

ATTACHMENTS

COUNCIL MEMBERS' BRIEFING SESSION

to be held at
the Council Chamber (Level 1), Civic Centre,
23 Dundobar Road, Wanneroo
on 11 April, 2023 commencing at 6:00PM

4 STRATEGIC LAND USE PLANNING & ENVIRONMENT

4.1 Draft City of Wanneroo Local Planning Strategy

Attachment 1: Local Planning Strategy - Part 1 and 2 2



DRAFT 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 & Endorsement

CERTIFICATION FOR ADVERTISING

The City of Wanneroo Local Planning Strategy certified for advertising on: _____
(Date)

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

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

_____ Date

COUNCIL RECOMMENDED / SUBMITTED FOR APPROVAL

Supported for submission to the Western Australian Planning Commission for endorsement
by resolution of the City of Wanneroo at the Ordinary Meeting of Council held on the:
_____ (Date).

MAYOR

CHIEF EXECUTIVE OFFICER

ENDORSEMENT

Endorsed by the Western Australian Planning Commission on: _____ (Date)

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

_____ 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** | Housing Demographics, Population Forecast and Dwelling Yield Analysis
- MGA Town Planners** | Needs Assessment
- Urbaqua** | Water Management Study
- Eco Logical Australia** | 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 | |
| Version 3 | Final Draft for WAPC Endorsement | |
| Final | Final Endorsed Version | |

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 reach approximately 370,000 residents by the year 2041.

Land use planning changes will be driven by this population 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 (LPS or 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, cycling, public transport and car use to access other people and places.

Our LPS implements the State Government's North-West Sub- Regional Planning Framework 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 LPS 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 LPS 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. Our LPS 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 LPS 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 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 features and quality in the built environment as well as 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 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. To ensure food security, we will protect the agricultural sector in North Wanneroo from competing land uses.

- *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 Forward

To be provided.

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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 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 (LPS). Our LPS will outline how we will adapt our local planning framework to respond to residents' changing needs 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 LPS applies to the area shown in Figure 3 – Local Planning Strategy Map (Page 5) and comes into operation on the day on which it is endorsed by the Western Australian Planning Commission.

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 Local Planning Strategy is:

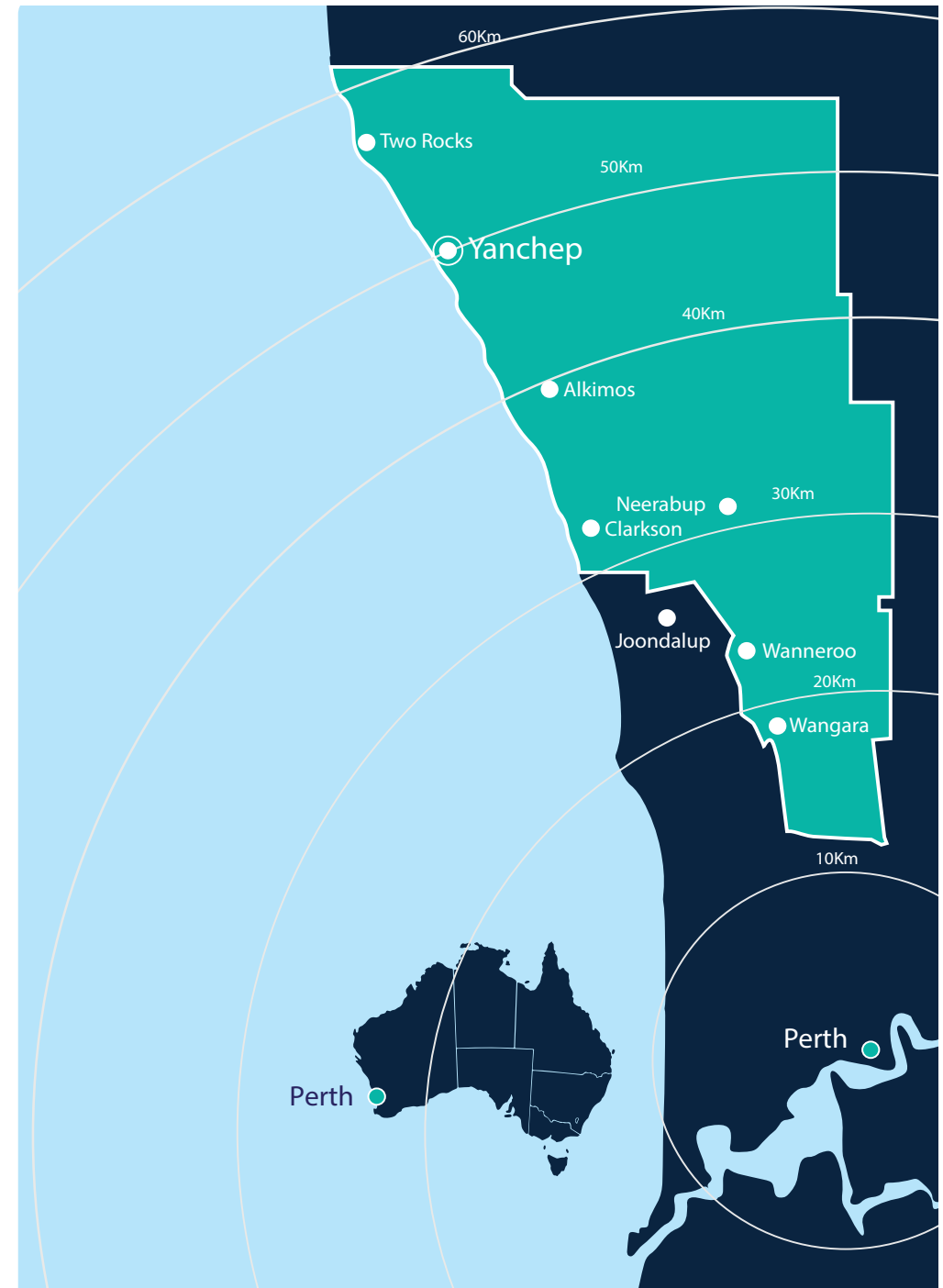
"A City that sustainably manages urban growth by facilitating developments that are sensitive to their surrounding natural environments, meet the housing and employment needs of local residents and connect people to places."

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, artwork and materials used.

Meeting the needs of our residents 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.

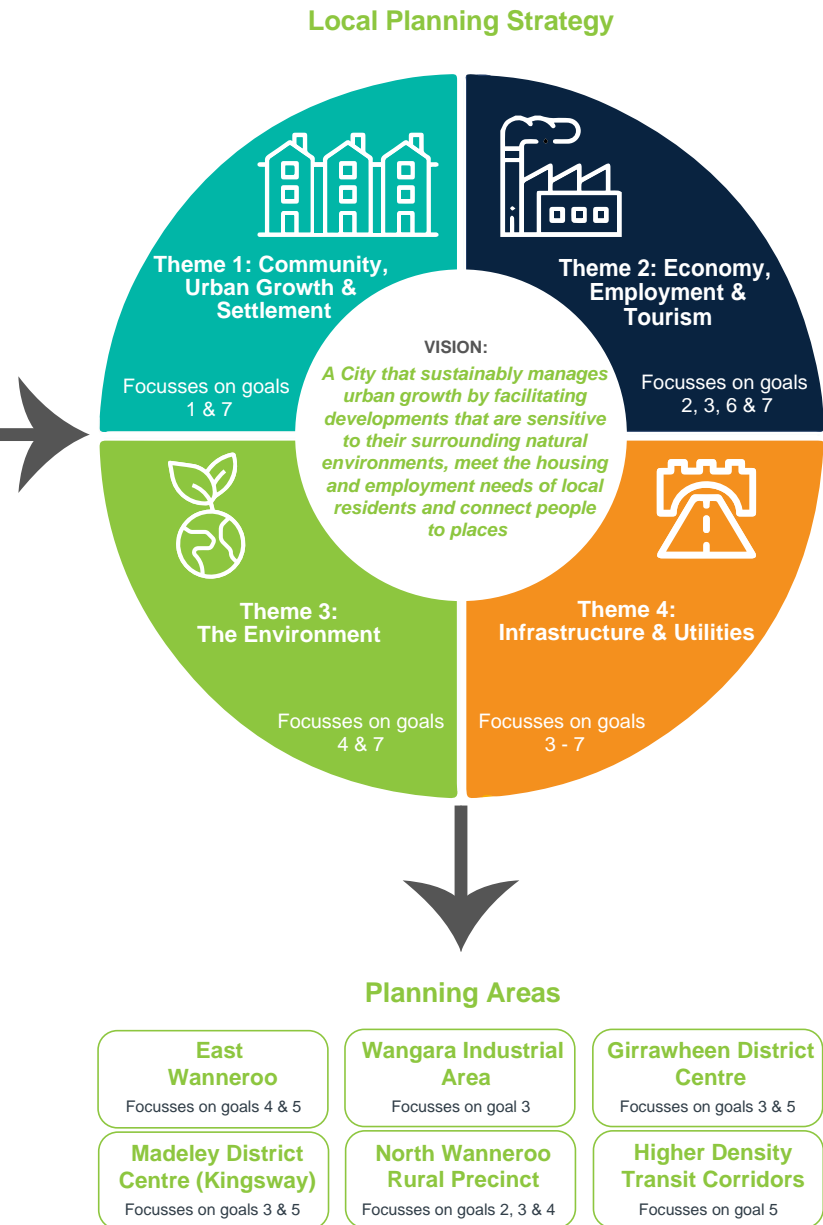


Figure 1: Goals and Themes from the City's Strategic Community Plan

4. Local Planning Strategy Overview

By 2041, the City's population will increase by around 150,000 people, which is a 68.5% growth rate. This will bring our total population to approximately 370,000 people (id.forecast, 2022).

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 this and to ensure that local character, heritage and significant environmental qualities are retained and reflected in areas in the City. What follows is a high level overview of our land use planning responses to population growth.

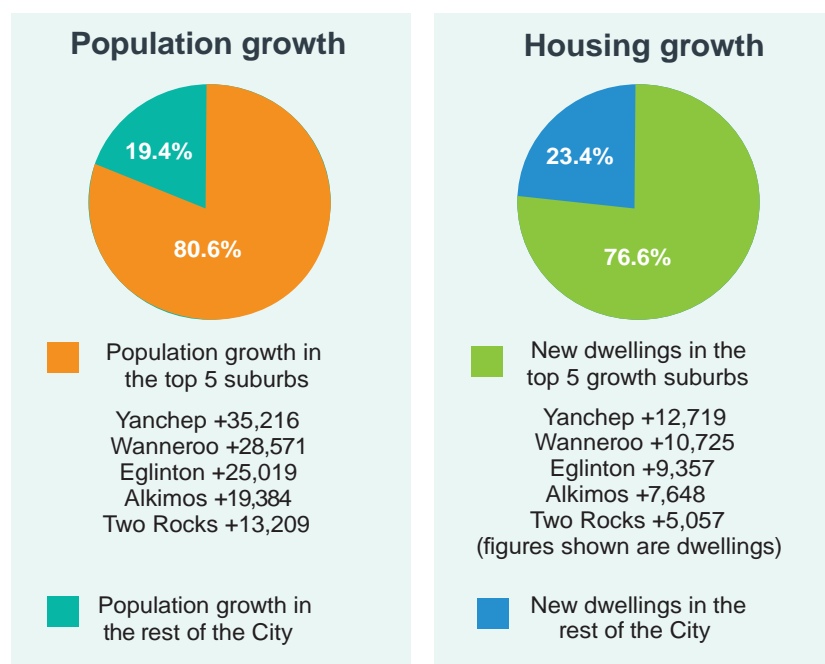


Figure 2: Comparison between population and housing growth.

COMMUNITY, URBAN GROWTH AND SETTLEMENT

- Approximately 55,000 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 cycling.
- 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

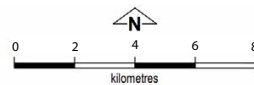
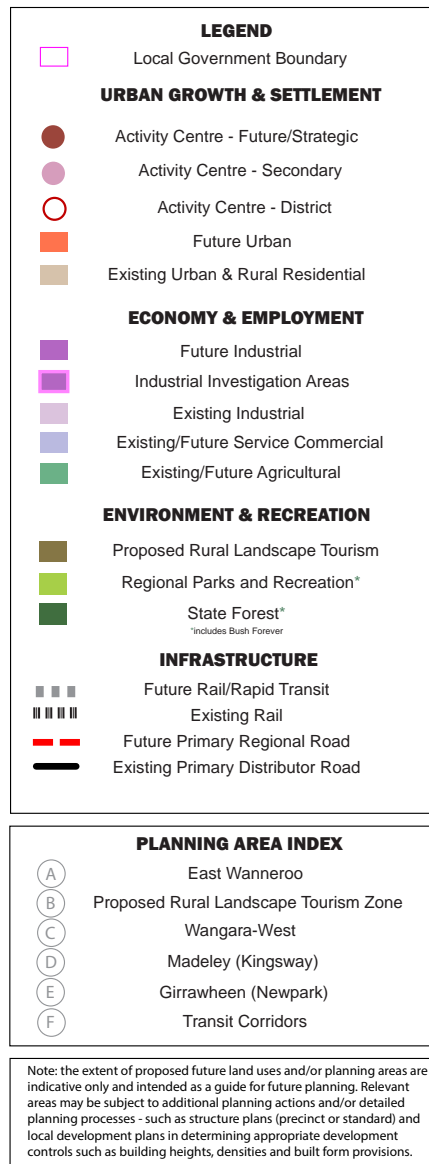


Figure 3: Local planning strategy map



Amberton Estate, Eglinton

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 Wanneroo, particularly along our coastal growth corridor, sustainably managing increasing growth will be one of our biggest priorities.

State Government strategy and policy in relation to housing in Wanneroo 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 North-West Sub-Regional Planning Framework (NWSRPF) 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 outlines our approach to achieve these targets and to provide 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 65.

OUR STRATEGIC COMMUNITY PLAN GOALS THAT RELATE TO THE COMMUNITY, URBAN GROWTH AND SETTLEMENT ARE:

Goal 1:

'An inclusive and accessible City with places and spaces that embrace all.'

Goal 2:

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

Goal 5:

'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.



6.1 Population and Housing

MANAGING POPULATION GROWTH

The City's population is forecast to grow by just over 150,000 people to 370,273 by 2041. To accommodate this growth, an additional 54,500 dwellings will be needed across the City.

The suburbs of Yanchep, Wanneroo, Eglinton, Alkimos and Two Rocks are expected to grow dramatically, accommodating approximately 121,000 additional people (Figure 5).

While the population is increasing, the City will see a decline in the average household size. Therefore, providing 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 the suburbs of Wanneroo, Mindarie, Quinns Rocks, Jindalee and Tapping.

This is largely because the median price for houses in Wanneroo is already low compared to the rest of 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.

This highlights the need for higher and medium density housing to be provided in locations that appeal to people and

offer good access to other people and places. This includes in and around activity centres and station precincts, along key transport corridors and in areas that offer higher levels of amenity and lifestyle opportunities.

The issue that the City faces is that many of these places are still in their early stages of development and offer limited transportation options and amenities compared to those in 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.

Interim land uses are those which 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. At this time, sufficient demand will have generated for the original use of the land, whether it be high density housing or another purpose that has resulted from increased development in the area.

Developments which are adaptable and could be extended could also occupy land intended for higher density development in the shorter term. When the need arises, they would transition from lower density to higher density housing. This would result in housing needs being met in the shorter term and longer term.

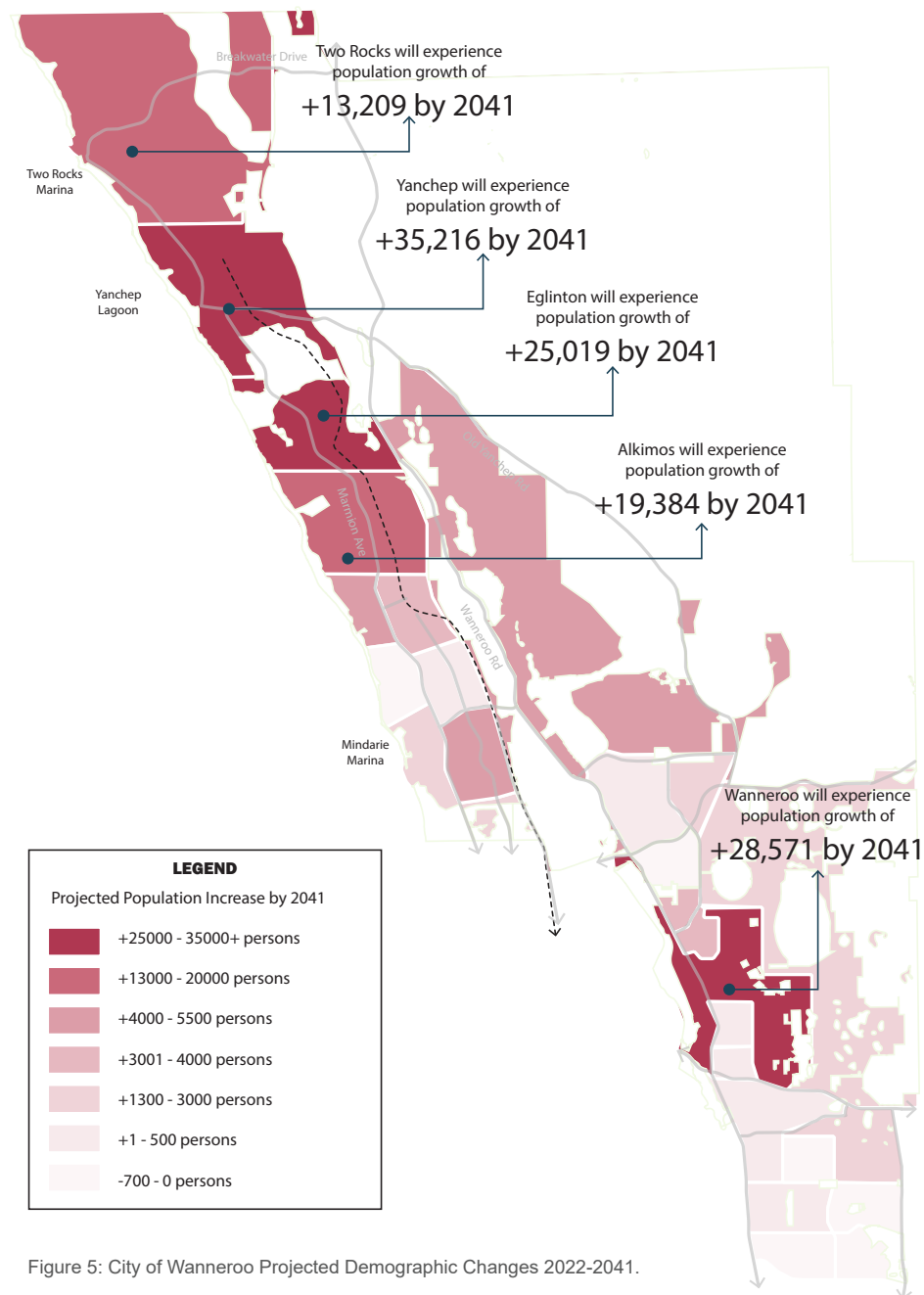


Figure 5: City of Wanneroo Projected Demographic Changes 2022-2041.

State Planning Policy 7.2 – Precinct Design recognises that areas should consider the economic realities of achieving their long term development aspirations. In this regard, it proposes 'interim solutions' to allow land uses to occupy areas for limited periods until the demand for higher intensity uses / higher housing densities on these sites occurs. Permitting interim land uses will protect lot sizes from being reduced or land tenure being divided in the short term. The City will work with the State Government and other key stakeholders to investigate options for allowing interim land uses to ensure short term housing needs are met without impacting long term development outcomes.

Residential Dwelling Yield

The City's structure plans indicate that there is enough zoned land to accommodate the required 54,500 new dwellings. Residential-zoned land in infill structure plan areas (those areas where development has already occurred) could accommodate 45,129 new houses and 155,826 new houses in greenfield structure plan areas (those areas where development has not yet occurred or is starting to occur).

Despite this, the timing of the delivery of this housing could depend on many factors. There are also land areas that have not been developed to the density specified in the structure plans as well as a number of residential-zoned sites that remain undeveloped.

The State Government recently released Part C - Medium Density to the State Planning Policy 7.3 - Residential Design Codes Volume 1 (R-Codes). These codes will provide further guidance, clarity and consistency to the planning process when delivering

medium density development throughout Western Australia. The City will use these new codes to help deliver greater housing diversity in the City, which offers better solar passive design, access to open space and protection of tree canopy and trees on private lots.

Infill Target

The NWSRPF 2018 (Perth and Peel @ 3.5million) requires 27,920 homes to be delivered across the City as 'urban infill' by 2050. If applying the net infill rate of 44%, which accounts for demolition activity for the Perth metropolitan and Peel regions, the City would need to deliver 24,702 dwellings of its infill target by 2041 (refer to page 32 of Appendix A). This is considered ambitious based on the recent residential development patterns. For example, the previous 5 years of building approvals for the City show that infill development is extremely low at an average of 4-10 dwellings per suburb per year, except for Wanneroo which produces an average of 11-20 infill dwellings per year.

The City has already identified five housing precincts in Wanneroo, Girrawheen, Koondoola, Yanchep and Two Rocks, as being suitable to accommodate greater urban infill development. Currently, Koondoola, Girrawheen and Wanneroo have increased their density from R20 to R40 and R60 to allow for greater infill development.

Despite this recoding, the City's low rates of infill can be attributed to the large amounts of greenfield land available in the City, the relatively new housing stock which prevents redevelopment from occurring and declining lot sizes in the City. Community preferences, market trends,

and median house prices also result in less appetite for infill development. However, as the population increases, the demand for more diverse housing types will likely rise, which will result in more opportunities for medium to high

density residential development being located in infill areas.

New Dwelling Forecast 2022 - 2041

| Top Growth Suburbs | 2022 | 2041 | Change between 2022 & 2041 |
|--------------------|-------|--------|----------------------------|
| Yanchep | 4,379 | 17,098 | +12,719 |
| Wanneroo | 5,102 | 15,827 | +10,725 |
| Eglinton | 1,823 | 11,180 | +9,357 |
| Alkimos | 3,845 | 11,493 | +7,648 |
| Two Rocks | 1,906 | 6,963 | +5,057 |
| Jindalee | 1,685 | 3,720 | +2,035 |

Table 1: New Dwelling Forecast 2022 - 2041

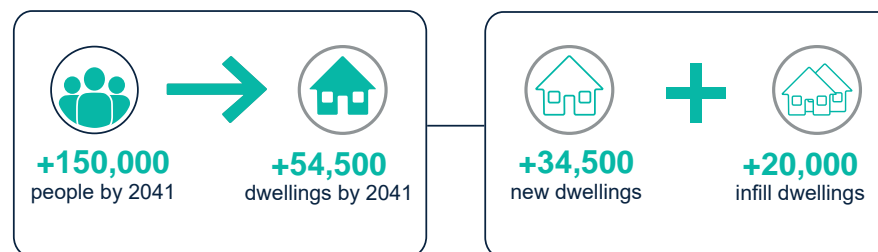


Figure 6: Key housing requirements over the next 20 years

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 listed on page 42 of 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 in the City proposing zoning changes for any of these locations without the proper studies in place to demonstrate the impacts that these changes will have. It is proposed that zoning anomalies in the City are included in the State Government's next Sub-Regional Planning Framework as 'planning investigation areas' to determine whether these zones should change and what appropriate new zones would be. Until this occurs, it is not inappropriate to speculate about possible land uses changes as this could lead to speculative investment occurring from landowners and investors.

AFFORDABILITY AND SOCIAL HOUSING

Housing affordability is a growing issue which continues to impact the City's residents who generally spend more of their income on their mortgage than those in other local government areas (Figure 7). Additionally, the City's residents face increased transports costs as a result of the distances travelled to access their places of work.

Currently, 14.4% of households are paying their mortgage at more than 30% of their household income, while

households where rent repayment are more than 30% of their weekly household income comprise of 33.2%. This suggests that 44.4% of the City's households are experiencing housing stress and require affordable housing.

For those residents who struggle to find affordable housing, social housing programs can provide rental housing at below market rates. There are 1,941 social housing units 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 and the City plays a limited role. Based on a study conducted in 2015 by the Australian Housing Research Conference (AHRC), there is an undersupply of social housing which is not meeting current demand. As our population grows, more social and affordable housing will be needed. This is reflected in the increased levels of homelessness in Perth.

The State Government has outlined its intention to introduce planning incentives to relax specific development controls for private developers that include a proportion of social or affordable housing in their larger developments. These include varying built form controls for higher density housing when a proportion is sold at a reduced cost to the State for social housing. The varied built form controls potentially increase sales costs to compensate for the reduced sale of the social housing component.

Building incentives could work well in inner-city areas with higher land values. However, the gap between construction costs and sale prices in the City is narrower and in the current market,

these incentives are unlikely to attract developers to construct more social and public housing.

As the average cost of housing in the City is already low, compared to other areas in Perth, we will have a limited ability to reduce housing costs further. However, we will discuss incentives for developers to deliver more social and affordable housing with State agencies that could work better in outer growth locations. We will also work with the State Government to locate more of this housing in key locations to help low-income residents to save money, access transportation and jobs, improve health and reach critical community services.

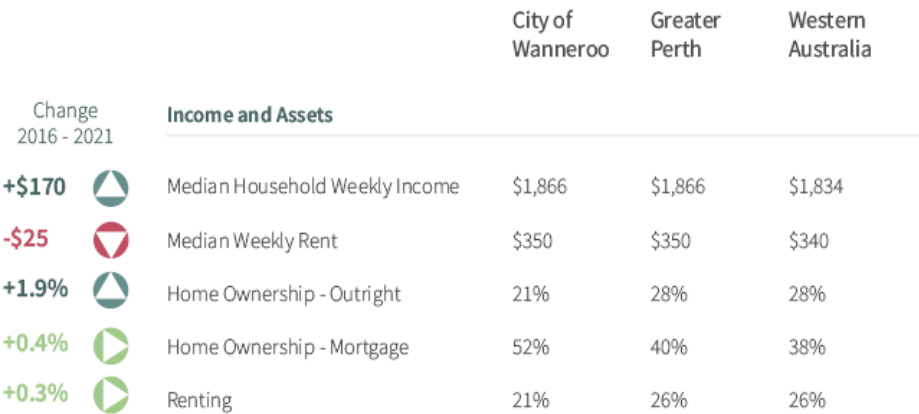


Figure 7: Strategic Housing affordability and ownership trends comparison

| LGAs with highest number of social housing dwellings and families of Commonwealth Rent Assistance (CRA) | | |
|---|----------------|-----------------|
| | SOCIAL HOUSING | RENT ASSISTANCE |
| Stirling | 4,467 | 10,973 |
| Wanneroo | 1,985 | 10,506 |
| Swan | 1,941 | 7,793 |

Table 2: Local Government comparison of social housing dwellings and rental assistance
Source: Adapted from AIHW National Housing Assistance Data Repository (2020/21)

HOUSING FOR PEOPLE WITH A DISABILITY AND AN AGEING POPULATION

Over the next 15 years, there will be a significant increase of approximately 24,500 people living in the City aged over 65. As our population grows there will be more people with specific housing needs due to a disability. People with specific needs can struggle to find housing that suits them and will often relocate to other areas that offers better options. This can result in people moving away from family and friends and places that they are familiar and comfortable with.

The City contains 14 retirement villages located across Wanneroo with varying standards of care packages and recreation facilities. Currently, there is a 5.3% retirement living propensity rate in the City compared to 3.6% for Greater Perth. This means that there is a higher proportion of people living in retirement dwellings who are of retirement age, highlighting that the area is attractive for retirement living, and demand is expected to continue to increase over the coming years.

Furthermore, older residents in the City are showing an increasing preference to age in place and more housing for aged people will be needed in the future. It is expected that Yanchep and Wanneroo will house the highest number of aged residents (almost 5000 people each) by 2041.

Providing specific housing to meet the needs of people with disabilities is important as it allows individuals with disabilities to live in a home that is specifically designed to meet their needs. This can greatly improve their quality of life and help them to live independently and participate fully in their communities.

The City will locate housing for aged and vulnerable residents close to transport, services and amenities to provide those who do not drive with transportation options and to assist in the creation of communities that foster inclusiveness and offer a range of lifestyle and leisure opportunities.

The City will also work with the State Government to deliver more housing that meets the National Disability Insurance Scheme standards for specialist disability accommodation.



24,602
persons aged 65+ currently live in the City
49,281
persons aged 65+ projected by 2041

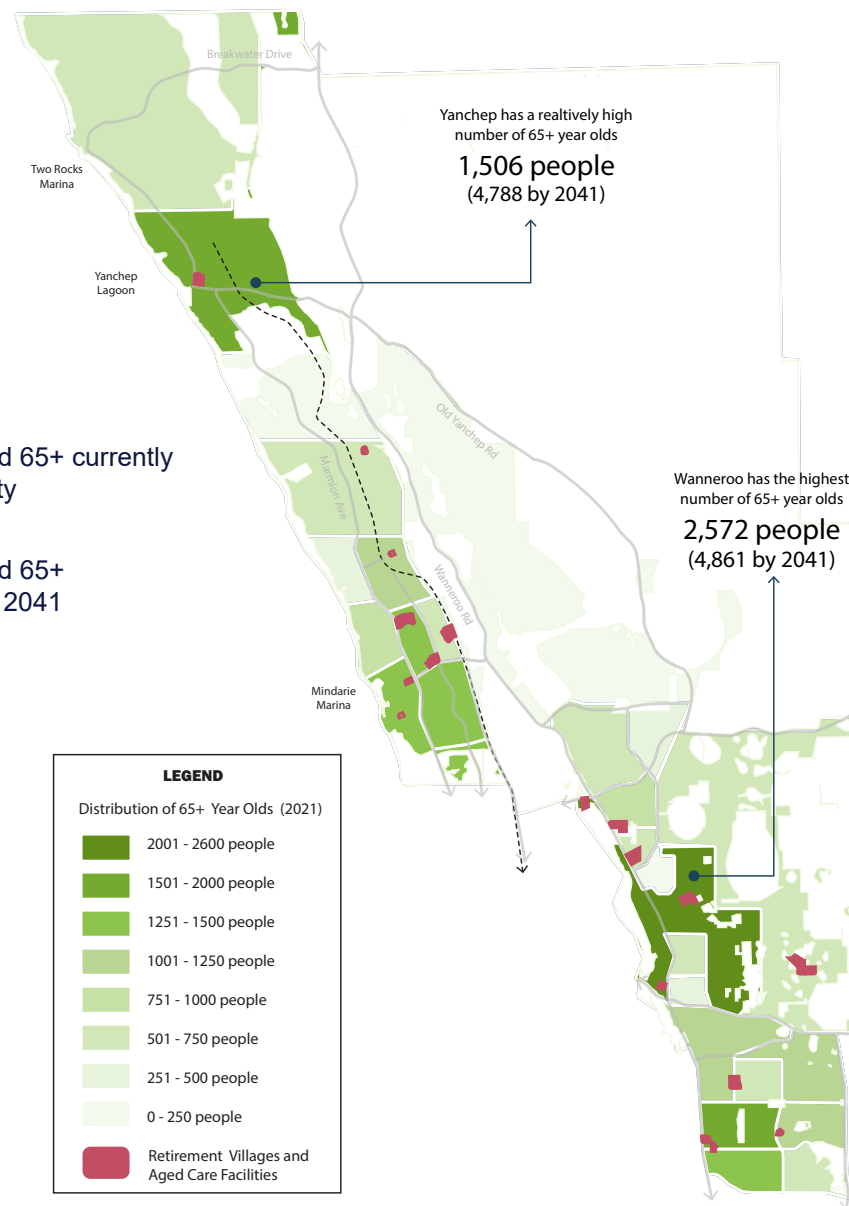


Figure 8: Existing Retirement Units and Aged Care Facilities in the City



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 Risk Management Plan 2019-2024, 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 future communities in the City.

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. It also has limited control over the design of subdivisions which are predominantly determined by the State.

The City can best reflect the community's needs 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 by everyone including streets, plazas, pathways, parks, open spaces, waterfronts, conservation areas and civic buildings and institutions. We will do this in accordance with our Place Management Area approach which is outlined in the following section.

We will also seek to work with the State Government to review subdivision and development controls imposed through 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. 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

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.

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 will 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 through the use of materials such as limestone and oxidised metal, 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.

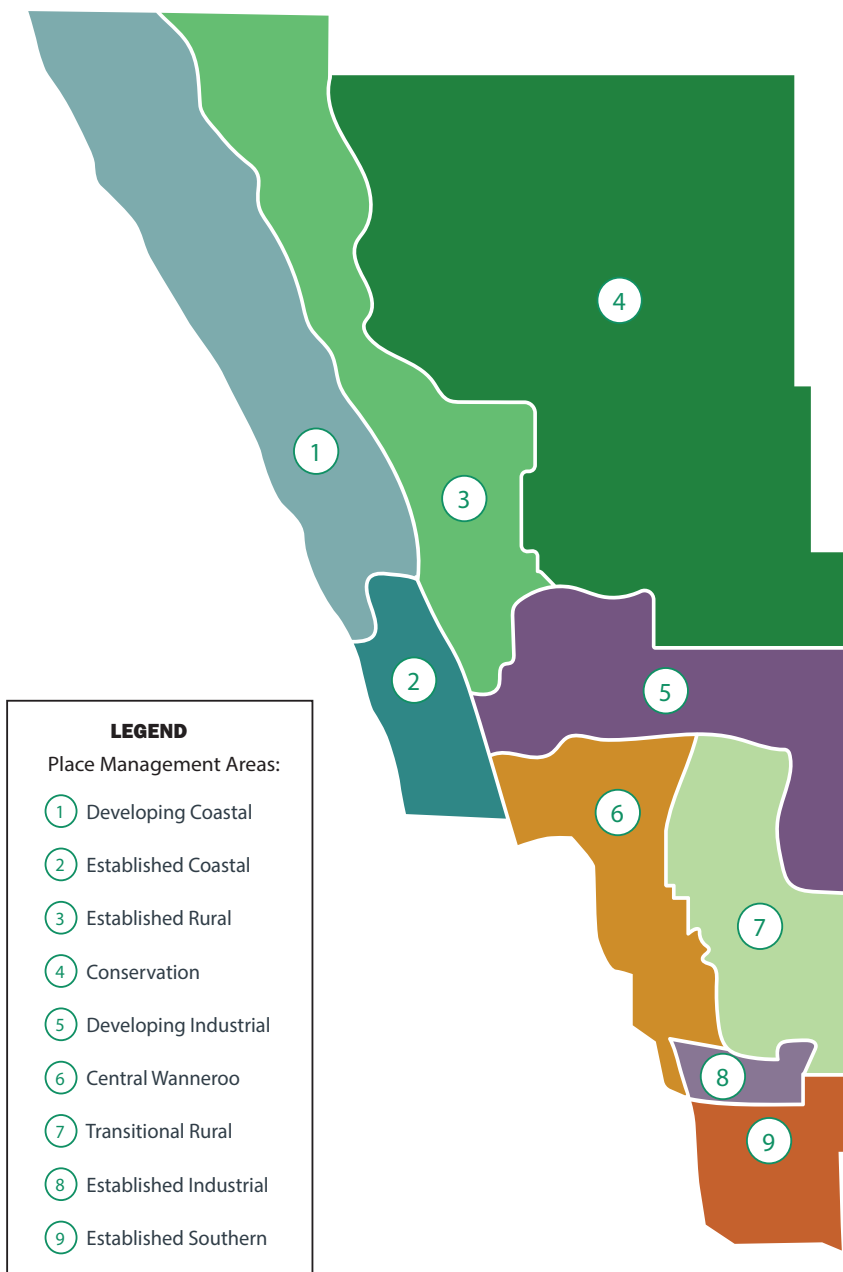


Figure 9: City of Wanneroo's Place Management Areas

A PLACE-BASED APPROACH TO PLANNING AND DEVELOPMENT

The City's Place-Based Approach outlined in Figure 10, outlines 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. Developers will be required to adhere to this approach when planning new places or redeveloping existing places in the City.

A key focus will be in improving the consistency in the design and quality of landscapes and materials used in the public realm. To address this, we will develop a new local planning policy that will include a range of urban design palettes of materials, colours and landscaping that reflect an area's character and environmental qualities.

The design palettes will be developed for each of the Place Management Areas where major growth is occurring such as the Developing Coastal Place Management Area and Transitional Rural Place Management Area and be applied to development in activity centres. Additional palettes will also be prepared for other areas of the public realm such as roads and public open spaces to ensure the continuity of verge types and landscapes used.

Additionally, development in East Wannon will be required to reflect a district 'Sense of Place Statement' that has been prepared by the City and collates important heritage, cultural, environmental and historical information into one document. Developers will be required to draw from the district statement and outline how these important elements have influenced the design of the local structure plan. The City is currently reviewing the local planning policy for East Wannon which will guide the development of individual precincts to ensure cohesion throughout the district structure plan area.



The Place-Based Approach



Figure 10: Urban Design Palettes (left) relative to the steps in the place-based approach to align development in Place Management Areas to their visions (above)

6.3 Heritage

The City has a rich Aboriginal and non-Aboriginal cultural heritage history, highlighting the need to identify and protect places from expanding urban development, particularly along the northern coastal growth corridor, for the enjoyment of current and future generations.

ABORIGINAL AND NON-ABORIGINAL CULTURAL HERITAGE

Heritage places are an important part of creating distinct places, which attract people to visit and explore a place. When retained and celebrated, places of local Aboriginal and non-Aboriginal cultural heritage significance are highly valued by the community and can establish a strong sense of belonging.

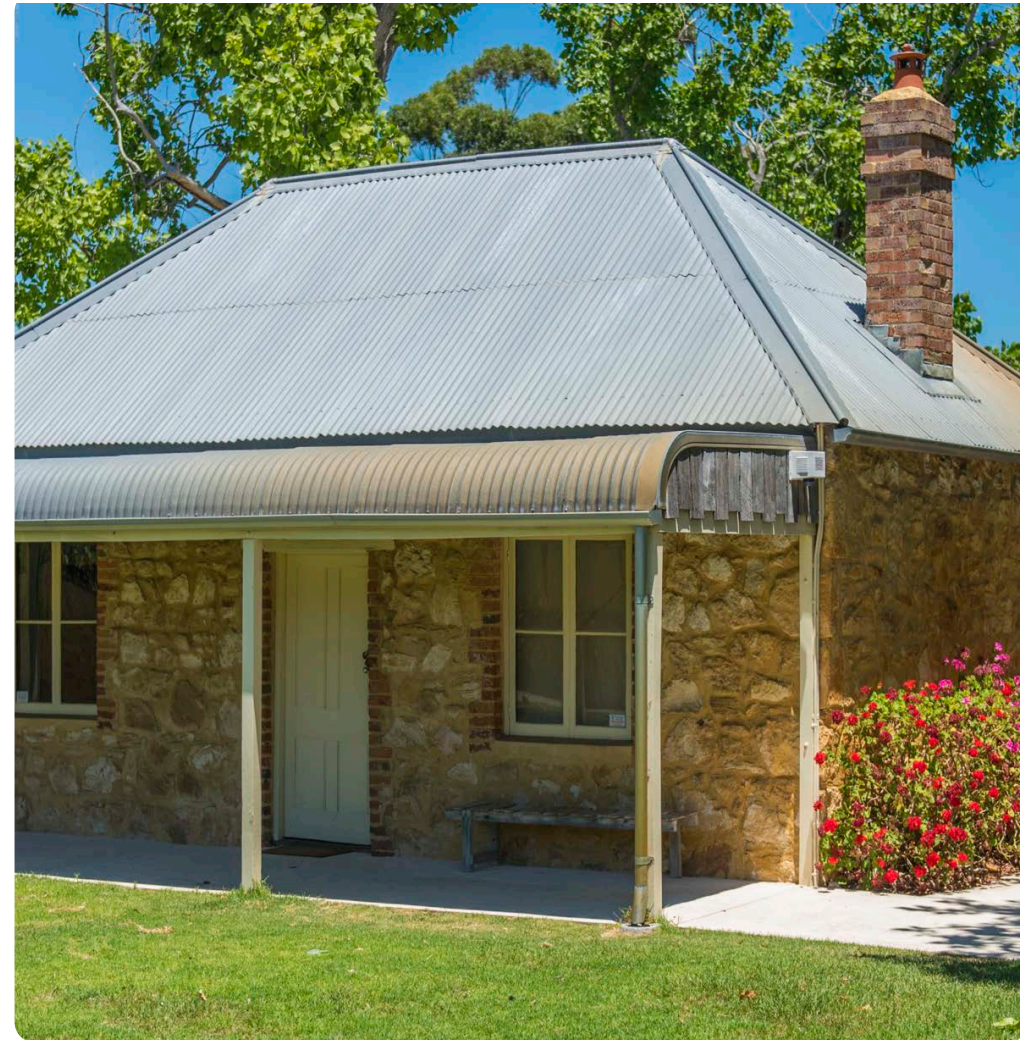
The Heritage Act 2018 requires the City to prepare a survey of places that are, or may become, of cultural significance to the local area. The City's Local Heritage Survey (LHS) identified 91 places of non-Aboriginal cultural heritage significance, including Shipwrecks, Lime Kilns, Yanchep National Park, historic places, and State Heritage Listed places. Despite having no statutory role, the LHS informs the City's Heritage List, which provides protection to places of high significance under Clause 8 of the Deemed Provisions of District Planning Scheme No. 2 (DPS2).

The City also includes 21 cultural heritage places that are recognised by the Heritage Council as having significance to the State of Western Australia and are accordingly entered onto the State Register of Heritage Places in accordance with the Heritage Act 2018.

Aboriginal cultural heritage is protected under the Aboriginal Cultural Heritage Act 2021. As development continues to occur within the City's greenfield areas, it is important that places of Aboriginal cultural heritage are identified and protected. Due to the often highly sensitive protocols associated with Aboriginal cultural heritage, the City is preparing a heritage management plan to provide recommendations for improving conservation and management practices for Aboriginal cultural significant places.

