

Tomorrow's
Kwinana



Draft Local Planning Strategy ²⁰²⁴-²⁰³⁶

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v1.0	24 March 2021	Draft for Council adoption
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This document is available in alternative formats upon request.



City of Kwinana kaditj kalyakool moondang-ak kaaradj midi boodjar-ak ngala nyininy, yakka wer waabiny, Noongar moort. Ngala kaditj baalap kalyakoorl nidja boodjar wer kep kaaradjiny, baalap moorditj nidja yaakiny-ak wer moorditj moort wer kaditj Birdiya wer yeyi.

City of Kwinana acknowledges the traditional custodians of the land on which we live, work and play, the Nyoongar people. We recognise their connection to the land and local waterways, their resilience and commitment to community and pay our respect to Elders past and present.

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Message From The Mayor



I am pleased to present the City of Kwinana's Local Planning Strategy which builds upon the City of Kwinana's rich planning history and provides the guiding vision for the City's growth and development over the next 15 years.

The Local Planning Strategy is vital in providing a long-term strategic planning direction on how the City will meet its vision of being "a unique and liveable City, celebrated for and connected by its diverse community, natural beauty and economic opportunities" (Strategic Community Plan 2021-2031). The Local Planning Strategy aims to reflect the City's vision through the planning innovative and quality development in a sustainable manner.

The City of Kwinana as we know it today has its origins in the 1950s when the State Government appointed one of Western Australia's first qualified town planners, Margaret Feilman, to prepare plans for a townsite to accommodate the workforce for the BP refinery and the many other industries being planned for this area. Feilman based her design on what was then a new style of planning, which involved designing communities so that local shops and community facilities were within a walkable distance and retain major bushland and landscape features.

This commitment to environmental conservation in the design of the City still evident today, 70 years after the area was first developed. The City now projects a sense of place with undulating landscape, mature native trees and bushland. These principles of creating neighbourhoods within bushland and natural landscape have been entrenched in this Local Planning Strategy to ensure that the City's natural heritage is preserved for future generations.

Within the timeframe of this strategy, the Westport Outer Harbour, supporting industries and transport freight corridors will be developed. The development of the Westport Outer Harbour will trigger a new era of growth and development in the City. An important function of this Strategy is to ensure the land requirements of the supporting industrial areas and transport corridors are planned in an orderly and proper manner and, just as importantly, that the City prospers from this period of growth.

The Local Planning Strategy has been six years in the making, based on in-depth community and stakeholder consultation, paired with comprehensive research and analysis of current needs and projected future trends.

The Local Planning Strategy is a first step in the ongoing

process of refining and detailing planning within the City. It will be reviewed after five years and ongoing refinement will continue through the local planning scheme, strategies, policies, structure planning, subdivision and development.

The challenge now is to implement the Local Planning Strategy. While the City will take the lead, effective implementation can only be achieved through a whole of-community commitment. This is critical, as plans are only as good as the will to implement their vision on behalf of communities, now and into the future.

Peter Feasey
City of Kwinana Mayor

Executive Summary

The City of Kwinana's (City) Local Planning Strategy sets out strategic Directions and Actions for land use planning and development for a 10-15 year horizon. During this period there will be a high level of growth in Kwinana's residential population and considerable change and expansion to the City's commercial and industrial areas.

The Local Planning Strategy has been developed and informed by the following set of sustainability principles that will guide the City's community, economy and environment towards a sustainable future.

LIVEABILITY

Ensure communities are safe, enable an active healthy lifestyle and offer a high quality of life and amenity.

CHARACTER

Promote and celebrate natural and cultural assets and landscape elements that are synonymous with the character and identity of the City of Kwinana.

PROSPERITY

Maintain a strong and sustainable local, regional and international economy with a range of business and employment opportunities.

ACCESSIBILITY AND CONNECTIVITY

Focus on safe efficient and effective movement networks that improve legibility and permeability, link places and spaces through an enhanced pedestrian and cycle network at the local level and connect regional facilities.

SUSTAINABLE DEVELOPMENT

Incorporate sustainable development principles into everyday practices so that there is a balance between development and conservation to ensure the needs of future generations can be met.

RESILIENCE

Ensure that communities have the capacity to adapt and respond flexibly to future challenges and opportunities.



Community

The City of Kwinana's population is anticipated to grow by approximately 18,000 additional people and 8,000 new dwellings over the next 12 years. By 2036, the population of Kwinana is expected to be about 71,000 people.

Not only will the population grow during this time but the City's population will change to include an increasing number of people over the age of 70, more multi-generational households and single person households.

A key direction of the Local Planning Strategy is to enhance and develop the City's local and neighbourhood activity centres as 'urban villages', to serve as the focus of daily shopping needs and as meeting places.

The community's housing needs will be more diverse over the next 15 years and require a choice of

housing types. The intention is that diverse housing types will be established within walking distance of the City centres and neighbourhood centres. This will reinforce and support these centres with an increased population and a diversity of housing close to shops and transport. A key action of the Local Planning Strategy includes precinct planning for neighbourhood centres to determine how best to provide a diversity of housing within walkable catchments.

Another key action of the Local Planning Strategy is to ensure that the natural amenity and character of the neighbourhood centres and surrounding residential areas is retained and enhanced. This is particularly important for established heritage areas such as Medina and Calista but should also apply to new growth areas in

the City. The City of Kwinana will establish and apply policies to retain urban landscape, protect street trees and promote unique and sustainable built form within new urban areas.

Providing open space and facilities to accommodate programs and services for the City's growing and changing community in an equitable and financially sustainable manner is also a key focus of the Local Planning Strategy.

There are large areas of land on the eastern side of the Kwinana Freeway which are set aside for rural living (Special Rural and Rural Resource zoned land). This type of land use facilitates natural bushland retention and groundwater protection aligning with the City's sustainable vision. The Local Planning Strategy is supportive of rural living continuing in the long term.



Economy

The most significant economic driver for the City, is its current and future industrial estates. These include the heavy industrial land in the Kwinana Industrial Area, the adjacent light and general industrial land (including spin-off industries that will be associated with the future Westport Outer Harbour).

The City's industrial areas form part of the broader Western Trade Coast. It is critical (particularly with the development of Westport) that comprehensive master planning takes place for the entire Western Trade Coast to optimise the use of the Kwinana Industrial Area and ensure that industrial areas are adequately separated from sensitive land uses.

The Local Planning Strategy focuses on enhancing the Kwinana City Centre as the focus for retail shopping, commercial, educational, civic and recreational activities as well as entertainment. Other activity centres include the future Wandii District Centre as well as smaller neighbourhood and local

centres, all of which will provide convenient accessible services for the local community.

The Local Planning Strategy supports the planning and development of service commercial precincts which take advantage of Kwinana Freeway interchange locations at Thomas Road and Anketell Road. A key action is to investigate the feasibility of a large mixed use precinct at the south western side of the Thomas Road/ Kwinana Freeway interchange (for a range of office, commercial and residential uses) and its integration with the Kwinana Train Station.

