City of Bayswater

Local Planning Strategy

Part 1 – Operative Part

December 2024

CITY OF BAYSWATER

LOCAL PLANNING STRATEGY

CERTIFICATION FOR ADVERTISING

Certified for advertising by the Western Australian Planning Commission on 24 January 2023

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COUNCIL RECOMMENDED / SUBMITTED FOR APPROVAL

Supported for submission to the Western Australian Planning Commission for endorsement by resolution of Ordinary meeting of Council held on the 26 March 2024

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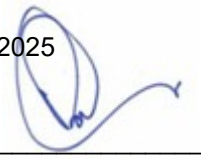
ENDORSEMENT OF LOCAL PLANNING STRATEGY

Endorsed by the Western Australian Planning Commission on 15 January 2025



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

Contents

PART 1 – THE STRATEGY

1.1. Introduction

The City of Bayswater Local Planning Strategy comprises:

- Part 1 – The Strategy; and
- Part 2 – Background Information and Analysis.

The Strategy applies to the area shown in Figure 1 – Local Planning Strategy Map.

This Strategy comes into operation on the day on which it is endorsed by the Western Australian Planning Commission.

As required by Regulation 11 of the *Planning and Development (Local Planning Schemes) Regulations 2015*, the purpose of the Strategy is to:

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

This is the City's first Local Planning Strategy, which will be used to guide the growth of the City. The Strategy forms the strategic basis for the comprehensive review of the City of Bayswater Local Planning Scheme No. 24 and local planning policies.

1.2. Vision

The vison of the Strategy is consistent with and represents the land use planning and development response to the City's Strategic Community Plan 2021-2031, which is:

"The City of Bayswater is a destination. It is not an area people pass through - it is somewhere people want to live, visit, linger and enjoy.

For the City of Bayswater to become a thriving, sustainable and sought-after location for residents and businesses.

We will establish the planning conditions to encourage investment in viable developments that will successfully increase urban density in Planning Areas, boost the local economy and create local jobs, while conserving the heritage and character of the area.

Our vibrant and pedestrian friendly town centres are connected with sound public transport options, cycleways and shaded footpaths. We have created truly inclusive neighbourhoods where people of all ages and abilities can gather, experience and live.

Our suburbs are unified by a strong sense of community that celebrates our multicultural society, rich in artistic talent. Our town centres support an increase in population, and are brimming with activity, filled with people enjoying street art, attending festivals or making the most of the many bars, restaurants and cafes. The area is teeming with quality outdoor spaces, encouraging us to make the most of this garden city oasis.

The City will be renowned for environmental sustainability and preservation. Development is no longer separate from green strategies - they work in harmony to build our climate change

resilience, while protecting our biodiversity. Links between the natural and built environment are clear and indivisible."

LOCAL PLANNING STRATEGY

City of Bayswater

Map Version: 9.0

Legend

Planning Strategy Areas

- Strategic Centre
- District Centre
- Station Precinct
- Urban Corridor
- Residential Investigation Area
- Local Centres
- Industrial Areas
- Industrial Areas - Investigation Areas
- Public Open Space

Region Scheme - Zones and Reserves

- Regional Parks and Recreation
- Primary Regional Roads
- Other Regional Roads
- Railways

Additional Map Detail

- City of Bayswater boundary
- Areas Outside Centres and Precincts
- Railway Line Existing
- Railway Line Future
- Railway Station Current
- Railway Station Future
- Suburb Boundary
- Local Government Area Boundary

ABOUT THIS MAP

The extent of proposed planning areas are indicative only and intended as a guide for future planning. Relevant areas will be subject to additional detailed planning processes - such as precinct planning, structure planning, and local development plans - in determining appropriate development controls such as building heights, densities, and built form provisions.

Planning Area Index

A	Morley Activity Centre
B	Ashfield District Centre
C	Bayswater District Centre
D	Maylands District Centre
E	Noranda District Centre
F	Meltham Station Precinct
G	Morley Station Precinct
H	Mount Lawley Station Precinct
I	Noranda Station Precinct
J	Alexander Drive Urban Corridor
K	Beaufort Street / Broun Avenue Urban Corridor
L	Beechboro Road North Urban Corridor
M	Collier Road Urban Corridor
N	Crimea Street Urban Corridor
O	Garratt Road Urban Corridor
P	Guildford Road Urban Corridor
Q	King William Street / Coode Street Urban Corridor
R	Walter Road West Urban Corridor
S	Wellington / Camboon / Wolseley Road Urban Corridor
T	Maylands North Residential Investigation Area
U	Bedford Residential Investigation Area
V	Embleton Residential Investigation Area
W	Maylands / Bayswater South Residential Investigation Area
X	Bayswater Industrial Area

0 100 200 400 600 800 1,000 Meters

Compiled by: Assets
City of Bayswater
Works and Infrastructure Division
Map Scale: 1:12,250 (At ISO A1 Sheet Size)
Plot Date: September 2024
Data Source: Data W.A. & City of Bayswater

1.4. Planning Areas

The planning areas identified in the Strategy are where growth will be targeted. Planning will guide housing, employment, and infrastructure improvements to serve a growing population and assist local planning alignment with State planning objectives. The aim is for the identified planning areas to accommodate the majority of the required residential infill dwellings and employment development.

The identified planning areas are hubs that attract people for a variety of activities, such as shopping, working, studying and living. These areas mainly consist of a concentration of commercial uses combined with a varying proportion of other land uses such as residential, schools and open space. The role and function of these areas and the diversity of activities within them varies depending on their catchment and their locational attributes relevant to other areas.

The extent of the planning areas are detailed in Figure 1 - Local Planning Strategy Map.

1.4.1. Strategic Centres

A – Morley Activity Centre

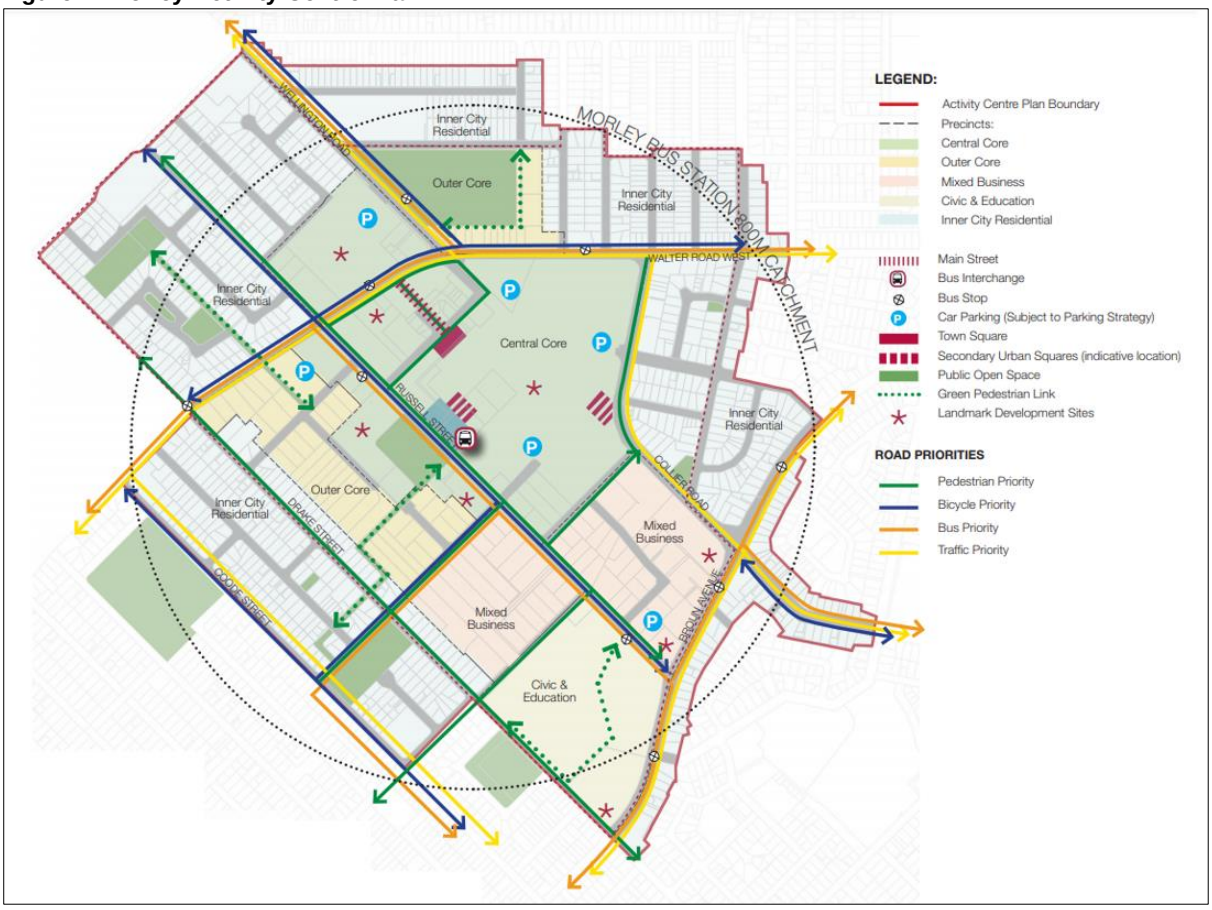
The Morley Activity Centre is identified as a planning area as it has a large established shopping, employment, service, education, and recreation base in which to grow and improve upon. The Centre is also identified as a strategic centre in State Planning Policy 4.2 – Activity Centres (SPP 4.2), which is the highest order activity centre in the policy, and an activity centre in the Central Sub-regional Planning Framework (CSPF).

The extent of the Centre is shaped by a number of factors, including an 800m radius (10 minute walk) from the Morley Bus Station, the existing 'Central City Area' zoning under the Metropolitan Region Scheme, the location of main roads running through the Centre, and where the rear boundaries interface with areas outside of the Centre.

The intent of the Morley Activity Centre is to become a busy vibrant multipurpose regionally significant centre befitting of a 'strategic centre'. It will provide a full diverse range of shopping, service, business, education, entertainment, recreation, health and civic land uses. The area will be underpinned by a substantial diverse resident population, with good access to high-frequency public transport.

The Morley Activity Centre Structure Plan (MACSP), which was adopted in 2018 (Figure 2), and the associated scheme provisions guide the ongoing development of the Centre. The MACSP and scheme provisions are consistent with the intent detailed above, and include a greater mix and intensity of land uses, high density residential development, high-quality built form, infrastructure and public realm upgrades. The MACSP estimates that the Centre can accommodate approximately 8,200 additional dwellings.

Figure 2: Morley Activity Centre Plan



To achieve the level of activity and vibrancy envisioned under the MACSP, the built form is intended to be of a large scale within the Central Core, Outer Core, and Mixed business areas. The scale of development within the Central Core area is 10 storeys plus, which reduces to 8 storeys in the Outer Core and Mixed Business areas, with an applicable density code of R-AC0. The scale within the Civic and Education, and Inner City Residential areas graduate down to the interface with the established low-density residential areas outside of the Centre. The scale of development within the Civic and Education areas is 4 storeys and within the Inner City Residential area is 2 to 4 storeys, with density codes ranging from R40 to R100.

A rich mix of land uses (comprising commercial on the lower levels and residential above) is intended within core and mixed business areas, which then graduates down to more homogenous residential land uses in the outer areas. The amenity of the public realm is intended to be improved to become greener and more active, interesting and pedestrian focused. Streetscapes are intended to become more walkable, providing better connections throughout the centre to connect the different land uses.

There are good opportunities to develop large scale high-density mixed use developments in the Centre to achieve the intended future land use planning outcomes. Developable land within the Centre is relatively flat, largely unconstrained by heritage listed places, generally

older and suitable for redevelopment, and supported by reasonable utility service capacity. In the core and mixed business areas the developable land is well separated by sensitive neighbouring land uses such as residential. There is also a number of large lots within the core and mixed business areas that could accommodate large scale development. Development provisions are already in place that allow for large scale development and mixed uses to occur.

A key constraint to achieving the intended future planning outcomes is a lack of apparent interest from key landowners to invest in the Centre. It is considered that the construction of large scale developments could act as a catalyst to encourage further ongoing large scale development and investment. The lack of market interest is likely perpetuated by the current amenity of the Centre, which is characterised by disconnected areas of activity, older low-quality buildings, large format commercial development, large areas of car parking and car dominated streets.

A review of planning that has been undertaken for this area, including the Morley Activity Centre Plan which was adopted in 2018 is scheduled in the short term, following the adoption of the Morley Station Precinct Structure Plan for land within Planning Area G.

1.4.2. District Centres

B – Ashfield District Centre

The Ashfield District Centre is identified as a planning area as it is identified as a district centre in SPP 4.2, which is a high order activity centre in the policy, and an activity centre in the CSPF. The majority of the Centre identified in the CSPF is located within the Town of Bassendean, with a portion of it being located within the City of Bayswater.

The Ashfield Precinct Plan was endorsed in 2009 to guide the future development of the Centre. The plan was based on the premise that Ashfield Train Station would be relocated near the intersection of Guildford Road and Pearson Street, Bayswater. The City has been advised by the Public Transport Authority that there are no plans to relocate Ashfield Train Station. Based on this, new precinct planning is required for the Centre.