The heritage management plan will also guide decision making related to heritage management, conservation and protection for non-Aboriginal cultural heritage places as well. The plan will inform a review of the City's heritage local planning policy and make recommendations for priority heritage management works which are required to protect these places from encroaching development. Regular reviews of the Local Heritage Survey and Heritage List will also ensure places that are significant to the local community are identified and appropriately managed.

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.



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 private sector.

PUBLIC OPEN SPACE

Public Open Space provides opportunities for people to socialise, exercise and play. Parks, recreational spaces and sporting fields provide important places for people to engage in physical and social activity, which has a positive impact on the mental health, obesity and mortality rates of the local community.

It is important that as residential lot sizes decline and more medium to high density is delivered in the City, good quality and adaptable public open space is necessary to compensate for reduced access to private open space. Currently, the City provides 2,650 hectares of parks and open space, with 50 active reserves (including golf courses and sporting grounds/complexes) and 153 conservation reserves.

To ensure public open space can meet the needs of the local community and offer a range of uses, the size and function of the space will vary. The majority of the City's open space is used for recreation purposes (69%) such as playgrounds, picnic/BBQ areas, dog exercise and casual exercise areas, while very few (7%) offer sporting fields for active use. The Kingsway Regional Sporting Complex is the City's only regional public open space used for sporting purposes, and is currently reaching capacity for use.

As population grows in Alkimos,

Yanchep, and East Wanneroo, there will be a greater demand for access to a range of open space and community facilities in these areas. The City's East Wanneroo Community Facility Plan and Northern Coastal Growth Corridor Community Facility Plan identify the need for additional regional level open space, including sporting facilities, indoor recreation centres and aquatic centres, be provided in these areas. The City will advocate to the State Government for the timely delivery of regional open space in these areas to ensure the current and future needs of the community are met.

The staged delivery of public open space within East Wanneroo and the northern coastal growth corridor will allow the City to appropriately plan and budget for the delivery and maintenance of infrastructure and community facilities through the City's long term financial planning and developer contribution plans.

The design of public open space will have a direct impact on peoples wellbeing, how often a space is used, and how safe people feel when using the space. It is important that public open space is designed to be flexible, accessible and multi-functional to encourage maximum community use. The City encourages the co-location of facilities and the use of multipurpose facilities (i.e. multi-court line markings and removable sporting infrastructure) to minimise the duplication of

infrastructure, and ensure that it is accessible to all members of the community. 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.

The development of a Public Open Space strategy will guide the type and location of open space required within the City, encouraging the establishment and protection of parkland networks to

encourage safe pedestrian and animal movement between conservation areas. This is particularly important within the northern coastal growth corridor, which is seeing reducing lot sizes and street verges as a result of increasing density which then reduces the City's urban tree forest. Through the development of the new planning scheme, environmental provisions will be investigated to assist with the retention of significant trees within development sites, including the establishment of a significant tree register to better protect these trees.



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 which will 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

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, schools, health, community and recreation facilities. To ensure the provision of infrastructure is coordinated, district and local Developer Contribution Plans (DCP) will 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 agreement may be required in the Yanchep Two Rocks area to address the provision of new district level community infrastructure not included in the current agreement.

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.

Once built, 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.

Through the preparation of the new scheme, 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*.



Shelvock Park, Koondoola

6.5 Planning Directions and Actions

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|---|--|--|--|------------|
| Managing Population Growth To accommodate future population growth in the City. | Ensure that housing meets current and future community needs to accommodate a growing population. | Review Local Planning Policy 3.1: Local Housing Strategy to consider new areas which could be suitable to support infill density dwellings, including around key activity centres, transit corridors and station precincts, to contribute towards achieving infill density targets outlined in the North-West Sub-regional Planning Framework. | 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. | Short Term |
| | Ensure existing and future structure plans are reviewed and streamlined to be consistent with the new scheme in accordance with the State Government's planning reform agenda. | Normalise subdivided land in structure plan areas where appropriate by amending the local planning scheme to zone land in accordance with the structure plan. | Section 4.1.1 of part 2 explores ensuring areas that have been subdivided in accordance with an approved structure plan are appropriately zoned in the new scheme will simplify the planning system by reducing the duplication of zoning and land use permissibility in these areas. | Short Term |
| | Prioritise higher density housing in locations that appeal to people, offer services amenities and good access to other people and places. | 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. | 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 |
| | Consider interim land uses on strategic sites reserved for future higher density housing until development becomes viable. | 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 than future demands. | Ongoing |
| | Encouraging higher density development which will deliver more diverse housing opportunities for the City. | Update the new scheme to remove split coded residential densities across the City, applying the higher density code in these areas. | 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 the higher density code should be allocated to provide greater housing diversity in the City. This will accommodate an increased population in areas serviced by existing infrastructure, amenities and transport networks. | Short Term |

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|--|---|--|--|-------------|
| Rural zoning anomalies To have more consistent zones and neighbouring land uses in the City. | Review zoning anomalies to better streamline the planning framework. | Require the State Government to investigate the appropriate MRS zones for specific sites in the City that have remained and are anomalies, despite land use changes occurring around them. | Section 4.1.1 of part 2 identifies where zoning anomalies exist and outlines the need for these to be included as 'planning investigation areas' in the State Government's review of the North-West Sub-Regional Planning Framework to achieve more compatible neighbouring land uses in the City. | Medium Term |
| Affordability and Social Housing 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. | Work with the State Government, industry and community housing providers to develop incentives to help 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 |
| Housing for people with a disability and an aging population To provide sufficient housing for the elderly and people with a disability. | Offer incentives to increase the availability of liveable design housing to provide more options for people with a disability and support aging in place. | Work with the State Government, industry and community housing providers to develop incentives to deliver more dwellings that incorporate liveable design standards. | 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. | Short Term |
| Bushfire 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. | Update the City's local planning framework to reflect the relevant outcomes of the City's Bushfire Hazard Level Assessment Study (included in Appendix D) which outlines considerations for planning and development in bushfire risk areas. | 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. | Short Term |
| Built Environment To protect and enhance areas that have a unique character. | Protect and reflect character elements that are unique to an area where possible. | Develop 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 |
| | | 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. | 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 |

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|---|--|---|--|------------|
| | Improve the consistency in the landscapes, materials and infrastructure in the public realm to create attractive and welcoming places. | Develop a new local planning policy that includes a range of urban design palettes of materials, colours and landscaping options 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 |
| | Improve the usability and functionality of road reserves to make better contributions towards the public realm. | 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 |
| Aboriginal and Cultural Heritage To protect and celebrate Aboriginal and non-Aboriginal cultural heritage unique to the City. | Ensure the City's Aboriginal and non-Aboriginal cultural heritage places are identified and protected. | Undertake regular reviews of the Local Heritage Survey and Local Heritage List in accordance with the new scheme. | 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. | Prepare a Heritage Management Plan to identify mechanisms to protect and manage Aboriginal and non-Aboriginal heritage places in the City. | Section 4.1.4 of part 2 recognises the importance of identifying and protecting places of Aboriginal and non-Aboriginal cultural heritage significance when planning for new developments. | Short term |
| | Improve clarity around requirements to conserve and protect cultural heritage places. | 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 |
| Public Open Space To provide usable and attractive public open space, which also protects the natural environment. | Provide public open space that is accessible and offers a variety of uses and functions. | Prepare a Public Open Space 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. | 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 |

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|--|---|---|--|-------------|
| Community Infrastructure 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. | Where appropriate, require future local structure plans and community facility plans to encourage the co-location of community facilities around schools, shopping precincts and parks. | 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. | 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. | 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 |
| Development Contribution Plans 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. | Incorporate future developer contribution plans into the new scheme, to guide the contribution requirements for providing standard and community infrastructure in areas experiencing greenfield development. | 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 (Figure 11). Land use planning will play an important role in achieving these 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 centres and key industrial centres, while maximising the use of existing and proposed infrastructure to support the economy.

The directions and actions outlined in our LPS reflect the Sub-Regional Planning Framework's objectives as well as those in our Economic Development Strategy 2022 - 2032 (ED Strategy) and Tourism Plan 2019 - 2024 (Figure 12).

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.

Land use planning will assist 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. We will also ensure that land uses do not detrimentally impact on one another, but compliment each other.

OUR STRATEGIC COMMUNITY PLAN GOALS THAT RELATE TO THE 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 11: Strategic Community Plan goals relating to economic growth and tourism.

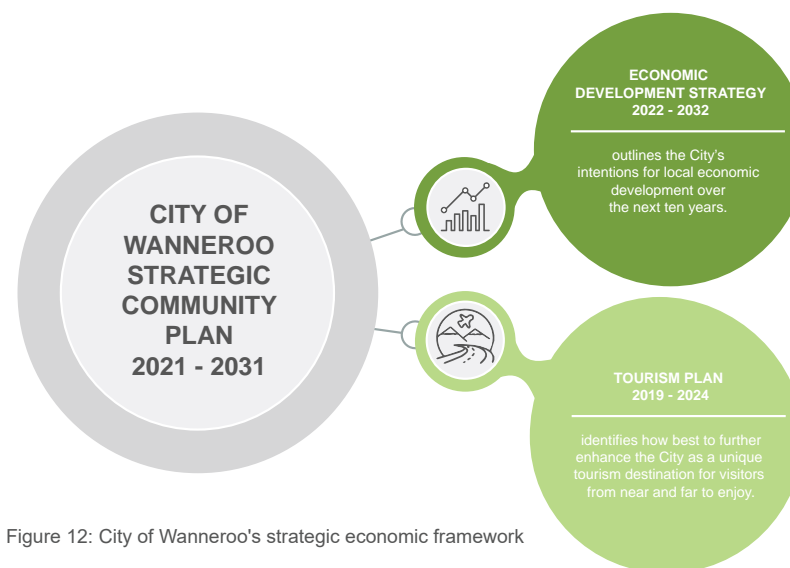


Figure 12: City of Wanneroo's strategic economic framework

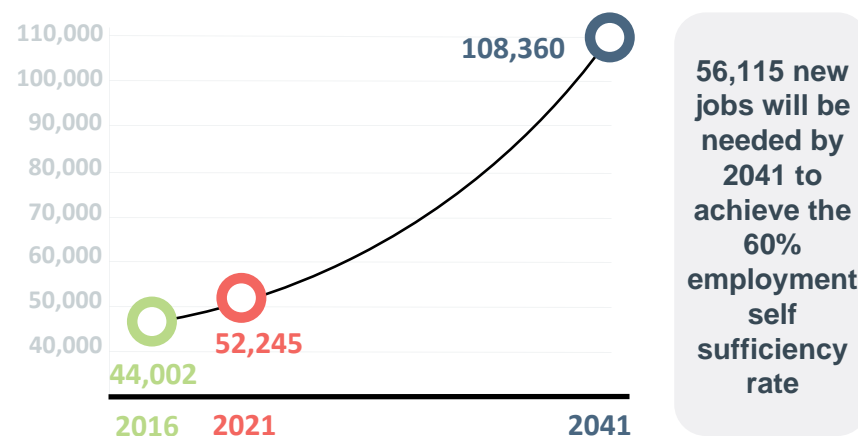


Figure 13: City of Wanneroo employment self-sufficiency targets

7.1 Tourism

TOURISM GROWTH AREAS

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

NATURE BASED / RURAL TOURISM

The Nature Based / Rural Tourism Node, comprising the Yanchep National Park, the current Landscape Enhancement zone and the Neerabup National Park will develop into a unique rural-tourism node. The area will showcase its local biodiversity values, unique local Aboriginal and non-Aboriginal culture and predominantly attract nature-lovers as well as foodies who want to experience its natural values or learn about and enjoy locally produced food. Land uses will include parks and recreational uses, and in the current Landscape Enhancement zone, restaurants, cafes, micro breweries, farmer's markets, cider houses, small galleries, chalets and other land uses that are secondary to the primary rural and horticultural land uses and which are sensitive to the environment.

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

Expansion of the Wanneroo Raceway and its surrounding precinct will attract more tourists to this area which will offer a diverse mix of motorsport, tourism, sport, events and business opportunities. The Wanneroo Raceway Master plan also identifies the potential for a hotel, luxury villas, and camping /caravanning accommodation be located around the Wanneroo Raceway.

STRATEGIC 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.

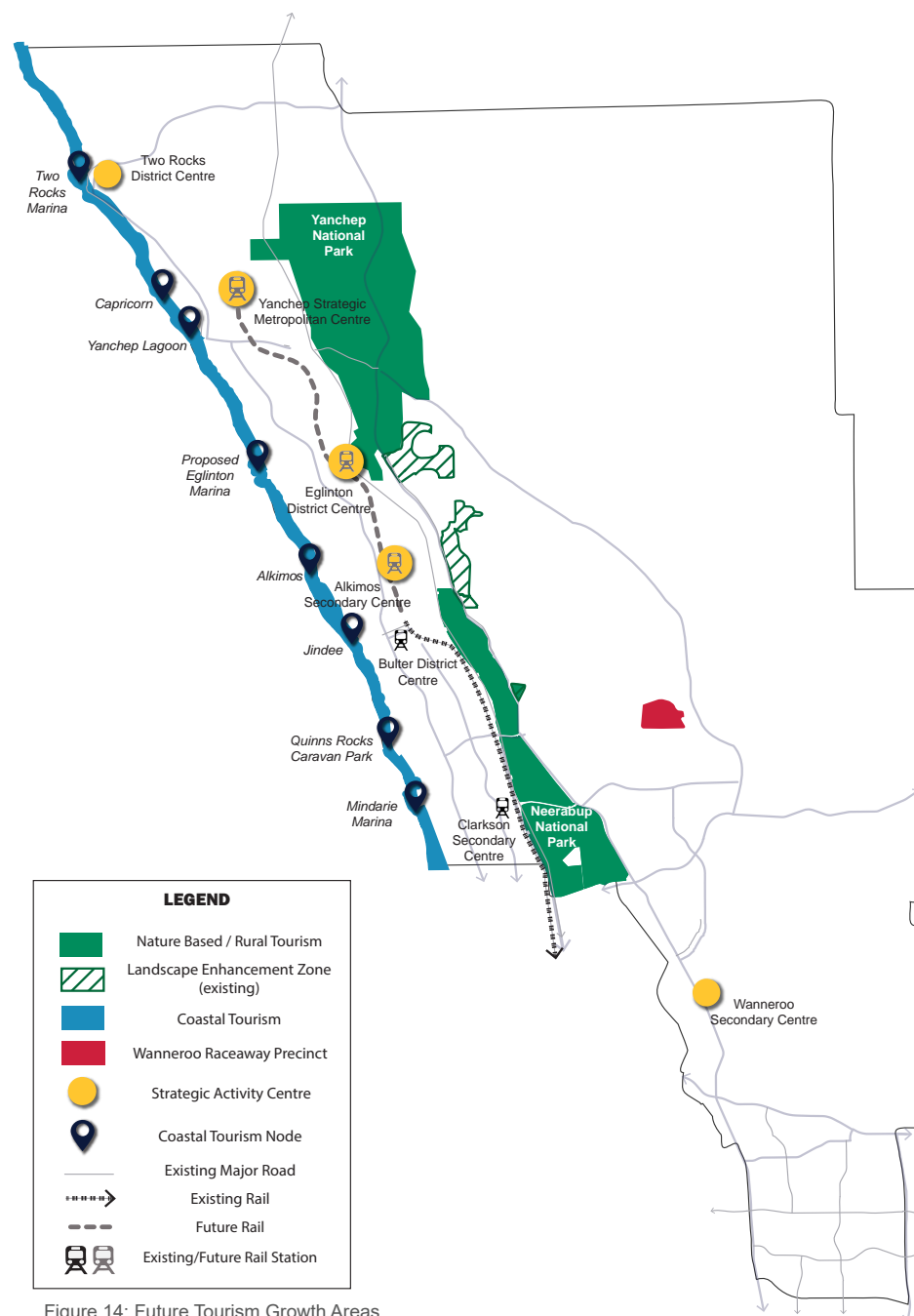


Figure 14: Future Tourism Growth Areas

TOURISM OPPORTUNITIES

The City's Tourism Plan 2019 - 2024 outlines the City's goal to become a vibrant destination with exciting events and attractions including our diverse natural environments. There is significant potential for more tourism activities to occur in the City, particularly in the areas outlined in Figure 14. However, to facilitate this, we will need to attract more investors to locate tourism land uses and activities in the City.

A local planning framework that is simple to interpret and provides for a broad range of tourism uses will encourage potential investors to locate in the City. As part of the process to amend our scheme to align it with the State Government's Model Provisions, we have expanded tourism land uses and allowed them in more zones. Through the preparation of our new Scheme No. 3, we will further consider where additional tourism uses can be located.

Our planning framework will also be clear and easy to understand to provide guidance to developers about our tourism objectives in different areas. Retaining a distinct zone over the Landscape Enhancement area will be important to assist investors to easily identify planning objectives for this area that is unique to Wanneroo. Given the significance of this area and the adjacent former Dizzy Lamb Park site, we have included these as a separate Planning Area with proposals for their future development outlined on Page 76.

There are limited short-stay accommodation opportunities in the City and as our population grows, so will the demand for this type of accommodation. The City will encourage short-term

accommodation options such as hotels, motels and short stay apartments in activity centres and near coastal nodes, tourism nodes and sporting precincts. Camping and caravan parks will be supported in appropriate zones where noise impacts do not adversely affect nearby residents. In particular, the City is currently investigating options for short term eco-retreat style accommodation on the former caravan park site in Quinns Rocks. This development aims to provide a unique short term accommodation opportunity in the City to support our local tourism attractions.

Following the release of the final State Government's 'Position Statement – Planning for Tourism' and 'Planning for Tourism Guidelines', the City will investigate the requirement for a local planning policy to provide guidance on registering short stay accommodation and parking requirements in line with these documents.



Yanchep Lavender Farm, Carabooda

7.2 Economy and Employment

OUTCOMES OF NEEDS ASSESSMENT AND LAND USE IMPLICATIONS FOR THE CITY

A needs assessment has been undertaken to determine the total number of jobs and employment floor space required to meet City's future employment needs by 2041.

It is anticipated that the City will have a labour force (employed persons) of approximately 180,500 people by 2041 (ABS census 2021, Forecast ID and City of Wanneroo modelling). This is based on the current participation rate of 64.2% of working age residents being employed in the workforce in 2021.

The North West Sub Region (City of Wanneroo and City of Joondalup) has a current target of 60% employment self-sufficiency (ESS), which is the proportion of local jobs to the local workforce. Figure 16 confirms that the region is on track to achieve this with the current ESS at 54.1% and projected to reach 60.0% by 2031.

Since reaching a ESS of 50% in 2021, the City has set it's own target to reach 60% ESS by 2041. To achieve this, an additional 56,115 jobs will be required to accommodate a future local labour force of approximately 180,500 in 2041 (Figure 15). This is a significant increase and if achieved will result in more than doubling of the number of local jobs at 2021.

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.

To achieve the 60% ESS target by 2041, 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 (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.

The land to accommodate the additional floorspace required to reach these targets has already been identified through the MRS, endorsed District Structure Plans and the Neerabup Industrial Area Structure Plan.

The complete needs assessment is shown at Appendix B, including a full Retail Needs Assessment for all commercial centres or activity centres located in the City consistent with the requirements of State Planning Policy 4.2 - Activity Centres Perth and Peel.

| 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% |

Table 3: Employment Self Sufficiency
(Source: City of Wanneroo Modelling based on 2021 ABS Census and forecast.id Population and Housing Forecasts, December 2021)

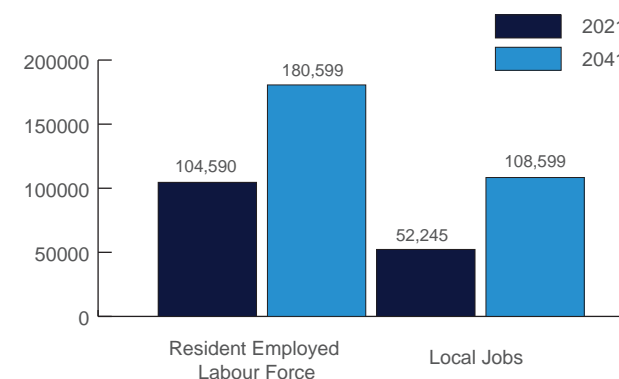


Figure 15: Employment Self Sufficiency Comparison 2021 - 2041
(Source: 2021 ABS Census, General Community Profile and Worker Population Profile, and City of Wanneroo Modelling based on 2021 ABS Census and forecast.id Population and Housing Forecasts, December 2021)

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

Table 4: Total Floorspace Comparison 2016-2041
(Source: WAPC Land Use and Employment Survey 2015-2017, and City of Wanneroo Modelling and MGA Planners Retail Needs Assessment)

ECONOMIC GROWTH AREAS

Significant economic growth is expected to occur in the key areas outlined in Figure 16. 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 strategic metropolitan centre, the Yanchep City Centre will 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 Two Rocks and be of a similar size and scale to centres in Alexander Heights, Butler, Banksia Grove, Girrawheen and Kingsway.



NEIGHBOURHOOD AND LOCAL CENTRES

To support higher order centres, there will be up to 17 neighbourhood and local centres to service the day to day needs of the community, generating population-driven employment.



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 State Government will investigate the potential for these areas to develop to accommodate industrial land uses.



SERVICE COMMERCIAL INVESTIGATION AREA

Located between the future Alkimos and Eglinton centres which will provide employment-generating land uses such as service commercial/bulky goods.



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 DSP No. 18 identifies a proposed marina in Eglinton, which will include tourism land uses, housing and accommodation.

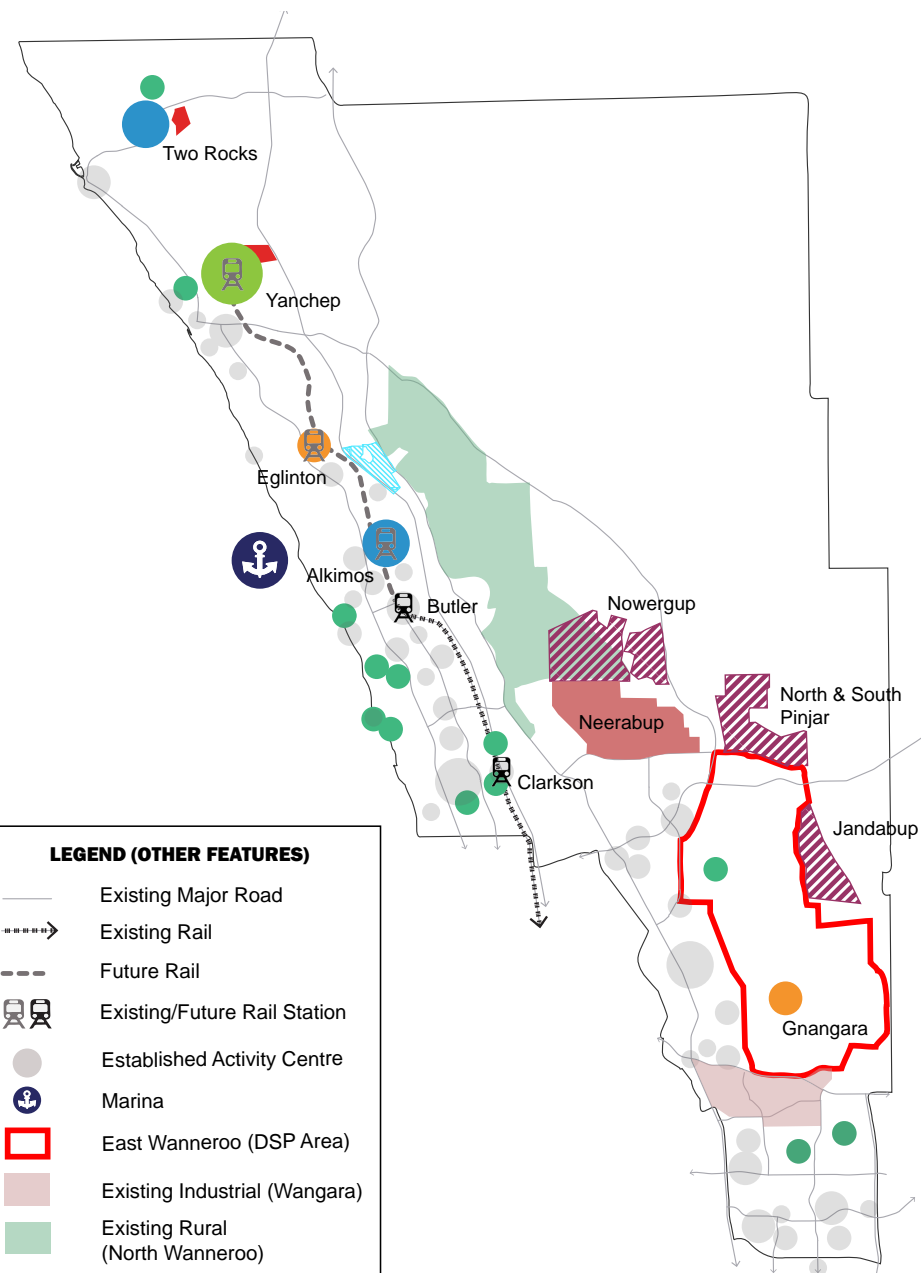


Figure 16: Future Economic Growth Areas

INDUSTRIAL ACTIVITIES

The City has a diverse range of developable industrial land which presents significant opportunities for businesses and investors looking to locate or expand. This supply of land will continue to grow, particularly as the Neerabup Industrial Area (NIA) develops. As outlined in the Infrastructure chapter of this LPS, 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 on page 31.

The NIA will, at full capacity, employ around 30,000 people, which will contribute significantly towards achieving the City's ESS targets. The area is 1005 hectares which is almost one and a half times the size of the existing Wangara Industrial Area (WIA). The NIA's transport connections to future major activity centres, such as Yanchep and Alkimos, as well as the planned intermodal change and other industrial areas within the City of Swan, mean that industrial activity in the NIA can be supported by nearby commercial activity such as offices and shops in these locations.

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, it is acknowledged 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 as well as businesses to support local workers in industrial areas will continue to increase. Recent proposals for office uses in the NIA have led the City to support provisions to enable additional uses such as small-scale offices, food premises and medical centres in specific locations to support workers in the NIA where these will not conflict with industrial uses.

There has also been increasing demand for office spaces in the WIA to offer more professional services such as accounting, architecture, engineering, law firms, information technology, real estate and other services. As outlined in the City's Retail Needs Assessment (Appendix B), the City's activity centres within proximity to this area will not have the capacity to accommodate the anticipated amount of small-scale office floorspace that will be required in the future.

The WIA is a planning area in this LPS (Page 68), where the City will allow some 'stand-alone' small-scale offices as additional uses in specific areas. These will be restricted to a certain size, scale and location and be guided by built form provisions. This will enable the City to prevent ad hoc office development from occurring throughout the WIA and to control the size and scale of office developments so that the role and function of the City's other employment areas, particularly activity centres, are not compromised.



ACTIVITY CENTRES

Reserving and protecting land earmarked for future employment is important to meet the employment needs of the growing population. In growth areas like the City, the need for employment land often only arises once enough residential growth has occurred around it. This means that employment land in growth areas can remain vacant, sometimes for decades, with significant pressure from developers to develop the land for residential purposes. Similarly, mixed use sites, intended to accommodate a mix of housing, commercial and entertainment uses, are often developed for housing, resulting in the loss of employment land.

Once employment land is developed for non-employment purposes, the opportunity to use this land for employment in the future is severely limited, particularly when land is subdivided. To address this and to allow employment land to be occupied whilst the demand for businesses and services grows, the City will encourage future precinct and structure plans to address interim land uses by including provisions to guide how they will be delivered to support the staged development of an area.

In accordance with State Planning Policy 7.2 - Precinct Design Guidelines there needs to be a balance between a precincts long-term vision and the economic reality of the desired outcome. This may result in certain instances where interim solutions are necessary to avoid the steralisation of land. These uses should ensure the nature, scale, form and intensity of the use will not affect the long-term development of the land. This would likely be controlled through time-limited approvals for interim development on strategic sites earmarked for future employment uses.

As the population grows along our

northern coastal corridor, the City will also ensure that activity centres develop in accordance with the centre hierarchy outlined in State Planning Policy 4.2 - Activity Centres. This will be particularly important for the future Yanchep Strategic Metropolitan Centre to ensure that it is supported as the major activity centre in the City.

As growth in the nearby Alkimos Secondary Centre is likely to occur in advance of Yanchep, there will be pressures for larger facilities such as major health and educational developments, to be located in Alkimos instead of Yanchep. Land uses provided in Alkimos should not compromise the longer-term development intentions of the Yanchep City Centre, and the City will ensure that facilities in Alkimos are not developed to a higher level of infrastructure than identified in an approved structure plan and/or community facilities plan.

IDENTIFYING NEW EMPLOYMENT LAND

Strategically identifying key locations for new employment land is also 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.

The City will work with the Department to ensure that the area 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 District Centres. It will provide both light commercial and light industry

uses as well as larger commercial/warehouse uses which benefit from high exposure and passing traffic and typically require more land for parking than would be appropriate in a town centre.

State Forest 65 is an important strategic land bank that could be used in the future to accommodate 'advanced technology' agricultural and horticultural expansion as well as infrastructure and facilities to support these industries (ie. water harvesting zone through enhanced infiltration & recharge etc). Much of this area formerly contained pine plantations that have since been decommissioned and although there are currently no future land uses planned for the site, the new North-West Sub-Regional Framework will provide further guidance on the future development of the area. At the appropriate time, the City will amend its Scheme No. 3 to implement any revised Framework.

To progress the planning of parts of State Forest 65, the City will work with the State Government to determine the approvals pathways required for any alternative land uses. 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.

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 DPS2 permits the parking and storage of these

vehicles in the Light Industrial and General Industrial zones, they are currently not permitted in the DPS 2 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. The parking of these vehicles on industrial lots does not generate the same level of employment activity as other industrial uses. Furthermore, land rates for industrial zoned lots are 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 of noise. They would provide landowners in these areas with more land use options and assist to generate a passive income for them. This is important in light of issues associated with water allocation reductions in North Wannon. It will also provide short term opportunities for landowners in the East Wannon District Structure Plan area who are scaling down from traditional agricultural and horticultural uses in anticipation for urbanisation to occur.

The City is not proposing to allow the storage of caravans, boats, and trailers in the Special Rural, Special Residential, or Landscape Enhancement Zones, where there is more of an emphasis in preserving the natural landscape. However, it will consider allowing this use in Rural and Rural Resource areas where these uses do not adversely impact existing environmental values. The City will investigate including provisions in Scheme No. 3 or preparing a new local planning policy to outline a set of locational criteria to guide where parking will be permitted, including accessibility, visual amenity impacts and impacts on the environment (i.e. clearing of priority natural areas).



Market Garden, Carabooda

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 urbanised areas. This provides local farmers with direct access to markets which supports employment and the local economy and increases food security for Perth's population. This is particularly important in the event of supply chain issues due to natural disasters or pandemics disrupting transport routes. In the future the City's last remaining food producing region will be in North Wanneroo, which includes the suburbs of Carabooda, Nowergup and the western part of Neerabup.

The City supports the retention and growth of North Wanneroo's agricultural and horticultural industries and the protection of land containing basic raw materials. In this regard, any land uses that would restrict these activities from occurring or result in potential land use conflicts will not be supported in the region.

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 Gnamara Groundwater Allocation Plan. The City does not support these plans, as most licenced 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.

In line with the City's Agribusiness Position Paper, we will continue to advocate for food producers to be exempt from future water allocation reductions or for any reductions imposed to be supplemented with

an alternative affordable, longterm water supply. The future desalination plant, which will be located in Alkimos, presents opportunities for local growers to receive some water entitlements to compensate for the planned reductions.

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 is an opportunity in the future for excess water in East Wanneroo to be transported for the use of agricultural and horticultural growers to alleviate the impacts of the water allocations restrictions that they face. The City will work with the State Government to achieve mutually beneficial outcomes for North Wanneroo growers and development in East Wanneroo.

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. These would include consideration of the future use of these land parcels as part of the State Government's broader strategic planning for the sub-region through the next Sub-Regional Planning Framework. Including these areas as 'planning investigation areas' would determine whether it would be possible and / or appropriate to rezone the land.

ATTRACTING NEW INVESTORS TO THE CITY

As changes and trends shape the economic landscape, the City's planning framework must be adaptable to continue to meet the needs of businesses and industries. A planning framework that is relatively simple and clear allows businesses and investors to better navigate planning processes. This can in turn create early confidence for investors to invest or develop in specific locations. It can also simplify and fast-track planning approvals 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 approval pathways, and further cutting '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 the Small Business Friendly Approvals Program. The reforms will cut red tape and simplify approval processes for small businesses by ensuring information is clear and accessible, granting automatic approvals for certain applications, streamlining application processes and facilitating a business support service.

REMOVE NET LETTABLE AREAS FROM THE SCHEME

The State Government has advised the City that the new Scheme No. 3 will need to remove net lettable area (NLA) provisions for commercial activity centres. Historically, the City has included these figures in the planning scheme to stipulate the maximum required commercial floor space permitted within each centre. These provisions are seen as being overly restrictive and not conducive to economic growth, and their removal will supplement Small Business Friendly approvals processes.

Landowners wanting to develop or expand will need to consider the relevant criteria outlined in draft State Planning Policy 4.2 - Activity Centres (SPP 4.2) and conduct an Impact Test should certain floorspace thresholds be exceeded. This test will need to demonstrate that a proposal will not unreasonably impact the activity centre hierarchy, result in loss of services to the community and/or impact upon existing, committed and planned public and private infrastructure investment.

REFLECT WORKING FROM HOME TRENDS

The needs and structures of the workforce are changing, with more people and businesses are working and operating from home. The City will ensure that emerging trends in this space are reflected when developing new scheme and policy settings.

NORMALISE STRUCTURE PLANS

As structure plan areas reach full development, they will also be integrated into the Scheme and removed as separate documents from the City's planning framework. The City has many structure plans, 53 of which will expire during the life of the Strategy, some of these may also need to be reviewed and revised.

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 develop an exemptions local planning policy to outline these developments in addition to those listed in the *Planning and Development (Local Planning Schemes) Regulations*. The policy will cover many forms of use and development, not restricted to employment generating land uses.

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

SMALL-SCALE SHOP AND CAFE USES IN RESIDENTIAL AREAS

To further reflect increased working from home trends in a post-pandemic world, and the recognised need for essential services to be located closer to home, the City will investigate opportunities for small-scale local shop and café uses to be established in residential areas.

Allowing certain types of local businesses to operate in residential zoned areas could encourage further small business investment within the City, an enhanced sense of place and community, as well as provide for more

conveniently located services catering to the 'working from home' population.

Allowing such uses would be subject to certain criteria restricting the location, size and operation of these uses within Scheme No. 3. Access to ample on-site or on-street car parking, as well as the protection of residential amenity through noise and odour attenuation, would also be a key consideration.

As an alternative approach, Additional Use provisions within the planning scheme could be investigated to allow these uses to operate within select sites and/or localities.

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 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 the Perth CBD, Perth airport, Fremantle port and Kewdale and Kwinana industrial areas.
- The Yanchep City Centre which will ultimately 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 ultimately 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 of Wanneroo contains some of the region's best beaches with Yanchep Lagoon and Quinns beach attracting a range of regional, interstate and overseas visitors.
- Beyond the timeframe of this strategy, an airport in or near the northern Perth metro area would attract more overseas

tourists to the region, support the 'fly in fly out' workforce and facilitate the region's economic expansion to overseas markets.

- A northern port would facilitate the importation and exportation of foods, goods and services from the northern region to overseas markets.

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 responses 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' will 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 also offer an alternative to trucks for deliveries, reducing emissions and congestion on the roads. As this technology develops in the future, planning will need to consider new provisions to accommodate drone 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.

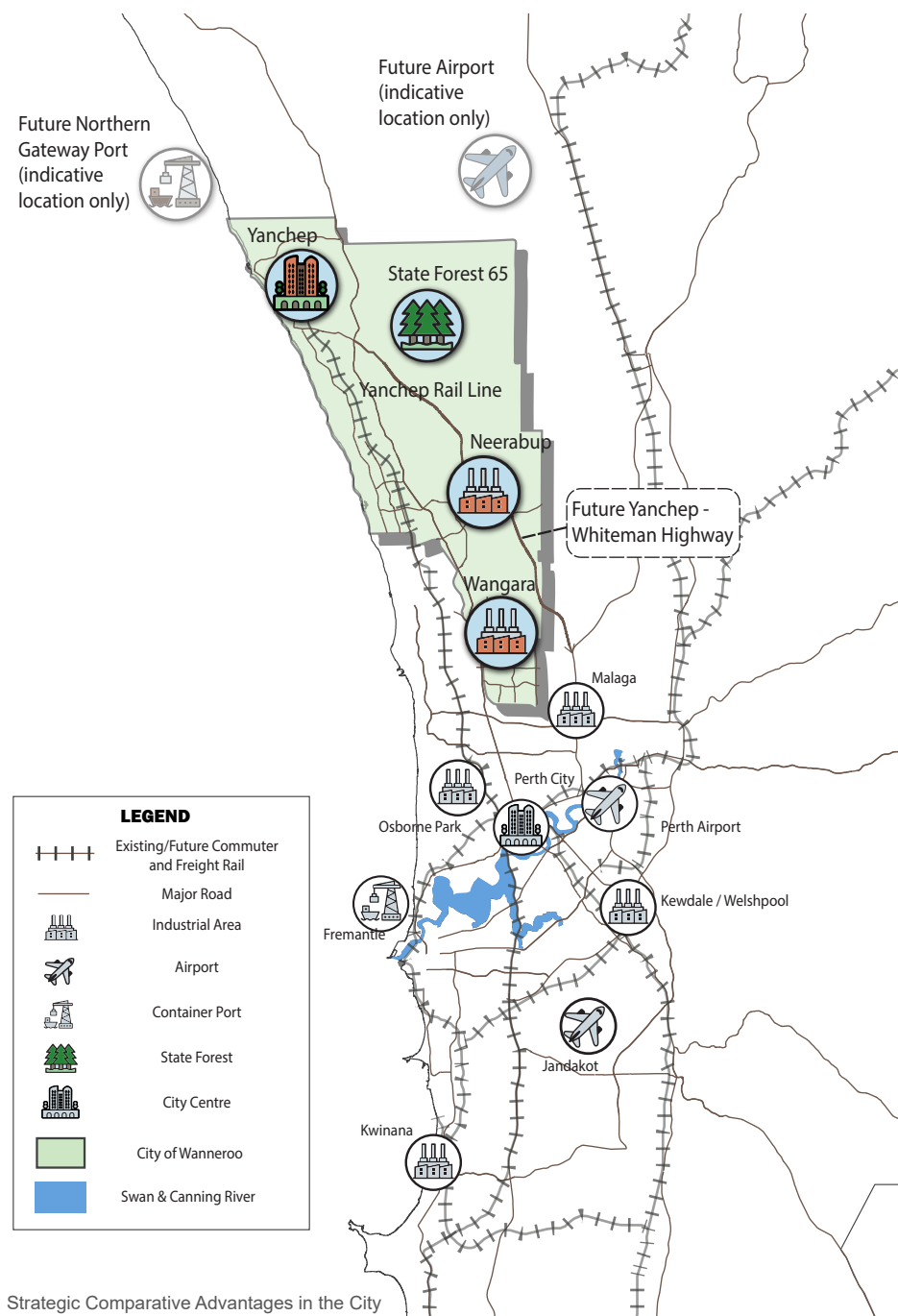


Figure 18: Strategic Comparative Advantages in the City

7.3 Planning Directions and Actions

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|---|---|--|--|------------|
| Tourism Facilitate more tourism opportunities in the City. | Increase opportunities for more tourism land uses by reviewing and amending the City's local planning framework. | Review and update the land uses permitted in the City's tourism growth areas (outlined in Figure 14) to increase the amount of tourism activities allowed in these areas, where appropriate, in the new Scheme No. 3 and structure plans. | 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 clearer guidance to developers and investors looking to undertake tourism activities in the City. | Retain the Landscape Enhancement zone and rename this zone to better reflect its rural-tourism objectives. | Section 4.2.2 of part 2 outlines that a distinct zone for this area is required to allow potential investors and developers to easily understand the zone's objectives. The Landscape Enhancement zone's name does not accurately reflect its rural-tourism and nature objectives. Changing its name to one which reflects these will make the planning objectives for the area clearer. | Short Term |
| | | Rezone Lot 5838, Karoborup Road, Carabooda (the former Dizzy Lamb Park site) and its neighbouring landholdings at Lot 2 Bailey Road and Lot 1 Karoborup Road, Carabooda to Landscape Enhancement and apply a Special Control Area over the site to allow for larger recreational and 'landmark' tourism uses that are compatible with the areas surrounding rural character. | Section 4.2.2 of part 2 outlines the potential that the former Dizzy Lamb and its neighbouring sites have to facilitate larger-scale rural tourism and recreational uses that the Landscape Enhancement zone has typically not permitted. These larger uses will have the potential to attract more people to the region. | Short Term |
| | Update the City's local planning framework to reflect the State's recent directions for tourism articulated through its planning framework. | Following the release of the final State Government's 'Position Statement – Planning for Tourism' and 'Planning for Tourism Guidelines', investigate the requirement for a local planning policy to provide guidance on registering short stay accommodation and parking requirements in line with these documents. Investigate the inclusion of a new land use definition for short-term accommodation/tourism, including the recommended land uses relevant in the new Scheme No.3. | Section 4.2.2 of part 2 identifies that providing policy guidelines on short term accommodation will assist landowners to understand the development assessment requirements for designing and managing short term accommodation to minimise any adverse impacts on the amenity of the local area. | Short Term |
| Industrial Activities Support a diversity of land uses in industrial areas. | Include provisions in the local planning framework to facilitate for more diverse land uses in industrial areas. | Include stand alone small-scale offices as 'additional uses' in the new Scheme No. 3 in the locations outlined in Figure 32 in the Wangara industrial area. | 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 |

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|---|--|--|---|-------------|
| Activity Centres Protect land earmarked for future employment in activity centres. | Consider interim land uses on strategic sites reserved for future employment until the development of these sites becomes viable. | 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 |
| | 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. | 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. | 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 local structure plans (as well as subsequent Local Development Plans and development applications). | Ongoing |
| Identifying new employment land 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. | 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 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 |
| | Investigate the benefits, constraints and further studies needed to determine the suitability of potential future employment land. | Work with the State Government, including the Department of Planning, Lands and Heritage and the Department of Primary Industries and Regional Development to undertake the relevant studies to determine the feasibility of using State Forest 65 for expanded agricultural activities. | Section 4.2.1 of part 2 outlines the Minister for Agriculture and Food's proposal to develop a business case that includes cost benefit analysis and approvals pathways required for a new leasehold agri-precinct in State Forest 65, supplied with recycled water. | Medium Term |
| | | Require the State Government to investigate future land use opportunities and potential zoning/reserve changes for the portion of State Forest 65 that has contained decommissioned land uses. | Section 4.2.1 of part 2 recognises that State Forest 65 contains decommissioned land uses and could be used in the future to accommodate 'advanced technology' agricultural and horticultural expansion as well as infrastructure and facilities to support these industries (ie. water harvesting zone through enhanced infiltration & recharge, larger-scale renewable energy uses etc). | Medium Term |
| | Allow caravans, boats and trailers to be parked / stored on rural properties in appropriate locations. | Include parking as an 'A' use in the Rural zone in Scheme No. 3 to give uses of off-site parking a clear and legible path to obtaining approval. Consider the requirement for a local planning policy to outline provisions / locations relating to the parking / storage of caravans, boats and trailers on rural lots. | 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 |

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|--|---|--|---|-------------|
| North Wannon Ensure that land use planning supports important industries in North Wannon. | Protect agricultural land in North Wannon from urban encroachment and uses that would restrict farming operations. | Review Local Planning Policy 4.3: Subdivision of Rural Land, which allows for some subdivision in North Wannon. | Section 4.2.1 of part 2 recognises that Local Planning Policy 4.3: Subdivision of Rural Land is outdated and requires a major review to determine its current relevance. | Short Term |
| | Lobby for water security in North Wannon to assist the viability of its food production industries. | Advocate for landowners to be exempt from the 10% water allocation reduction outlined in the Gnangara Groundwater Allocation Plan and work with the State Government to provide North Wannon landowners with a long-term, sustainable, climate independent water source. | Section 4.2.1 of part 2 outlines the adverse impacts that water allocation reductions will have on food producers in North Wannon as well as the importance of retaining local food production including providing food security, access to local markets and reduced carbon emissions caused by food miles. | Short Term |
| | Prioritise the extraction of basic raw materials. | Include provisions in the new Scheme No. 3 to provide clear guidance to landowners to simplify the process of obtaining approvals to extract BRM and mitigate potential land use conflicts with other businesses and residents. | Section 4.3.1 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 |
| Rural land in Neerabup To consider opportunities for land areas to better support food production and industrial activities. | Consider how rural land in Neerabup that has transitioned from traditional agricultural uses could better support its neighbouring agricultural and industrial sectors. | Work with the State Government to investigate the most appropriate future uses for rural zoned land in Neerabup, with a focus on its ability to better service neighbouring rural and industrial activities. | 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 Wannon Road and access to nearby rural and industrial activities, there may be potential for land uses to formally transition to better support these industries. | Medium Term |
| Attracting new investors to the City 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. | Remove net lettable areas (NLAs) for individual activity centres in the new Scheme No. 3 and include provisions for centres to develop in line with the NLAs in State Planning Policy 4.2 - Activity Centres. | Section 4.2.1 of part 2 acknowledges that the DPLH has advised that the new Scheme No. 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 |
| | | Develop 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 |
| | Facilitate opportunities for small business investment and improved land use diversity to reflect post-pandemic working from home trends within residential areas. | Investigate amendments to the Zoning Table in Scheme No. 3 to provide for small-scale shop and café-type land uses within the Residential zone subject to criteria restricting the location, size and operation of these uses. | Allowing small-scale, stand-alone businesses to operate in certain residential zoned areas could encourage further small business investment within the City, an enhanced sense of place, as well as provide for more conveniently located services catering to the 'working from home' population | Short Term |



Black Cockatoo, Yanchep

8. The Environment

A key objective of the LPS 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.