While the City's industrial areas produce a significantly higher proportion of jobs in the manufacturing sector than other areas of Perth, most of these jobs are filled by people living outside the City of Kwinana. Employment self-sufficiency within the City of Kwinana is less than that of the surrounding south-west metropolitan region, and amongst the lowest in the Perth metropolitan

area. Employment growth has levelled out while population growth continues to increase, so new and diverse employment opportunities are required within the City of Kwinana.

An important objective of the Local Planning Strategy is to identify land uses which will improve local employment opportunities. While the growth of the Kwinana Industrial Area and Westport will provide jobs for skilled workers, research shows that industries such as retail, accommodation, health and food services provide unskilled and youth employment required in the City. The development of service commercial precincts at the Kwinana Freeway interchanges and mixed-use activity within the City Centre and neighbourhood centres would promote greater employment diversity.

The potential for more home businesses and new training/ education facilities are also opportunities for employment.





Environment

The Local Planning Strategy can provide a framework for protecting significant local natural areas in the City, in addition to those areas already set aside for protection by the State Government.

A number of Actions from the City's Local Biodiversity Strategy 2023 have been included in the Local Planning Strategy to ensure that environmental protection is integral to the City's future planning and development.

The identification of ecological linkages which link locally and regionally significant natural areas and provide stepping stones for flora and fauna is a key action of

the strategy. These linkages would support the ongoing management of regional sites and provide opportunities for integrated walking trails.

The retention of tree canopy cover to cool residential streets and open spaces during extreme heat, provide shade to encourage walking and cycling, create leafy neighbourhoods, and enhance local biodiversity is also identified as a priority.

The large areas of 'Special Rural' and 'Rural Resource' zoned land on the eastern side of the Kwinana Freeway, represent an opportunity to retain biodiversity and

maintain the rural living lifestyle. It is important that clearing and degradation of bushland is limited in these areas to maintain biodiversity.

The City has recognised its responsibility to act on climate change and has adopted a Climate Change Plan (2021–2026). With an increasing population in the City, climate change adaptation and improving community resilience are an important part of land use and infrastructure planning under the Local Planning Strategy.



Infrastructure

Similar to other outer suburban areas in Perth, residential and commercial development within the City of Kwinana is low density and Kwinana's residents are largely dependent on private vehicles to travel to schools, shops, services, places of employment and recreation.

The challenge is to ensure that local centres, neighbourhood centres and the Kwinana City Centre can be accessed conveniently by pedestrians, cyclists and public transport in order to reduce the reliance on private vehicles.

The City's Bike and Walk Plan (2018) intends to create a safe network of cycle routes and walking paths that are convenient for people of all ages and abilities to ride or walk to local destinations such as schools, shops, parks, bushland, bus stops and train stations. The intention is to create communities where cycling and walking are the preferred choices for short trips and everyone has the opportunity

to choose a healthy lifestyle. The Local Planning Strategy promotes the continued roll out of the Bike and Walk Plan.

An integrated transport network to distribute traffic within the City of Kwinana and to provide linkages to other parts of the metropolitan region is crucial in facilitating regional access for the residents of the City of Kwinana. Encouraging public transport and the provision of a high-quality integrated train and bus system is also important to the community. The Local Planning Strategy seeks to reinforce public transport usage and will advocate for the best bus services possible.

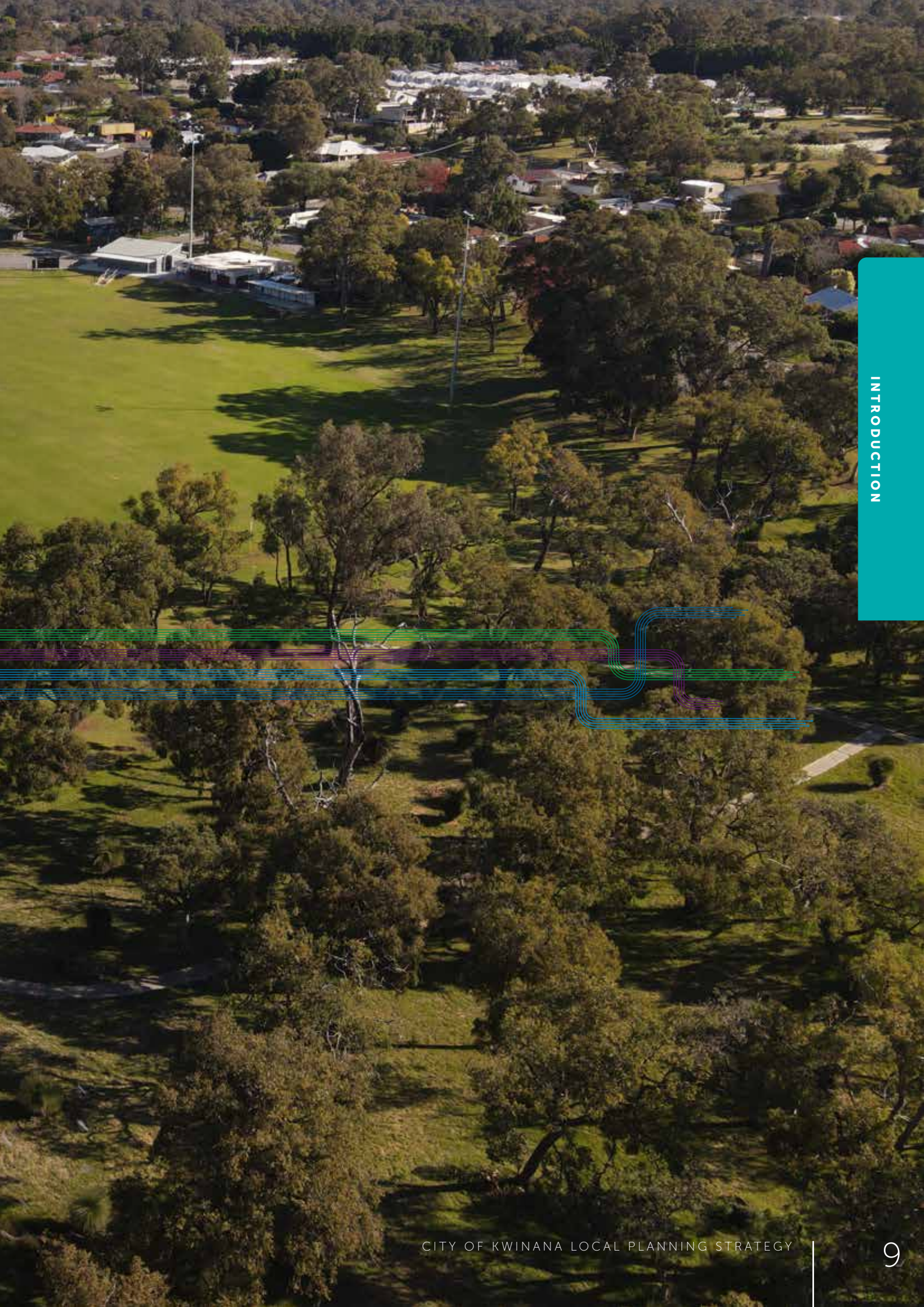
The movement of freight through the City provides essential economic benefits to the Western Australian economy and is a key consideration in terms of the overall efficiency and viability of the Western Trade Coast and Westport. The efficiency of freight movement is reliant on the provision of designated road and

rail corridors that are not restricted due to their potential impact on the amenity of incompatible land uses. The City will manage land use conflict in the vicinity of freight corridors and ensure sensitive land uses are adequately separated from vehicle noise and vibration impacts.