The portion of the Centre shown on the Strategy Map is consistent with the extent identified in the CSPF. It is the City's intention to undertake joint precinct planning with the Town of Bassendean, in the long term, to guide the development of the Centre. Precinct planning will consider land use, density, built form, and infrastructure upgrades.

The intent of the Ashfield District Centre is to protect and maintain the variety of employment generating industrial related land uses, while balancing the need for higher density residential development to provide more local employees for the local industry. The Centre aims to improve and expand the limited local retail and service opportunities which are available close to the Ashfield Train Station.

To achieve the vision for the Centre, the City will work closely with the Town of Bassendean to identify appropriate areas where higher density residential infill and commercial development could occur within the established low-density residential areas.

There is opportunity for the density of established residential areas surrounding Ashfield Train Station to be increased through redevelopment, as the land in general is flat, unconstrained by heritage listed places, and the existing housing is generally older and suitable for redevelopment.

A lot of established residential land within the Centre however, is constrained by small lots and fragmented ownership. Larger scale development will also be constrained in most of the existing residential areas by the need to sensitively interface with lower scale neighbouring residential development.

C – Bayswater District Centre

The Bayswater District Centre is identified as a planning area due to its established local amenities in which to build and grow upon including, retail, food and beverage and service offerings, high quality areas of local public open space, and access to high-frequency train and bus services. The Centre is also identified as a district centre in SPP 4.2, which is a high order activity centre in the policy, and a station precinct in the CSPF.

An area within the Centre along a part of King William Street is identified as a 'Heritage Area' as it contains multiple places that have similar heritage qualities, which collectively give the area a special and unique heritage character.

The extent of the Centre is shaped primarily by a 400m radius (5 minute walk) from the Bayswater Train Station, excluding the Bayswater Character Protection Area and the Mertome Village redevelopment area. The extent of the Centre ensures urban change is concentrated around the train station to reinforce the principles of transit-oriented development and to help protect the low-scale character of the adjacent, established residential areas.

The State Government's extensive rail infrastructure investment program being undertaken by METRONET, including the significant upgrade of Bayswater Train Station, is earmarked to transform the Centre into a major junction, which will include the existing Midland Line, the future Forrestfield Airport Link, and the future Morley-Ellenbrook Line. Being at the intersection of these three train lines will make Bayswater the most significant junction outside of the Perth CBD.

In light of the substantial investment being made by the State Government, the intent of the Bayswater District Centre is to become a high intensity mixed use Centre. The Centre will provide a critical mass of population to support, improve and grow local businesses and make it a vibrant destination of choice for residents, workers and visitors. The Centre is also intended to be an inclusive, creative, sustainable place that will retain its established community and heritage feel. Easy access of both the airport and Perth CBD via upgraded train lines provides tourism potential through uses such as short stay accommodation, speciality shops, and unique food and beverage offerings.

This planning area is located within the METRONET East Redevelopment Area where DevelopmentWA is the current planning authority. The Bayswater Town Centre Structure Plan (BTCSP) adopted in 2021(Figure 3), METRONET East Bayswater Redevelopment Strategy adopted in 2021, and the METRONET East Bayswater Design Guidelines adopted in 2022 will guide the ongoing development of the Centre consistent with the intent detailed above. The BTCSP estimates that the Centre can accommodate approximately 2,568 additional dwellings.

Figure 3: Bayswater Town Centre Structure Plan

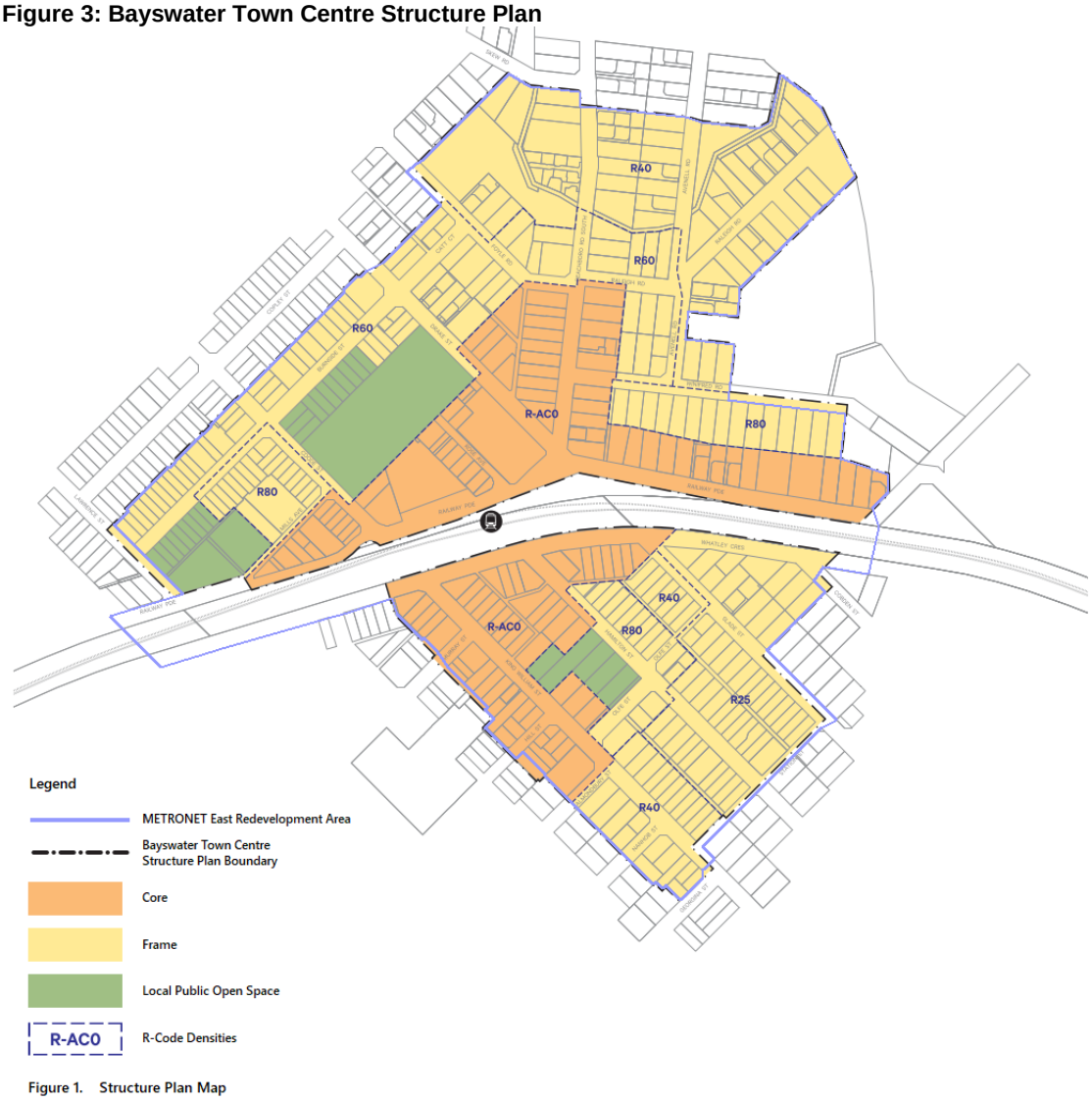


Figure 1. Structure Plan Map

To achieve the level of activity and vibrancy envisioned the built form is intended to be of a large scale, comprising a built form of 6 to 15 storeys in the Core areas with a density of R-AC0. The scale in the Frame areas (consisting of heights ranging from 2 to 4 storeys and density codes ranging from R40 to R80) allows for a graduation down to a smaller scale where the development will interface with established low-density residential areas outside of the Centre. A rich diverse mix of commercial and residential land uses is intended within the Core area, with primarily only residential land uses in the Frame area. The amenity of the public realm is intended to become greener and more active, interesting and pedestrian focused to better promote walking, cycling and the use of public transport, and a strong sense of connection to the Swan River.

It is expected that the extensive planning framework changes, as well as the Centre being close and accessible to high amenity recreational areas, including Eric Singleton Bird Sanctuary and the Swan River foreshore area, will entice market interest and investment in the short term.

A lot of developable land within the Centre however, is constrained by small lots, fragmented ownership, sloping land and heritage listed places. Larger scale development will also be constrained in some areas by the need to sensitively interface with lower scale neighbouring residential development.

D – Maylands District Centre

The Maylands District Centre is identified as a planning area due to its vibrant and well-renowned food, beverage and arts culture as well as its services and recreation offerings. Diversity is at the heart of Maylands and defines its character – a melting pot of different people, built form, income levels, cultures, backgrounds and ideas. The Centre is identified as a district centre in SPP 4.2 and an activity centre in the CSPF.

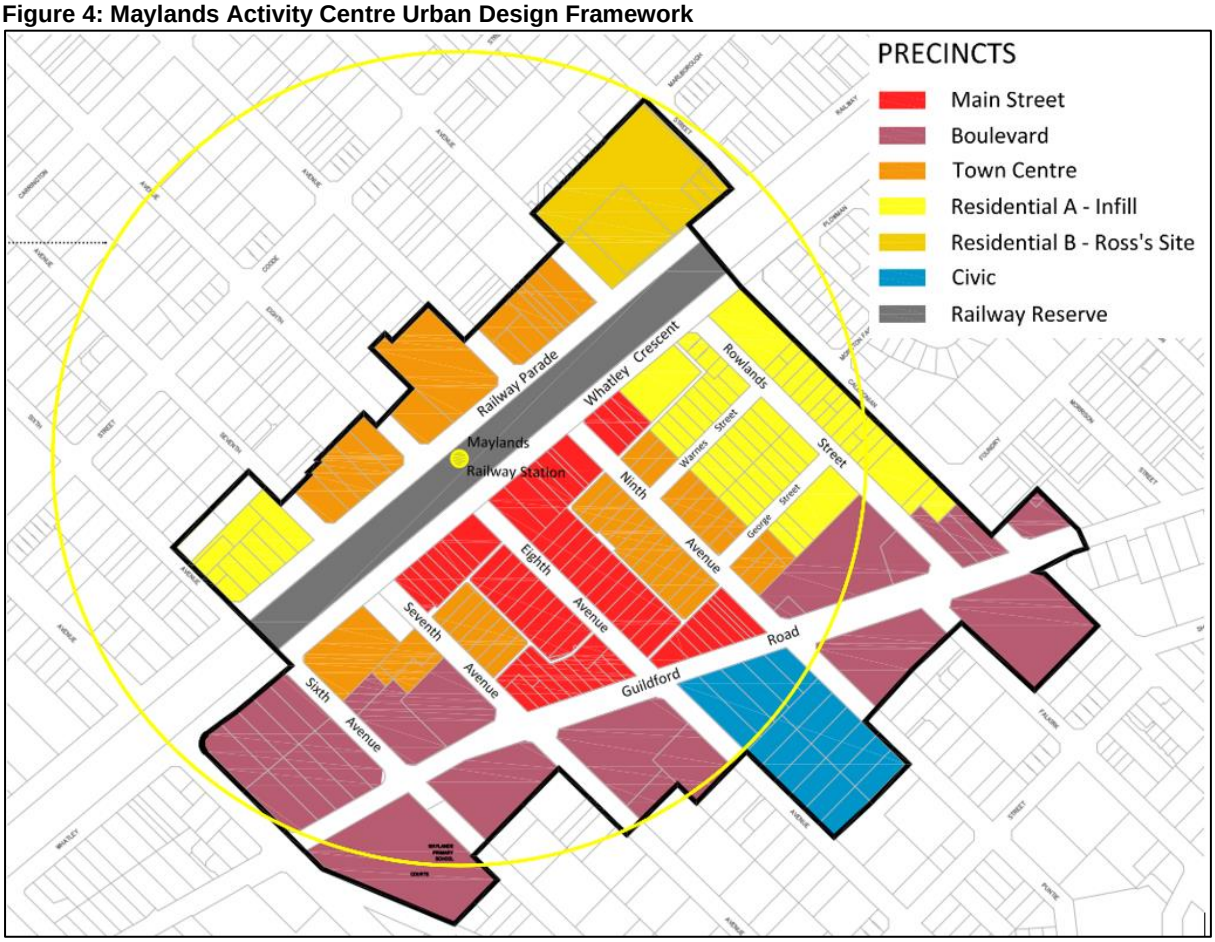
Areas within the Centre along parts of Eighth Avenue, Whatley Crescent and Guildford Road are identified as a 'Heritage Area' as they contain multiple places that have similar heritage qualities, which collectively give the area a special and unique heritage character. Design guidelines will be prepared to guide new development to ensure that it reinforces the heritage significance of the area.

The extent of the Centre is shaped primarily by a 400m radius (5 minute walk) from Maylands Train Station, excluding the Maylands North Character Protection Area.

The intent of the Maylands District Centre is to grow to become a more attractive, viable and sustainable destination for local residents, workers and visitors, while also strengthening the diversity that defines the Centre's character. The growth of mixed use buildings at a scale that is appropriate and responsive to the nature and character of the Centre is intended to improve land use efficiency, vibrancy and local amenity. Active commercial development on the ground floor with residential and office development above is encouraged to provide vibrancy and diversity.

