, private developers and industry associations to explore incentives for the 'adaptive re-use' of buildings in appropriate zones and incorporate them into State and local planning frameworks. | Section 4.3.1 of part 2 supports retaining existing built form and re-purposing it for other uses to assist with reducing the carbon footprint of developments. | Short Term |
| | Explore how the local planning framework can provide incentives for increased energy efficiency and water sensitive design in buildings. | b. Review Local Planning Policy 4.29: Renewable Energy Systems to determine if additional planning approval exemptions can be included for both residential and non-residential renewable energy systems. | Section 4.3.1 of part 2 encourages increasing the uptake of renewable energy facilities in residential neighbourhoods, particularly solar to improve the viability of technology such as virtual power plants (battery storage).<br><br>Providing further incentives for the development and installation of renewable energy systems will increase the uptake of such systems, and reduce perceived 'red tape'. | Short Term |
| | | c. Investigate inclusion of planning incentives in the local planning framework (e.g. density, plot ratio, height) for developers undertaking larger-scale projects that demonstrate specific environmentally sustainable design standards. | Section 4.3.1 of part 2 considers granting planning incentives where certain energy efficiency standards are addressed in building design, such as satisfying a certain star rating that meets or exceeds certain standards above the mandatory standards set by the NCC. | Short Term |
| | Encourage partnerships to deliver projects that showcase ecological sustainable development outcomes to the community, and how it can be achieved in a local context. | d. Encourage partnerships with private developers, DevelopmentWA, the Department of Communities and other State Government agencies that facilitate and demonstrate best practice sustainable development to be used as examples in the City's growth areas. | Section 4.3.1 of part 2 acknowledges that there are a number of examples in the Perth metropolitan area where State agencies and local governments have collaborated to deliver innovative and sustainable development outcomes. There is significant potential to explore similar development synergies within Wanneroo. | Medium Term |

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|---|---|---|---|---|
| **8.3.2 Protecting Biodiversity and increasing Urban Forest**<br><br>Ensure that environmental considerations are more prominently considered in planning processes, including to retain and enhance the City's urban forest and increase the provision of tree canopy. | Outline the locations of biodiversity hotspots and areas of high quality vegetation in the City and strengthen provisions in the local planning framework to protect them. | a. Include the relevant outcomes of the updated Local Biodiversity Plan in a revised version of the Local Planning Strategy and outline opportunities to protect higher priority native vegetation through its local planning framework. | Section 4.3.1 of part 2 notes that the Local Biodiversity Plan is currently beng reviewed, and the City will explore opportunities to include new provisions in its LPS 3 to retain and protect ecological linkages and priority natural areas from future urban development. | Short Term |
| | | b. Review current and future structure plans to determine opportunities to better protect environmental values and priority natural areas where possible, such as encouraging linear parkways and ecological linkages. | Section 4.3.1 of part 2 supports the introduction of functional 'linear parkways' and open space design, informed by the ecological linkages and priority vegetation mapped in the Local Biodiversity Plan, to be embedded into future planning and neighbourhood design responses. | Short Term |
| | Include requirements in the local planning framework for developers to plant trees and for existing trees to be protected, to assist to implement the Urban Forest Strategy actions. | c. Explore how the local planning framework can encourage a certain number of trees to be provided per square metre of development sites, above the minimum requirements of the Residential Design Codes. | Section 4.3.1 of part 2 identifies that mature trees improve the liveability of places in a number of ways including reducing stormwater run off, increasing air quality, storing carbon, providing shade, and reducing urban heat-island effects. | Short Term |
| | | d. Work with State Government to investigate mechanisms within the local planning framework to develop a Significant Tree Register. This may include collating a database of established specimens within the City for inclusion on the register Investigate whether a review of the existing Local Planning Policy 4.8: Tree Preservation could be used for this purpose. | Section 4.3.1 of part 2 supports the preparation of a significant tree register to identify existing trees and vegetation worthy of protection being protected. | Short Term |
| | | e. Consider introducing minimum tree planting and/or tree retention requirements for Commercial and Industrial development in the local planning framework. | Section 4.3.1 of part 2 recognises minimum tree planting requirements apply to some residential development and encourages these to be expanded for commercial and industrial development to increase the City's urban tree forest. | Short Term |
| | | f. Explore expanding the minimum soft landscaping requirement for non-residential developments in the local planning framework from the current 8%, with a particular emphasis on increasing landscaping and deep soil areas within the front setback area of a development site (i.e. between the street and building). | Section 4.3.1 of part 2 encourages increasing minimum requirements for soft landscaping and/or deep soil area percentages to reduce areas of hardstand and encourage landscaping, further reducing the urban heat island effect and enhancing streetscapes. | Short Term |
| | | g. Consider the need for a tree retention strategy or review of Local Planning Policy 4.8: Tree Preservation to guide tree retention during subdivision and development, with the aim to protect environmental values, retain biodiversity, shade and amenity. | Section 4.3.1 of part 2 recognises that the local planning framework can be updated to require minimum tree planting and landscaping in development across different zones which can maintain and increase the City's tree canopy. | Medium Term |

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|---|---|---|---|---|
| **8.3.3 Waste Management and Contamination**<br><br>Reduce waste and encourage recycling and or the reuse of waste produced to support the circular economy, lessen the need to extract resources and lowers the potential for contamination. | Ensure appropriate planning and management of contaminated sites, subject to rehabilitation potential. | a. Investigate alternative interim uses for contaminated sites within the City, whilst ensuring adherence to all guidelines and processes administered by the Department of Water and Environmental Regulation when considering future options for contaminated sites. | Section 4.3.1 of part 2 identifies that alternative uses for contaminated sites, particularly those in established areas, could be investigated as a longer-term goal. As the City develops and the economics of remediation improve, pressure may mount on developing this surplus land for alternative purposes.<br><br>Such uses of contaminated land could be for public open space and recreation purposes, as well as the development of renewable energy facilities (e.g. solar farms), where soil disturbances can be minimised.<br><br>In the interim, the City will seek to maintain and improve upon its management of existing contaminated sites, as well as minimise the impact of contamination upon existing environmental assets through land use controls. | Long Term |
| | Support the delivery of deep sewerage in areas where more housing could be delivered. | b. Advocate for sewerage infrastructure to be provided or upgraded in areas where new development could occur, such as Yanchep and Two Rocks. | Section 4.2 of Part 2 discusses that there are infill areas where development could potentially occur which do not have deep sewerage, such as Yanchep and Two Rocks. It also discusses that applying higher densities and delivering more housing in the planning areas of Wanneroo, Girrawheen and Koondoola are subject to the capacity of existing utilities including sewerage. | Medium Term |

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|---|---|---|---|---|
| **8.3.4 Water Management**<br><br>Integrate the management of water into the planning framework to support water security and the environment. | Ensure the holistic consideration of urban and regional water management matters within the planning framework. | a. Following finalisation of the DPLH's wetland framework, the City will consider the findings and actions from the Strategy's Water Management Study and investigate the potential to implement the listed recommendations into the local planning framework, where appropriate and in line with SPP 2.9. This may include updates to:<br>• the Local Planning Scheme;<br>• local planning policies, including Local Planning Policy 4.1: Wetlands and Local Planning Policy 4.4: Urban Water Management; and<br>• Water management studies that support structure plans. | Section 4.4.1 of part 2 identifies the importance of protecting and managing the City's finite water resources in accordance with SPP 2.9. This section also references the Water Management Study which has been included as Appendix C. | Medium Term |
| | | b. Investigate the implementation of statutory mechanisms over necessary Public Drinking Water Source Areas to provide controls for water quality protection. | Part 4.3.1 of part 2 recognises that the City's Water Management Strategy prepared in accordance with SPP 2.9 includes recommendations to amend the local planning scheme to introduce statutory mechanisms such as special control areas over 'Priority 3' public drinking water supply areas within the City. | Medium Term |
| **8.3.5 Coastal Assets and Growth**<br><br>Ensure that coastal development balances local needs with the protection and preservation of the environment. | Consider how applicable actions from the Coastal Management Plan 2021 (CMP) are implemented throughout the local planning framework. | a. Review and amend existing structure plans to reflect coastal node hierarchy as per the CMP. | Section 4.3.2 of part 2 encourages the City's planning framework to reflect the CMP, particularly within structure plans, to enable the applicable infrastructure and facilities to be provided over time. | Short Term |
| | | b. Explore how structure plans over land identified as vulnerable under the City's Coastal Hazard Risk Management and Adaptation Plan (CHRMAP), can be reviewed and amended to align with the CHRMAP and State Planning Policy 2.6 – Coastal Planning to provide for land use and development within areas subject to appropriate conditions applied to subdivision and development applications. This may include considering Notifications on Certificates of Title as well as time-limited approval, were relevant. | Section 4.3.2 of part 2 recognises all future development along the City's coastline should have regard to the vulnerability lines shown in the CHRMAP. | Short Term |
| | | c. Explore the introduction of Special Control Areas under LPS 3, or a similar planning mechanism, over land identified as vulnerable by CHRMAP. | Section 4.3.2 of part 2 identifies the needs for a special control area (or similar) to establish specific development controls for land parcels that are vulnerable to coastal erosion, ensuring that all development within designated areas are assessed against specific future vulnerability criteria | Short Term |




Public Transport, Kingsway

# 9. Infrastructure and utilities

**As development continues, the City will ensure that sufficient infrastructure and utility services are provided to enable residents to access social and economic opportunities and to provide essential services to assist their qualities of life. This forms an integral part of a 'well-planned City' which is a goal outlined in our Strategic Community Plan.**

Urban growth will place pressure on existing infrastructure, particularly the City's roads, as well as supplementary utilities including water, gas, electricity, telecommunications and waste management services. New infrastructure and utility services will be provided in growth areas, including our coastal growth corridor and the future East Wanneroo development. Existing infrastructure will also be upgraded as redevelopment occurs in existing suburbs such as Wanneroo, Koondoola and Girrawheen.

The Sub-regional Planning Framework outlines an objective to provide an efficient and effective movement network that integrates with land uses and connects the sub-region to the greater Perth, Peel and Wheatbelt regions. It also includes an objective to deliver service infrastructure and utilities in a cost effective way, in line with development staging requirements and to encourage multi-modal use of infrastructure corridors.

Whilst infrastructure and utilities will predominantly be provided by the Federal and State Governments, the City will work closely with them to plan their delivery. We will also continue to advocate for the provision of additional infrastructure to facilitate integrated transport in key places to support population and economic growth. This is also important to support economic development aligning with our Strategic Community Plan.

Aligning with the measures outlined in this section, residential density will be provided in key locations such as activity centres to capitalise on and maximise the use of existing infrastructure and utilities services. We will also increase the efficiency of our road networks by reducing congestion for freight vehicles and commuters by aligning land use and transport planning to encourage people to use alternative methods of transport than private cars.

**Our Strategic Community Plan Goals that relate to Infrastructure and Utilities are:**

**Goal 3:**
'A vibrant, innovative City with local opportunities for work, business and investment.'

**Goal 4:**
'A sustainable City that balances the relationship between urban growth and the environment.'

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

Figure 21: Strategic Community Plan goals relating to Infrastructure, Utilities and Transport




Figure 22: Transport Strategy 2019 / 20 Principles

Like most outer growth local government areas, the City is highly car dependent. Congestion is particularly prevalent along the Mitchell Freeway, Marmion Avenue and Wanneroo Road at peak periods. As a result, residents in the City experience longer car trips, traffic congestion and higher transport-related costs. Car usage also contributes to the release of carbon emissions which contributes to global warming. With a population that is expected to increase, car ownership and use in the City could rise to excessive levels which may have a wider impact on amenity and livability throughout the City.

In response, the City has developed a Transport Strategy which outlines eight broad principles to achieve the goal of 'creating a balanced and sustainable transport future' (Figure 22). This involves balancing car use with other methods of transport to reduce the negative impacts of car dependency.

# 9.1 Transport planning

## 9.1.1 Metronet and transit-oriented development

The key principles in our Transport Strategy describe elements of transit oriented development (TOD). This is a development style which maximises the residential, business and leisure spaces within walking distance of high-frequency public transport. By prioritising urban consolidation through increasing residential densities close to public transport, and by providing high quality pedestrian and cycle networks, the need to drive to access places of interest is reduced. A secondary benefit of TOD is that it capitalises on the provision of existing infrastructure and utility services such as electrical infrastructure, communications and waste management services.

The State Government's METRONET rail extension has delivered a 14.5 kilometre extension to the former Joondalup rail line from Butler station to Yanchep as well as three new stations in Alkimos, Eglinton and Yanchep, a new bus storage depot at Alkimos, and nine new road-over rail bridges.

The rail extension, new stations and associated infrastructure will provide a unique and rare opportunity to deliver TODs in largely undeveloped areas. A critical component of station access is reliable bus services and supporting infrastructure such as bus stops and potential targeted bus priority treatments (such as bus lanes). This will enhance service reliability and should be considered in planning for the wider subdivision around stations.

The City will work closely with State Government and other key stakeholders to facilitate this and ensure that developments, infrastructure and the public realm foster accessibility and provide strong connections to the stations and reflect a unique sense of place to encourage people to linger and enjoy these spaces.

In addition to the Yanchep rail extension station precincts, we will deliver TODs around activity centres and identified transit corridors. Our land use planning model, to maximise the use of public transport and pedestrian and cycle networks in and around centres, is outlined in Figure 23. To implement this we will review zones around activity centres and, where possible, amend them to better ensure mixed use zones frame our higher order activity centres. We will also include scheme provisions to require developers to provide end of trip facilities to implement the City's Active Transport and Cycle Plan.

Through our assessment and review of structure and precinct plans, we will ensure that cycle routes recognised in the City's Active Transport and Cycle Plan are included to ensure continuity and connectivity within the overall cycle network, and encourage cycle paths be designed to maximise bike rider and pedestrian safety from vehicle use, particularly at road crossings.

TODs will also be key to the delivery of the East Wanneroo District Structure Plan area which proposes the indicative location for a mid-tier route alignment through East Wanneroo with stations at Gnangara and Mariginiup. The City supports the alignment through these district and neighbourhood centres to support transit-oriented development and integration with surrounding urban areas. Mid-tier transport routes would provide an alternative option to traditional bus or rail transport in connecting people living in these suburbs to key activity hubs and amenities which are not currently serviced by fixed rail networks. The exact alignment is indicative and subject to further investigation in consultation with the State Government and Public Transport Authority before the final positioning is determined.

Another opportunity area is the Girrawheen District Centre, where attention will be focused on delivering a mixture of compatible land uses within the area, while having consideration of the current capacity of Girrawheen Avenue and whether any further development would increase pressure upon this link.




Figure 23: Transit-oriented development model

### 9.1.2 Providing the right amount of parking

As the population grows and traffic volumes increase in the City so will the demand for parking, particularly in activity and employment centres. Providing sufficient parking alone will not effectively tackle issues associated with car dependency, so the City will take a number of measures to address car parking demand. The increased prevalence of working from home is set to continue for the foreseeable future. This may influence the requirements for parking in certain areas and the City will continue to monitor provisions relating to parking based on emerging trends.

The need for parking in some areas will also be offset with the provision of more public transport options and walking and bike riding infrastructure. In line with one of the key principles in our Transport strategy, having a range of transport options in place will assist to change people's perspectives about the convenience of using alternative transport modes. Where possible, we will consider reciprocal parking, where different operating hours result in fluctuating parking demand at different times of the day (e.g. nightclub and office development). Over time, as places develop and offer more pedestrian, cycle and public transport options to enable people to be less dependent on their car, maximum rather than minimum car parking standards, will become a requirement through LPS 3.

As places in the City develop over time, some commercial developments may have limited scope to meet full parking requirements on-site. To address this, we will consider developing an option for 'cash in lieu' of car parking which could be used to provide parking or other alternative transport choices in other nearby areas. The provisions relating to this would be included in a new local planning policy which will also outline circumstances where reduced car parking provisions will be considered. In particular, a Payment in Lieu of Parking Plan could guide the manner and form in which payment in lieu of parking will follow and what the payment will be used for. In instances where TODs are serviced by good quality public transport, bike riding and pedestrian networks, payment in lieu of parking may be considered to facilitate the provision of alternative transport infrastructure instead.

The City will also consider the use of consolidated or shared parking facilities in key centres as a means of optimising land utilisation, reducing duplication of parking supply, and supporting the development of compact, accessible activity centres.

Parking in the City is a particular issue around schools where parking congestion can cause localised issues and overflows can impact the amenity of surrounding residential streets during peak times. The City is one stakeholder when it comes to the planning and development of public schools, which is predominantly administered by the Departments of Education and Finance.

The City will continue to work with the State Government, the Western Australian Local Government Association and other agencies to manage congestion and improve the provision of infrastructure around schools. The goal will be to achieve safe and more direct connections to encourage alternative methods of travel than private cars in line with our model in Figure 24.

There is currently no requirement for developers to install electric vehicle charging stations in carparks in the City. As the use of these vehicles increases so will the demand for more charging stations. The City will consider requirements within a local planning policy for the provision of electric vehicle charging bays and whether developers will need to provide a minimum number of bays as part of their proposals, particularly in activity centres, industrial areas, regional beaches and in key community facilities in the City.




Figure 24: Achieving direction connections to schools

### 9.1.3 Infrastructure advocacy priorities

The City's industrial areas in Neerabup and Wangara are important for ongoing economic activity to support the City and broader sub-region. The Sub-regional Planning Framework and Industrial Lands Authority's 10-Year Strategy outlines road upgrades that still need to be delivered in and around these industrial area's, including the Whiteman Yanchep Highway (planned 2032) and Flynn Drive.

The timeliness of the delivery of key transport routes will be critical to improve the ability of our industrial areas to service the City, greater Perth and other regions. Additionally, establishing an east-west development corridor between the City's industrial areas and broader freight transport network is deemed essential for opening up access to these industrial areas, attracting greater investment and employment opportunities in the region and alleviate pressures on existing freight routes which are often through residential areas.

The City's Connect Wanneroo Advocacy Plan 2021 - 2025, advocates for the fast tracking of the delivery of the road infrastructure outlined in Figure 25. The main priorities (Priority 1 projects) include upgrading Flynn Drive between Wanneroo and the future Whiteman to Yanchep Highway, extending Lukin Drive to connect the Mitchell Freeway with Wanneroo Road and realigning Whitfords - Gnangara Road and upgrading the intersection at Wanneroo Road, Wangara.

The Priority 2 project includes realigning Neaves Road to Flynn Drive and upgrading its eastern portion to Tonkin Highway. Other advocacy projects include bringing forward the planned upgrade of the Whiteman to Yanchep to connect Neerabup and the new proposed industrial areas with Perth Airport, Kewdale Intermodal Terminal and established industrial areas such as Malaga and Welshpool.

The Connect Wanneroo Advocacy Plan 2021 - 2025 also advocates for the implementation of the Two Rocks Marina Masterplan. Whilst not a port, the Marina is already a significant contributor to the regional economy and with the implementation of the Masterplan this contribution could be increased significantly. However, to do this, federal and state funding will be required.

In April 2024, the City adopted an updated Connect Wanneroo Advocacy Plan 2023-2032, which revised the City's key priorities in line with State and Federal political agenda's and work of Infrastructure Australian and Infrastructure WA. Despite some changes in priorities, the City's road rail and transport infrastructure priorities remain the same. A future review of the Strategy will reflect any updated infrastructure priorities in accordance with the City's Advocacy Plan.

### 9.1.4 Other major road projects being undertaken by the City

In addition to the new roads and upgrades identified in the State's Sub-regional Framework in Wanneroo, the City has its own road projects that it will deliver to make its transport network safer and more efficient. Some of our more significant projects include upgrading sections of Pinjar Road, Yanchep Beach Road, Joondalup Drive, Franklin Road and Two Rocks Road to four-lane roads. The design of Franklin Road in particular will be considered as the implementation of the East Wanneroo District Plan progresses. While the Department of Planning, Lands and Heritage (DPLH) is responsible for the planning of these roads due to their Other Regional Road classification, the City will undertake the upgrade works.

We will also improve black spot areas through measures such as installing traffic signals and roundabouts at dangerous locations to reduce the risk of crashes.

Whilst the City's District Structure Plans outline where major roads will be located in new areas, these will vary depending on further studies and in consultation with the relevant authorities at the local planning and subdivision stages. This will be the case in East Wanneroo where the road network shown in the District Structure Plan will likely vary and result in different connection points to the Whiteman Yanchep Highway than that District Structure Plan outlines.

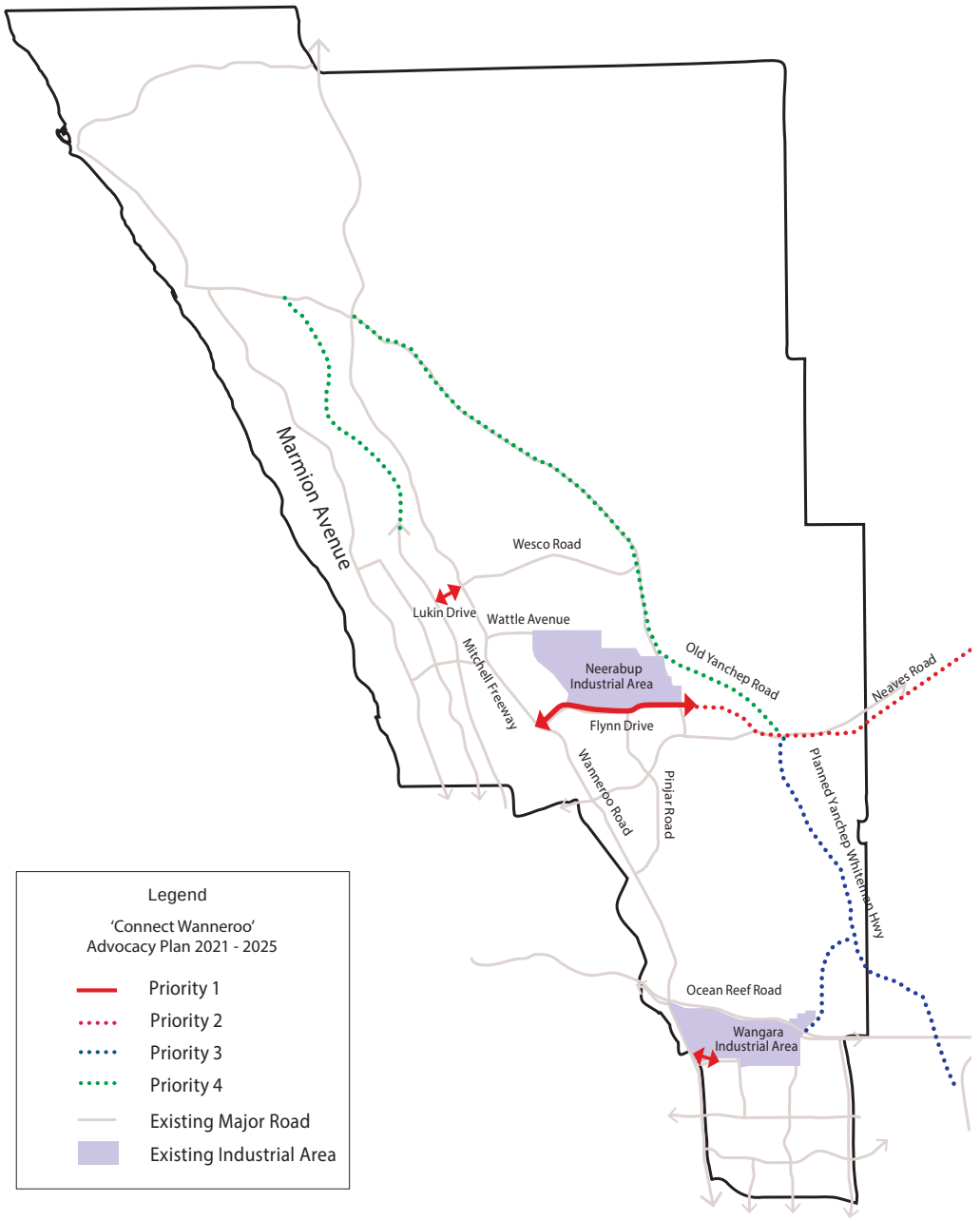



Figure 25: Road connections required in the City of Wanneroo Advocacy Plan 2021 - 2025

# 9.2 Utilities and services

## 9.2.1 Managing waste and contamination

In terms of utility services, improving the management of and reducing the amount of waste in the City will be important to increase our overall sustainability and reduce our contribution to landfill. The City's Waste Plan 2020 - 2025 outlines requirements for the City to manage its waste in a sustainable way. The management of bins in larger developments including apartments and mixed-use dwellings is a land use planning issue, due to the large amounts of bins in relation to available kerb space for pick up. In line with an action in the Waste Plan, we will develop a local planning policy to provide guidance for the delivery of waste management in new multi-residential developments. Guidance will assist developers to consider where waste will be collected and how it will be managed early on in planning processes.

A site has been identified for a Waste Innovation Precinct in Neerabup and preliminary planning is underway. This facility will allow all of Wanneroo's waste to be treated at a single facility instead of at multiple locations across the Perth metropolitan area as is currently the case. This facility may have the potential to incorporate 'waste to energy' solutions and other emerging innovations. As plans for this facility progress, the City will consider how local planning instruments, such as a local planning policy, can provide further guidance on issues such as land use buffers, site access and building envelopes to ensure its optimum performance and limit any impact on surrounding properties.

Laneways have become more common in low-density developments and can create a range of amenity issues associated with them. Service vehicles collecting waste can have problems navigating narrow laneways,

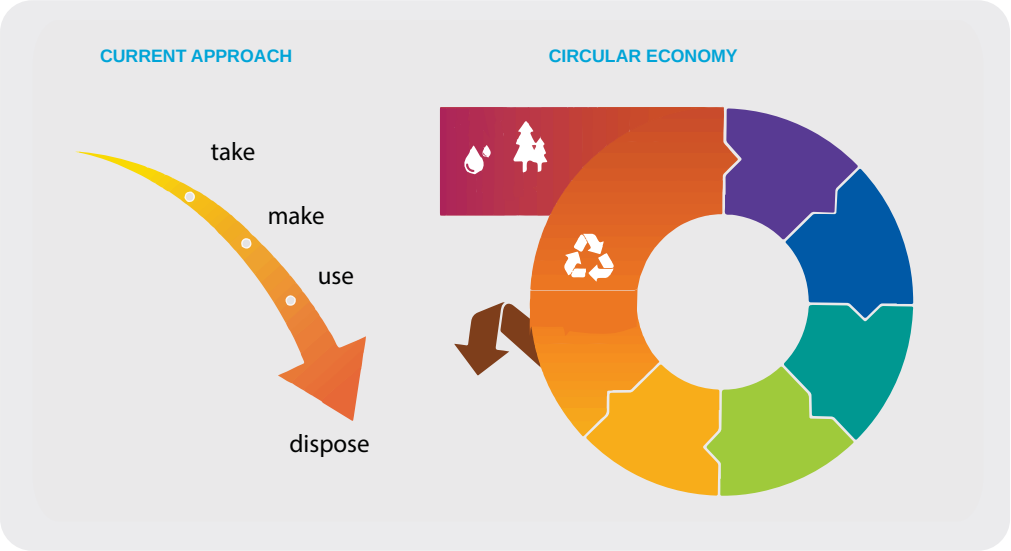



Figure 26: Circular Economy Approach (City of Wanneroo Waste Strategy)



and they are also used at times by people for illegal rubbish dumping. As laneway widths are outlined in the State Government's Liveable Neighbourhoods policy, we will work with them to explore ways to increase widths in residential areas in order to provide additional vegetation.

## 9.2.2 Renewable energy resources

The City contains significant parcels of land, which are currently unused or contain decommissioned land uses such as pine plantations. Alternative longer-term uses for this land, including for the development of renewable energy facilities such as solar farms, wind farms and mass battery storage areas, should be considered as the demand for renewable energy sources increases. The City will consider the development of a local planning policy to guide the design and siting of these uses, as well as other non-domestic renewable energy facilities, to ensure that any potential amenity impacts are minimised.

### 9.2.3 Conserving and managing water

Whilst the City has taken successful actions to reduce its water usage, it still faces significant water supply issues. The Gnangara Mound, which is the City's main source of drinking water, is severely declining as a result of reduced rainfall and increased consumption. To address this, in 2022 the State Government released its Gnangara Groundwater Allocation Plan (GGAP) which outlines a series of water cuts to most groundwater system users in order to rebalance the Mound. Those who will be impacted by water reductions and those who are exempt are outlined in Figure 27.

The City agrees with the need to rebalance its groundwater supply, however the State Government's plan to reduce water allocations for food producers in the City will have adverse impacts on this industry.

Following the release of the GGAP, 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.

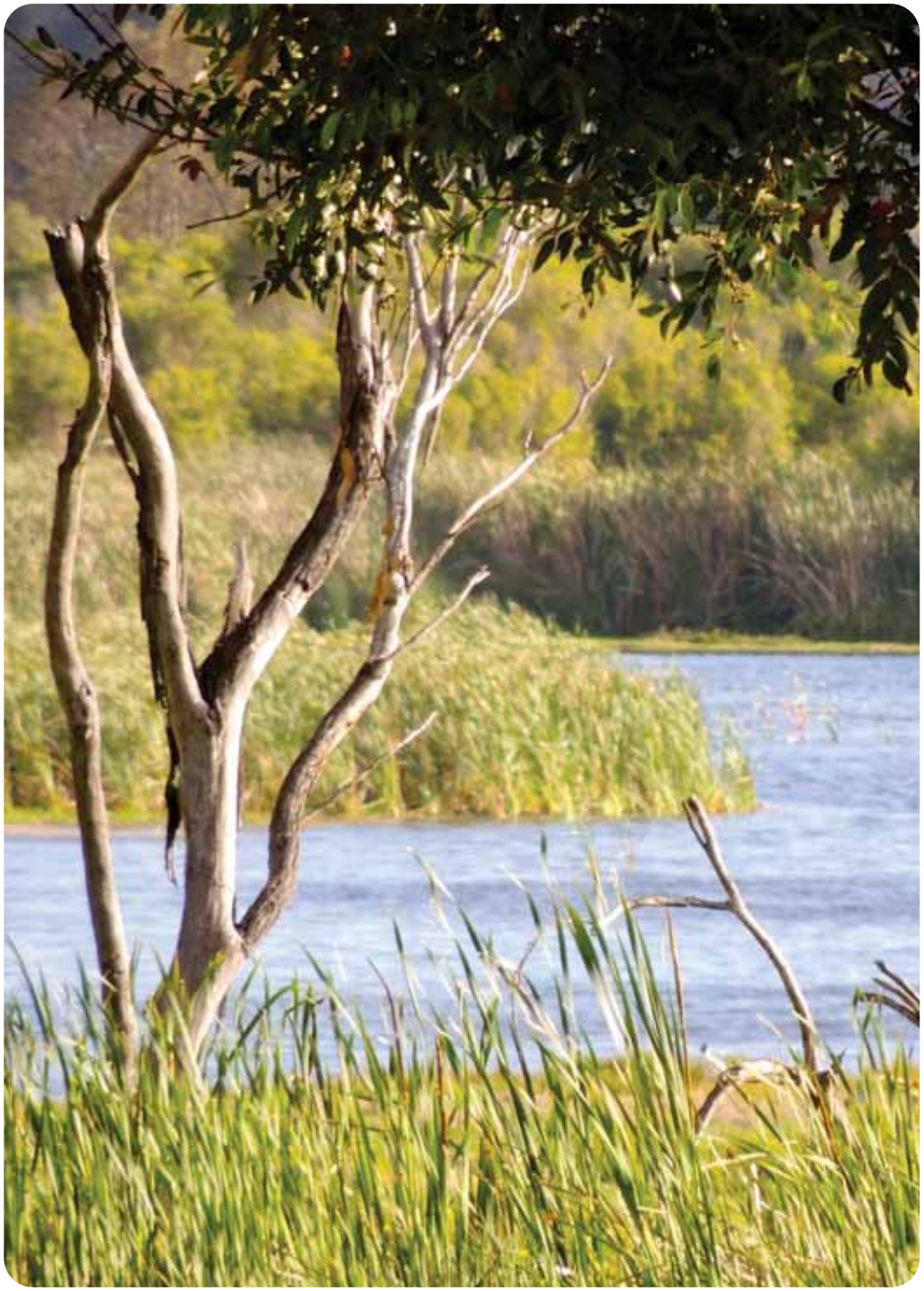
**Users Impacted**

- 27% reduction for the Water Corporation
- 10% reduction for agriculture and horticulture
- 10% reduction for the irrigation of parks, gardens and other recreational green spaces
- 10% reduction for most other licensed water users such as mining. Alignment of domestic garden bore water use to the scheme sprinkler roster in the Perth/ Mandurah area from 2022

**Users Exempt**

- Irrigation for schools and hospital grounds
- Irrigation for plants and trees for commercial purposes at established nurseries and tree farms
- Exemptions for a small number of other specified purposes and locations

Figure 27: Users impacted and exempt from groundwater allocation reductions.