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 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 carbon footprint caused by urban development.

Whilst facilitating urban growth will be critical, we will consider the impacts of this 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 our Scheme No. 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 as well as managing our coastline, other sections of the LPS also consider land use planning responses to these issues including our Infrastructure and Community, Urban Growth and Settlement sections.

OUR STRATEGIC COMMUNITY PLAN GOAL 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 19.

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.

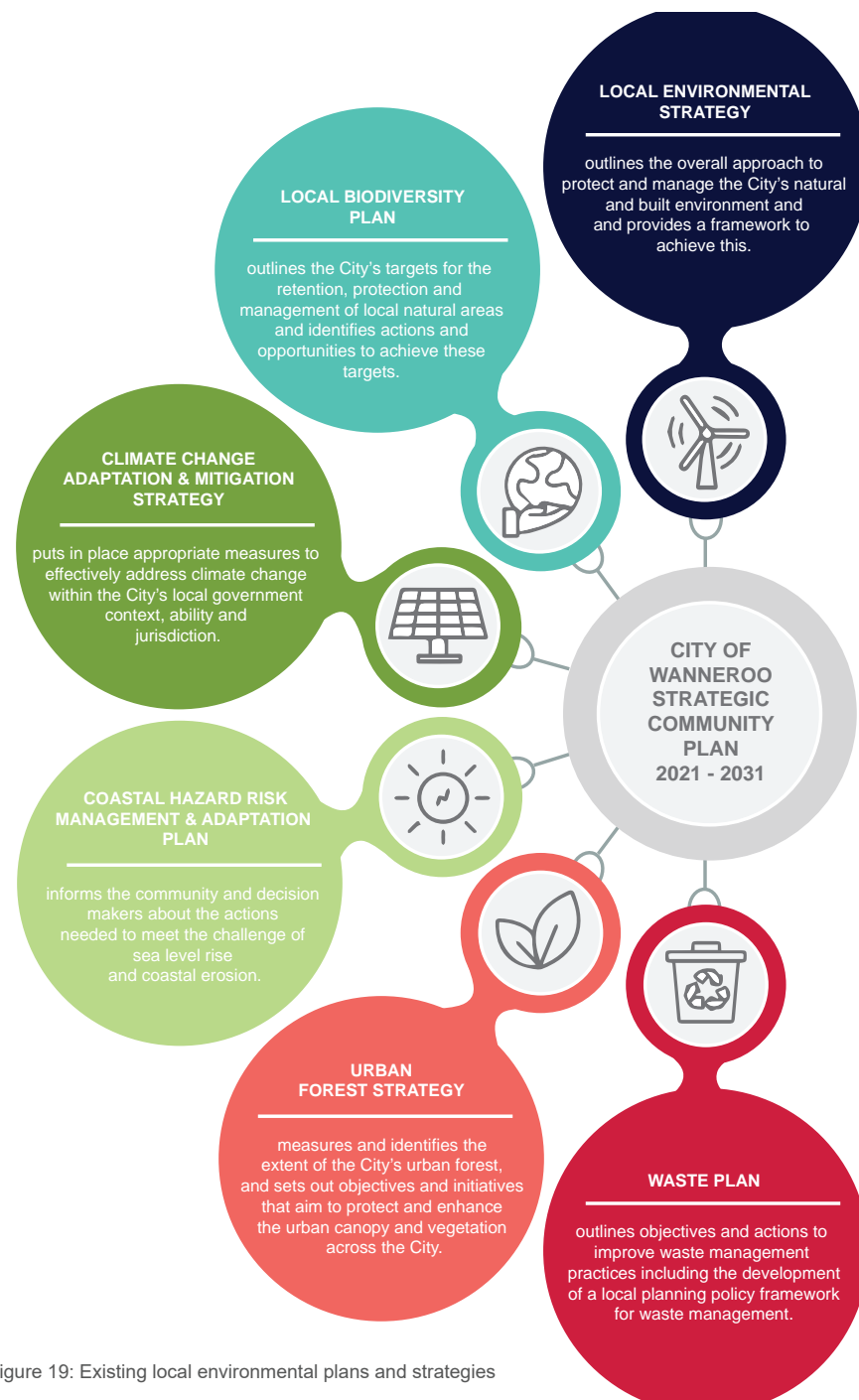


Figure 19: Existing local environmental plans and strategies

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 through 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 provision of incentives for developers will be an effective way to achieve this. Incentives could involve 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 and conservation and a significant reduction in mains water use. To determine the environmental sustainability and performance of developments that are eligible to achieve development incentives we will consider the use of rating systems such as Green Star, NatHERS, EnviroDevelopment and One Planet Living in our assessment processes.

Developers in the City will also be encouraged to adapt and reuse buildings. This will allow developments that are constructed for one use to be retrofitted and potentially re-used for another purpose. 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 incentivise the increased uptake of adaptive re-use techniques.

Land use planning that mitigates car dependency is another effective way to reduce carbon emissions and is discussed in the LPS's Infrastructure section. As part of this we will seek to increase the transit - orientated development (TOD) in the City which integrates 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 cars, developers will be required to include bicycle storage and end of trip facilities in certain types of developments. A minimum number of electric vehicle charging bays will be required to be provided in areas with higher provisions of parking such as activity centres, service commercial and industrial areas and on regional beaches. Similarly, we will gradually move towards maximum rather than minimum car parking bays and an increased focus on reciprocal parking, with different developments operating at different hours using the same parking areas.



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



PROTECTING BIODIVERSITY AND INCREASING URBAN FOREST

An effective way to offset carbon emissions and improve urban ventilation is by protecting high quality vegetation and natural areas, as well as planting more trees. Whilst forecasted urban development 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.

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 so that they are retained and protected from future development, where possible. Our new Scheme No. 3 will include measures to protect native vegetation in areas in the City. We will also review local and district structure plans to determine opportunities to 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.

The City's Urban Forest Strategy proposes an approach to maintain and increase tree cover to a minimum of 5% across all suburbs in the City, with a focus on heat islands within these suburbs, and this will gradually increase to 15-20% tree canopy cover across all suburbs as part of a staged approach.

To assist to achieve this, we will establish a significant tree register and require planning approval to be obtained for removal of registered trees

whilst implementing compliance and education measures to discourage unauthorised removal and vegetation upkeep.

Whilst the State Government has recently introduced minimum tree planting requirements for residential developments through the Residential Design Codes, we will apply this to all types of developments, including commercial and industrial developments through our new Scheme No. 3. This will involve 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 introduced within the City's built form policies and other statutory documents, 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.

In order to address climate change, increase biodiversity and facilitate

food security, the viability of the use of the City's verges for urban agriculture will be considered through the local planning framework. Verge gardens increase the City's urban forest, play a key role in reducing heat islands, increase biodiversity by providing ecological linkages and shelter for fauna, facilitate food production and increase community interaction. Food security is an important factor to be considered, and is no longer a theoretic consideration, as seen recently by the supply chain issues caused by Covid and floods, which significantly impacted on access to fresh fruit and vegetables. This is in line with a growing trend globally to promote urban agriculture and food production, due to the desire for equity in food supply access across economic divides, health benefits of fresh food, a push to lower emissions from transportation costs and education.



BUSHFIRE PRONE AREAS

Mitigating the impacts of bushfires will be an important consideration moving forward and is discussed in our Community, Urban Growth and Settlement section. A key area of focus will be striking a balance between the unnecessary clearing of established vegetation and the increased cost of developing buildings to a higher standard to satisfy the applicable Australian Standards. Due to the importance of preventing bushfires and the potential loss of life and property, consideration of bushfires would take preference over the protection of vegetation in areas earmarked for development.

WASTE MANAGEMENT AND CONTAMINATION

As outlined in the LPS's Infrastructure Section, improving ways in which developments use and manage waste will be important to increase 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 Plan, we will develop a local planning policy to guide the provision of waste management facilities in new developments. These will be supported by more detailed operational guidelines to stipulate bin locations and waste requirements for developers undertaking larger-scale projects.

Numerous contaminated sites exist throughout the City, and 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.

WATER MANAGEMENT

The City has a proven track record of managing water effectively and has achieved Gold Waterwise accreditation from the Water Corporation in partnership with the Department of Water after meeting its water usage targets for the last two years in a row. This included the successful implementation of the Northern Coastal growth Corridor Water Supply Strategy, prepared in partnership with the Department of Water, which has resulted in certainty of supply for establishment and ongoing water use as well as consistent landscaping across developments. Looking forward, 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 includes a number of findings and recommendations including amending the City's planning scheme to introduce special control areas over 'Priority 3' public drinking water supply areas. These special control areas will ensure that development proposals which may pose a risk to public drinking water supply can be assessed by the City and the Department of Water and Environmental Regulation, and appropriate planning conditions applied to minimise their impact. In addition, the City will also investigate re-classifying a number of Conservation Category and Resource Enhancement wetlands to more appropriate reserves, to ensure their ongoing protection and management. Existing Local Water Management Strategies for district structure plan (DSP) areas, including for East Wanneroo, will continue to be implemented, with supplementary water management reports prepared for local structure plans within these DSP areas.

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 these values that we will seek to protect for future generations to enjoy.



Landforms and Soils

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



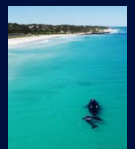
Karstic Features and Limestone Caves

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.



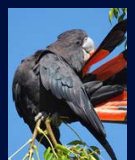
Ground and Surface Water

including the region's main water supply, the Gngangara 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.

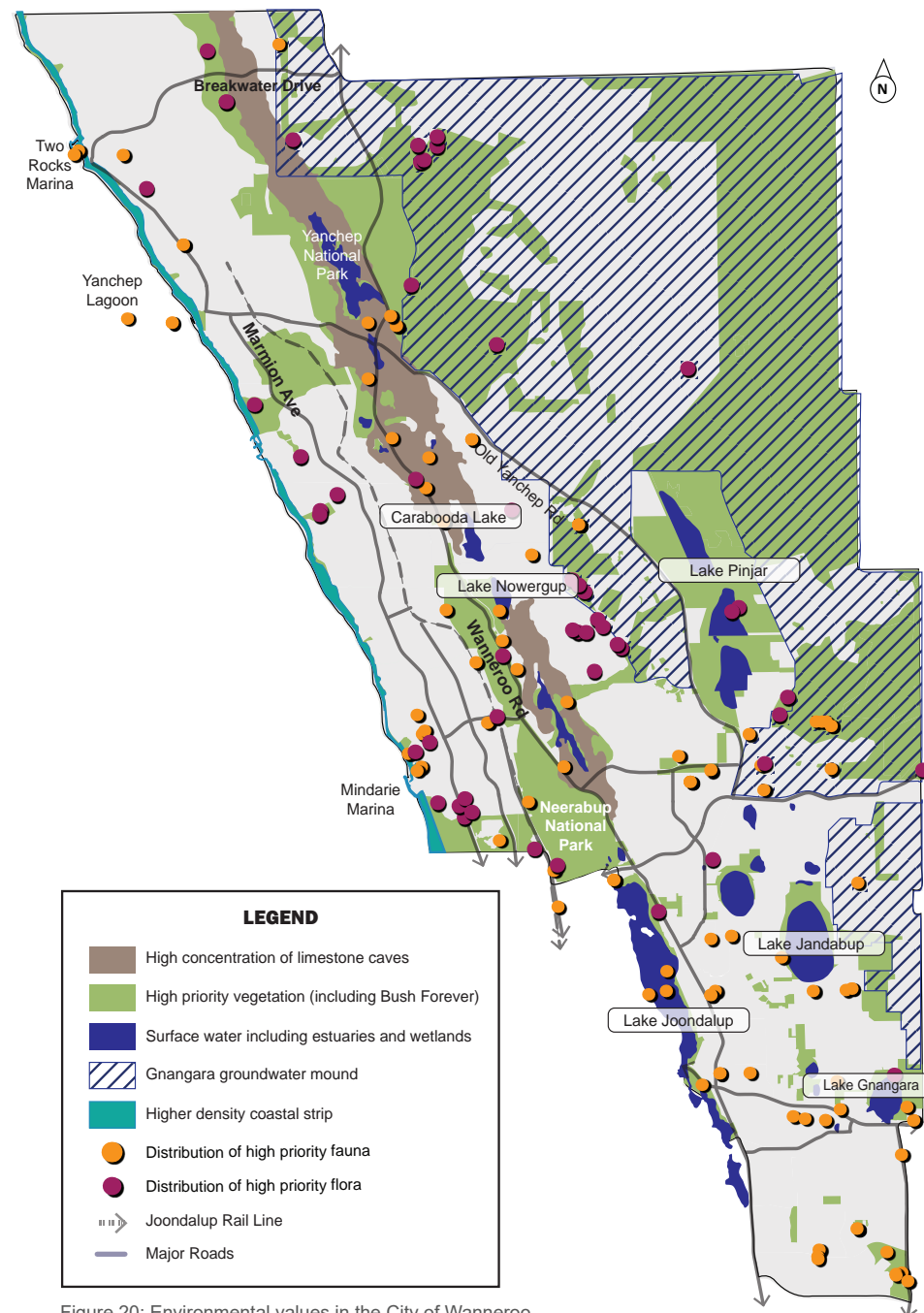


Figure 20: Environmental values in the City of Wanneroo

8.1 Coastal Planning

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: Coastal Planning (SPP 206). 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 21). 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 need access to 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 Scheme No. 3. The intent of special control areas will be to establish specific development controls for land parcels that are vulnerable to coastal erosion so that all proposed land uses and developments within these areas will require development approval, which will be issued on a temporary or time limited basis. The special control areas aim to manage public safety by reducing the risks associated with coastal erosion and inundation



Figure 21: City of Wanneroo Coastal Node Hierarchy

8.2 Planning Directions and Actions

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|---|--|--|--|-------------|
| Climate Change 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. | Work with the State Government, private developers and industry associations to develop 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 |
| | Offer planning approval exemptions and / or incentives for increased energy efficiency and water sensitive design in buildings. | 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. Include planning incentives in Scheme No. 3 (e.g. density, plot ratio, height) and / or a local planning policy for developers undertaking larger-scale projects that demonstrate specific environmentally sustainable design standards. | 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). 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 |
| | Attract partnerships to deliver demonstration projects that showcase ecological sustainable development outcomes to the community, and how it can be achieved in a local context. | Attract partnerships with private developers, Development WA, the Department of Communities and other State-government agencies on sustainable development opportunities and demonstration projects within the City's development areas and emerging activity centres, including 'Green Star Certified' (or similar) development 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 |
| Protecting Local Biodiversity Ensure that environmental considerations are more prominently considered in planning processes. | 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. | Identify Ecological Linkages and Priority Natural Areas and include measures to protect these areas in Scheme No. 3. Review structure plans to determine opportunities to protect priority natural areas and consider how current and future structure plans will propose to protect priority natural areas as part of the City's assessment processes. | 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 |
| Urban Forest Retain and enhance the City's urban forest and increase the provision of tree canopy. | 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. | Include provisions in Scheme No. 3 to require a certain number of trees to be provided per square metre of development sites, over and 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 |

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|--|--|--|---|-------------|
| | | <p>Introduce provisions in the new Scheme No. 3 and develop a supplementary local planning policy to facilitate a Significant Tree Register. Collate a database of established specimens within the City for inclusion on the register.</p> <p>Investigate whether a review of the existing Local Planning Policy 4.8: Tree Preservation could be used for this purpose.</p> | 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 |
| | | Introduce minimum tree planting and/or tree retention requirements for Commercial and Industrial development in Scheme No. 3 and/or a local planning policy. | 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 |
| | | Increase the minimum soft landscaping requirement for non-residential developments in Scheme No. 3 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). Percentage of landscaping may vary dependent on development size and/or zone and provisions may be supplemented by a local planning policy. | 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 |
| | Consider the viability of the use of the City's verges for urban agriculture will be considered through the local planning framework | Investigate the viability of this initiative and amendment relevant Council and planning policies to facilitate this | Section 4.1.5 of part 2 encourages retaining street trees and existing vegetation corridors to facilitate safe wildlife and pedestrian movement between larger areas of open space. | Medium Term |
| Coastal Assets Ensure that coastal development balances local needs with the protection and preservation of the environment. | Ensure applicable actions from the Coastal Management Plan 2021 (CMP) are implemented throughout the local planning framework. | 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 |
| | | Ensure all structure plans are reviewed and amended to align with the City's Coastal Hazard Risk Management and Adaptation Plan (CHRMAP) and State Planning Policy 2.6. | 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 |

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|--|---|--|--|------------|
| | | Amend the local planning scheme to introduce Special Control Areas, 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 |
| Managing Waste and its Impacts 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. | 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. 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. 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 |
| Conserving and managing water 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. | Review and update the Local Planning Scheme and all local planning policies, including Local Planning Policy 4.1: Wetlands & Local Planning Policy 4.4: Urban Water Management, to reflect outcomes of Water Management study and to ensure alignment with SPP2.9. Require all water management studies that support structure plans to align with Water Management study through the local planning framework | 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. | Short Term |

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|-------------------|--------------------|--|--|-------------|
| | | <p>Implement all actions from Water Management study prepared to supplement this Strategy. Including but not limited to:</p> <ul style="list-style-type: none"> Investigate the establishment of special control areas in the planning scheme over 'P3' drinking water supply areas Investigate re-classifying wetland areas not already protected under Scheme reserves. Continue to implement Water Management Strategies for District Structure Plans as required. | Section 4.4.1 of part 2 identifies the need to ensure adequate protection of critical groundwater supplies within the City, as well as implementation of State Planning Policy 2.9 - Planning for Water and associated guidelines. | Medium Term |
| | | Advocate to the State Government to provide alternative water sources to growers to supplement the 10% water allocation reduction to this industry | Section 4.4.1 of part 2 identifies the importance of protecting water sources to support the sustainable production of locally grown produce in North Wanneroo. | Short Term |



Public Transport, Kingsway

9. Infrastructure & 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, as outlined on Page 58. 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 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 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 22: Strategic Community Plan goals relating to Infrastructure, Utilities and Transport

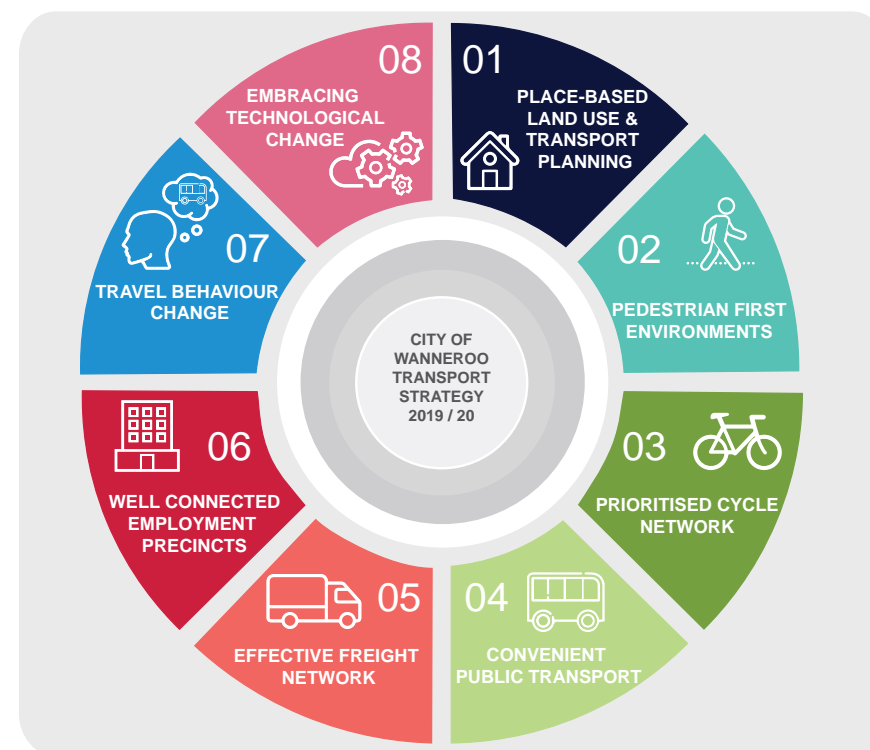


Figure 23: Transport Strategy 2019 / 20 Principles

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 23). This involves balancing car use with other methods of transport to reduce the negative impacts of car dependency.

9.1 Transport Planning

TRANSIT-ORIENTATED DEVELOPMENT

The key principles in our Transport Strategy describe elements of transit orientated 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 City will develop TODs around its new Yanchep rail extension Station Precincts including the Yanchep, Alkimos and Eglinton activity centres. This project is delivering a 14.5 kilometre extension of the Joondalup rail line from Butler station to Yanchep as well as three new stations, a new bus storage depot at Alkimos, as well as nine new road-over rail bridges. We will ensure that this integrates with surrounding urban areas and associated transport infrastructure.

The City will work closely with State Government and other key stakeholders to deliver TODs around Station precincts and to ensure that Precincts reflect their surrounding natural character. This will be important to ensure that each area develops with a unique sense of place and 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 24. To implement this we will review zones around activity centres and, where possible, amend them to better ensure mixed use zones frame our 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 of Wanneroo 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 cyclist 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 a rapid transit alignment through East Wanneroo with stations at Gngangara and Mariginiup. The City supports the alignment through

these district and neighbourhood centres to support transit-orientated development and integration with surrounding urban areas.

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

In relation to the initiative to focus on Activity Centres, the place strategy has identified the following focus areas:

1. Local Areas and Activity Centres: Yanchep, Two Rocks, Wanneroo, Girrawheen & Koondoola which already have Local Area Plans.
2. Strategic Locations intended to be vibrant, multi-faceted trip generators for residents including the Alkimos Aquatic and Recreation Centre (noted as a Planning Control Area and potential TOD), the Girrawheen Hub and Yanchep Lagoon.



Figure 24: Transit-orientated development model

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 cycling infrastructure. Having a range of transport options in place will assist to change people's perspectives about the convenience of using other modes, which is in line with a principle in our Transport Strategy. 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 our new Scheme No. 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 would be used to provide parking or other alternative transport choices in other nearby areas. The provisions relating

to this would be included in our new Local Planning Scheme No. 3 and we will develop supplementary guidelines or policy provisions to 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, cycling and pedestrian networks, payment in lieu of parking may be considered to facilitate the provision of alternative transport infrastructure instead.

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 25.

There is currently no requirement for developers to install electric vehicle charging stations in carparks in the City and as the use of these vehicles increases so will the demand for more charging stations. Through our new Local Planning Scheme No. 3 the City will seek to require developers to install a minimum number of electric vehicle charging stations in key locations in the City including activity centres, regional beaches and in community facility car parks.



Figure 25: Achieving direction connections to schools

Challenges to be addressed through the roll out of EV charging stations include:

- Whether the user pays or the costing is to be footed by property owners.
- If new infrastructure needs to be developed to meet capacity demands.
- Upgrading of existing fuel stations and their facilities to ensure best possible user experience

FUTURE INFRASTRUCTURE NEEDS

Providing sufficient road connections to support freight movement is essential to support economic growth and to connect the City to the broader metropolitan region and beyond. Neerabup and Wangara are important industrial areas which generate significant economic activity. However, to support these areas, some important freight transport routes need to be provided or upgraded.

The Sub-Regional Planning Framework outlines road upgrades that still need to be delivered including the Whiteman - Yanchep Highway (planned 2032) and Flynn Drive. The timeliness of the delivery of these routes will be critical to improve the City's ability to service greater Perth and other regions as per Figure 26. These works have also been outlined in the Industrial Lands Authority's 10-Year Strategy adopted in June 2021.

The LPS provides land use planning support to the City's Connect Wanneroo Advocacy Plan 2021 - 2025, which advocates for the priority delivery of road infrastructure outlined in Figure 29.

In the future, beyond the timeframe of this LPS, the State Government will consider a location for a second civil and general aviation airport. The City will continue to support the provision of this infrastructure in or near the sub-region, given the advantages that this area offers in terms of geography, links with freight corridors and land availability.

Additionally in the future, we will also support the provision of a northern port in the sub-region to service the Perth metropolitan area and the northern regions of WA. Currently, the City relies on the Fremantle Port and an additional

northern port would offer the potential to reduce the time and costs associated with freight destined for export. A Northern port would complement a future container port at Kwinana (Westport), whilst stimulating 'economic development' in the sub-region. It would also establish a localised servicing economy and population hub. This would in turn strengthen the local employment opportunities/sustainability of the sub-region.

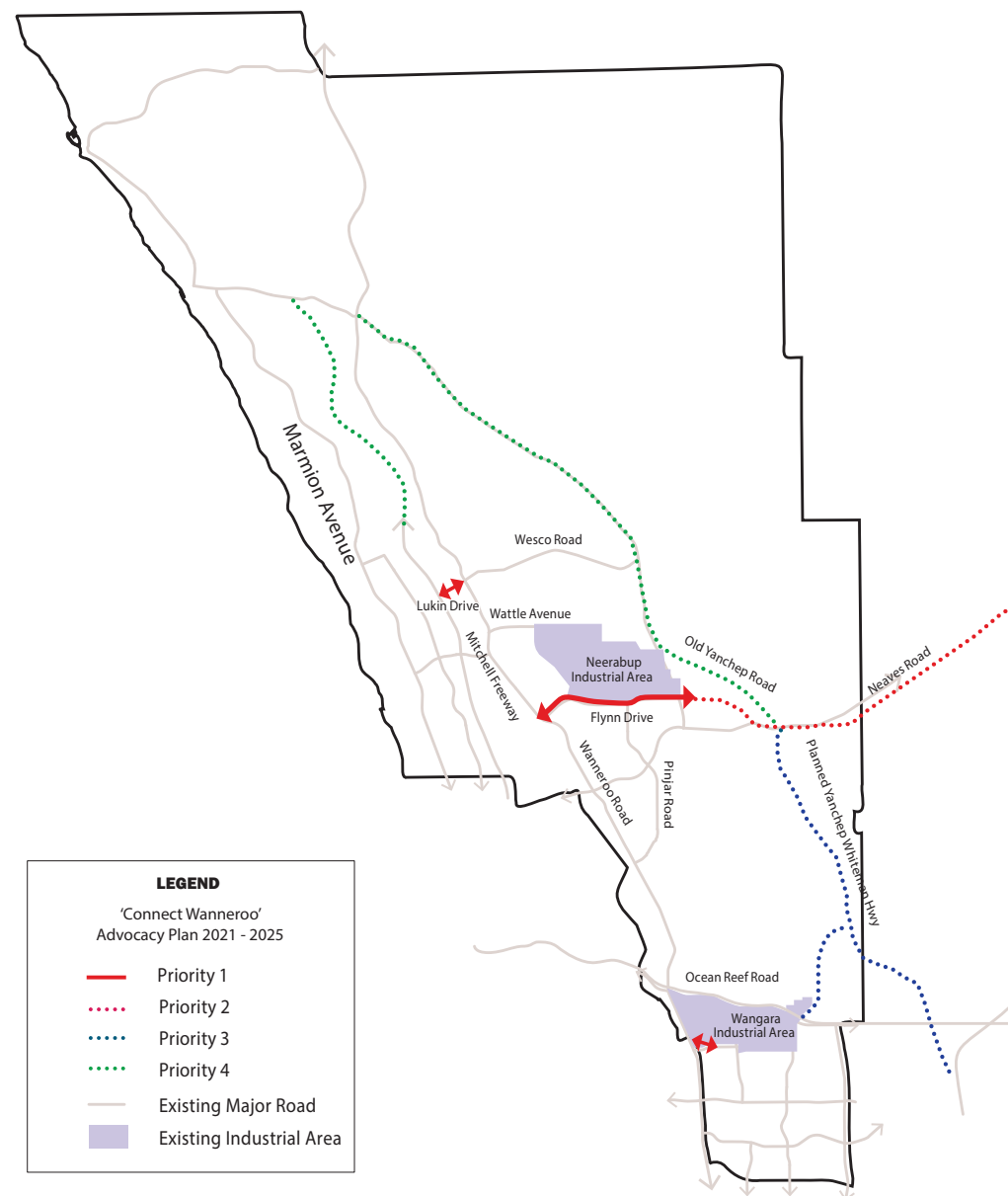


Figure 26: Road connections required in the City of Wanneroo Advocacy Plan 2021 - 2025

9.2 Utilities and Services

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 sustainably manage its waste. 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 to 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 the need for a local planning policy or local development plan to be prepared. These will provide further guidance on land use buffers, site access and building envelopes to ensure its optimum performance and limit any impact on surrounding properties.

Service vehicles collecting waste can have problems navigating narrow laneways. Laneways are also used at times by people for illegal rubbish dumping. Laneways have become more common in low-density developments and have a range of amenity issues associated with them. 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.

Numerous contaminated sites exist throughout the City's urban and rural areas, and will continue to be managed in accordance with State Government legislation and regulations. Looking long term, there may be the opportunity to investigate alternative uses for some contaminated land parcels, subject to remediation viability, as the demand for land increases with the City's forecast growth.

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, as well as other non-domestic renewable energy facilities, to ensure that any potential amenity impacts are minimised.

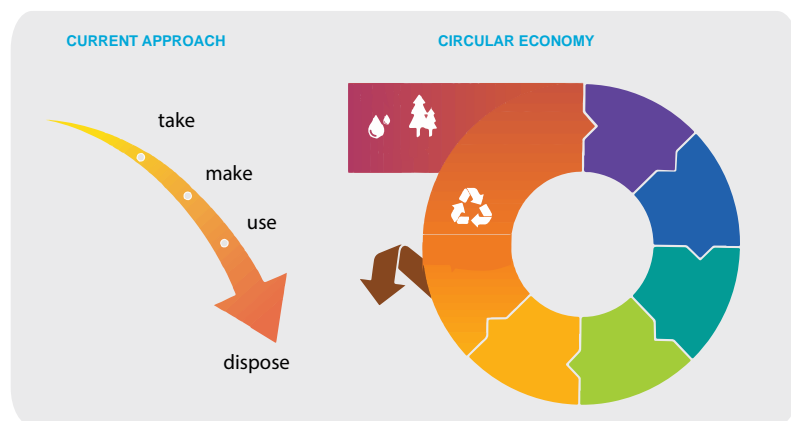


Figure 27: Circular Economy Approach (City of Wanneroo Waste Strategy)

CONSERVING AND MANAGING WATER

Whilst the City has taken successful actions to reduce its water usage, it still faces significant water supply issues. The Gngangara 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 Gngangara 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 31.

Whilst the City agrees with the need to rebalance its groundwater supply, 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. We will continue to advocate for the net water benefit from the new desalination plant to be shared with all users that are subject to the reductions.

As part of the work undertaken to inform this Strategy, a Water Management study has been prepared which provides a series of recommendations for water management in the City. This report can be found in Appendix C and a summary of its findings in the Environment Section on page 43.

USERS IMPACTED



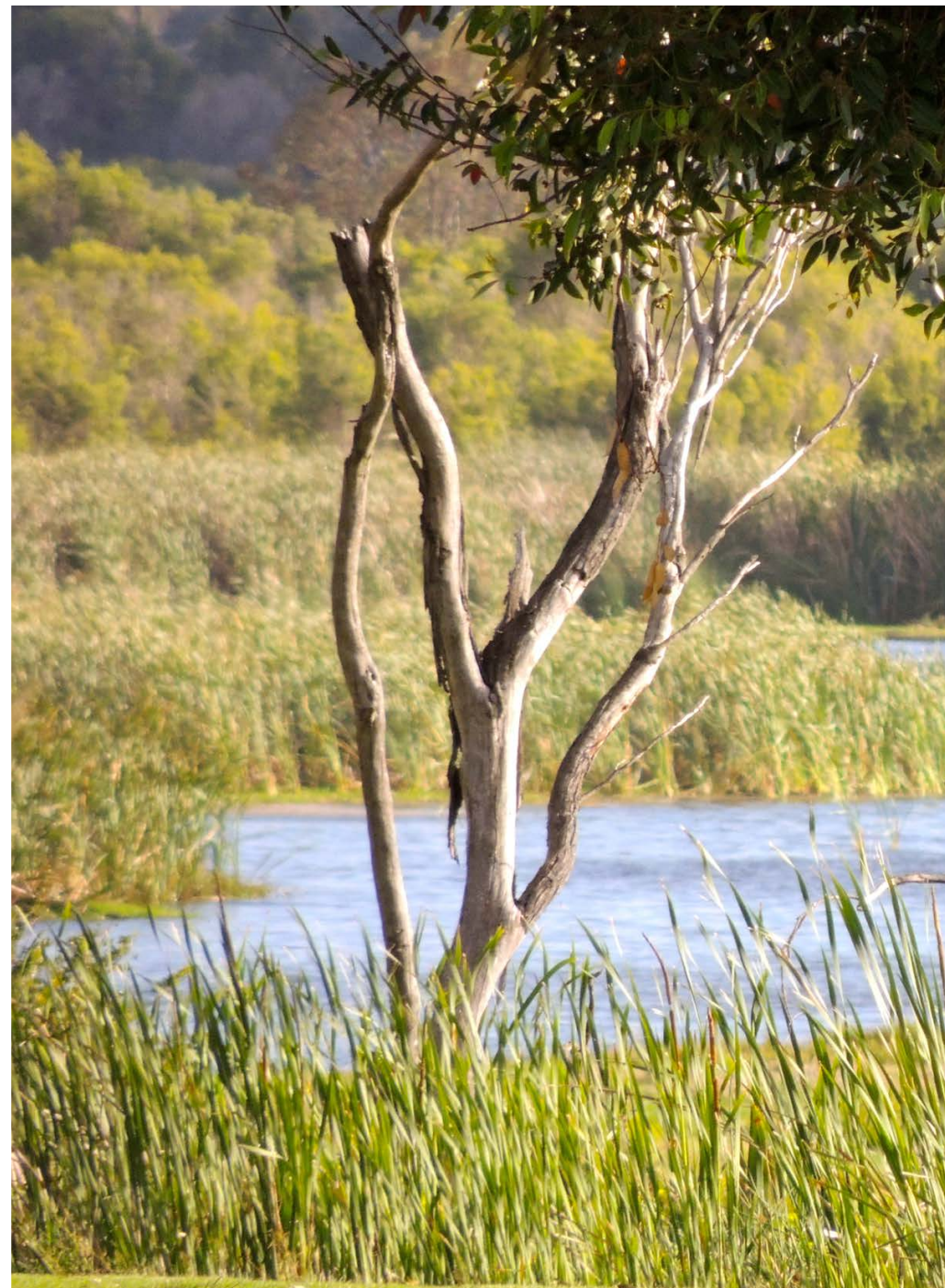
- 27% reduction for the Water Corporation
- 10% reduction for agriculture and horticulture
- 10% reduction for the irrigation of parks, gardens and other recreational green spaces
- 10% reduction for most other licenced water users such as mining
- Alignment of domestic garden bore water use to the scheme 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 28: Users impacted and exempt from groundwater allocation reductions.





9.3 Smart Technology

INFRASTRUCTURE TO SUPPORT SMART TECHNOLOGIES

The integration of smart technologies into the City, such as smart traffic lights, smart street lights and smart waste solutions, is 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 later.

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.

FUTURE TECHNOLOGIES

In the future, 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, light rail technology, 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 would likely 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.



LIGHT RAIL TECH

Light rail technologies include wireless and trackless electric trams are generally travel faster and at low costs than busses.



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 29: Smart Technologies that the City can take advantage of in the future.

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.