The Maylands Activity Centre Urban Design Framework (MACUDF) adopted in 2009 (Figure 4), and associated scheme provisions guide the ongoing development of the Centre consistent with the intent detailed above, including land use, density and built form. The MACUDF estimates that the Centre can accommodate approximately 2,500 additional dwellings.

Figure 4: Maylands Activity Centre Urban Design Framework



To achieve the level of activity, diversity and vibrancy envisioned the Centre contains various precincts of different intended built form scale and land use. The Main Street Precinct is intended to be pedestrian-scaled (6 storeys) with a rich mix of vibrant fined-grained commercial and retail uses on the ground floor and office or residential above. The Boulevard Precinct is intended to be of a larger scale (8 storeys) allowing for larger format commercial and office uses, such as supermarkets, with residential above. Larger scale development can be accommodated due to generally larger lot sizes and less sensitive neighbouring land uses. The Town Centre and Residential Precincts are intended to act as transition areas from the mixed use character in the core areas to the surrounding established residential areas outside of the Centre. The scale of these precincts transitions from 5 storeys down to 3 storeys.

Maylands reputation as a desirable place to live and visit has translated into strong market interest in recent years, with the lodgement of multiple large-scale mixed use development applications being lodged within the Centre. The planning framework has been designed so that small lots have the potential of being amalgamated together to better facilitate larger scale redevelopment. There are also a number of existing large lots, especially along Guildford Road, which have good redevelopment potential allowing for substantial growth in the Centre. The Centre is also close to Inglewood (Beaufort Street urban corridor), Maylands Peninsula, and the Swan River foreshore area, which will further entice market interest and investment in the Precinct in the long term.

A lot of developable land within the Centre however, is constrained by small lots, fragmented ownership and heritage listed places. Larger scale development will also be constrained in some areas by the need to sensitively interface with lower scale neighbouring residential development. With the influx of new modern development, catering to primarily higher income people, there is a risk that the Centre may lose some of the rich diversity that makes it so unique, vibrant, interesting, and appealing.

E – Noranda District Centre

The Noranda District Centre is identified as a planning area due to the mix of retail, education, services, recreation, and public open space land uses clustered together. The Centre is identified in the CSPF.

The extent of the Centre is shaped by a 400m radius (5 minute walk) from Noranda Shopping Centre.

The intent of the Noranda District Centre is to become a more environmentally, socially and economically sustainable centre. The aim will be to accommodate a much wider variety of retail, employment, service, education, business, and recreation opportunities for the local population, and provide denser, diverse and affordable housing to cater for different household types. The intent will also be to maintain and enhance local areas of open space, landscaping, and tree canopy cover. Although this is one of the few centres in the City which is not currently directly accessible to a train station, the future Noranda Train Station will be highly accessible by connecting buses via Benara Road.

Precinct planning and scheme provisions are planned to be undertaken in the long term to guide the development of the Centre consistent with the intent detailed above, and will consider land use, density, built form, and infrastructure upgrades. Dwelling yield forecasting estimates that the Centre can accommodate approximately 2,470 new dwellings.

To achieve the level of intensity envisioned, large scale mixed use development could occur in certain areas where the amenity of established residential areas will not be unduly impacted, such as the Noranda Shopping Centre site. Lower scale higher density infill development could then occur within the more sensitive existing residential areas.

As the Noranda Shopping Centre site is large and under single ownership and generally well separated from sensitive neighbouring land uses, there is opportunity for it to accommodate larger scale development and a greater mix of land uses, including not only retail, but also food and beverage, entertainment and office, as well as residential on upper levels. There is also opportunity for the density of established residential areas surrounding the shopping centre to be increased through redevelopment, as the land in general is flat, unconstrained by heritage listed places, and the existing housing is generally older and suitable for redevelopment.

A lot of established residential land within the Centre however, is constrained by small lots and fragmented ownership. Larger scale development will also be constrained in most of the existing residential areas by the need to sensitively interface with lower scale neighbouring residential development. The increase in traffic and parking congestion associated with intensification will also need to be carefully considered given the Centre is not currently well serviced by public transport.

1.4.3. Station Precincts

F – Meltham Station Precinct

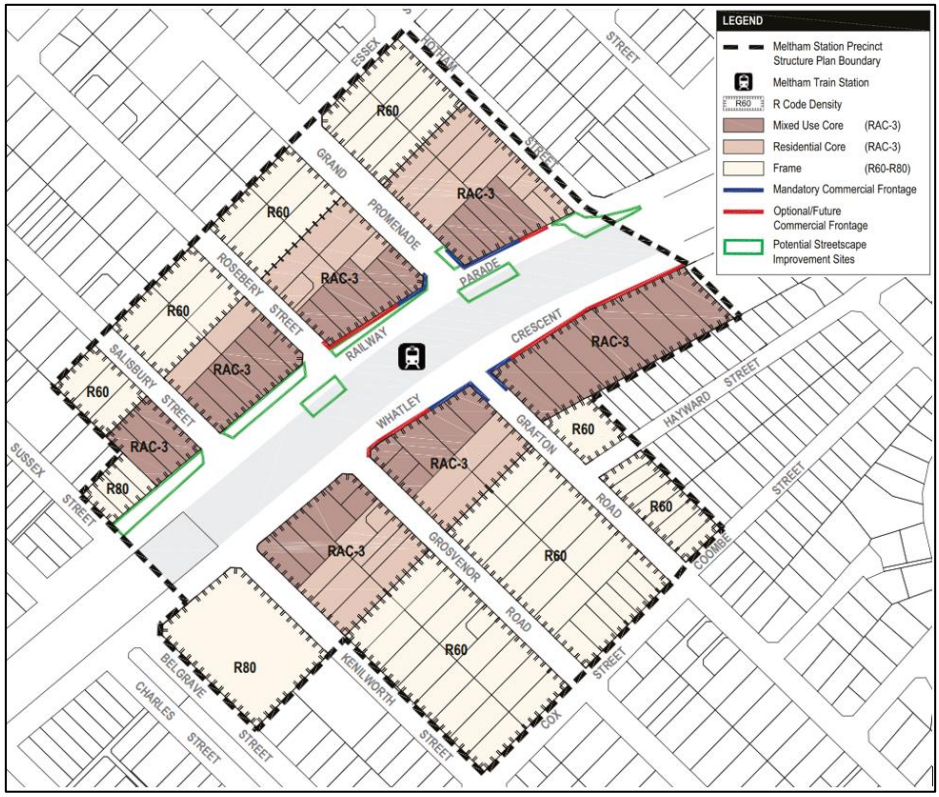
The Meltham Station Precinct is identified as a planning area as it surrounds a train station and has the potential to accommodate denser forms of housing, local retail, and other amenities within a walkable catchment. The Precinct is identified Station Precinct in the CSPF.

The extent of the Precinct is shaped by a 400m radius (5 minute walk) from Meltham Train Station.

The intent of the Meltham Station Precinct is to accommodate higher density residential development within a walkable catchment of Meltham Train Station, to reduce reliance on private vehicle use. The intent is also to provide a sustainable local population catchment to increase the viability of local retail and services, and to justify public realm improvements, such as the repurposing of the existing Water Corporation drainage basin at 35 Grand Promenade, into public open space.

The Meltham Station Precinct Structure Plan (MSPSP) adopted in 2017 (Figure 5), and associated scheme provisions, guide the ongoing development of part of the Precinct (within only an approximate 200m radius of Meltham Train Station). The MSPSP area accommodates approximately 2,016 new dwellings. The WAPC requested that the City investigate further land use and density changes within a 400m radius of Meltham Train Station. Precinct planning and a review of scheme provisions are planned to be undertaken in the long term to guide the development of the entire precinct consistent with the intent provided above and the WAPC's request. Dwelling yield forecasting estimates that the entire Precinct (400m radius) can accommodate approximately 2,752 additional dwellings.

Figure 5: Meltham Station Precinct Structure Plan



To achieve the level of activity and vibrancy envisioned, the built form is intended to be of a medium to large scale which comprises 6 storeys in the Core areas with a density code of R-AC3. The scale in the Frame areas (heights ranging from 3 to 4 storeys and densities ranging from R60 to R80) then graduates down to a smaller scale where interfacing with established low-density residential areas outside of the Precinct. Mandatory and optional commercial development will provide local retail and services to cater for the needs of the local population in limited locations along Whatley Crescent and Railway Parade.

The Precinct is well situated close to areas that are improving, redeveloping and becoming increasingly in-demand, such as Maylands and Bayswater District Centres, and the Beaufort Street corridor in Inglewood, within the City of Stirling. The Precinct also contains a number of high-quality areas of public open space and is also relatively close and accessible to the Swan River foreshore area, which is a high amenity recreational area. It is expected that proximity to such areas will entice market interest and investment in the Precinct.

A lot of developable land within the Centre however, is constrained by small lots, fragmented ownership, and sloping land. Larger scale development will also be constrained in most areas by the need to sensitively interface with lower scale neighbouring residential development. In addition, there are currently few local commercial uses or spaces of interest to create vibrancy and activity. It has also been identified that significant upgrades to the existing service infrastructure is required to facilitate intensification in the area.

G – Morley Station Precinct

The State Government's extensive rail infrastructure investment program being undertaken by METRONET, includes the development of the Morley Train Station as part of the new Morley-Ellenbrook Line, as well as infrastructure and amenity upgrades to the area immediately surrounding the new station. The Precinct is identified as a planning area as it will surround a future train station and has the potential to accommodate denser forms of housing, local retail, employment, entertainment, and other amenities within a walkable catchment. The Precinct is identified as a Neighbourhood Station Precinct by the METRONET Station Precinct Gateway.

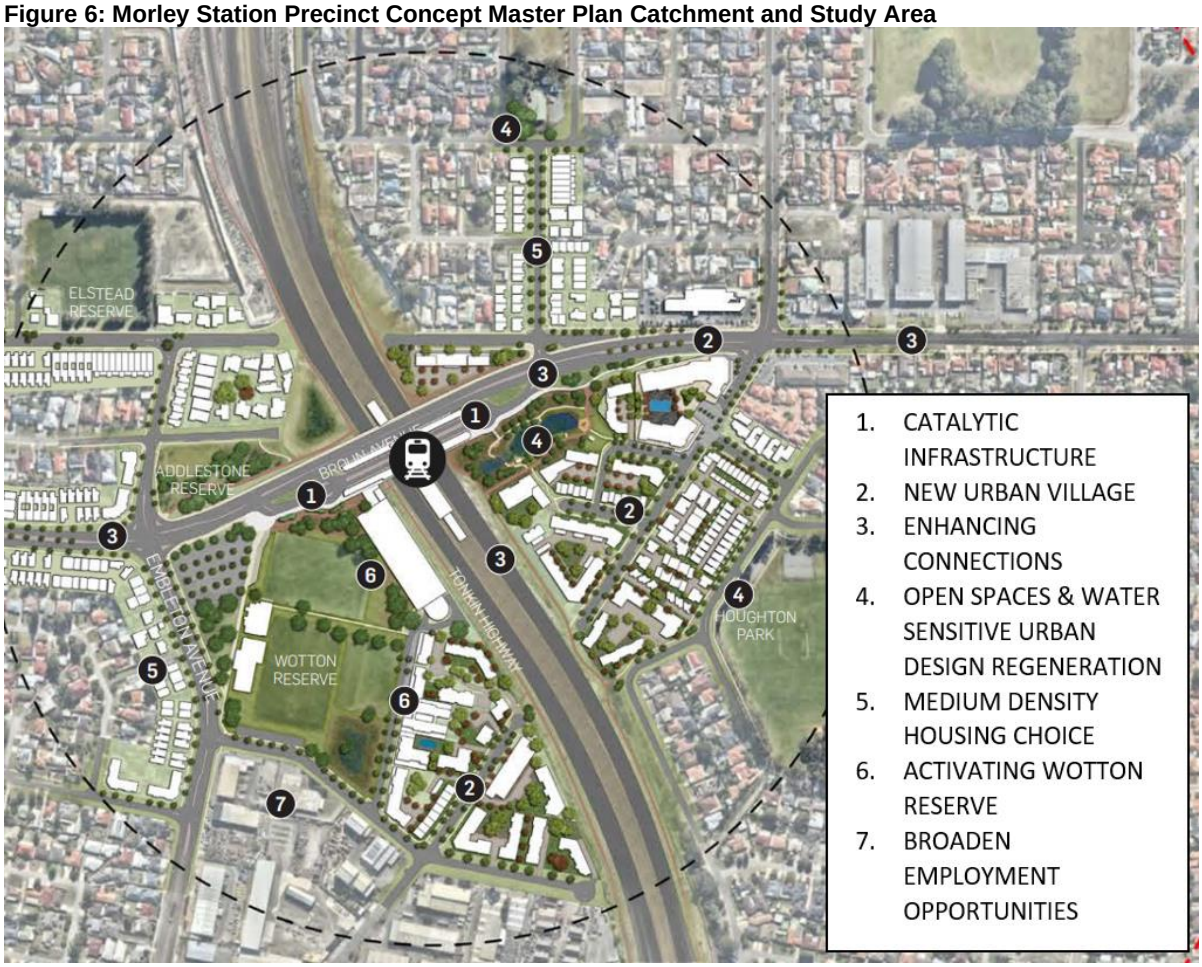
The extent of the Precinct is irregular in shape and consists of two main parts. The first part includes a 600m radius (5 to 10 minute walk) from the future Morley Train Station. A 600m radius area, as opposed to a 400m radius, is used to compensate for the significant loss of developable area consumed by the Tonkin Highway road reserve. The second part includes a connecting section, connecting the 600m radius area to Morley Activity Centre, to ensure strong links and integration between the two planning areas. The extent of this section is within 200m of the two key transport corridors, being Walter Road West and Broun Avenue.