## 9.3 Smart technology

### 9.3.1 Infrastructure to support smart technologies

The integration of smart technologies into the City, such as those included in Figure 28 are supported by Council and outlined in the City's Smart Cities Strategy. It is important for infrastructure to enable smart technologies to be provided in places early in development processes to avoid costly measures to retrofit it later on. For example, it is relatively inexpensive for developers to lay fiber cables during initial trenching when land is being urbanised which could be costly to install at later stages.

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. This includes high speed internet connections, which are of vital importance in the implementation and upkeep of smart technologies. It will then propose requirements for developers to install this infrastructure as part of development processes in the City. However, the delivery of smart technologies and the infrastructure required to implement them is not always within the City's jurisdiction.

### 9.3.2 Emerging technologies

Emerging technologies and trends will have the potential to reshape contemporary urban landscapes - particularly in relation to transport. An increase in the number of people working from home, shared transport options, self-driving vehicles and drone technology could alleviate vehicle dependence and free up road capacity. Although the full implications of self-driving vehicles are yet to be determined, this could potentially lead to the need for additional communal parking areas at key locations across the city and fewer private garages. Reduced personal vehicle ownership may mitigate the need for large double garages, potentially transforming a substantial share of housing stock with garages to other uses such as studios, rented short-term accommodation, or granny flats. Shared vehicle access is emerging as a viable alternative.

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.

**EV Charging Stations**

Electric Vehicle charging stations pull an electrical current from an outlet or the grid to deliver electricity to vehicles.

**Smart Street Lighting**

Smart street lights adapt the lighting in an area to the traffic and light conditions and can reduce carbon emissions and power costs.

**Smart Bins**

Smart bins monitor their own fill-level and alert waste collectors when they are nearly full and require collecting.

**Drone Technology**

Delivery drones offer an alternative to trucks for deliveries, reducing emissions and congestion on the roads.

**Mid-tier Transit Tech**

Mid-tier transit technologies allow for faster and lower cost transport compared to rail.

**Self Driving Vehicles**

Self-driving vehicles can drive themselves from a starting point to a predetermined destination using various technologies and sensors.

**Smart Irrigation**

Smart irrigation systems automatically adjust watering based on local weather conditions, reducing or turning off when it rains.

**Smart Traffic Lights**

Smart traffic lights use data to detect patterns of traffic and the movement pedestrians and cyclists approaching intersections.

Figure 28: Smart Technology Opportunities

## 9.4 Infrastructure map

The timely provision and upgrades of quality infrastructure and utility services in the City will continue to be important to facilitate urban development, economic growth and to contribute towards sustainable land use planning outcomes. What follows is an overview of our major current and planned infrastructure in the City.




### Legend

- **Existing Major Roads**
- **Future Planned Primary Distributor Roads**
- **Future Planned Arterial Roads**
- **Existing Rail Stations**
- **Existing Rail**
- **Future East Wanneroo Transit Stations***
- **Indicative Location of Future East Wanneroo Mid-tier Transport Route***
- **Existing Marina**
- **Future Marina**

*Future transport routes are indicative only and will require further planning in conjunction with PTA.

Figure 29: Infrastructure Upgrade Map.

## 9.5 Planning directions and actions

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|---|---|---|---|---|
| **9.5.1 METRONET and Transit oriented development**<br><br>Capitalise on the provision of existing infrastructure and utility services to support zoning changes which facilitate more efficient land use and reduce the need for people to use their cars. | Increase the amount of residential, business and leisure spaces within walking distance of public transport to facilitate transit orientated development. | Refer to actions 6.5.3(a) and (b) | N/A | N/A |
| | | a. Work with the State Government to plan for a dedicated mid-tier route through the Mariginiup and Gnangara town centres in the East Wanneroo District Structure Plan area in preference to the proposed alternative route along the Whiteman - Yanchep Highway. | Section 4.4.1 of part 2 encourages mid-tier route connections through the district and neighbourhood centres to support transit-orientated development. | Short Term |
| | Increase the provision of walking and bike riding infrastructure as well as end of trip facilities. | b. Explore development of a local planning policy that addresses end-of-trip facilities (such as requiring developers to install a minimum amount of bicycle parking and end-of-trip facilities in new developments), as well as requirements for mandatory weather protection and internal pedestrian connectivity connecting to the external footpath network. | Section 4.4.1 of part 2 supports the inclusion of more comprehensive cycling and end of trip facilities to supplement the delivery of the City's Active Transport and Cycle Plan. | Short Term |
| | | c. Collaborate with developers to ensure structure plans and precinct plans incorporate safe pedestrian crossing facilities on major roads, provide off-road shared paths, and integrate cycling routes identified in the City's Active Transport and Cycle Plan. | Section 4.4.1 of part 2 considers the need to provide usable active transport routes for pedestrians and cyclists which link key destinations to encourage people to utilise active transport modes instead of private vehicles. | Short Term |
| | Strengthen land use integration around transit oriented development and activity centres. | d. Review zoning surrounding transit oriented development and activity centres and, where appropriate, consider amendments to zoning ensure mixed use zones are applied to provide an appropriate interface to higher-order activity centres. | Section 4.4.1 of Part 2 reinforces the need to increase mixed-use zoning in and around the City's activity centres to support infill objectives and optimise the use of existing infrastructure. | Short Term |

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|---|---|---|---|---|
| **9.5.2 Providing the right amount of parking**<br><br>Review and simplify car parking requirements to streamline development processes. | Develop a more consolidated, user friendly and contemporary set of car parking standards. | a. Review existing parking provisions and explore subsequent amendments in LPS 3 to consider how parking can be flexibly and contemporarily addressed within the local planning framework. | Section 4.4.1 of part 2 outlines that requiring developments to provide an appropriate level of car parking while promoting alternative modes of transport will encourage people to use other forms of transport than private cars. | Short Term |
| | | b. Explore the development of a Payment in Lieu of Parking Plan when the need arises and, if required, an accompanying local planning policy or guidelines to outline cash in lieu for car parking requirements. | Section 4.4.1 of part 2 recognises the Regulations require the preparation of a Payment in Lieu of Parking Plan before such measures can be implemented by a local government. This should also outline the purposes for which the payment in lieu of parking will be used for. | Medium Term |
| **9.5.3 Infrastructure advocacy project**<br><br>Improve road connectivity for freight vehicles. | Champion the delivery of key infrastructure routes in accordance with the:<br>• City of Wanneroo Advocacy Plan 2021 - 2025.<br>• Transport Plan<br>• North-West Sub-regional Planning Framework<br>• Any other relevant State Government transport related strategies and plans. | a. Advocate to the Department of Planning, Lands and Heritage (DPLH) and Main Roads Western Australia (as applicable) for improved access to the Wangara Industrial Area & Neerabup Industrial Estate through the following initiatives:<br>• upgrade of Flynn Drive;<br>• realignment of Neaves Road;<br>• construction of Whiteman Yanchep Highway;<br>• extension of Lukin Drive to connect the Mitchell Freeway with Wanneroo Road; and<br>• Whitfords Avenue-Gnangara Road intersection upgrade<br>• Hepburn Avenue-Wanneroo Road intersection upgrade. | Section 4.4.1 of part 2 recognises that the timeliness of the delivery of new roads and upgrades is critical to ensure that the Wangara and Neerabup industrial precincts service the greater metropolitan Perth and other regions. | Short Term |

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|---|---|---|---|---|
| **9.5.4 Managing waste and contamination**<br><br>Improve how developments on private land manage and minimise waste. | Provide guidance to developers to manage waste in larger developments including apartment complexes. | a. Prepare a local planning policy and supplementary guidelines, if required, to outline waste management requirements and expectations for larger developments. | Section 4.4.1 of part 2 supports providing more guidance for developers to manage waste to alleviate bin storage and collection issues and improve waste management systems within higher density developments. | Short Term |
| | Address the implications of a waste recovery precinct in Neerabup. | b. Review policy provisions and the Scheme to consider how they can reflect appropriate interface and/or buffers to minimise the impact of a waste recovery precinct to adjacent land uses, with reference to any relevant guidelines produced by the Environmental Protection Authority. | Section 4.4.1 of part 2 recognises that the provision of a waste recovery precinct may result in land use conflicts with adjacent developments if measures are not provided in the planning framework. The location of the Waste Recovery Precinct in Neerabup has been set aside due to its placement in the Metropolitan Region Scheme. To supplement this, technical reporting will be required to review impacts to sensitive adjoining land uses and how these are managed. | Medium Term |
| | Explore mechanisms to increase laneway widths in residential areas. | c. Collaborate with the State Government to consider amending Liveable Neighbourhoods to increase required reserve widths for laneways in residential areas | Section 4.4.1 of part 2 of part 2 recognises that while laneway widths are determined by Liveable Neighbourhoods, the City can work with the State Government to review current provisions to encourage provision of additional area for vegetation and waste vehicle access and manoeuvring | Ongoing |

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|---|---|---|---|---|
| **9.5.5 Renewable energy resources**<br><br>Provide additional renewable energy infrastructure to assist the City to contribute towards the goal of net zero greenhouse gas emissions. | Work with developers to explore Community Battery Infrastructure roll out opportunities. | a. Work with developers in emerging residential and non-residential development areas, including East Wanneroo, to explore roll out of Community Battery Infrastructure. This may also include associated linkages to small-medium scale renewable energy infrastructure. | Section 4.4.1 of part 2 recognises that as demand for the establishment of larger scale battery storage facilities increases, the City will need to develop policy guidelines to outline the design and siting of these, to ensure that their amenity impacts are minimised. | Short Term |
| | Explore longer term alternatives for the use of decommissioned land, including for the development of renewable energy facilities. | b. Assess ways in which the siting and design of non-domestic (i.e. communal) renewable energy facilities can be used to minimise or avoid adverse impacts on the amenity of established neighbourhoods, with appropriate areas set aside for these uses within new structure planning and development areas. This may include development of a local planning policy. | Section 4.4.1 of part 2 encourages that appropriate reservations are provided in the neighbourhood design process to support the delivery of renewable energy facilities. The City will play a proactive role in ensuring that renewable energy infrastructure is considered as early as possible in these processes. | Ongoing |
| **9.5.6 Infrastructure to support 'smart' technologies**<br><br>Plan ahead for emerging and future infrastructure and utility technologies and trends. | Provide electric vehicle charging stations in select locations, including strategic metropolitan centres. | Explore opportunities to increase the provision of infrastructure to support 'smart technologies' including to:<br><br>a. Investigate how the City may require developers to provide minimum amounts of electric vehicle charging bays in prominent location such as activity centres, industrial areas, regional beaches and in key community facilities throughout the City.<br><br>b. Investigate ways to incentivise the provision of electric vehicle charging stations within activity centres, service commercial and industrial locations.<br><br>c. Investigate inclusion of provisions in a new car parking policy, or existing policy for road houses and service stations, to require or incentivise the installation of charging infrastructure. | Section 4.4.1 of part 2 supports including the provision of charging bays for non-residential development, with a focus on activity centres, to assist with the uptake of electric vehicles and ensure ample charging capability in well-served localities.<br><br>Installation of larger scale EV charging facilities in town centres is a preferred outcome in terms of sustainability and overall amenity, compared with traditional 'service stations'. | Short Term |
| | Ensure the local planning framework is fit for purpose to facilitate the rollout of 'smart technologies' within development areas. | d. Investigate the need for a local planning policy to address future emerging trends, such as smart technologies which may include guidance related to installation infrastructure in development applications. | Section 4.4.1 of part 2 recognises the local planning framework should closely align with any plans or guidelines produced by the City for smart technologies. | Short Term |



Botanical Gardens, Wanneroo

# 10. Planning areas

The City contains a number of areas that will experience significant change during the lifetime of this Strategy. However, most of these already have current precinct, structure or local development plans in place over them which will guide their land use planning and development, including the City's key growth suburbs in the northern coastal corridor. Subsequently, the planning areas nominated for inclusion in this Strategy are those major areas that will grow and do not have a complete local planning framework in place or have a planning framework in place that will soon be due for review.

Whilst East Wanneroo has a District Structure Plan and Local Planning Policy in place to guide its planning and development, structure plans are still required to guide the staged development of its 28 precincts. Given the size and significance of this area, it is imperative that development in East Wanneroo is appropriately staged and that there is consistency between each of the structure plan areas. For this reason, East Wanneroo is a planning area in this Strategy.

The Landscape Enhancement zone (including the former Dizzy Lamb Park site) is also a planning area as it has significant potential to develop as a niche rural tourism destination in the State. To facilitate this, the Scheme provisions relating to the area need to be reviewed including the zone objectives and permitted uses. The vision for the area and guidance to facilitate this review is provided.

A proposal to allow stand alone offices in a portion of the Wangara Industrial Area (WIA) is included in this Strategy. However, these uses must be of an appropriate size and scale so that they do not undermine the predominant industrial nature of the WIA. For this reason the WIA is a planning area and objectives for its development are outlined.

The remaining planning areas are Madeley District Centre (Kingsway), the Girrawheen District Centre (Newpark) and the Wanneroo Secondary (Town) Centre. The Needs Assessment undertaken to support this Strategy outline that they are each anticipated to experience retail growth in the future, which will trigger redevelopment opportunities. Actions included in this Strategy propose to remove the lower densities of the split codes applied in Girrawheen and Koondoola. A longer term action is to review additional areas in the City where densities could be increased, which may include areas around the Kingsway Centre.

It is noted that the area around the Koondoola Centre will also be considered for density increases. However, as the Koondoola Centre already has a Local Development Plan and Improvement Plan over it which transfers planning powers to the State, the Centre itself it is not included as a planning area in this Strategy.

A preamble about each of the planning areas, the focus areas and the City's objectives for their development follows.

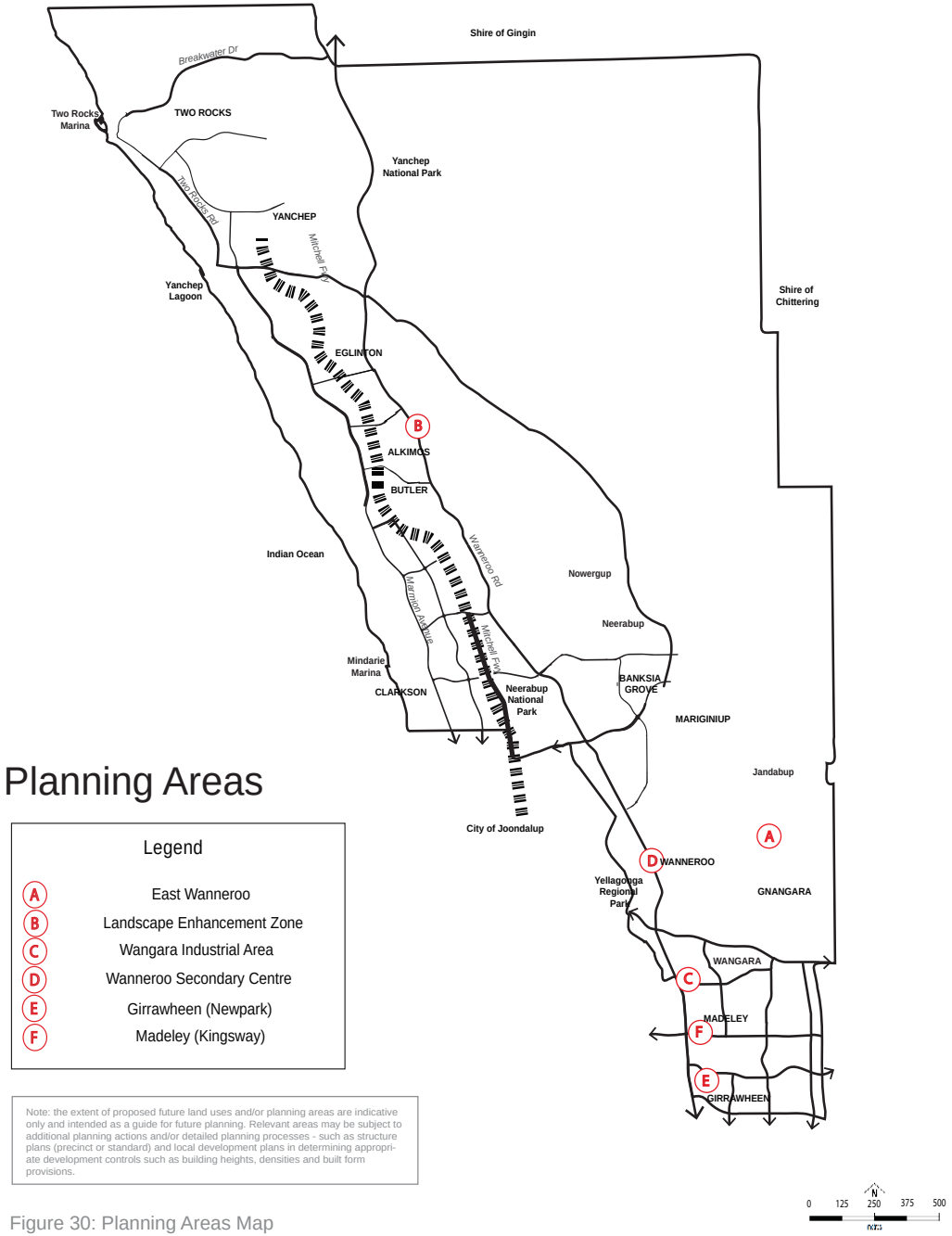



Figure 30: Planning Areas Map

# 10.1 East Wanneroo (A)

East Wanneroo is one of the largest areas ever to be urbanised in Western Australia and will be a key area of change in the City, with an ultimate planned population of 150,000 people. The East Wanneroo area is subject to the East Wanneroo District Structure Plan (EWDSP) which guides its progressive urbanisation in line with the WAPC's North-West Sub-regional Planning Framework 2018. The EWDSP will see the creation of 50,000 new homes and be supported by up to 20,000 new jobs.

East Wanneroo has a unique and diverse natural environment which includes lakes and wetlands, native vegetation and undulating landforms. East Wanneroo is also rich in Aboriginal and built heritage, including Berriman House and the former East Wanneroo school site. The area also has a history of rural and agricultural uses. The protection of these natural, historical and cultural values will be a defining feature in the future character of East Wanneroo.

In support of the vision, a district Sense of Place statement consolidates the relationship that future residents and visitors will experience with the area, based on the natural environment and heritage values of East Wanneroo.

The EWDSP has been divided in 28 precincts that will be developed in a staged manner. More detailed planning at a precinct level will occur through the preparation of proponent-led structure plans. Additionally, the City will implement and review the local planning policy for East Wanneroo to guide the development of individual precincts, ensuring coordination throughout the East Wanneroo district structure plan area.

This will see a gradual change over a period of 30 to 40 years from a largely rural and undeveloped area of approximately 8,300 hectares into an urban area that will include two large activity centres, a range of residential development and more than 40 schools (government and private) which will be supported by a strong movement and public transport network to enable ease of movement throughout and beyond the area.

> "East Wanneroo will be a place which offers housing and lifestyle choice for all generations, that supports, links and protects natural flora and fauna and wetland systems and celebrates local historic and cultural values."

## Planning Objectives

### Sense of Place

Create an area that draws on its natural features, former land uses, culture and heritage to develop an enviable area in which people will want to live and visit.

### Movement Network

Establish a movement network to enable people to move around easily, efficiently and safely within and beyond the area through an extensive network of paths, parkland links, roads and public transport.

### Design, Landscaping and Parkland Links

Retain existing vegetation and provide additional landscaping to create a community recognised for its environmental attributes comprising linear parks or landscaped boulevards to promote continuous tree canopies and extensive landscaping.



| Planning Direction | Action | Rationale | Time frame |
|---|---|---|---|
| To facilitate the urbanisation of East Wanneroo | Review all future structure plans to be consistent with the planning directions outlined in the East Wanneroo District Structure Plan and the City's local planning policy for East Wanneroo, and include developer contribution requirements for East Wanneroo into LPS 3. | Section 5.6 of part 2 outlines that there is a significant opportunity to guide the future planning and development of East Wanneroo, in order to create a place which offers diverse housing choice while protecting and celebrating its unique heritage and environmental values. A coordinated approach essential to the consistent development of services and infrastructure required for each of the 28 precinct areas identified in the East Wanneroo District Structure Plan area. | Ongoing |

**Focus areas**

## Residential Development

Residential development in East Wanneroo will include a diversity of housing to accommodate a range of people with different needs. It will include higher density housing in District and Neighbourhood centres such as apartments and terraced housing, medium density housing close to centres located in urban neighbourhoods and low to medium density housing, such as single houses, townhouses and terraces in Suburban and Character areas.

## Activity Centres

A district and neighbourhood centre will be developed which will provide for a pedestrian focused retail core and include mixed use development containing a range of commercial, business, health, educational and recreational uses centred around public transport links and supported by medium density residential development.

## Sense of Place

Sense of place is the connection that people feel to a place. There are many elements which contribute to sense of place in East Wanneroo including its natural and diverse environment. Through planning processes developers will be encouraged to consider the East Wanneroo's District Sense of Place Statement and include elements in development areas that reflect East Wanneroo's history, natural environment, culture and heritage.

## Design and landscaping of road networks and parkland links

The design of the movement network will incorporate selected street tree species and landscaping which will contribute to creating a sense of place for residents and visitors. As well as facilitating vehicle movements, roads will also provide a place for people to walk, run and cycle. Parkland links will provide amenity and connectivity to provide opportunities for district-wide cycling, pedestrian movement, nature-based experiences and opportunities for local enjoyment and to access schools. They will comprise of linear parks or landscaped boulevards to promote a continuous tree canopy and extensive landscaping. Ecological corridors would also be facilitated to protect native vegetation and enhance biodiversity.

## Public Open Space

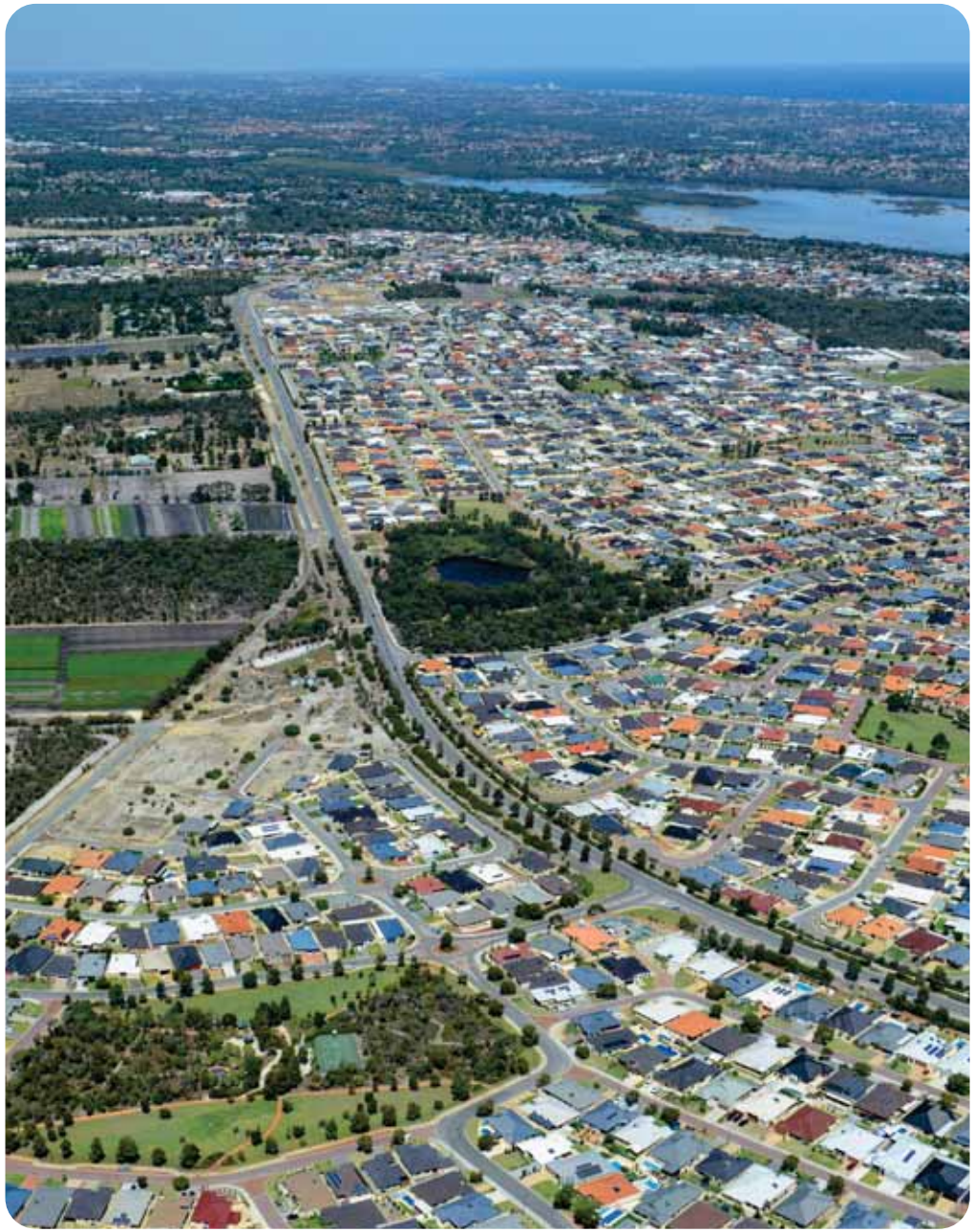
The EWDSP area will have extensive parks and recreation areas including lakes, natural bushlands and sporting fields. These areas will play a significant role in creating spaces for people to enjoy and connect with others for casual recreation or active sports.

## Public Transport

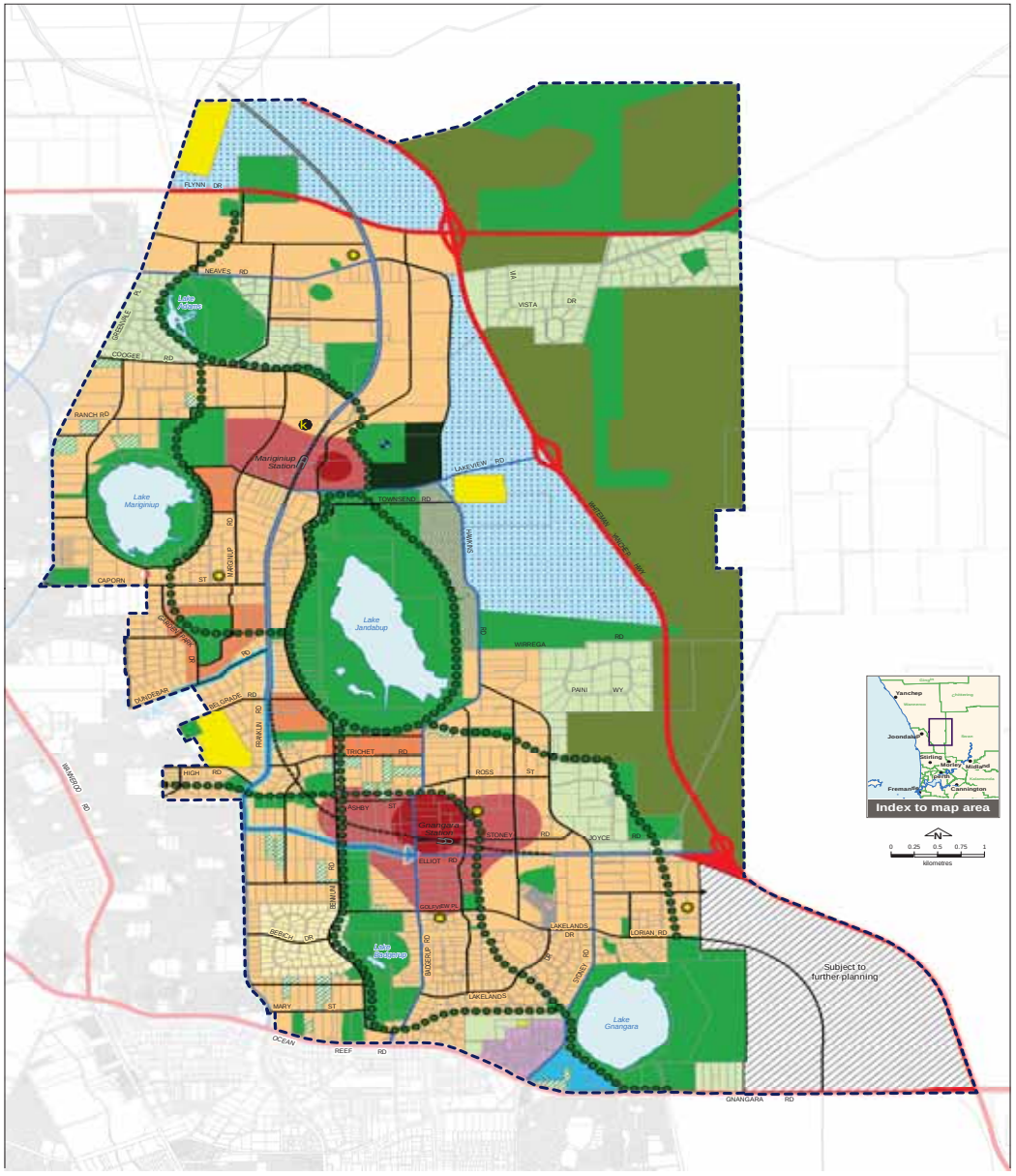
The area will be serviced by public transport that will form part of a broader network that will connect East Wanneroo to others parts of the Perth metropolitan area, through transit corridors between the future centres at Gnangara and Mariginiup and the Wanneroo town centre and beyond.

## Community Facilities

Provision of facilities that support the community through multi-purpose buildings, recreation centres, libraries, art galleries and exhibition spaces, sporting grounds and infrastructure. Facilities will be developed and located to cater for all members of the community regardless of age income, social status, cultural background, gender or ability.