There will be a transition towards electric vehicles and automated vehicles over the next 15 years. Considerations for the City of Kwinana include requirements for electric vehicle charging facilities in new developments.

1

Introduction



1 Introduction

1.1 Purpose of the Local Planning Strategy

The purpose of the Local Planning Strategy is to:

- identify land use planning issues and opportunities;
- outline the strategic land use development Directions and Actions within the City of Kwinana until 2036, having regard to the City's Strategic Community Plan (2021–2031);
- link strategic planning in the City of Kwinana with State and regional planning, including current strategies, structure plans and strategic development initiatives;
- coordinate existing plans and strategies adopted and developed by the City;
- set a strategic framework for the establishment of a new local planning scheme along with rationale for the zoning and reservation of land and for scheme provisions relating to development and development control;
- provide a strategic framework for assessment and decision-making in relation to proposed scheme amendments, subdivision and development;

- identify the need for further studies or investigation to address longer-term strategic planning and development issues within the City of Kwinana; and
- outline how the Strategy will be implemented including reference to the development of any local planning mechanisms, including policies and guidelines which may be required.

1.2 How the Local Planning Strategy has been prepared

The Local Planning Strategy has been developed in accordance with the statutory requirements of the *Planning and Development Act 2005*, the *Planning and Development (Local Planning Schemes) Regulations 2015* and with regard to the Local Planning Manual (WAPC, 2021) and Local Planning Strategy Guidelines (2023).

The Local Planning Strategy was prepared in the following four stages:

Stage One – Understanding where we are now

In order for the City to develop a comprehensive understanding of the important elements that affect the City, it was necessary to undertake detailed studies on the following topics. These studies are described in greater detail in Part 2 of the Strategy and include:

HOUSING STUDY

The focus of this study was to recognise the land-use impacts of the City of Kwinana's growing and changing demographics and population growth. This study identified changing residential and lifestyle requirements in the community.

INTEGRATED LAND USE AND TRANSPORT STUDY

This examined the transport needs for the community and includes an analysis of the City's land use changes and how these may affect connectivity, accessibility, traffic and parking requirements now and in the future.

EMPLOYMENT AND ECONOMIC DEVELOPMENT ANALYSIS

This study focused on analysing the local economy and identified the relationship between population and industry, employment deficits and opportunities for economic growth and additional employment.

LOCAL BIODIVERSITY STUDY

This study examined the extent and existing protection of the City of Kwinana's natural bushland and wetland biodiversity.

RURAL LANDS STUDY

This study examined the stock of rural lands and identified competing contemporary land-use and environmental challenges.

OTHER POLICIES AND PLANS, INCLUDING:

Furthermore, the City was able to draw upon a range of existing studies and adopted strategies to inform the existing context and future implications. These include:

- *Access and Equity Policy (2015)*
- *Bike and Walk Plan (2018)*
- *Climate Change Plan (2021–2026)*
- *Community Infrastructure Plan (2021 – 2031)*
- *Disability Access and Inclusion Plan (2019 – 2021)*
- *Hope Valley Wattleup Redevelopment Project Master Plan (2005)*
- *Kwinana City Centre Master Plan and Design Guidelines (2019)*
- *Kwinana Parks Upgrade Strategy (2019 – 2029)*
- *Local Biodiversity Strategy (2022)*
- *Local Commercial and Activity Centres Strategy (2023)*
- *Medina Residential Design Guidelines (2009)*
- *Medina Neighbourhood Centre Revitalisation Strategy (2010)*
- *Multicultural Action Plan 2017 – 2020*
- *Parks Upgrade Strategy (2019/2029)*
- *Postans Precinct Study (2011)*
- *Public Health Plan (2019 – 2023)*
- *Sustainable Water Management Plan (2018)*
- *Strategic Community Plan (2021 – 2031)*
- *Westport Future Recommendations – Stage 2 Report (2020)*

Stage Two – Identify Issues and Opportunities

The City undertook extensive community consultation and the community's feedback formed the basis of the Local Planning Strategy.

Stage Three – Identify Directions and Actions

Following consultation with the community and key stakeholders, a series of workshops were undertaken with the City's Elected Members to establish planning principles and the Directions and Actions.

Stage Four – Advertised the Draft LPS for community feedback

The City sought feedback on the draft Local Planning Strategy from the community, government agencies, land developers and commercial property owners. The results of the submissions and community feedback resulted in modifications to the Local Planning Strategy where appropriate.

2 The City's Vision And Principles



2 The City's Vision And Principles

2.1 Our Sustainable City

The City of Kwinana's vision as stated in the Strategic Community Plan (2021-2031) is to create "A unique and liveable City, celebrated for and connected by its diverse community, natural beauty and economic opportunities" and represents the community's aspirations and captures the essence of what it will be like to live in the City of Kwinana in the future.

The Local Planning Strategy provides Directions and Actions based on the key themes Community, Economy, Environment and Infrastructure in order to realise the City's strategic community vision.

The Local Planning Strategy will be continuously improved to align future land use planning and development with the community's aspirations and long-term vision as set out in the Strategic Community Plan (2021-2031). The alignment of the themes used in the Local Planning Strategy with the objectives set out in the current Strategic Community Plan are summarised in Figure 1..

2.2 Local Planning Strategy Principles – An Integrated Approach towards Sustainability

In addition to the objectives of the Strategic Community Plan (2021-2031), the Local Planning Strategy has been developed and informed by the following sustainability principles which align with the guiding principles set out in the City's Sustainability Framework (2023).

LIVEABILITY

Ensure communities are safe, enable an active healthy lifestyle and offer a high quality of life and amenity.

CHARACTER

Promote and celebrate natural and cultural assets and landscape elements that are synonymous with the character and identity of the City of Kwinana.

PROSPERITY

Maintain a strong and sustainable local, regional and international economy with a range of business and employment opportunities.

ACCESSIBILITY AND CONNECTIVITY

Focus on safe efficient and effective movement networks that improve legibility and permeability, link places and spaces through an enhanced pedestrian and cycle network at the local level.





SUSTAINABLE DEVELOPMENT

Incorporate sustainable development principles into everyday practices and so that there is a balance between development and conservation to ensure the needs of future generations can be met.

RESILIENCE

Ensure that communities have the capacity to adapt and respond flexibly to future challenges and opportunities.