With the new Morley Train Station acting as a catalyst for redevelopment in the Precinct, the intent of the Precinct is to become vibrant and active. The area will accommodate a mix of commercial, employment, and higher density residential development within walking distance to the new train station, while also providing strong connections to Morley Activity Centre.

METRONET has adopted the Morley Station Precinct Concept Master Plan (MSPCMP) (Figure 6) to provide high-level vision and direction for the area immediately surrounding the new station, with interventions focused on Morley Station and Urban corridors on Walter Road West and Broun Avenue. The Morley Station Precinct Concept Master Plan provides a high level vision and guiding principles to inform the future planning and development of the

Precinct. Further precinct planning and the inclusion of scheme provisions are required to guide the development of the entire Precinct consistent with the intent detailed above, and will consider land use, density, built form, and infrastructure upgrades. Precinct planning is scheduled to be undertaken in the short term. Dwelling yield forecasting estimates that the Precinct can accommodate approximately 5,673 additional dwellings.

Figure 6: Morley Station Precinct Concept Master Plan Catchment and Study Area



Two key ‘urban village’ areas have been identified in the MSPCMP, which are envisioned to become the focal points or the ‘heart’ of the Precinct. These areas are currently zoned for industrial land uses and contain a number of large format industrial and commercial developments. Due to their proximity to the future train station and established areas of public open space, the areas have the potential to be repurposed to accommodate large scale mixed use development, to help achieve the level of intensity envisioned in the Precinct. Lower scale medium density infill development is then envisioned to occur within the more sensitive existing residential areas.

It is expected that the construction of a new train station, and infrastructure and amenity upgrades to the area immediately next to the new station, combined with new development provisions that will enable large scale mixed use development within the ‘urban village’ areas, will entice market interest and investment in the Precinct. Developable land within the ‘urban village’ areas is relatively flat, unconstrained by heritage listed places, generally older and suitable for redevelopment, and well separated by sensitive neighbouring land uses such as residential. Lots are also generally large and within single ownership, making them ideal for large scale development. There is also opportunity for the density of established residential areas to be increased through redevelopment as the land in general is flat, unconstrained by heritage listed places, and a lot of the existing housing is older and suitable for redevelopment.

A key constraint to achieving the intended future development in the ‘urban village’ areas is the current inadequate utility service provision to accommodate large scale mixed use development – for example some of the land is not connected to sewer. The land may also be contaminated from past industrial and commercial land uses, and may require remediation. Furthermore a lot of developable land within established residential areas is constrained by small lots and fragmented ownership.

H – Mount Lawley Station Precinct

The Mount Lawley Station Precinct is identified as a planning area as it surrounds a train station and has the potential to accommodate denser forms of housing and other amenities within a walkable area. The Precinct is identified by the CSPF as a station precinct.

The extent of the Precinct is shaped by a 400m radius (5 minute walk) from Mount Lawley Train Station. The Precinct area is also located within the Cities of Stirling and Vincent.

The intent of the Mount Lawley Station Precinct is to accommodate higher density residential development within a walkable catchment of Mount Lawley Train Station to reduce reliance on private vehicle use. There could also be opportunity for land uses associated with the nearby Saint John of God Mount Lawley Hospital to locate within the Precinct, such as medical centre, pharmacy, convenience store, café, short stay accommodation and/or aged care.

As the majority of the precinct area is within the Guildford Road Urban Corridor, planning investigations for the Precinct is intended to take place as part of corridor planning for the Corridor and framework developed following the adoption of Guildford Road Urban Corridor planning framework. Dwelling yield forecasting estimates that the Precinct can accommodate approximately 691 additional dwellings.

To achieve the level of intensity envisioned, medium density residential infill development is envisioned within established residential areas, as well as other land uses associated with the nearby hospital.

Mount Lawley has a reputation as being an up-market and desirable place to live. The Precinct is situated close to good amenities, such as the Swan Riven foreshore and the Mount Lawley Urban Corridor situated on Beaufort Street within the Cities of Vincent and Stirling, which will likely entice market interest and investment.

A lot of developable land within the Precinct however, is constrained by small lots, fragmented ownership, sloping land, and heritage listed places. The majority of the Precinct is also located within the Mount Lawley Character Protection Area. Infill development will be further constrained by the need to sensitively interface with established low density neighbouring residential development. The amenity of the area is compromised by high volumes of fast moving traffic along Guildford Road and Whatley Crescent.

I – Noranda Station Precinct

The Noranda Station Precinct is identified as a planning area as it surrounds a future train station and has the potential to accommodate denser forms of housing and other amenities within a walkable area. The Precinct is identified as a Transit Node Station Precinct by METRONET Station Precinct Gateway.

The extent of the Precinct is shaped by a 400m radius (5 minute walk) from the future Noranda Train Station.

The intent of the Noranda Station Precinct is to accommodate higher density residential development within a walkable catchment of the future Noranda Train Station to reduce reliance on private vehicle use.

The City will undertake precinct planning and develop scheme provisions in the long term to guide the development of the Precinct consistent with the intent detailed above. This includes considering land use, density, built form, and infrastructure upgrades. The City will implement the precinct planning in line with the Strategy as the area is expected to be a catalyst for longer term growth in the Precinct, which will support additional dwellings being developed. Dwelling yield forecasting estimates that the Precinct can accommodate approximately 2,000 additional dwellings.

To achieve the level of activity and vibrancy envisioned, the built form is envisioned to be of a larger scale close to the future Noranda Train Station, which will then transition down in scale where interfacing with established low-density residential areas outside of the Precinct. Medium to high density residential is projected within the Precinct.

There is opportunity for the density of established residential areas surrounding the future Noranda Train Station to be increased through redevelopment, as the land in general is flat, unconstrained by heritage listed places, and the existing housing is generally older and suitable for redevelopment. Noranda District Centre and Beechboro Local Centre are also close and accessible via bus services running frequently along Benara Road.

The constraints in the Precinct require careful consideration, including the large expanse of the Tonkin Highway Road Reserve which presents a significant barrier and poor walking environment between the future location of Noranda Train Station and the adjacent residential areas. The road layout within the Precinct's established residential areas is irregular and impermeable, which further reduces walkability within the Precinct.

1.4.4. Urban Corridors

J – Alexander Drive Urban Corridor

The Alexander Drive Urban Corridor is identified as a planning area given Alexander Drive is a prominent road that provides north/south access across Perth. The Corridor is also serviced by high-frequency buses, with potential for denser forms of housing and other amenities within a walkable area. The Corridor is identified in the CSPF as an urban corridor.

The extent of the Corridor spans only a small portion within the City, being an approximate 200m distance from the midpoint of the road. The majority of the Corridor is within other local government areas, such as the City of Stirling.

The intent of the Corridor is to accommodate a greater population density to encourage greater use of high-frequency bus services and reduce reliance on private vehicle use, and to provide for a greater local population to support the viability of commercial uses and services within nearby centres.

Precinct planning and the inclusion of scheme provisions are planned to be undertaken in the long term to guide the development of the Corridor consistent with the intent detailed above, and will consider land use, density, and built form. Dwelling yield forecasting estimates that the Corridor can accommodate approximately 250 additional dwellings.

To achieve the level of activity and vibrancy anticipated the built form is envisioned to be of a larger scale close to Alexander Drive, and then transition down in scale where interfacing with established low-density residential areas outside of the Corridor. Medium density residential is projected, with density codes ranging from R50 to R80.

Developable land within the Corridor is generally flat, largely unconstrained by heritage listed places, and generally older and suitable for redevelopment.

A lot of developable land within the Corridor however, is constrained by small lots and fragmented ownership. Larger scale development will also be constrained by the need to sensitively interface with lower scale neighbouring residential development.

K – Beaufort Street / Broun Avenue Urban Corridor

The Beaufort Street / Broun Avenue Urban Corridor is identified as a planning area given Beaufort Street and Broun Avenue are prominent roads, serviced by high-frequency buses, with potential for denser forms of housing and other amenities within a walkable area. The Corridor is identified in the CSPF as an urban corridor.

The extent of the Corridor spans an approximate 200m distance from the midpoint of the road, and links to both the Morley Station Precinct and Morley Activity Centre connecting to the Inglewood Urban Corridor on Beaufort Street, within the City of Stirling.

The intent of the Corridor is to accommodate a greater population density to encourage greater use of existing high-frequency bus services and future additional services that will link to the Morley Station, to reduce reliance on private vehicle use. The intent is also to provide for a greater local population to support the viability of commercial uses in the existing local centres within the Corridor.

Precinct planning and scheme provisions are planned to be undertaken in the medium term to guide the development of the Corridor consistent with the intent detailed above, and will consider land use, density, and built form. Dwelling yield forecasting estimates that the Corridor can accommodate approximately 3,035 additional dwellings.

To achieve the level of activity and vibrancy anticipated, the built form is envisioned to be of a larger scale close to Beaufort Street and Broun Avenue and then transition down in scale where interfacing with established low-density residential areas outside of the Corridor. Medium density residential is projected, with density codes ranging from R50 to R80. Appropriate provisions will need to be put in place to ensure the retention, enhancement, and growth of commercial land uses in the local centres located within the Corridor.

The Inglewood Urban Corridor on Beaufort Street within the City of Stirling is becoming increasing vibrant and active, attracting market interest and investment. As the south-western part of the Corridor extends from this space, there is potential for this section of the Corridor in particular, to capitalise off its evolving success. Developable land within the Corridor is largely unconstrained by heritage listed places, and generally older and suitable for redevelopment.

A lot of developable land within the Corridor however, is constrained by small lots, fragmented ownership, and sloping land. Larger scale development will also be constrained by the need to sensitively interface with lower scale neighbouring residential development.

L – Beechboro Road North Urban Corridor

The Beechboro Road North Urban Corridor is identified as a planning area given Beechboro Road is a prominent road, serviced by high-frequency buses. The Corridor is identified in the CSPF as an urban corridor.

The extent of the Corridor spans an approximate 200m distance from the midpoint of the road, and connects the Morley Station Precinct to the Beechboro Central Shopping Centre (Local Centre) and beyond.

The intent of the Corridor is to accommodate a greater population density, to encourage greater use of high-frequency bus services to reduce reliance on private vehicle use, and to provide for a greater local population to support the viability of commercial uses and services within the existing local centres, and future station precincts, within and close to the Corridor.

Precinct planning and the inclusion of scheme provisions are planned to be undertaken in the long term to guide the development of the Corridor consistent with the intent detailed above, and will consider land use, density, and built form. Dwelling yield forecasting estimates that the Corridor can accommodate approximately 3,666 additional dwellings.

To achieve the level of activity and vibrancy anticipated the built form is envisioned to be of a larger scale close to Beechboro Road, which will then transition down in scale where interfacing with established low-density residential areas outside of the Corridor. Medium density residential development is projected, with density codes ranging from R50 to R80.

Developable land within the Corridor is generally flat, largely unconstrained by heritage listed places, and generally older and suitable for redevelopment.

A lot of developable land within the Corridor however, is constrained by small lots and fragmented ownership. Larger scale development will also be constrained by the need to sensitively interface with lower scale neighbouring residential development.

M – Collier Road Urban Corridor

The Collier Road Urban Corridor is identified as a planning area given Collier Road is a prominent road, serviced by high-frequency buses. The Corridor is identified in the CSPF as an urban corridor.

The extent of the Corridor spans an approximate 200m distance from the midpoint of the road, and connects the Morley Activity Centre to the Bayswater Industrial Area.

The intent of the Corridor is to accommodate a greater population density, to encourage greater use of high-frequency bus services, to reduce reliance on private vehicle use, and to provide for a greater local employment population to support businesses in the Morley Activity Centre and Bayswater Industrial Area.

Precinct planning and the inclusion of scheme provisions are planned to be undertaken in the long term to guide the development of the Corridor consistent with the intent detailed above, and will consider land use, density, and built form. Dwelling yield forecasting estimates that the Corridor can accommodate approximately 1,390 additional dwellings.

To achieve the level of activity and vibrancy anticipated the built form is envisioned to be of a larger scale close to Collier Road, which will then transition down in scale where interfacing with established low-density residential areas outside of the Corridor. Medium density residential development is projected, with density codes ranging from R50 to R80.

Developable land within the Corridor is generally flat, largely unconstrained by heritage listed places, and generally older and suitable for redevelopment.