# Planning Area 'A' Map
# East Wanneroo




Note: the extent of proposed future land uses and/or planning areas are indicative only and intended as a guide for future planning. Relevant areas may be subject to additional planning actions and/or detailed planning processes - such as structure plans (precinct or standard) and local development plans in determining appropriate development controls such as building heights, densities and built form provisions.

## Legend

- Centre
- Urban neighbourhood
- Character areas
- Suburban neighbourhood
- Special residential area
- Employment area
- Industrial
- Public purpose
- Parklands
- Parklands ( Subject to confirmation)
- Parkland link
- Regional sporting fields
- Rural
- Service commercial
- State forest
- Tourism opportunities
- Subject to further planning
- Structure plan boundary
- High school
- Groundwater holding facility
- Wastewater pump station (Jandabup PS 'A')
- Primary distributor road
- Transit corridor
- Transit station
- Transit corridor (Underground)
- Transport corridor
- Integrator arterial road
- Neighbourhood connector
- Rapid transit route

Figure 31: East Wanneroo District Structure Plan

# 10.2 Existing Landscape Enhancement Zone and Former 'Dizzy Lamb Park' Site (B)

The land which comprises the Landscape Enhancement (LE) zone in the City's DPS 2 is well-placed to become an important regional tourist destination that offers unique visitor experiences and showcases Wanneroo's agricultural and rural history and character. This zone sits alongside lakes and wetlands in Carabooda and Nowergup and contains significant vegetation and fauna.

The LE zone was introduced into DPS 2 in 2016 following extensive engagement with landowners. This engagement process allowed residents to participate in the development and promotion of the zone, which has built community pride and fostered a sense of ownership over the area.

Since the creation of the LE zone, some rural tourism uses have emerged in the area. However, there is significant potential for further growth and the establishment of other niche rural tourism offerings.

To encourage more investment opportunities in the LE zone to provide unique and enriching visitor experiences, the City will review mechanisms through its preparation of LPS 3 to better reflect the area's intent and consider amending the zone's boundaries to include additional lots that could offer rural tourism pursuits. Examples of land uses that may suit the area include cafes, micro breweries, restaurants, farmers' markets, cider houses, art galleries, reception centres, camping grounds and chalets, as well as other land uses which complemented the landscape setting. Any future rezoning in this area should consider natural hazards, including bushfire risk, peat soils and karst formations. It is noted that the Bushfire Hazard Level Assessment prepared to support this Local Planning Strategy identified significant bushfire risks present within this area that will need to be addressed through subsequent planning stages.



## Planning objectives

**Facilitate Niche Tourism Development**

Investigate a range of tourism opportunities that are compatible with rural Wanneroo's unique landscape amenity and character.

**Protect Sensitive Land Uses**

Avoid potential land use conflicts to ensure that developments do not detrimentally impact sensitive land uses such as residential and associated developments or farming practices.

**Retain Sense of Place and Local Vegetation**

Manage the preservation and protection of vegetation, karst formations and fauna, in addition to areas of visual or landscape quality.'

**Facilitate Agriculture & Horticulture**

Investigate mechanisms to better reflect the rural-tourism intent and objectives of the zone and encourage land uses that are not consistent with these objectives to be located in other zones.

| Planning Direction | Action | Rationale | Timeframe |
|---|---|---|---|
| To protect and enhance this area as an important tourism destination that offers unique visitor experiences and showcases Wanneroo's agricultural and rural character. | a. Investigate scheme mechanisms that will better reflect the rural-tourism intent of the existing Landscape Enhancement zone.<br>b. Consider including mechanisms in LPS 3 to allow larger recreational and 'landmark' tourism uses on the following lots, that are compatible with the area's surrounding rural character and where risk to people, property and infrastructure can be managed:<br>• Lot 5838, Karoborup Road, Carabooda (the former Dizzy Lamb Park site);<br>• Lot 2 Bailey Road, Carabooda; and<br>• Lot 1 Karoborup Road, Carabooda.<br>c. Explore the rural tourism potential of other rural lots in North Wanneroo as well as scheme mechanisms to encourage rural tourism in this area. | Section 4.2.2 of part 2 outlines that clear and distinct objectives for the development of this area must be clearly articulated outlined to landowners and potential investors in the planning framework for it to develop in line with the vision for the area. | Short Term |

## Provide clear zone objectives

The area comprising the LE zone has unique objectives which differ from those in its neighbouring Rural zones. For example, this zone does not accommodate more extensive agricultural or horticultural activities or the keeping of animals for meat production. Rather, the LE zone accommodates agricultural pursuits that are generally of a smaller-scale and rural tourism activities that do not detrimentally impact these sensitive neighbouring land uses.

Outlining a clearly defined area and explicit zone objectives will enable landowners and potential investors to easily understand what the City is seeking to achieve in the area.



## Review scheme provisions



Through the preparation of LPS 3, and as this area develops, we will review the land uses that are appropriate for the zone and amend these to ensure that development continues to align with the area's objectives and the State planning framework. We will also review provisions to ensure that land use conflicts do not occur and other sensitive land uses are protected. In accordance with a current objective for the LE zone, all development will be conducted in a manner that preserves the rural character of land within the zone.

## Amend the zone boundaries



When the LE zone was introduced into the scheme, the zone boundary was amended to remove those land parcels considered to contain basic raw materials (BRMs). This resulted in the application of two zones over some lots in the LE area. The potential locations of BRMs has since been revised and reduced. As a result the City will consider amending the LE zone to reflect this and include other adjacent land areas that could be used for rural tourism activities, subject to it being demonstrated that the risk of natural hazards can be avoided or appropriately managed.

## Former 'Dizzy Lamb' Park Site

An important site in this area is the former Dizzy Lamb Park site and its neighbouring lots at 400 & 414 Karoborup Road and 23 Baily Road, Carabooda.

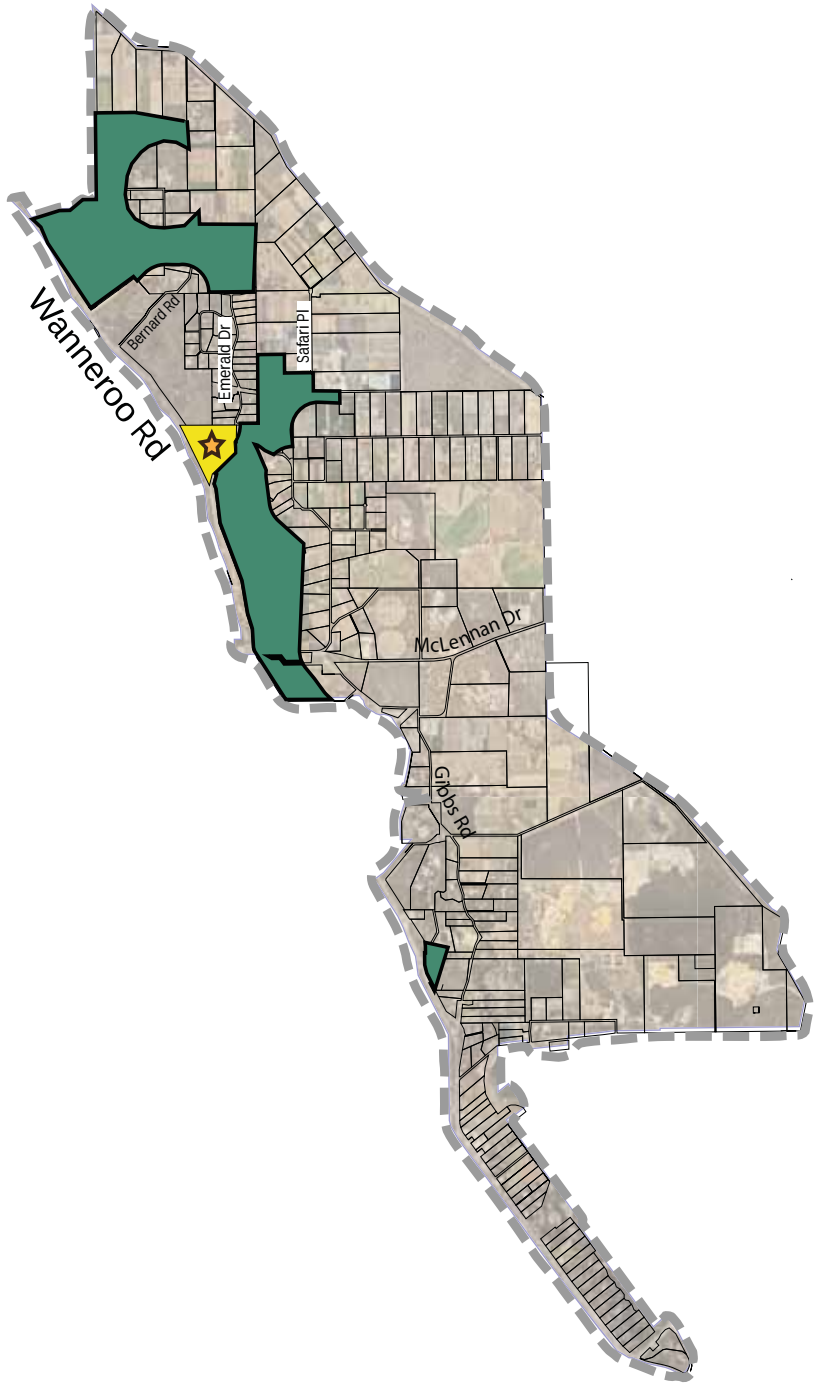
The former Dizzy Lamb Park site has been an iconic tourist destination for many decades, housing a variety of amusement / entertainment uses including the former 'Dizzy Lamb' theme park in the 1980s and 90s and currently WASP Paintball. This site is approximately 18 hectares and is located along Wanneroo Road with good exposure and vehicle access, making it a prime tourist and stop over destination.

At present, three different zones apply to the subject lots which have one owner. This limits the potential for the site to develop more consistent tourism uses across the entire land area.

Given the history and significance of the site, and its location in the heart of the existing Landscape Enhancement zone, the City will investigate and 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.

Importantly, planning proposals would need to demonstrate that the risk of natural hazards to people, property and infrastructure can be avoided or appropriately managed, and be compatible with the surrounding rural character, and demonstrate the preservation of environmental values. Such uses would need to be compatible to the surrounding rural character, and development proposals would need to demonstrate the preservation of environmental values. The City will investigate zoning and scheme mechanisms for the land that will reflect this intent.




# Planning Area 'B' Map
# North Wanneroo Rural
# Landscape Tourism Zone

Legend

Planning Area Boundary

Cadastral Boundary

Environment & Recreation

Existing
Landscape Enhancement Zone

Proposed Tourism Hub/Focal Point
(former 'Dizzy Lamb' site)

Note: the extent of proposed future land uses and/or planning areas are indicative only and intended as a guide for future planning. Relevant areas may be subject to additional planning actions and/or detailed planning processes - such as structure plans (precinct or standard) and local development plans in determining appropriate development controls such as building heights, densities and built form provisions.

N

0 500 1000 1500 2000

Figure 32: Existing Landscape Enhancement Zone

# 10.3 Wangara Industrial Area (C)

The Wangara Industrial Area (WIA), which includes the suburb of Wangara and a portion of Landsdale, is an established industrial area that generates significant economic activity and employment opportunities. The WIA predominantly consists of industrial and manufacturing uses. However, its western portion also accommodates car sales, vehicle repairs and some showrooms. There are also a number of supporting businesses and stand-alone offices, in the WIA. 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 Neerabup Industrial Area.

Since the 1990s, the WIA has expanded, including the office / business floorspace proportion, which represented 5.6% of the area's total floorspace in 1990 and 12.6% of the total floorspace in 2016. Whist many of these offices are ancillary to their building's predominant industrial uses there is also an increasing demand for stand-alone offices which offer professional services to local businesses and workers. Some of these include accountants, architects, engineers, lawyers, insurance brokers, IT/Comms, real estate agents and other typical industry related service providers. The Needs Assessment which supports this Strategy, outlines that the City should expect office / business uses to continue in line with this historical growth although the final proportion of the overall use is unlikely to grow beyond 15% of total WIA floorspace.

As the Needs Assessment indicates, at ultimate build out stand-alone offices and businesses are expected to represent an estimated 2% to 3% of the total employment floorspace which would be between 50,000m² and 75,000m². Importantly, the Needs Assessment notes that this demand for offices in the WIA will not impact the demand for offices in the City's activity centres. Rather stand alone offices will most likely locate in the WIA to offer specific services to nearby client markets which will predominantly consist of industrial workers and businesses.

Whilst there is some capacity for stand-alone offices of a limited size and scale to occur in the WIA, it is important that their presence does not undermine the predominant industrial nature of the area. Through the preparation of the new LPS 3, the City will consider appropriate locations for a limited amount of small-scale stand alone offices taking into account:

- the potential for a consolidated location to avoid ad-hoc office development occurring throughout the precinct.
- appropriate development controls to address size and scale and the relationship to the street.
- 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.

## Focus areas

### Built form

The height, size, shape and configuration of future office buildings as well as their relationship to streets and open spaces will need to be considered to ensure that stand-alone office developments contribute to the area's identity and integrate well with the surrounding environment.

### Appropriate location

An appropriate location for stand-alone offices in the WIA will be investigated as part of the preparation of LPS 3. The City will consider consolidating this land use to a defined location to prevent ad hoc office developments from occurring around the WIA.

### Types and scale of development

Stand-alone offices developments may be supported where they support and complement local industries. The size and scale of office developments needs to be appropriate to the area and not undermine the areas' predominant industrial focus or the role of nearby activity centres to accommodate offices.

## Planning objectives

### Protect Industrial Land Uses

Prioritise the area's primary industrial role by limiting the scale, amount and size of other land uses permitted to prevent land use conflicts from occurring and to ensure the area continues to prosper as a major industrial hub.

### Facilitate Office Uses to Support Businesses and Workers

Support the provision of office development in specific locations as additional uses to support increasing demand for professional services in the area.

### Achieve Quality Built Form Outcomes

Utilise the local planning framework to set out built form provisions that ensure stand-alone office uses are complimentary to surrounding development.

| Planning Direction | Action | Rationale | Timeframe |
|---|---|---|---|
| Investigate inclusion of provisions in the local planning framework to allow for offices of a limited size and scale in specific locations to ensure land uses are compatible and consistent with the zone objectives | Investigate including stand alone offices as 'additional uses' in the new LPS 3 in specific locations in the WIA. | Section 4.2.1 of part 2 outlines that there is increasing demand for office spaces in the Wangara Industrial Area to offer more professional services. The City's Employment Land Study supports the location of office uses in key locations in the industrial area. | Short Term |

# 10.4 Wanneroo Secondary Centre (D)

The Wanneroo Secondary Centre, known as the Wanneroo Town Centre, was established in the early 1900s to support the commercial and retail needs of surrounding rural landowners. Over the last 40-years, the urbanisation of rural land parcels in the area has resulted in the Centre's growth and redevelopment to cater to an increased population. In the future, the urbanisation of East Wanneroo will result in an additional 150,000 people. Whilst the East Wanneroo District Structure Plan (DSP) area will accommodate its own activity centres, the Wanneroo Town Centre will be the largest centre within proximity to the DSP area to service the needs of this community.

A Precinct Plan is currently being prepared to guide the subdivision and development of land contained within the Wanneroo Town Centre which will replace the existing Wanneroo Town Centre Activity Centre Plan No. 23. The Precinct Plan will facilitate the development of a vibrant, progressive and prosperous centre providing for a mix of commercial, residential, mixed use and civic uses.

The Centre's continued growth and revitalisation will be important to attract more people to live and work in the area. To meet this demand, City will consider recoding the split-coded lots around the Centre and applying a suitable single code, subject to the servicing capacities of the infrastructure and utility networks. The area's capacity to accommodate more housing is outlined in Table 5.

### Planning objectives

**Facilitate Expansion**

Support future expansion that provides opportunities for a mix of land uses and facilitates infill development in the area, including investigating higher density residential development around the centre.

**Improve Built Form**

Encourage the built form and scale of development that positively contributes to the public realm and streetscape by providing good amenity and passive surveillance at the ground level to encourage improved pedestrian connectivity and legibility across the centre.

**Improve Connectivity**

Consolidate fragmented development throughout the centre, and support improved pedestrian connections, public open space and the public realm to make a more attractive and inviting place for people to visit.

Table 5: Dwelling ranges within walkable catchments around the Wanneroo Secondary Centre.

| Infill Planning Area | Dwelling Estimate Range | |
|---|---|---|
| | Lower Growth | Higher Growth |
| | Business as Usual | Additional Latent 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 |

### Focus areas

**Centre Expansion**

Detailed planning for the Town Centre will occur through a revised Precinct Structure Plan, which will replace the existing Activity Centre Structure Plan and provide for a more contemporary planning framework to facilitate the Centre's redevelopment.

**Residential Development**

Higher and medium density residential development will occur within walkable catchments to the Centre, which will assist to facilitate a transit orientated method of development. Delivering higher densities around the Centre will also assist the City to contribute towards delivering the State's infill development target.

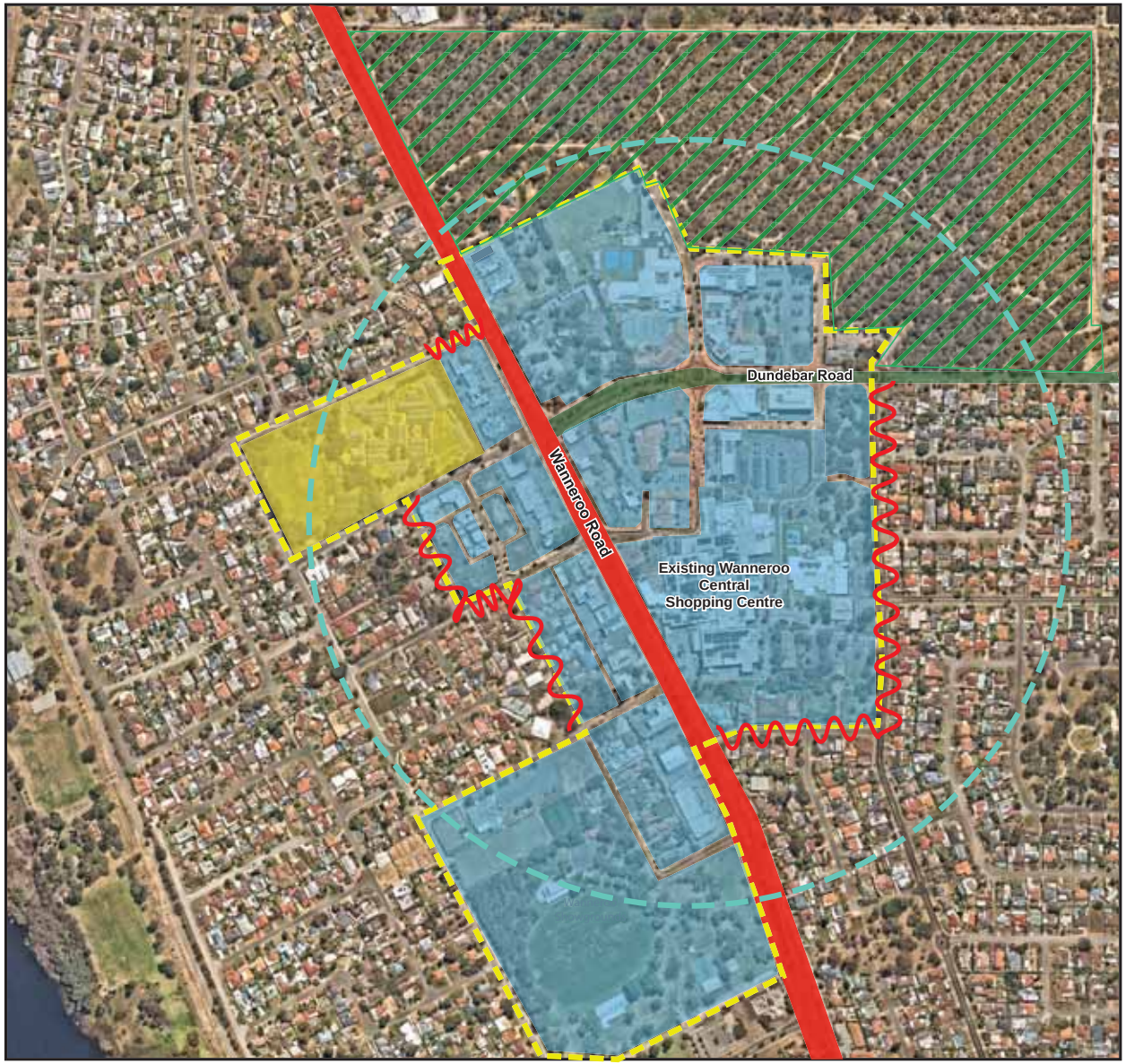
**Access to transport**

Locating high and medium density housing along Wanneroo Road will provide greater access to the high frequency public transport services which are provided along this road. This will facilitate a more walkable environments and reduce the need for private vehicles to access people and places.

**Public Realm**

The design of the public realm will incorporate selected trees and landscaping which will contribute to a sense of place. Public space interfaces will be activated and provide shade, seating, lighting and pedestrian amenities. Roads and green links will provide amenity, connectivity and opportunities for cycling and walking.

| Planning Direction | Action | Rationale | Timeframe |
|---|---|---|---|
| To guide the future development and expansion of the Wanneroo Secondary Activity Centre into an attractive mixed use community hub and to encourage the development of higher density housing within close proximity to the Centre's services and amenities. | a. Require a precinct plan to be prepared to facilitate redevelopment of the centre into a contemporary activity centre which offers mixed uses and higher density residential development.<br>b. Investigate the capacity of existing infrastructure and utility networks to service areas around the Wanneroo Town Centre where density increases could occur. Liaise with State Government agencies to provide and/or upgrade these infrastructure and/or utility networks. This action links to Action 6.5.2(a) in Section 6.5. | Section 4.2.1 of part 2 outlines that the delivery of an up to date Precinct Plan for the Town Centre is needed. The Needs Assessment prepared to support this Strategy outlines that the Centre will experience growth over the next 20 years. The current structure plan in place for the Centre came into effect in 2001 and is due for review. | Short Term |




## Planning Area 'D' Map
## Wanneroo Secondary Centre

- Activity Centre Boundary
- Future urban subject to further environmental investigation
- 400-metre Walkable Catchment
  - High density within 400 metres
  - Low to medium density outside 400 metres
- Interface Consideration
- Primary Regional Road
- Local Distributor Road
- Centre
- Public Purposes

Note: the extent of proposed future land uses and/or planning areas are indicative only and intended as a guide for future planning. Relevant areas may be subject to additional planning actions and/or detailed planning processes - such as structure plans (precinct or standard) and local development plans in determining appropriate development controls such as building heights, densities and built form provisions.

N

0 50 100 150 200

metres

Figure 33: Wanneroo Secondary (Town) Centre Planning Area

# 10.5 Girrawheen District Centre (E)

The Girrawheen District Centre, known as Newpark Shopping Centre, developed in the 1970s and underwent expansion in the late-1980s however, its footprint remained relatively unchanged. The Needs Assessment prepared to support this Strategy projects that the centre's retail floorspace will nearly double in the next 10-15 years. As there is no specific planning framework in place over the Centre to guide its development, including built form, a precinct plan will be beneficial to outline how this Centre will transition to a contemporary activity centre.

Additionally, there is a smaller Local Centre within proximity, known as the Hainsworth Shopping Centre. Whilst Hainsworth is not anticipated to experience retail floorspace growth and does not require a Precinct Plan to be prepared for it at this time, there is an opportunity for more housing to be provided around both centres given their transport connectivity, green spaces and range of retail and other uses. The City will consider removing the split-code which applies to lots in Girrawheen and apply a suitable single code, subject to the servicing capacities of the infrastructure and utility networks. The area's capacity to accommodate more housing is outlined in Table 6.

### Planning objectives

**• Facilitate Expansion**

Support future expansion that provides opportunities for a mix of land uses and higher residential development in and around the centre.

**• Improve Built Form**

Encourage the built form and scale of development to positively contribute to the public realm and streetscape by providing good amenity and passive surveillance.

**• Improve Connectivity**

Consolidate fragmented development throughout the centre and support improved pedestrian connections, open spaces and the public realm.

**• Reflect Local Character & Heritage**

Protect and incorporate the rich multicultural food and retail businesses on offer to attract people to the centre and to cater to the diverse local community.

Table 6: Dwelling ranges within walkable catchments around the Girrawheen Activity Centres.

| Infill Planning Areas | Dwelling Estimate Range | |
|---|---|---|
| | Lower Growth | Higher Growth |
| | Business as Usual | Additional Latent Capacity |
| **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 |
| **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** |

### Focus areas

#### Centre expansion

More detailed planning and development of the centre will be required through a Precinct Plan. This should address the centre's fragmented land ownership by providing for coordinated development of the centre, including opportunities for consolidating car parking and access. The built form should reflect the local character of the area and create a more livable centre where people can live, work and enjoy a mix of land uses both during the day and night.

#### Improved accessibility

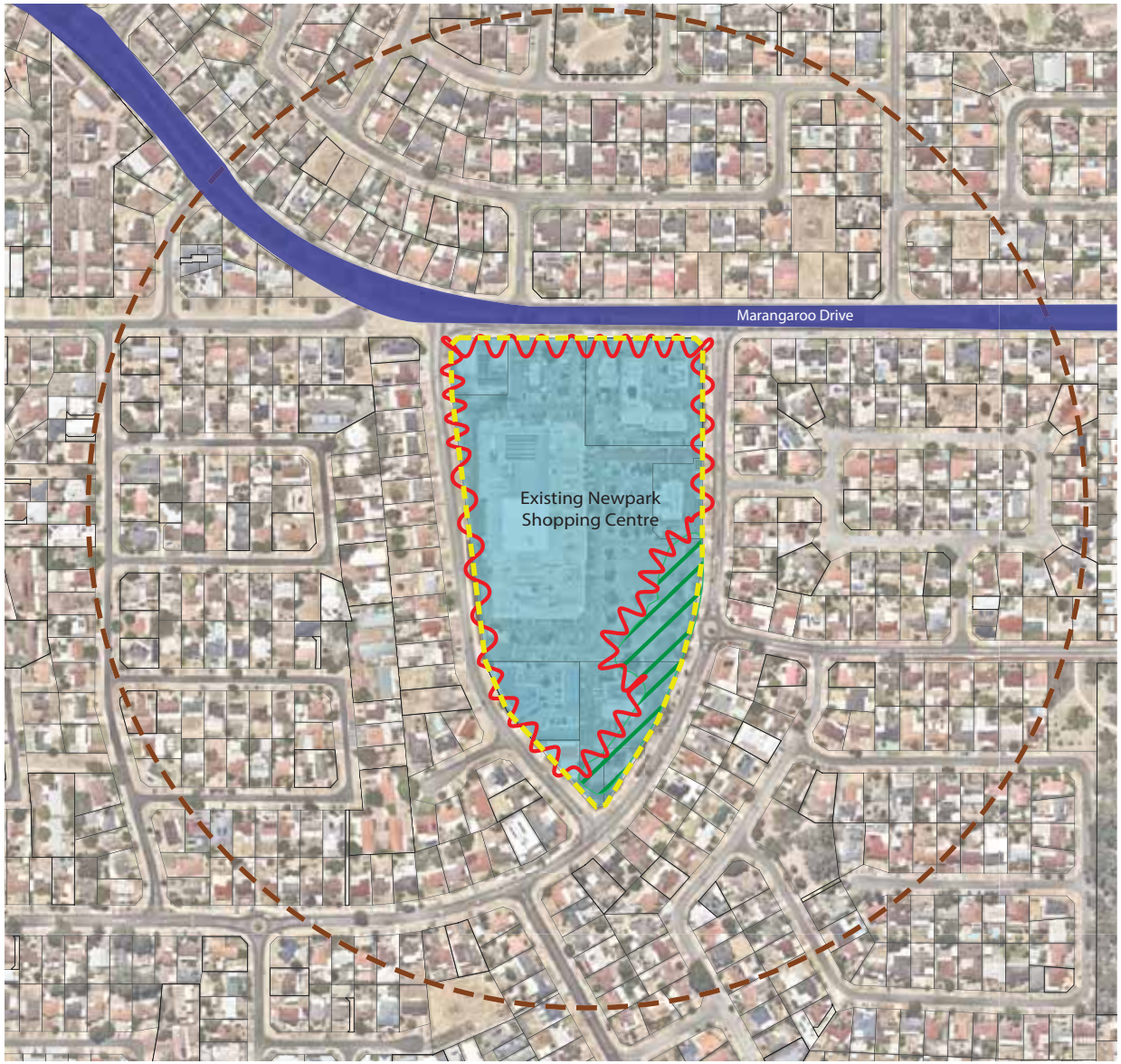
Improving connections within the centre and surrounding public transport, road networks, and other key amenities is important to creating a sustainable and attractive centre. Retaining established vegetation, providing clear pedestrian linkages, public open space and/or public plaza will create places for the community to meet and connect.

#### Diversification of housing

Higher and medium densities will occur within walkable catchments to the Centre, which will assist to facilitate a transit-orientated method of development.

Delivering higher densities around the Centre will also assist to the City to contribute towards the State's infill development target.

| Planning Direction | Action | Rationale | Timeframe |
|---|---|---|---|
| To guide the future development and expansion of the Girrawheen District Centre into an attractive mixed use community hub | a. Investigate implementation of an appropriate centre zoning and associated requirement for a precinct structure plan to be prepared to facilitate redevelopment of the centre into a contemporary activity centre which offers mixed uses and higher density residential development.<br>b. Investigate the capacity of existing infrastructure and utility networks to service areas around the Girrawheen District Centre where density increases could occur. Liaise with State Government agencies to provide and/or upgrade these infrastructure and/or utility networks. This action links to Action 6.5.2(a) in Section 6.5 | Section 4.2.1 of part 2 outlines that the delivery of an up to date Precinct Plan for the Town Centre is needed. There is currently no precinct or structure plan in place over this land which is predicted to nearly double in size in accordance with the Needs Assessment undertaken to support this Strategy. | Short Term |




Planning Area 'E' Map
Girrawheen Activity Centre (Newpark)

- Activity Centre Boundary
- District Centre
- Interface Consideration
- Environmental Investigation Area
- 400-metre walkable catchment
  - High density within 400 metres
  - Low to medium density between 400 and 800 metres
- Other Regional Road

Note: the extent of proposed future land uses and/or planning areas are indicative only and intended as a guide for future planning. Relevant areas may be subject to additional planning actions and/or detailed planning processes - such as structure plans (precinct or standard) and local development plans in determining appropriate development controls such as building heights, densities and built form provisions.

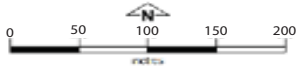



Figure 34: Girrawheen District Centre (Newpark) Planning Area

# 10.6 Madeley District Centre (Kingsway) (F)

Madeley District Centre, more commonly known as the Kingsway Shopping Centre, was developed in the mid 1990s and serves as an important activity hub and service centre in the southern area of the City. There has been limited expansion of the Centre's traditional 'big box' shopping centre footprint since it was established however, the City's Needs Assessment indicate that the Centre's retail capacity will nearly double over the next 10 - 15 years.

Expansion of the shopping centre will provide an opportunity for further design and functionality improvements to transform it into a true mixed-use town centre. This will enable it to continue to meet the day-to-day needs of the local community, serve as an important local employment hub and improve connections to the immediate area.