Figure 1: Summary of Themes and Objectives

Local Planning Strategy Themes (derived from the Strategic Community Plan)	Objectives derived from the Strategic Community Plan (2021– 2031)
 <p>Community</p> <ul style="list-style-type: none"> • Housing and Population Diversity • Character Identity and Urban Design • Public Open Space and Community Facilities 	<p>Maintain infrastructure, playgrounds, parks and reserves to a high standard through sustainable maintenance and renewal.</p> <p>Enhance opportunities for community to meet, socialise, recreate and build local connections.</p>
 <p>Economy</p> <ul style="list-style-type: none"> • Industry and the future Westport Outer Harbour • Kwinana City Centre and other Activity Centres • Employment • Education and Training • Agriculture 	<p>Enable a thriving and sustainable local economy that supports and sustains quality jobs and economic opportunities.</p>
 <p>Environment</p> <ul style="list-style-type: none"> • Protection of Local Natural Areas, Landscapes and Ecological Linkages • Climate Change Mitigation and Adaptation 	<p>Retain and improve our streetscapes and open spaces, preserving the trees and greenery that makes Kwinana unique.</p> <p>Maintain and enhance our beautiful, natural environment through sustainable protection and conservation.</p>
 <p>Infrastructure</p> <ul style="list-style-type: none"> • Transport • Cycling and Walking Network • Utilities 	<p>Provide for an accessible and well-connected City by integrating public transport and improving safe streets for driving, walking and cycling.</p> <p>Create strong regional connections that will improve the ability for residents to access jobs, training and goods and services.</p> <p>Develop quality, affordable infrastructure and services designed to improve the health and wellbeing of the community.</p>



3 Community



3 Community

3.1 Housing and Population Diversity

Kwinana has undergone rapid population growth in recent years and is forecast to grow by approximately 18,000 people (to a total population of 71,000) by 2036 (REMPlan), requiring approximately 8,000 additional dwellings. The majority of these dwellings will be located in the future suburbs of Casuarina, Anketell, Wellard and Mandogalup, and based on current trends these areas will be occupied predominantly by couples and families.

The majority of dwellings across the City of Kwinana are family homes (3–4 bedrooms) on single residential lots. This type of housing will continue to be in strong demand, however, there will be a need to provide a diversity of dwelling options (particularly more one and two bedroom dwellings) to accommodate the growing number of smaller households.

By 2036, there will be more than 5,384 additional seniors (70–84 years old) and elderly (85 years old and over) living in the City of Kwinana, the majority of whom will reside in established suburbs.

The City will encourage a greater range of housing types in established areas, close to the City Centre and neighbourhood centres,

where there is convenient access to shops, services and community facilities.

Providing a diversity of housing near the City Centre and neighbourhood centres will provide housing suitable for a wide range of households types and contribute to the transformation of these neighbourhood centres into vibrant community hubs to meet the residential infill target set by the State government for the City of Kwinana. The Perth Peel Sub-regional Framework has set a target of 1,365 additional dwellings to be provided in existing residential areas of the City, by 2050.

The City will prepare neighbourhood centre precinct plans to ensure that new housing and lot sizes consider residential character, housing needs and affordability.

Although the existing housing stock in the City of Kwinana is less expensive than other parts of the metropolitan area, affordable housing should continue to be dispersed in appropriate areas to accommodate low-income households. The City also recognises the need to encourage a diverse range of dwellings including larger houses for extended families.

The City of Kwinana is amongst the most culturally and linguistically diverse municipalities in the Perth metropolitan area, with more than 40% of all residents born overseas, and nearly 30% speaking a language other than English at home.

In the past decade, there has been a decrease in the proportion of people of English and Australian ancestry and a notable increase in the proportion of people of Filipino, Indian and Chinese ancestry, particularly in the newer suburbs. The City of Kwinana has a higher number of people than the Perth average who identify as Aboriginal and Torres Strait Islanders.

The Rural Living areas (1–4 hectare lots) are highly valued by the community and provide an important rural lifestyle opportunity and an alternative housing option within the City of Kwinana. These areas preserve amenity and retain natural bushland to create areas with rural character. However, there is a need to manage the interface between the urban and rural areas to reduce the impact of urban development where it is in close proximity to rural living lots. A graduation of larger residential lot sizes adjacent to rural lots and landscaping provisions are methods that can be implemented through the planning process to ameliorate the impact of residential development on nearby rural areas.



Directions

Promote activity centres as key nodes for shopping, entertainment, community facilities and where appropriate business services, social services, health services and housing diversity.

Ensure a range of lot sizes and dwelling types for a diversity of households, allowing residents to stay in their communities as they age as well as providing a range of housing options for young people and families with a high level of amenity.

Encourage high quality housing developments targeted to households at different life stages and income levels, including a mix of lower to moderate income groups.

Actions

1. Prepare precinct structure plans for the City Centre, District and Neighbourhood centres:
 - providing diverse housing within walkable catchments for the City Centre, District Centre and Neighbourhood Centres;
 - supporting a mix of land uses to activate and enhance the viability of these centres; and
 - optimising accessibility to and around activity centres via cycle routes and walking paths.
2. Encourage a variety of housing types suitable for the changing needs of the community within walkable distance of activity centres, including;
 - smaller and accessible dwellings for an aging population and people with disabilities.
 - larger houses for extended families and other household types; and
 - supporting initiatives geared towards the provision of special needs housing including good quality – affordable housing, social housing and housing for the age.

3.2 Character, Identity and Urban Design

The City of Kwinana as we know it today has its origins in the 1950s, when the WA Government entered into an agreement with the Anglo-Iranian Oil Company (now known as BP) to construct an oil refinery on the shores of Cockburn Sound. To complement this industrial development, the State Government appointed WA's first qualified town planner, Margaret Feilman, to prepare the plans for Medina and Calista to accommodate the refinery's workforce and their families. The characteristics of the built form within the established parts of the City of Kwinana reflect the prevailing architectural forms and subdivisional design at the time of their development, including larger residential lots, large front yards, wide streets and retention of native trees. Early planning also provided a bushland greenbelt around a large part of the City of Kwinana, creating a distinct community surrounded by bushland.

The City of Kwinana includes areas with distinct characteristics; including:

- The industrial landscape of the Kwinana Industrial Area;
- The leafy established character suburbs;
- New suburban areas alongside the Kwinana Freeway; and
- The rural areas to the east of the Kwinana Freeway

The challenge now is to ensure that:

- The character of the established areas is retained for future generations;
- Natural bushland and landscapes are celebrated and protected in the design of new growth areas; and
- Rural areas are retained and protected from inappropriate development.

The City adopted a Local Heritage Survey in 2022. The survey identifies 71 places of heritage significance, 48 of which are deemed to be of sufficient heritage value to be included on the City's Heritage List which forms part of

Local Planning Scheme No. 2.

Inclusion of a property on the City's Heritage List means that Development Approval is required prior to any demolition, alteration, or any development within the designated heritage place. Both the Local Heritage Survey and Heritage List only record places of European heritage and do not consider aboriginal heritage as this is administered by separate legislation and requires both specialist archaeological and anthropological skills and cultural sensitivity which may preclude the disclosure of information to the public.

The City recognises the importance of Aboriginal heritage to the social, environmental

and economic prosperity of the City and that the Local Heritage Survey, as a standalone document, does not provide a holistic picture of the City of Kwinana's cultural heritage.