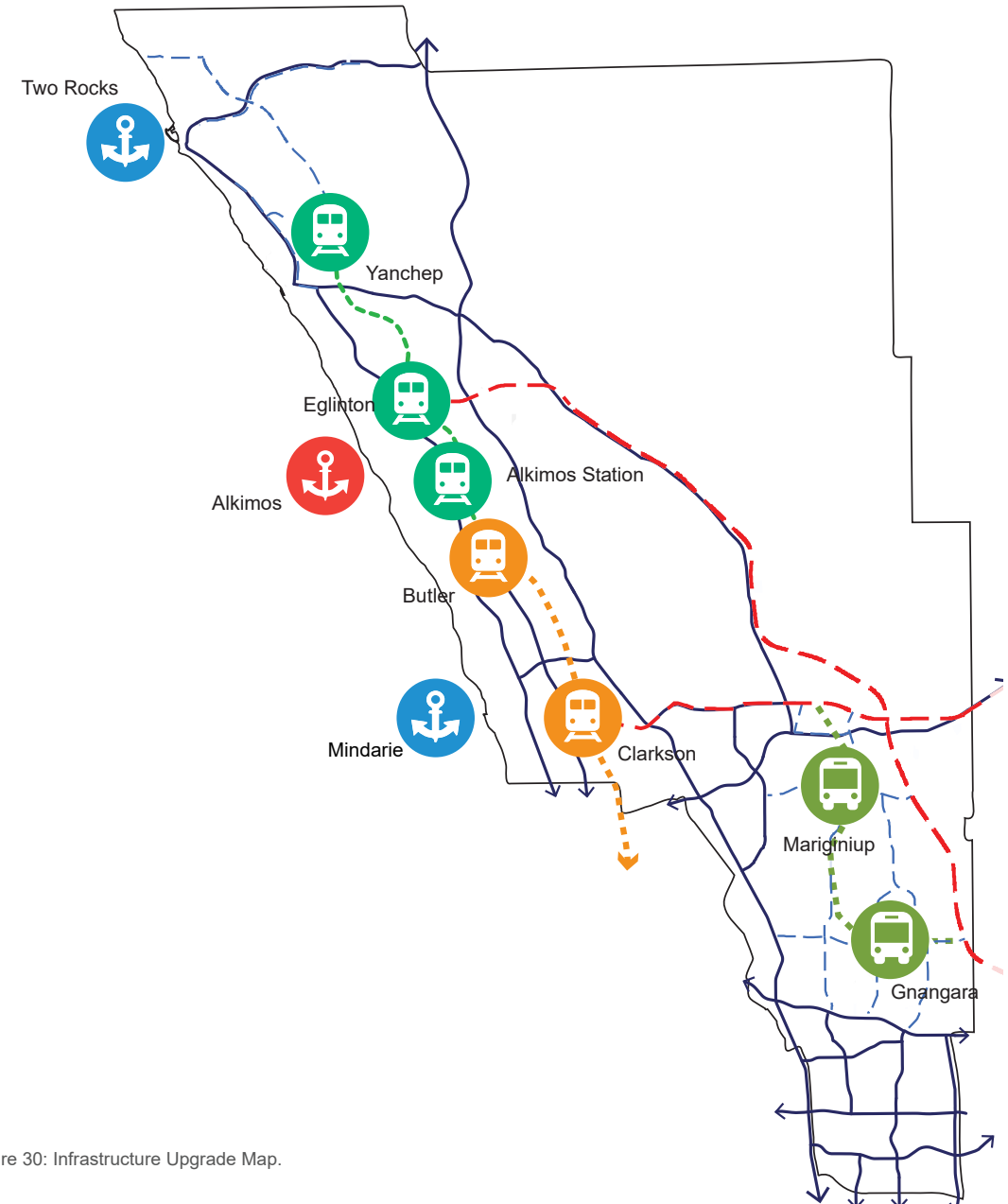
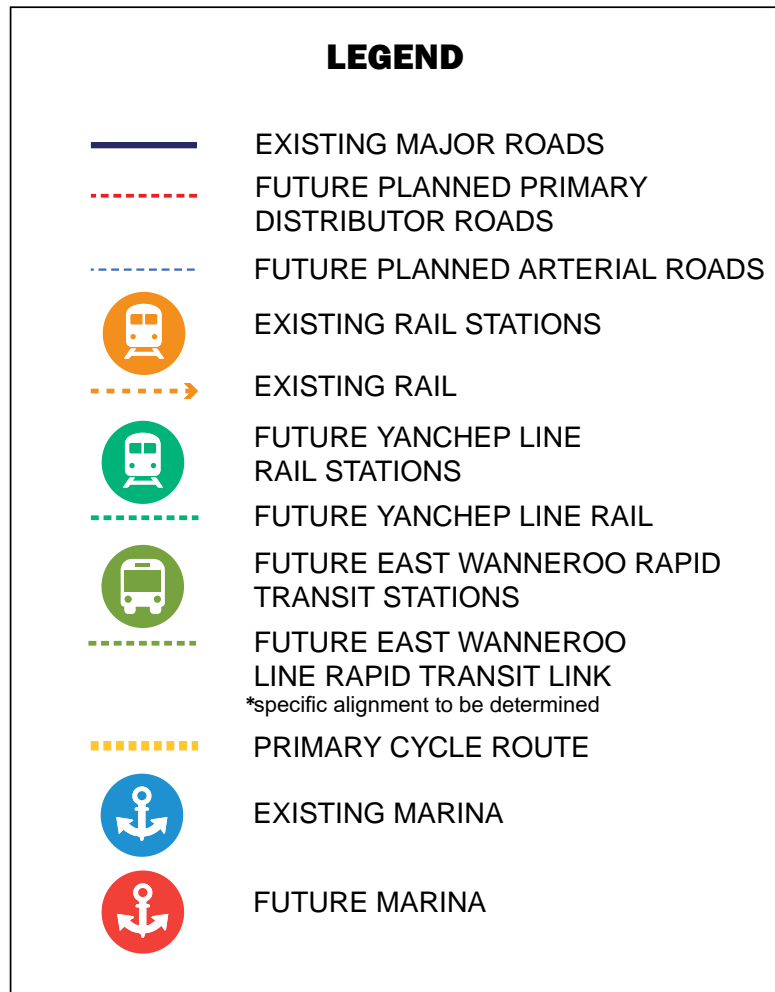


Figure 30: Infrastructure Upgrade Map.

9.5 Planning Directions and Actions

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|--|---|---|---|-------------|
| Transit orientated development Capitalise on the provision of existing infrastructure and utility services 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. | Stipulate minimum densities in walkable catchment areas where possible in the new Scheme No. 3 and Precinct / Structure Plans to reflect TOD around activity centres and along transit corridors. | Section 4.4.1 of part 2 supports transit orientated development to reduce vehicle dependence, congestion and the release of greenhouse gas emissions and to improve community health and wellbeing. | Short Term |
| | | Work with the State Government to plan for a dedicated rapid transit route through the Marigninup and Gnarara town centres in the East Wannon District Structure Plan area in preference to the proposed alternative route along the Whiteman - Yanchep Highway. | Section 4.4.1 of part 2 encourages rapid transit connections through the district and neighbourhood centres to support transit-orientated development. | Short Term |
| | Increase the provision of walking and cycling infrastructure as well as end of trip facilities. | Include provisions in Scheme No. 3 to require developers to install a minimum amount of bicycle parking and end-of-trip facilities in new developments, as well as to include mandatory weather protection and internal pedestrian connectivity connecting to the external footpath network. Advocate for separated footpaths and cycle infrastructure, to support less confident users, as well as improving the crossing facilities on major roads to supplement this. | 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 |
| Providing the right amount of parking Review and simplify car parking requirements to streamline development processes. | Develop a more consolidated, user friendly and contemporary set of car parking standards. | Review parking provisions and amend them in the new Scheme No. 3 and consider implementing maximum parking ratios for certain non-residential developments. | 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 |
| | | Develop a Payment in Lieu of Parking Plan when the need arises and, if required, accompanying policy or guidelines to guide the future imposition of cash in lieu for car parking provisions in the planning scheme. | 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 |

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|---|--|--|---|-------------|
| Future Infrastructure Needs Deliver key roads / road upgrades to improve connectivity for freight vehicles. | Deliver key infrastructure routes in accordance with the: <ul style="list-style-type: none"> City of Wanneroo Advocacy Plan 2021 - 2025. Transport Plan State Government Transport Strategy North-West Sub-Regional Planning Framework | Advocate for improved access to the Wangara Industrial Area & Neerabup Industrial Estate through the following initiatives: <ul style="list-style-type: none"> upgrade of Flynn Drive; realignment of Neaves Road; construction of Whiteman Yanchep Highway; extension of Lukin Drive to connect the Mitchell Freeway with Wanneroo Road; and Whitfords Avenue-Gnangara Road intersection upgrade 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 |
| | Contribute to strategic planning for the delivery of an airport and port in or near the City of Wanneroo. | Advocate to the State Government for the future provision of a second airport and port in or near the City of Wanneroo, and provide assistance where required to advance long-term strategic planning for these future facilities. | Section 4.4.1 of part 2 recognises there are benefits to locating an airport and port in or near the City of Wanneroo, including its existing links with freight corridors and land availability. This will also support employment self sufficiency, a key outcome listed within the North-West subregional strategy. It is noted that this action would likely extend beyond the timeframe of this planning strategy. | Long Term |
| Managing waste and contamination Improve how developments on private land manage and minimise waste. | Provide guidance to developers to manage waste in larger developments including apartment complexes. | 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. | Ensure that all scheme and policy provisions reflect appropriate interface and/or buffers to minimise the impact of a waste recovery precinct to adjacent land uses, with reference to any relevant guideline 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 to address this in the planning framework. The location of the Waste Recovery Precinct has already 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 |
| Renewable energy resources Provide additional renewable energy infrastructure to assist the City to contribute towards the goal of net zero greenhouse gas emissions. | Work with developers in to explore Community Battery Infrastructure advents | 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 |

| Issue/Opportunity | Planning Direction | Action | Rationale | Timeframe |
|---|---|--|--|------------|
| | | Ensure that the siting and design of non-domestic (i.e. communal) renewable energy facilities does not adversely impact the amenity of established neighbourhoods, with appropriate areas set aside for these uses within new structure planning and development areas. | 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 |
| Infrastructure to support 'smart' technologies Plan ahead for emerging and future infrastructure and utility technologies and trends. | Provide electric vehicle charging stations in select locations, including strategic metropolitan centres. | <p>Include a requirement for 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.</p> <p>Investigate ways to incentivise electric vehicle charging stations within town centres in lieu of traditional service stations, including the introduction of a separate land use class for 'EV Charging Station' with separate use permissions.</p> <p>Investigate inclusion of provisions in new car parking policy, or existing policy for road houses and service stations.</p> | <p>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.</p> <p>Creating a land use for EV charging stations would remove unnecessary red tape weakening the rollout of this new technology.</p> <p>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'.</p> | Short Term |
| | Ensure the planning framework is fit-for-purpose to facilitate the rollout of 'smart technologies' within development areas | Investigate future emerging trends that the City will adopt and prepare guidelines for developers to install this infrastructure as part of development processes. Implement scheme provisions or local planning policies outlining developer's responsibilities. | 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 |



Beach, Quinns Rocks

10. Planning Areas

This section outlines in greater detail planning directions and actions for specific planning areas identified in the City. These areas have been identified as requiring additional planning as they are anticipated to undergo significant future growth, or do not currently have a planning framework in place to guide the area's future development.

| Planning Area | Planning Direction | Action | Rationale | Timeframe |
|--------------------------------|---|--|---|-------------|
| East Wannon (A) | To facilitate the urbanisation of East Wannon | Review all future local structure plans to be consistent with the planning directions outlined in the East Wannon District Structure Plan and the City's local planning policy for East Wannon, and include developer contribution requirements for East Wannon into the new scheme. | Section 10.1 of part 1 recognises there is a significant opportunity to guide the future planning and development of East Wannon, 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 East Wannon. | Ongoing |
| Wangara Industrial Area (B) | To support a diversity of land uses in the Wangara industrial area. | Include stand alone offices as 'additional uses' in the new Scheme No. 3 in specific the locations outlined in Figure 32 in the Wangara industrial area. | Section 10.2 of part 1 recognises 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 as activity centres within proximity to Wangara will not have the capacity to accommodate these uses in the future. | Short Term |
| Girrawheen District Centre (C) | To guide the future development and expansion of the Girrawheen District Centre into an attractive mixed use community hub. | Require a precinct plan to be prepared to facilitate the future redevelopment of the centre from a big box shopping centre to a more contemporary activity centre which offers mixed use and higher density residential land uses. | Section 10.3 of part 1 recognises that the retail floorspace for the Girrawheen district centre is predicted to increase significantly in the next 10-15 years. Therefore, ensuring that a planning framework is in place to guide the future development of the centre is essential in ensuring it delivers a contemporary centre for people to enjoy. | Medium Term |

| | | | | |
|--|--|---|--|------------|
| Madeley District Centre (Kingsway) (D) | 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. | Require a revised precinct plan be prepared to facilitate the future redevelopment of Kingsway shopping centre into a contemporary district centre which offers a mix of commercial, mixed use and higher density residential development. | Section 10.4 of part 1 supports the transformation of the centre into a true mixed use town centre, which will meet the day-to-day needs of the growing local community, serve as an important local employment hub, and improve connections to the wider area, particularly the Kingsway Regional Sporting Complex. | Short Term |
| Existing Landscape Enhancement Zone and Former 'Dizzy Lamb Park' Site (E) | To protect and enhance this area as an important tourism destination that offers unique visitor experiences and showcases Wanneroo's agricultural and rural character. | Retain the Landscape Enhancement zone and rename this zone to better reflect its rural-tourism objectives. In addition, rezone the former Dizzy Lamb Park and its neighbouring sites to Landscape Enhancement and include a Special Control Areas over these land parcels to allow for future 'landmark' tourism uses that are compatible with the surrounding rural character. | Section 10.5 of part 1 recognises the importance of retaining the Landscape Enhancement zone to encourage more investment opportunities which will provide unique and enriching visitor experiences to the region. | Short Term |
| High Density Transit Corridors (F) | To encourage the development of higher density housing within close proximity to high quality services and amenities. | Encourage future local structure plans to locate higher density developments in and around activity centres, along key transport corridors and in areas that offer high levels of amenity. | Section 10.6 of part 1 supports the delivery of higher density residential development within close proximity to key transit stations, activity centres and along major transit corridors such as Marmion Avenue and Wanneroo Road. Additionally, infill development is supported within the City's housing precinct areas to ensure we meet the infill targets outlined in the State Government's North-West sub-Regional Planning Framework. | Short Term |

10.1 East Wanneroo (A)

BACKGROUND

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 the progressive urbanisation of the area 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. Additionally, East Wanneroo is rich in Aboriginal and non Aboriginal 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, based on the natural environment and heritage of East Wanneroo.

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.

• 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.

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 proponent-led preparation of local structure plans. Additionally, the City will implement and review the local planning policy for East Wanneroo to guide the development of individual precincts to ensure coordination throughout the 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, more than 40 schools (government and private) supported by a strong movement and public transport network to enable ease of movement throughout and beyond the area.

VISION

"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."

• 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.

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 but East Wanneroo's diverse environment will become its defining feature that will shape neighbourhoods, communities and urban centres. The planning and design of East Wanneroo will be developed in line with the Sense of Place Statement for the area which is based on the area's history, natural environment, past land use, 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

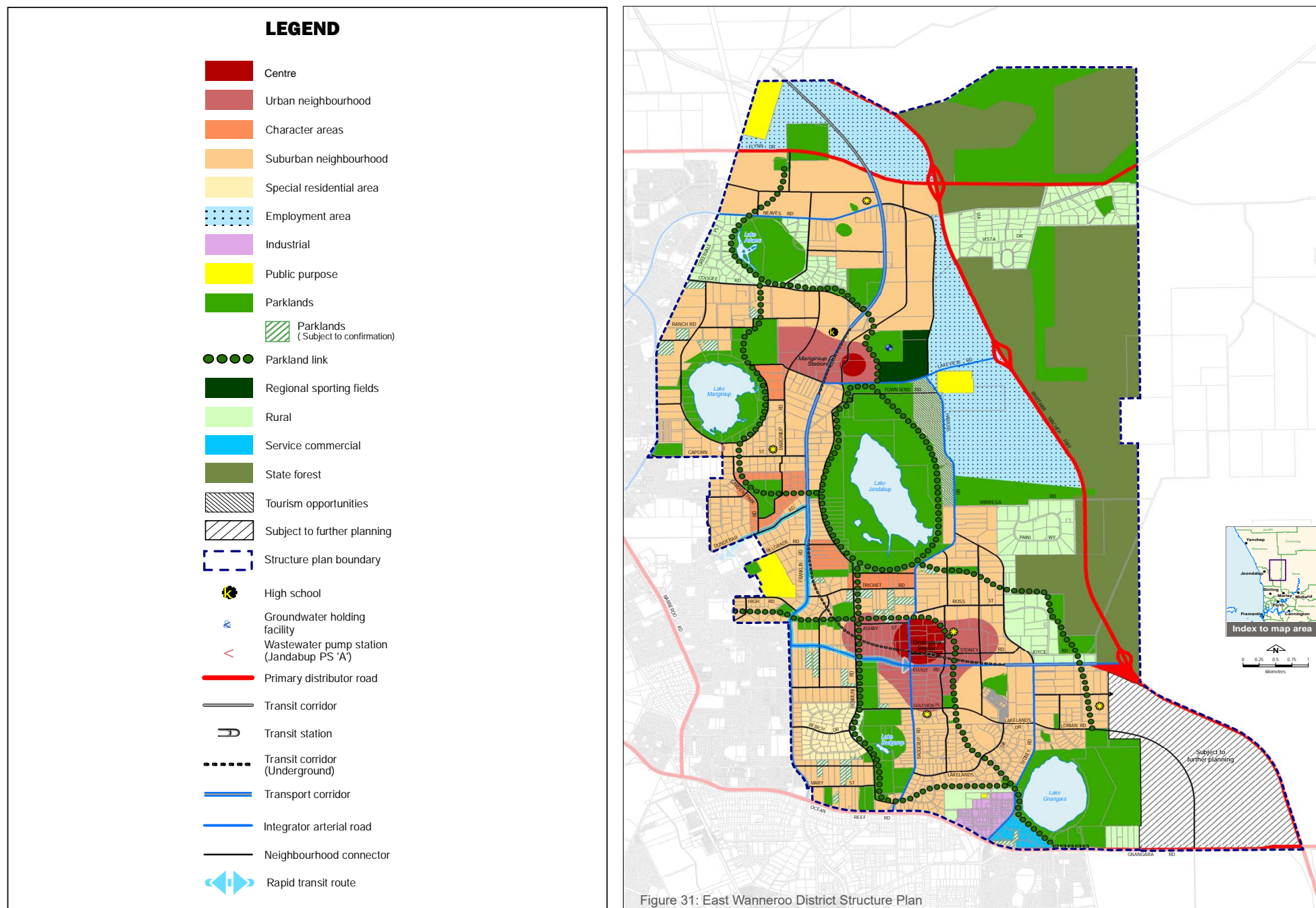
The area will be serviced by public transport that will form part of a broader network that will connect East Wanneroo to others parts of the Perth metropolitan area, through transit corridors between the future centres at Gnangara and Mariginiup and the Wanneroo town centre and beyond.



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.





10.2 Wangara Industrial Area (B)

BACKGROUND

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 heavier industrial and manufacturing uses and storage, distribution and service industries east of Hartman Drive. West of Hartman Drive, it also 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 Neerabup Industrial Area.

Since the 1990s, the demand for office developments has increased and in 2016, there was 181,061m² of office floorspace representing 12.6% of the total floorspace in the WIA (WAPC Land Use and Employment Survey, 2016). A number of these office developments have resulted from scheme amendments that have allowed offices on specific sites as additional uses.

In 2016, the Wangara Landsdale industrial area employed 13,607 people and of these, 7,868 were employed in the Office/Business land use category. While the Office/Business represents 12.6% of the floorspace in 2016, it also represents 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 likely to be the primary reason why there is currently pressure on the requirement for some stand-alone small-scale office uses to enable the supply of floorspace for professionals such as accounting, architecture, engineering, law firms, insurance broking, information technology, real estate and other typical industry related service providers.

Analysis of Wangara/Landsdale growth indicates that by 2026, it is expected that Wangara/Landsdale will contain around 2,500,000m² of floorspace so if up to 15% of this is Office/Business, this would indicate 375,000m². If stand-alone Office/Business space represents an estimated 2% to 3%, the outcome would be a need for between 50,000m² and 75,000m². This is likely to be the total future demand for stand-alone small-scale Office/Business space in the industrial area at full build out.

Recognising this, planning objectives have been developed to facilitate stand-alone small-scale offices as additional uses in a specific portion of the WIA, including along either side of Prindiville Drive (see Figure 32). These will be restricted to a certain size, scale and location and be guided by built form provisions. This will enable the City to prevent ad hoc office development from occurring throughout the WIA and to control the size and scale of office developments so that the role and function of the City's other employment areas are not compromised.

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/s

Stand-alone offices will be limited to specific locations in Wangara to prevent land use conflicts from occurring with other businesses as well as development of offices in ad hoc locations. To determine these locations, the City will review where existing offices are currently situated, some of which were approved and remain in place as a result of the City's previous Town Planning Scheme No. 1. Other considerations will include areas that offer good access, exposure and proximity to existing transit routes.



Types and scale of development

Stand-alone offices developments should 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. Where offices are to be located on the same site as industrial uses, they should be incidental and complement the predominant use. Appropriate standards and requirements will be developed to guide scale, location and size.



PLANNING OBJECTIVES

• PROTECT INDUSTRIAL LAND USES

Prioritise the area's primary industrial role by limiting the scale, location 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 developments in specific locations as discretionary uses to support increasing demand for professional services in the area.

• ACHIEVE QUALITY BUILT FORM OUTCOMES

Require developers to adhere to built form provisions which will enable office uses to integrate with the area and contribute to its identity.

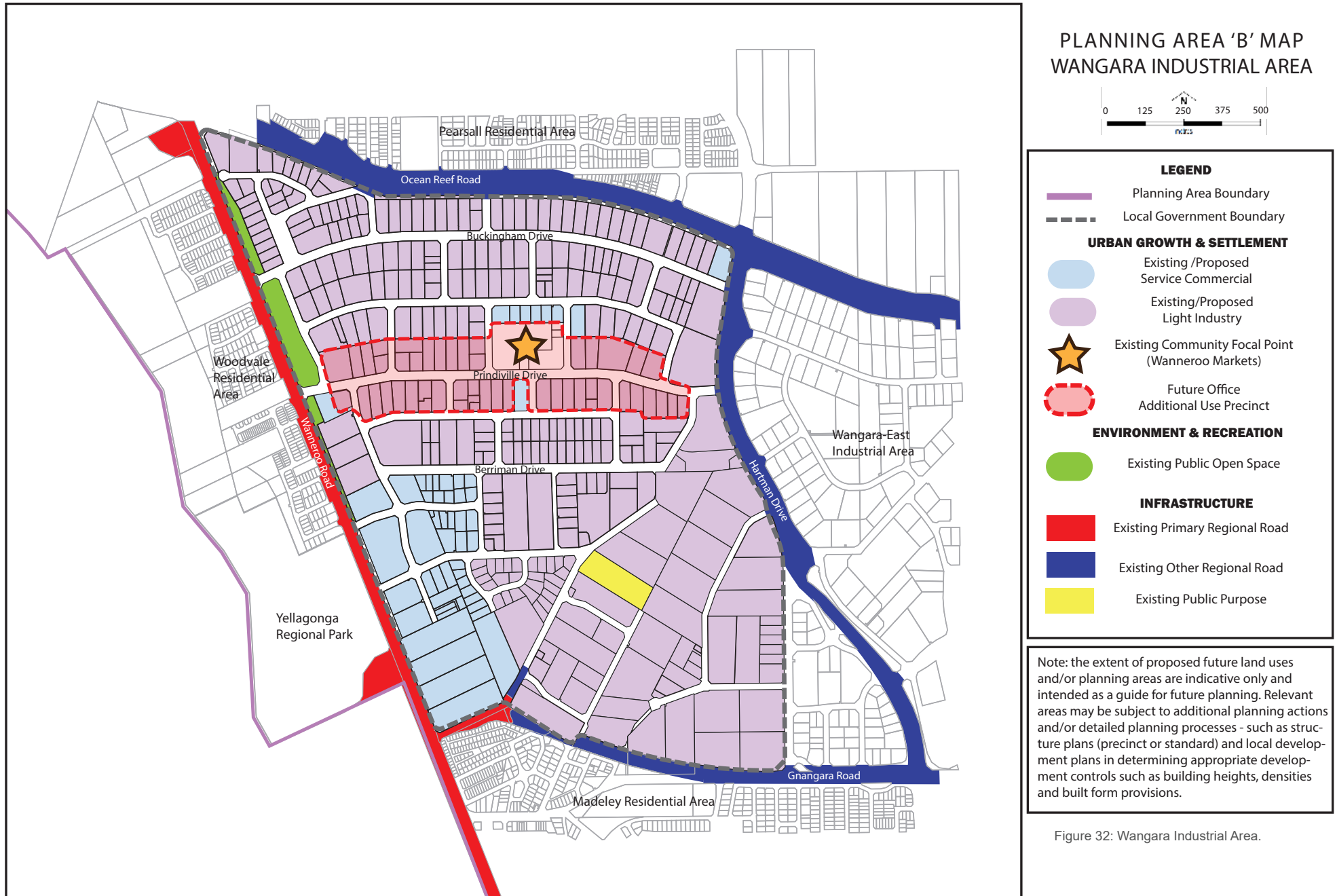


Figure 32: Wangara Industrial Area.

10.3 Girrawheen District Centre (C)

BACKGROUND

Located in Girrawheen, the Newpark Shopping Centre offers a range of retail stores and services such as a supermarket, discount department stores, specialty retailers, medical centre and gym. Newpark was originally developed in the 1970s and subsequently underwent a major expansion in the late-1980s, however its footprint has remained unchanged.

Supporting the main shopping centre is a range of freehold and strata owned retail, tavern, medical, and fast food land uses, with fragmented land ownership.

Zoned 'commercial' under the City's planning scheme, the centre is classified as a 'district' level centre under the State Planning Policy 4.2:

Activity Centres. The intent of a district centre is to provide for the daily and weekly needs of local residents. The centre's retail floorspace is predicted to increase significantly in the next 10-15 years.

There is no existing planning framework in place to guide the future growth and development of the centre. Therefore, a precinct plan will be required to guide the redevelopment of the centre from a big box shopping centre to a more contemporary activity centre, including the development of mixed use and higher density residential land uses to increase the vitality of the centre.

PLANNING OBJECTIVES

FACILITATE EXPANSION

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

IMPROVED BUILT FORM

Encourage the built form and scale of development so that it 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.

REFLECT LOCAL CHARACTER & HERITAGE

Protecting and incorporating the rich multi-cultural food and retail businesses on offer in the centre will be essential to cater to the diverse local community and facilitate its revitalisation into a contemporary, safe and attractive activity centre that reflects a strong sense of place.

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.

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 land uses

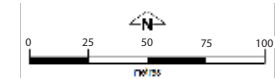


The centre is located near Wanneroo Road and Marangaroo Drive, and is serviced by relatively frequent public transport services.

Encouraging a mix of retail, entertainment and higher density residential development within the centre will support the transition to medium density surrounding the centre and will help to create a more attractive place for people to live, work and enjoy.



PLANNING AREA 'C' MAP GIRRAWHEEN DISTRICT CENTRE



LEGEND

--- Planning Area Boundary

URBAN GROWTH & SETTLEMENT

Commercial Area

Mixed Use Area Including
Medium - High Density Residential

Special Interface/
Built Form Consideration

Shopping Centre Expansion/
Consolidation
(indicative only, subject to retail
floor space restrictions, car
parking)

Explore Opportunities for
Improved Pedestrian Connectivity

Potential Public Plaza Location

ENVIRONMENT & RECREATION

Significant Vegetation

Vegetation Retention Focus Area

INFRASTRUCTURE

Other Regional Road

Explore Consolidation of
Car Parking

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 33: Girrawheen District Centre.

10.4 Madeley District Centre (Kingsway) (D)

BACKGROUND

Madeley District Centre, more commonly known as the Kingsway Shopping Centre, was developed in the mid 1990s and continues to serve as an important activity hub and service centre within the southern, more established residential areas of the City.

The centre has seen minimal expansion of its traditional 'big box' shopping centre footprint since establishment, however retail projections show significant scope for future growth over the next 10 - 15 years. Expansion of the shopping centre will be encouraged by the City, and will also serve as an important opportunity for further design and functionality improvements to transform the centre into a true mixed use town centre. This will ensure it can continue to meet the

day-to-day needs of the growing local community, serve as an important local employment hub, as well as improve connections to the immediate area - in particular the regionally significant Kingsway Sporting Complex to the east.

The centre's classification as a 'district' level centre under State Planning Policy 4.2 is anticipated to remain unchanged during the life of this strategy. The centre's zoning under the planning scheme for commercial/centre purposes will therefore be maintained, with larger showroom and service commercial uses discouraged. Opportunities for residential and short stay accommodation, offices and other supplementary uses within the centre will also be encouraged as the centre matures into a focal point for the local community to meet and enjoy.

PLANNING OBJECTIVES

FACILITATE EXPANSION

Support future expansion that provides opportunities for commercial, mixed use and higher density residential development to the south and east to sleeve the existing centre.

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 that vegetation retention within the north-east quadrant of the centre is prioritised as part of any redevelopment proposals.

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 the preservation of environmental attributes.

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. Of particular focus will be ensuring that any expansion of the centre is done so with minimal impact upon single residential areas to the north and existing mature vegetation to the east. A key objective will be to transition the centre from a 'shopping centre' to a 'town centre', with the inclusion of residential, short term accommodation, offices and other commercial uses.



Access & egress

Access and egress matters should also be a priority; consolidated vehicle access points 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.

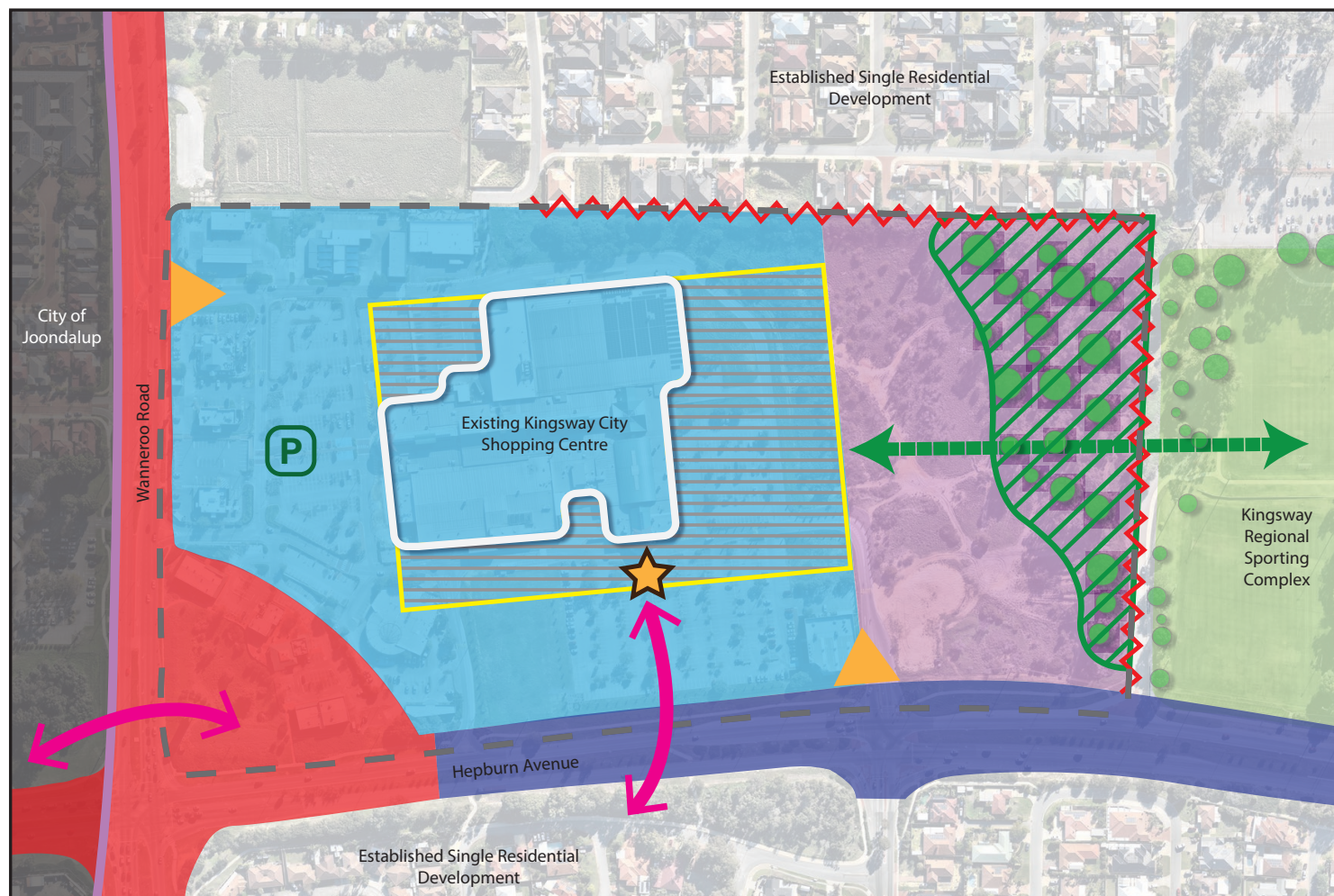
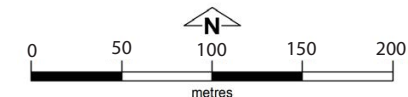


Diversification of land uses

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, particularly on the southern and eastern sides of the existing centre. Single houses and grouped dwellings will be discouraged unless an exceptional built form outcome and integration with the centre can be achieved.



PLANNING AREA 'D' MAP MADELEY DISTRICT CENTRE



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: Madeley District Centre

10.5 Existing Landscape Enhancement Zone and Former 'Dizzy Lamb Park' Site (E)

BACKGROUND

The existing Landscape Enhancement (LE) zone is well-placed to become an important tourism destination that offers unique visitor experiences showcasing Wanneroo's agricultural and rural character. This zone sits alongside lakes and wetlands in Carabooda and Nowergup and contains significant vegetation and fauna.

The LE zone was introduced into the City's scheme 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.

The LE zone is strategically located to attract a wide range of local and regional visitors. As it runs alongside Wanneroo Road, it is easily accessible and provides

a good 'stop over' destination for visitors to Yanchep National Park. It is also adjacent to the City's growing communities in the north-west coastal corridor, providing nearby opportunities for local families and visitors seeking authentic rural tourism experiences.

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 the zone through its preparation of Scheme No. 3. This will include reviewing the objectives and renaming the zone to better reflect its intent, as well as amending the zone's boundaries where the LE and other zones are both applied to single lots.

PLANNING OBJECTIVES

FACILITATE NICHE TOURISM DEVELOPMENT

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

PROTECT SENSITIVE LAND USES

Manage 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 & LOCAL VEGETATION

Require developers to manage the preservation of vegetation and fauna and the protection of areas of visual or landscape quality.

FACILITATE AGRICULTURE & HORTICULTURE

Support agricultural and horticultural uses that are generally of a smaller scale and encourage more extensive agricultural and horticultural activities to locate in the neighbouring Rural zones.

FOCUS AREAS

Retain a distinct zone

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.

Retaining a distinct zone over this area will make its location and objectives clear and identifiable to potential investors and allow them to easily understand what this area is seeking to achieve. Removing it and replacing it with provisions through another planning instrument such as a local planning policy will make it more difficult to identify, which could result in lost development opportunities.



Rename the zone

The name 'landscape enhancement' does not adequately reflect this zone's objectives. Whilst the protection and enhancement of the rural character and landscapes in this area are important, the zone aims to facilitate rural tourism uses and agricultural and horticultural pursuits. Renaming the zone to reflect these objectives will make its purpose clearer to landowners and potential investors.



As the LE zone was developed with the community, it will be important to engage them in the process of creating a new zone name. Given the pride and sense of ownership that the community have for this zone, renaming it with them will allow them to reflect on its important values and be central to decision-making processes. It will also foster opportunities to promote this zone and its regional significance.

Review scheme provisions



Through the preparation of the new Scheme No. 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 zone's objectives. 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 in this area. As a result the LE zone can be applied over the entirety of those lots which have contained two zones.

FORMER 'DIZZY LAMB' PARK SITE

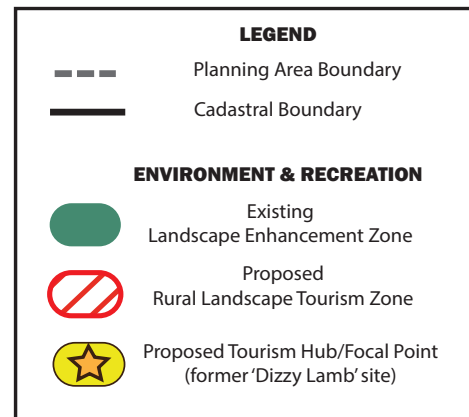
An important site in this area is the former Dizzy Lamb Park site and its neighbouring lots at 400 & 414 Karoborup Road and 23 Baily Road, Carabooda.

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, there is potential for more significant tourism activities to be co-located here to act as hub or focal point for the broader region. Importantly, such uses would need to be compatible to the surrounding rural character, and development proposals would need to demonstrate the preservation of environmental values.

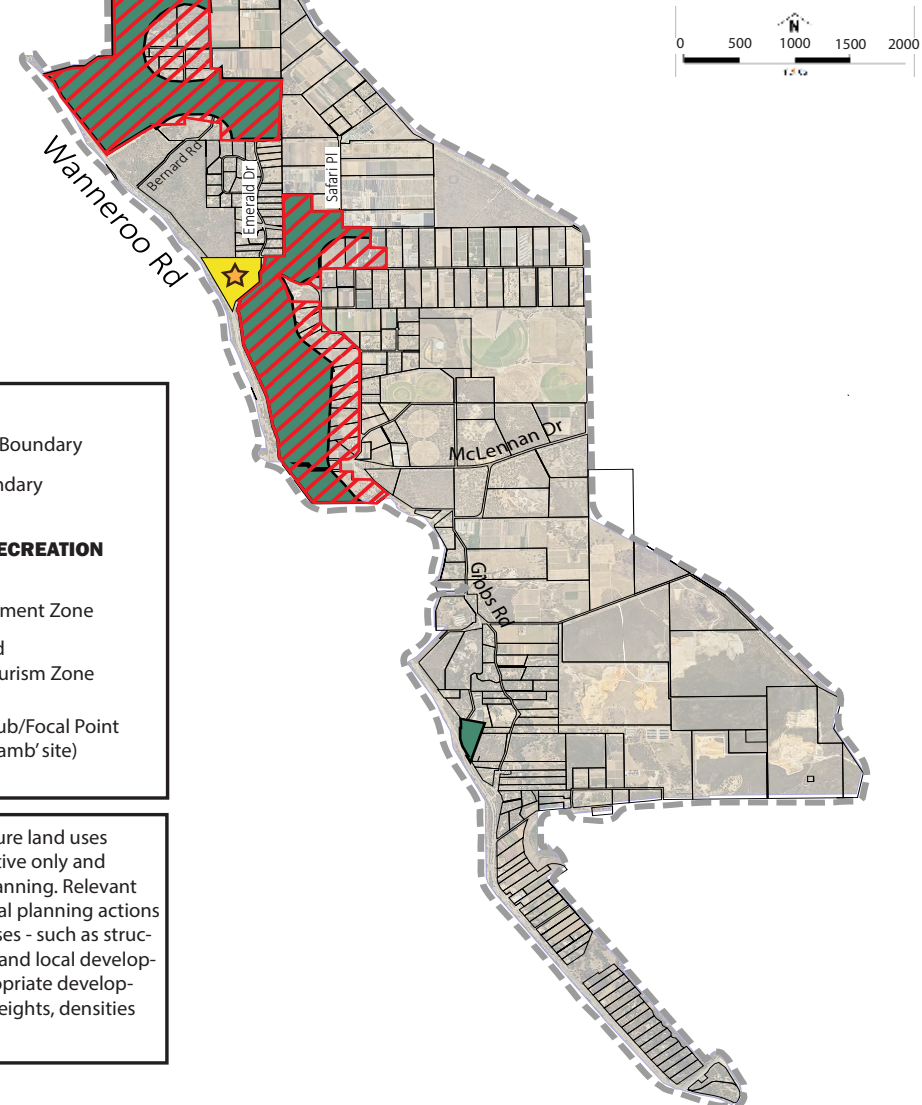
Existing scheme zones do not adequately capture the most appropriate land use mix and development settings for this site. To facilitate this area accommodating larger recreational and tourism uses, the sites are proposed to be rezoned to Landscape Enhancement and a Special Control Area (SCA) is proposed over the three lots. The SCA will contain a bespoke mixture of uses, along with development standards, which are appropriate for the area to allow it to continue to develop as a landmark tourist destination. Submission of a supplementary local development plan for the site may also be required.



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 35: Existing and Proposed zoning for North Wanneroo 'Rural Landscape Tourism Zone'

PLANNING AREA 'E' MAP NORTH WANNEROO RURAL LANDSCAPE TOURISM ZONE



10.6 Higher Density Transit Corridors (F)

BACKGROUND

The City provides predominantly single detached housing, with low rates of medium to high density housing often found in inner metropolitan areas.

The City currently encourages infill development within the housing precinct areas located in Girrawheen, Koondoola, Wanneroo, as identified in the Local Planning Policy 3.1: Local Housing Strategy Implementation. Additionally, future housing precinct areas have been identified for further investigation in Two Rocks and Yanchep. To support greater infill in these areas, the current split coded residential densities will be amended in the new scheme to reflect the higher density coding.

While some infill development has started to occur in these areas, there are opportunities for additional locations which could support higher density development, particularly along the City's main transit corridors such as Marmion Avenue and Wanneroo Road, and around key transit stations and existing higher order activity centres. Additionally, medium density infill could be accommodated around key

community facilities, local centres and public open space. This would ensure that more people can have access to existing high quality public transport, services and amenities, reducing the need for private vehicle use.

In particular, Wanneroo Secondary Centre, Kingsway District Centre and Girrawheen District Centre have been identified as key areas where higher density could be accommodated. Locational criteria has been applied to identify these areas as suitable for higher density residential development, including being located adjacent to a main transit corridor or bus route (Wanneroo Road and Marmion Avenue) where there is suitable access to facilitate increased density, adjacent to a district level or above activity centre, and within areas where there are suitable provision of utility services to support an increased density of R60.

Importantly, before any densities are increased, further investigation would need to be required to ensure existing utilities and infrastructure could accommodate additional people in these areas.

PLANNING OBJECTIVES

● IMPROVED BUILT FORM

Encourage the built form and scale of development to be sympathetic to the area, supporting a range of housing typologies to meet the needs of the community. The amalgamation of lots may be required to ensure good quality higher density design outcomes can be achieved. Additionally, design should complement the local character of an area to help create a strong sense of place.

● ENCOURAGING HOUSING DIVERSITY

Higher density development should be supported within and adjacent to key activity centres, transitioning to medium density and then lower density residential development in the wider surrounding area. This will encourage a diverse mix of housing options which are well serviced by local amenity and land uses.

● IMPROVED ACCESS

Locating higher density residential development along key transit corridors will ensure people have access to good quality public transport networks to connect them to important services and amenities across the City.

FOCUS AREAS

Activity Centres

Higher density residential development should be integrated within and immediately adjacent to key activity centres to help establish a strong sense of community and create attractive places where people want to visit. Increasing density within and surrounding these centres can improve the passive surveillance of the area encouraging people to spend longer, enjoying activities during the day and night.



Access to transport

Locating high and medium density housing along main transit corridors such as Marmion Avenue and Wanneroo Road, and around key station precincts will provide greater access to high frequency public transport which will connect them to surrounding services and amenities. This will also reduce the dependence on private vehicle use.