Opportunities for residential and short stay accommodation, offices and other supplementary uses within the centre will also be encouraged. In the future, as the Centre develops, the City will review the capacity of the Centre and surrounding residential areas to accommodate more housing and how it can contribute to the State's infill targets. This will include the ability for the existing road and utility networks to accommodate more residents.

### Planning objectives

**Facilitate Expansion**

Support future expansion that provides opportunities for commercial, mix of land uses and higher residential development.

**Improve Connectivity**

Consolidate fragmented development (including car parking) around the western commercial area and improve connections between the centre and the Kingsway Sporting Complex as well as pedestrian connections and legibility across Wanneroo Road (west) and Hepburn Avenue (south).

**Retain Vegetation**

Ensure precinct planning considers ways to prioritise retaining significant vegetation where appropriate, recognising that the area likely contains the Threatened Ecological Community of Banksia Woodlands of the Swan Coastal Plain and necessary environmental approvals are required.

**Reflect Local Character**

Ensure that future development reflects the area's Place Management Area vision in terms of achieving quality built form outcomes that are in keeping with the expectations of a district level town centre, and preservation of environmental attributes.

Table 7: Dwelling ranges within walkable catchments around the Madeley District Centre.

| Infill Planning Area | Dwelling Estimate Range | |
|---|---|---|
| | Lower Growth | Higher Growth |
| | Business as Usual | Additional Latent Capacity |
| Secondary Centre Precincts | | |
| Madeley District Centre | 1,315 | 2,280 |
| Marangaroo Housing Precinct subdivision potential <400m | 5 | 1,650 |
| Marangaroo Housing Precinct subdivision potential 400m - 800m | 5 | 1,070 |
| | 2,170 | 11,420 |

### Focus areas

**Centre expansion**



More detailed planning and development of the District Centre will be required through a revised Activity Centre Structure Plan (Precinct Plan), which will replace the existing structure plan and provide for a more contemporary planning framework for coordinated redevelopment of the centre. The City's focus will consider opportunities to minimise impact of centre expansion on surrounding residential areas and existing mature vegetation within the planning area boundary. A key objective will be to transition the centre from a 'shopping centre' to a 'town centre', with the inclusion of medium - high density residential, short term accommodation, offices and other commercial uses.

**Access & egress**



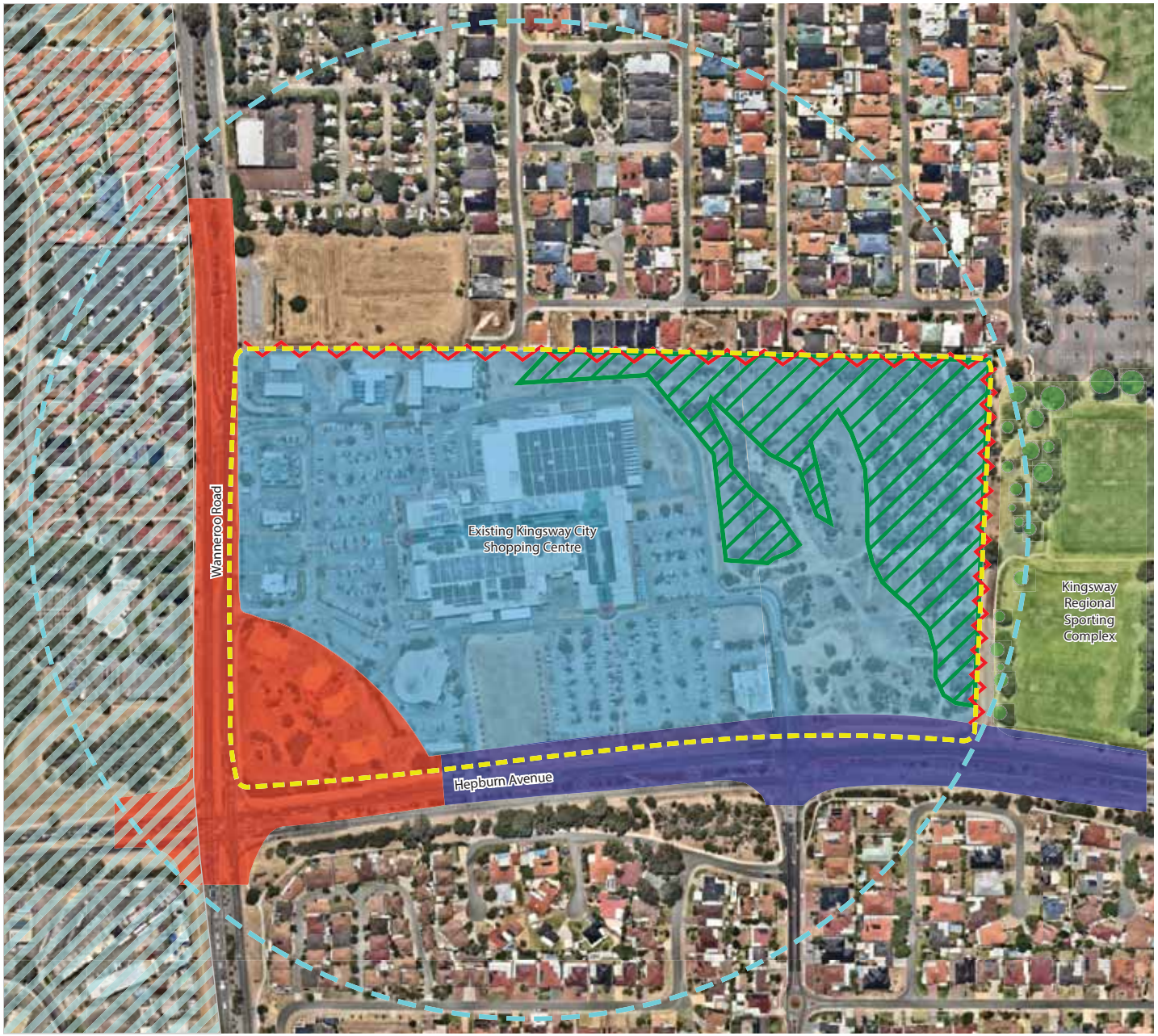
Access and egress matters should also be a priority; consolidated vehicle access points and parking should be considered, as well as pedestrian accessibility improvements across Wanneroo Road and Hepburn Avenue. The centre should also seek to provide stronger linkages to the regionally significant Kingsway Sporting Complex immediately to the east. A public plaza or square should be introduced as a focal pedestrianised meeting point within the town centre.

**Diversification of land uses**



Diversification of land uses on the site will be encouraged by the City, including opportunities for community facilities to supplement the adjacent sporting complex. Opportunities for mixed use development and/or higher density residential built forms should also be explored. Single houses and grouped dwellings will be discouraged unless an exceptional built form outcome and integration with the centre can be achieved.

| Planning Direction | Action | Rationale | Timeframe |
|---|---|---|---|
| To guide the future development and expansion of the Madeley District Centre into a contemporary activity centre with strong connections to the adjacent Kingsway Regional Sporting Complex. | a. Investigate implementation of an appropriate centre zoning and associated requirement for a precinct structure plan to be prepared to facilitate redevelopment of the centre into a contemporary activity centre which offers mixed uses and medium - high density residential development.<br>b. Investigate the capacity of existing infrastructure and utility networks to service areas around the Madeley District Centre where density increases could occur. Liaise with State Government agencies to provide and/or upgrade these infrastructure and/or utility networks. This action links to Action 6.5.2(a) in Section 6.5 | Section 4.2.1 of part 2 outlines that the delivery of an up to date Precinct Plan for the Town Centre is needed as the Needs Assessment undertaken to support this Strategy projects that the Centre's retail floorspace will nearly double in size in the next few years. | Short Term |




## Planning Area 'F' Map
## Madeley District Centre

- Planning Area Boundary
- District Centre
- Environmental Investigation Area
- Interface consideration
- 400-metre walkable catchment
  - High density within 400 metres
  - Low to medium density outside 400 metres
- Primary Regional Road
- Other Regional Road
- City of Joondalup

Note: the extent of proposed future land uses and/or planning areas are indicative only and intended as a guide for future planning. Relevant areas may be subject to additional planning actions and/or detailed planning processes - such as structure plans (precinct or standard) and local development plans in determining appropriate development controls such as building heights, densities and built form provisions.

N

0 50 100 150 200

metres

Figure 35: Madeley District Centre (Kingsway) Planning Area

# 11. Implementation and review

This section outlines the proposed implementation and review approach for the actions identified in this Strategy.

The City will undertake regular reviews of the Strategy to ensure that the actions are implemented within the specified timeframe and remain relevant and contemporary to the City's future planning and development.

Following the adoption of the Strategy, the City will prepare LPS 3, which will consider and implement a number of the actions proposed in this strategy. In accordance with Part 6 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the scheme and strategy will be reviewed every 5 years through a report of review, which will outline the implementation status of all of the actions and identify the need for any new amendments to be made to either the scheme or strategy.

Where additional amendments are identified, or actions are not anticipated to meet their current timeframes, further amendments may be undertaken in accordance with Part 3 of the *Planning and Development (Local Planning Schemes) Regulations 2015*.



Civic Centre, Wanneroo

City of Wanneroo

# DRAFT LOCAL PLANNING STRATEGY

## Part Two- Background & Information Analysis























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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.

The Carabooda District Structure Plan (DSP) was endorsed by the WAPC on 15 July 2026, subject to modifications. The Carabooda DSP applies to approximately 979 hectares of land bound by Carabooda Road, Karoborup Road, Gibbs Road, Wesco Road and State Forest 65, and proposes to establish a high-level strategic framework to guide the delivery of 9,200 dwellings to accommodate an estimated future population of over 23,000 people. The DSP also designates future conservation areas, parks, roads, schools, and activity centres. Subsequent planning processes will refine the land use and development of land within the Carabooda DSP area.

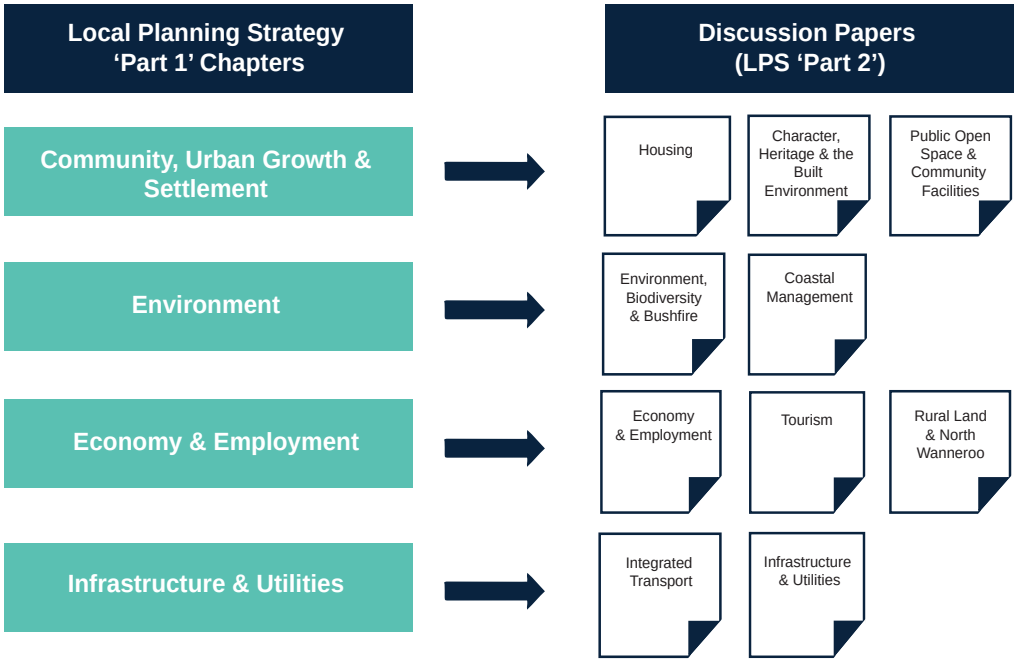



Figure 1: Discussion papers informing the Local Planning Strategy .

# 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 and Planning Codes

State Planning Policies (SPPs) and planning codes 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/ Planning Code | Policy Overview | Local Planning Strategy Implications and Responses |
|---|---|---|
| **State Planning Policy 1 – State Planning Framework (SPP 1.0)** | 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.<br>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.<br>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. | 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. |
| **State Planning Policy 2.0 – Environment and Natural Resources (SPP 2.0)** | 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.<br>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 polices which supplement SPP 2.0. | 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/ Planning Code | Policy Overview | Local Planning Strategy Implications and Responses |
|---|---|---|
| **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. | 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.<br>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. |
| **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. | The City will continue to place a high priority on the preservation of natural habitat, particularly those within existing Bush Forever areas.<br>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. |
| **State Planning Policy 2.9 – Planning for Water (SPP2.9) (December 2025)** | 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.<br>The State Planning Policy is an amalgamation of the following existing state level documents:<br>• State Planning Policy 2.1 Peel-Harvey Coastal Plain Catchment<br>• State Planning Policy 2.2 Gnangara Groundwater Protection<br>• State Planning Policy 2.3 Jandakot Groundwater Protection<br>• State Planning Policy 2.7 Public Drinking Water Source Policy<br>• State Planning Policy 2.9 Water Resources<br>• Better Urban Water Management<br>• State Planning Policy 2.10 Swan Canning River System<br>• 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/ Planning Code | Policy Overview | Local Planning Strategy Implications and Responses |
|---|---|---|
| **State Planning Policy 3.0 – Urban Growth and Settlement (SPP 3.0) (May 2006)** | 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.<br>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 polices which supplement SPP 3.0. | 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.<br>The City will advocate for more contemporary standards and strategies to be developed to inform future urban development areas. |
| **State Planning Policy 3.4 – Natural Hazards and Disasters** | SPP 3.4 encourages local governments to adopt a systemic approach to the consideration of natural hazards and disasters. The objectives of this policy are to include planning for natural disasters as a fundamental element in the preparation of planning documents, and through these planning documents, minimise the adverse impacts of natural disasters on communities, the economy and the environment.<br>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 polices which supplement SPP 3.4. | 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)** | 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.<br>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. | The Strategy advocates for retention and preservation of all existing places of heritage significance (Historic 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 – Bushfire (SPP 3.7) (September 2024)** | 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.<br>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. | 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).<br>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. |

| State Planning Policy/ Planning Code | Policy Overview | Local Planning Strategy Implications and Responses |
|---|---|---|
| **State Planning Policy 4.1 – Industrial Interface (SPP 4.1) (July 2022)** | 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.<br>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.<br>The policy recognises the overlap of various environmental, health and safety regulations and guidelines and outlines considerations for decision-makers in this regard. | 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. |
| **State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2) (July 2023)** | 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.<br>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.<br>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. | 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. |
| **State Planning Policy 5.2 – Telecommunications Infrastructure (SPP 5.2) (September 2015)** | 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.<br>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. | 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. |
| **State Planning Policy 5.4 – Road and Rail Noise SPP 5.4 (September 2019)** | SPP 5.4 provides guidance for the performance-based approach for managing and mitigating transport noise associated with road and rail operations.<br>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.<br>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. | The Strategy identifies the location of existing and future planned transport corridors as part of the City's urban development areas.<br>Matters regarding road and rail noise, including necessary buffers and land use considerations, will be applied as needed through subsequent planning stages.<br>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. |

| State Planning Policy/ Planning Code | Policy Overview | Local Planning Strategy Implications and Responses |
|---|---|---|
| **State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0) (May 2019)** | 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.<br>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. | 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. |
| **State Planning Policy 7.2 – Precinct Design (SPP 7.2) (February 2021)** | 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.<br>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. | 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. |
| **Residential Design Codes Volumes 1 (April 2024) and 2 (May 2019) (SPP 7.3)** | The 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.<br>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. | As a growth local government, residential development comprises a significant proportion of built form within the City. The Residential Design Codes 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. |

## 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. | The City will ensure that all strategy actions, and subsequent LPS 3, align with relevant zones and reservations under the Metropolitan Region Scheme.<br>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.<br>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. |
| **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. | 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.<br>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. |
| **North-West Sub-regional Planning Framework (March 2018)** | 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.<br>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. | 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.<br>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. |



Alkimos Beach, Alkimos

## 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 |
|---|---|---|
| **Position Statement: Residential accommodation for ageing persons (March 2024)** | 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. |
| **Position Statement: Expenditure of Cash-in-lieu of Public Open Space (September 2021)** | 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. |
| **Position Statement: Container Deposit Scheme Infrastructure (September 2020)** | 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.<br>The position statement seeks to ensure:<br>• a coordinated approach to the provision of CDS infrastructure throughout WA<br>• that appropriate locations are chosen for the installation of CDS infrastructure<br>• the timely roll-out of infrastructure in support of the scheme's establishment and ongoing operational needs<br>• minimum development requirements are established to exempt certain CDS infrastructure from requiring planning approval, for adoption by local governments. | 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. |
| **Position Statement: Renewable Energy Facilities (March 2020)** | 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:<br>• guide the establishment of renewable energy facilities to support the State Energy Transformation Strategy (March 2019)<br>• outline key planning and environmental considerations for the location, siting and design of renewable energy facilities<br>• promote the consistent consideration and assessment of renewable energy facilities<br>• facilitate appropriate development of renewable energy facilities while minimising any potential impact upon the environment, natural landscape, and urban areas<br>• encourage informed public engagement early in the renewable energy facility planning process | 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 |

| Policy | Policy Overview | Local Planning Strategy Implications and Responses |
|---|---|---|
| **Position Statement: Housing on lots less than 100m² (March 2024)** | 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. | 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. |
| **Position Statement: SPP7.3 R-Codes Vol.2 relationship to pre-existing local planning framework (May 2019)** | This position statement has been prepared by the WAPC to assist stakeholders understand the relationship between the 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 | The 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.<br>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 . |
| **Position Statement: 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'. |
| **Position Statement: 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:<br>• outline the development requirements for workforce accommodation under the *Planning and Development Act 2005* and associated regulation<br>• 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 (July 2025)** | 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:<br>• Make selections for the locations of sites in response to demographic trends.<br>• Ensure guaranteed safe access and a movement network supporting surrounding uses and community infrastructure.<br>• Promote adaptive re-use of facilities to ensure a longer-term use of buildings.<br>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 structure plans and community facility plans to encourage the co-location of community facilities around schools, shopping precincts and parks. |

| Policy | Policy Overview | Local Planning Strategy Implications and Responses |
|---|---|---|
| **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.<br>Local Planning Strategies should include the following to facilitate decision making on POS:<br>• A POS Inventory<br>• Supply and demand analyses on reserves<br>• Identification of appropriate land during initial subdivision<br>• Determination of how cash-in-lieu contributions can be spent<br>• Rationalising whether any non-residential or rural living land can contribute towards local totals. | 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.<br>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 |
| **Position Statement: Electric Vehicle Charging Infrastructure (March 2024)** | 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)** | 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.<br>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. | 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.<br>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. |

| Policy | Policy Overview | Local Planning Strategy Implications and Responses |
|---|---|---|
| **Gnangara Groundwater Allocation Plan (June 2022)** | This plan describes how the State Government manages the allocation of groundwater resources of the Gnangara groundwater areas.<br>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.<br>The system covers about 2,200 km² in the northern part of Perth.<br>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.<br>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.<br>One of the significant outputs of this plan is for a 10 percent reduction to water license users in agricultural and horticultural sectors, set to come into effect between 2028 and 2032. | Reductions to water licenses, as proposed by the plan, will have a significant impact upon existing agricultural producers within North Wanneroo, as discussed in this Strategy.<br>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).<br>In light of this issue, the City will advocate to the State Government to include North Wanneroo as a planning investigation area in its review of Perth and Peel@3.5million or in its next overarching sub-regional planning framework, to investigate continued food security for the Perth Metropolitan area and the consideration of alternative land uses for the North Wanneroo area.<br>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. |



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.

The City is currently preparing a new Council Plan that will supersede the Strategic Community Plan 2021 - 2031. Once adopted, the community's aspirations for planning and development will be updated when the Local Planning Strategy is next reviewed.

## 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.




Figure 2: Strategic Community Plan goals informing the creation of the Strategy

## 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 work with the State Government to identify North Wanneroo as a planning investigation area in its review of Perth and Peel@3.5 million or in its next overarching sub-regional planning framework which would consider food security for the regional as well as appropriate land uses in the future (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:<br>• 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<br>• 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). | A review of this policy will be required as it relates to the classification of POS under *Draft Operational Policy 2.3 – Planning for Public Open Space.*<br>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. |
| **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. |

| Policy Name | Date of Adoption/ Last Amendment | Policy Overview | Local Planning Strategy Implications and Responses |
|---|---|---|---|
| **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:<br>• Ensure the effective management of macro-fauna by landowners and/or developers of land proposed for urban development; and<br>• 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 Historic 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:<br>• Clarify the role and responsibility of Council when dealing with applications for licensed premises;<br>• Provide a framework for the assessment of development applications for licensed premises; and<br>• 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). |
| **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. |

| Policy Name | Date of Adoption/ Last Amendment | Policy Overview | Local Planning Strategy Implications and Responses |
|---|---|---|---|
| **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. |
| **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:<br>• vacant land and bushland which will be subject to future development; and<br>• 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.<br>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:<br>• ensure that building envelopes are sited to minimise the loss and removal of vegetation;<br>• reduce land use conflicts between adjoining properties; and<br>• 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.<br>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 table includes structure plans in operation at the time this strategy was endorsed by the WAPC. All structure plans listed in the table below will be reviewed periodically and, where appropriate, normalised into the planning scheme at the appropriate stage during the life of this strategy.

| Name of Structure Plan | Date of Adoption/ Last Amendment | Purpose of Structure Plan | Local Planning Strategy Implications and Responses |
|---|---|---|---|
| **Agora Village – Trinity at Alkimos Structure Plan No. 86** | 1 September 2022 | Establishes the statutory framework to guide the coordinated development of the Agora Village within Trinity Estate. | No strategic planning implications. |
| **Alkimos City Centre Activity Centre Structure Plan No. 89** | 14 August 2018 | Establishes the statutory framework to guide the coordinated development of the Alkimos City Centre. | The LPS supports the development of Alkimos as a strategic metropolitan centre. The structure plan gives effect to this objective through the establishment of a mixed-use city centre and employment hub. |
| **Alkimos Coastal Village Structure Plan No. 101** | 7 August 2020 | Establishes the statutory framework to guide the coordinated development of the Alkimos Coastal Village. | No strategic planning implications. |
| **Alkimos Eglinton District Structure Plan No. 18** | 2 July 2019 | Establishes the high level statutory framework to guide the coordinated development of the Alkimos Eglinton district. | The LPS recognises Alkimos–Eglinton as a major urban growth area. Future planning and infrastructure coordination should continue to be guided by this district structure plan. |
| **Banksia Grove Structure Plan No. 21A** | 28 June 2021 | Establishes the statutory framework to guide the coordinated development of an area within Banksia Grove. | No strategic planning implications. |
| **Banksia Grove District Centre Structure Plan No. 65** | 14 April 2022 | Establishes the statutory framework to guide the coordinated development of the Banksia Grove District Centre. | The LPS supports consolidation of retail, commercial and community uses within designated activity centres. The structure plan implements this objective. |
| **Butler District Centre Activity Centre Structure Plan No. 87** | 26 September 2018 | Establishes the statutory framework to guide the coordinated development of the Butler District Centre. | The LPS supports the continued development of the Butler District Centre as a key activity centre serving the surrounding catchment. |
| **Butler-Ridgewood Structure Plan No. 27** | 18 July 2025 | Establishes the statutory framework to guide the coordinated development of an area within Butler and Ridgewood. | No strategic planning implications. |
| **Caporn Street, Wanneroo Structure Plan No. 105** | 11 April 2022 | Establishes the statutory framework to guide the coordinated development of an area within the vicinity of Caporn Street. | The LPS supports infill development and housing diversity within established urban areas. The structure plan facilitates coordinated redevelopment consistent with this objective. |
| **Capricorn Coastal Node Structure Plan No. 75 (Yanchep)** | 3 May 2021 | Establishes the statutory framework to guide the coordinated development of the Capricorn Estate Coastal Node. | The LPS supports the planned growth of Yanchep and surrounding coastal communities. The structure plan contributes to the delivery of housing, services and coastal urban development within this growth area. |
| **Capricorn Coastal Village Structure Plan No. 44 (Yanchep)** | 3 June 2021 | Establishes the statutory framework to guide the coordinated development of the Capricorn Estate Coastal Village. | No strategic planning implications. |

| Name of Structure Plan | Date of Adoption/ Last Amendment | Purpose of Structure Plan | Local Planning Strategy Implications and Responses |
|---|---|---|---|
| **Carramar South/Tapping North Structure Plan No. 21B** | 13 August 2019 | Establishes the statutory framework to guide the coordinated development of an area within Carramar and Tapping. | No strategic planning implications. |
| **Central Alkimos Structure Plan No. 95** | 9 August 2023 | Establishes the statutory framework to guide the coordinated development of an area within Alkimos. | The LPS identifies Alkimos as a major strategic growth area. The structure plan supports the delivery of residential development and associated infrastructure within this urban expansion corridor. |
| **Central Precinct Local Structure Plan No. 106 – Lot 9004 Eglinton** | 20 October 2022 | Establishes the statutory framework to guide the coordinated development of the Eglinton Central Precinct. | The LPS supports the continued development of Eglinton as part of the Alkimos–Eglinton growth corridor. The structure plan facilitates coordinated urban development consistent with this objective. |
| **Clarkson Activity Centre Structure Plan No. 2** | 10 October 2019 | Establishes the statutory framework to guide the coordinated development of the Clarkson Activity Centre. | The LPS supports the ongoing development and intensification of activity centres. The structure plan facilitates retail, commercial and community uses within the Clarkson Activity Centre. |
| **East Two Rocks Structure Plan No. 83** | April 2013 | Establishes the statutory framework to guide the coordinated development of the East Two Rocks area. | The LPS recognises Two Rocks as a strategic northern growth area. Future development should continue to be guided by the approved structure planning framework. |
| **East Wanneroo Cell 1 (Tapping and Ashby) Structure Plan No. 3** | 14 February 2025 | Establishes the statutory framework to guide the coordinated development of areas within Tapping and Ashby. | The LPS supports the continued development of residential communities within the East Wanneroo cell areas. The structure plan facilitates coordinated urban development and infrastructure delivery. |
| **East Wanneroo Cell 2 (Sinagra) Structure Plan No. 4** | 7 July 2025 | Establishes the statutory framework to guide the coordinated development of areas within Sinagra. | As above. |
| **East Wanneroo Cell 3 (Wanneroo) Structure Plan No. 5** | 28 October 2024 | Establishes the statutory framework to guide the coordinated development of areas within Wanneroo. | As above. |
| **East Wanneroo Cell 4 (Hocking/Pearsall) Structure Plan No. 6** | 19 June 2025 | Establishes the statutory framework to guide the coordinated development of areas within Hocking and Pearsall. | As above. |
| **East Wanneroo Cell 5 (Landsdale) Structure Plan No. 7** | 2 December 2014 | Establishes the statutory framework to guide the coordinated development of areas within Landsdale. | As above. |
| **East Wanneroo Cell 6 (Darch/Madeley) Structure Plan No. 8** | 20 August 2013 | Establishes the statutory framework to guide the coordinated development of areas within Darch and Madeley. | As above. |
| **East Wanneroo Cell 7 (Wangara South) Structure Plan No. 9** | 2 December 2014 | Establishes the statutory framework to guide the coordinated development of areas within the western extent of Wangara. | The LPS supports the protection and expansion of strategic industrial land within Wangara. The structure plan gives effect to this objective. |
| **East Wanneroo Cell 8 (Wangara East) Structure Plan No. 10** | 20 August 2013 | Establishes the statutory framework to guide the coordinated development of areas within Wangara. | As above. |

| Name of Structure Plan | Date of Adoption/ Last Amendment | Purpose of Structure Plan | Local Planning Strategy Implications and Responses |
|---|---|---|---|
| **East Wanneroo Cell 9 (East Landsdale) Structure Plan No. 57** | 8 June 2021 | Establishes the statutory framework to guide the coordinated development of areas within the eastern extent of Landsdale. | The LPS supports the continued application of Special Control Area 2 provisions, recognising the need to manage development in proximity to the Perth International Telecommunications Centre. |
| **East Wanneroo District Structure Plan** | August 2021 | Establishes the high level statutory framework to guide the coordinated development of the East Wanneroo district. | The LPS recognises the East Wanneroo district as the City's primary long-term urban expansion area. Future planning and development should continue to be guided by this framework. |
| **Eglinton Structure Plan No. 82** | 30 June 2017 | Establishes the statutory framework to guide the coordinated development of areas within Eglinton. | The LPS supports urban growth within the Alkimos–Eglinton corridor. The structure plan guides the coordinated delivery of residential communities and supporting infrastructure. |
| **Eglinton District Centre Activity Centre Plan No. 104** | 18 May 2021 | Establishes the statutory framework to guide the coordinated development of the Eglinton District Centre. | The LPS supports the development of activity centres that provide employment, retail and community services. The structure plan implements this objective within Eglinton. |
| **Gnangara Rural Community Structure Plan No. 99** | 11 March 2015 | Establishes the statutory framework to guide the coordinated development of an area within Gnangara. | The LPS supports the retention of rural living opportunities within designated rural communities. The structure plan is consistent with this objective. |
| **Jindalee North Structure Plan No. 88** | 5 October 2017 | Establishes the statutory framework to guide the coordinated development of an area within Jindalee. | No strategic planning implications. |
| **Jindalee Primary School Structure Plan No. 71** | 10 May 2012 | Establishes the statutory framework to guide the coordinated development of the Jindalee Primary School. | No strategic planning implications. |
| **Jindee Structure Plan No. 84** | 30 August 2022 | Establishes the statutory framework to guide the coordinated development of the Jindee estate. | The LPS supports continued residential development within the coastal growth corridor. The structure plan facilitates coordinated urban development consistent with this objective. |
| **Kingsway Activity Centre Structure Plan No. 59** | 12 November 2010 | Establishes the statutory framework to guide the coordinated development of the Kingsway Activity Centre. | No strategic planning implications. |
| **Lot 1 and Lot 102 Yanchep Beach Road, Yanchep Structure Plan No. 40** | 11 November 2021 | Establishes the statutory framework to guide the coordinated development of an area within Yanchep. | No strategic planning implications. |
| **Lot 12 Jindalee Coastal Village Structure Plan No. 78** | 10 June 2013 | Establishes the statutory framework to guide the coordinated development of an area within Jindalee. | No strategic planning implications. |
| **Lot 501 Two Rocks Road, Two Rocks Structure Plan No. 48** | 16 December 2022 | Establishes the statutory framework to guide the coordinated development of an area within Two Rocks. | The LPS recognises Two Rocks as a strategic growth area. The structure plan contributes to the delivery of planned urban development within this locality. |
| **Lots 1 and 2 Flynn Drive, Carramar Structure Plan No. 61** | 14 March 2017 | Establishes the statutory framework to guide the coordinated development of an area within Carramar. | No strategic planning implications. |
| **Lots 1 and 2 Yanchep Beach Road, Yanchep Structure Plan No. 76** | 25 November 2021 | Establishes the statutory framework to guide the coordinated development of an area within Yanchep. | No strategic planning implications. |
| **Lots 1001 and 1002 Marmion Avenue, Alkimos Structure Plan No. 60** | 30 September 2024 | Establishes the statutory framework to guide the coordinated development of an area within Alkimos. | The LPS supports the continued growth of Alkimos as a strategic urban centre. The structure plan facilitates coordinated development within this growth area. |
| **Mindarie Keys Harbourside Village Structure Plan No. 13** | 23 December 2010 | Establishes the statutory framework to guide the coordinated development of an area within Mindarie. | No strategic planning implications. |

| Name of Structure Plan | Date of Adoption/ Last Amendment | Purpose of Structure Plan | Local Planning Strategy Implications and Responses |
|---|---|---|---|
| **Neerabup Industrial Area Structure Plan No. 17** | 9 October 2020 | Establishes the statutory framework to guide the coordinated development of an area within Neerabup. | The LPS supports the protection and development of strategic industrial land within Neerabup to support employment growth. |
| **North Alkimos Structure Plan No. 73** | 25 August 2016 | Establishes the statutory framework to guide the coordinated development of an area within Alkimos. | The LPS identifies Alkimos as a major growth area. The structure plan facilitates coordinated urban development consistent with this objective. |
| **North Eglinton Agreed Structure Plan No. 93** | 1 August 2025 | Establishes the statutory framework to guide the coordinated development of an area within Eglinton. | The LPS supports continued urban growth within the Alkimos–Eglinton corridor. The structure plan provides for coordinated development and infrastructure delivery. |
| **South Alkimos Structure Plan No. 72** | 24 November 2017 | Establishes the statutory framework to guide the coordinated development of an area within Alkimos. | The LPS identifies Alkimos as a major growth area. The structure plan supports delivery of planned residential communities and associated infrastructure. |
| **South Yanchep Structure Plan No. 66** | 1 March 2013 | Establishes the statutory framework to guide the coordinated development of an area within Yanchep. | The LPS supports the orderly expansion of Yanchep as a strategic growth area. The structure plan implements this objective. |
| **Tamala Park Structure Plan No. 79 (Clarkson)** | 27 June 2024 | Establishes the statutory framework to guide the coordinated development of an area within Clarkson. | The LPS supports the redevelopment of strategically located urban land to accommodate housing growth and community needs. |
| **Two Rocks Structure Plan No. 69** | 23 October 2015 | Establishes the statutory framework to guide the coordinated development of an area within Two Rocks. | The LPS recognises Two Rocks as a strategic growth area within the northern corridor. The structure plan facilitates coordinated urban development consistent with this objective. |
| **Two Rocks Town Centre Structure No. 70** | 13 August 2014 | Establishes the statutory framework to guide the coordinated development of the Two Rocks Town Centre. | The LPS supports the development of accessible activity centres that provide retail, commercial and community services. The structure plan implements this objective for Two Rocks. |
| **Wanneroo Town Centre Structure Plan No. 23** | 19 July 2018 | Establishes the statutory framework to guide the coordinated development of the Wanneroo Town Centre. | The LPS supports the ongoing development and revitalisation of the Wanneroo Town Centre as a strategic activity centre and civic focus. |
| **Western Precinct – Lot 6 Taronga Place, Eglinton Structure Plan No. 102** | 3 May 2018 | Establishes the statutory framework to guide the coordinated development of an area within Eglinton. | No strategic planning implications. |
| **Woodland Vista, Carramar Structure Plan No. 92** | 5 March 2017 | Establishes the statutory framework to guide the coordinated development of an area within Carramar. | No strategic planning implications. |
| **Woodvale Structure Plan No. 64** | 2 December 2025 | Establishes the statutory framework to guide the coordinated development of an area within Woodvale. | The LPS supports appropriate infill and redevelopment opportunities within established suburbs. The structure plan facilitates coordinated development consistent with this objective. |
| **Yanchep City Structure Plan No. 68** | 14 September 2023 | Establishes the statutory framework to guide the coordinated development of an area within Yanchep. | The LPS identifies Yanchep as a strategic metropolitan centre and major growth area. The structure plan provides a framework for the coordinated delivery of urban development and supporting infrastructure. |

| Name of Structure Plan | Date of Adoption/ Last Amendment | Purpose of Structure Plan | Local Planning Strategy Implications and Responses |
|---|---|---|---|
| **Yanchep City Centre Activity Centre Structure Plan No. 100** | 6 March 2018 | Establishes the statutory framework to guide the coordinated development of the Yanchep City Centre. | The LPS supports the development of Yanchep City Centre as the primary activity centre serving the northern corridor. The structure plan implements this objective. |
| **Yanchep-Two Rocks District Structure Plan No. 43** | November 2010 | Establishes the high level statutory framework to guide the coordinated development of the Yanchep and Two Rocks district. | The LPS recognises the Yanchep–Two Rocks district as a key long-term growth area. Future planning and development should continue to be guided by this strategic framework. |