A lot of developable land within the Corridor however, is constrained by small lots and fragmented ownership. Larger scale development will also be constrained by the need to sensitively interface with lower scale neighbouring residential development.

N – Crimea Street Urban Corridor

The Crimea Street Urban Corridor is identified as a planning area given Crimea Street is a prominent road, serviced by high-frequency buses. The Corridor is identified in the CSPF as an urban corridor.

The extent of the Corridor spans an approximate 200m distance from the midpoint of the road, and connects the Morley Activity Centre and the Morley Station Precinct to the Lightning Park Regional Reserve.

The intent of the Corridor is to accommodate a greater population density to encourage greater use of high-frequency bus services, to reduce reliance on private vehicle use, and to provide for a greater local population to support the viability of commercial uses and services within the existing and future centres, and station precincts, within and close to the Corridor.

Precinct planning and the inclusion of scheme provisions are planned to be undertaken in the long term to guide the development of the Corridor consistent with the intent detailed above, and will consider land use, density, and built form. Dwelling yield forecasting estimates that the Corridor can accommodate approximately 3,827 additional dwellings.

To achieve the level of activity and vibrancy anticipated the built form is envisioned to be of a larger scale close to Crimea Street, which will then transition down in scale where interfacing with established low-density residential areas outside of the Corridor. Medium density residential development is projected, with density codes ranging from R50 to R80.

Developable land within the Corridor is generally flat, largely unconstrained by heritage listed places, and generally older and suitable for redevelopment.

A lot of developable land within the Corridor however, is constrained by small lots and fragmented ownership. Larger scale development will also be constrained by the need to sensitively interface with lower scale neighbouring residential development.

O – Garrett Road Urban Corridor

The Garrett Road Urban Corridor is identified as a planning area given Garrett Road is a prominent road that provides connections across the Swan River to Belmont via Garrett Road Bridge. The Corridor is also serviced by high-frequency buses, with potential for denser forms of housing, and other amenities within a walkable area. The Corridor is identified in the CSPF as an urban corridor.

The extent of the Corridor spans an approximate 200m distance from the midpoint of the road, and connects Guildford Road to the Swan River foreshore.

The intent of the Corridor is to accommodate a greater population density, to encourage greater use of high-frequency bus services, to reduce reliance on private vehicle use, and to provide for a greater local population to support the viability of commercial uses and services within centres close to the Corridor.

Precinct planning and the inclusion of scheme provisions are planned to be undertaken in the long term to guide the development of the Corridor consistent with the intent detailed above, and will consider land use, density, and built form. Dwelling yield forecasting estimates that the Corridor can accommodate approximately 868 additional dwellings.

To achieve the level of activity and vibrancy anticipated the built form is envisioned to be of a larger scale close to Garrett Road, which will then transition down in scale where interfacing with established low-density residential areas outside of the Corridor. Medium density residential is projected, with density codes ranging from R50 to R80.

Developable land within the Corridor is generally flat, largely unconstrained by heritage listed places, and generally older and suitable for redevelopment.

A lot of developable land within the Corridor however, is constrained by small lots and fragmented ownership. Larger scale development will also be constrained by the need to sensitively interface with lower scale neighbouring residential development.

P – Guildford Road Urban Corridor

The Guildford Road Urban Corridor is identified as a planning area given Guildford Road is a prominent road, serviced by high-frequency buses, with potential for denser forms of housing and other amenities within a walkable area. The Corridor is identified in the CSPF as an urban corridor.

The extent of the Corridor spans an approximate 200m distance from the midpoint of the road, and connects Mount Lawley Station Precinct in the west to the Bayswater Industrial Area to the east, via the Maylands District Centre and the peripheries of Meltham Station Precinct and Bayswater District Centre.

The intent of the Corridor is to accommodate a greater population density, to encourage greater use of high-frequency bus services, to reduce reliance on private vehicle use, and to provide for a greater local population to support the viability of commercial uses and services within the existing district and local centres, and station precincts, within and close to the Corridor. In addition, the intent is to provide for a greater local employment population, to support businesses in the Bayswater Industrial Area, particularly in the eastern section of the Corridor.

Precinct planning and the inclusion of scheme provisions are planned to be undertaken in the medium term to guide the development of the Corridor consistent with the intent detailed above, and will consider land use, density, and built form. Dwelling yield forecasting estimates that the Corridor can accommodate approximately 4,861 additional dwellings.

To achieve the level of activity and vibrancy anticipated the built form is envisioned to be of a larger scale close to Guildford Road, which will then transition down in scale where interfacing with established low-density residential areas outside of the Corridor. Medium density residential is projected, with density codes ranging from R50 to R80.

Underpinned by high-frequency bus services, the Corridor connects and is situated close to a number of key planning areas and amenities, such as the Maylands, and Bayswater District Centres, the Bayswater Industrial Area, and the Swan River foreshore, which will likely entice market interest and investment. Developable land within the Corridor graduates in some areas but is generally flat, largely unconstrained by heritage listed places, and generally older and suitable for redevelopment.

A lot of developable land within the Corridor however, is constrained by small lots and fragmented ownership. Larger scale development will also be constrained by the need to sensitively interface with lower scale neighbouring residential development.

Q – King William and Coode Street Urban Corridor

The King William and Coode Street Urban Corridor is identified as a planning area given King William Street and Coode Street are prominent roads, serviced by high-frequency buses with potential for denser forms of housing and other amenities within a walkable area. The Corridor is identified in the CSPF as an urban corridor.

The extent of the Corridor spans an approximate 200m distance from the midpoint of the road, and runs from the Morley Activity Centre and the Walter Road West Urban Corridor, to the Guildford Road Urban Corridor, via the Beaufort Street / Broun Avenue Urban Corridor and the Bayswater District Centre.

The intent of the Corridor is to accommodate a greater population density, to encourage greater use of high-frequency bus services, and to reduce reliance on private vehicle use. The intent is also to provide for a greater local population to support the viability of commercial uses in the centres near the Corridor.

Precinct planning and the inclusion of scheme provisions are planned to be undertaken in the long term to guide the development of the Corridor consistent with the intent detailed above, and will consider land use, density, and built form. Dwelling yield forecasting estimates that the Corridor can accommodate approximately 2,719 additional dwellings.

To achieve the level of activity and vibrancy anticipated, the built form is envisioned to be of a larger scale close to King William Street and Coode Street, which will then transition down in scale where interfacing with established low-density residential areas outside of the Corridor. Medium density residential is projected, with density codes ranging from R50 to R80.

The Corridor connects and is situated close to a number of key planning areas, such as the Morley Activity Centre and the Bayswater District Centre, which will likely entice market interest and investment. Developable land within the Corridor is also largely unconstrained by heritage listed places, and generally older and suitable for redevelopment.

A lot of developable land within the Corridor however, is constrained by small lots, fragmented ownership and sloping land. Larger scale development will also be constrained by the need to sensitively interface with lower scale neighbouring residential development.

R – Walter Road West Urban Corridor

The Walter Road West Urban Corridor is identified as a planning area given Walter Road West is a prominent road, serviced by high-frequency buses, with potential for denser forms of housing and other amenities within a walkable area. The Corridor is identified in the CSPF as an urban corridor.

The extent of the Corridor is bound by Walter Road West, Clement Street, Coode Street and the rear boundary of lots fronting Salisbury Street. Lots fronting areas of established or potential public open space are also included within the Corridor.

The intent of the Corridor is to accommodate a greater population density, to encourage greater use of high-frequency bus services, to reduce reliance on private vehicle use, and to provide for a greater local population to support the viability of commercial uses and services, in the existing local centres within the Corridor.

The Bedford North Urban Design Study (BNUDS) adopted in 2021 (Figure 7), will help to guide the future development of the Centre consistent with the intent detailed above, including land use, density, and built form. The BNUDS estimates that the Corridor can accommodate approximately 1,476 additional dwellings. The BNUDS has been progressed through an amendment to TPS 24.

Figure 7: Bedford North Urban Design Study Plan

To achieve the level of activity and vibrancy envisioned the built form is intended to be of a medium to large scale (5 storeys) in the Commercial Centre Precinct, comprising mixed use development, with commercial uses on the ground floor and residential above. Primarily medium scale residential development (3 storeys) is intended for lots fronting Walter Road West. The scale of the remainder of the Corridor is intended to be low to medium scale residential development (2 to 3 storeys).

Lots within the Commercial Centre area are generally large and well separated from sensitive neighbouring land uses, presenting a good opportunity to accommodate larger scale development, particularly where fronting Walter Road West. Developable land throughout the Corridor is generally flat, unconstrained by heritage listed places, and a lot of existing development is older and suitable for redevelopment.

Developable land in many areas within the Corridor however, is highly constrained by small lots and fragmented ownership.

S – Wellington / Camboon / Wolseley Road Urban Corridor

The Wellington / Camboon / Wolseley Road Urban Corridor is identified as a planning area given Wellington, Camboon and Wolseley Roads are prominent and serviced by high-frequency buses. The Corridor is identified in the CSPF as an urban corridor.

The extent of the Corridor spans an approximate 200m distance from the midpoint of the roads, and connects Morley Activity Centre to the Noranda Local Centre.

The intent of the Corridor is to accommodate a greater population density, to encourage more use of high-frequency bus services, to reduce reliance on private vehicle use, and to provide for a greater local population to support the viability of commercial uses and services, within the existing centres, within and close to the Corridor.

Precinct planning and the inclusion of scheme provisions are planned to be undertaken in the long term to will guide the development of the Corridor consistent with the intent detailed above, and will consider land use, density, and built form. Dwelling yield forecasting estimates that the Corridor can accommodate approximately 2,490 additional dwellings.

To achieve the level of activity and vibrancy anticipated the built form is envisioned to be of a larger scale close to Wellington, Camboon and Wolseley Roads, which will then transition down in scale where interfacing with established low-density residential areas outside of the Corridor. Medium density residential development is projected, with density codes ranging from R50 to R80.

Developable land within the Corridor is generally flat, largely unconstrained by heritage listed places, and generally older and suitable for redevelopment.

A lot of developable land within the Corridor however, is constrained by small lots and fragmented ownership. Larger scale development will also be constrained by the need to sensitively interface with lower scale neighbouring residential development.

1.4.5. Residential Investigation Areas

T – Maylands North Residential Investigation Area

The Maylands North Residential Investigation Area is identified as a planning area as it is suitable for increased density. The area was identified by the local community as an area that could support increased density as part of the City's Building Bayswater community engagement project. The Area is also identified in the CSPF as an urban corridor.

The Investigation Area adjoins the north-western side of the Maylands District Centre and is situated on land zoned residential.

The intent of the Investigation Area is to allow for more people to live close to and benefit from the local amenities in the Maylands District Centre, encourage more diverse and affordable housing options, support the viability and enhancement of local commercial land uses, and encourage greater use and interaction with local recreational opportunities. The intent is to also accommodate a greater population density to encourage more use of Maylands Train Station to reduce reliance on private vehicle use.

Precinct planning and the inclusion of scheme provisions are planned to be undertaken in the long term to guide the development of the Corridor consistent with the intent detailed above, and will consider land use, density, and built form. Dwelling yield forecasting estimates that the Intensification Area can accommodate approximately 250 additional dwellings.

Maylands reputation as a desirable place to live and visit has translated into strong market interest in recent years, which will encourage development in the area. The Investigation Area is close to the Inglewood Urban Corridor on Beaufort Street, located within the City of Stirling, which continues to grow in popularity and will further help to entice market interest and investment.

A lot of developable land within the Investigation Area however, is highly constrained by small lots, fragmented ownership, and a predominance of heritage listed places.

U – Bedford Residential Investigation Area

The Bedford Residential Investigation Area is identified as a planning area as it is suitable for increased density. The area was identified by the local community as an area that could support increased density as part of the City's Building Bayswater community engagement project.

The extent of the Investigation Area surrounds the local centre on Grand Promenade and adjacent areas of public open space. The Intensification Area is situated on land zoned residential.

The intent of the Investigation Area is to allow for more people to live close to and benefit from the local amenities in the area, encourage more diverse and affordable housing options, support the viability and enhancement of local commercial land uses, and encourage greater use and interaction with the areas of public open space and their associated clubs, facilities and recreational opportunities.

Precinct planning and the inclusion of scheme provisions are planned to be undertaken in the long term to will guide the development of the Corridor consistent with the intent detailed above, and will consider land use, density, and built form. Dwelling yield forecasting estimates that the Intensification Area can accommodate approximately 280 additional dwellings.

Developable land within the Investigation Area is generally flat, unconstrained by heritage listed places, and generally older and suitable for redevelopment.

A lot of developable land within the Investigation Area however, is highly constrained by small lots and fragmented ownership.

V – Embleton Residential Investigation Area

The Embleton Residential Investigation Area is identified as a planning area as it is suitable for increased density. The area was identified by the local community as an area that could support increased density as part of the City's Building Bayswater community engagement project.

The Investigation Area surrounds Embleton Golf Course and the local centre situated in the eastern corner of the golf course. The Intensification Area is situated on land zoned residential.