The Missing Middle

Medium density development should be located within a walkable catchment of key amenities and community facilities including schools, public open space, civic buildings, and aged care facilities, as well as around local activity centres or commercial areas located outside activity centres. Medium density should provide a range of lot sizes to support housing diversity in these areas.



PLANNING AREA 'F' MAP GIRRAWHEEN TRANSIT CORRIDOR

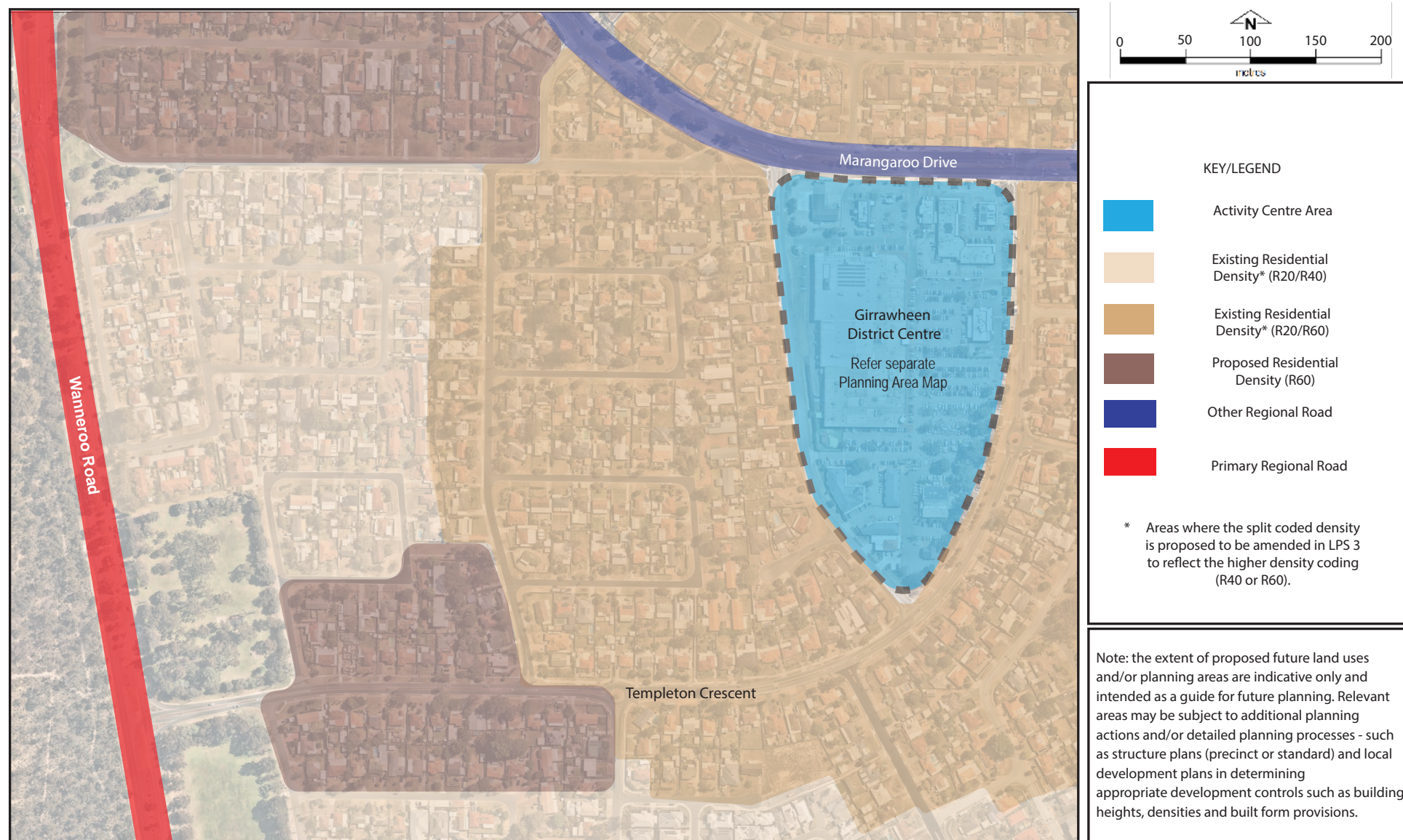


Figure 36: Planning Area Map: Girrawheen Transit Corridor.

PLANNING AREA 'F' MAP KINGSWAY TRANSIT CORRIDOR

KEY/LEGEND





-  Commercial Area
-  Proposed Residential Density (R60)
-  Other Regional Road
-  Primary Regional Road

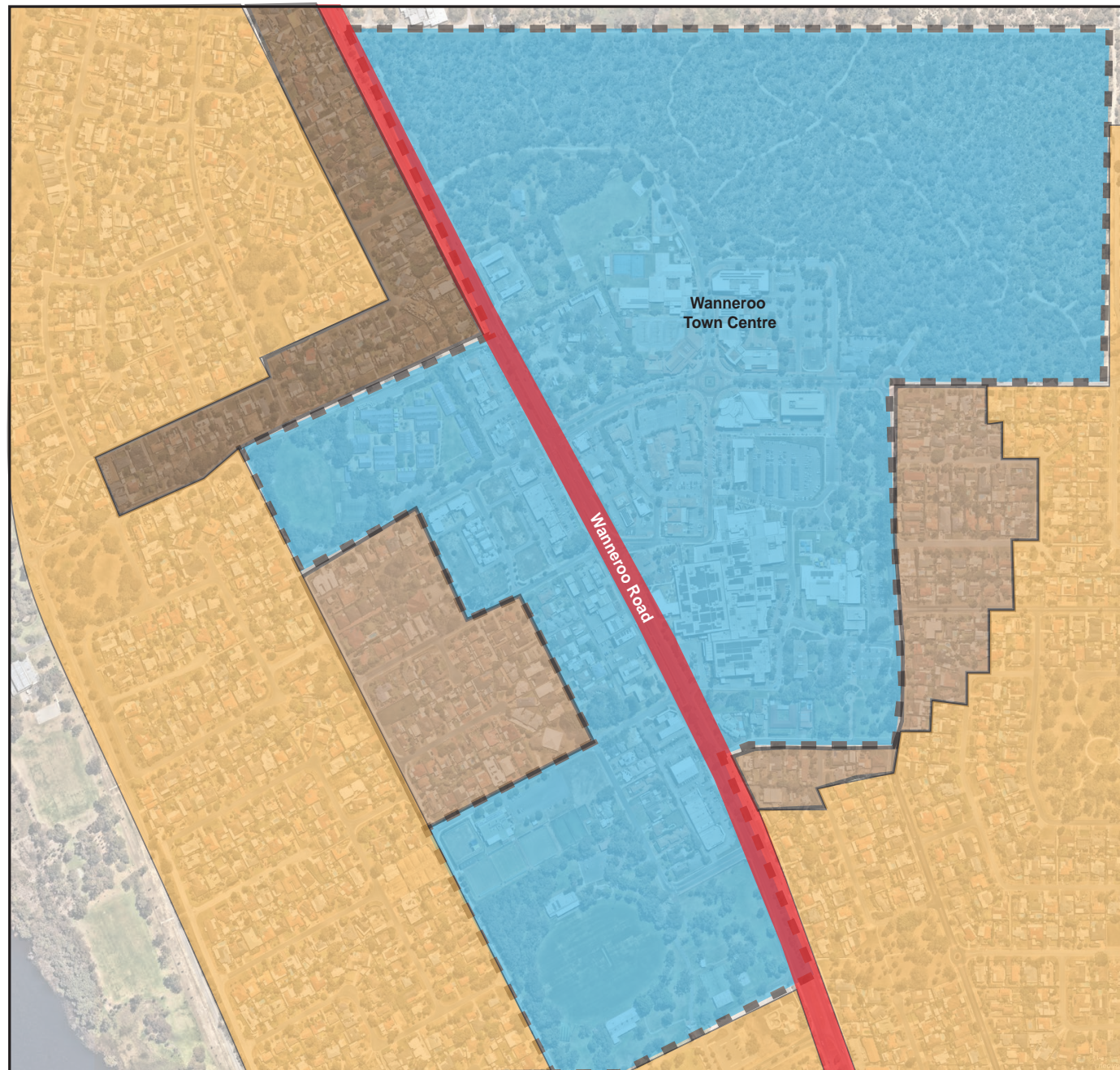
Figure 37: Planning Area Map: Kingsway Transit Corridor



Not to scale



PLANNING AREA 'F' MAP WANNEROO TRANSIT CORRIDOR



KEY/LEGEND

- Commercial Area
- Existing Residential Density* (R20/R40)
- Existing Residential Density* (R20/R60)
- Proposed Residential Density (R60)
- Primary Regional Road

* Areas where the split coded density is proposed to be amended in LPS 3 to reflect the higher density coding (R40 or R60).

Figure 38: Planning Area Map: Wanneroo Transit Corridor.

Not to scale

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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 Local Planning 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 Local Planning Strategy, the City will prepare Local Planning Scheme No.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.





DRAFT LOCAL PLANNING STRATEGY

Part Two- Background & Information Analysis

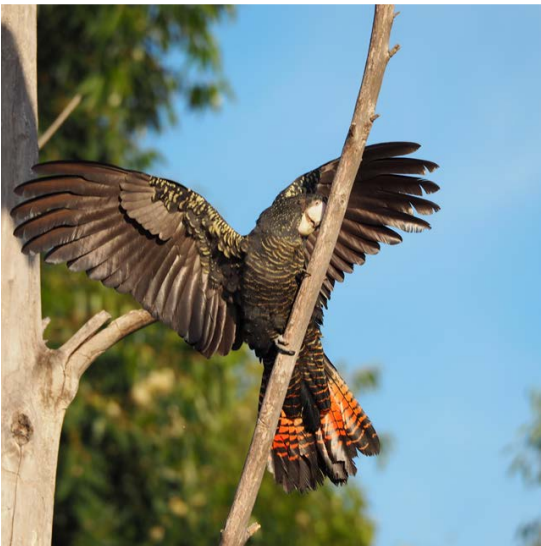
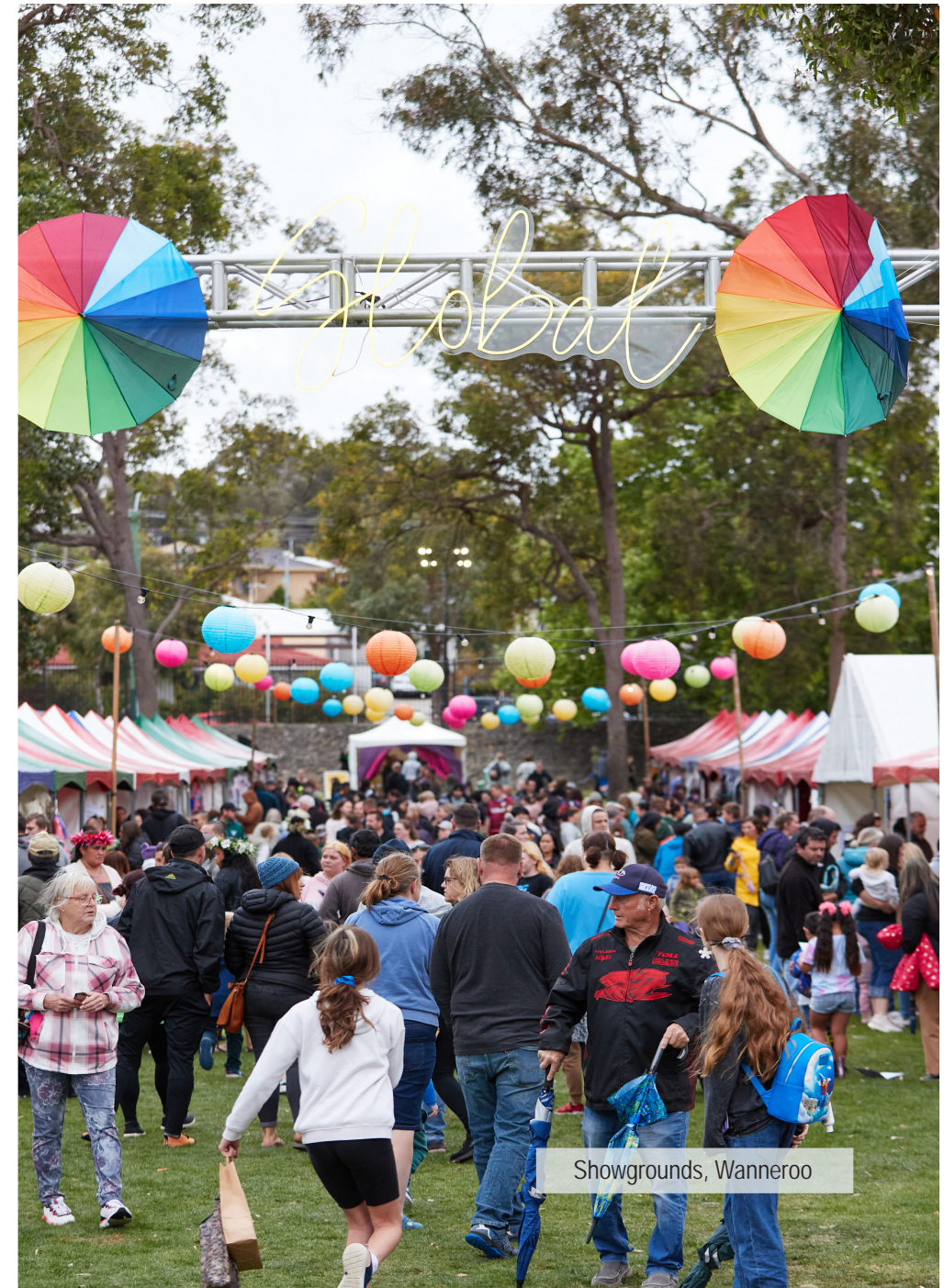


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Showgrounds, Wanneroo

1. Introduction

The purpose of Part 2 of the Local Planning Strategy (LPS or 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 LPS 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 (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 (Scheme 3). Accordingly, the LPS has been prepared in line with the manner and form provided by the WAPC's Local Planning Strategy Guidelines (October 2021).

The LPS 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 LPS implements the WAPC's North-West Sub-Regional 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 Scheme

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.

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

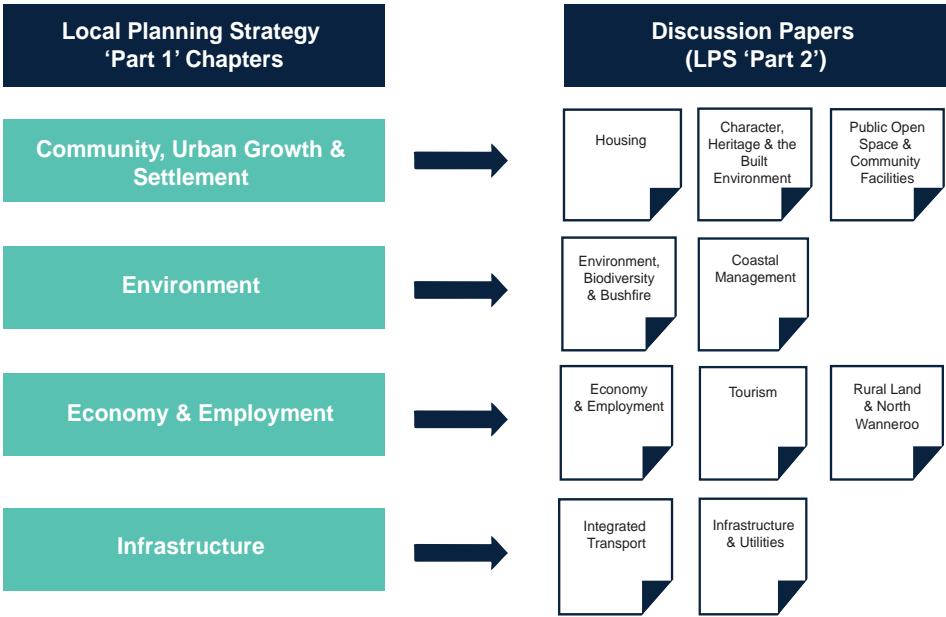


Figure 1: Discussion papers informing the Local Planning Strategy .

2. State and Regional Planning Context

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

2.1 STATE PLANNING STRATEGY

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

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

2.2. STATE PLANNING POLICIES

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

| State Planning Policy | Policy Overview | Local Planning Strategy Implications and Responses |
|---|---|--|
| State Planning Policy 1 – State Planning Framework (SPP 1.0) | <p>SPP 1.0 restates and expands on the key principles of the State Planning Strategy in planning for sustainable land use and development. It brings together existing State and regional policies, strategies and guidelines within a central State Planning Framework, which provides a context for decision making on land use and development in Western Australia.</p> <p>The Framework informs the WAPC, local government and others involved in the planning process on State level planning policy which is to be taken into consideration, and given effect to, in order to ensure integrated decision-making across all spheres of planning.</p> <p>The framework identifies relevant policies and strategies used by the WAPC in making decisions and may be amended from time to time. The framework is the overarching SPP. Additional SPPs set out the WAPC's policy position in relation to aspects of the State Planning Strategy principles.</p> | 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 | Policy Overview | Local Planning Strategy Implications and Responses |
|--|---|--|
| State Planning Policy 2.0 – Environment and Natural Resources (SPP 2.0) | <p>SPP 2.0 is a broad sector policy and provides guidance for the protection, management, conservation and enhancement of the natural environment. The policy promotes responsible planning by integrating environment and natural resource management with broader land use planning and decision-making.</p> <p>SPP 2.0 outlines general measures for matters such as water, air quality, soil and land quality, biodiversity, agricultural land and rangelands, basic raw materials, marine resources, landscapes and energy efficiency. These general measures should be considered in conjunction with environmentally-based, issue-specific State planning policies which supplement SPP 2.0.</p> | Relevant policy measures have been addressed as part of the development of this strategy, as well as through preparation of environmental strategies and plans which inform many of the actions featured in Part 1. |
| State Planning Policy 2.4 – Planning for Basic Raw Materials (SPP 2.4) (July 2021) | SPP 2.4 seeks to ensure basic raw materials (BRM) and extractive industries matters are considered during planning and development decision-making, to facilitate the responsible extraction and use of the State's BRM resources. The policy establishes objectives relating to recognising the importance of BRM early in the planning process; protecting BRM through avoiding encroachment from incompatible land uses; efficient use of BRM; identifying BRM extraction opportunities through sequential land use and ensuring BRM extraction avoids, minimises or mitigates impacts on the community and the environment. | The strategy seeks to maintain existing significant geological supplies and extraction sites, including appropriate reserves/buffers, to ensure that these materials remain readily available for use within the wider Perth metropolitan area. Transitional land uses and buffer areas will be reviewed and adjusted accordingly throughout the life of the strategy. Unexploited areas of BRM in North Wanneroo are anticipated to come on-line during the timeframe of this strategy. |
| State Planning Policy 2.5 – Rural Planning (SPP 2.5) (December 2016) | SPP 2.5 applies to rural land and rural land uses as well as land that may be impacted by rural land uses. SPP 2.5 seeks to protect and preserve Western Australia's rural land assets due to the importance of their economic, natural resource, food production, environmental and landscape values. SPP 2.5 includes policy measures aimed at protecting rural land while encouraging a diversity of compatible rural land uses | The importance of maintaining existing rural land use functions within the City is strongly reinforced by this strategy. At the same time, further land use diversification opportunities for some rural areas will also be explored through the new planning scheme. |
| State Planning Policy 2.6 – State Coastal Planning (SPP2.6) (July 2013) | <p>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.</p> <p>SPP 2.6 outlines criteria for the consideration of development and settlement arrangements, including building height limits within local planning frameworks and management of water resources. It further acknowledges the importance of coastal planning strategies, coastal hazard risk management approaches, coastal foreshore reserves and community participation in coastal planning.</p> | Key actions from the City's Coastal Management Plan (2021), prepared under the provisions of SPP 2.6, are transferred into this strategy for continuity. 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. |
| State Planning Policy 2.8 – Bushland Policy for the Perth Metropolitan Region (SPP 2.8) (June 2010) | SPP 2.8 seeks to provide a policy and implementation framework that will ensure bushland protection and management issues in the Perth Metropolitan Region are appropriately addressed and integrated with broader land use planning and decision-making. The primary purpose of the policy is to secure the long-term protection of biodiversity and associated environmental value sites, being Bush Forever areas. The policy recognises the protection and management of significant bushland areas as a fundamental consideration in the planning process, while also seeking to integrate and balance wider environmental, social and economic considerations. The policy supports the preparation of local bushland protection strategies to enable the identification of locally significant bushland sites for protection and management outside Bush Forever areas. | <p>The City will continue to place a high priority on the preservation of natural habitat, particularly those within existing Bush Forever areas.</p> <p>The strategy references the City's Local Biodiversity Plan, which includes priority natural areas which fall outside of Bush Forever areas recommended for recognition and protection through the local planning framework.</p> |

| State Planning Policy | Policy Overview | Local Planning Strategy Implications and Responses |
|---|--|---|
| Draft State Planning Policy 2.9 – Planning for Water (SPP2.9) (August 2021) | <p>SPP 2.9 seeks to ensure that planning and development considers water resource management and includes appropriate water management measures to achieve optimal water resource outcomes. The policy establishes objectives relating to improving environmental, social, cultural and economic values of water resources; protecting public health through appropriate water supply and waste water infrastructure; sustainable use of water resources and managing the risk of flooding and water related impacts of climate change on people, property and infrastructure.</p> <p>Draft State Planning Policy is an amalgamation of the following existing state level documents:</p> <ul style="list-style-type: none"> • State Planning Policy 2.1 Peel-Harvey Coastal Plain Catchment • State Planning Policy 2.2 Gnangara Groundwater Protection • State Planning Policy 2.3 Jandakot Groundwater Protection • State Planning Policy 2.7 Public Drinking Water Source Policy • State Planning Policy 2.9 Water Resources • Better Urban Water Management • State Planning Policy 2.10 Swan Canning River System • the policy measures that address flooding within State Planning Policy 3.4 Natural Hazards and Disasters and Government Sewerage Policy. | <p>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.</p> |
| State Planning Policy 3.0 – Urban Growth and Settlement (SPP 3.0) (May 2006) | <p>SPP 3.0 is a broad sector policy that sets out the principles and considerations which apply to planning for urban growth and settlement in Western Australia. The purpose of the policy is to facilitate sustainable patterns of urban growth and settlement by setting out the requirements of sustainable settlements and communities and the broad policy for accommodating growth and change.</p> <p>SPP 3.0 outlines general measures to create sustainable communities, plan liveable neighbourhoods, coordinate services and infrastructure, manage rural-residential growth and plan for aboriginal communities. These general measures should be considered in conjunction with issue-specific urban growth and settlement state planning policies which supplement SPP 3.0.</p> | <p>Whilst it is noted that this SPP is outdated and requires review, the broad urban planning principles advocated for within this policy are addressed throughout the strategy document. The City will advocate for more contemporary standards and strategies to be developed to inform future urban development areas.</p> |
| State Planning Policy 3.4 – Natural Hazards and Disasters | <p>SPP 3.4 encourages local governments to adopt a systemic approach to the consideration of natural hazards and disasters. The objectives of this policy are to include planning for natural disasters as a fundamental element in the preparation of planning documents, and through these planning documents, minimise the adverse impacts of natural disasters on communities, the economy and the environment.</p> <p>SPP 3.4 sets out considerations for decision makers in relation to hazards including flood, bush fire, landslides, earthquakes, cyclones and storm surges. Consideration of these hazards should be undertaken in conjunction with issue-specific state planning policies which supplement SPP 3.4.</p> | <p>Consideration of these matters has been incorporated into relevant sections of the strategy. The strategy has particular regard for coastal planning matters, with reference to actions listed in the recently adopted Coastal Management Plan (2021).</p> |

| State Planning Policy | Policy Overview | Local Planning Strategy Implications and Responses |
|---|--|--|
| State Planning Policy 3.5 – Historic Heritage Conservation (SPP 3.5) (May 2007) | <p>SPP 3.5 sets out the principles of sound and responsible planning for the conservation and protection of Western Australia's historic heritage. The policy seeks to conserve places and areas of historic heritage significance and to ensure development does not adversely affect the significance of heritage places and areas. It primarily relates to historic cultural heritage noting that aboriginal heritage and natural heritage are protected by other legislative instruments. Historic cultural heritage includes heritage areas, buildings and structures, historic cemeteries and gardens, man-made landscapes and historic or archaeological sites with or without built features.</p> <p>The policy contains development control principles and considerations for decision-makers for where development is proposed within a heritage place and heritage area. The policy also states that care should be taken by decision-makers to minimise the extent to which land use zoning and other planning controls conflict with, or undermine, heritage conservation objectives.</p> | The strategy advocates for retention and preservation of all existing places of heritage significance (European and Aboriginal) along with regular review and update of the local heritage survey and statutory heritage list where required. |
| SPP 3.6 – Infrastructure Contributions (SPP 3.6) (April 2021) | SPP 3.6 sets out the principles and requirements that apply to the establishment and collection of infrastructure contributions in new and established areas. The policy establishes objectives to coordinate the efficient and effective delivery of infrastructure to support population growth and development; provide clarity on the acceptable methods of collecting and coordinating contributions for infrastructure and provide the framework for a transparent, equitable, and accountable system for apportioning, collecting and spending contributions. | The strategy acknowledges infrastructure contribution arrangements as an integral part of the City's current and future planning and development processes. Developer contribution arrangements will be adjusted and updated accordingly to reflect any changes to State Government policy and regulation. The City will work proactively with State Government to implement infrastructure contribution arrangements for future development areas in accordance with this SPP, such as East Wanneroo. |
| State Planning Policy 3.7 – Planning in Bushfire Prone Areas (SPP 3.7) (December 2015) | <p>SPP 3.7 provides a framework in which to implement effective, risk-based land use planning and development outcomes to preserve life and reduce the impact of bushfire on property and infrastructure. The policy emphasises the need to identify and consider bushfire risks in decision-making at all stages of the planning and development process whilst achieving an appropriate balance between bushfire risk management measures, biodiversity conservation and environmental protection.</p> <p>The policy applies to all land which has been designated as bushfire prone by the Fire and Emergency Services Commissioner as well as areas that may have not yet been designated as bushfire prone but is proposed to be developed in a way that introduces a bushfire hazard.</p> | The majority of the City is designated 'bushfire prone' and hence this SPP will be applied at all stages of the planning and development process as required. Most existing development areas have already been considered under this SPP; however, a further bushfire study has been commissioned for North Wanneroo to support this strategy. |
| Draft State Planning Policy 4.1 – Industrial Interface (SPP 4.1) (November 2017) | <p>Draft SPP 4.1 guides planning decisions with the aim of protecting the long-term future operation of industry and infrastructure facilities, by avoiding encroachment from sensitive land uses and potential land use conflicts. The policy encourages the use of statutory buffers; facilitating industrial land uses with offsite impacts within specific zones and compatible interface between strategic/general industry zones and sensitive zones.</p> <p>Draft SPP 4.1 supports land use conflict being addressed as early as possible in the planning process. It is also expected that land use conflict will be subsequently considered at each stage of the planning framework, increasing in detail at each level.</p> <p>The policy recognises the overlap of various environmental, health and safety regulations and guidelines and outlines considerations for decision-makers in this regard.</p> | 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. |

| State Planning Policy | Policy Overview | Local Planning Strategy Implications and Responses |
|---|---|--|
| Draft State Planning Policy 4.2 – Activity Centres for Perth and Peel (SPP 4.2) (October 2020) | <p>Draft 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. Draft SPP 4.2 seeks to provide a consistent approach for the planning and development of a hierarchy and network of activity centres that meets community needs, and provides economic and environmental benefits, enables the distribution of a broad range of goods and services, and facilitates retail, commercial and mixed used developments.</p> <p>The policy identifies that a needs analysis should be prepared as part of the background analysis step of preparing a local planning strategy. The analysis (Needs Assessment) provides an information base to support decision-making by including an assessment of projected retail, commercial and entertainment land use needs of communities in a local government area and its surrounds.</p> <p>Draft SPP 4.2 encourages the preparation of precinct structure plans for strategic, secondary, district and specialised activity centres. Neighbourhood and local activity centres may require either a precinct structure plan or local development plan, at the discretion of the decision-maker.</p> | <p>As part of the LPS3 project, the City's activity centres will be reviewed and reclassified where required, through the introduction of local and neighbourhood centre zones. The scheme text will broadly be aligned with SPP4.2, including rationalisation of NLA requirements for different centres. Actions in the strategy are included to this effect.</p> |
| State Planning Policy 5.2 – Telecommunications Infrastructure (SPP 5.2) (September 2015) | <p>SPP 5.2 recognises telecommunications infrastructure as an essential service and aims to balance the need for this infrastructure and the community interest in protecting the visual character of local areas. The policy aims to provide clear guidance pertaining to the siting, location and design of telecommunications infrastructure and sets out specific exemptions for where the policy requirements do not apply.</p> <p>Decision-makers should ensure that telecommunications infrastructure services are located where it will facilitate continuous network coverage and/or improved telecommunications services to the community whilst not comprising environmental, cultural heritage, social and visual landscape values.</p> | <p>The infrastructure section of this strategy broadly considers the essential need to provide for telecommunications infrastructure as part of the City's numerous emerging development areas. Existing planning provisions, including local planning policy settings, will be updated as required to deal with changes and emerging trends in this space.</p> |
| State Planning Policy 5.4 – Road and Rail Noise SPP 5.4 (September 2019) | <p>SPP 5.4 provides guidance for the performance-based approach for managing and mitigating transport noise associated with road and rail operations.</p> <p>This policy applies where noise sensitive land uses are located within a specified distance of a transport corridor, new or major road or rail upgrades are proposed or where works propose an increase in rail capacity resulting in increased noise. The policy also sets out specific exemptions for where the policy requirements do not apply.</p> <p>SPP 5.4 supports noise impacts being addressed as early as possible in the planning process to avoid land use conflict and achieve better land use planning outcomes. Considerations for decision-makers include ensuring that the community is protected from unreasonable levels of transport noise, whilst also ensuring the future operations of transport corridors. SPP 5.2 is supplemented by the Road and Rail Noise Guidelines.</p> | <p>The strategy identifies the location of existing and future planned transport corridors as part of the City's urban development areas.</p> <p>Matters regarding road and rail noise, including necessary buffers and land use considerations, will be applied as needed through subsequent planning stages.</p> |

| State Planning Policy | Policy Overview | Local Planning Strategy Implications and Responses |
|--|--|--|
| State Planning Policy 7.0 – Design of the Built Environment (SPP 7.0) (May 2019) | <p>SPP 7.0 is a broad sector policy relevant to all local governments. The policy sets out the objectives, measures, principles and processes which apply to the design and assessment of built environment proposals through the planning system. It is intended to apply to activity precinct plans, structure plans, local development plans, subdivision, development and public works.</p> <p>The policy contains 10 design principles which set out specific considerations for decision makers when considering the above proposals. These include, context and character, landscape quality, built form and scale, functionality and build quality, sustainability; amenity, legibility, safety, community and aesthetics. The policy also encourages early and on-going discussion of design quality matters and the use of design review. These principles should be considered in conjunction with the range of supporting State Planning Policies that provide design quality guidance for specific types of planning and development proposals.</p> | <p>Improving the quality of built form within the City is a key objective of this strategy. Relevant actions addressing the key design principles in this SPP are discussed throughout.</p> |
| State Planning Policy 7.2 – Precinct Design (SPP 7.2) (February 2021) | <p>SPP 7.2 provides guidance for precinct planning with the intent of achieving good planning and design outcomes for precincts within Western Australia. The policy recognises that there is a need to plan for a broader range of precinct-based contexts and conditions to achieve a balance between greenfield and infill development. Objectives of the policy include ensuring that precinct planning and design processes deliver good-quality built environment outcomes that provide social, economic and environmental benefit to those who use them.</p> <p>Precinct types include activity centres, station precincts, urban corridors, residential infill and heritage precincts. These areas are recognised as requiring a high-level of planning and design focus in accordance with a series of precinct outcome considerations as outlined in the policy. The policy also encourages the use of design review.</p> | <p>There are many existing and emerging activity centres, station precinct as well as urban corridors within the City, which would warrant preparation of precinct plans to guide future planning direction. These areas are discussed in the strategy within the relevant sections.</p> |
| State Planning Policy 7.3 – Residential Design Codes Volumes 1 (July 2021) and 2 (May 2019) (SPP 7.3) | <p>SPP 7.3 – Residential Design Codes Volume 1 and 2 provides the basis for the control of residential development throughout Western Australia for single houses, grouped dwellings and multiple dwellings. The purpose of the policy is to address emerging design trends, promote sustainability, improve clarity and highlight assessment pathways to facilitate better outcomes for residents. They are also used for the assessment of residential subdivision proposals.</p> <p>The policy outlines various objectives for residential development, planning governance and development process and sets out information and consultation requirements for development proposals. The policy also makes provision for aspects of specified design elements to be varied through the local planning framework.</p> | <p>As a growth local government, residential development comprises a significant proportion of built form within the City. These SPPs will continue to be implemented as required through the local planning framework. The City will continue to advocate for improvements to residential design quality and housing diversity, particularly within identified planning areas in this Strategy.</p> |

2.3. REGIONAL PLANNING CONTEXT

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

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

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

| Regional Planning Instrument | Instrument Overview | Local Planning Strategy Implications and Responses |
|---|--|--|
| Metropolitan Region Scheme | The Metropolitan Region Scheme (MRS) outlines objectives for regional development and provides a statutory mechanism to assist strategic planning, by setting out broad land-use zones, setting aside areas for regional open space, protection of environmental values and other regional infrastructure purposes, and assisting in coordinating the provision of major infrastructure. Local government planning (including local planning schemes) is required to be consistent with the broad land uses under the MRS. | <p>The City will ensure that all strategy actions, and subsequent LPS3, align with relevant zones and reservations under the Metropolitan Region Scheme.</p> <p>Whilst the City does not administer the MRS, it will provide comment on all future changes to the MRS having regard to the vision and actions contained within this strategy to ensure strategic alignment where applicable.</p> <p>The City will support lifting of existing tracts of Urban Deferred land within East Wanneroo as well as Yanchep - Two Rocks, to facilitate the ongoing development of these areas.</p> |
| Perth and Peel @ 3.5 Million (March 2018) | The Perth and Peel@3.5million suite of strategic land use and infrastructure plans, including four Sub-regional Planning Frameworks (north-west, northeast, central and south metropolitan peel), seek to guide the future growth of the Perth and Peel regions as a compact, consolidated and connected city that can accommodate a population of 3.5 million by 2050. The four Perth and Peel@3.5million frameworks seek to balance the social, economic and environmental factors that underpin new communities and sustain existing ones through clear land use and infrastructure guidance. | <p>The broad principles canvassed within this plan are accounted for within the relevant parts of this strategy, in particular the notion of working toward achieving a more liveable and sustainable city for future generations.</p> <p>The City will continue to play a proactive role in the management of urban forest, regional open space, supporting land use diversity as well as the planning and development of strategic metropolitan urban expansion areas and activity centres identified in the plan.</p> |
| North-West Subregional Planning Framework (March 2018) | <p>The North-West Sub-regional Planning Framework (Framework) provides high level guidance for the growth of the North-West sub-region of the Perth Metropolitan Area, and forms part of the Perth and Peel @ 3.5 Million suite of strategic land use and infrastructure plans.</p> <p>The North-West Framework provides high-level guidance regarding where new homes and jobs will be located, how to make best use of existing and proposed infrastructure and how best to protect the natural environment to allow sustainable growth within the North-West sub-region.</p> | <p>The sub-regional planning 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 Sub-regional strategy. However, steps will also be taken to encourage higher quality infill development within established areas, particularly strategic centres, which will contribute toward infill dwelling targets stipulated within the framework.</p> <p>The strategy also seeks to strengthen environmental provisions in the local planning framework, particularly in relation to coastal planning and significant tree retention, in line with core strategic objectives of the sub-regional framework. The importance of employment areas within the City is also noted, with a focus on diversifying uses within select areas to provide flexibility and to increase potential local employment opportunities.</p> |

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

2.4. POSITION STATEMENTS AND GUIDELINES

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

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

| Policy | Policy Overview | Local Planning Strategy Implications and Responses |
|--|--|--|
| Container Deposit Scheme Infrastructure (September 2020) | <p>The position statement has been prepared by the WAPC to outline how container deposit scheme (CDS) infrastructure should be considered and assessed in the Western Australian planning system.</p> <p>The position statement seeks to ensure:</p> <ul style="list-style-type: none"> • a coordinated approach to the provision of CDS infrastructure throughout WA • that appropriate locations are chosen for the installation of CDS infrastructure • the timely roll-out of infrastructure in support of the scheme's establishment and ongoing operational needs • minimum development requirements are established to exempt certain CDS infrastructure from requiring planning approval, for adoption by local governments. | <p>The City will continue to support the rollout of container deposit scheme infrastructure as part of its broader commitment to waste reduction and innovation. Relevant use permissions will be included in the planning framework as required.</p> |
| Renewable Energy Facilities (March 2020) | <p>This position statement has been prepared by the WAPC to outline the requirements to support the consistent consideration and provision of renewable energy facilities within Western Australia. The position statement seeks to:</p> <ul style="list-style-type: none"> • guide the establishment of renewable energy facilities to support the State Energy Transformation Strategy (March 2019) • outline key planning and environmental considerations for the location, siting and design of renewable energy facilities • promote the consistent consideration and assessment of renewable energy facilities • facilitate appropriate development of renewable energy facilities while minimising any potential impact upon the environment, natural landscape, and urban areas • encourage informed public engagement early in the renewable energy facility planning process | <p>The local planning strategy aligns with the core objectives of this position statement. Encouraging the establishment of both small and larger scale renewable energy facilities is featured within the strategy, with actions included to support this goal.</p> |
| Housing on lots less than 100m2 (June 2019) | <p>This position statement has been prepared by the WAPC to outline the interim guidance for subdivision and house design on lots less than 100m2, proposed on land where a structure plan is required to ensure consistent application and implementation throughout Western Australia. The position statement provides criteria and guidance for the consideration and determination of integrated subdivision of housing on lots less than 100m2 including location, siting and configuration.</p> | <p>It is acknowledged that single housing products form the majority of the City's housing stock, and will continue to do so throughout the life of the strategy. Notwithstanding, the strategy seeks to support greater housing choice within the City, particularly within more established areas as well as activity centres. Smaller lot sizes, including lots under 100sqm, are one way through which this can be achieved.</p> |
| SPP7.3 R-Codes Vol.2 relationship to pre-existing local planning framework (May 2019) | <p>This position statement has been prepared by the WAPC to assist stakeholders understand the relationship between State Planning Policy 7.3 Residential Design Codes Volume 2 – Apartments (R-Codes Vol.2) and the local planning framework. The position statement seeks to: clarify the relationship of the R-Codes Vol.2 to the local planning framework communicate the position of the WAPC regarding pre-existing local planning frameworks; and assist stakeholders during the introductory period of R-Codes Vol.2</p> | <p>No strategic planning implications. The City will continue to adhere to all relevant provisions when implementing Volume 2 of the Residential Design Codes.</p> |

| Policy | Policy Overview | Local Planning Strategy Implications and Responses |
|--|---|---|
| Planning in bushfire prone areas - demonstrating element 1: Location and Element 2: Siting and design (November 2019) | This position statement has been prepared by the WAPC to provide clarity and guidance for planning proposals in an area with a bushfire hazard level (BHL) of extreme and/ or where the lot(s) is impacted with a bushfire attack level (BAL) rating of BAL-40 or BAL-Flame Zone (BAL-FZ). This position statement seeks to improve understanding and promote informed decision-making when considering application of Element 1 and Element 2 of the bushfire protection criteria within the Guidelines. | No strategic planning implications. The City will continue to adhere to all relevant provisions when implementing the State's bushfire planning framework, in acknowledgment that the vast majority of the City is considered 'bushfire prone'. |
| Tourism land use in bushfire prone areas (November 2019) | <p>The position statement has been prepared by the WAPC to provide guidance for tourism land uses within bushfire prone areas. The position statement maintains primacy for the protection of life but also recognises that the protection of property or infrastructure may be secondary to the social and economic development of a region. If human safety can be satisfied, the asset may be considered 'replaceable' and its bushfire construction level determined to the degree necessary.</p> <p>This position statement seeks to:</p> <ul style="list-style-type: none"> • maintain primacy for the protection of life, but also recognise preservation of property or infrastructure may be secondary to the social and economic development of a region • provide bushfire protection relevant to the characteristics of the tourism land use • provide bushfire risk management measures that mitigate the identified risks • achieve a balance between bushfire risk management measures, environmental protection, biodiversity management and landscape amenity. | The City has prepared a bushfire study for North Wanneroo, in response to an anticipated increase in tourism-related uses within this area. Matters within this position paper have been considered within the study and subsequent strategy discussion points. |
| Workforce accommodation (January 2018) | <p>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:</p> <ul style="list-style-type: none"> • outline the development requirements for workforce accommodation under the Planning and Development Act 2005 and associated regulation • provide guidance to local governments on the role of the local planning framework in the planning and development of workforce accommodation. | No strategic planning implications. The City will refer to and employ these requirements for workforce accommodation as the need arises. |
| Special Residential Zones (May 2021) | This position statement has been prepared by the WAPC to outline the intention to discontinue the special residential zone in local planning schemes. It also provides general guidance measures for subdivision, use and development in existing special residential zones. In addition to phasing out special residential zones, the position statement seeks to provide guidance for subdivision and development of existing special residential zoned land to protect the character and amenity of rural areas, minimise potential land use conflict between rural land uses and special residential zones and conserve vegetation and landform through appropriate lot sizes. | The City has already acted upon the recommendations of this paper through the deletion of the Special Residential zone in Amendment No. 172 to District Planning Scheme No. 2. |

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 local planning strategy are outlined below.