## 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 |
|---|---|---|---|
| **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. |
| **The Green, Gnangara – Stage 3** | 20 March 2024 | 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. |
| **Lots 368 and 369 Waterland Point and Lots 387 and 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. |
| **Wangara Industrial Expansion Area (Stage 4)** | 3 March 2017 | To facilitate the development of industrial development 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. |
| **Environment Policy** | 2022 | 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).<br>The policy details a series of principles relating to the environment which it will commit to in all aspects of doing business. | The broad objectives listed in this policy are reiterated in the Strategy and associated actions, where appropriate. |
| **Local Environmental Strategy** | 2019 | 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.<br>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. | 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. |

| Name of Strategy/ Plan/Policy | Year of Adoption | Purpose of Strategy/Plan/Policy | Local Planning Strategy Implications and Responses |
|---|---|---|---|
| **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. |

*Note: Some of these documents are currently being reviewed and the updated version will be reflected in a future review of the Local Planning Strategy.*

# 4. Local government profile




Koondoola Peace Park, Koondoola

## 4.1 Community, urban growth and 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 (50.1% 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 92.1% separate houses, significantly out numbering grouped dwellings (7.1%) and apartments (0.4%). The proportion of people living in separate dwellings in the City is much higher than the Greater Perth average (79.7%).

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 30,275 in 2025 to 61,173 by 2041. A significant portion of these people will be located in suburbs such as Marangaroo, Alexander Heights, Koondoola, Hocking and Pearsall.

The City has a high portion of households paying a mortgage (54%) 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 is expected to continue to be the greatest provider of housing within the City.

**Demographic profile comparison (2016 - 2021)**

**2016 (ABS Census)**

188,212
Total people in the City

33 Median Age
49.4% Males
50.6% Females

2.85 Average Population Density (p/ha)

42.8% Born Overseas

$1,696 Median Household Weekly Income

51.6 Families with children
2.9 Average Household Size

54.6% Home Ownership – Mortgage
Renting 22.6%

89.3% Single/ Separate Dwellings
10.2% Grouped Dwellings
0.2% Apartments

**2021 (ABS Census)**

209,111
Total people in the City

35 Median Age
49.2% Males
50.8% Females

3.15 Average Population Density (p/ha)

41% Born Overseas

$1,866 Median Household Weekly Income

50.1% Families with children
2.75 Average Household Size

54% Home Ownership – Mortgage
Renting 21%

92.1% Single/ Separate Dwellings
7.1% Grouped Dwellings
0.4% Apartments

## Preferred data 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

As noted in the Introduction, the Carabooda DSP was endorsed by the WAPC on 15 July 2026, subject to modifications. Subsequent planning processes will refine the land use and development of land within the Carabooda DSP area.

By 2041, it is anticipated that the City will be home to approximately 393,117 residents. The greatest population change will be in Two Rocks which will accommodate an additional 39,045 people, followed by Yanchep which will accommodate 24,215 and Alkimos and the suburbs of Gnangara, Jandabup and Mariginiup which will accommodate 23,024 and 17,355 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.

## Housing needed to accommodate future population

The Population Forecast and Dwelling Yield Analysis that has been prepared to support this Strategy, outlines that 57,000 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 83,485 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**

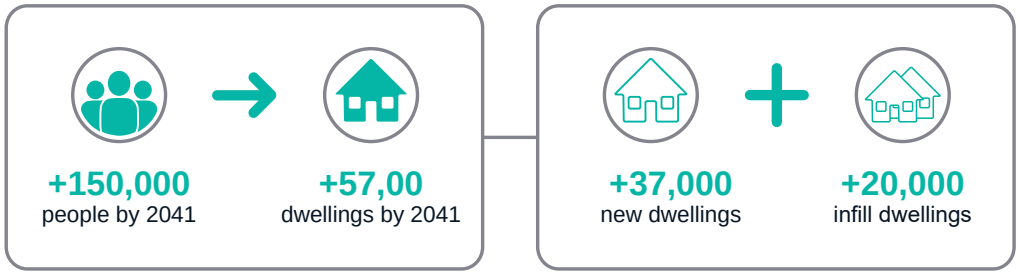



Figure 3: Statistics relating to demographics and housing in the City and future projections.

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

| Data Source | | | |
|---|---|---|---|
| | **WA Tomorrow* BAND A** | **Forecast .id 2021** | **Forecast .id 2025** |
| No. of People – Total | 434,153 | 370,273 | 393,117 |
| No. of Dwellings** | 157,874 | 134,645 | 148,602 |

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

Table 2: Projected demographics and dwelling forecast 2025 - 2041

| | 2025 | 2041 | Total Increase |
|---|---|---|---|
| Projected Demographics (Total no. of People) | 234,015 | 393,117 | +150,102 |
| Projected Dwellings (Total no. of dwellings) | 83,485 | 140,636 | +57,151 |

The State Government's North-West Sub-regional Planning Framework outlines an infill[1] 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 37,000 new dwellings to be provided in greenfield[2] 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 114,400 dwellings. However, there is latent capacity within many of these structure plans to achieve more lots.

### Greenfield Residential Development

Whilst there is enough zoned land to accommodate the required 57,000 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, Two Rocks is expected to provide the greatest number of new dwellings (13,795 new dwellings), closely followed by Yanchep with 9,135 new dwellings, and Alkimos and the suburbs of Gnangara, Jandabup and Mariginiup with 7,303 and 6,235 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 Two Rocks, Yanchep, Alkimos, Gnangara, Jandabup, Mariginiup, Eglinton and Wanneroo will deliver an additional 45,829 dwellings alone by 2041. As these will mostly comprise of greenfield development, the City is unlikely to have issues achieving its overall housing target of 57,000 new dwellings to accommodate its 2041 population.

Since the release of the ABS Census data in 2021, Two Rocks has being identified as the highest growing suburb in the City, overtaking the previously identified Yanchep suburb for both population and dwelling yield forecasts by 2041. This is likely due to the rate in which development has occurred in Yanchep and the surrounding station precincts in Alkimos and Eglinton since the previous statistics were collated in 2021. Despite this change, the Strategy will continue to focus development, infrastructure, services and amenities within the suburbs of Yanchep, Alkimos and Eglinton while the station precincts are being developed and these communities are becoming more established. During the next review of the Strategy, updated ABS data and forecast dwelling and population projections will be used to inform any changes to where development should be focused throughout the remainder of the Strategy's lifespan, including a greater focus on the Two Rocks area.

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 47,534 additional dwellings. This includes the redevelopment of lots that have not been developed to the maximum density capacity allowed for.

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.

Table 3: New Dwelling Forecast 2025 - 2041

| City of Wanneroo | 2025 | 2041 | Change between 2025 and 2041 | |
|---|---|---|---|---|
| **Area** | **No. of Dwellings** | **No. of Dwellings** | **No. of Dwellings** | **%** |
| Merriwa | 2,301 | 2,303 | 2 | 0.1 |
| Quinns Rocks | 3,378 | 3,414 | +36 | +1.1 |
| Koondoola | 1,460 | 1,506 | +46 | +3.2 |
| Marangaroo | 3,741 | 3,789 | +48 | +1.3 |
| Alexander Heights | 2,768 | 2,845 | +77 | +2.8 |
| Girrawheen | 3,723 | 3,825 | +102 | +2.7 |
| Banksia Grove | 4,428 | 4,568 | +140 | +3.2 |
| Ridgewood | 1,797 | 1,943 | +146 | +8.1 |
| Tapping | 3,255 | 3,442 | +187 | +5.7 |
| Butler | 5,052 | 5,339 | +287 | +5.7 |
| Hocking – Pearsall | 4,088 | 4,415 | +327 | +8.0 |
| Mindarie - Tamala Park | 3,056 | 3,512 | +456 | +14.9 |
| Darch | 2,224 | 2,787 | +563 | +25.3 |
| Carramar | 2,423 | 3,050 | +627 | +25.9 |
| Madeley - Wangara - Woodvale | 2,764 | 3,449 | +685 | +24.8 |
| Jindalee | 2,080 | 2,896 | +816 | +39.2 |
| Landsdale | 5,054 | 6,087 | +1,033 | +20.4 |
| Clarkson | 5,663 | 6,729 | +1,066 | +18.8 |
| Ashby – Sinagra | 2,493 | 4,043 | +1,550 | +62.2 |
| Neerabup - Pinjar - Nowergup - Carabooda | 314 | 3,442 | +3,128 | +996.2 |
| Wanneroo | 5,180 | 8,802 | + 3,622 | +69.9 |
| Eglinton | 2,750 | 8,489 | +5,739 | +208.7 |
| **Gnangara - Jandabup - Mariginiup** | 921 | 7,156 | +6,235 | +677.0 |
| **Alkimos** | 5,435 | 12,738 | +7,303 | +134.4 |
| **Yanchep** | 5,022 | 14,157 | +9,135 | +181.9 |
| **Two Rocks** | 2,115 | 15,910 | +13,795 | +652.2 |
| City of Wanneroo | 83,485 | 140,636 | +57,151 | +68.5 |

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 57,000 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 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.

**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.

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 |

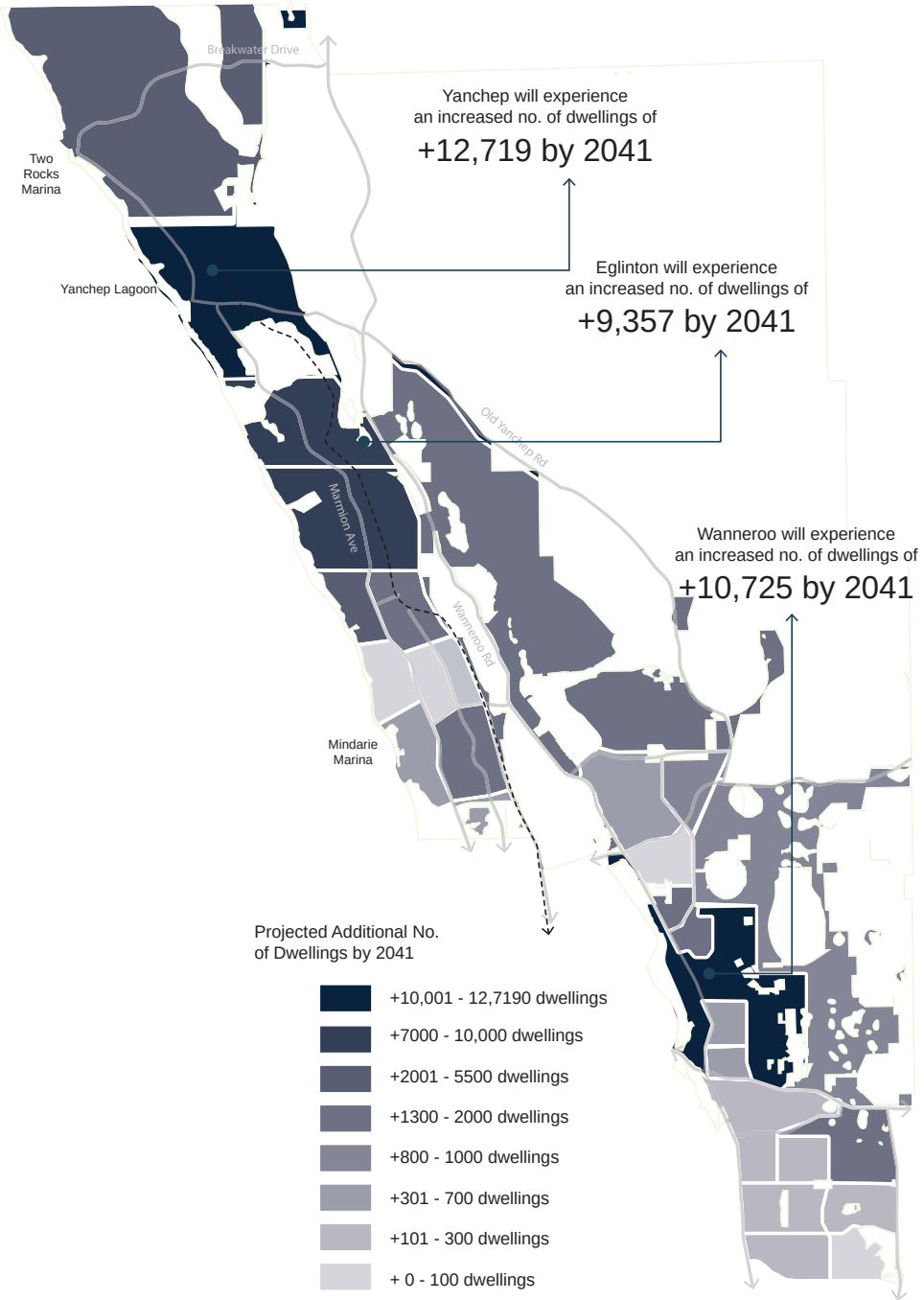



Figure 4: Forecast Dwelling Growth by 2041

Table 5: Dwelling ranges within walkable catchments for Greenfield Areas

| Greenfields Planning Areas | Dwelling Estimate Range | |
|---|---|---|
| | Lower Growth Scenario | Higher Growth Scenario |
| | Business as Usual and Low-Level Residential Uptake within Centres | 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.

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 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.

Achieving the minimum number of dwellings outlined within these activity centre structure plans will be critical to supporting the anticipated major transport infrastructure planned and required to support these growing suburbs.

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.



Medium Density Residential, Jindalee

Table 6: Dwelling ranges within walkable catchments for Infill Areas

| Infill Planning Areas | Dwelling Estimate Range | |
|---|---|---|
| | Lower Growth | Higher Growth |
| | Business as Usual | 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 |

## Rural zoning anomalies

As urbanisation has occurred in the City, there are a number of surplus rural zoned land parcels remaining in various locations.

These include the land to the west of Gibbs Road and east of the Mitchell Freeway in Carabooda as outlined in Figure 5. This land is currently zoned 'Rural' under both the Metropolitan Region Scheme and the City's District Planning Scheme No. 2.

In the future, this area may need to be reclassified to an appropriate zone to reflect changes in surrounding land uses. The initial step in this process will involve amending the underlying Metropolitan Region Scheme zoning to enable the application of a consistent zone under the applicable local planning scheme.

Further, it is noted that this land is currently identified as Open Space in the North-West Sub-Regional Planning Framework. The City will request that the WAPC include this area as an investigation area when reviewing the Sub-Regional Planning Framework, which in turn could provide the strategic justification for amendments to the MRS.

In addition, there is an area bound by San Rosa Road to the north, Wanneroo Road to the east, Scenic Drive to the south and Lake Joondalup to the west which is currently zoned 'Rural' under the MRS, and 'Residential under DPS 2. This locality, informally referred to as the 'Wanneroo Estate', represents a zoning anomaly arising from its previous zoning as 'Special Residential' under an earlier iteration of DPS 2. To address this inconsistency, it is recommended that the WAPC consider rezoning this area to 'Urban' under the MRS.

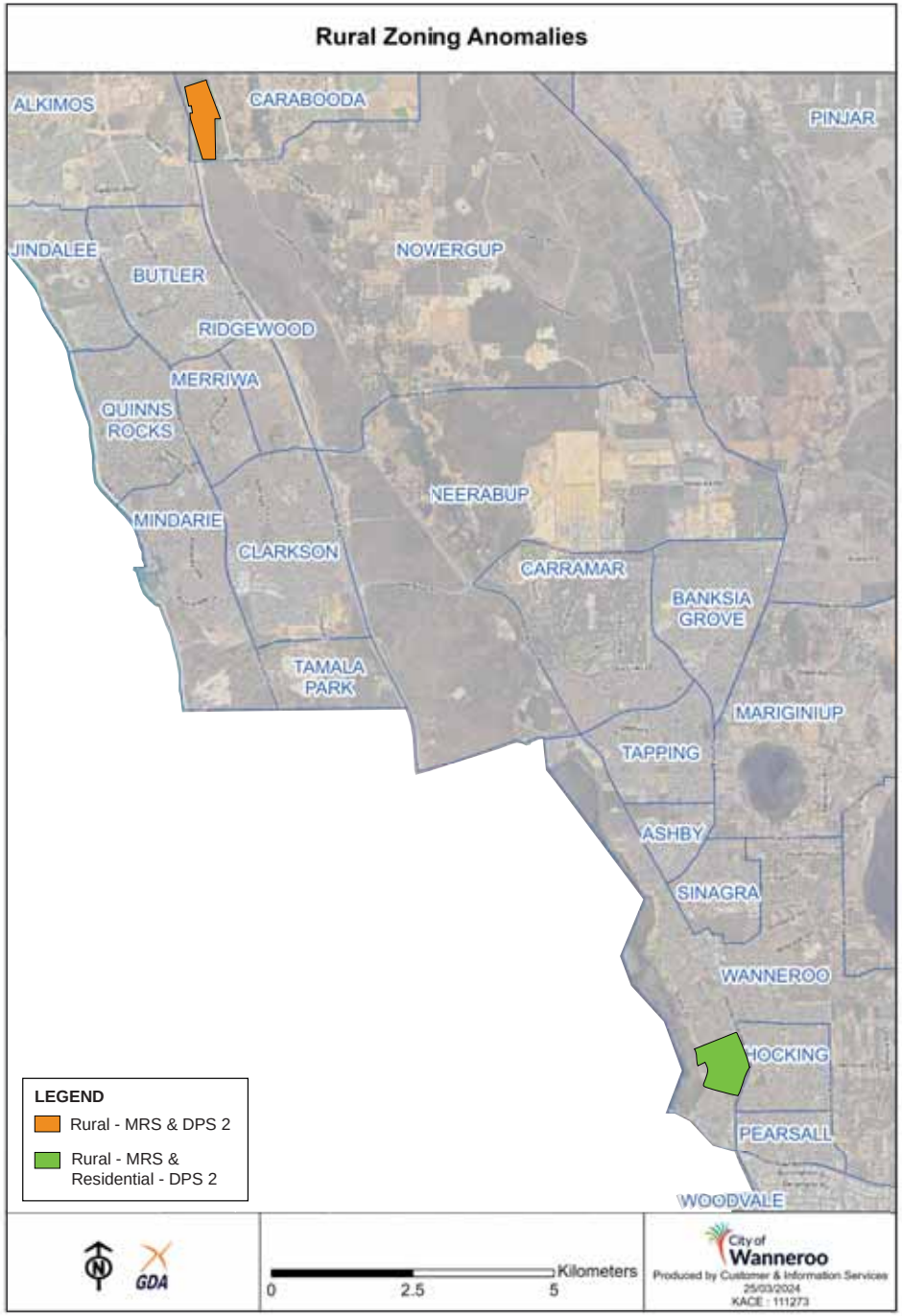



Figure 5: Rural zoning anomalies in the City.

## 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 resident's needs.

Between 2018 - 2024, 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 420 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 1,600 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 2.5% of the current housing stock, compared to 2.9% in Greater Perth.

Of the existing approximately 1,600 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 1,820 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 30,275 residents aged 65 and over (aged residents of retirement age), with this demographic predicted to increase to 61,173 by 2041 (Table 7). The significant ageing population in Wanneroo means that the City will need to accommodate an additional 30,800 aged residents (65+), which translates to approximately 11,200 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 30,800 aged residents (65+) from the current 30,173 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 30,800 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.

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

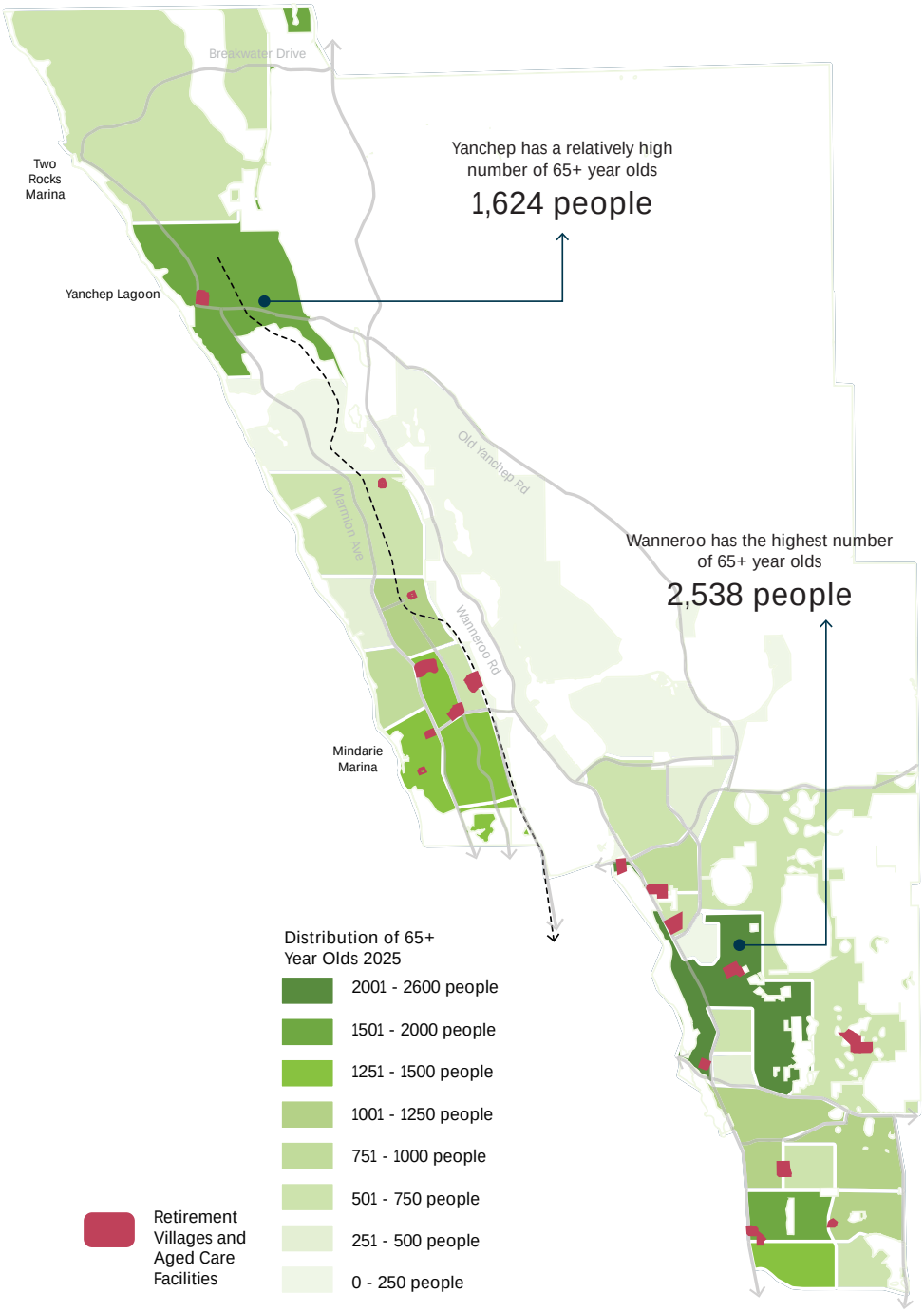



Figure 6: Existing Retirement Units and Aged Care Facilities in the City

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 appropriate zones where incentives could apply. 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 | 2025 | 2041 | Change between 2025 and 2041 | |
|---|---|---|---|---|
| **Area** | **No. of people 65+ years** | **No. of people 65+ years** | **No. of people 65+ years** | **%** |
| Merriwa | 1,295 | 981 | -314 | -24.2 |
| Ridgewood | 883 | 858 | -25 | -2.8 |
| Tapping | 1,453 | 1,457 | +4 | +0.3 |
| Koondoola | 694 | 8,97 | +203 | +29.3 |
| Alexander Heights | 1,410 | 1,943 | +533 | +37.8 |
| Girrawheen | 1,542 | 2,096 | +554 | +35.9 |
| Carramar | 524 | 1,101 | +577 | +110.1 |
| Quinns Rocks | 1,287 | 1,902 | +615 | +47.8 |
| Darch | 1,027 | 1,666 | +639 | +62.2 |
| Banksia Grove | 924 | 1,580 | +656 | +71.0 |
| Neerabup - Pinjar - Nowergup - Carabooda | 123 | 785 | +662 | +538.2 |
| Madeley - Wangara - Woodvale | 1,109 | 1,805 | +696 | +62.8 |
| Jindalee | 702 | 1,479 | +777 | +110.7 |
| Mindarie - Tamala Park | 1,157 | 1,958 | +801 | +69.2 |
| Marangaroo | 2,120 | 3,028 | +908 | +42.8 |
| Ashby - Sinagra | 1,117 | 2,059 | +942 | +84.3 |
| Butler | 1,371 | 2,367 | +996 | +72.6 |
| Hocking - Pearsall | 1,818 | 2,896 | +1,078 | +59.3 |
| Eglinton | 407 | 1,805 | +1,398 | +343.5 |
| Clarkson | 1,710 | 3,563 | +1,853 | +108.4 |
| Landsdale | 1,395 | 3,279 | +1,884 | +135.1 |
| Wanneroo | 2,538 | 4,527 | +1,989 | +78.4 |
| Alkimos | 890 | 3,097 | +2,207 | +248.0 |
| **Gnangara - Jandabup - Mariginiup** | 385 | 3,056 | +2,671 | +693.8 |
| **Yanchep** | 1,624 | 4,581 | +2,957 | +182.1 |
| **Two Rocks** | 770 | 6,407 | +5,637 | +732.1 |
| City of Wanneroo | 30,275 | 61,173 | +30,898 | +102.1 |

# 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: Bushfire 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. The Bushfire Hazard Assessment focused on the North Wanneroo Area, as other key planning areas identified in Part 1 have already been subject to bushfire planning and do not require further bushfire analysis at this time. However, subsequent changes of planning may need to address bushfire considerations where relevant.



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 7). 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 8, 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.