The City commissioned a Character Study of the City's established suburbs in 2021 to help identify areas of significant residential character. The Character Study found that positive character qualities are most prevalent in Medina and Calista with older development in Orelia and Parmelia sharing some, but not all, of those qualities. Neighbourhood character in Medina and Calista is tied predominantly to the quality of landscaping both in the public and private realm with mature trees playing an essential role in character. The greatest influence and threat to this character is the size and position of houses on the lot and this is being impacted by both new development and redevelopment in these suburbs c. The City needs to consider how to respond to these challenges in order to conserve the traditional character of these suburbs.

The Character Study states that the City's newer suburbs (post 1980s) are 'typical' of the housing of the period with large houses on small lots with small setbacks resulting in less space for landscaping and tree canopy. Development in the newer suburbs areas also tends to include retaining walls, large garages and wide driveways which dominate building frontages and the streetscape.

To ensure the character of the City's established suburbs is retained, the City of Kwinana intends to review the Residential Design and Subdivision Guidelines 2009 to determine how effective the policy has been and ensure that new development is respectful to the existing residential character in terms of built form, appearance and impact on the streetscape and adjoining properties.

3.3 Wellard East Planning Area 1

The Wellard East Planning Investigation Area (shown in the South Metropolitan Peel Sub-Regional Planning Framework and Perth and Peel@3.5million Planning Investigation Areas Update, WAPC 2022) is identified on the Local Planning Strategy map as Planning Area 1 – intended for the purposes of further detailed planning. Key considerations are to be addressed through further detailed planning for urban expansion include:

- road transport infrastructure coordination and staging (at a regional and district level);
- servicing infrastructure coordination and staging;
- protection of significant environmental values;
- land to be set aside for flooding and drainage;
- sand fill required to provide separation to groundwater and flood levels (including estimated volumes, resource locations and transport); and
- interface with the adjoining Urban Investigation area at North-East Baldivis..

In addition to these matters the City has identified a number of additional matters to be addressed prior to future rezoning and preparation of a district structure plan(s) for the Wellard East Planning Investigation Area to ensure the environmental values of this area and its integration with surrounding land uses are fully considered.



Directions

Recognise and strengthen the City of Kwinana's unique cultural, natural and built identity to foster a sense of place in existing and future residential areas.

Actions

3. Develop a design policy to strengthen the City's focus on built form and assist in the assessment of development in the context of the existing site and surrounds.

4. Review the City of Kwinana's Medina Neighbourhood Centre Revitalisation Strategy and Residential Design Guidelines 2009 (Local Planning Policy) to ensure new developments complement and enhance the character of the area.

5. Develop planning controls that implement best practice sustainable development principles for climate responsive site and building design, energy efficiency, waste recycling and water management.

6. Include appropriate provisions in the planning framework to ensure that subdivision and development is site responsive, incorporates site features, includes interconnected grid based road and active transport networks that maximise connectivity, accessibility, choice, and legibility, and are aligned to take advantage of views and create vistas to important buildings and spaces.

7. Maintain and enhance the appearance and treatment of gateway points into the City of Kwinana and their importance in contributing to character and identity (Rowley Road, Anketell Road, Thomas Road, Mortimer Road, Gilmore Road and Rockingham Road).

8. Request that the future district structure plan for the Wellard East Planning Investigation Area addresses the following matters:
 - preparation of a district water management plan to protect and manage water resources including minimising impact from nutrient loads and potential downstream impacts on wetlands and the Serpentine River;
 - disturbance to wetlands due to the filling of low lying land; and
 - modifying the boundary of the Wellard East Planning Investigation Area to exclude existing conservation reserves.

3.4 Public Open Space and Community Facilities

Public open spaces and community facilities bring people together, maintain quality of life and develop the skills, networks and relationships essential to building strong communities. Investing in community infrastructure is essential for the health, wellbeing and economic prosperity of communities.

There are significant differences in the forecast age profile and household types between the newer suburbs on the eastern side of the City and the older established areas on the western side of the City which will influence the type of community infrastructure and services that will be required in these areas. The young families in the newer residential areas will need playgrounds, sporting grounds and community facilities and services. In the established suburbs of Kwinana the population is aging

and there will be a greater need for health services and programs which provide the opportunity to interact and connect with others.

The City has prepared a Community Infrastructure Plan (2022) to guide the planning, development of open space and community facilities (libraries, community centres and recreation centres) at a local, district and subregional level within the City of Kwinana. The Community Infrastructure Plan will be regularly reviewed to provide a range of multi-purpose community and recreation facilities that meet the changing needs of the community and support healthy and socially connected communities. A key premise of the plan is to ensure community facilities and public open space are provided as part of the shared use agreements with school sites and/or other facilities.

To ensure that there is access to regional recreation facilities within the City of Kwinana, the City has commenced a feasibility and business case process for a future regional open space (ROS) to be located in the City (minimum 50ha). Currently several sites are being investigated to determine their suitability.

Initial research and analysis has determined that there is already a shortfall of playing fields, and indoor courts in the City and within Perth's Southern Metropolitan Corridor. A regional reserve will be required to meet the needs of a growing regional population and provide an opportunity to co-locate a number of sporting activities and organisations at the same venue.

The State Sporting Associations have advised that there is a clear need for increased provision of sporting facilities and infrastructure into the future beyond the current level of planning.

Should the Council adopt a future preferred location for a regional open space, it is likely to result in advocacy for land to be reserved for this purpose.

3.5 Regional Recreational Facility



Direction

To deliver an equitable distribution of accessible and integrated multi-functional public open spaces, community and recreation facilities that supports healthy and socially connected communities.

Actions

9. Promote cultural heritage and history through the design of public open space, public facilities and public art to foster a sense of belonging and connection.
10. Investigate prospects for coastal recreation opportunities having regard to the future Westport whilst recognising the potential impacts of sea level rise.
11. Undertake a study to determine feasible sites for the location of a regional open space within the City of Kwinana.



4 Economy



4 Economy

4.1 Industry and the future Westport Outer Harbour

The Western Trade Coast is the largest and most complex heavy and general industry site in Western Australia and is of critical importance to the prosperity of the State and the Perth metropolitan area.

In 2020, the State Government announced its intention to develop Westport in the Kwinana Industrial Area, as the State's new container port. The transition of activities from the Fremantle Inner Harbour to Westport Outer Harbour will have significant impact on the land use mix in the Western Trade Coast.

A new hierarchy of land uses will emerge in the Western Trade Coast based on the location of infrastructure and proximity to the core port operations. In parts of the Western Trade Coast closest to the port, low order uses (population driven) will likely make way for a greater concentration of higher order uses (port related uses and strategic uses that are export orientated).

In addition to the new port related uses the Western Trade Coast will continue to grow over the next two decades accommodating heavy



industrial uses. The challenge is to ensure that this growth is optimised and occurs in a well-planned and integrated manner to maximise the strategic value of the locality for the State and the City of Kwinana.

Lower order uses (small factory units, bulky retail) will need a place to relocate due to the higher value port strategic uses that will locate in close proximity to Westport.