The intent of the Investigation Area is to allow for more people to live close to and benefit from the local amenities in the area, encourage more diverse and affordable housing options, support the viability and enhancement of the local centre and the nearby Morley Activity Centre, and encourage greater use and interaction with Embleton Golf Course.

Precinct planning and the inclusion of scheme provisions are planned to be undertaken in the long term to guide the development of the Corridor consistent with the intent detailed above, and will consider land use, density, and built form. Dwelling yield forecasting estimates that the Intensification Area can accommodate approximately 264 additional dwellings.

Developable land within the Investigation Area is unconstrained by heritage listed places, and generally older and suitable for redevelopment. The amenity created by Embleton Golf Course makes the area attractive for investment.

Some of developable land within the Investigation Area however, is constrained by fragmented ownership and sloping land.

W – Maylands / Bayswater South Residential Investigation Area

The Maylands / Bayswater South Residential Investigation Area is identified as a planning area as it is suitable for increased density. The area was identified by the local community as an area that could support increased density as part of the City's Building Bayswater community engagement project.

The Investigation Area occupies a large area. It is bound by the Guildford Road Urban Corridor to the north, and the Garrett Road Urban Corridor to the east; with a distance of approximately 800m (10 minute walk) to the south of Guildford Road, and the Swan River foreshore to the west. The area is situated on land zoned residential.

The intent of the Investigation Area is to allow for more people to live close to and benefit from the local amenities in the Maylands District Centre and the Swan River foreshore, encourage more diverse and affordable housing options, and support the viability and enhancement of local commercial land uses in the local centres and also within the Maylands District Centre. The intent is to also accommodate a greater population density to encourage more use of high-frequency bus services running along Guildford Road, to reduce reliance on private vehicle use.

Precinct planning and the inclusion of scheme provisions are planned to be undertaken in the long term to guide the development of the Corridor consistent with the intent detailed above, and will consider land use, density, and built form. Dwelling yield forecasting estimates that the Intensification Area can accommodate approximately 2,847 additional dwellings.

Maylands reputation as a desirable place to live and visit has translated into strong market interest in recent years, which will encourage development in the area. The Investigation Area is also close to the Swan River foreshore, which contains highly valued natural and recreational amenities and will further help to entice market interest and investment.

A lot of developable land within the Investigation Area however, is constrained by small lots, sloping land and fragmented ownership.

1.4.6. Industrial Areas

X – Bayswater Industrial Area

The Bayswater Industrial Area is identified as a planning area as it is the only industrial area of any significance in the City. The area is also identified in the CSPF as an industrial centre.

The extent of the Industrial Area has been established overtime, and is evident from the industrial and commercial developments in the area, and current General Industry zoning of the land. The Industrial Area also adjoins and is part of a larger industrial area in Ashfield, within the Town of Bassendean.

The intent of the Industrial Area is to continue to provide a suitable area for traditional industrial related land uses to operate, as well as facilitating appropriate non-traditional industrial uses, including innovation, research, transport and logistics, and other suitable land uses, to expand and diversify economic growth and employment opportunities. There is also a need to protect the core of the industrial area against unsuitable land uses that have the potential to encroach and undermine the Area, in particular sensitive land uses, such as residential, and land uses that generally involve consumer visitation, such as traditional retail.

To achieve the intent detailed above, a review of the Industrial Area will be undertaken in the long term. Two areas have been nominated as investigation areas. The north-west area has been identified to investigate suitability of land uses and interface with the Morley Station Planning Area. The southern area is identified given its proximity to Bayswater District Centre and linkage to Tonkin Highway. Consideration of planning mechanisms to guide the development of the area to be consistent with the intent detailed above will occur at the review stage.

There is an opportunity for the Industrial Area to improve as a diverse economic and employment generating hub, as there is little other land available within the Central sub-region to cater for industrial, innovation, research, transport and logistics, and other suitable land uses. The Industrial Area is also well connected to key arterial roads that can accommodate heavy vehicles, such as Tonkin Highway, Collier Road and Guildford Road.

Development and improvement to land in the Industrial Area however, is heavily constrained by poor utility service provision, in particular a lot of land is not connected to sewer.

Part of the Bayswater Industrial Area directly interfaces with land that has the potential to accommodate sensitive land uses, including residential and a primary school. Potential ways to separate incompatible land uses, consistent with the objectives of State Planning Policy 4.1 – Industrial Interface could be investigated, to assist in reducing the health and amenity impact of emissions (gaseous and particulate emissions, dust, odour and noise) on sensitive land uses.

1.5. Other Areas

1.5.1. Green Network

The City's population growth and higher density living will be supported by a green network consisting of Bush Forever sites, regional parks, district and local parks, sports fields, school grounds, community facilities, golf courses, foreshores and private open space areas connected by streetscapes, trails, cycle paths, and pedestrian footpaths.

The City's draft Public Open Space Strategy dated March 2019 is required to be reviewed and updated to reflect the current and future population, the current and future community needs, as outlined in the Local Planning Strategy and to better align with the State Planning framework. The draft Public Open Space Strategy identifies strategies and actions to maintain and enhance the City's green network, and will be implemented alongside the Strategy.

1.5.2. Areas Outside of Planning Areas

Higher residential densities and population growth in general are not encouraged in areas outside of the identified planning areas, consistent with SPP 4.2 and the CSPF.

These areas are not considered appropriate for increased residential densities and infill development as:

- They are generally not located close to high frequency public transport or local shops and services.
- They generally have an established low density character, which should be maintained.
- Growth in these areas has the potential to detract from the ability of the identified planning areas to grow and develop.

Non-residential land uses are also not encouraged within areas outside of the identified planning areas, as this will undermine the objectives and intent of the planning areas.

1.5.3. Local Centres

Areas zoned 'Business' under the City's TPS 24 are identified as 'Local Centres' on the Strategy Map. These areas are generally small in scale and are well established commercial focal points that provide for daily shopping needs, community facilities, and other convenience services for local residents.

Where local centres are located within planning areas on the Strategy Plan, planning within and around the local centre will be considered as part of precinct planning, or similar, for the particular planning area.

As this Local Planning Strategy identifies specific planning areas as the City's focus for future growth and development, precinct planning for local centres outside identified areas are not considered a priority for the City during the life of this document. Any proposal to amend the local planning framework at affected locations would need to consider relevant WAPC policies, including SPP 4.2 Activity Centres and SPP 7.2 Precinct Planning.

1.6. Estimated Dwelling Yields

1.6.1. Within Planning Areas

In 2011 the City had 27,850 dwellings and in 2021 the City had 31,133 dwellings. From the 2011 figure, Perth and Peel @3.5million identifies that the City is required to have a minimum of 9,230 additional dwellings by 2031 (total of 37,080 dwellings) and 15,750 additional dwellings by 2050 (total of 43,600 dwellings). Table 1 provides a breakdown of existing dwellings and additional dwellings details within the City.

Table 1: Total existing and additional dwellings

Year	Total existing dwellings	Total new dwellings	Perth and Peel @ 3.5 Million	
			Total dwellings target	Additional dwellings target
2006	22,661	N/A		
2011	27,850	5,189		
2016	28,437	5,778		
2021	31,133	8,474		
2031			*37,080*	*9,230*
2050			*43,600*	*15,750*

The estimated dwelling yields in Table 2 are based on various assumptions regarding the future development potential of identified planning areas, excluding the Bayswater Industrial Area. This includes consideration of precinct planning, where this is available, and/or assumptions on future planning controls such as densities. There is sufficient capacity within the planning areas to accommodate the City's dwelling targets at 2031 and 2050.

Take-ups rates of between 10% and 30% (low to medium take-up) are assumed as they represent a realistic range given the number of factors that can influence infill development.

In order to estimate the additional dwellings at 2031, only those planning areas whereby precinct planning is already in place or is planned to occur within the next 10 years (short and medium term timeframes) have been used (see Table 5), as these areas represent areas that are envisioned to accommodate the majority of additional dwellings within the next 10 years to 2031. In light of this, the additional dwelling yield at 2031 is estimated at between 2,581 dwellings (10% take-up rate) and 7,741 dwellings (30% take-up rate). However, the City has capacity to accommodate greater than 12,902 dwellings (50% high take-up rate) if there is the demand for development, which demonstrates that there is sufficient capacity to accommodate the City's dwelling target at 2031.

In order to estimate the additional dwellings at 2050, all planning areas have been used. The additional dwelling yield at 2050 is estimated at between 5,509 dwellings (10% take-up rate) and 16,523 dwellings (30% take-up rate), which demonstrates that there is sufficient capacity to accommodate the City's dwelling target at 2050.

Estimated dwelling yield calculations are based on 2021 existing dwelling numbers and are included in Section 1.4.2.7 of Part 2.

It is important to note that these figures are estimates only and may be refined through future planning processes such as precinct planning, which may include those proposed as part of this Strategy.

Table 2: Estimated Additional Dwelling Yields

	Planning Area	Estimated Additional Dwellings Total Capacity (100% take-up rate)	Low (10% take-up rate)	Medium (30% take-up rate)	High (50% take-up rate)
A	Morley Activity Centre	8,200	820	2,460	4,100
B	Ashfield District Centre	*See Note 1 below*			
C	Bayswater District Centre	2,568	257	770	1,284
D	Maylands District Centre	2,500	250	750	1,250
E	Noranda District Centre	2,470	247	741	1,235
F	Meltham Station Precinct	2,752	275	826	1,376
G	Morley Station Precinct	5,673	567	1,702	2,837
H	Mount Lawley Station Precinct	691	69	207	345
I	Noranda Station Precinct	2,000	200	600	1,000
J	Alexander Drive Urban Corridor	250	25	75	125
K	Beaufort Street / Broun Avenue Urban Corridor	3,035	304	911	1,518
L	Beechboro Road North Urban Corridor	3,666	367	1,100	1,833
M	Collier Road Urban Corridor	1,390	139	417	695
N	Crimea Street Urban Corridor	3,827	383	1,148	1,914
O	Garratt Road Urban Corridor	868	87	260	434
P	Guildford Road Urban Corridor	4,861	486	1,458	2,430
Q	King William Street / Coode Street Urban Corridor	2,719	272	816	1,359
R	Walter Road West Urban Corridor	1,476	148	443	738
S	Wellington / Camboon / Wolseley Road Urban Corridor	2,490	249	747	1,245
T	Maylands North Residential Investigation Area	250	25	75	125
U	Bedford Residential Investigation Area	280	28	84	140
V	Embleton Residential Investigation Area	264	26	79	132
W	Maylands / Bayswater South Residential Investigation Area	2,847	285	854	1,424
Total estimated additional dwellings within planning areas		55,077	5,509	16,523	27,539

Note 1 - All the land in the Centre is currently zoned General Industry and therefore not capable of being developed for residential use.

1.6.2. Outside Planning Areas

There is also capacity within established residential areas outside of the identified planning areas to accommodate additional residential infill.

The additional dwelling yield outside of the identified planning areas at 2050 is estimated to be between 612 dwellings (10% take-up rate) and 1,836 dwellings (30% take-up rate).

The estimated dwelling yield calculations are included in Section 1.4.2.8 of Part 2.

1.7. Issues/Opportunities and Actions

To achieve the vision and objectives of this Strategy a number of actions have been developed. These actions are based on the key issues and opportunities identified in Part 2 of the Strategy, under the following themes:

- People and Housing;
- Urban Growth and Settlement;
- Community Infrastructure and Built Form;
- Employment and the Economy;
- Environment; and
- Infrastructure.

Each of the actions has been given an indicative timeframe. These timeframes are not intended to be definitive, but aim to assist in setting priorities over the lifespan of the Strategy. These priorities may change overtime due to staff resources, budgets, and other factors.

The recommended timeframes are based on:

- Short Term (1-5 years);
- Medium Term (5-10 years);
- Long Term (10-15 years); and
- Ongoing (throughout the life of the Strategy, requiring regular review).

1.7.1. People and Housing

Housing Diversity

The City currently has a diverse population, which is reflected in the existing household structures. It is expected that the diversity of the population and household structures will continue to grow and become more diverse, however the housing typology within the City does not reflect this. The existing housing typology is overly represented by detached and semi-detached three to five bedroom houses, while townhouses and apartments are underrepresented. It is likely that the detached and semi-detached houses are large (three to five bedrooms), while townhouses and apartments are small (one to two bedrooms).

The lack of housing diversity can prevent people from living in their preferred housing type, size, and/or location. There is an opportunity to help diversify the future housing stock to better reflect the needs of the City's diverse population and household structures.

Given the likely increase in 70-85+ year olds by 2031, it is probable that there will also be demand for a greater supply of accessible housing.

Housing Affordability

The vast majority of housing in the City is considered unaffordable, which can prevent people from living in their preferred location or their preferred housing type. There is an opportunity to help increase the affordability of housing in the City.