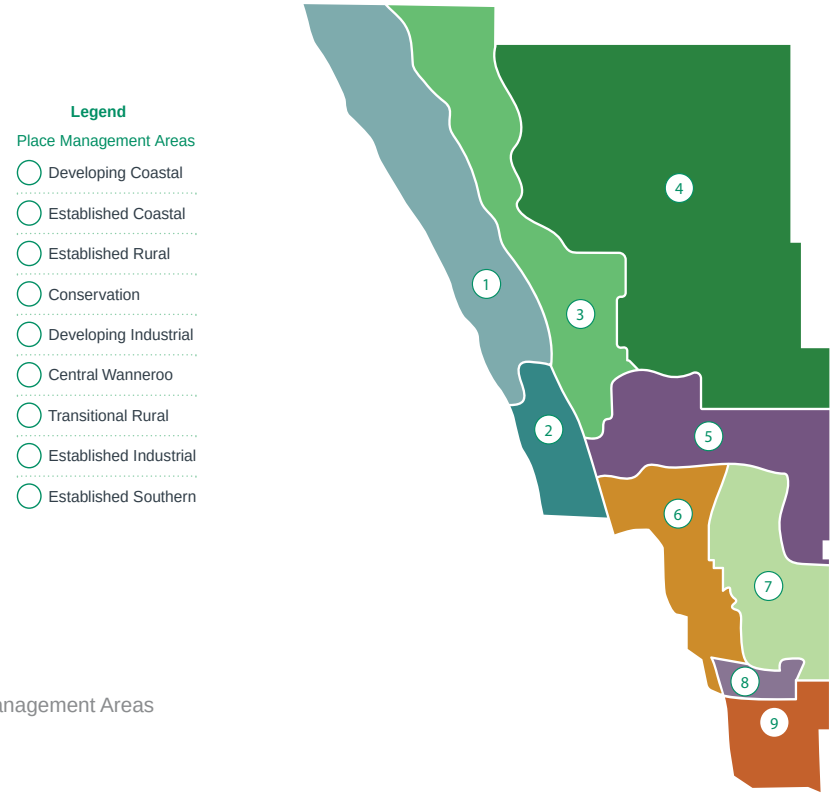



Figure 7: Place Management Areas

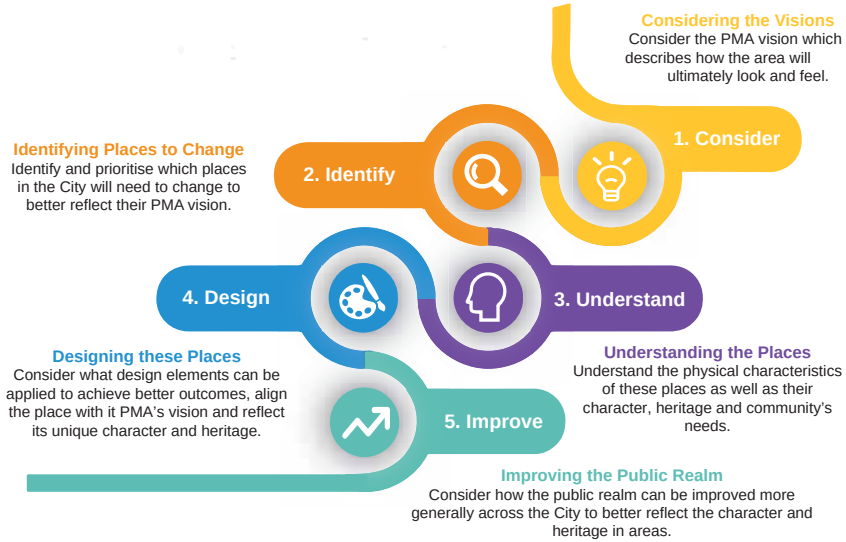



Figure 8: Place-Based Approach to Development

## 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 9 outlines a number of factors which are considered when designing places in the City.

**Population and Housing**
What is the population and demographics and what types of housing are in place?

**Location and Uses**
Where is the place located? What are its key features and how is it used by the community?

**Aboriginal and Historic Heritage**
What are the place's Aboriginal and historic heritage values? Does it contain any built heritage sites?

**Environment**
What are the place's environmental features (climate, vegetation, topographies and landscapes) and values?

**Community Places and Spaces**
What services, facilities and spaces are there in the place to support community well-being?

**Buildings and 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 9: 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 and Setbacks** from the street demonstrate the intended scale and relationships between buildings.



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



**Building Facades and 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, 34 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 Heritage Act 1972.*

It is important to note that places of Aboriginal Cultural Heritage significance are protected under separate legislation, the *Aboriginal Heritage Act 1972.*

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 |
|---|---|---|---|
| 26470 | Sun City Precinct, Two Rocks | Two Rocks | Parent Place |
| 17523 | Atlantis Marine Park (fmr) | Two Rocks | Child place of RHP 26470 |
| 17935 | King Neptune Sculpture | Two Rocks | Child place of RHP 17523 |
| 17948 | Waugal Monoliths | Two Rocks | Child place of RHP 17943 |
| 16771 | Two Rocks Shopping Centre and Tavern | Two Rocks | RHP 17943, RHP 17944 |
| 17943 | Two Rocks Shopping Centre | Two Rocks | Child place of RHP 16771 |
| 17944 | Two Rocks Tavern | Two Rocks | Child place of RHP 16771 |
| 17939 | Sun City Land Sales Office (fmr) | Two Rocks | Child place of RHP 16771 |
| 17942 | Two Rocks Marina | Two Rocks | Child place of RHP 26470 |
| 17395 | Two Rocks Police Complex | Two Rocks | Child place of RHP 17943 |
| 17941 | Two Rocks Limestone Retaining Wall | Two Rocks | Child place of RHP 26470 |
| 2674 | Buckingham House | Wanneroo | |
| 18095 | Boongarra Government Well | Yanchep | Child place of RHP 15873 |
| 2675 | Cockman House | Woodvale | |
| 4558 | Lime Kilns – Coopers (12 and 12A) | Mindarie | |
| 24914 | North West Stock Route (fmr) | Yanchep | Child place of RHP 15873 |
| 15873 | North West Stock Route (fmr) Stage 1 | Yanchep | |
| 17919 | Olive Trees, Perry's Paddock | Woodvale | Child place of RHP 9484 |
| 9484 | Perry's Paddock, Cottage and 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 |

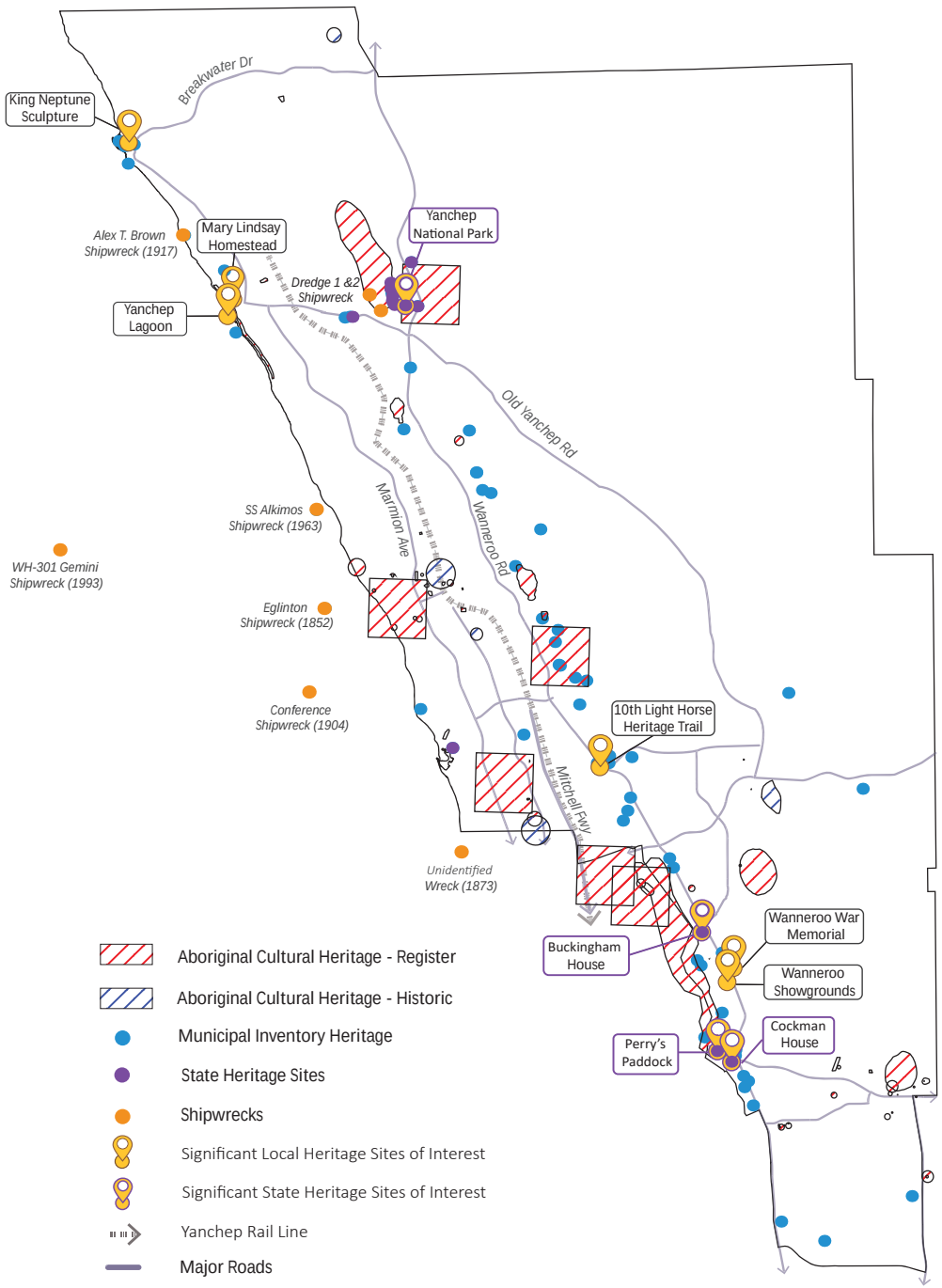



Figure 10: Existing Aboriginal and Cultural Heritage Places in the City

## 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 Heritage Act 1972*. 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 has 33 places of Aboriginal significance registered on the Department of Planning, Lands and Heritage (DPLH) Aboriginal Heritage Inquiry System (AHIS) online database, comprising both 'Registered' and 'Historic' places. 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 *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 *Aboriginal Heritage Act 1972*, 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 *Aboriginal Heritage Act 1972*.

## 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). 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.

Land use planning facilitates POS and community buildings by designating land for parks and recreation, public purposes or conservation uses.

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.

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.

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 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 WAPC's Public Open Space Position Statement guides the calculation of POS contributions, including those associated with infill development. The City will be guided by, and apply, the Position Statement to ensure adequate public open space provision, having regard to the current expectation for local government areas to provide a minimum of 10 per cent POS in residential areas.

### 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

## How much do we currently have?

### Community Buildings

**4** Libraries

**3** Museums

**2** Recreation Centres

**3** Surf Life Saving Clubs

**1** Aquatic Centre

**21** Community Centres

Girrawheen Hub and Yanchep Two Rocks Access Centre

Girrawheen Koondoola Senior Citizen Centre

### Public Open Space

**552** Parks, foreshore reserves and conservation areas in the City

**38%** Parks are of a neighbourhood size

**1** Kingsway Regional Sporting Complex

**69%** parks used for recreation purposes

**24%** parks used for nature retention purposes

**7%** parks used for sporting purposes

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 the local planning framework, 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 Gnangara 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.

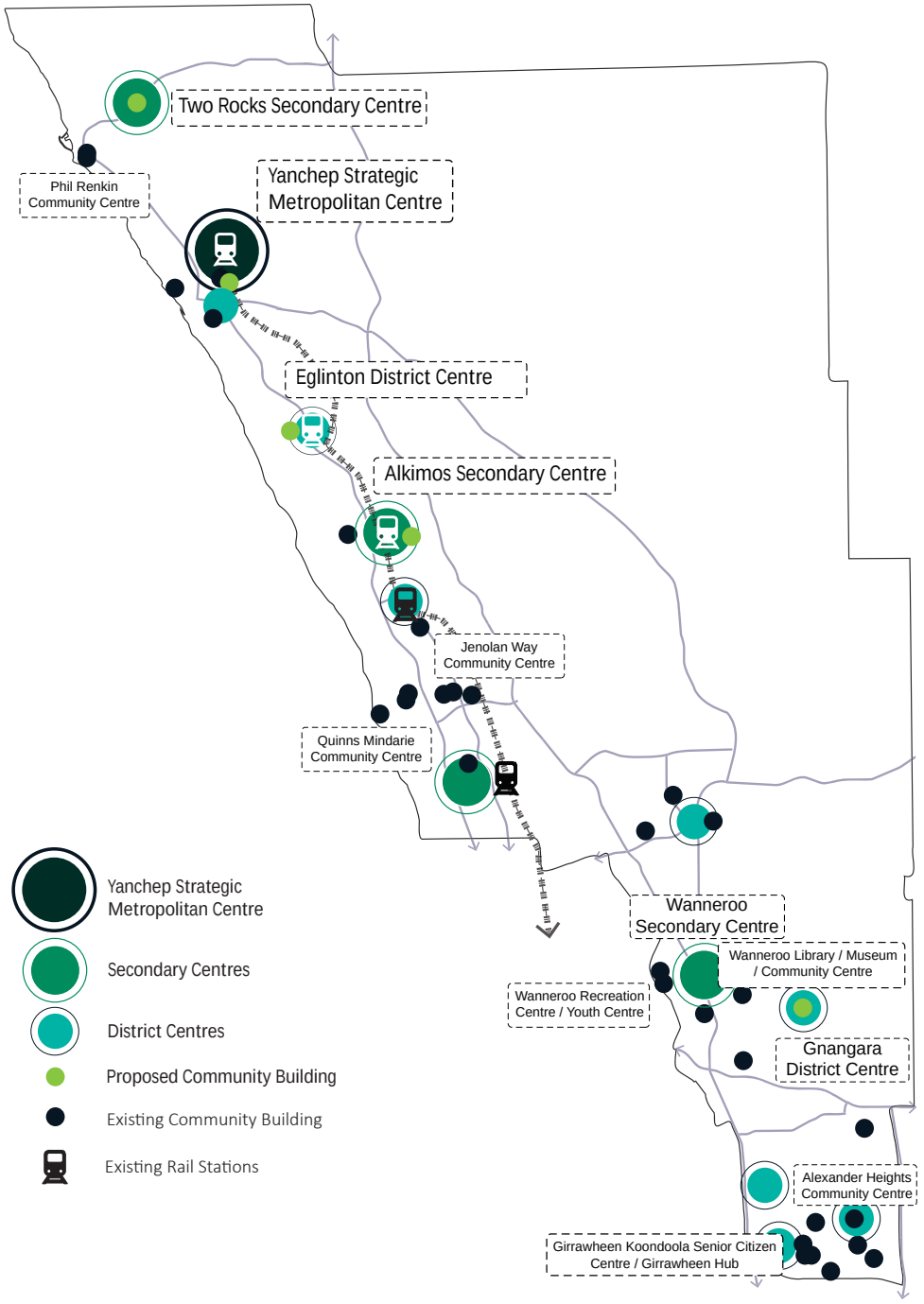



Figure 11: Existing Community Facilities in the City

## 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 WAPC/Minister, ideally 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 and district level community facilities 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 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 could be investigated and considered to facilitate the efficient and effective provision of infrastructure and facilities that are essential to meet the demands arising from the development. 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** | • Ensure there is sufficient housing supply to meet the needs of the growing population.<br>• Low rates of urban infill in the City will result in not achieving the State's set density target.<br>• Ensure there is affordable and diverse housing options for all, including providing access to services, open space and/or public transport in close proximity.<br>• Encourage the delivery of social housing to cater for increasing demand.<br>• Manage the staged urbanisation of East Wanneroo to accommodate the projected population growth over the next 50 years.<br>• Minimise bushfire risk in the City. | • Allow for the delivery of diverse housing types across the City to meet the needs the community.<br>• 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.<br>• Encourage the provision of higher density housing within close proximity to high quality service and amenities.<br>• Collaborate with the State Government to develop incentives to deliver social and affordable housing within strategic locations in the City.<br>• Encourage good built form design outcomes for East Wanneroo to create an attractive and unique place that will be sustainable for years to come.<br>• 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** | • Protect and enhance areas that have a unique character in the City.<br>• Improve amenity in the public realm which is causing a diminished sense of place and reduced liveability and sustainability for residents. | • Establish and protect character areas identified in the City as being unique to the history or sense of place of that area.<br>• Create places that are attractive and inviting for people to enjoy through improving the consistency of materials and landscaping in the public realm. |
| **Heritage** | • Protect and celebrate the local Aboriginal and historic heritage unique to Wanneroo. | • Engage with relevant stakeholders to identify places of Aboriginal and historic heritage that are unique to the City which need to be protected for future generations. |
| **Community Infrastructure** | • Create places that are functional and adaptive to meet the needs of the growing community.<br>• Encourage community facilities be appropriately located to deliver maximum benefit to the community.<br>• Protect local environmental values and minimise the effects of Climate Change.<br>• Identify funding opportunities to ensure the timely delivery of community infrastructure in the future. | • 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.<br>• Encourage community facilities be co-located with complimentary land uses to minimise costs and deliver infrastructure and services in a timely manner.<br>• Deliver a connected open space network which conserves the natural environment and is sustainable.<br>• Prepare developer contribution plans to coordinate the delivery of services and infrastructure in a timely and equitable manner. |

# 4.2 Economy, employment and 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.

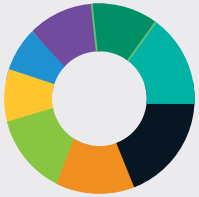
The City is strategically located with strong connections to broader employment opportunities, while the availability of new and affordable employment land will attract future and existing businesses wanting to expand to the region, delivering additional jobs for the local community.

**62%**

**Worked full time**

**64%**

**Drive to work**



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

**Largest Employers**

- **Construction**
- **Manufacturing**
- **Retail**

**Growth Industries**

- **Manufacturing**
- **Health Care and Social Services**
- **Professional, Technical and Scientific Services**

**Niche Industries**

- **Agribusiness**
- **Tourism**

**Emerging Industries**

- **Waste and Energy Innovation**
- **Automation and 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 is proposed to 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 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.

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 Heights 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.

It is important to note that Table 9 reflects forecast growth projections (not limits) to 2041, to reflect the lifespan of the Strategy. However, beyond this time, many of these Centres are still likely to grow. A major review of these growth projections will be undertaken every five years to coincide with the review of the Strategy. Additionally, where new or updated retail needs assessments are undertaken in accordance with SPP 4.2, the growth projections and classification levels for these centres are subject to change at such time.

### Industrial areas

Industrial development in the City provides employment opportunities and supports a diverse range of industries. The City has two major industrial areas which are located in Wangara and Neerabup. The Wangara Industrial Area (WIA) was established in the 1970s and has experienced considerable growth and intensification since this time. This growth is expected to continue and manufacturing and engineering will remain the WIA's predominant industries. However, the recent development of the Neerabup Industrial Area (NIA) has significantly expanded the City's industrial capacity, providing opportunities for businesses to expand locally while 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.

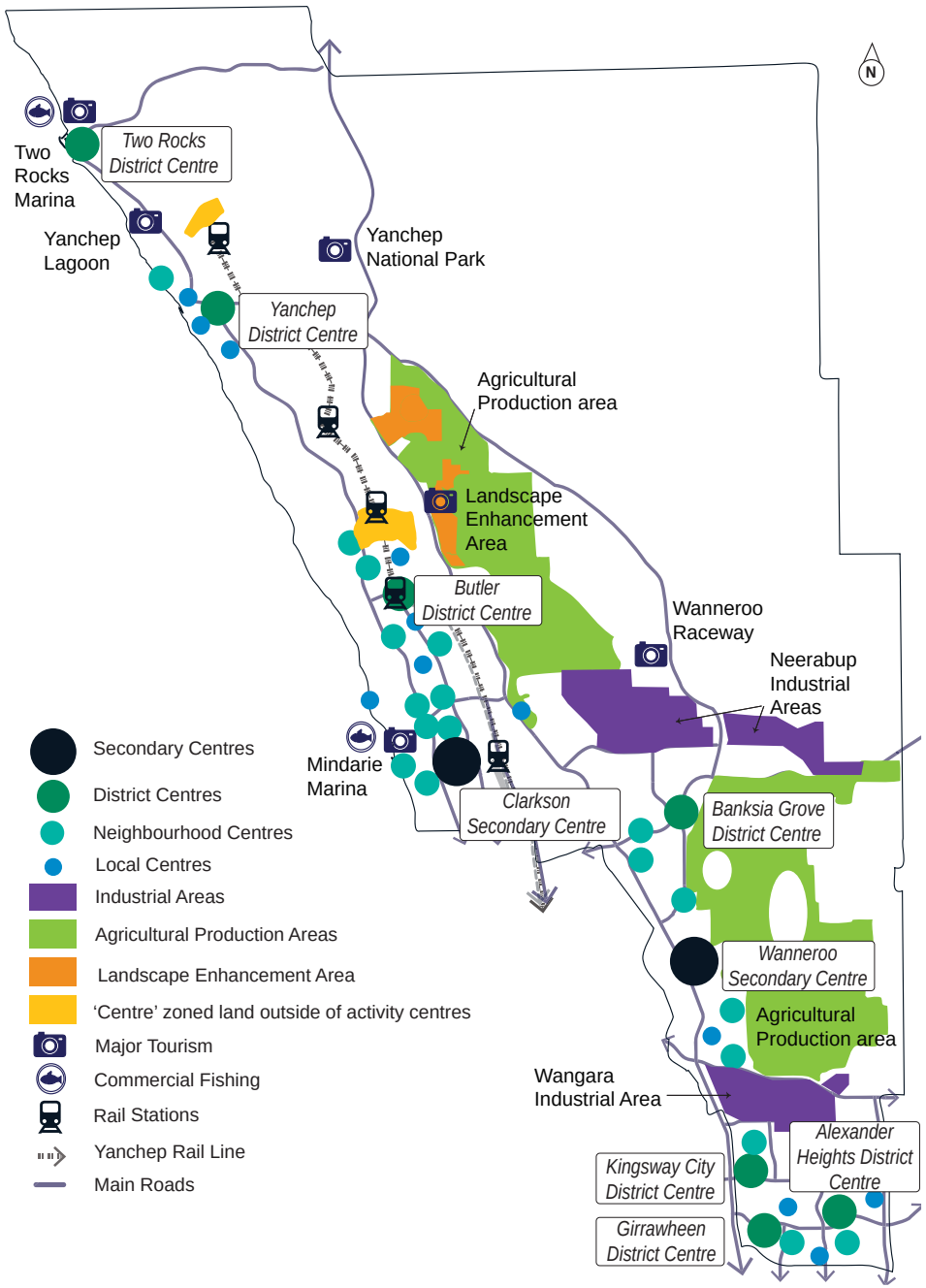



Figure 12: Current economic and employment activity in the City

### 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 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.

### 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



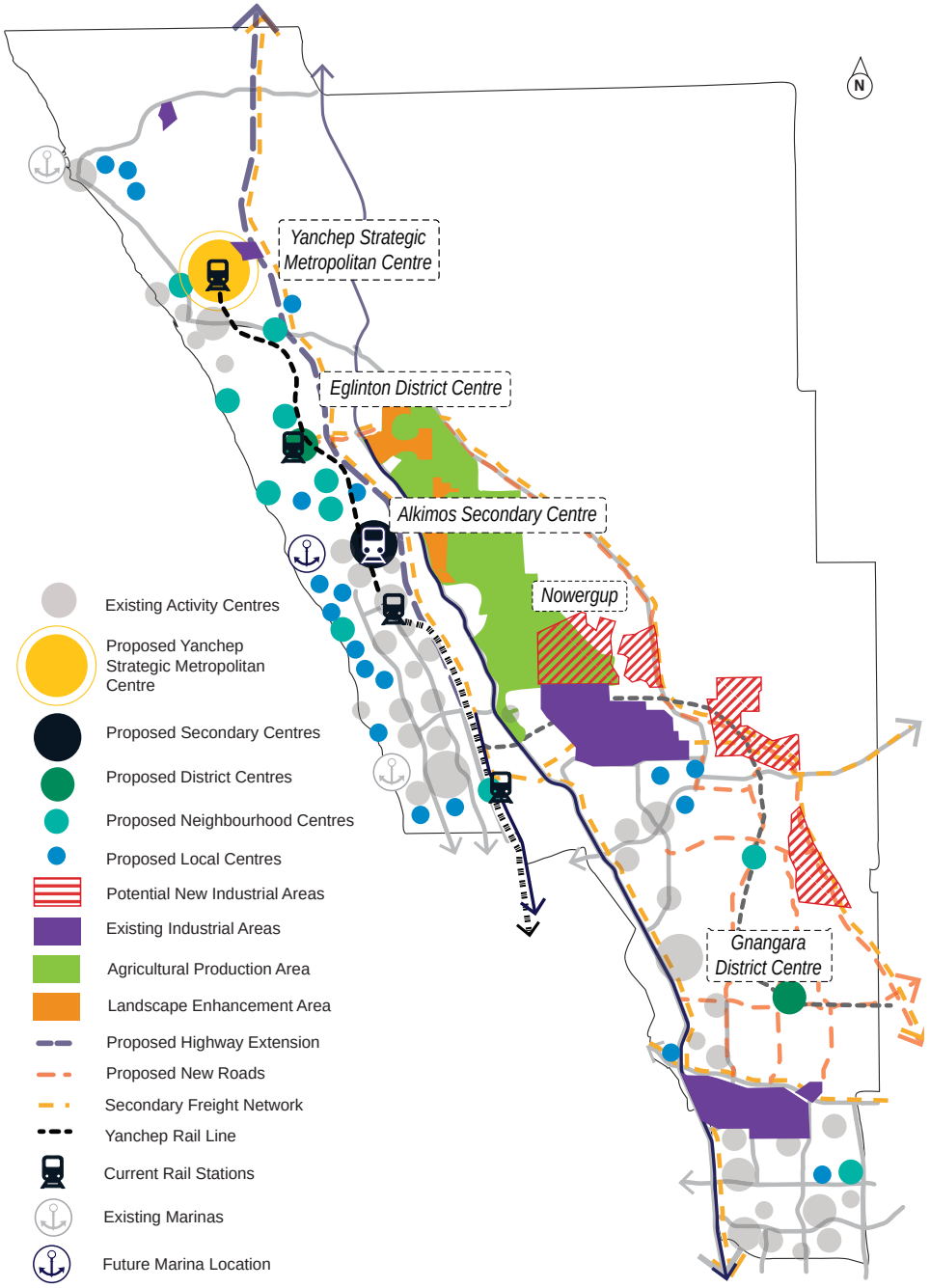



Figure 13: Future economic and employment activity locations in the City

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. Is its 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.

The City's current needs assessment has reflected a proposed retail floorspace for the Eglinton coastal village and marina of 6,651m2 by 2036. This figure is reflected in the current Eglinton Local Structure Plan No. 82, which will be due for review in the next few years. At such time as the structure plan is reviewed, an updated retail needs study will be required to ensure that any proposed development will be in accordance with the hierarchy reflected in SPP 4.2.

**State Forest 65**

State Forest 65 consists of Crown Land which is vested to the Conservation and Parks Commission and managed by the Department of Biodiversity, Conservation and Attractions 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 possible opportunities for alternative economic or employment generating land uses in the decommissioned portions of State Forest 65 where they are determined not to be suitable for environmental protection

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 such investigations into the use of this land for expanded agricultural and horticultural activities. This may 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. In reviews of the planning framework for the sub-region, the City will advocate for investigations into future land use for these locations, which may be able to 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 an 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 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. Regular reviews of the needs assessment simultaneously to the review of the Strategy will ensure that any major changes to these centre's will be reflected accordingly.

## 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.

Table 9: Indicative Retail NLA and projected growth for the City's activity centres to 2041.

### Strategic Metropolitan Centres Retail Floorspace (NLA)*

| Centre | 2021sqm | 2026sqm | 2031sqm | 2036sqm | 2041sqm |
|---|---|---|---|---|---|
| Yanchep City Centre | 0 | 5000 | 10000 | 20000 | 30000 |

### 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 | 30000 |
| Wanneroo Town Centre | 22064 | 30000 | 30000 | 30000 | 40000 |

### 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 | 13500 | 18000 | 18000 | 18000 |
| Alexander Heights | 9416 | 9416 | 9416 | 9416 | 9416 |
| Two Rocks District Centre | 2161 | 6510 | 6510 | 6510 | 6510 |
| East Wanneroo PD1 | 0 | 0 | 0 | 5000 | 5000 |

**Note: The NLA figures shown in Table 9 reflect forecast growth projections and not limits. Figures are shown up to 2041, which represents the lifetime of the Strategy. The information presented forms part of the City's Retail Needs Assessment and does not preclude further retail assessments being undertaken in support of planning proposals in accordance with State Planning Policy 4.2: Activity Centres. A major review of the NLA figures will be undertaken in accordance with the review of the Strategy.*

### 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 | 7200 |
| 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 | 3250 | 3250 | 3250 | 3250 |
| Quinns Village | 1891 | 1891 | 1891 | 1891 | 1891 |
| Mindarie | 1794 | 1794 | 1794 | 1794 | 1794 |
| Lansdale Forum | 1679 | 1679 | 1679 | 1679 | 1679 |
| Capricorn Coastal | 150 | 150 | 150 | 150 | 150 |
| 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 | 3500 |
| Clarkson Avenue | 1100 | 1100 | 1100 | 1100 | 4300 |
| 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 | 6651 | 6651 |
| 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 | 1092 | 1092 | 1092 | 1092 | 1092 |
| 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 |

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 14) 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.

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.

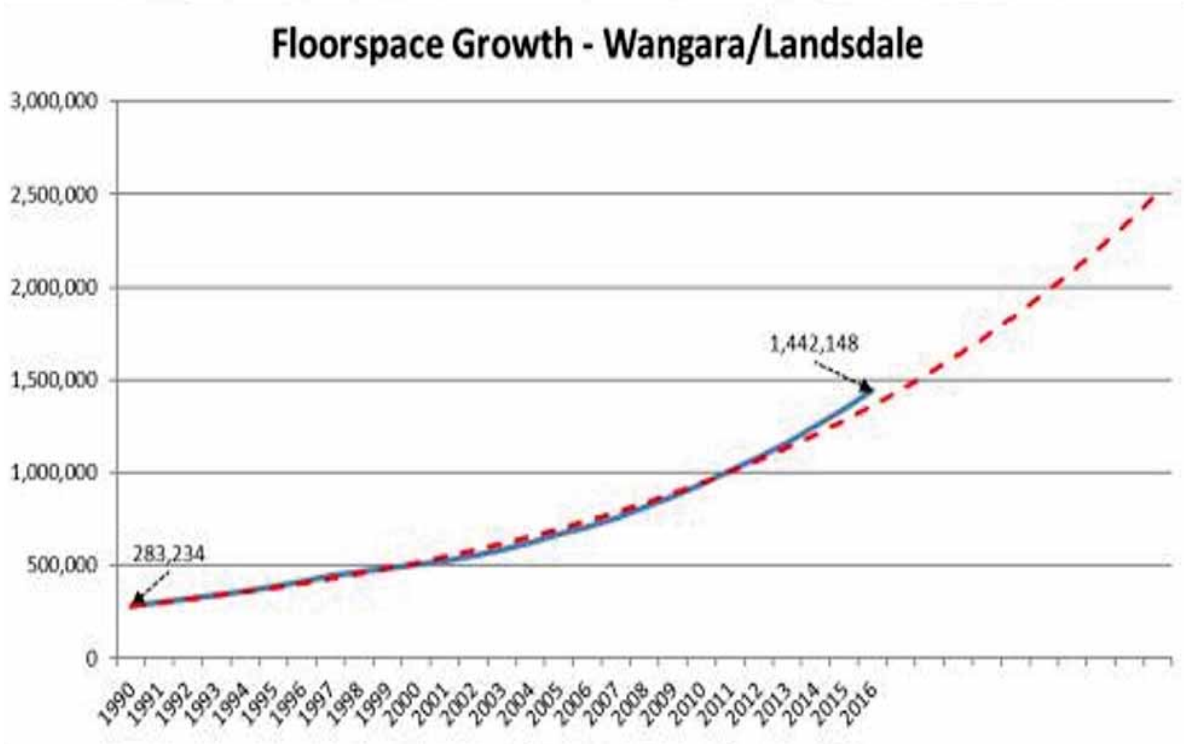



Figure 14: Projected floorspace in the Wangara Industrial Area

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, food security must be provided to residents in the City and the broader metropolitan and regional areas. 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.