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



Yanchep Lagoon, Yanchep

3. Local Planning Context

3.1. STRATEGIC COMMUNITY PLAN 2021-2031

This is the primary strategic organisation document for the City of Wanneroo, informing all subordinate strategies, including this Local Planning Strategy. A mandatory requirement for every local government in Western Australia, it provides overall direction and vision for the development of the City over the next 10 years, and 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 Strategic Community plan, most notably the preparation of this strategy and Local Planning Scheme No. 3, have been incorporated into this strategy to ensure continuity. Refer to Part 1 of this strategy for further detail on SCP alignment within applicable sections.



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

3.2. LOCAL PLANNING SCHEME

The first local town planning 'zoning' scheme to apply over the City was TPS 1, which was gazetted on 13 September 1972. This applied over a broad area that was then the Shire of Wanneroo, and which was subsequently divided into the current Cities of Wanneroo and Joondalup.

The existing District Planning Scheme No. 2 (DPS2) was gazetted on 6 July 2001, subsequent to a significant review and development period, including the period when the former City of Wanneroo was divided into the new Cities of Wanneroo and Joondalup. DPS2 is the primary instrument for delivery of the vision and planning direction for the local planning strategy.

With the coming into effect of the Regulations on 19 October 2015, Amendment No. 132 to DPS 2 was prepared to bring DPS 2 into line with the Deemed Provisions of the Regulations. Amendment No. 132 was gazetted on 15 July 2016.

Subsequent the preparation of the City's Scheme Review Report in November 2017, and resulting feedback from the Western Australian Planning Commission on this report in June 2018, Amendment No. 172 was prepared to align DPS2 with the Model Provisions of the Regulations, gazetted on **INSERT DATE**.

This strategy will inform preparation of the City's new planning scheme, to be known as Local Planning Scheme No. 3 (referred to as 'Scheme 3' throughout this strategy). Various strategy actions foreshadow future provisions in 'Scheme 3'; these may be implemented as part of the first edition of Scheme 3 or as subsequent, more targeted amendments. Scheme 3 is being prepared concurrently with this strategy, however it is anticipated it will come on-line approximately 24 months after the final endorsement date of this strategy.

3.3. 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 local planning 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 of Wanneroo 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 Scheme 3. However, the City will continue to adjust these policy settings as needed to reflect industry trends and community expectations. |
| Coastal Assets (LPP 4.21) | September 2022 | The purpose of this Policy is to: <ul style="list-style-type: none"> • Provide guidance to land developers, consultants, the community and contractors as to the type of permanent and temporary assets that the City will consider within the foreshore reserve; and • Guide the location of proposed assets relative to the projected onset of coastal processes as calculated in accordance with State Planning Policy 2.6 Coastal Planning (SPP 2.6). | The policy was reviewed and amended in light of Council's adoption of the Coastal Management Plan in May 2022. It will be continually reviewed and amended as required, subject to implementation of various actions in this strategy, namely CHRMAP integration into the local planning framework. |
| Compliance (LPP 4.14) | 16 February 2021 | The purpose of the Policy is to establish a consistent, transparent and integrated approach for planning and building compliance. | No strategic planning implications, administrative/enforcement policy only. |
| Conservation Reserves (LPP 1.1) | 20 April 2021 | This policy seeks to provide guidance on the classification of Public Open Space (POS) as 'Conservation' under District Planning Scheme No. 2 (DPS 2). | There is 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 Scheme 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. |

| Policy Name | Date of Adoption/ Last Amendment | Policy Overview | Local Planning Strategy Implications and Responses |
|---|-------------------------------------|---|---|
| Design Panel Review (LPP 4.23) | September 2021 | To outline the operation of the City of Wanneroo's Design Review Panel. | No strategic planning implications, administrative/enforcement policy only. However, the City will seek to retain its design review panel and will also broadly implement SPP 7.0 and associated guidelines as required. |
| East Wanneroo (LPP 5.3) | May 2022 | The purpose of this Policy is to provide guidance on the consideration of planning proposals within the East Wanneroo District Structure Plan (EWDSP) area. | East Wanneroo will represent one of the most significant areas of change during the life of this strategy, as recognised through its identification as a 'planning area', along with associated actions. This policy will require continual review and amendments as more detailed structure planning progresses within the District Structure Plan area. |
| Earthworks and Sand Drift (LPP 4.18) | 16 November 2022 | The purpose of this Policy is to provide guidance for the assessment of development applications for earthworks, and to provide guidance on dust management measures to be employed during earthworks on-site as part of a development approval or subdivision approval. | No strategic planning implications, administrative/enforcement policy only. |
| Fauna Management (LPP 3.3) | 13 September 2022 | The objectives of this Policy are to: 1. Ensure the effective management of macro-fauna by landowners and/or developers of land proposed for urban development; and 2. Avoid the unwanted impacts of displaced macro-fauna due to habitat disturbance. | Management of native fauna will be an important consideration within the City's emerging development areas. The City will continue to ensure that relevant legislation is administered and reflected in this policy, and will monitor the ongoing effectiveness of approved fauna management plans moving forward. |
| Heritage Places (LPP 4.12) | 10 August 2021 | The purpose of this Policy is to provide guidance for the classification and assessment of heritage places included in the City's Local Heritage Survey (LHS). | The City will continue to respect and acknowledge both Aboriginal and European heritage through the local planning frameworks, including continual review and update of the Local Heritage Survey and List in accordance with best practice techniques, as well as Federal and State legislation. |
| Licensed Premises (LPP 2.8) | 10 August 2021 | The purpose of this Policy is to: 1. Clarify the role and responsibility of Council when dealing with applications for licensed premises; 2. Provide a framework for the assessment of development applications for licensed premises; and 3. 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 of Wanneroo. | 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 Scheme 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. |

| Policy Name | Date of Adoption/ Last Amendment | Policy Overview | Local Planning Strategy Implications and Responses |
|--|-------------------------------------|--|--|
| Marmion Avenue Arterial Road Access (LPP 3.8) | 16 October 2018 | This Policy prescribes acceptable standards for the type and location of vehicular access points, provisional standards for cycling infrastructure, and operational procedures for all new planning proposals. | No strategic planning implications, technical assessment policy only. Broadly speaking, Marmion Avenue will remain a significant road transit corridor for the foreseeable future. Opportunities for land use intensification shall have due regard to any technical access requirement from the City or Main Roads WA. |
| Medium Density Housing (LPP 4.19) | 16 October 2018 | This policy replaces the R-Code provisions for Medium Density Housing within development zones. This Policy replaces some of the deemed-to-comply provisions of the Residential Design Codes. | This policy will require review upon the introduction of the State Government's Medium Density Code and phasing out of the R-MD codes. Relevant structure plans will be reviewed and amended or normalised to the most appropriate medium density code. The City will continue to encourage and plan for medium density housing within proximity to key activity centres and transit routes. |
| Mixed Use Zones (LPP 4.27) | 15 June 2021 | This purpose of this policy is to provide guidance for the consideration of development within the City's Mixed Use zones including land classified as Mixed Use in the Urban Development zone or in any structure plan. | Mixed Use zones will continue to play an important role in the City's development moving forward, with more mixed use zones anticipated to frame established and future activity centres. This policy could potentially be expanded to cover further types of development within the zone, to ensure an appropriate land use mix is achieved. |
| Public Open Space (LPP 4.3) | 20 April 2021 | The policy articulates Council's position on the planning, provision, location, design, development and interim maintenance of Public Open Space (POS) and is to be considered by applicants, Administration, and Council 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 Scheme 3. Further investigations into land use requirements for electric vehicle charging stations may also be investigated through Scheme 3 and this policy. |

| Policy Name | Date of Adoption/ Last Amendment | Policy Overview | Local Planning Strategy Implications and Responses |
|--|-------------------------------------|---|---|
| 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 (signs) within the City. | No strategic planning implications, technical assessment/compliance related policy only. |
| Site Works and Retaining for Residential Developments (LPP 2.4) | November 2019 | This Policy clarifies and expands on what is prescribed in the R-Codes Volume 1 pertaining to site works and retaining, to support the development of Single Houses, Grouped Dwellings and Multiple Dwellings on lots coded less than R40. | No strategic planning implications, technical assessment/compliance related policy only. |
| State Administrative Tribunal (LPP 4.17) | 13 September 2022 | The purpose of this Policy is to establish a transparent process when responding to the State Administrative Tribunal (SAT). | No strategic planning implications, administrative/procedural related policy only. |
| Subdivisional Retaining Walls (LPP 4.5) | 24 July 2012 | The purpose of this policy is to establish acceptable heights for retaining walls to satisfy conditions of subdivision, including those relating to the coordination of ground levels and/or the filling of land associated with subdivision. | No strategic planning implications, technical assessment/procedural related policy only. |
| Subdivision of Rural Zoned Land (LPP 4.9) | 16 October 2018 | To ensure any subdivision of land in the General Rural or Rural Resource Zones accommodates and/or protects agricultural, horticultural, animal husbandry and basic raw material priority / key extraction areas. | The strategy acknowledges the importance of retaining the City's rural areas, to safeguard local food sources and to ensure a diverse and self-sufficient local economy into the future. Any future changes to subdivision requirements within rural areas will be made in close consultation with affected landowners, as well as DPLH. |
| Substantial Commencement of Development (LPP 4.25) | 2 June 2020 | This purpose of this policy is to provide guidance on what constitutes substantial commencement of development in order to determine whether or not a development approval has been activated within the stipulated timeframe. | No strategic planning implications, administrative/procedural related policy only. |
| Tree Preservation (LPP 4.8) | 1 July 2004 | This policy provides a mechanism to protect significant trees of the City within the following specified areas: <ul style="list-style-type: none"> • vacant land and bushland which will be subject to future development; and • existing and proposed public open space reserves. | The strategy includes an action relating to the introduction of a Significant Tree Register. This local planning policy 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. |
| 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 Western Australian Planning Commission (WAPC) for instances where the WAPC determines telecommunications infrastructure applications under the Metropolitan Region Scheme. | No strategic planning implications, administrative/procedural related policy only. More broadly speaking, the City will continue to allow for essential telecommunication infrastructure to ensure that our communities can adapt to an increasingly connected world, and to support the implementation of smart and AI technologies as these develop over time. |

| Policy Name | Date of Adoption/ Last Amendment | Policy Overview | Local Planning Strategy Implications and Responses |
|--|-------------------------------------|--|---|
| Uniform Fencing (LPP 4.7) | 28 July 2020 | This policy provides assessment criteria for uniform fencing within the City of Wanneroo 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 of Wanneroo optimises the use and management of water resources (including rainwater, stormwater, groundwater, drinking water and wastewater). | Management of water resources is an important strategic consideration for the City moving forward, and will shape many planning decisions during the life of this strategy. The City has prepared a water management report for the purposes of providing strategic direction in this space. This policy will require review and update to reflect the new SPP 2.9 as well as the recommendations from the water management report. |
| Variations to Building Envelopes (LPP 4.11) | 2 June 2020 | This policy seeks to: <ul style="list-style-type: none"> • ensure that building envelopes are sited to minimise the loss and removal of vegetation; • reduce land use conflicts between adjoining properties; and • promote the orderly and proper development of land by identifying in what circumstances a building envelope may be varied | No strategic planning implications, technical assessment/ compliance related policy only. The City will update this policy periodically as required to reflect assessment practice. |
| Wetlands (LPP 4.1) | 16 October 2018 | This policy seeks to ensure development within the City of Wanneroo appropriately protects and manages the environmental attributes of wetlands. | Wetlands are a highly valued and important ecological asset to the City, and a strategic priority is to ensure their ongoing protection and management into the future. This policy plays a critical role in ensuring that wetland areas are considered early in the planning process. The policy will be updated as required to ensure that best practice management principles are employed, in accordance with applicable State and Federal legislation, regulations and other environmental guidelines. |
| Wanneroo Town Centre (LPP 5.2) | 7 February 2012 | The purpose of this Policy is to expand and elaborate on the existing Wanneroo Town Centre Structure Plan provisions to provide greater control and influence over development outcomes and the quality of built form in the Town Centre. | Wanneroo Town Centre will see investment and growth over the period of this planning strategy. This policy will be amended to reflect and supplement provisions of any adopted precinct structure plan for the centre. |

3.4. STRUCTURE PLANS

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

List of approved structure plans:

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

3.5. 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 local planning strategy, are provided in the following table.

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

3.6. OTHER RELEVANT STRATEGIES, PLANS AND POLICIES

A number of other strategic documents recently prepared by the City of Wanneroo 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 Local Planning 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 Local planning 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 Local Planning Strategy (LPS) which will form the strategic basis for its new Local Planning Scheme. | The need to encourage a modal shift is broadly acknowledged by the Local Planning 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 of Wanneroo operations. | The Local Planning Strategy contains an action to develop a local planning policy to assist with waste management on development sites, in accordance with the recommendations of the Waste Plan. |

| Name of Strategy/Plan/Policy | Year of Adoption | Purpose of Strategy/Plan/Policy | Local Planning Strategy Implications and Responses |
|--|------------------|--|---|
| Environment Policy | 2022 | <p>The purpose of this policy is to demonstrate the City's commitment to protecting and enhancing its natural environment and incorporating the principles of ecologically sustainable development throughout its operations and business activities to benefit current and future generations taking into account environmental, economic and social impacts (Triple Bottom Line).</p> <p>The policy details a series of principles relating to the environment which it will commit to in all aspects of doing business.</p> | The broad objectives listed in this policy are reiterated in the Local Planning Strategy and associated actions, where appropriate. |
| Local Environmental Strategy | 2019 | <p>Outlines the City's overall approach to protecting and managing environmental resources and attributes. Provides a framework to help protect and improve the quality of the City's natural and built environment. Acts as a direct response to themes outlined in the Strategic Community Plan.</p> <p>Six 'themes' and associated key focus areas (topics) have been identified in order to manage the risks facing the City's natural and built environment.</p> | Recommendations from the Environmental Strategy have been reflected throughout each section of the Local Planning Strategy, and also translated into actions for inclusion in Scheme 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 Local Planning Strategy, and also translated into actions for inclusion in Scheme 3 (or otherwise) where deemed appropriate. |
| Climate Change Adaptation/Mitigation Strategy | 2021 | This document was prepared in response to an action in the Corporate Business Plan 2015/16-2018/19. The strategy aims to provide risk management adaptation measures to reduce the impact of climate change, as well as to identify practical measures that would aid with the mitigation of climate change impacts. The document contains a number of Risk Management and Adaptation and Mitigation Actions, to be implemented over short, medium and long timeframes. | Recommendations from Climate Change Adaptation/Mitigation Strategy have been reflected throughout relevant sections of the Local Planning Strategy, and also translated into actions for inclusion in Scheme 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 Local Planning Strategy, and also translated into actions for inclusion in Scheme 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 Local Planning Strategy, and also translated into actions for inclusion in Scheme 3 (or otherwise) where deemed appropriate. |

4. Local Government Profile



4.1 Community, Urban Growth & Settlement

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



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

Like the rest of Perth, the City's population and demographics are growing and changing. Forecasts suggest that the City will grow by approximately 150,000 people by 2041. This will require the City to accommodate 54,500 additional dwellings, of which 20,000 dwellings need to be developed in infill locations to meet the State Government infill target of 27,920 by 2050.

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

Despite growing lone person households, the majority of residents

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

The median age of residents in the City is 35 years old, with the expected total number of people aged 65 and above increasing from 24,679 in 2022 to 49,281 by 2041. A significant portion of these people will be located in suburbs such as Wanneroo, Yanchep, Landsdale and Alkimos.

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

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)

216,450

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

39%
Families with children

2.75
Average Household Size

52%
Home Ownership - Mortgage

Renting
21%



91.6%
Single/ Separate Dwellings

7.8%
Grouped Dwellings

0.2%
Apartments

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.

Yanchep is forecast to have the greatest population increase of 35,216 people by 2041, closely followed by Wanneroo with 28,571 people.

Regardless of household type, residents within the City have a strong preference for detached dwellings. This is unlikely to change towards higher density housing (apartments), however, a slight shift towards medium density is expected.

The construction of new train stations in Alkimos, Eglinton and Yanchep is anticipated to encourage more medium density development in those suburbs. Structure planning of East Wanneroo, is anticipated to encourage the strong increase in population through to 2041.

A further review of the City's demographic profile is outlined in Appendix A.

POPULATION FORECAST

By 2041, it is anticipated that the City will be home to approximately 370,273 residents, and will require a total of 138,895 dwellings (based on an occupancy rate of 2.75 people per dwelling) to accommodate these people (Table 2). To achieve this, an additional 54,500 infill and new dwellings will be required by 2041 (Figure 3).

It is important to note that when discussing population forecast figures throughout this strategy, the City has used Forecast .id sources over WA Tomorrow 2016. This is due to Forecast .id statistics being more localised and up to date, reflecting current trends (i.e. COVID19 Pandemic) and the recent release of the 2021 Australian Bureau of Statistics Census data. The population experts have also worked closely with the City to capture any relevant future land use strategies and trends unique to the region.

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 is 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.

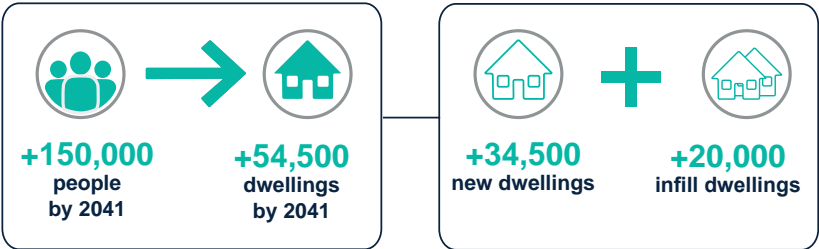


Figure 3: Statistics relating to demographics and housing in the City and future projections.

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

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

* Data has been extrapolated

** Dwelling occupancy rate - 2.75 people per dwelling

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

Table 2: Projected demographics and dwelling forecast 2022 - 2041

DWELLING YIELD ANALYSIS

The State Government's North-West Sub-Regional Planning Framework 2018 has set the City a dwelling infill target of 27,920 by 2050. Projections indicated that based on a net infill rate of 44% for Perth metropolitan region, the City is anticipated to provide 24,702 dwellings within its existing suburbs by 2041.

The emerging coastal suburbs of Alkimos, Eglinton, Yanchep, and Two Rocks are anticipated to provide 34,781 new dwellings between 2022 and 2041, with East Wanneroo projected to provide approximately 20,000 dwellings between 2021 and 2041 (Table 3).

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.

Additionally, there is a growing preference to age in place, therefore dwelling design should allow for this, and the consideration of aged care housing in strategic locations (close to transport, services and amenities) is required.

Infill vs Greenfield Residential Development

To meet the City's forecast dwelling target of 54,500 additional dwellings by 2041, the majority of new dwellings will be delivered in greenfield developments. Currently the City has 34 approved structure plans in the northern coastal corridor, and 14 approved

structure plans in the southern portion of the City which identify 5,600 hectares of undeveloped land earmarked for urban development. In total, these structure plan areas are expected to deliver approximately 113,700 new dwellings over the next 20 years, including 55,000 dwellings in East Wanneroo.

An analysis of the City's structure plans reveals that there is ample capacity of existing zoned land to accommodate the number of new dwellings required over the next 15 years and beyond.

In addition, there is significant potential for infill development to contribute to housing supply, particularly along Wanneroo's northern growth corridor. Across the City, there are areas of land not currently developed to the fullest capacity specified by the relevant residential density code, as well as land that is zoned for residential development that remains undeveloped.

The urban infill capacity for existing residentially zoned land has been determined in Table 4, as well as the potential number of new dwellings that can be developed on vacant land in accordance with the R-code of each approved structure plan. These figures are based on the structure plans being developed to their maximum capacity and will extend before the dwelling targets set for this strategy.

To meet the infill target outlined in the North-West Sub-Regional Planning Framework 2018 approximately 20,000 dwellings of the City's required 54,500 new dwellings will need to be delivered as infill housing by 2041. This is considered to be an ambitious target given current patterns of residential development across the City.

Key locations for infill are identified around key activity centres, along

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

Table 3: New Dwelling Forecast 2022 - 2041

urban corridors (i.e. transit corridors) and around train/bus station precincts. The City's Local Planning Policy 3.1 - Local Housing Strategy (LPP 3.1) Implementation guides the delivery of infill development in the City. To meet the State infill targets, LPP 3.1 identified a number of housing precincts considered to be appropriate locations for urban infill development, including Wanneroo, Koondoola, 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.

If applying the Perth and Peel net infill rate of 44% of new dwellings being developed as infill, projections indicate that the City will deliver 24,702 dwellings of its infill target by 2041. However, based on past building approvals from 2017 and expected future development, the true localised

infill rate for the City of Wanneroo is 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 feasible option, especially for first home buyers and young families which competes with the attractiveness of infill development in existing urban areas.

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

| Development Capacity | | | |
|----------------------|---------------------------|-----------------------------------|--------------------------------|
| | Existing No. of Dwellings | Potential No. of Infill Dwellings | Potential No. of New Dwellings |
| Total | 79,492 | 45,058 | 195,297 |

Table 4: Development Capacity in accordance with approved local structure plan targets

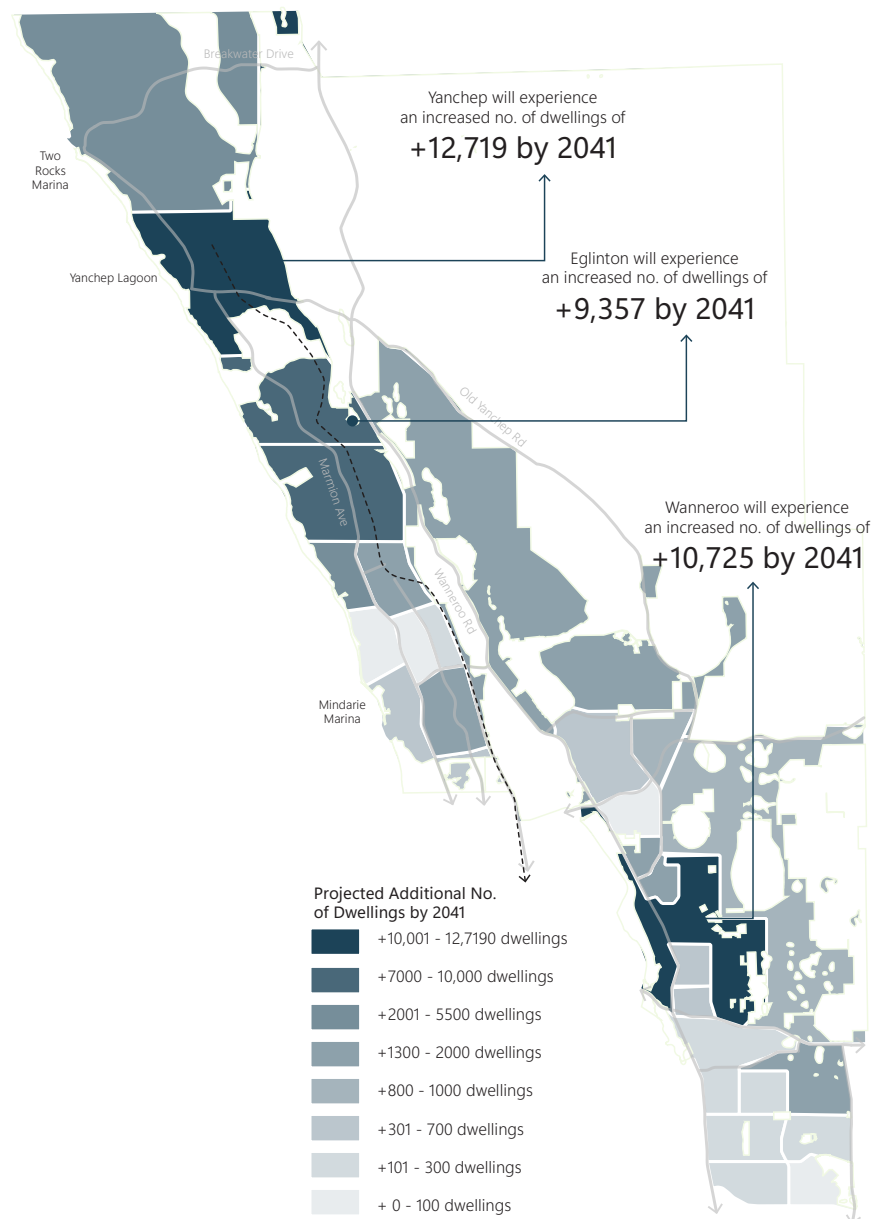


Figure 4: Forecast Dwelling Growth by 2041

to these areas to accommodate infill development, however, a change in priority of this program has reallocated funds to higher priority areas elsewhere which means these areas remain constrained to the lower density.

Finally, many areas considered appropriate for infill residential development are mostly considered lower socio-economic areas, with owners tending to have less available capital to fund such ventures/projects themselves. In addition, for mixed use developments, in neighbourhoods where vacancy rates are high, private developers cannot generate adequate returns on investment to justify the investment risk.

Notwithstanding the above, key locations for future residential infill development or the introduction of medium to high density residential or mixed use development remain within the Wanneroo Town Centre, Yanchep Strategic Metropolitan Centre, Kingsway District Centre, Girrawheen District Centre, and the remainder of the Housing Precincts.

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.

RURAL ZONING ANOMALIES

As urbanisation has occurred in the City, there are a number of remaining surplus rural zoned land parcels remaining in various locations. These sites will mostly require reclassification from their current Rural zoning under the Metropolitan Region Scheme during the life of this strategy. The locations of these areas are broadly described as follows:

- Land bound by Ocean Reef Road, Wanneroo Road, Woodvale Drive and Ancestor Route, Woodvale;
- Land bound by Sydney Street and Gngara Road, Gngara;
- Land to the west of Gibbs Road and east of Wanneroo Road, Nowergup;
- Land to the north of Romeo Road, between the Mitchell Freeway and Wanneroo Road Primary Regional Road reservations, Alkimos;
- Land to the west of the Mitchell Freeway Primary Regional Road reservation, Yanchep (NOTE - zoned Urban Deferred under the MRS).

Given the small size of these areas, and constrained location within a broader urban context, their continued classification as rural land is not considered to be a viable prospect longer term. As such, alternative zones and uses should be considered, which will firstly require amending the underlying MRS zones. The City will request that the WAPC include these areas as investigation areas within the next review of the North-West Sub-Regional Framework, which would in turn provide the strategic justification for amendments to the MRS.

In addition, there is an area zoned Rural under the MRS which is zoned Residential under the local planning scheme, informally referred to as the 'Wanneroo Estate'. This is left-over from when this area was zoned as Special

Residential under a previous iteration of District Planning Scheme No. 2. The WAPC should, in addition to the above sites, consider re-zoning this Rural pocket to Urban, to address this anomaly.

What is housing density?

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



Low Density

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



Medium Density

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



High Density

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

Figure 5: Explanation of densities.

DELIVERING HOUSING DIVERSITY

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

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

Since 2010, lot sizes within Perth have

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

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

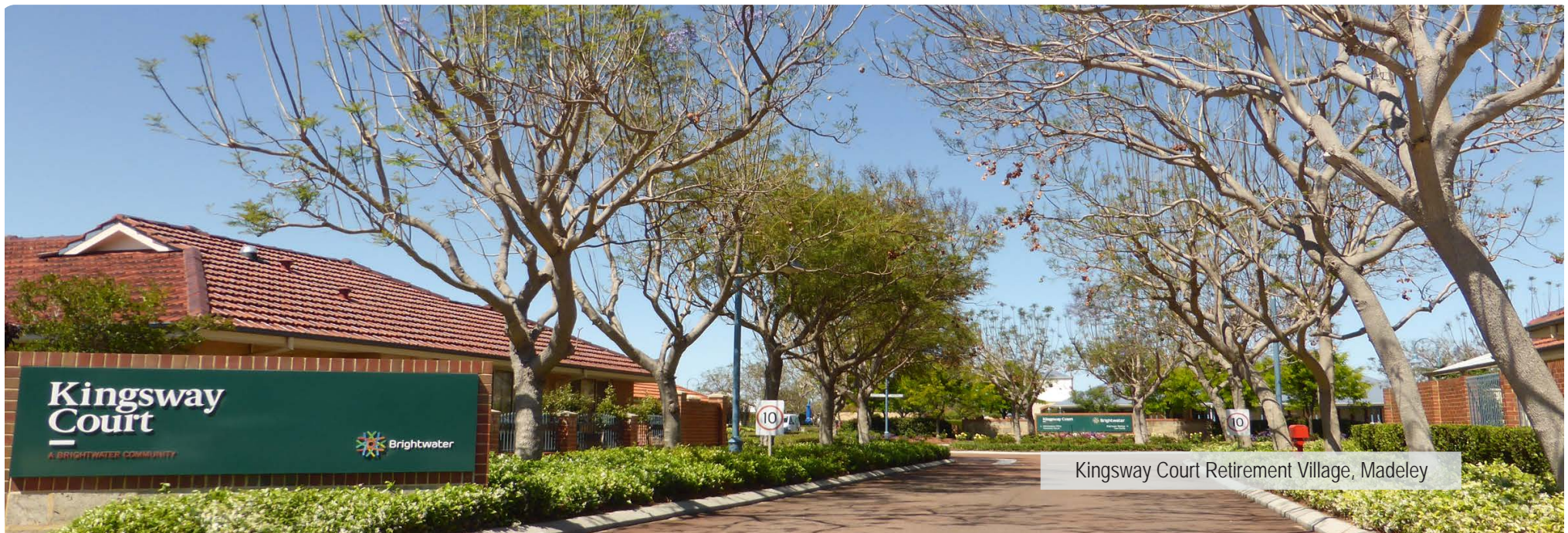
while detached dwellings will remain the predominant dwelling type supplied in the City, there is a slight growing demand for a more diverse mix of housing typologies.

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

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

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

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



Kingsway Court Retirement Village, Madeley

AFFORDABLE AND SOCIAL HOUSING

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

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

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

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

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

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

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

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



Residential, Clarkson Activity Centre

AGEING IN PLACE

Communities which enable ageing in place create places that are inclusive and accessible for people of all ages. This involves creating and supporting spaces, places, programs and initiatives that make the community better for all of its residents. By 2041, the City will need to accommodate an additional 24,500 aged residents (65+) in approximately 8,900 new dwellings.

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.

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. Currently, there are 14 Retirement Villages located across the City with varying standards of care packages and recreation facilities located on site. This includes the Lakelands Lifestyle Village in Gngara that comprises of 112 individual park homes.

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

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

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 which will improve the livability of residents using these facilities.

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. 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.

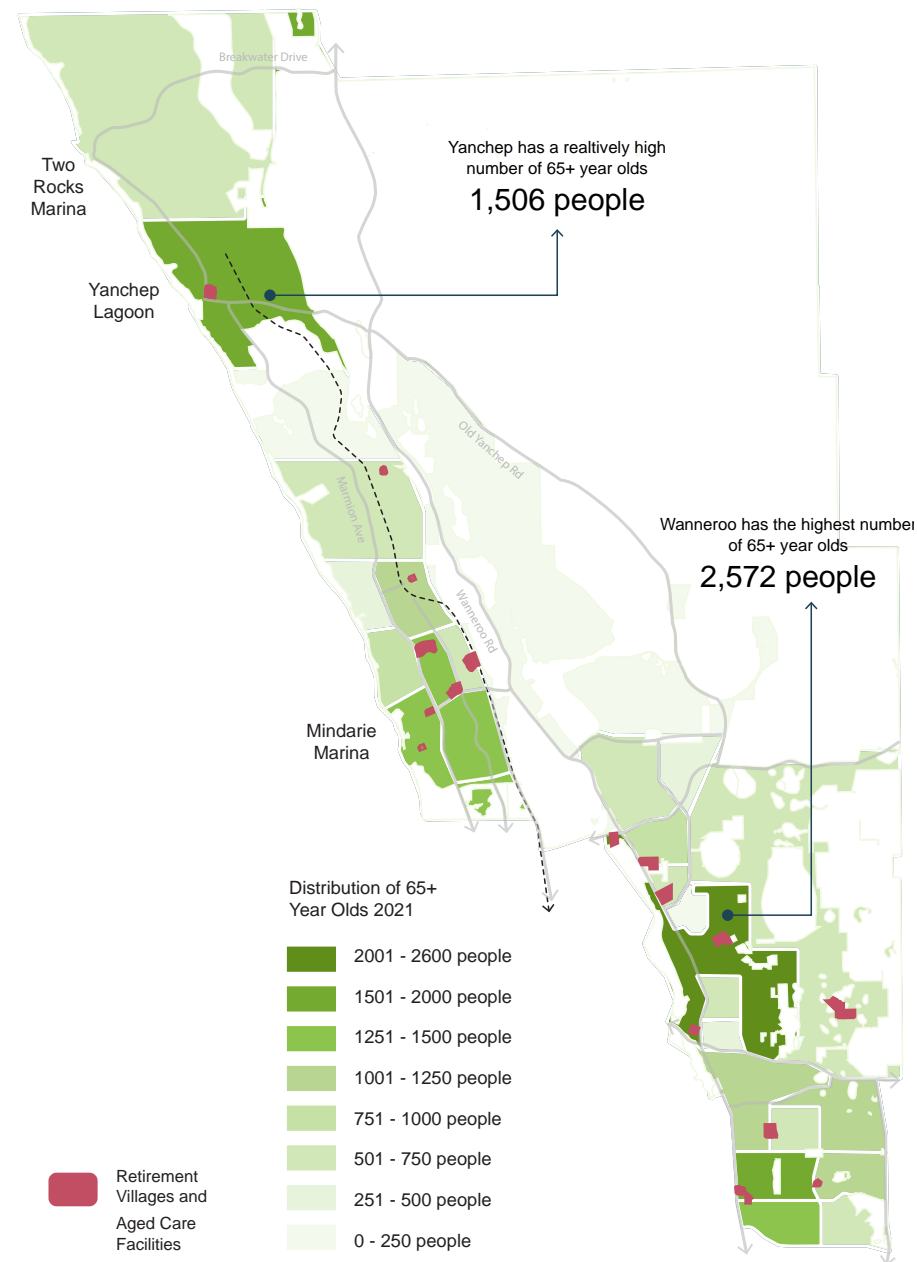


Figure 6: Existing Retirement Units and Aged Care Facilities in the City

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 resulting in the loss of life, infrastructure and natural habitat. Planning requirements relating to bushfire are primarily controlled through the Planning and Development Regulations (Local Planning Schemes) 2015, as well as State Planning Policy 3.7: Planning in Bushfire Prone Area and its supporting Guidelines.

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

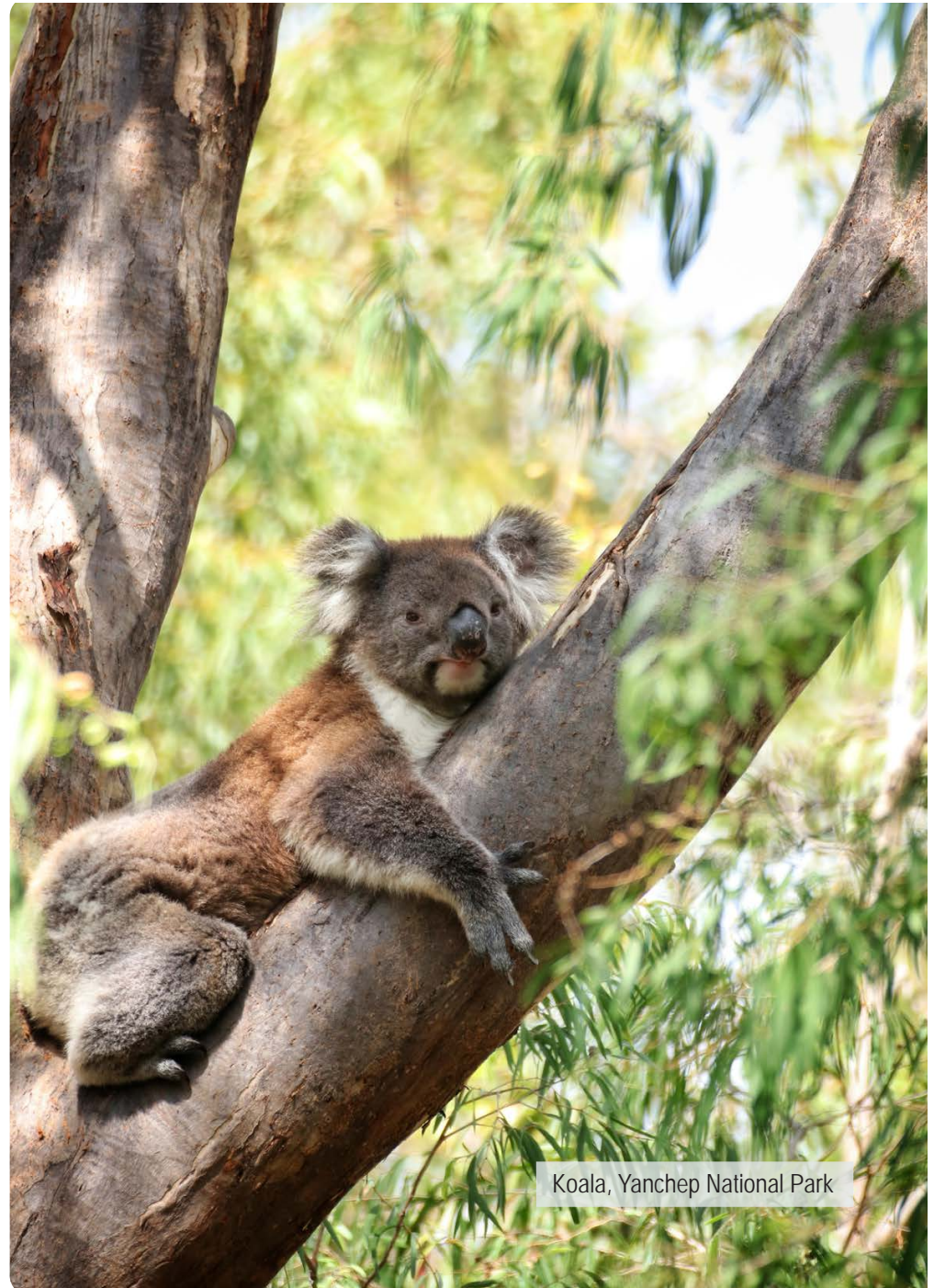
The City is bound by the legislation and must have due regard to the Guidelines and other Position Statements as part of its management and the implementation of the planning and development of the City. Ensuring the City's policies align with the above statutes and guidelines is essential. This will include detailed bushfire mapping of the City's future growth areas, where such an assessment has not already been undertaken.

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 carefully 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. For example, tourism activities located within bushfire prone areas may be more acceptable than other uses intended for more permanent human habitation.

It is also important that appropriate and adequate vehicular access is available to access and egress all properties in bush fire prone areas. As a minimum two safe routes to different destinations are necessary to provide options. Road networks needs to be carefully considered for new areas as well as identifying opportunities to improve access and egress for existing development.

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



Koala, Yanchep National Park

4.1.3. BUILT FORM AND CHARACTER

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

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

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

- LEGEND**
- Place Management Areas
 - Developing Coastal
 - Established Coastal
 - Established Rural
 - Conservation
 - Developing Industrial
 - Central Wanneroo
 - Transitional Rural
 - Established Industrial
 - Established Southern

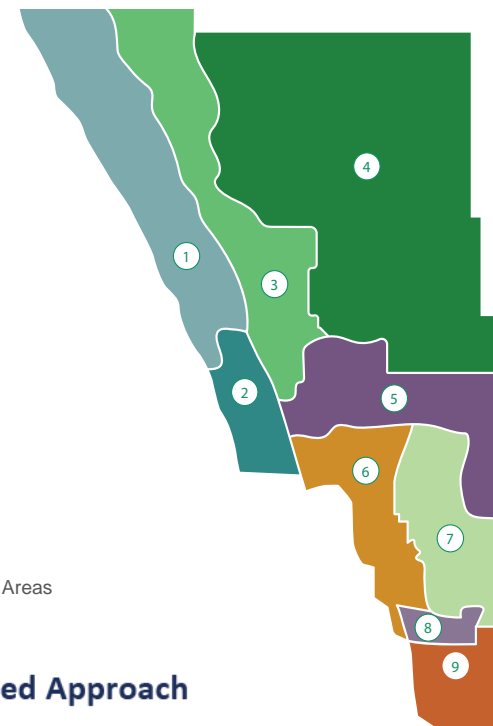


Figure 7: Place Management Areas

The Place-Based Approach



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 & CULTURAL HERITAGE What are the place's Aboriginal and cultural heritage values? Does it contain any built heritage sites? | ENVIRONMENT What are the place's environmental features (climate, vegetation, topographies & landscapes) and values? |
| COMMUNITY PLACES 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 it 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.

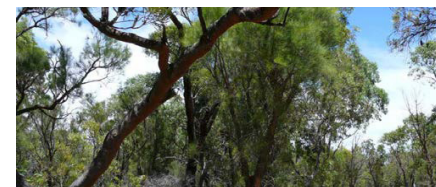
Importantly, character and heritage can further be reflected by incorporating other elements into places which do not relate to land use planning. These could include street furniture and public monuments to reflect heritage.

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.



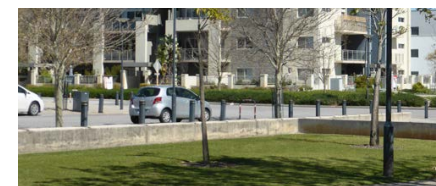
BUILDING HEIGHTS AND SETBACKS from the street demonstrate the intended scale and relationships between buildings.



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 through 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 City 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, a new local planning policy is proposed that includes a range of urban design palettes of materials, colours and landscaping that reflect the area's character and environmental qualities.

These design palettes could be developed based on PMAs where major growth is occurring such as the Developing Coastal PMA and Transitional Rural PMA and be applied to guide development in activity centres. Additional palettes could also be prepared for other areas of the public realm such as roads and public open spaces to ensure the continuity of verge types and landscapes used.