Table 3: People and Housing – Planning Directions and Actions

No.	Issue / Opportunity	Planning Direction	Action	Rationale	Timeframe
1.1	Housing Diversity	To encourage more diverse housing types in the City.	As part of precinct planning for each identified planning area, provide a variety of different residential densities.	Section 1.4.1 of Part 2 recognises that introducing a greater variety of residential densities will encourage the creation of more diverse housing types.	Ongoing
1.2	Housing Diversity	To encourage more diverse housing types in the City.	Investigate local planning framework measures to incentivise larger townhouses and apartments (three bedrooms or more)	Section 1.4.1 of Part 2 recognises that there is a shortage and greater potential for larger townhouses and apartments in the City to meet the diverse needs of the growing population.	Short term
1.3	Housing Diversity	To encourage more diverse housing types in the City.	Investigate local planning framework measures to incentivise accessible housing.	Section 1.4.1 of Part 2 recognises that there is a shortage of accessible housing in the City, and that an increasingly aging population will create greater demand for accessible housing.	Short term
1.4	Housing Affordability	To encourage more affordable housing in the City.	As part of precinct planning for each identified planning area, provide higher residential densities, and a greater variety of residential densities.	Section 1.4.1 of Part 2 recognises that more affordable housing can be encouraged by increasing the supply of housing in general. The supply of smaller and more diverse housing types, can also improve affordability.	Ongoing
1.5	Housing Affordability	To encourage more affordable housing in the City	Investigate local planning framework measures to incentivise developers to provide affordable housing.	Section 1.4.1 of Part 2 recognises that more affordable housing can be encouraged through developer incentives.	Short term

1.7.2. Urban Growth and Settlement

Urban Growth Management

The City is required to provide a minimum of 15,750 additional dwellings by 2050, based on 2011 figures, to accommodate the projected population growth.

The State government's preference is for the majority of these additional dwellings to be consolidated within strategic planning areas to create vibrant, mixed-use community hubs that are integrated with high-quality public transport connections.

In accordance with SPP 7.2, precinct planning is required to be undertaken for each planning area, to guide its development and achieve good planning and urban design outcomes.

Precinct planning can be expensive and time consuming and it is not possible for the City to undertake precinct planning for all planning areas simultaneously. Therefore, the undertaking of precinct planning for each planning area will need to be prioritised in terms of importance.

Table 4: Urban Growth and Settlement – Planning Directions and Actions

No.	Issue / Opportunity	Planning Direction	Action	Rationale	Timeframe
2.1	Urban Growth Management	To focus urban growth within the planning areas identified in the Strategic Plan.	Develop new precinct plans and review existing plans to guide the development of each identified planning area, excluding the Bayswater Industrial Area, within the timeframes detailed in Table 4.	Section 1.4.2 of Part 2 recognises the need to appropriately manage and focus urban growth within strategic planning areas in accordance with urban consolidation principles.	Ongoing
2.2	Urban Growth Management	To focus urban growth within the planning areas identified in the Strategic Plan.	Incorporate appropriate provisions of approved precinct plans into the local planning framework.	Once precinct plans have been approved, their provisions need to be appropriately incorporated into the local planning framework to ensure the development of the precincts can be implemented.	Ongoing

Table 5 (below) indicates the estimated timeframes for when the future precinct planning will be undertaken for each of the planning areas identified in the Strategy, excluding the Bayswater Industrial Area.

In general, the higher an area is in terms of the activity centre hierarchy, the higher priority it is for the City to undertake precinct planning.

The City generally aims to review adopted precinct plans within a 10 year timeframe.

Table 5: Estimated Timeframes to Undertake Precinct Planning for Planning Areas

Planning Area	Location	Timeframe	Comment
Strategic Centres	A – Morley	Short Term	Planning in the form of the Morley Activity Centre Plan was adopted in 2018; a review of the Plan is scheduled in the short term following Morley Station Precinct adoption.
District Centres	B – Ashfield	Long term	Joint precinct planning with the Town of Bassendean will need to be agreed on and undertaken. Precinct planning is scheduled for the long term.
	C – Bayswater	Long Term	Planning in the form of the Bayswater Town Centre Structure Plan was adopted in 2021; a review of the Plan is scheduled in the long term.
	D – Maylands	Long term	Planning in the form of the Maylands Activity Centre Urban Design Framework was adopted in 2009; a review of the Plan is scheduled in the long term.
	E – Noranda	Long term	Precinct planning is scheduled for the long term.

Planning Area	Location	Timeframe	Comment
Station Precincts	F – Meltham	Long term	Planning in the form of the Meltham Station Precinct Structure Plan was adopted in 2017 for part of the planning area (an approximate 200m radius of Meltham Train Station), which allows for some intensification to occur in accordance with the intent of the planning area. It has been identified that significant upgrades to existing service infrastructure are required to facilitate further intensification in the planning area. Given the above, precinct planning for the remainder of the planning area is scheduled for the long term.
	G – Morley	Short term	The completion of the Morley Station Precinct Concept Master Plan and the scale of infrastructure works currently being undertaken by METRONET, in relation to the areas immediately adjacent to the new train station, provides a strong foundation for development and intensification to occur in accordance with the intent of the planning area. Given the above, precinct planning is scheduled for the short term to build on the Master Plan and capitalise on the opportunities in the area.
	H – Mount Lawley	Long term	Precinct planning is scheduled following the adoption of Guildford Road planning framework.
	I – Noranda	Long term	Precinct planning is scheduled for the long term.
Urban Corridors	J – Alexander Drive	Long term	A long term timeframe is considered appropriate as precinct planning for other planning areas takes precedence over this area. The corridor does not currently provide connections at both ends to vibrant centres or areas of interest. Developable land within the corridor is characterised by low density residential development. It is not considered that there will be strong demand for higher density development in the Corridor within 10 years.
	K – Beaufort Street / Broun Avenue	Medium term	A medium term timeframe is considered appropriate to capitalise on the emerging vibrancy and activity within the Inglewood Urban Corridor, located within the City of Stirling, which this corridor directly connects with. The Corridor also provides a strong link to the Morley Activity Centre, from the CBD via activity centres in Mount Lawley and Inglewood.
	L – Beechboro Road North	Long term	A long term timeframe is considered appropriate as precinct planning for other planning areas takes precedence over this area. The Corridor does not currently provide connections at both ends to vibrant centres or areas of interest. Developable land within the

Planning Area	Location	Timeframe	Comment
			Corridor is characterised by low density residential development. It is not considered that there will be strong demand for higher density development in the Corridor within 10 years.
	M – Collier Road	Long term	A long term timeframe is considered appropriate as it is expected by this time that more vibrancy and activity will be occurring within the Morley Activity Centre. Planning for this Corridor will then foster and enable better connections between the Morley Activity Centre and the Bayswater Industrial Area.
	N – Crimea Street	Long term	A long term timeframe is considered appropriate as precinct planning for other planning areas takes precedence over this area. The Corridor does not currently provide connections at both ends to vibrant centres or areas of interest. Developable land within the corridor is characterised by low density residential development. It is not considered that there will be strong demand for higher density development in the Corridor within 10 years.
	O – Garratt Road	Long term	A long term timeframe is considered appropriate as precinct planning and development of nearby higher priority planning areas, such as Meltham Station Precinct, Bayswater District Centre and Guildford Road Urban Corridor, are planned to occur first and will likely account for significant increased growth in the vicinity.
	P – Guildford Road	Medium term	A medium term time frame is considered appropriate, subject to an agreed collaboration with Main Roads WA, to capitalise on the emerging development and growth of the nearby planning areas. Underpinned by high-frequency bus services, the Corridor connects and is situated close to a number of key planning areas and amenities, which elevates its priority for planning framework change.
	Q – King William / Coode Streets	Long term	A long term timeframe is considered appropriate as precinct planning and development of nearby higher priority planning areas, such as Morley Activity Centre, Bayswater District Centre, Beaufort Street / Broun Avenue Urban Corridor and Guildford Road Urban Corridor, are planned to occur first and will likely account for significant increased growth in the vicinity.
	R – Walter Road West	Short term	The Bedford North Urban Design Study, adopted in 2021, was prepared to guide future development. Planning framework changes are required to implement the intent of the Study.

Planning Area	Location	Timeframe	Comment
	S – Wellington / Camboon / Wolseley Roads	Long term	A long term timeframe is considered appropriate as precinct planning for other planning areas takes precedence over this area. The Corridor does not currently provide connections at both ends to vibrant centres or areas of interest. Developable land within the Corridor is characterised by low density residential development. It is not considered that there will be strong demand for higher density development in the Corridor within 10 years.
Residential Investigation Area	T – Maylands North	Long term	A long term timeframe is considered appropriate as precinct planning for other planning areas takes precedence over this area. Additionally, the area is not recognised in the Central Sub-regional Planning Framework as an area suitable for accommodating increase residential density.
	U – Bedford	Long term	A long term timeframe is considered appropriate as precinct planning for other planning areas takes precedence over this area. Additionally, the area is not recognised in the Central Sub-regional Planning Framework as an area suitable for accommodating increase residential density.
	V – Embleton	Long term	A long term timeframe is considered appropriate as precinct planning for other planning areas takes precedence over this area. Additionally, the area is not recognised in the Central Sub-regional Planning Framework as an area suitable for accommodating increase residential density.
	W – Maylands / Bayswater South	Long term	A long term timeframe is considered appropriate as precinct planning for other planning areas takes precedence over this area. Additionally, the area is not recognised in the Central Sub-regional Planning Framework as an area suitable for accommodating increase residential density.

1.7.3. Community Infrastructure and Built Form

Community and Social Infrastructure

The development of communities requires a wide range of community and social infrastructure to enhance amenity, liveability, and wellbeing.

Where the provision of certain infrastructure is the primary responsibility of the State government or where the provision of infrastructure will be guided by other City strategies, the Strategy can play a supporting role.

New and/or upgraded infrastructure will be focused in areas earmarked to accommodate urban growth, being the identified planning areas. Precinct planning for each planning area will need to guide the provision of this infrastructure.

Non-residential Development Design Quality

While design quality for residential developments is well managed by an established framework of City and State government policy and provisions, the same framework does not exist to manage the design quality of non-residential development. There is an opportunity to better manage non-residential design quality as it can have social, economic, and environmental benefits for the development and broader area.

Integration of Heritage and Character

There is little guidance in relation to integrating heritage and character values with new development. There can also be pressure by some landowners and developers to retain these values however, some can view it as a burden or constraint on development potential. There is an opportunity to better guide the integration of these values with new development, as well as investigating ways for landowners and developers to view heritage and character as an asset as opposed to a burden.

Table 6: Community Infrastructure and Built Form – Planning Directions and Actions

No.	Issue / Opportunity	Planning Direction	Action	Rationale	Timeframe
3.1	Community and Social Infrastructure	To provide community and social infrastructure to satisfy the needs of the projected future population.	As part of precinct planning for each identified planning area: • Identify community and social infrastructure needs; • Clarify and agree responsibility for providing community and social infrastructure with State government agencies; and • Identify appropriate ways of providing, funding and delivering community and social infrastructure.	Section 1.4.3 of Part 2 recognises that Community and Social Infrastructure will need to be provided and/or upgraded as part of precinct planning for each identified planning area to meet the needs of a growing and increasingly diverse community.	Ongoing
3.2	Non-residential Design Quality	To improve the design quality of non-residential development.	Investigate local planning framework measures to improve the design quality of non-residential development throughout the City.	Section 1.4.3 of Part 2 recognises that there is an absence of non-residential design guidance and sets out the benefits to improving the design quality of non-residential development.	Short term

No.	Issue / Opportunity	Planning Direction	Action	Rationale	Timeframe
3.3	Integration of Heritage and Character	To better integrate buildings with heritage and character value with new development.	Investigate local planning framework measures to better guide the integration of buildings with heritage and character value with new development.	Section 1.4.3 of Part 2 recognises that there is a need to better guide the integration of heritage and character values into new development, as they are often viewed as a barrier to new development, especially in areas envisioned for higher density and more intensive development.	Short term

1.7.4. Employment and the Economy

Employment Growth and Diversity

Identified planning areas will become key centres for job creation.

The types of jobs people living in the City have, is poorly reflected in the type of potential jobs available in the City. There is an opportunity to diversify jobs in the City to better align with the skills and experience of the local workforce.

There are far less jobs than employable people living in the City, and the vast majority of employable residents work outside of the City. There is an opportunity to encourage the creation of more jobs and more diverse industries to entice more people to live and work in the City.

Land Use Mix and Intensity

Identified planning areas are earmarked to be the key centres for future economic growth. Each planning area is part of a hierarchy and is ranked relative to the others. This ensures that the planning areas develop as intended and do not adversely affect the other areas. It is evident that the economic performance of the City's planning areas in general can be improved.

There is an opportunity for the precinct planning of each individual planning area to aim towards achieving an optimal mix of land uses and an increased intensity of land use activity, in line with its hierarchical position.

Onsite Car Parking Provision

The provision of onsite car parking has a significant financial impact to the feasibility of development projects, and can also present significant risk for developers. There is an opportunity to investigate alternatives to the current onsite car parking provisions, in order to encourage greater development and investment in the City while not unduly impacting the amenity of the area.

Under-development

Under-development is a situation where a development is substantially smaller in scale than what is envisioned for an area. This can have a significant impact on the economic performance of key planning areas in the City. There is an opportunity to investigate measures to ensure under-development does not occur in order to provide greater assurance that areas within the City achieve their envisioned potential.