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.



Strawberry Farm

**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. In this regard, since 2016, the City has advocated for food producers to be exempt from water reductions and for an alternative affordable, long-term water supply to be provided for agriculture in North Wanneroo.

The City's advocacy efforts have resulted in some successes including:

- 2 State Government Taskforces dedicated to North Wanneroo.
- Proposed reduction changed from an initial 25% to 10%.
- A State Government commitment of $600,000 to support the North Wanneroo irrigated agriculture sector.
- An exemption for irrigation of plants or trees for commercial purposes at established nurseries and tree farms.
- The announcement of a desalination plant at Alkimos.

Despite this, the State Government's overall policy decision remains and growers in North Wanneroo will face a 10% reduction to their water allocations from 2028.

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 the northern urban fringe 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.

As a result of impending water reductions, some North Wanneroo rural landowners are seeking to subdivide their land into rural residential lots, which typically comprise of 1-4 hectare lots. The State Government's North-West Sub-Regional Planning Framework does not consider this to be an effective future use of rural land as it requires additional services and infrastructure to meet the needs of residents living in dispersed subdivision patterns.

As noted in the Introduction, the Carabooda DSP was endorsed by the WAPC on 15 July 2026, subject to modifications, and is anticipated to enable the delivery of an additional 9,221 dwellings in the City in the future.

The City considers, in light of this decision, that the WAPC should consider the future land use planning in North Wanneroo as part of its Perth and Peel @ 3.5 million - Health Check. This should include the broader planning for the rural areas of Carabooda, Nowergup, Neerabup and adjacent State Forest 65. This should include the potential for a state-of-the-art new agricultural food precinct and find alternative land for the displaced agricultural industry from Carabooda and the East Wanneroo urbanisation area. The City will also monitor the planning framework for the Gingin airport, seeking to ensure ongoing alignment of zones and reserves for the site with the adjoining local government

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.

**Strategic comparative advantage**

There are significant opportunities for the City to capitalise on its assets and strengths to service broader regional, interstate and overseas markets. Some of the features that gives the City a strategic comparative advantage are outlined in Figure 18 and include:

- The Yanchep rail line which will facilitate rail linkages between the City of Wanneroo, Perth CBD, Perth airport, Fremantle port and Kewdale and Kwinana industrial areas.
- The Yanchep City Centre which will ultimately be one of the largest strategic metropolitan centres after the Perth CBD and provide major investment and employment opportunities.
- New roads including the Yanchep-Whiteman Highway and upgraded existing roads which will reduce travel times between the City, the Wheatbelt and Perth metropolitan regions.
- The Neerabup Industrial Area which is expected to be one of the biggest industrial estates in Perth, and ultimately generate up to 30,000 new job opportunities.
- State Forest 65 which has the potential to contribute to food production if some of this land is used for farming or for innovative and sustainable practices to support this industry.
- The City contains some of the region's best beaches with Yanchep Lagoon and Quinns beach attracting a range of regional, interstate and overseas visitors.

Looking even further into the future, there are a number of technological advancements they are likely to become prevalent beyond the timeframe of the Strategy which will further facilitate the City's strategic comparative advantages. These may require further innovative planning solutions at both a local and State Government level.

Such innovations include:

- 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. This is important for the City's emerging development, industrial and rural areas which are not well-served by public transport.
- Delivery drones and 'air taxis' may influence freight movements in the future by being able to operate over the ocean faster than cargo ships and be more cost effective 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 done flyways throughout the City.
- Shared transport includes car sharing, public transport, ride-share modes such as Ubers, bike sharing and car pooling and offers many benefits to commuters, ultimately reducing the need and expenses associated with owning a private car.

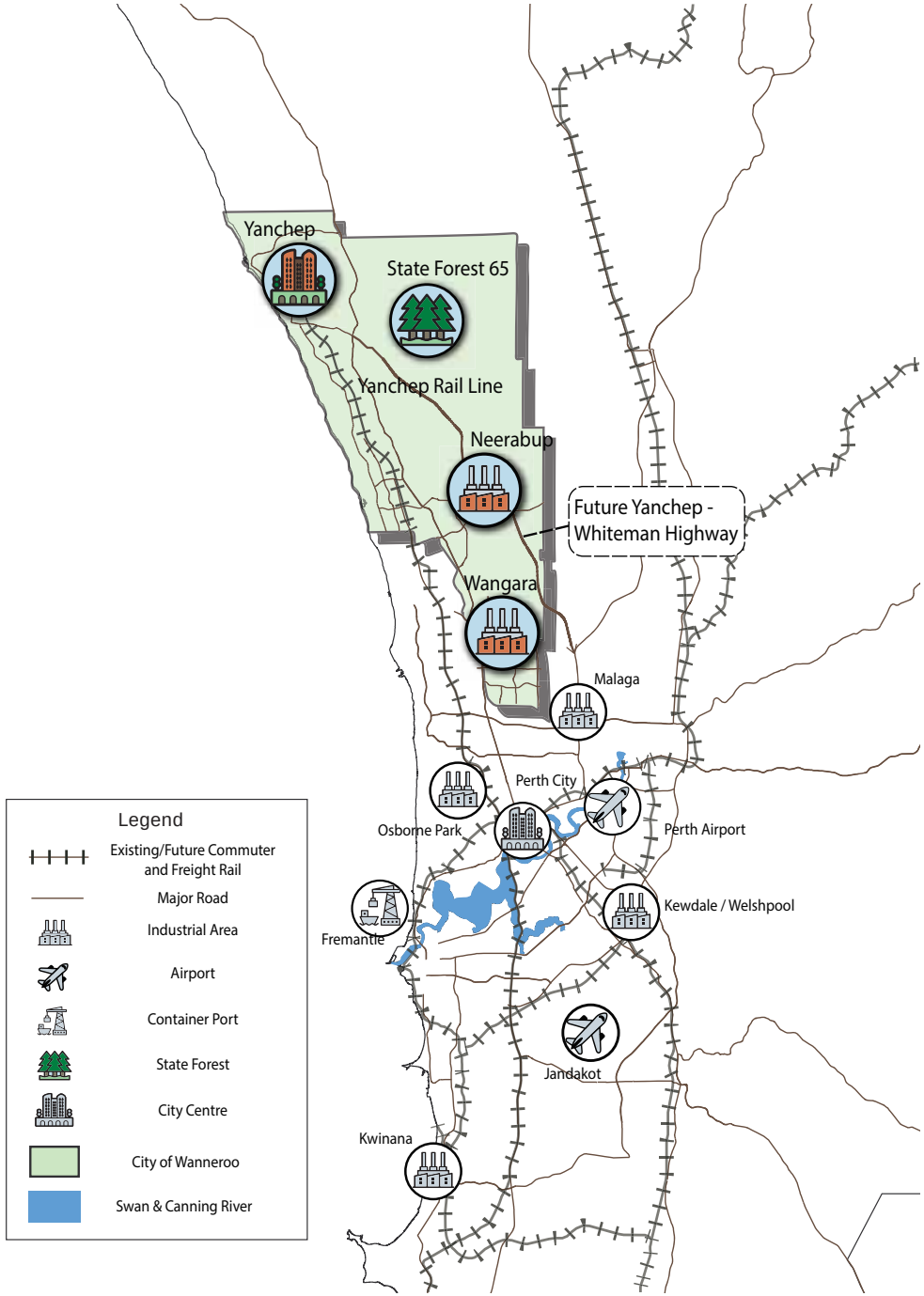



Figure 15: Strategic Comparative Advantages in the City

# 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.

A review of the City's Tourism Plan 2019-2024 is currently underway, and any updated strategic opportunities to improve the City's tourism potential will be reflected in a future review of the Strategy.



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.

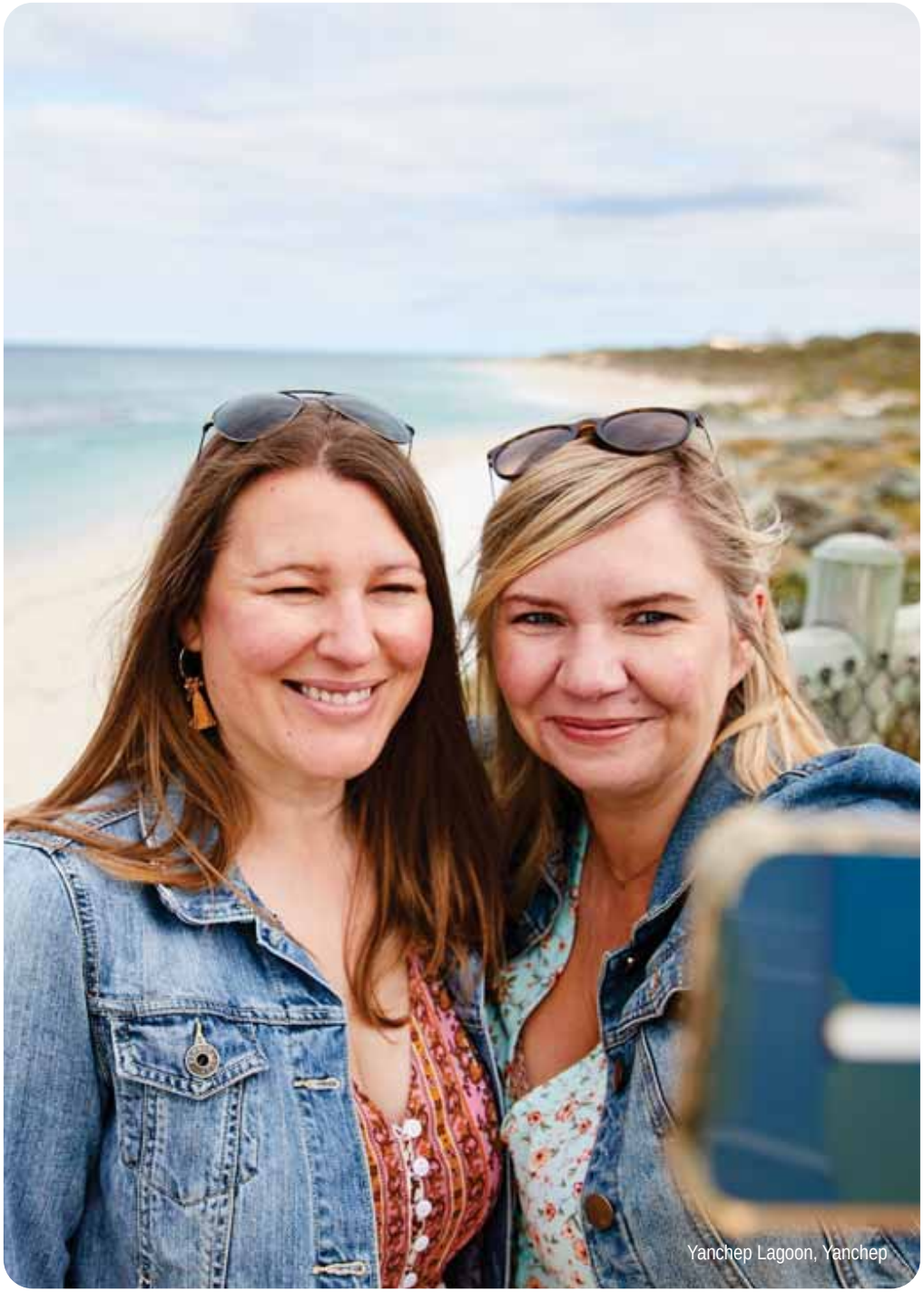
Additionally, the Wanneroo Showgrounds hosts a number of community events such as the Agricultural Show which has been hosted annually since 1909.

### 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 Lindsy 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 16).

### 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.

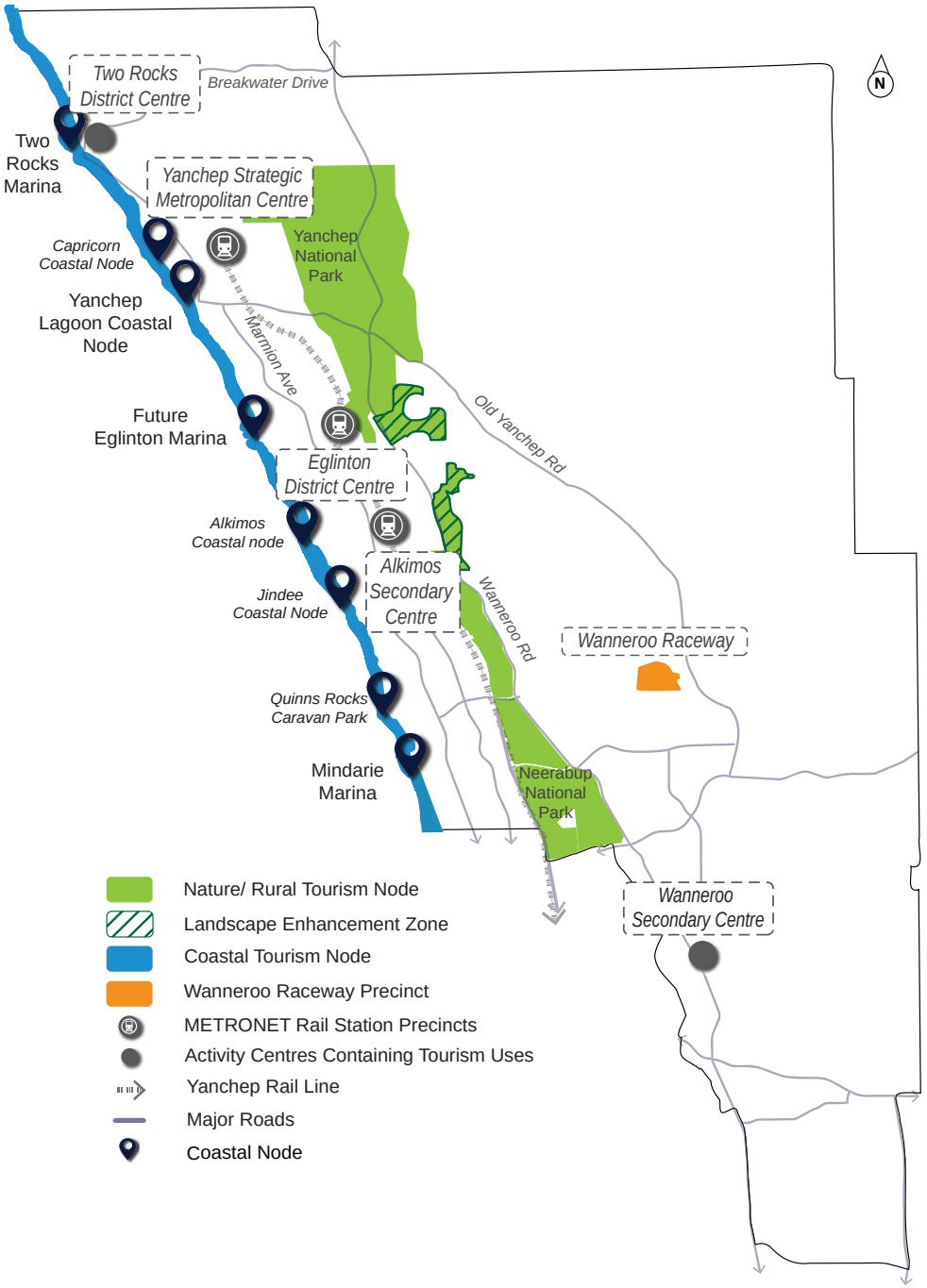



Figure 16: Future tourism locations in the City

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 proposes to 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 City will consider reviewing the Landscape Enhancement zone's boundaries.

**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, appropriate bushfire and natural hazard management and 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). Planning controls will appropriately design and manage these types of accommodation to ensure they do not adversely impact the existing amenity of an area.

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 17: 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** | • Ensure there is diverse employment land available to accommodate future job growth in the City.<br>• Protect land identified for future employment from being developed for non-employment activities before the demand for businesses and services grows.<br>• Ensure future activity centres are developed to an appropriate size and scale to reduce the competition with surrounding centres.<br>• Support a diversity of land uses in industrial areas.<br>• Work with the State to consider future land use planning in North Wanneroo. | • Undertake an employment land use study to support the demand for future employment opportunities in the City.<br>• Allow temporary land uses on land parcels reserved for employment until it is needed.<br>• Deliver future activity centres in accordance with the hierarchy outlined in the SPP 4.2.<br>• Support a diversity of business activities in industrial areas to support the primary industrial uses (i.e. offices).<br>• Consider additional land uses which will complement the existing agriculture and tourism activities in the area.<br>• Advocate to State Government to include North Wanneroo as a planning investigation area in its review of the Perth and Peel@3.5million or in its next overarching sub-regional planning framework, to investigate food security in the Perth Metropolitan and surrounding regions, and consider appropriate future uses for North Wanneroo. |
| **Tourism** | • Attract and support tourism opportunities in the City.<br>• Encourage a range of accommodation services to support visitors in the City. | • 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.<br>• Explore the rural tourism potential in North Wanneroo as well as scheme mechanisms to encourage rural tourism in the area.<br>• 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 and 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.

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 aims 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.






**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 18).

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 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.

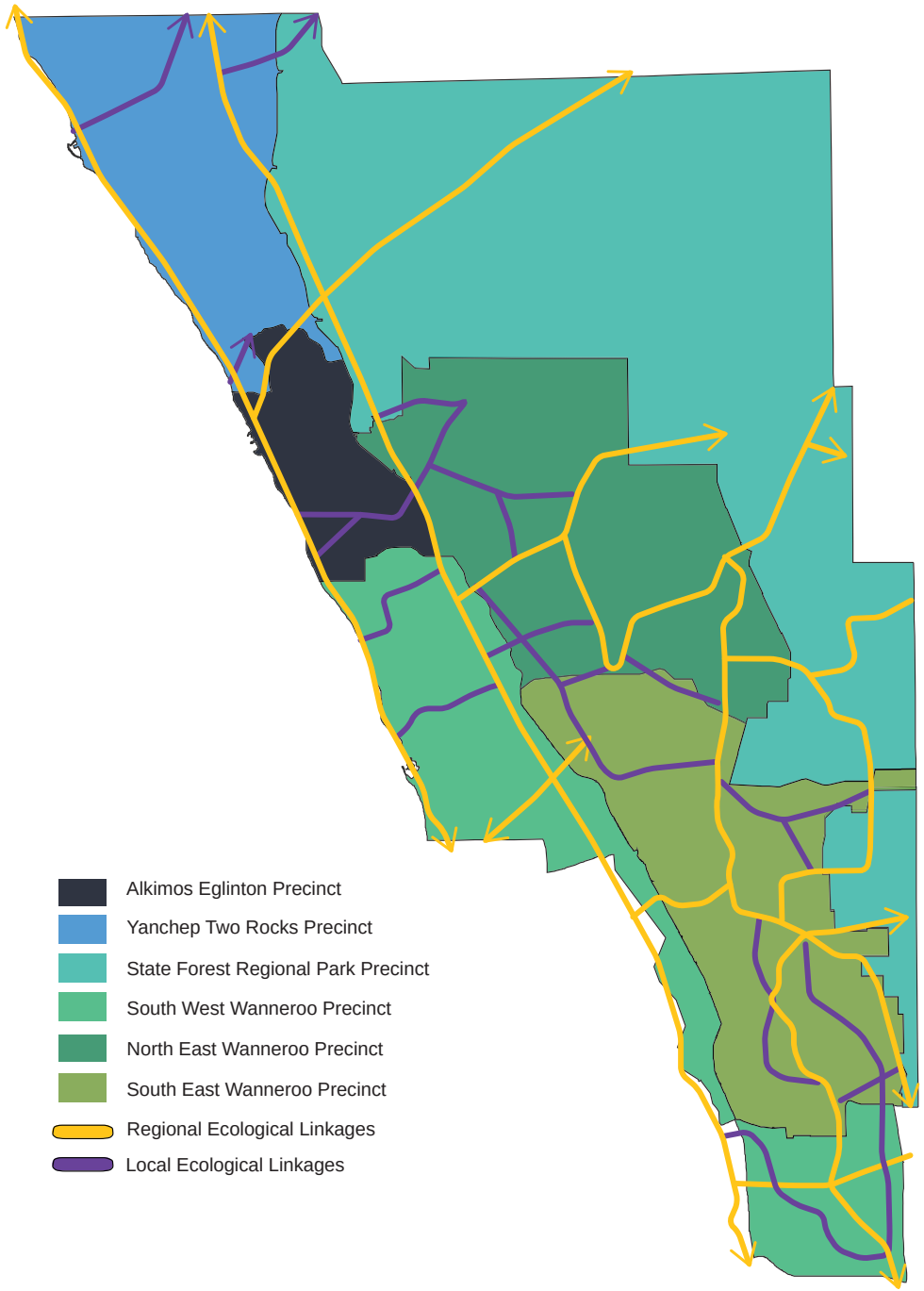



Figure 18: City's Biodiversity Planning Precincts and Ecological Linkages

**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. The City will consider how the local planning framework can respond to 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 19.

### Water conservation

The State Government recently released State Planning Policy 2.9 – Planning for Water (SPP 2.9). A Water Management Study has been prepared in accordance with 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. The City will further investigate the need to establish Special Control Areas for other categories of Public Drinking Water Source Areas (PWDSAs) where warranted to ensure comprehensive protection of water resources. 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 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 integration of land use and water management planning for the Gnangara system, to achieve more sustainable management and use. Additionally, should a surplus of groundwater result from development in East Wanneroo, the City will work with the Department of Planning, Lands and Heritage to determine if this can be used for irrigation purposes.

### North Wanneroo

The City supports the retention and growth of North Wanneroo's agricultural and horticultural industries. Despite this, it is acknowledged that landowners in North Wanneroo face major challenges as a result of climate change and the State Government's plans to reduce water allocations to growers by 10% from 2028, which is outlined in its Gnangara Groundwater Allocation Plan.

The City does not support these plans, as most licensed operators in the region are already maximising the efficiency of their water resources. Reducing water allocations will adversely impact local food producing businesses, which will threaten this important industry.

Additionally, recent work undertaken by the Department of Water and Environmental Regulation suggests that groundwater levels in the East Wanneroo District Structure Plan area are predicted to rise with development. There may be an opportunity in the future for excess water in East Wanneroo to be used for irrigation purposes.

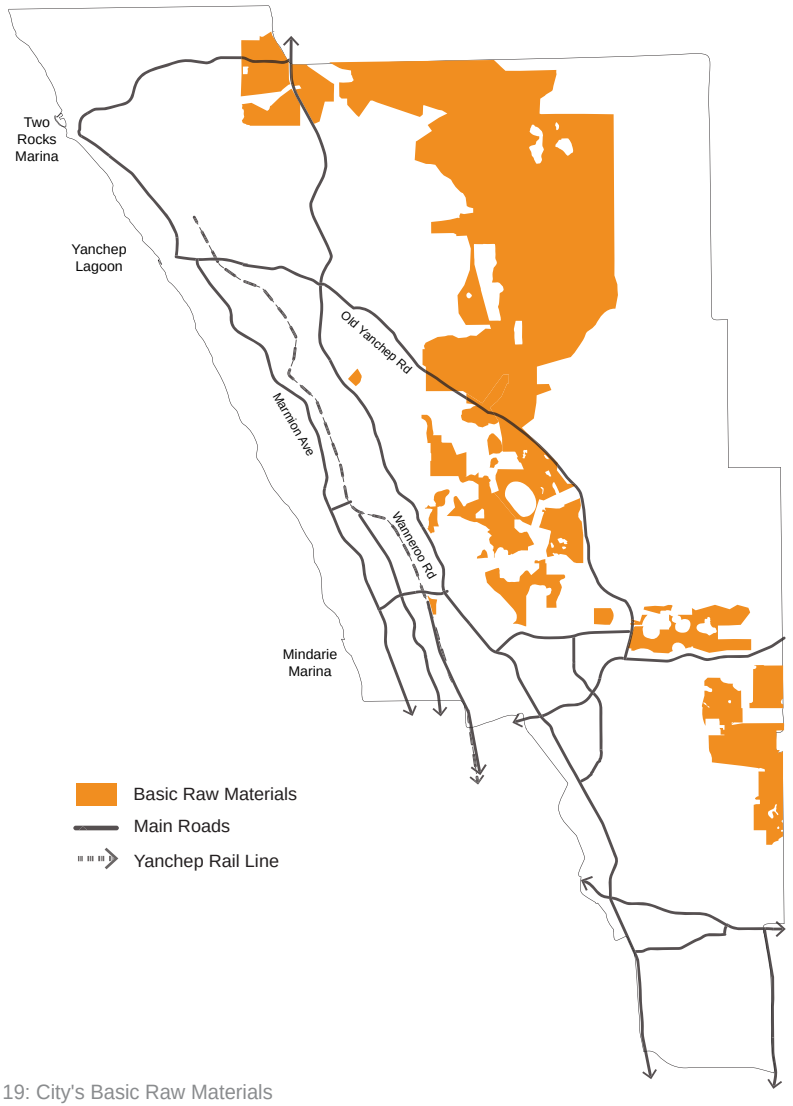



Figure 19: City's Basic Raw Materials

# 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 and 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 structure plans. Structure plans and more detailed foreshore management plans have identified the City's highest order regional and district level coastal nodes (Figure 20). All other coastal nodes are considered to be of a local level, unless it can be sufficiently 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.



Quinns Beach, Quinns Rocks

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.

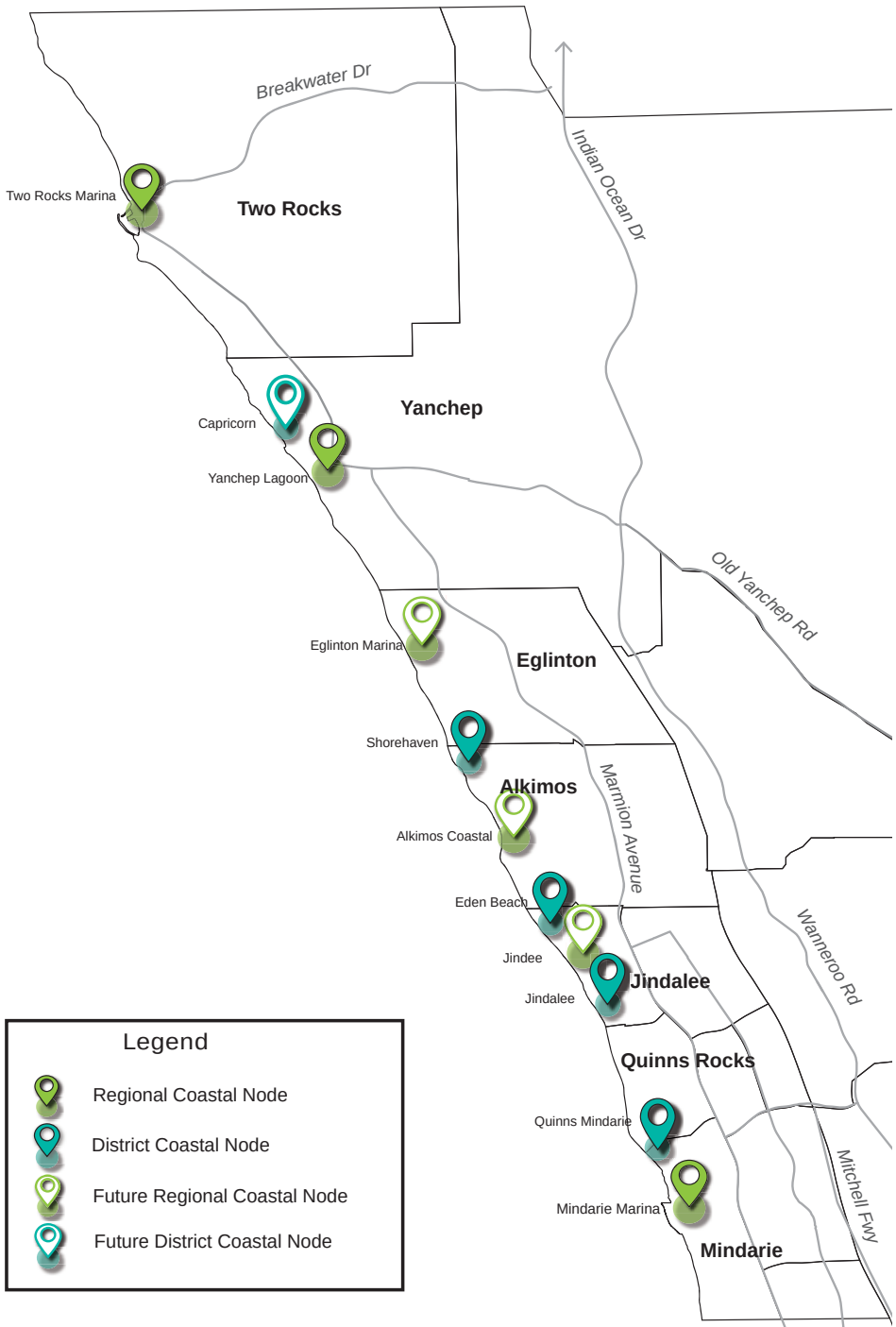



Figure 20: Existing and Future District and Regional Coastal Nodes

## 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** | • Ensure future development addresses impacts from climate change.<br>• Protect and enhance the City's local biodiversity and environment.<br>• Protect and enhance the City's urban tree canopy to minimise heat island effects.<br>• Reduce waste in order to move towards a more sustainable City.<br>• Protect and manage coastal assets, lives and the natural environment within the foreshore reserve from increasing coastal hazards. | • Encourage the use of renewable energy, water sensitive urban design and sustainable development to mitigate or adapt to impacts from climate change.<br>• Ensure environmental considerations are more prominently considered through the planning process to identify and protect the City's local biodiversity and environmental values.<br>• Retain and enhance the City's urban forest by encouraging trees to be planted and protected during the development process.<br>• Support the development of a resource recovery precinct in the City to recycle and manage waste sustainably for the future.<br>• Manage and protect the City's coastal foreshore in accordance with the City's CHRMAP and CMP. |

# 4.4 Infrastructure and 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 Yanchep rail line services the City's coastal corridor between Clarkson and Yanchep having been recently extended by 14.5kms to facilitate the Butler to Yanchep extension. 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.

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 bike riding 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

### Types of infrastructure and utilities

| INFRASTRUCTURE | UTILITIES |
|---|---|
| Roads and Bridges | Water |
| Footpaths | Electricity |
| Marina, Ports and Airports | WIFI and Communications |
| Rail and Stations | 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. |

in some places lacks efficient connections or the surrounding environment is not conductive to walking (i.e. it does not offer shade, is next to a major road). The City's Pathways Policy identifies and prioritises 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.