Due to the introduction of new industrial land uses and continued industrial development in the Western Trade Coast, it is

appropriate that a comprehensive master plan be prepared by key government state and government agencies for the Western Trade Coast. The master plan would inform statutory planning instruments to guide optimal land uses outcomes for the State and local community.

The master plan should consider:

- The provision of east-west freight corridors to connect Westport to the metropolitan transport network. Westport and heavy freight vehicles will

operate 24 hours a day and planning for the land adjacent to the heavy freight corridors should take into consideration the potential impact of noise emissions from heavy vehicles (particularly Anketell Road);

- Adequate separation distance between industry and sensitive land uses (residential dwellings). This will protect industrial growth and ensure that Leda, Calista and Medina are not exposed to the adverse air quality, odour and noise emissions from industry;
- Provision of additional heavy industry sites; and
- Future planning for areas identified as Industrial Expansion Area in the Perth Peel Sub-regional Framework, including Postans and parts of the Alcoa Residue Disposal Area.

4.2 Standardise zoning and development standards across the Western Trade Coast

Consistent with the need to align the planning framework across the Western Trade Coast, the Perth South-West Metropolitan Alliance has initiated a joint project between the Cities of Kwinana, Cockburn and Rockingham to standardise zoning, land use permissibility and development standards across the Western Trade Coast.

This project aligns with the Western Australian Planning Commission reform projects to review/modernise land use terms and

zone/reserve objectives; and to standardise land use permissibility and to develop a consistent approach to development requirements in certain zones.

There is an opportunity for City of Kwinana to serve as a residential and service location for personnel involved with the defence assets maintenance phase at the Australian Marine Complex and for any expansion of Naval operations at Garden Island.

There is 6.27ha of 'Light Industry' zoned land in Medina comprising 42 lots, ranging from 728m² to 2,750m², providing an assortment of light industrial activities. The location of this light industrial zoned land is a historical legacy and provides local employment and services to the community. Consideration should be given to the long-term potential for alternative land uses in the Medina Light Industrial Area.



Direction

Recognise the importance of the Kwinana Industrial Area and the future Westport Outer Harbour to secure future employment opportunities for the City of Kwinana's residents.

Expand land use options for a range of industrial land uses to be located within the City of Kwinana having regard to land use compatibility.

Action

12. Facilitate strategic land use planning in the Western Trade Coast to enable an ongoing supply of industrial land to cater for employment in the City of Kwinana.
13. Undertake a joint project with the City of Cockburn and City of Rockingham to review aspects of the City's Local Planning frameworks (including planning scheme and policies) to determine if the zoning, land use permissibility and development standards that can be applied consistently across the Western Trade Coast.
14. Review and adopt the City of Kwinana's Postans Study with consideration to land requirements for light industrial and service commercial land uses and the future of the Medina Light Industrial complex.

4.3 Kwinana City Centre and other Activity Centres

The City has experienced considerable economic, development and population growth in recent years and it is anticipated that this high rate of growth will continue for the duration of this Local Planning Strategy and beyond.

It is forecast that retail and commercial land uses in the City may increase by an additional 170,000m² (a 60% increase on the 2021 floor area) by 2042. This growth in commercial development and adoption of State Planning Policy 4.2 – Activity Centres, necessitated the preparation and adoption of Local Commercial and Activity Centre Strategy 2023 (LCACS 2023) to guide the development of City local commercial and activity centres.

LCACS 2023 is based on robust modelling and analysis to ensure that a hierarchy of activity centres is distributed throughout the City to ensure that frequently required retail and service needs are situated in local centres (within walkable catchments) and less frequently required retail needs and services are situated in convenient higher order centres distributed throughout the City.

The strategic objectives of LCACS 2023 are as follows:

- Facilitate the provision and responsive evolution of a viable and conveniently accessible network of functional and attractive activity centres that meet the day to day needs of residents and are places where people can meet and interact.
- Ensuring the Kwinana City Centre remains the City's largest and most complex activity centre hosting higher-level commercial, civic and cultural activities, but also supporting mixed land use/activities in other activity centres appropriate to their role in the hierarchy.

- Permitting the development of new centres only when they clearly fill a gap in the defined Activity Centre Hierarchy in LCACS 2023.
- Encourage and facilitate the improvement of existing activity centres to enhance their utility and attractiveness to the community which may involve:
 - Allowing development or changes in use that will improve the condition and/or performance of an existing local activity centre.
 - Taking a pro-active role in encouraging and facilitating improvement to existing activity centres.
 - Ensuring that enough land is provided for the long term floorspace potential of planned mixed use activity centres.
- Encouraging a high standard of design and development of new activity centres including liaising with developers and other key stakeholders during the planning and design process and exercising development control powers to ensure centres are sustainable and align with urban design principles. Encouraging and facilitating compatible non-retail uses in activity centres at all levels in the hierarchy to improve their convenience and utility.
- Encouraging and facilitating development of a range of housing types in the vicinity of activity centres to enhance centre viability and create housing choices that are accessible to shops, local jobs and transport links. This will facilitate a local and sustainable approach to urban form.
- Enhance and develop the City's local and neighbourhood centres to meet the different needs of the local community, including access to goods and services and social interaction. The enhancement of neighbourhood centres will contribute in many ways to community and it is important that every support be given to the economic growth of the centres.
- The City supports the planning and development of service commercial precincts to take advantage of Kwinana Freeway interchange locations at Thomas and Anketell Roads.

Kwinana City Centre

The Kwinana City Centre is the primary centre in the Activity Centre Hierarchy and the Local Planning Strategy aims to ensure that this primacy is retained within the Activity Centre Hierarchy. The current performance of the centre is identified in the City's LCACS 2023 as low and there will need to be a collaborative approach between the City and key stakeholders in the Kwinana City Centre to improve the centre's performance.

LCACS 2023 recommends the following measures to improve the performance of the City Centre:

- Encouraging office development to occur in the City Centre to create day-time activation.
- Facilitating entertainment, café/restaurant, recreation and cultural uses in the City Centre to promote night-time activation and increased liveability.
- Encouraging any future redevelopment of the Kwinana Marketplace to connect with Chisham Avenue.
- Creating a stronger connection between civic and retail uses in the City Centre to promote multi-use visits and pedestrian activity.
- Short term activation of Chisham Ave through alfresco dining, a strong link with Aldi and additional activities in the Market Square area between Chisham Ave and the Public Library.
- Offer family amenity or encourage proponents to provide family amenity. Family amenity has been an important feature for several retail redevelopments, including the Karrinyup Shopping Centre Redevelopment and the Cockburn Gateway Expansion.
- Support more residential development in the City Centre.

- The development of Westport and the Australian Defence Force maintenance facilities at the Australian Marine Complex and Garden Island may provide development opportunities within the City Centre, such as the potential to develop training facilities.

The development of the City Centre has been guided by the Kwinana Town Centre Master Plan and Design Guidelines and Local Planning Scheme No. 3. The City intends to prepare a new local planning scheme which would be based on the preparation of the City Centre Precinct Structure Plan underway.

Wandi District Centre

The Wandi District Centre is planned as part of the recommended activity centre hierarchy to reach a size of approximately 20,000m² Shop/

Retail floorspace by 2042.