Building Robustness

The concept of building robustness relates to the ease in which buildings can be adapted and changed overtime to suit other needs and uses. If buildings exhibit a high level of robustness then they can adapt to accommodate a wide range of different uses and activities easily. There is an opportunity to investigate measures to improve building robustness to ultimately improve economic viability.

Sewer Provision in the Bayswater Industrial Area

A significant proportion of the Bayswater Industrial Area is not connected to sewer. This is a major constraint to increasing the intensity and diversity of industrial land uses, which discourages investment and regeneration, and ultimately affects economic activity and job growth. There is significant opportunity to improve the economic performance of the Bayswater Industrial Area, through the provision of sewer infrastructure.

Competing Land Uses in the Bayswater Industrial Area

The encroachment of competing land uses, such as residential, retail, recreation and showroom, presents a considerable treat to the future continuation of industrial related land uses in the Bayswater Industrial Area. There is an opportunity to review local planning framework measures to better manage the encroachment of competing land uses, while still fostering and encouraging innovative and non-traditional industrial land uses where appropriate.

Industrial Interface

The interface between the Bayswater Industrial Area and land zoned for ‘sensitive land uses’, such as residential, have the potential to cause amenity impacts if not properly managed. There is an opportunity to minimise potential amenity impacts.

Table 7: Economy and the Employment – Planning Directions and Actions

No.	Issue / Opportunity	Planning Direction	Action	Rationale	Timeframe
4.1	Employment Growth and Diversity	To create more jobs and more diverse industries that better align with the skills and experience of the local workforce.	As part of precinct planning for each identified planning area, investigate local planning framework measures to encourage land uses that serve to create more jobs and more diverse industries.	Section 1.4.4 of Part 2 recognises that in the future there will be far less available jobs in the City than employable residents, and that the identified planning areas will become the key centres for job creation. Furthermore, there is currently a broad misalignment between the type of jobs people living in the City are employed in, and the types of business and potential jobs available in the City.	Ongoing
4.2	Land Use Mix and Intensity	To enhance economic activity, job growth, activation of streets, and promote a night-time economy.	As part of precinct planning for each identified planning area, investigate local planning framework measures to encourage an optimal mix of land uses and land use intensity, appropriate to the planning area's hierarchical position.	Section 1.4.4 of Part 2 recognises that the best way to enhance economic activity and job growth within the identified planning areas is to aim to achieve an optimal mix of land uses and an increased intensity of land use activity. Consideration also needs to be given to the hierarchical position of the planning area and how measures to improve economic activity and job growth may affect other nearby planning areas.	Ongoing

No.	Issue / Opportunity	Planning Direction	Action	Rationale	Timeframe
4.3	Onsite Car Parking Requirements	To improve the economic feasibility of new development and investment in the City.	Investigate local planning framework measures in relation to alternative approaches to the current onsite car parking requirements.	Section 1.4.4 of Part 2 recognises that onsite car parking requirements can impact the economic feasibility of new development and investment in the City, and that potentially better alternative approaches should be investigated.	Short term
4.4	Under-development	To improve the economic performance of the City.	Investigate local planning framework measures to manage and deter under-development.	Section 1.4.4 of Part 2 recognises that under-development can have a significant impact on the economic performance of the City.	Short term
4.5	Building Robustness	To improve the robustness of buildings within the City.	Investigate local planning framework measures to improve building robustness.	Section 1.4.4 of Part 2 recognises that improved building robustness can improve the ease in which a building can be adapted to accommodate different needs and uses overtime, which can improve the economic performance of the City's buildings.	Ongoing
4.6	Sewer Provision in the Bayswater Industrial Area	To improve the economic performance of the Bayswater Industrial Area.	Investigate the connection of sewer infrastructure for the entire Bayswater Industrial Area.	Section 1.4.4 of Part 2 recognises that the lack of sewer infrastructure is a significant constraint to investment and the future prosperity of the Bayswater Industrial Area.	Short term

No.	Issue / Opportunity	Planning Direction	Action	Rationale	Timeframe
4.7	Competing Land Uses in the Bayswater Industrial Area	To ensure competing land uses do not encroach within the Bayswater Industrial Area, while encouraging innovative and non-traditional industrial land uses where appropriate.	Investigate local planning framework measures to prohibit competing land uses and encourage innovative and non-traditional industrial land uses where appropriate, within the Bayswater Industrial Area.	Section 1.4.4 of Part 2 recognises the need to balance the management or prohibition of competing land uses, and the fostering and encouraging innovative and appropriate non-traditional industrial land uses in the Bayswater Industrial Area.	Short term
4.8	Industrial Interface	To minimise potential amenity impacts where the Bayswater Industrial Area interfaces with land outside of the area.	Investigate local planning framework measures to minimise potential amenity impacts where the Bayswater Industrial Area interfaces with land outside of the area.	Section 1.4.4 of Part 2 recognises that the interface between the Bayswater Industrial Area and land zoned for 'sensitive land uses' has the potential to cause amenity impacts if not properly managed.	Short term

1.7.5. Environment

Natural Areas

The protection of natural areas is already well managed under current provisions in the City's local planning scheme. However, there is an opportunity to investigate further measures to improve the protection of natural areas under the local planning framework.

Measures to balance the protection and enhancement of natural areas with the development of more dense and intense urban environments is a key challenge. There is an opportunity to investigate measures to enhance and protect the natural environment in planning areas as part of the precinct planning process, while still encouraging more dense and intense urban environments in accordance with the intent of the planning areas.

Urban Heat

The impact of localised urban heat can have a significant impact to the amenity of areas within the City. There is an opportunity to investigate methods to minimise the impact of localised urban heat.

Biodiversity

Improving biodiversity plays an important part in the health of the natural environment. There is an opportunity to investigate ways to balance improving biodiversity through maximising the provision and linkages of endemic native plants and trees, while still encouraging denser forms of development in planning areas, and allowing for incremental growth in lower density suburban residential areas.

Trees

The City already has in place a range of measures to increase the amount of trees in the City. However, there is an opportunity to investigate other ways of increasing the amount of trees and tree canopy in the City.

Sustainable Building Design

The impacts of climate change and our increasingly resource-constrained world makes it imperative to encourage more sustainable forms of building design, support the shift to electric vehicles, encourage energy from renewable sources, and encourage manufacturing and industry to consider sustainable manufacturing methods, to help minimise negative impacts on the environment and society.

Water Sensitive Urban Design

Australia is generally dry and Australian's use a lot of water. Integrating water sensitive urban design (WSUD) into the planning and design of the urban environment can assist in supporting healthier ecosystems through the smart management of water.

Table 8: Environment – Planning Directions and Actions

No.	Issue / Opportunity	Planning Direction	Action	Rationale	Timeframe
5.1	Natural Areas	To maximise the protection and enhancement of natural areas.	Investigate local planning framework measures to improve the protection of natural areas across the City.	Section 1.4.5 of Part 2 recognises that even though the City's local planning scheme already includes provisions to protect natural areas, there may be ways to improve their protection.	Medium term
5.2	Natural Areas	To maximise the protection and enhancement of natural areas.	As part of precinct planning for each identified planning area, investigate ways to protect and enhance natural areas, while still encouraging more dense and intense urban environments.	Section 1.4.5 of Part 2 recognises a balance is required between delivering more intensive urban growth in planning areas and conserving and enhancing natural areas.	Ongoing
5.3	Urban Heat	To minimise the amenity impact of localised urban heat.	Investigate local planning framework measures to minimise the amenity impact of localised urban heat.	Section 1.4.5 of Part 2 recognises that due to climate change, the City is becoming hotter and the significant social, economic, and environmental impacts associated with localised urban heat are becoming more severe. Therefore, action to minimise the amenity impact of localised urban heat is needed.	Short term
5.4	Biodiversity	To maximise biodiversity throughout the City.	As part of precinct planning for each identified planning area, investigate ways to improve biodiversity through maximising the provision and linkages of endemic native plants and trees, while still encouraging denser forms of development.	Section 1.4.5 of Part 2 recognises a balance is required between encouraging denser forms of development and improving biodiversity.	Ongoing

No.	Issue / Opportunity	Planning Direction	Action	Rationale	Timeframe
5.5	Biodiversity	To maximise biodiversity throughout the City.	Investigate local planning framework measures to require the provision of endemic native plants and trees as part of low density residential development outside of identified planning areas.	Section 1.4.5 of Part 2 recognises a balance is required between allowing for incremental growth in lower density suburban residential areas and improving biodiversity.	Short term
5.6	Trees	To maximise the amount of trees in the City.	Investigate further ways of increasing the amount of trees in the City.	Section 1.4.5 of Part 2 recognises the need to maximise trees in the urban environment due to their many social, economic, and environmental benefits.	Medium term
5.7	Sustainable Building Design	To improve the sustainability of buildings in the City.	Investigate local planning framework measures to incentivise the sustainable design of buildings.	Section 1.4.5 of Part 2 recognises the need to improve the sustainability of buildings to minimise negative impacts on the environment.	Short term
5.8	Water Sensitive Urban Design	To maximise the integration of water sensitive urban design into the design of the urban environment.	As part of precinct planning for each identified planning area, investigate ways to integrate water sensitive urban design into the design of the urban environment.	Section 1.4.5 of Part 2 recognises the need to plan for and integrate water sensitive urban design to reduce water use and the impacts of stormwater and wastewater on surrounding ecosystems at a precinct level.	Ongoing
5.9	Water Sensitive Urban Design	To maximise the integration of water sensitive urban design into the design of the urban environment.	Investigate local planning framework measures to incentivise the integration of water sensitive urban design into the design of new developments.	Section 1.4.5 of Part 2 recognises the need to integrate water sensitive urban design at an individual development scale to minimise negative impacts on the environment.	Short term

1.7.6. Infrastructure

Essential Service Infrastructure

As part of the precinct planning for planning areas, essential service infrastructure capacity will need to be considered and plans put in place to ensure it is provided and/or upgraded where capacity levels are inadequate to cope with the residential density and/or commercial or industrial intensity anticipated.

Active and Public Transport Use

The City is currently car use dominated, which causes social, economic, and environmental impacts. The City can influence future travel behaviour by helping to improve transport infrastructure that encourages a greater uptake of active (cycling, walking, scootering, etc.) and public transport use. There is an opportunity for precinct planning for planning areas to investigate ways to improve transport infrastructure to encourage a greater uptake of active and public transport use.

End of Trip Facilities

End of trip facilities are an effective way of encouraging active transport uptake for workers. There is an opportunity to investigate the provision of end of trip facilities as part of development.

Table 9: Infrastructure – Planning Directions and Actions

No.	Issue / Opportunity	Planning Direction	Action	Rationale	Timeframe
6.1	Essential Service Infrastructure	To ensure essential service infrastructure capacity is adequate to accommodate projected growth.	As part of precinct planning for each identified planning area: • Investigate essential service infrastructure capacity; • Clarify and agree responsibility with State government agencies for providing and/or upgrading infrastructure; • Identify appropriate ways of providing, funding and delivering the infrastructure.	Section 1.4.6 of Part 2 recognises the need to provide adequate levels of essential service infrastructure to manage the projected increases in residential density and commercial or industrial intensity of identified planning areas.	Ongoing

No.	Issue / Opportunity	Planning Direction	Action	Rationale	Timeframe
6.2	Active and Public Transport Use	To increase the use of active and public modes of transport.	As part of precinct planning for each identified planning area: • Investigate measures to improve active and public transport related infrastructure; • Clarify and agree responsibility with State government agencies for providing and/or upgrading infrastructure; • Identify appropriate ways of providing, funding and delivering the infrastructure.	Section 1.4.6 of Part 2 recognises that the City is currently car dominated, which causes social, economic, and environmental impacts, and that improving transport infrastructure can encourage a greater uptake of active and public transport use to help remedy these impacts.	Ongoing
6.3	End of Trip Facilities	To increase the use of active modes of transport.	Investigate local planning framework measures to require end of trip facilities be provided as part of new non-residential development.	Section 1.4.6 of Part 2 recognises that providing end of trip facilities is an effective way of encouraging active transport uptake.	Short term

1.8. Implementation and Review

1.8.1. Implementation

The Strategy is a long term plan outlining future strategies and actions to guide planning and development within the City. It is recognised that the above timeframes are indicative only and are reliant on budget allocation and City priorities at the time, and may be subject to change.

A draft version of the Strategy is required to be endorsed by Council and then considered by the WAPC. The WAPC is the final decision maker on the Strategy.

An implementation plan will be developed once the Strategy has been approved by the WAPC. The implementation plan will detail how the above actions will be implemented including, indicative costs, responsible officers, and potential partnerships and collaborations. Many of the Strategy's recommendations will be implemented through the implementation of local planning policies, precinct planning, and a comprehensive review of the City's Local Planning Scheme.

1.8.2. Review

A review of the Strategy should be undertaken every five years to ensure it remains current and reflects the vision of Council and the Community. Any revisions to the Strategy will require the endorsement of the WAPC.