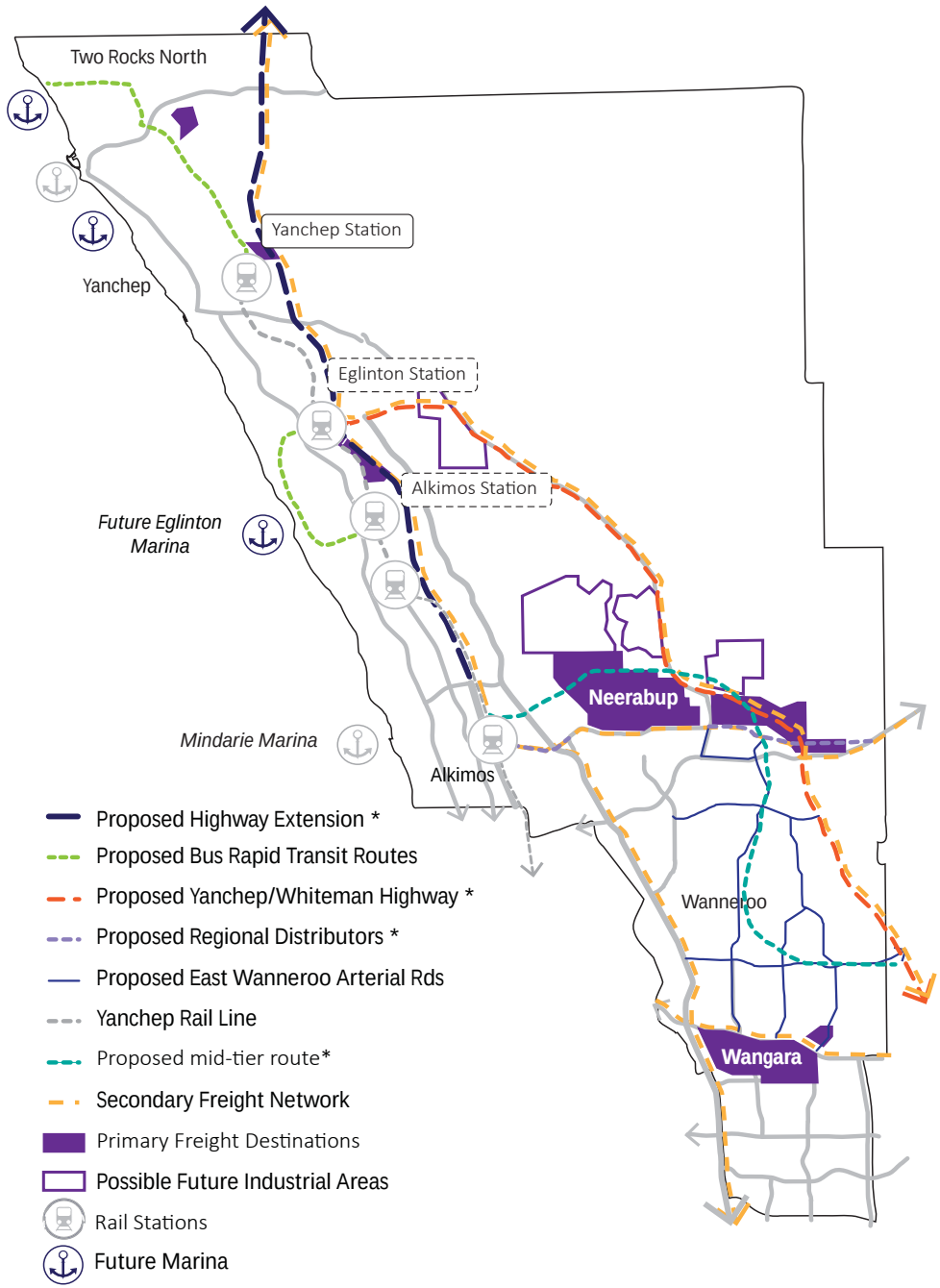
The City's Advocacy Plan 2021 - 2025 identifies the need to establish an east west development corridor between the City's industrial areas and key transport routes to the east including the Perth-Darwin Highway, North-Link and potential Bullsbrook intermodal freight terminal. This would alleviate pressures on the existing southern freight network which is often located through residential areas. To achieve this, 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 the important east–west link to facilitate general and freight traffic movements between the north-west and north-east sub-regions (Figure 21).

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 from Butler station to Yanchep. The Yanchep 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 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




*Future proposed rail/rapid and mid-tier transport routes are indicative and will require further planning in conjunction with PTA

Figure 21: Proposed State Government roads, rail and mid-tier transport routes

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. The Yanchep station precinct should retain the area's coastal village roots, and celebrate the mix of beach and bush styles.

A future project is the delivery of a mid-tier transport alignment through East Wanneroo connecting the proposed Ellenbrook line with the Yanchep line. The East Wanneroo District Structure Plan proposes two options for a mid-tier 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 bike riding 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 train stations in Alkimos, Eglinton and Yanchep as well as future transport hubs in East Wanneroo.



**Walking and bike riding infrastructure**

TOD cannot operate effectively without the provision of high quality walking and bike riding infrastructure. Walking and bike riding 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 identify 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 nearby public transport 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 though the development and review of its structure plans. Consideration will be given to land uses surrounding walking and bike riding infrastructure to enhance place experiences and provide destinations that are interesting, comfortable, safe and attractive.

Additionally, the Department of Transport, as part of the Long Term Cycle Network initiative, 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 bike riding 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. The City is committed to working with the State Government to deliver the Long Term Cycle Network. Once the long-term network is agreed, it will guide funding allocated through WA Bicycle Network Grants Program.

The City is currently investigating ways to support improved public transport connections between major tourism attractions such as Yanchep Lagoon and Yanchep National Park. In particular, the City's Yanchep Lagoon Master Plan advocates to the State Government for improved public transport options to directly service the Yanchep Lagoon from the Yanchep train station, while the City's Yanchep Beach to Bush Master Plan proposes to investigate the potential for a continuous shared path network to be delivered between Yanchep Lagoon and the Yanchep National Park along Yanchep Beach Road. These investigations aim to establish improved public transport and active transport connections between key tourism attractions in the City as well as with existing activity centres and train station networks. This will support increased tourism patronage to the City and showcase the City's unique natural attractions to the broader community.

**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 bike riding 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 bike riding. 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.

The City will also consider the use of consolidated or shared parking facilities in key centres as a means of optimising land utilisation, reducing duplication of parking supply, and supporting the development of compact, accessible activity centres.

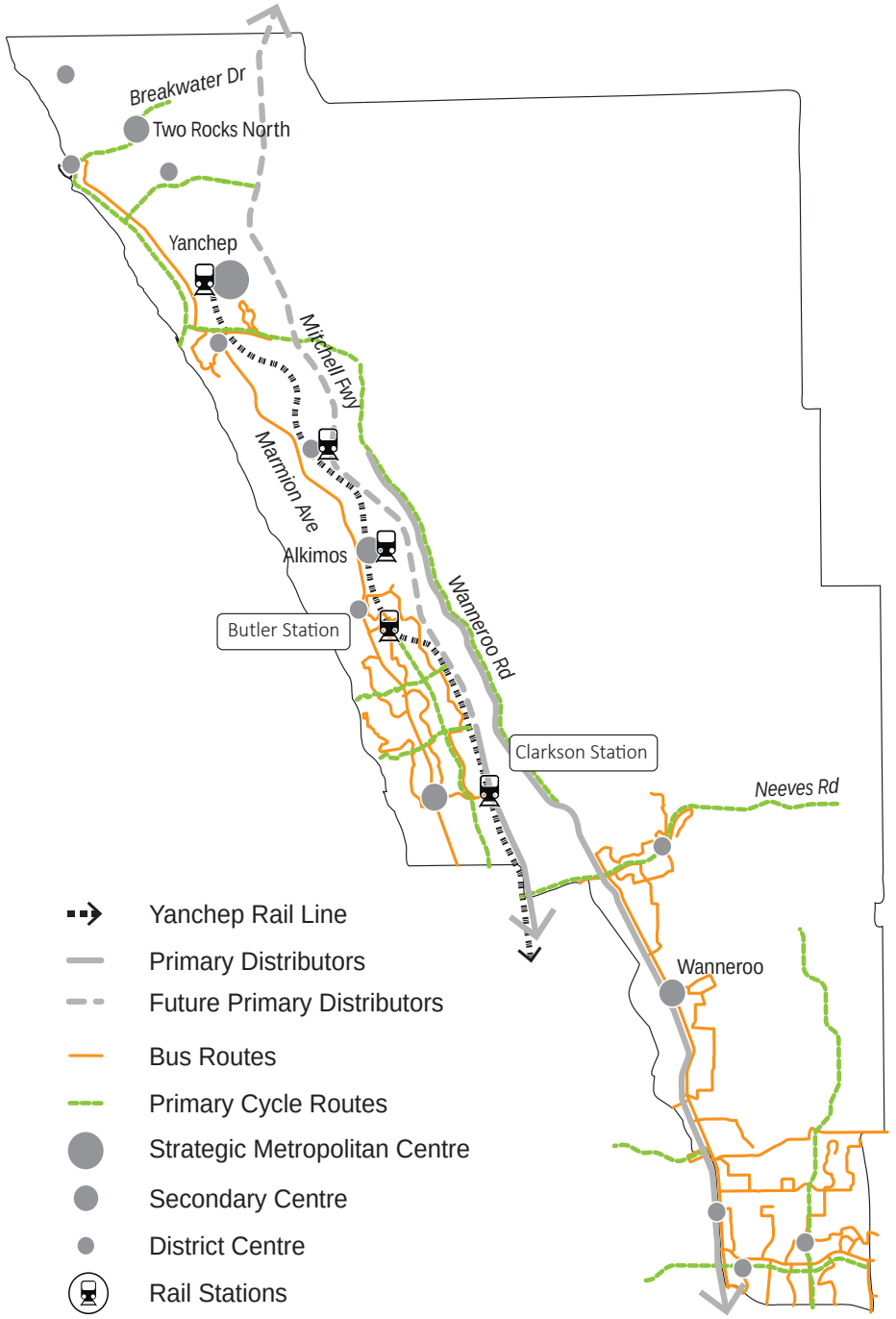



Figure 22: Existing and proposed bus routes and cycling infrastructure

**Future Marinas**

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, bike riding 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 done 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 bike riders 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 centre full and require collecting.**



Figure 23: 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 it's 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 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** | • Support the use of innovative and 'smart' technologies to improve the delivery of future development, infrastructure and technology. | • 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** | • Improve the existing management of waste, water and energy to achieve a more sustainable City. | • Investigate new technologies and management practices that will improve how the City conserves, uses and manages its local resources. |
| **Transport** | • Reduce urban sprawl and people's dependence on the private vehicle.<br>• Encourage the update of walking and bike riding as an alternative mode of transport to the car.<br>• Improve transport connections to the City to support future economic growth.<br>• Provide adequate parking opportunities which will meet future demand as the City's population grows. | • Support development within walking distance of high frequency public transport to facilitate transit oriented development.<br>• Support developments that provide end of trip facilities to encourage people to use walking and bike riding as an alternative mode of transport to the car.<br>• Encourage the timely delivery of new roads and upgrades to the City's employment areas to facilitate future growth.<br>• 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 25). 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 24.

SCP Goal 5:

'A well-planned, safe and resilient City that is easy to travel around and provides a connection between people and places.'

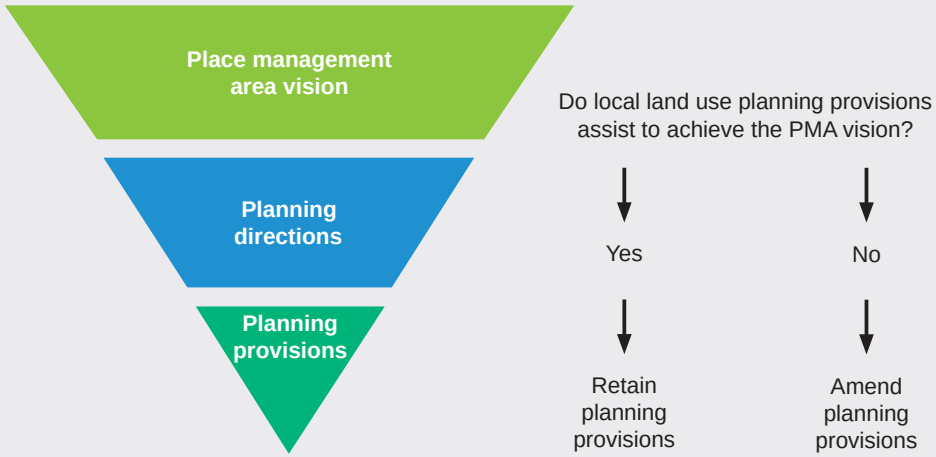



Figure 24: Method to apply visions to Place Management Areas

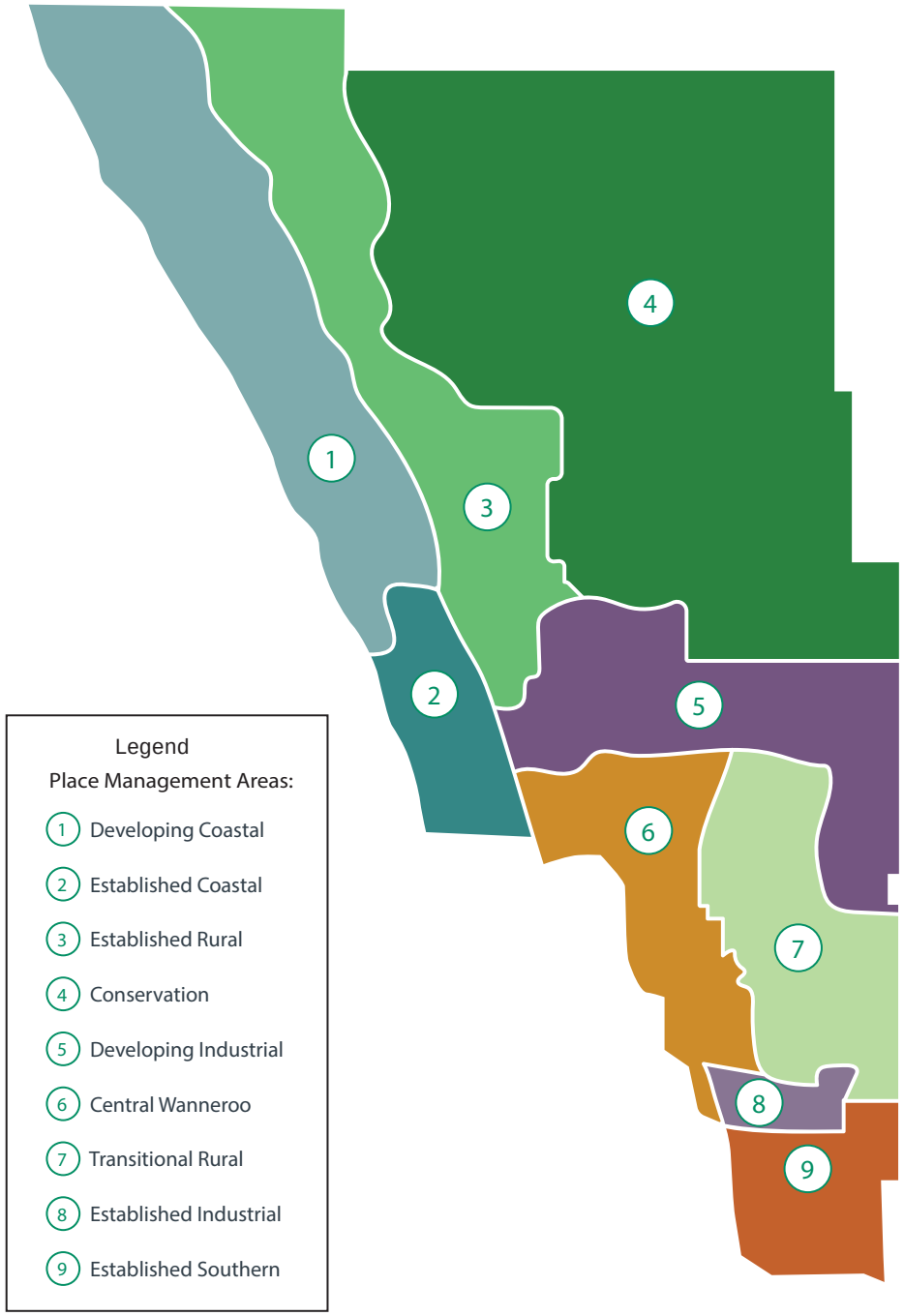



Figure 25: City of Wanneroo Place Management Areas

## 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."

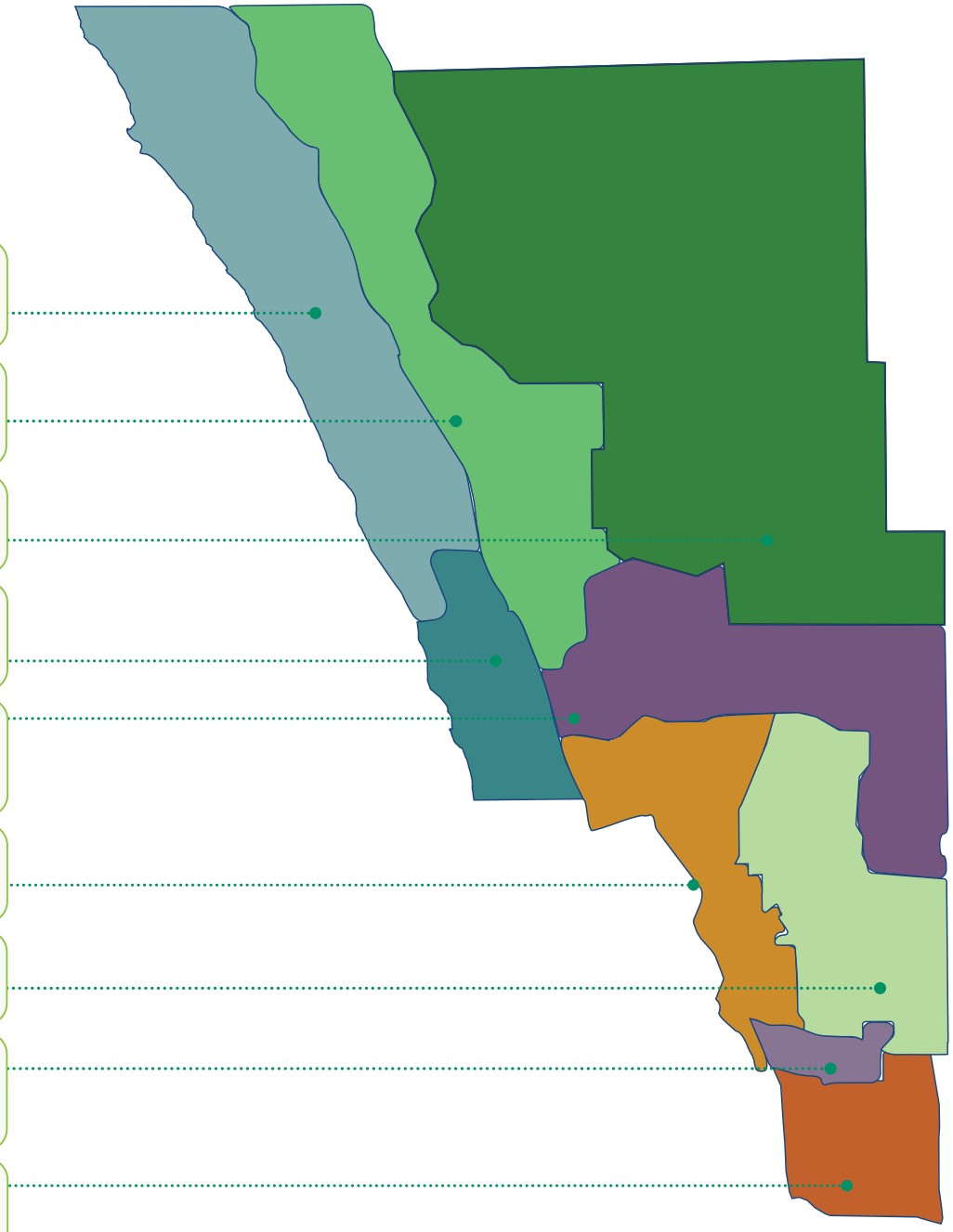
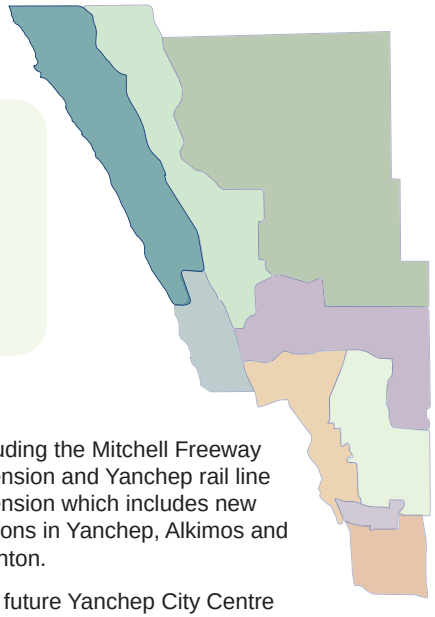


Figure 26: City of Wanneroo Place Management Areas

# 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 busting 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 27: Developing Coastal PMA Planning Directions

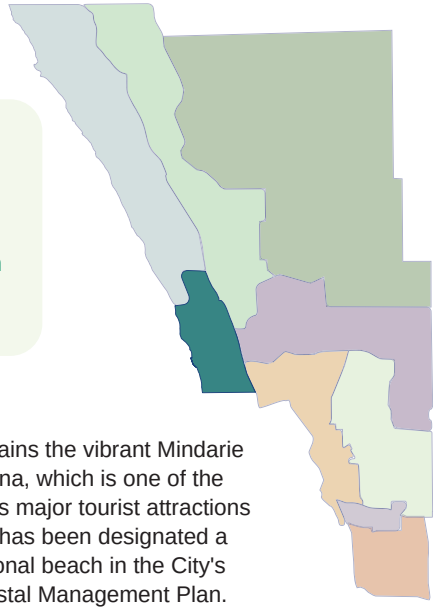


### Actions reflected in Local Planning Strategy

| | |
|---|---|
| Innovative coastal developments ... | • Investigate including planning incentives in the local planning framework for developers undertaking larger-scale projects that demonstrate specific environmentally sustainable design standards. |
| ...connected to each other and the wider urban area... | • Investigate including provisions in the local planning framework to require developers to install bicycle parking and end-of-trip facilities in new developments and to include mandatory weather protection and internal pedestrian connectivity connecting to the external footpath network. |
| ...through major transport links, contained within busting urban centres | • Encourage higher 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 28: 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... | ...offering a range of community services and facilities... | ...linked through quality infrastructure and green spaces... | ...which connect residents to each other'. |
|---|---|---|---|
| Retain distinctive character in places and offer tourism opportunities to attract people to the area. | Ensure a sufficient provision of community services and facilities. | Identify and protect ecological and green linkages and reserves. | Increase residential, business and leisure spaces within walking distance of public transport. |

Figure 29: Established Coastal PMA Planning Directions

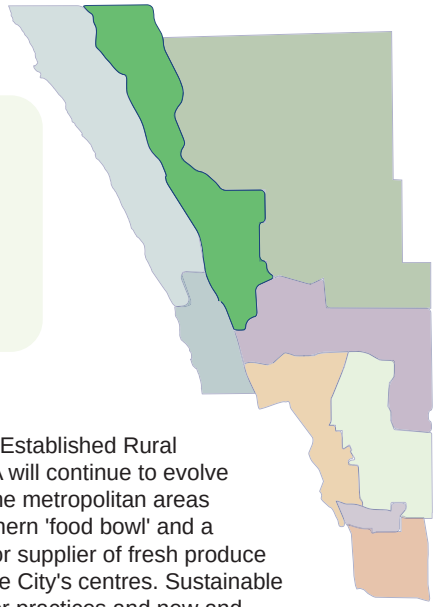


## Actions reflected in Local Planning Strategy

| | |
|---|---|
| 'Inviting and distinctive neighbourhoods... | • 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... | • Where appropriate, require future 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... | • 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." | • Encourage higher densities in walkable catchment areas where possible, in LPS 3 and structure plans to facilitate transit orientated development around activity centres and along transit corridors. |

Figure 30: 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.

### 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 31: Established Rural PMA Planning Directions

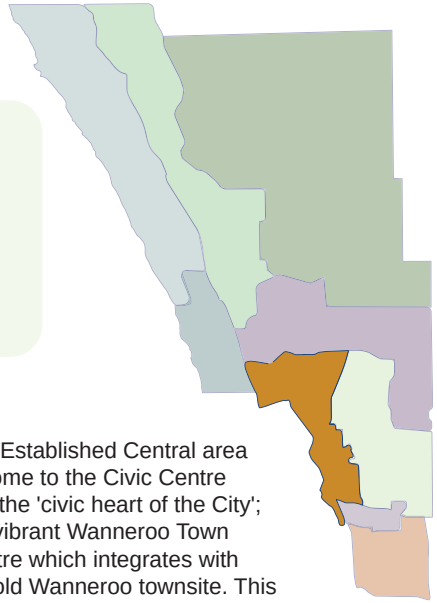


### Actions reflected in Local Planning Strategy

| | |
|---|---|
| 'The food bowl of the north and budding tourist area... | • 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... | • 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... | • 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'. | • 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 32: The Strategy Actions that are relevant to the Established Rural PMA

# 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 33: Central Wanneroo PMA Planning Directions

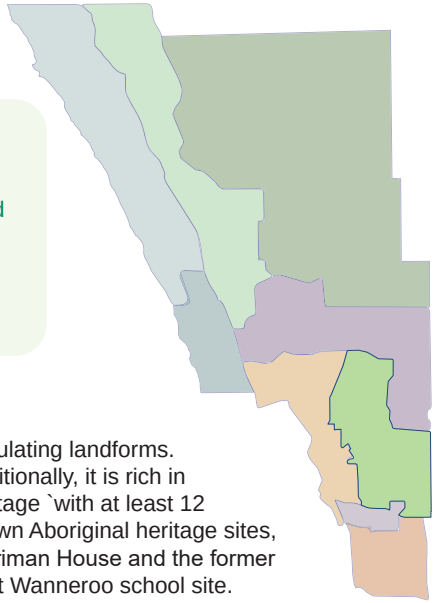


## Actions reflected in Local Planning Strategy

| | |
|---|---|
| '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 encourage higher 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 34: 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.

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.

## 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 35: Transitional Rural PMA Planning Directions

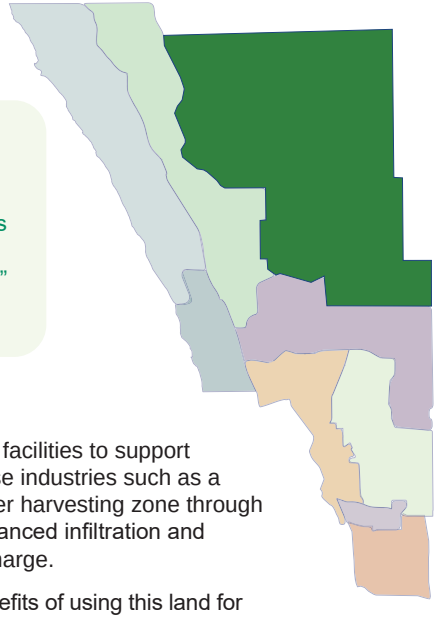


## Actions reflected in Local Planning Strategy

| | |
|---|---|
| 'An emerging urban area with a range of housing... | • 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.<br>• Work with the State Government to encourage social housing and support partnerships to deliver affordable housing products. |
| ...and lifestyle choices... | • 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... | • 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'. | • 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 36: 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 and 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 and 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 37: Conservation PMA Planning Directions

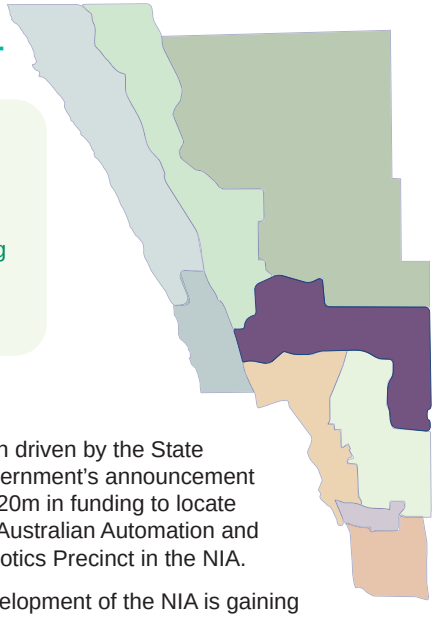


## Actions reflected in Local Planning Strategy

| | |
|---|---|
| 'Significant parcels of conservation land... | • Identify Ecological Linkages and Priority Natural Areas and include measures to protect these areas in the local planning framework.<br>• 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... | • 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'. | • Advocate for improved access to the City's major industrial areas including Wangara Industrial Area & Neerabup Industrial Estate. |

Figure 38: 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." |
|---|---|---|---|
| Facilitate a wide range of industrial land uses. | Facilitate opportunities for training and education facilities. | Increase transport connectivity to the region. | Provide major infrastructure to service broader markets. |

Figure 39: Developing Industrial PMA Planning Directions

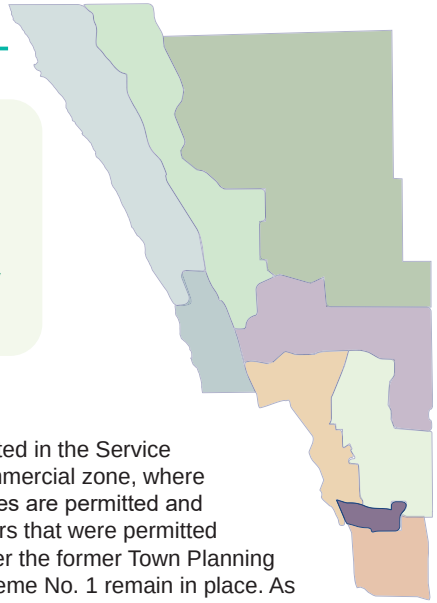


## Actions reflected in Local Planning Strategy

| | |
|---|---|
| '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. Investigate 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. Investigate 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 major strategic transport connections and improved high-speed telecommunications infrastructure. |

Figure 40: 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'. |
|---|---|---|---|
| Facilitate a wide range of industrial land uses. | Facilitate 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 41: Established Industrial PMA Planning Directions

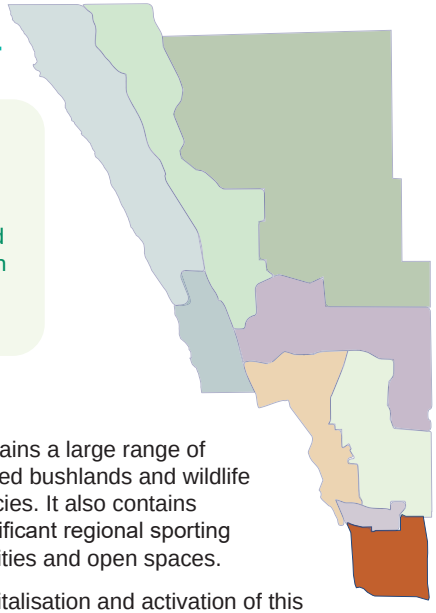


## Actions reflected in Local Planning Strategy

| | |
|---|---|
| 'A well-established industrial hub delivering over 15,000 jobs... | • Advocate for improved access to the Wangara Industrial Area & Neerabup Industrial Estate. |
| ...with a strong concentration of manufacturing, construction and engineering businesses... | • 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... | • Include provisions in the local planning framework 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'. | • Consider the inclusion of stand alone small-scale offices as 'additional uses' in LPS 3. |

Figure 42: 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 43: Established Southern PMA Planning Directions



## Actions reflected in Local Planning Strategy

| | |
|---|---|
| 'Mixed use, revitalised hubs... | • Encourage higher 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... | • 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... | • 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.' | • 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 44: The Strategy Actions that are relevant to the Established Southern PMA

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