The Wandi District Centre will reduce the need for local residents to travel longer distances to other centres and warrants a larger centre than was indicated in the original modelling.

Other Activity Centres

Precinct centre planning for neighbourhood centres will be undertaken by the City to identify opportunities for each activity centre to inform future planning measures and controls. Master plans will be prepared to address issues such as connectivity, car parking and landscaping.

The City will investigate the potential for a mixed use precinct (Planning Area 2) occupying an area spanning from the Kwinana Freeway and Thomas Road intersection to the Kwinana Train station. Much of the site is vacant urban land

with areas of bushland set aside for conservation. The intent is to capitalise on the following locational advantages:

- patial location along the Kwinana Freeway which provides good locational access across the Perth metropolitan area from the Perth CBD to Mandurah;
- traffic volumes passing the site on a daily basis along the freeway and using Thomas Road (movement economy) of the site;
- Kwinana train station providing access to the Perth CBD in 30 minutes;
- attractive outlook over The Spectacles, a large conservation estate; and
- immediate link with growing service commercial land uses on the eastern side of the Kwinana Freeway / Thomas Road interchange



Direction

To define the role and extent of the City's activity centres hierarchy to establish a network of shopping, recreation and entertainment requirements for residents and provide employment, community meeting places and associated land uses.

Actions

15. Prepare and implement a City Centre Precinct Structure Plan to:
 - optimise the potential of the City Centre as a key location for retail, restaurant, entertainment (night and day), arts, childcare, housing, education, health services, social services and short-term accommodation;
 - allow for education and training needs of the community within the City Centre
 - investigate options for high density residential development and short-term accommodation;
 - review the design of Chisham Avenue as a Main Street;
 - investigate the potential for strategic sites within the City Centre to lead investment and redevelopment within the City of Kwinana;
 - differentiate the City Centre by creating and enhancing links to the local bushland and open spaces; and
 - develop advocacy and partnership plans to support City Centre development.
16. Prepare a master plan for the Bertram Neighbourhood Centre to provide a framework for public realm improvements including pedestrian access, disability access, car parking, landscaping, street furniture, wayfinding and the design of public spaces.
17. Rezone the following local centres in the local planning scheme to enable redevelopment:
 - Calista local centre – rezone the site to mixed use.
 - Summertown Road – rezone the site to residential development.

4.4 Employment

Businesses within the City of Kwinana are a key generator of manufacturing and construction jobs for the Perth metropolitan area. This is illustrated in Figure 2 below, which compares overall employment generated in the City against jobs created elsewhere across greater Perth. Also evident, is that the City has comparatively fewer jobs in retail trade, health care and professional and technical fields.

The historic presence of industrial, manufacturing and construction jobs in the City plays a key role in the growth of these industries and is promoted as part of the Local Planning Strategy.

There will be increasing automation of industry, particularly

manufacturing and transport logistics and a reduction in lower skilled employment in such industries. While manufacturing will continue to grow, employment numbers will not necessarily be growing at the same rate.

Employment Self-Sufficiency and Self Containment

Most of the manufacturing and construction industry jobs in the City of Kwinana are filled by people living outside the City and it is evident that City's employment self-sufficiency (measure of local residents working in local jobs) is less than that of the surrounding south west region and amongst the lowest in the Perth metropolitan area. The major reasons for the City's resident workers seeking employment outside of the City could be the nature of employment opportunities versus the residents

skills and qualifications; transport options available and commuting times; relationship between wages and salaries (people will travel further for higher paid jobs); and house prices in the local area.

The size of the City of Kwinana's total labour force in 2016 was 18,829, which includes all persons aged above 15. Overall, 89.2% of the labour force was employed and 10.8% unemployed. When added to the people looking for work, either full or part-time, 21.6% of the labour force is not in work.

While there has been some recent growth in employment in the City in recent years, employment is not keeping pace with the rapid population growth. As can be seen in Figure 3 between 2006 to 2018, employment in the City has remained steady at around 15,500 jobs, while the population has increased from 24,000 to over 42,000 over the same time period.