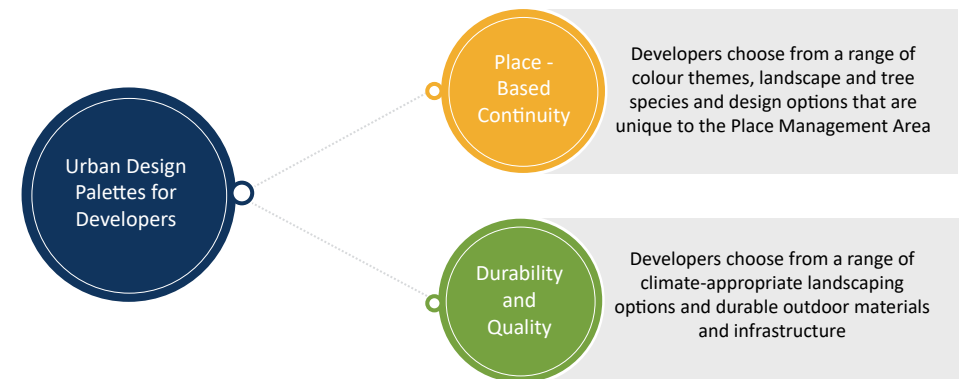


Figure 10: Urban Design Palettes for Developers



4.1.4. HERITAGE

The City of Wanneroo has a rich history and proud Aboriginal and non-Aboriginal cultural 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.

NON-ABORIGINAL CULTURAL HERITAGE

In accordance with the *Heritage Act 2018*, the City is required to identify places of non-Aboriginal cultural heritage 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 the local scheme which provides protection to places of high significance.

The City is currently undertaking a review of its LHS which includes a total of 91 places of non-Aboriginal cultural heritage significance. This also includes 21 places that have been recognised as having State significance and are entered onto the State Register of Heritage Places. Places that have been recognised as having State heritage significance are afforded the highest level of protection through the *Heritage Act 2018*.

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

Heritage List as part of Scheme No.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 include places of State heritage significance.

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

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

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

Table 5: List of heritage places included on the State Register of Heritage Places in the City

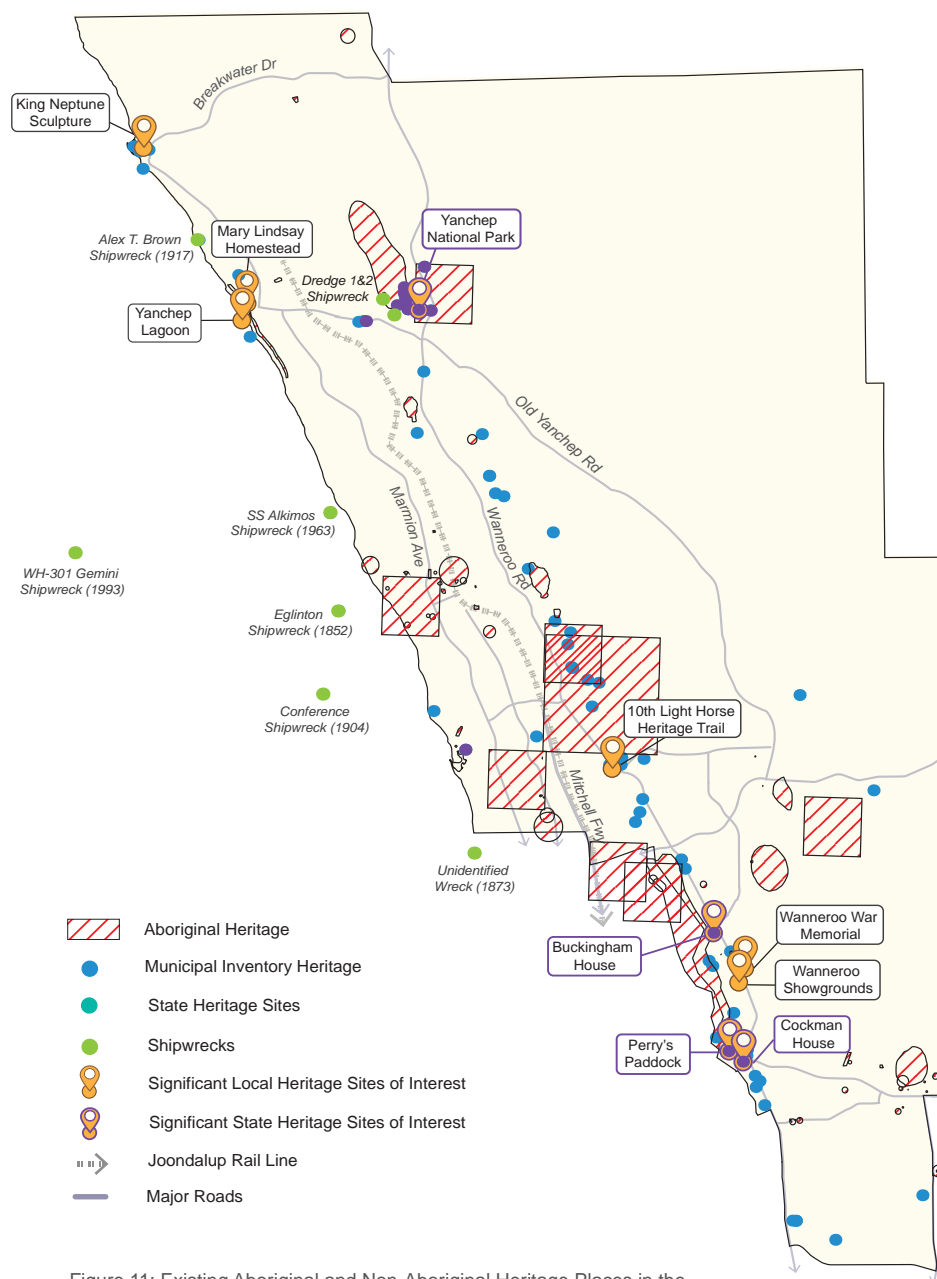


Figure 11: Existing Aboriginal and Non-Aboriginal Heritage Places in the City

ABORIGINAL HERITAGE

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

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

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

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

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

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

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

4.1.5. COMMUNITY FACILITIES

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

PUBLIC OPEN SPACE

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

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

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

The DCP 2.3 outlines that 10 percent of the gross subdivisible area must be given up free of cost to the State for the purpose of POS during the subdivision stage of development. This benchmark

has been considered sufficient since the use of the Stephenson-Hepburn Plan 1955.

The 10 percent requirement does not include the development of the POS, which is often done by a developer or the City, with money set aside through grants, developer contribution plans, long term financial planning or as a development condition. However, in some instances, cash-in-lieu may be accepted instead of POS where the proposed 10 percent requirement is too small to be practical, there is an over-supply of POS in the area, or there is an alternative location already identified under a local planning scheme or structure plan to provide POS within close proximity.

Of the 10 percent POS required, the City will accept a maximum of 2 percent of 'restricted POS' which limits the use of a space for recreation purposes, such as conservation wetlands or cultural heritage sites. The amount accepted for this is limited to ensure the majority of POS being provided is accessible to the community at all times.

In line with the City's Strategic Community Plan 2020/21 - 2030/21, the City aims to balance the provision of future POS and community facilities to ensure they meet the needs of the community, whilst not compromising existing areas of environmental, cultural and heritage value.

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 & 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 

CREATING MULTI-FUNCTIONAL SPACES

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

Open space such as parks, recreational spaces and sporting ovals provide important places for people to engage in physical and social activity, which have a positive benefit on the mental health, obesity and mortality rates of the local community.

Through the local planning framework, mechanisms such as Structure Plans, Local Planning Policies, and Public Open Space Strategies can outline the development requirements needed to provide adaptable open spaces which meets the needs of current and future population.

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

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

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

provide water, power and sewer connections for special events).

These design principles should be considered when planning for future open space and facilities in local structure plans and strategies.

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 the POS network. 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 new Local Planning Scheme No. 3, environmental provisions could be included to assist with the retention of significant trees within development sites, as well as providing wider road reserves to support the establishment of green corridors within the City.

WATERWISE OPEN SPACE

As climate change continues to reduce rainfall, and the State Government's Gngara 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 City's 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 turf 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 LPS, 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.

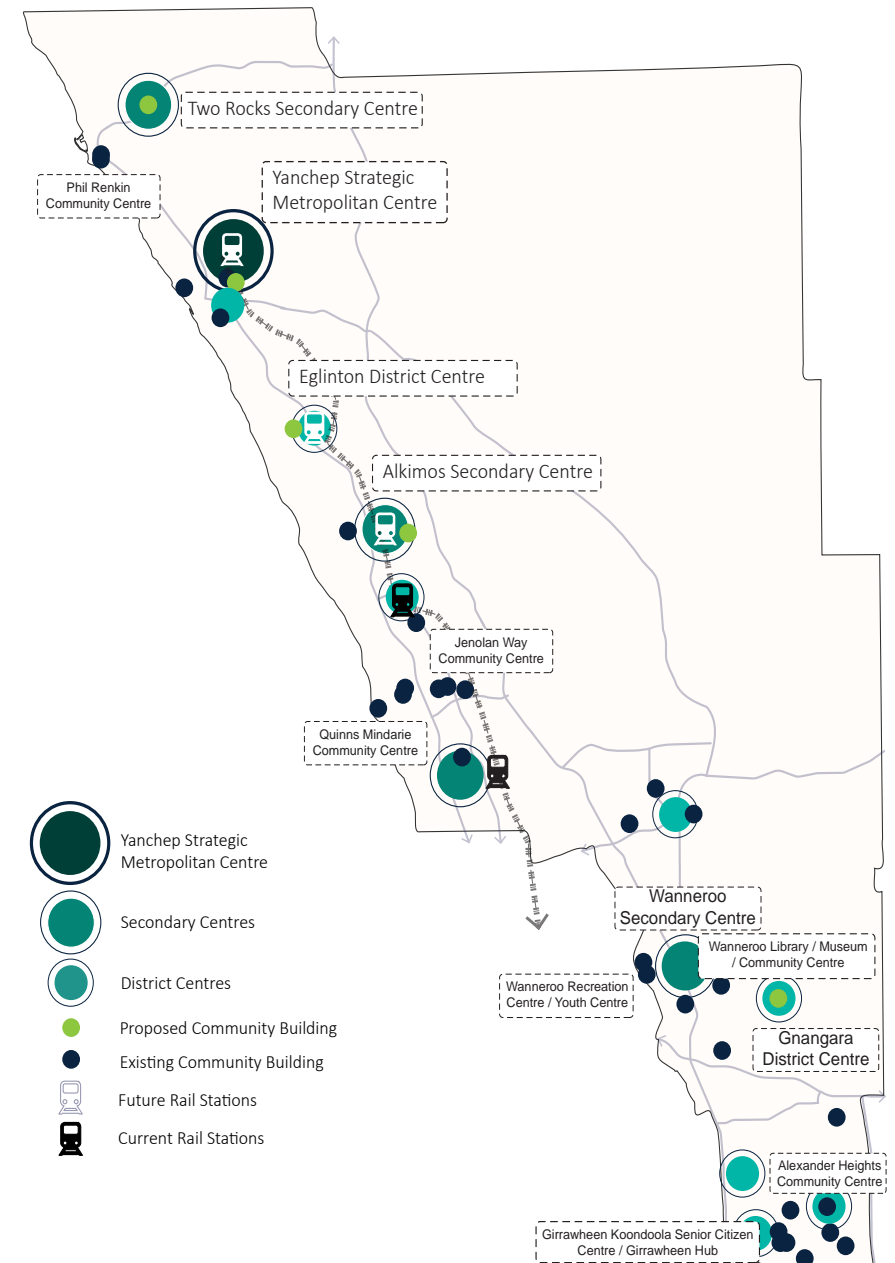


Figure 12: Existing Community Facilities in the City



COMMUNITY INFRASTRUCTURE

Through the planning framework, land uses such as libraries, museums and community centres should be located within activity centres. Community buildings will be co-located with complimentary 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 Eglington 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 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 significance development, particularly within the northern coastal growth corridor and East Wannon. To accommodate this new development, the timely provision of infrastructure and services is required to ensure the economic and social well-being of existing and future communities. This infrastructure includes roads, drainage, schools, community and recreation facilities and open space, as well as services such as water, sewerage, gas and electricity.

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

The City has 9 developer contribution arrangements in place for the East Wannon areas of Wannon, 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 public open space.

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 projections 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 public open space, 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 the District Planning Scheme No. 2 in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015*.

FUTURE DEVELOPER CONTRIBUTION PLANS

East Wannon

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

The East Wannon District Structure Plan divides the area into 28 precincts

based on their compatible land use zonings to facilitate the creation of neighbourhood sized catchments. A local structure plan is required for each precinct to address more detailed planning considerations and allow for the staged development of East Wannon. Additionally, where necessary local level development contribution arrangements may be required as part of these structure plans to provide guidance on the funding and delivery of shared infrastructure such as public open space, local 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.

To facilitate the development of the NIA, shared infrastructure costs may be required to collect funds to deliver external and internal roads and public open space. The Local Structure Plan no. 17 identifies that infrastructure costs may also be required for the preparation of design guidelines and a landscape master plan, service concept plans and a drainage and nutrient management plan and flora and fauna study for strategic roads to ensure the area is appropriately developed. Further collaboration between the City, State Government and landowners will be required when considering contribution arrangements for the Neerabup Industrial area.

Yanchep Two Rocks

As future development in Yanchep and Two Rocks occurs, additional DCPs

may be required to deliver district level community infrastructure such as district open space, indoor recreation centre and community centres in accordance with the City's NCGCCFP and long term financial plan.

The preparation of any future DCP will need to be incorporated into local planning scheme no. 3 to outline the framework for formulating and administering the DCP requirements.

4.1.6. CHALLENGES AND PLANNING DIRECTIONS SUMMARY

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

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

4.2 Economy, Employment & Tourism

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



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. This equates to an employment self-sufficiency (ESS) rate of 49.95% which is lower than the State Government's North-West Sub-Regional Planning Framework which sets an ESS target for the Cities of Wanneroo and Joondalup of 60%. To meet this, it is anticipated that by the year 2041, 56,115 additional jobs will be required within the City.

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

other growth industries such as professional, technical and scientific services, health care and education and training sectors will be attracted to the region.

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

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



62%

Worked full time



64%

Drive to work



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

Largest Employers



Construction
Manufacturing
Retail

Growth Industries



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



Niche Industries



Agribusiness



Tourism

Emerging Industries



Waste & Energy Innovation



Automation & Robotics

EXISTING ECONOMIC ACTIVITY AND EMPLOYMENT LAND

The City's local economy is heavily reliant on the construction, manufacturing and retail industries to employ the majority of local residents. As a result, the City's main economic and employment land is located within activity centres, industrial, rural and tourism areas located across the City (Figure 13).

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.

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 State Planning Policy: 4.2 Activity centres for Perth and Peel (SPP 4.2) (Table 6).

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 200,000 square metres 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 of retail and commercial land,

new activity centres and employment land will be needed in the future

Industrial Areas

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

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

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.

To further reflect increased working from home trends in a post-pandemic world, and the recognised need for essential services to be located closer to home, opportunities for small-scale local shop and café uses to be established in residential areas could be investigated.

Table 6: Employment Activity Centres Land Uses

| | Employment Activity Centres | Locations | Land Uses |
|----|-------------------------------|---|---|
| 1 | Strategic Metropolitan Centre | Yanchep | Major offices, tertiary educational institutes, large-scale retail and medium to high density housing |
| 2 | Secondary Centres | Ocean Keys & Wanneroo | Shopping centre, offices, cafes, gyms, medical centres, restaurants and community facilities |
| 7 | District Centres | Two Rocks, Yanchep, Alexander Heights, Butler, Banksia Grove, Girrawheen & Kingsway | Shops, cafes, restaurants and some community facilities |
| 30 | Neighbourhood/Local Centres | Koondoola & Brighton Village | Small shops and other convenience services |
| 2 | Industrial Areas | Wangara & Neerabup | Large manufacturing, engineering and extractive businesses |
| 2 | Marinas | Two Rocks & Mindarie | Restaurants, cafes, commercial fishing, boating infrastructure, and recreation |

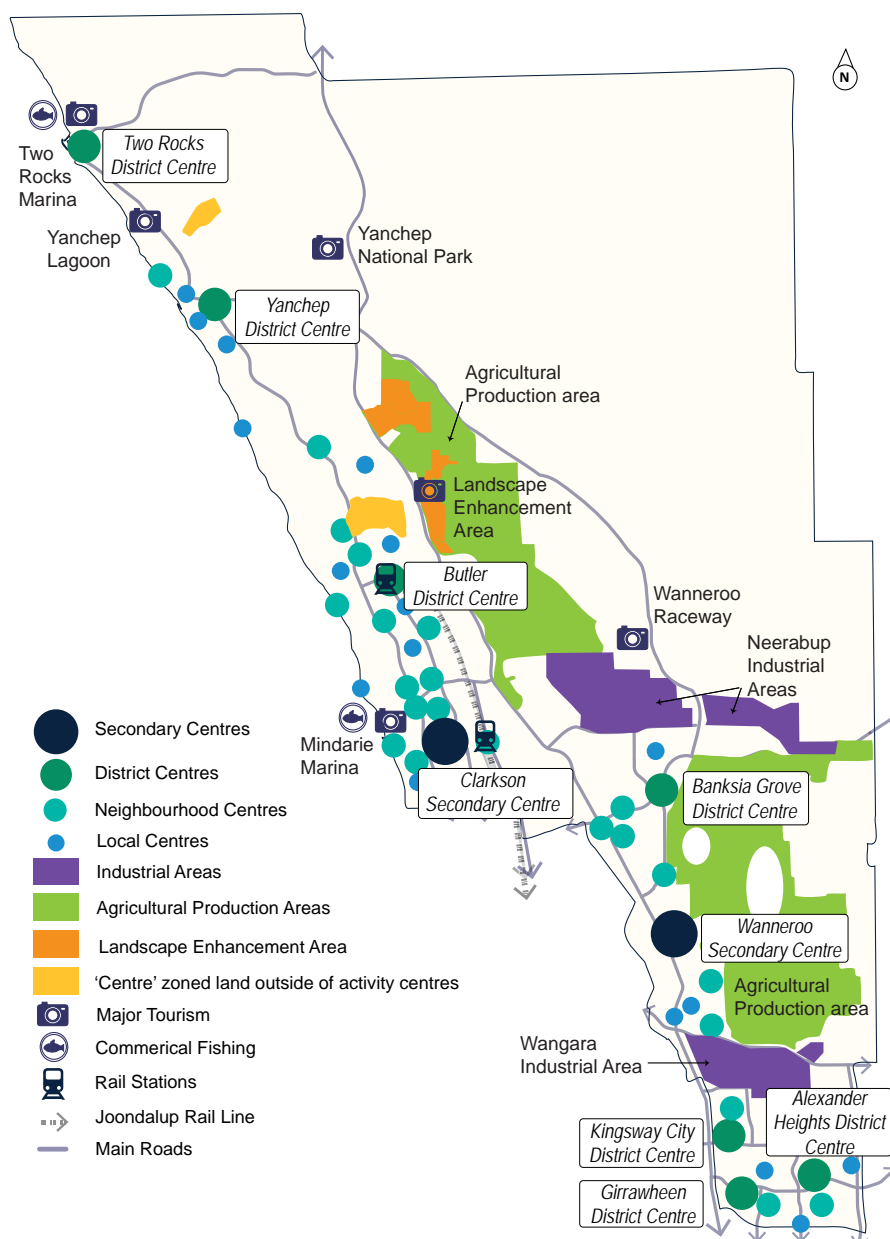


Figure 13: Current economic and employment activity in the City

FUTURE ECONOMIC ACTIVITY AND EMPLOYMENT LAND

Over the next 20 years economic growth will occur as a result of redevelopment and density increases in existing centres such as Wanneroo Town Centre, as well as from the development of new emerging centres such as Yanchep Strategic Centre. The City's emerging employment centres have been identified in accordance with SPP 4.2 to ensure the employment needs of the growing population are met.

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

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

Yanchep Strategic Metropolitan Centre

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

Two Rocks and Alkimos Secondary Centres

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

Alkimos and Two Rocks Centres will be similar in size to Wanneroo and Clarkson Centres, accommodating a mix of office, retail, civic and recreational uses and medium to high density housing. The Alkimos Centre will be well serviced by the future 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 Gnaragar 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 Planning Investigation Area

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

Currently this land is zoned under the Metropolitan Region Scheme (MRS) as 'Rural' and 'General Rural' under the City's DPS2. An amendment to the MRS and DPS zoning for the land would be required prior to any potential development for employment uses. Additionally, the Alkimos-Eglinton District Structure Plan is also required to be updated to outline the reasoning and intent of the land to be used for employment purposes.

It is important that this area does not compete with other identified employment areas such as Neerabup, Alkimos Secondary Centre and Eglinton District Centre. In this regard, it is proposed that the land be used for light commercial and light industrial uses which can accommodate larger commercial/warehouse uses not considered appropriate within the adjacent activity centres.

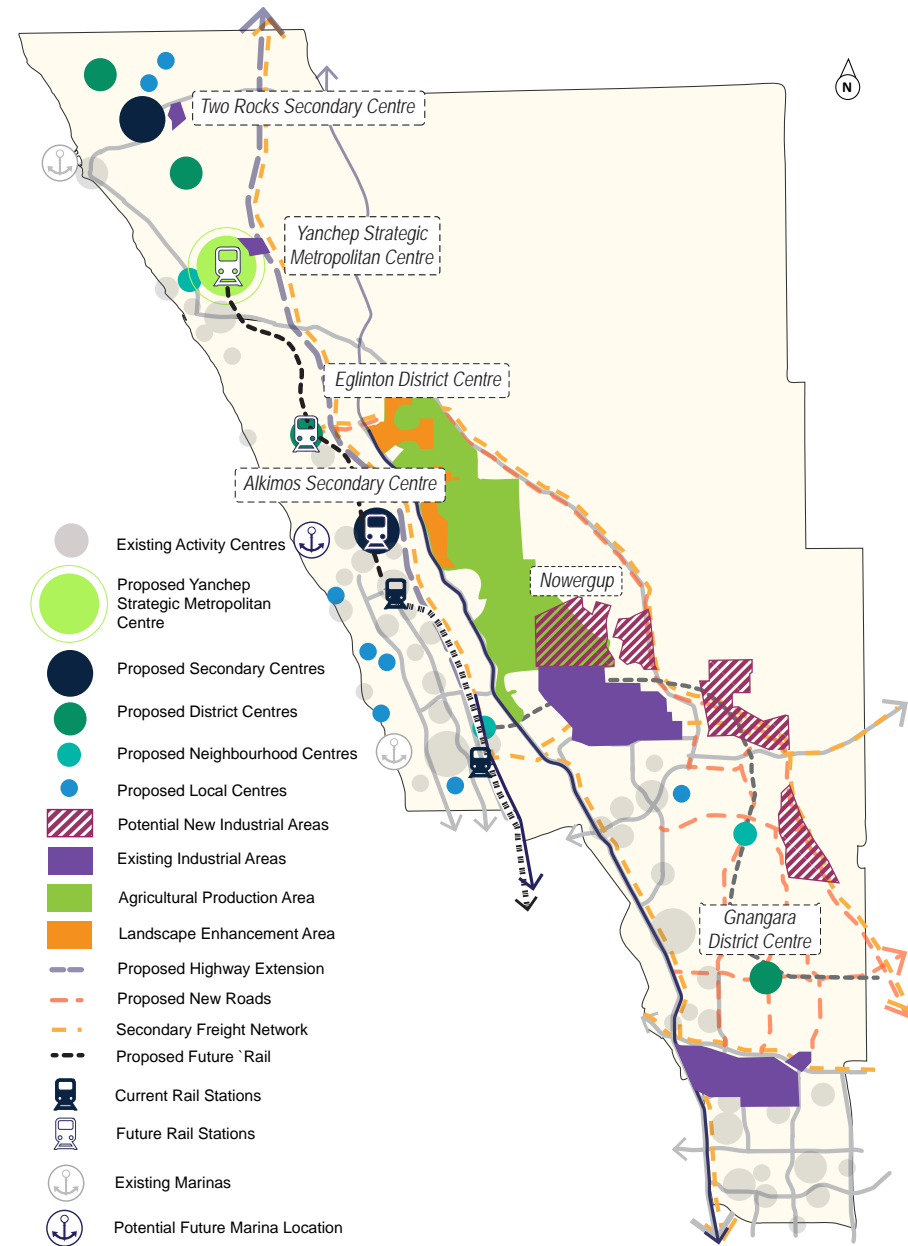


Figure 14: Future economic and employment activity locations in the City

Neighbourhood and Local Centres

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

Yanchep and Two Rocks Industrial Areas

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

Potential other new industrial areas

The emerging Neerabup Industrial Area (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. 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. Due to the close proximity of the NIA to Yanchep Strategic centre and Alkimos Secondary centre, as well as other industrial areas in surrounding local governments, the area will be well supported by existing commercial activities in these locations.

The State Government is currently investigating the potential for 2,200 hectares of land in Jandabup, North Pinjar, Nowergup and South Pinjar to be used in the future for industrial purposes. If found suitable, this would more than double the City's current supply of industrial land and generate significant opportunities for new investment to occur in the City.

New Eglinton Marina

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

State Forest 65

State Forest 65 consists of Crown Land which is under the direct control of the Department of Mines, Industry Regulation and Safety. This land is largely used for the harvesting of pine plantations. However, by 2025/26 all remaining pines are expected to be removed and this land use will cease to operate in this area. This will present significant opportunities for it to be used for other economic and employment generating uses.

In 2018, the State Minister for Agriculture and Food outlined, in her response to the North Wanneroo Agriculture and Water Taskforce, that the Department of Primary Industries and Regional Development (DPIRD) would develop a business case that included a cost benefit analysis and approvals pathways required for a new leasehold agri-precinct in State Forest 65, supplied with recycled water. The

business case would consider the level of public investment required through an assessment of grower's willingness to pay a component of the capital costs plus water scheme operating costs. A case would then be made to the Commonwealth Government for funding for the remainder of the capital cost.

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

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

NEEDS ASSESSMENT

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

Based on a Employment Self-Sufficiency (ESS) target of 60% by 2041, 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.

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 already been identified through the MRS, endorsed District Structure Plans and Neerabup Industrial Area Structure Plan.

The complete needs assessment is shown at Appendix B, including a full Retail Needs Assessment for all commercial centres or activity centres located in the City consistent with the requirements of State Planning Policy 4.2 - Activity Centres Perth and Peel.

DIVERSIFICATION OF INDUSTRIAL LAND

The Wangara and Landsdale industrial areas 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. The majority of this floorspace would most likely have been ancillary office floorspace associated with predominant industrial uses such as manufacturing, storage and distribution and service industry.

In 2016, there was 181,061m² of office floorspace representing 12.6% of the total floorspace. The majority of this floorspace is likely to still be ancillary, but there are also some stand-alone office uses.

In 2016, the Wangara Landsdale industrial area employed 13,607 people and of these, 7,868 were employed in the Office/Business use class. While the office/Business represent 12.6% of the floorspace, it also represents 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. It should be noted that in 2007, the Office/Business floorspace was 90,452m² and represented 12.0% of the total 755,911m² in Wangara/Landsdale. This indicates that while office/Business use has certainly grown between 2007 and 2016 (in fact doubled), the proportion has remained relatively stable.

The City should expect that Office/Business uses should still continue to grow in line with historical growth but the proportion of overall use is unlikely to grow beyond around 15% of total floorspace. Provision for some level of professional offices may need to be considered in the scheme as there are few commercial centres nearby that would serve this purpose and have the capacity to expand to the amount of floorspace required.

By 2026, it is expected that Wangara/Landsdale will contain around 2,500,000m² of floorspace (Figure 15) 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. This is likely to be the total future demand for stand-alone Office/Business space in the industrial area.

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

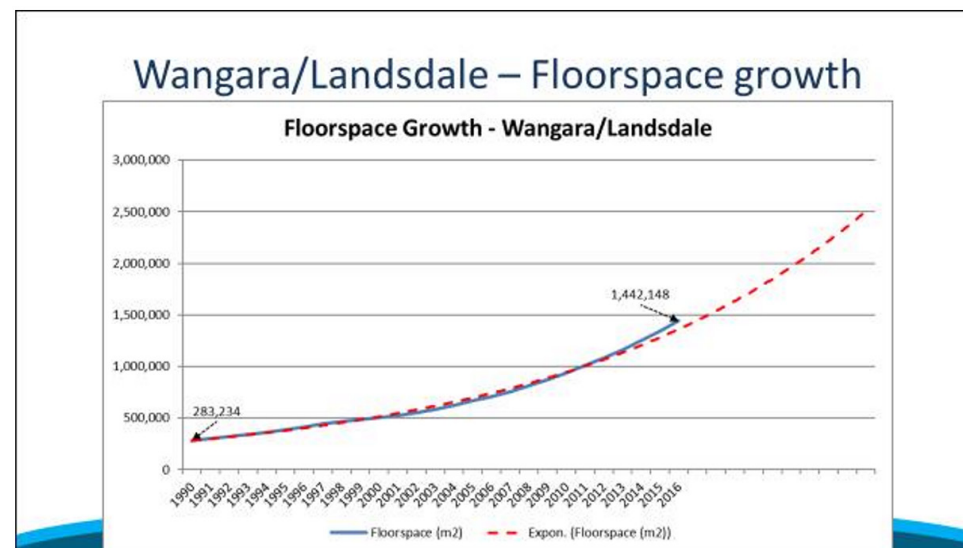


Figure 15: Projected floorspace in the Wangara Industrial Area

RETAINING AGRICULTURE AND HORTICULTURE

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

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

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

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

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

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

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

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



Market Gardens, Carabooda

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

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

In accordance with the State Government's North-West Sub-regional Planning Framework, there are a number of State investigation areas

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

Land use responses

Retaining productive rural land in North Wanneroo is important to the City, the State and the communities that it services. However, the issues impacting farmers could detrimentally impact this important industry as well as their livelihoods. The City does not support groundwater allocation reductions for local food producers. The agricultural industry and its individual operators using 1,820 water licenses have a very limited ability to improve their water infrastructure and are, in most cases, already maximising the efficiency of their water resource. In line with the City's Agribusiness Position Paper, we will continue to advocate for a long-term solution to see any reduction in groundwater licences in the region supplemented with an affordable, long-term water supply.

Through the preparation of our Local Planning Scheme No. 3, we will also consider other land uses that growers could undertake to support their primary rural pursuits, such as small-scale tourism activities. Some of these extra uses are now allowed as a result of the Gazettal of Scheme Amendment 172 - to align the Scheme with the Model Provisions. However, we will consider the scope to expand these further in appropriate areas.

The City will also propose to retain and rename the Landscape Enhancement zone to attract more rural tourism investment to the region. This proposal is outlined on Pages 54 and 55.

We will also propose that the State Government investigates the potential for rural zoned land in Neerabup to transition to uses that better support links between food production in Carabooda and Nowergup and industrial activities in the Neerabup Industrial Area. Land uses in rural Neerabup areas have transitioned over time and given its good exposure along Wanneroo Road, there is potential for it to better complement existing rural and industrial businesses.

Figure 16: Benefits of Urban Fringe Agriculture

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



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



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



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



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



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



4.2.2. TOURISM

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

TOURISM PROFILE

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

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

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

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

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

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



Kitchenhand was the largest tourism and hospitality occupation in the City

64.3%

Tourism and Hospitality workforce are employed part time



54.7%

Tourism and hospitality workers born overseas



848,294

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



23.2

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



\$322.7

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



2,353

people made up the tourism and hospitality work force in 2016



60.3%

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



655,207

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

CURRENT TOURISM OPPORTUNITIES

The City has a diverse mix of natural and cultural heritage attractions and tourism opportunities, where visitors can enjoy dining, 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 from during the war.

Sporting and Events Tourism

The City has a number of outstanding sporting and events 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 dining 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 hotspot, popular with locals and tourists for its excellent swimming, fishing and picnicking activities.



Yanchep Lagoon, Yanchep

Heritage Tourism

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

This City also has an important Aboriginal history that is important to 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 local 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 17).

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 draft 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 raceway will offer a diverse mix of motorsport, tourism, sport, events and business opportunities which will support the local economy.

Through the preparation of the new scheme, ancillary land uses such as retail, hospitality, commercial and short-term accommodation such as hotel, luxury villas, and camping/caravaning sites will be essential in creating an attractive tourism precinct while still supporting its primary sporting function.

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 non-Aboriginal cultural heritage values and is adjacent to a major food producing area.



Figure 17: Future tourism locations in the City

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.

The City is proposing to retain and rename this zone to one that more effectively captures its objectives. The renaming will be done in consultation with the community who helped to develop this zone's objectives.

The City considers it important to keep this zone and distinguish it from the 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. Having a zone name that distinctly reflects the intent of future development in the area, will allow investors at a glance to understand its objectives and align their development proposals with these accordingly. This would increase rural tourism development opportunities in the area.

Unlike the objectives in the City's Rural zones, this zone will accommodate agricultural and horticultural pursuits that are generally of a smaller scale than those permitted in Rural areas. Rural tourism uses that preserve the rural character of land and do not adversely affect the existing landscape and scenic values will be encouraged and the area will transition to one that allows visitors to experience the local culture, history, and environment, which will also encourage conservation efforts.

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

reviewed and amended. Subsequently, the Landscape Enhancement zone's boundaries are proposed to be amended to include whole lots.

Dizzy Lamb Park Site

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

The Dizzy Lamb Park site and its neighbouring two lots have the same owner however, three different zones apply to these sites including Private Community Purposes, Rural and Landscape Enhancement. The landowners have requested to have a consistent zone over the three lots and a Special Control Area (SCA) 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 most appropriate underlying zone for these sites is Landscape Enhancement as a number of uses associated with the Private Community Purposes zone are not considered to be appropriate for the area. These include larger health care, vehicle sales and aged care premises. The proposed SCA would allow for some larger land uses that those typically permitted in the Landscape Enhancement zone including outdoor recreational uses and a broader range of short-term accommodation uses. Development proposals would be

required to demonstrate compatibility with the surrounding landscape as well as the retention of important environmental values through the provision of a Local Development Plan. Specific uses and provisions permitted in the SCA would be determined through the preparation of the new Scheme No. 3.

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 within the City. As the 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. This can occur through providing provisions in the new planning scheme to guide the consideration of short-term accommodation in accordance with the draft Planning for Tourism Guidelines.

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

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

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

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

Figure 18: Tourism Nodes within the City



4.2.3. CHALLENGES AND PLANNING DIRECTIONS SUMMARY

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

| | Challenges | Planning Directions |
|-------------------------------|--|--|
| Economy and Employment | <ul style="list-style-type: none"> • Ensure there is diverse employment land available to accommodate future job growth in the City. • Protect land identified for future employment from being developed for non-employment activities before the demand for businesses and services grows. • Ensure future activity centres are developed to an appropriate size and scale to reduce the competition with surrounding centres. • Support a diversity of land uses in industrial areas. • Support agriculture and complementary land uses in North Wanneroo. | <ul style="list-style-type: none"> • Undertake an employment land use study to support the demand for future employment opportunities in the City. • Allow temporary land uses on land parcels reserved for employment until it is needed. • Deliver future activity centres in accordance with the hierarchy outlined in the State Planning Policy: 4.2 Activity centres for Perth and Peel. • Support a diversity of business activities in industrial areas to support the primary industrial uses (i.e. offices). • Continue to advocate to the State Government to reconsider water allocation reductions impacting growers in North Wanneroo, and allow additional land uses which will complement the existing agriculture and tourism activities in the area. |
| Tourism | <ul style="list-style-type: none"> • Attract and support tourism opportunities in the City. • Encourage a range of accommodation services to support visitors in the City. | <ul style="list-style-type: none"> • Retain the Landscape Enhancement zone to reflect rural-tourism activities unique to the City. • 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 of Wanneroo.



4.3.1. ENVIRONMENT & BIODIVERSITY

As one of the largest and fastest growing local government areas in the Perth metropolitan area, the City of Wanneroo 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 hotspots, 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. Furthermore, 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, Beenypup 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 its 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 Perth 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-backed 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 the planning scheme that include expanded environmental considerations, to ensure that matters of sustainability are front and centre of the City's design review panel processes. These principles could also be replicated within the zone objectives of the new local planning scheme.

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 town/urban centres, housing opportunity areas, or even established suburban areas where 'split densities' apply.





Renewable Energy

Embracing alternative energy sources will form a significant part of our transition to a 'net zero' economy. The new scheme 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 the new scheme 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 motor 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-orientated 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 cars, standard provisions could be included in the new scheme 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 our local planning scheme as well as the State Government's Metropolitan Region Scheme (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 future planning scheme. Enhancing established local tree canopy cover will also contribute toward achieving these objectives.

Protecting Local Biodiversity

The City's Local Biodiversity Plan has divided 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 the planning scheme.

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 19).

There are opportunities through the new scheme to include new provisions to retain and protect ecological linkages and priority natural areas from future urban development. The City's local and district structure plans will also be reviewed 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

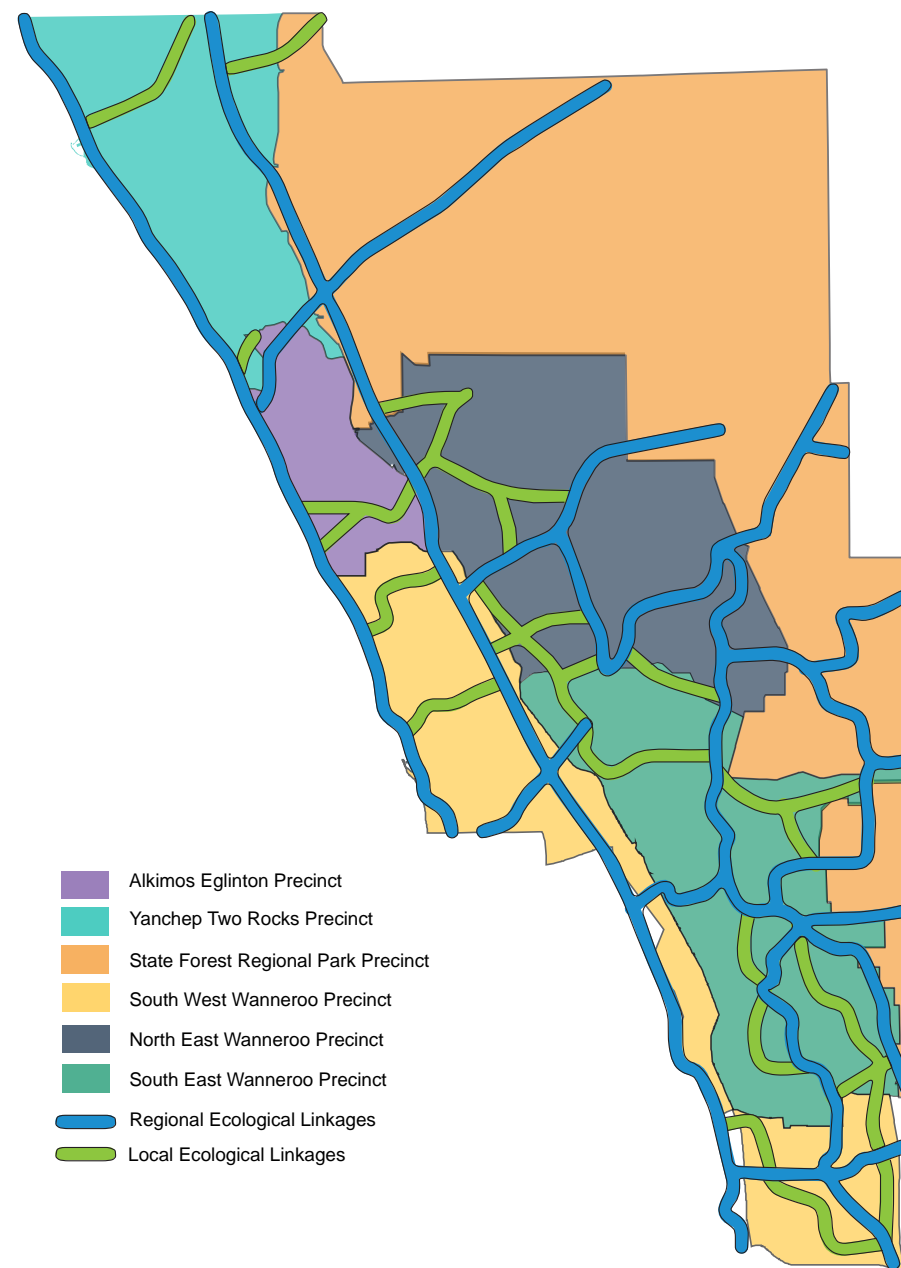


Figure 19: City's Biodiversity Planning Precincts and Ecological Linkages

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. To address this, the City will establish a significant tree register which would see existing trees and vegetation worthy of protection (including trees of Aboriginal and non-Aboriginal significance) added to a statutory inventory that sits within the local planning scheme. The register could include trees on both public and private land, with removal of specimens requiring development approval from the City. Additional provisions could be included to supplement the register by implementing compliance and education measures to discourage unauthorised removal and vegetation upkeep.

Additionally, planning scheme provisions such as potential tree preservation orders would need to be introduced in the new scheme to provide the statutory weight for such a register. This could then be supported by updating the existing Local Planning Policy 4.8: Tree Preservation to provide specific guidelines on the criteria required for a tree to be successfully registered.

Trees and Landscaping on Development Sites

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

The State Government have introduced minimum tree planting requirements for residential development through the Residential Design Codes. The City's Urban Forest Strategy have identified an action to investigate provisions to require developers to install and maintain a minimum of one tree per lot in all new subdivision developments. This could be achieved through including provisions in the new scheme and supplementary local planning policy for minimum tree planting requirements, providing detailed criteria and guidance to deliver trees and landscaping based on the different land use zoning objectives of residential, commercial and industrial areas. This would provide guidance to developers on acceptable plant species, quantity, and locational criteria unique to the different land use areas. For example minimum tree planting requirements could be outlined per square metre, instead of 'per lot', with different planting requirements for certain types of development or location (e.g. within centres).

As identified by the Place Management Areas (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 guidelines. 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 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 Neerabup Industrial area.

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 public open space 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 20.

Water Conservation

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

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

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

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

In the meantime, the City will continue to advocate to the Department of Water and Environmental Regulation to

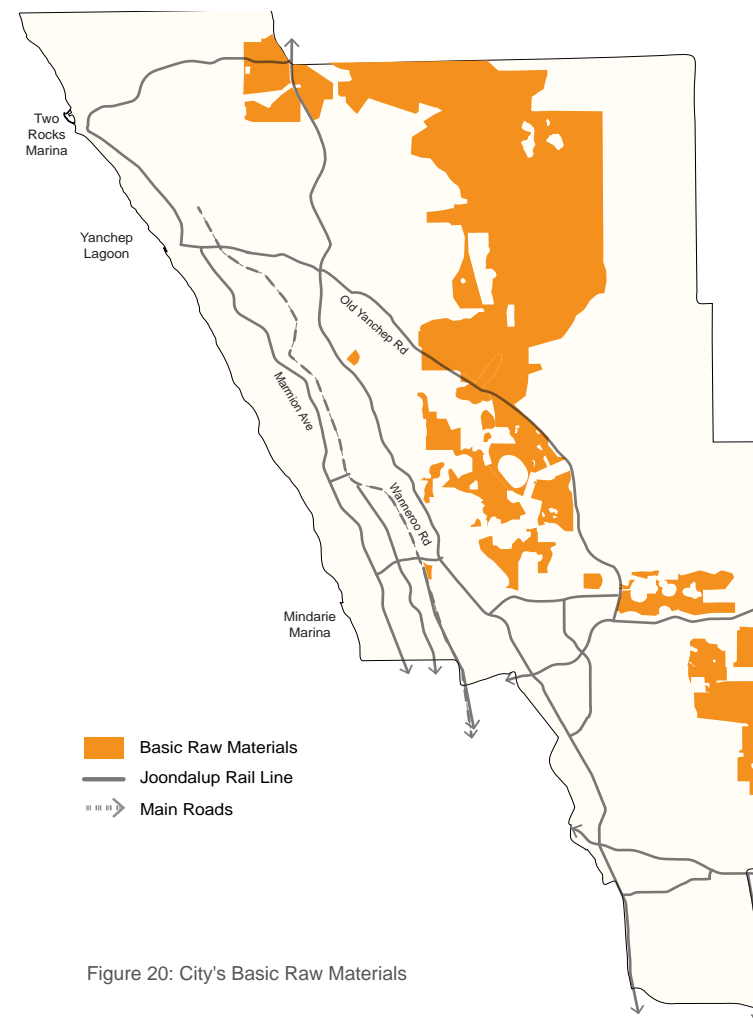


Figure 20: City's Basic Raw Materials

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

4.3.2. COASTAL PLANNING

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

COASTAL PLANNING

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

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

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

Land use planning for the City's extensive and ever changing coastal suburbs is informed by the State Planning Policy 2.6: Coastal Planning Policy (SPP 2.6), the City's Coastal Hazard Risk Management & Adaptation Plan (CHRMAP), Coastal Management Plan 2022 and the community's aspirations for planning and development, outlined in the Strategic Community Plan 2020 - 2030.

The City's coastal suburbs are expected

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

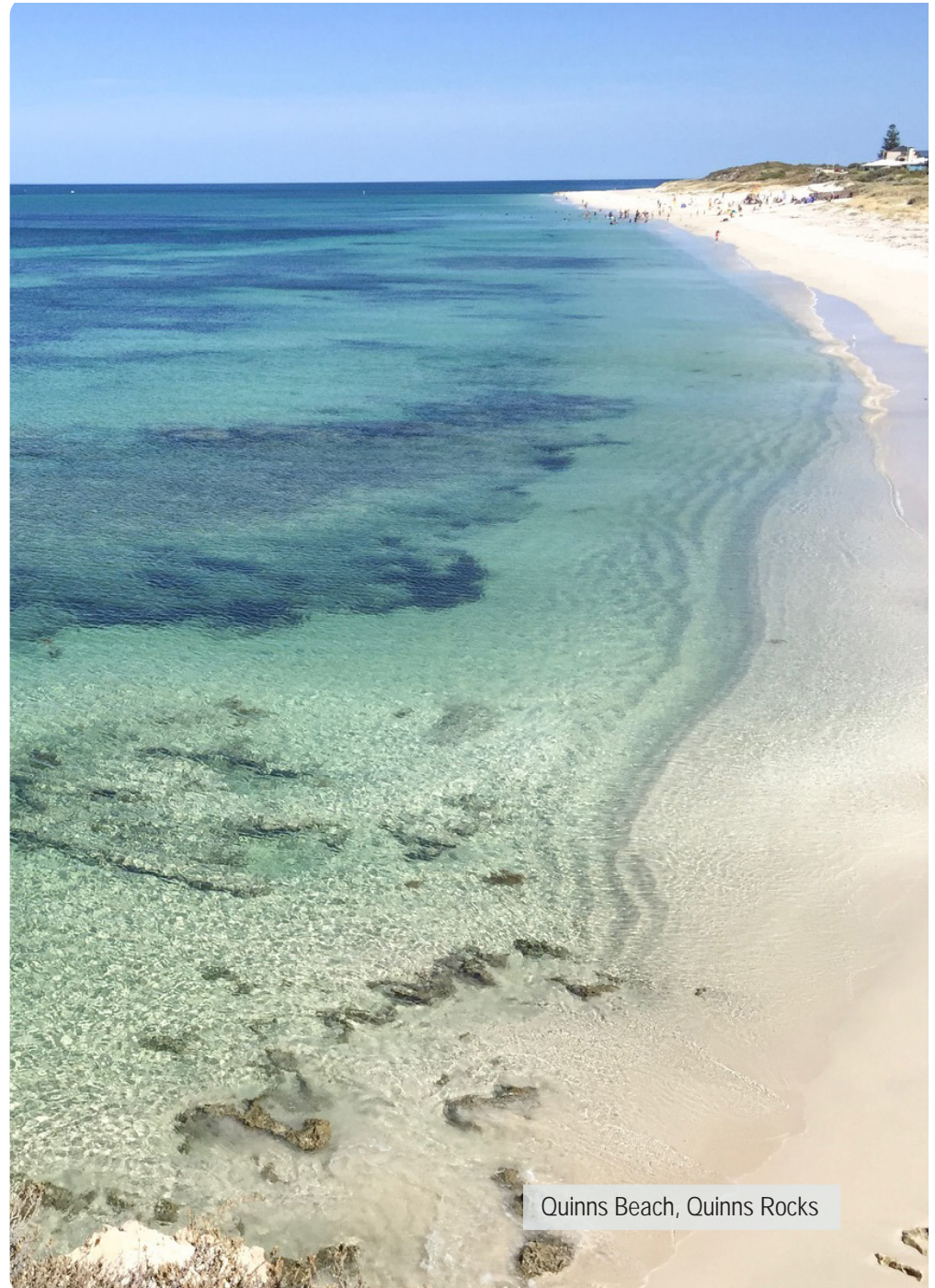
- Coastal erosion;
- Sea-level rise;
- Storm events; and
- Changing tides and waves.

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

Coastal Node Hierarchy

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

The hierarchy of the City's coastal nodes has largely been established through historical development and local structure plans. Structure plans and more detailed foreshore management plans have identified the City's highest order regional and district level coastal nodes (Figure 21). All other coastal nodes are considered to be of a local level, unless it can be sufficiently



Quinns Beach, Quinns Rocks

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

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

The City's Coastal Management Plan 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 SPP2.6, and investigating Special Control Areas (SCA) in Local Planning Scheme No.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. In this instance, all proposed land use and development within the SCA will require development approval, which will be issued on a temporary or time limited basis. As an approval lapses, the City will 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 aims 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 the new scheme.



Figure 21: Existing and Future District and Regional Coastal Nodes

4.3.3. CHALLENGES AND PLANNING DIRECTIONS SUMMARY

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

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

4.4 Infrastructure & Utilities

Delivering infrastructure which supports development and communities in the City of Wanneroo.



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 growth areas. This will play an important role in supporting economic development in line with our Strategic Community Plan, and ensuring the City is an attractive place for people to live and work.

INFRASTRUCTURE PROFILE

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

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

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

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

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

Types of Infrastructure and Utilities

INFRASTRUCTURE



Roads & Bridges



Footpaths



Marina, Ports & Airports



Rail & Stations

UTILITIES



Water



Electricity



WIFI & Communications



Waste Management

IN THE CITY
WE CURRENTLY
HAVE

1,685km of road

1,370km of pathways



65%

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



64%

of people travelled to work in the car.



40,000

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



63%

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

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

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

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

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



TRANSPORT NETWORK

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

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

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

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

Road and Freight Network

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

developments in the coastal corridor.

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

Neaves Road– Flynn Drive will be upgraded to a dual lane primary distributor to improve its capacity and efficiency for freight, while the Gngangara Road - Wanneroo Road will provide an important east–west link to facilitate general and freight traffic movements between the North-West and North-East sub-regions (Figure 22).

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.

Future Rail Stations

Supported by the freeway extension, the Yanchep rail line will extend the Joondalup rail line from Butler station to Yanchep. It will deliver three new

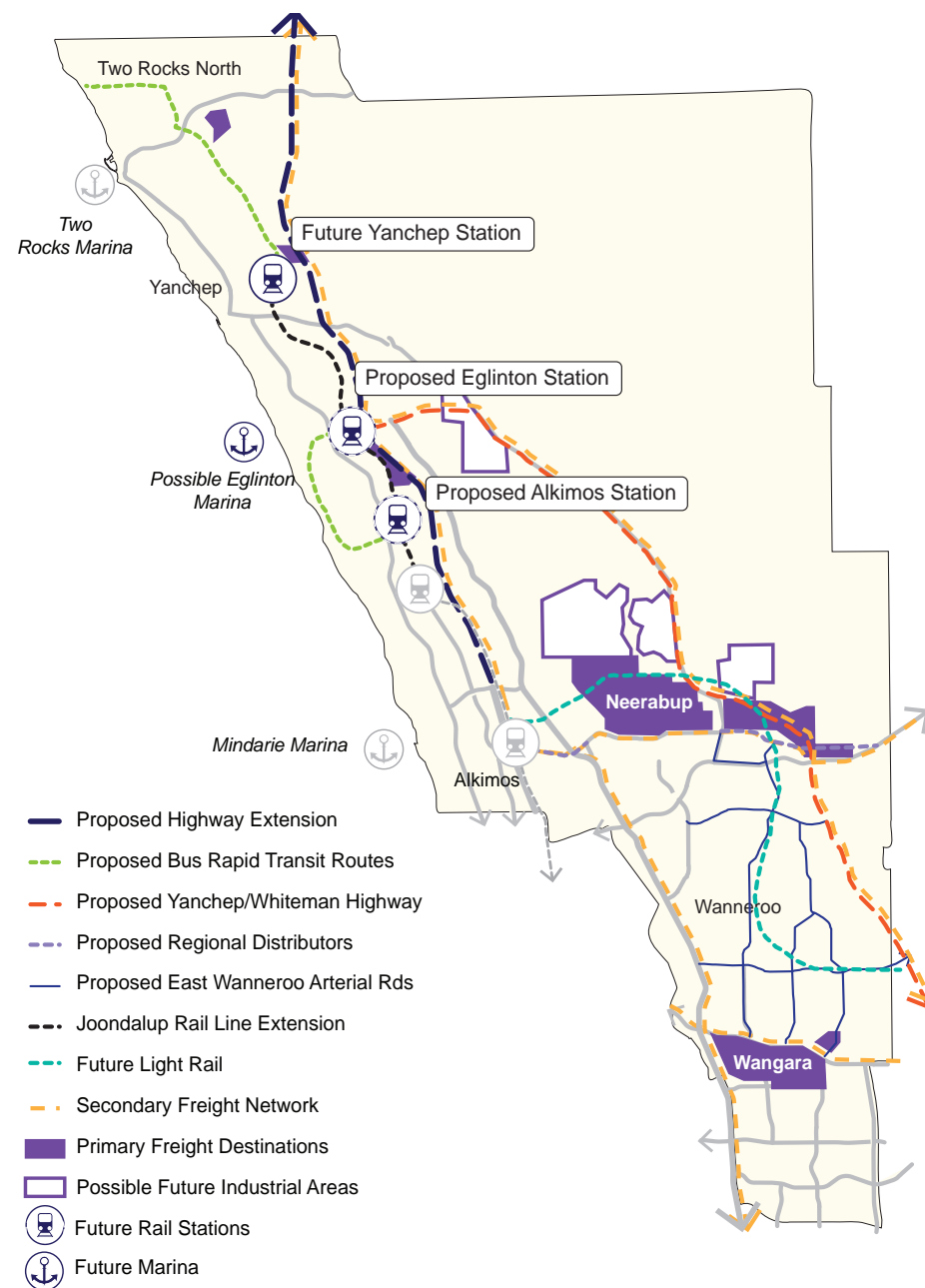


Figure 22: Proposed State Government roads, rail and rapid bus transit

stations in the 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. It is anticipated that the project will be completed by mid-to-late-2023.

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

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

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

green building design are recommended to complement the natural environment unique to Yanchep.

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

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

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



Walking and Cycling Infrastructure

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

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

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

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

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

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

Parking

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

on parking in certain locations in its new Local Planning Scheme No. 3 as the provision of public transport and infrastructure to support non-motorised travel increases.

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

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

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

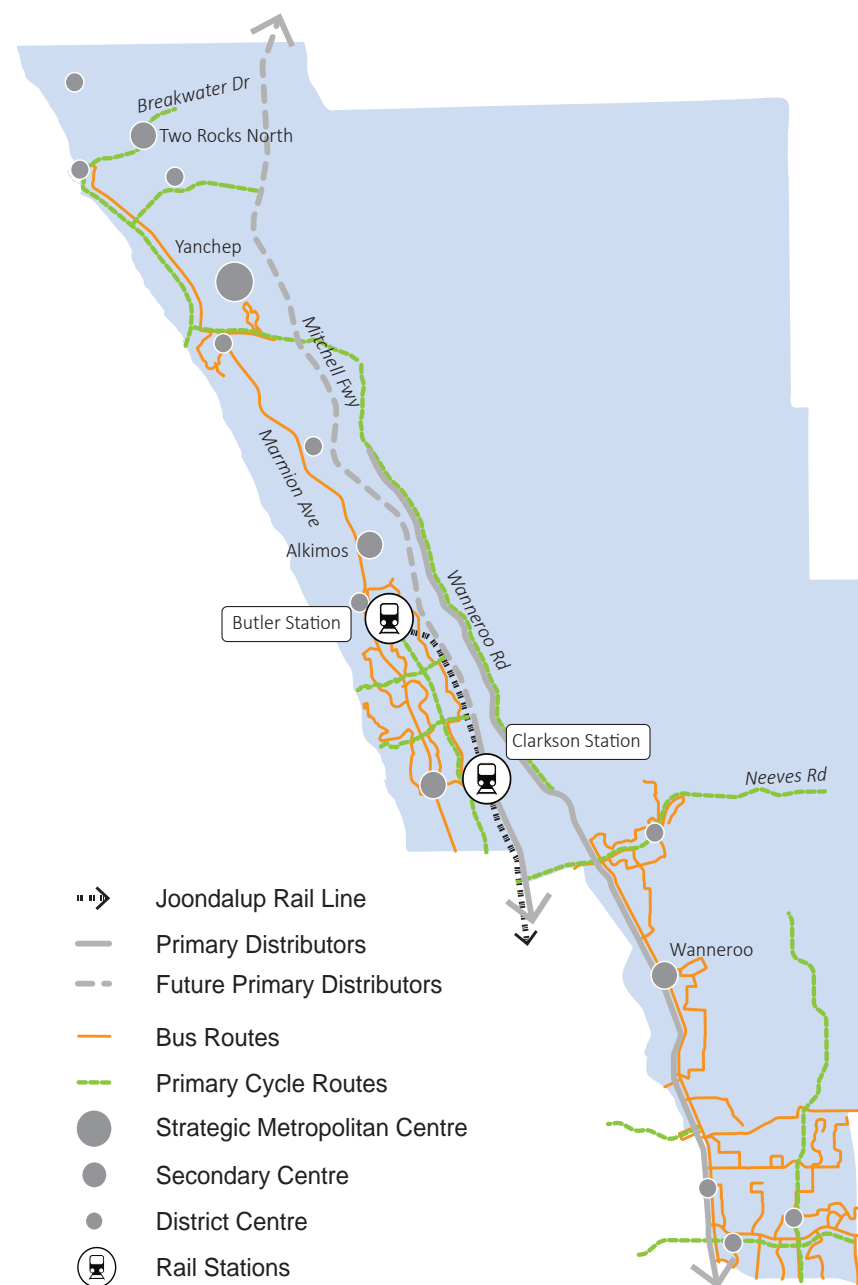


Figure 23: Existing bus routes and cycling infrastructure

Future Marina, Airport and Ports

Beyond the time frame of this strategy, the State Government will investigate a suitable site for a second general aviation airport to Jandakot airport. An airport would offer significant benefits to the City, stimulating job growth and the development of major proposed industrial areas in the Neerabup, Wangara, Nowergup and Pinjar areas. It would also boost tourism and tourism-related employment in the northern part of Perth. The City has requested the opportunity to work closely with the State Government to investigate suitable sites for a second airport in the future.

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

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

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



SMART TECHNOLOGIES

The emergency 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, reducing carbon emissions in the City, however, may also contribute to more urban sprawl, additional car

trips, and more congestion as well as shifting people away from walking, public transport and cycling.

As electric vehicles increase in popularity, there will be a greater demand for electric vehicle charging stations in places in 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, including 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' will 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 also offer an alternative to trucks for deliveries, reducing emissions and congestion on the roads. As this technology develops in the future, planning will need to consider new provisions to accommodate drone flyways throughout the City.

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

Smart Technology Infrastructure

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

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

Examples of Smart Technology

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



Energy efficiency street lighting reduces carbon emissions and power costs.

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



Figure 24: 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 its 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 to 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 planning processes.

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 Gngangara Mound, declining as a result of reduced rainfall and increased consumption. To address this, the State Government has released its Gngangara 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 many public open spaces.

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 of reduced 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 from agriculture, parks, gardens and

recreational areas.

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

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



Market Gardens, Wanneroo

4.4.2. CHALLENGES AND PLANNING DIRECTIONS SUMMARY

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

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



5. Place Management Areas

The City of Wanneroo contains a diversity of places, each with their own unique heritage, landscapes and character. Given our large size, it is important that these elements of individual places 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 26.

SCP Goal 5:

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

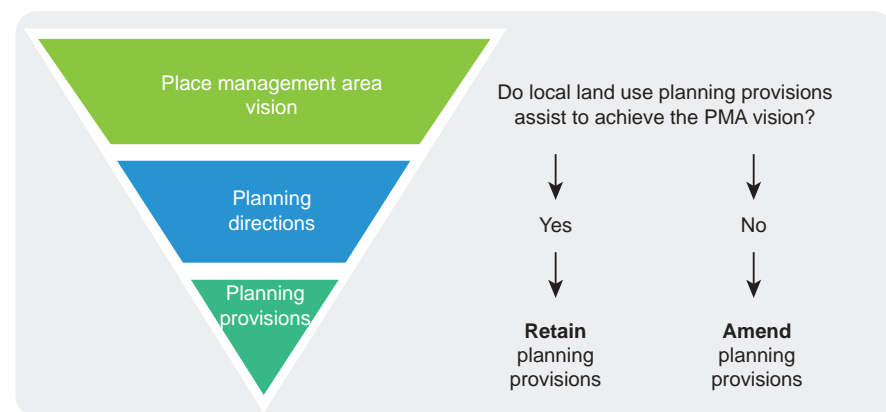


Figure 25: Method to apply visions to Place Management Areas

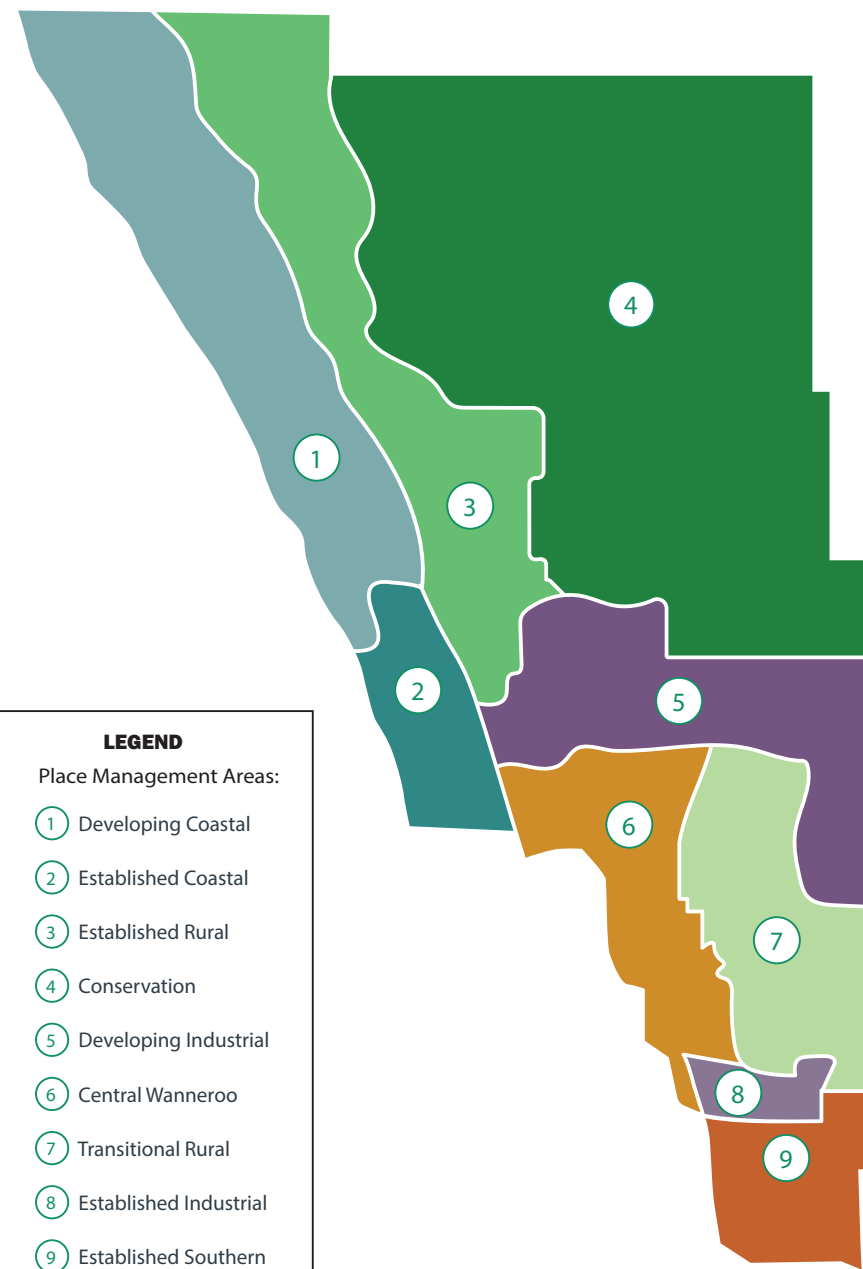


Figure 26: City of Wanneroo Place Management Areas

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."

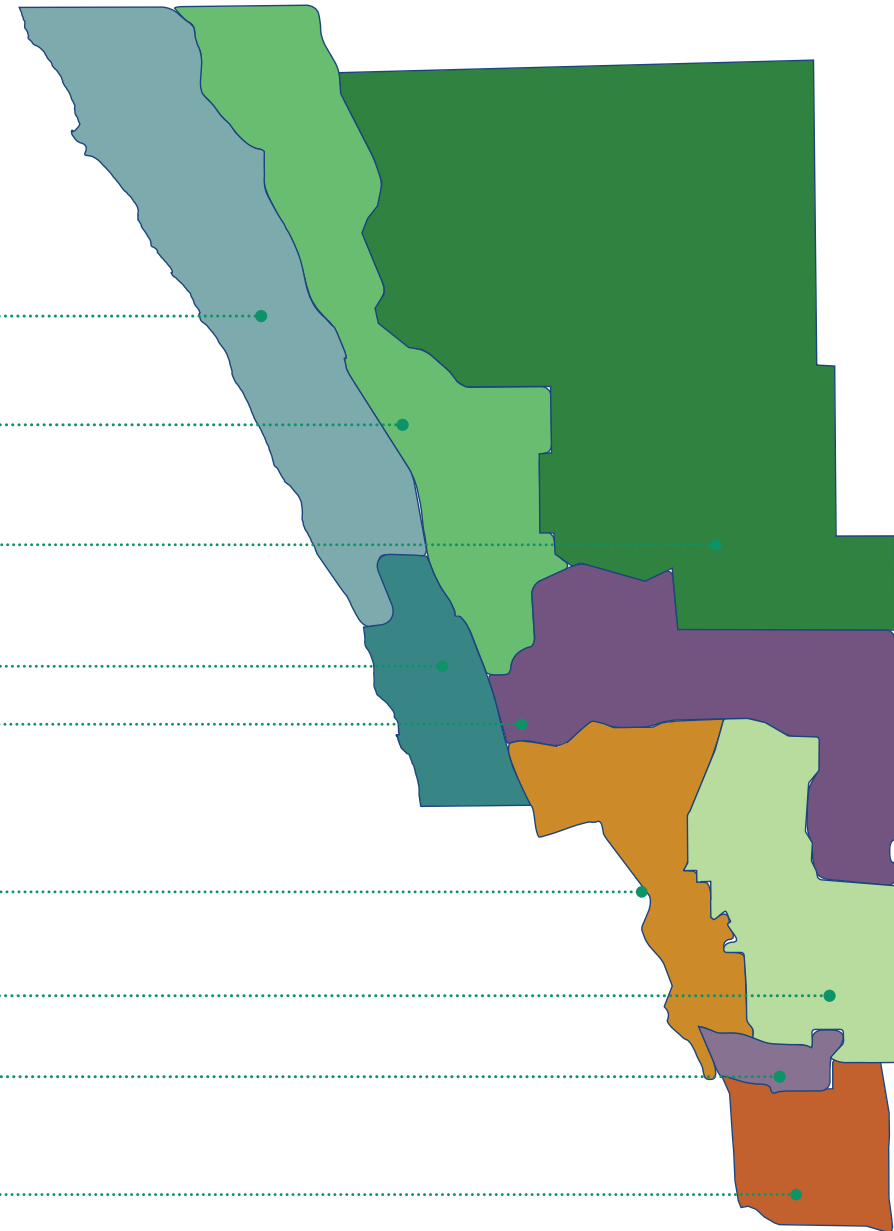


Figure 27: City of Wanneroo Place Management Areas

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 of Wanneroo's major city centre and additional centres will be located in Alkimos and Eglinton that will offer a range of housing, employment, recreation and leisure opportunities.

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

PLANNING DIRECTIONS

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

Figure 28: Developing Coastal PMA Planning Directions



ACTIONS REFLECTED IN LOCAL PLANNING STRATEGY

| | |
|--|--|
| Innovative coastal developments ... | <ul style="list-style-type: none"> Include planning incentives in Scheme 3 and / or a local planning policy for developers undertaking larger-scale projects that demonstrate specific environmentally sustainable design standards. |
| ...connected to each other and the wider urban area... | <ul style="list-style-type: none"> Include provisions in Scheme 3 to require developers to install a minimum amount of bicycle parking and end-of-trip facilities in new developments, as well as to include mandatory weather protection and internal pedestrian connectivity connecting to the external footpath network. |
| ...through major transport links, contained within bustling urban centres | <ul style="list-style-type: none"> Stipulate minimum densities in walkable catchment areas where possible, in the new Scheme 3 and Precinct / Structure Plans to facilitate transit orientated development around activity centres and along transit corridors. |
| ...which allow the area to independently prosper.' | <ul style="list-style-type: none"> 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 29: LPS 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

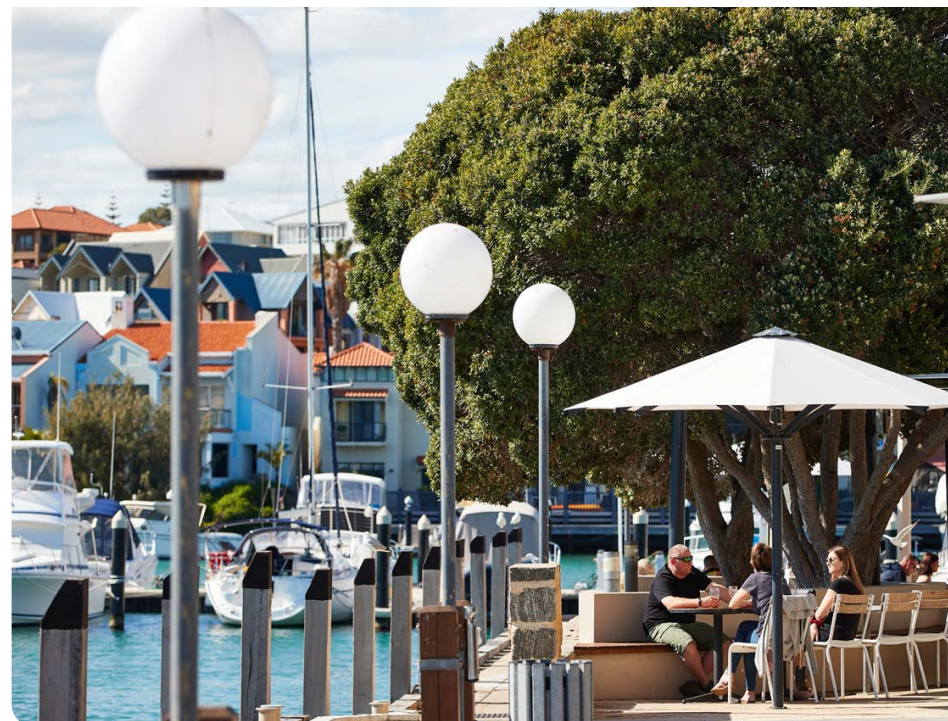
centres and the Clarkson and Butler train stations. It also contains the vibrant Mindarie Marina, which is one of the City's major tourist attractions and has been designated a regional beach in the City's Coastal Management Plan.

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 30: Established Coastal PMA Planning Directions



ACTIONS REFLECTED IN LOCAL PLANNING STRATEGY

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

Figure 31: LPS 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 area 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 for 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 32: Established Rural PMA Planning Directions



ACTIONS REFLECTED IN LOCAL PLANNING STRATEGY

| 'The food bowl of the north and budding tourist area...' | <ul style="list-style-type: none"> Review and update the land uses permitted in the City's tourism growth areas to increase the amount of tourism activities allowed in these areas, where appropriate, in the new Scheme No. 3 and structure plans. |
|--|--|
| ...with retained agricultural farmlands... | <ul style="list-style-type: none"> Advocate to the State Government to provide alternative water sources to growers to supplement the 10% water allocation reduction to this industry. |
| ...and innovative industries employing sustainable technologies... | <ul style="list-style-type: none"> Work with the State Government to investigate the most appropriate future uses for rural zones land in Neerabup, with a focus on its ability to better service neighbouring rural and industrial activities. |
| ... to future-proof Wanneroo'. | <ul style="list-style-type: none"> Work with the State Government to determine the feasibility of using State Forest 65 for expanded agricultural activities and investigate future land use opportunities and potential zoning/reserve changes for the portion of State Forest 65 that has contained decommissioned land uses. |

Figure 33: LPS 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 34: Central Wanneroo PMA Planning Directions



ACTIONS REFLECTED IN LOCAL PLANNING STRATEGY

| | |
|---|---|
| 'History and heritage retained ...' | <ul style="list-style-type: none"> Prepare a Heritage Management Framework to identify mechanisms to protect and manage Aboriginal and non-Aboriginal heritage places in the City. |
| '...within a diverse urban fabric, surrounded by vibrant activity hubs' | <ul style="list-style-type: none"> Review and amend zones to stipulate minimum densities in walkable catchment areas in the new Scheme 3 and Precinct / Structure Plans to reflect transit orientated development. |
| '...containing recreation opportunities...' | <ul style="list-style-type: none"> Prepare a Public Open Space strategy to guide the distribution and type of open space being delivered in the City, and encourage the creation of multi-functional spaces. |
| '...and major employment centres.' | <ul style="list-style-type: none"> 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 35: LPS 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 Wimmeroo 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 Wimmeroo 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 Wimmeroo school site.

The protection of these natural, historical and cultural values will be a defining feature in the future character of East Wimmeroo. A District Sense of Place Statement will outline how built natural features will be incorporated into future development in East Wimmeroo.

PLANNING DIRECTIONS

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

Figure 36: Transitional Rural PMA Planning Directions



ACTIONS REFLECTED IN LOCAL PLANNING STRATEGY

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

Figure 37: LPS Actions that are relevant to the Transitional Rural PMA

5.7 Conservation PMA

Vision:

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

DESCRIPTION

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

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

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

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

PLANNING DIRECTIONS

'Significant parcels of conservation land...

Identify and protect key conservation land from future development.

...with no plans for future development...

Review the future development potential of key sites.

but which contain important connections to neighbouring local government areas'.

Advocate for the delivery of key transport routes / infrastructure to increase connectivity.

Figure 38: 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 Scheme 3.
- Review structure plans to determine opportunities to protect priority natural areas and consider how current and future structure plans will propose to protect priority natural areas as part of the City's assessment processes.

...with no plans for future development...

- 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.
- Advocate to the State Government for the future provision of a second airport and port in or near the City of Wanneroo.

Figure 39: LPS 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 40: Developing Industrial PMA Planning Directions



ACTIONS REFLECTED IN LOCAL PLANNING STRATEGY

| | |
|--|---|
| 'An industrial precinct and leader in innovative technologies... | <ul style="list-style-type: none"> Investigate future emerging trends that the City will adopt and prepare guidelines for developers to install this infrastructure as part of development processes. Implement scheme provisions or local planning policies outlining developer's responsibilities. |
| '...including automation and robotics with supporting education and training facilities... | <ul style="list-style-type: none"> Investigate future emerging trends that the City will adopt and prepare guidelines for developers to install this infrastructure as part of development processes. Implement scheme provisions or local planning policies outlining developer's responsibilities. |
| '...employing over 20,000 people... | <ul style="list-style-type: none"> Advocate for improved access to Wangara Industrial Area and Neerabup Industrial Estate. |
| 'and offering opportunities for major industries to locate and expand'. | <ul style="list-style-type: none"> Advocate to the State Government for the future provision of a second airport and port in or near the City of Wanneroo, and provide assistance where required to advance long-term strategic planning for these future facilities. |

Figure 41: LPS 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, distribution and service industries east of Hartman Drive. West of Hartman Drive, it also accommodates uses such as car sales, vehicle repairs, warehouses, showrooms and lunch

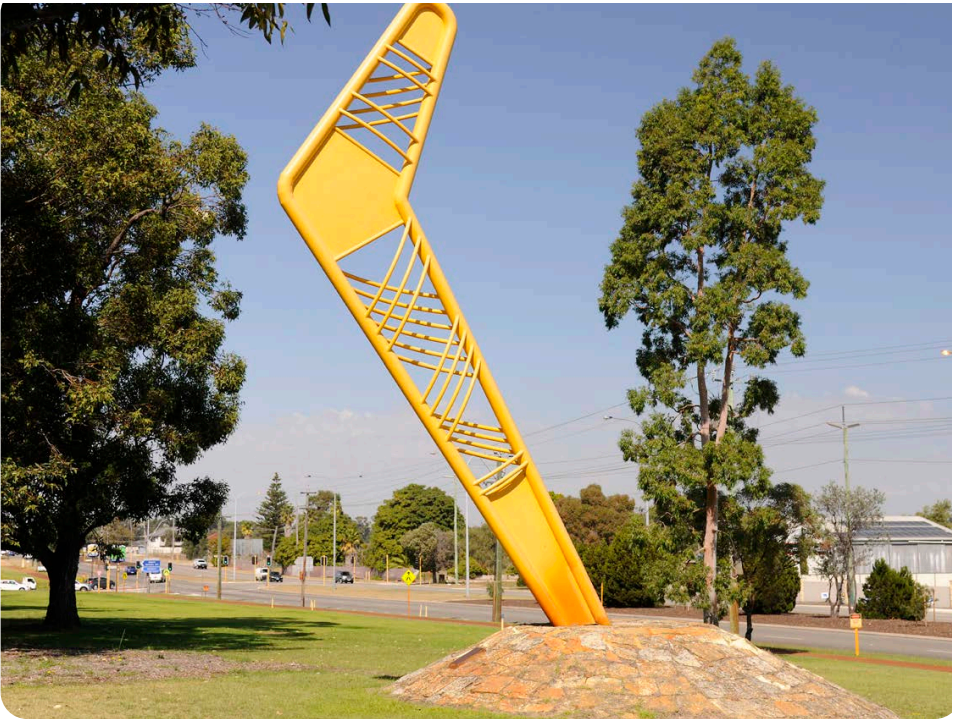
bars. There are also a number of supporting businesses and stand-alone offices, in this area. Some of these are located in the Service Commercial zone, where offices are permitted and others that were permitted under the former Town Planning Scheme No. 1 remain in place. As the Wangara industrial area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

In the future, stand alone offices will be permitted under circumstances outlined in the new Scheme No. 3 to support local businesses as well as the area's workers.

PLANNING DIRECTIONS

| | | | |
|---|---|--|---|
| <i>'A well-established industrial hub delivering over 15,000 jobs...'</i> | <i>'...with a strong concentration of manufacturing, construction and engineering businesses'</i> | <i>'...many of which provide support for the mining industry...'</i> | <i>'...and automotive-related services'.</i> |
| 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 42: Established Industrial PMA Planning Directions



ACTIONS REFLECTED IN LOCAL PLANNING STRATEGY

| | |
|--|---|
| <i>'A well-established industrial hub delivering over 15,000 jobs...'</i> | <ul style="list-style-type: none">Advocate for improved access to the Wangara Industrial Area & Neerabup Industrial Estate. |
| <i>'...with a strong concentration of manufacturing, construction and engineering businesses...'</i> | <ul style="list-style-type: none">Work with the Department of Planning, Lands and Heritage to plan for future employment land uses in Eglington East, ensuring that these complement Neerabup and nearby commercial, retail, office and community uses. |
| <i>'...many of which provide support for the mining industry...'</i> | <ul style="list-style-type: none">Include provisions in the new Scheme No. 3 to provide clear guidance to landowners to simplify the process of obtaining approvals to extract BRM and mitigate potential land use conflicts with other businesses and residents. |
| <i>'...and automotive-related services'.</i> | <ul style="list-style-type: none">Include stand alone small-scale offices as 'additional uses' in the new Scheme No. 3 in locations outlined in Figure 32 in the Wangara Industrial area. |

Figure 43: LPS 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, Madely 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 bush lands 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

Ensure land zonings deliver both businesses and housing, revitalise key centres to attract more employment opportunities.

Vibrant and diverse population...

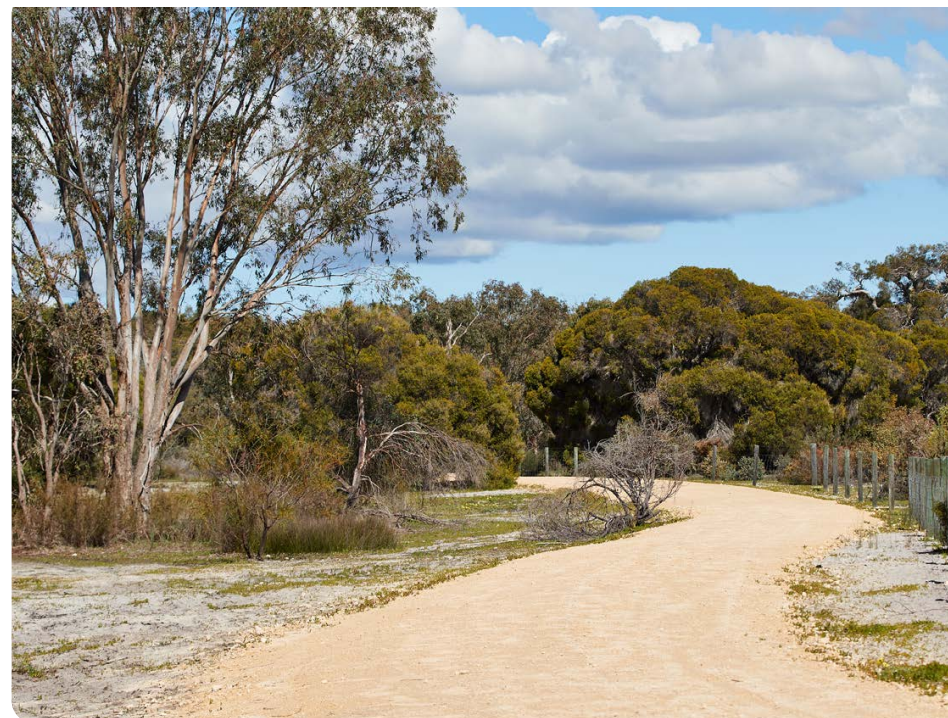
Retain land / zonings which enable community facilities to support local needs in accessible locations.

Containing a range of housing choices...

Provide higher density housing in appropriate areas to facilitate housing choice and to support public transport use.

Retaining significant green open spaces & natural bushlands...

Retain and protect green open spaces and bushlands with significant environmental values.



ACTIONS REFLECTED IN LOCAL PLANNING STRATEGY

'Mixed use, revitalised hubs...

- Stipulate minimum densities in walkable catchment areas where possible in the new Scheme No. 3 and Precinct/Structure Plans to reflect transit oriented 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: Established Southern PMA Planning Directions

Figure 45: LPS Actions that are relevant to the Established Southern PMA