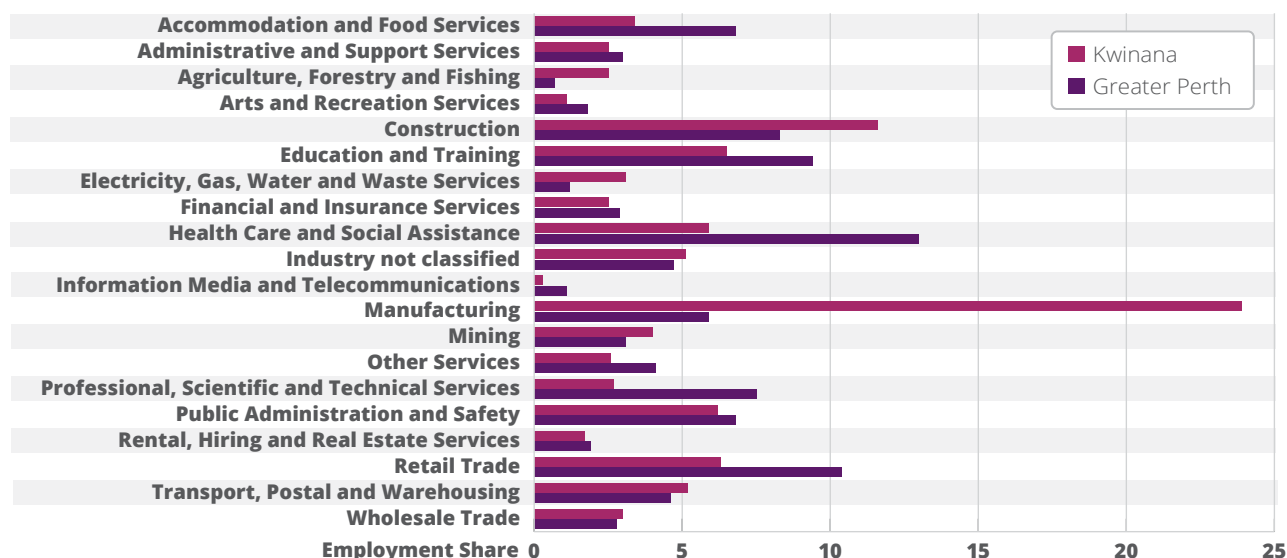


Figure 2: Overall Employment in the City of Kwinana

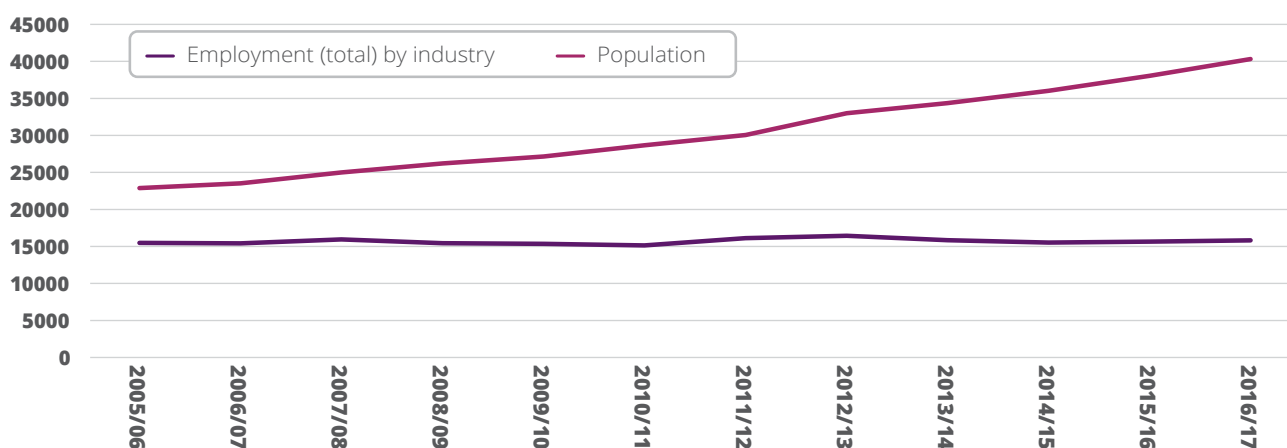
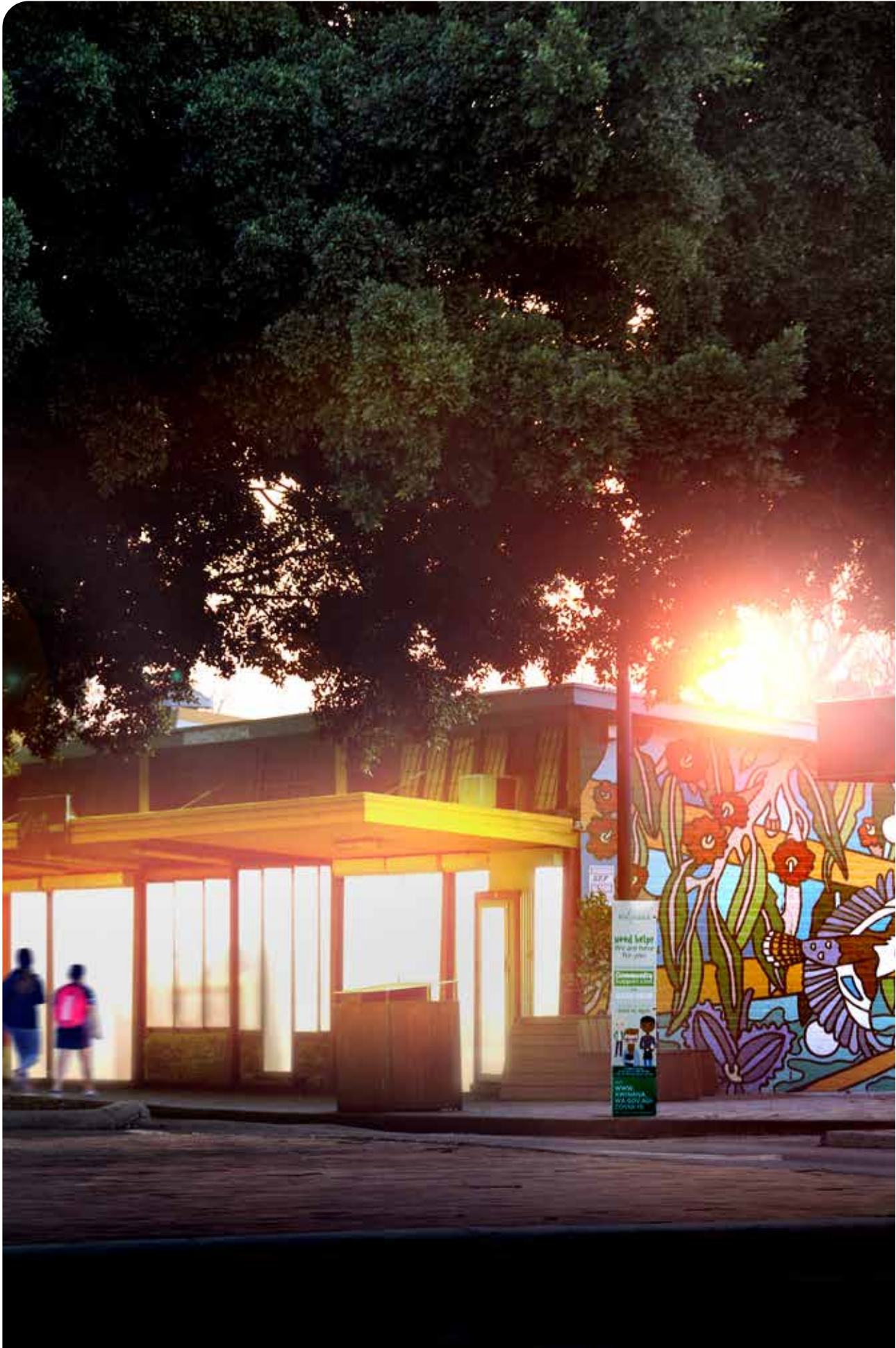


Figure 3: Kwinana Employment Growth



New Employment Opportunities

The challenge for the City is to consider opportunities for job creation for the local population as part of long-term planning so that it better matches population growth and population skills and training. Figure 4 shows an assessment of the gap and the distribution of jobs types to 2036, and, some strategic direction as to how the gap could be breached.

It assumes that a proportion of local residents will travel to work outside of the City and it is important that transport systems and opportunities are supporting people travelling out of the City and into the Perth CBD to work.

Further, it assumes that a proportion of these jobs (around one-third) will be population-driven jobs that arise to directly service the local population. They include local retail and business services, health services, education services (particularly primary and secondary education) and personal services.

An analysis of the jobs held by the resident population in the City in 2016 shows the three most popular industry sectors were:

- Health Care and Social Assistance (1,973 people or 11.7%)
- Retail Trade (1,808 people or 10.8%)
- Construction (1,780 people or 10.6%)

It can be expected that the number of people employed in these sectors will grow as the population of the City and the region grows but it is critical that future planning seeks to maximise employment in these industry sector areas given that there may be a gap of approximately 7,000 jobs that would need to be found within the City by 2036.

The increases in small, often home-based business over the past decade also provides an opportunity for a range of employment in the City, particularly in the provision of professional services, information technology, home-based food business and many other services.

Enabling the growth of such industries and businesses to provide employment opportunities for the City's residents is fundamental to the Local Planning Strategy and ensuring sufficient land is available for industry and local businesses.

4.5 Health Services

Between 2016 and 2036, the City's population in the 70–84 age group will increase by approximately 3,100 and by 835 persons in the 85 and above age group. The City's expanding aged population will increase the demand for health services and generate the need for

at least 2–3 additional aged care facilities plus in-home services. These are large employers and may see the aged care workforce almost double by 2036.

An expanding population will also mean increased demand for community-based health services which should locate within the City Centre.

4.6 Service Commercial

As previously noted, the Local Planning Strategy seeks to promote Service Commercial precincts to take advantage of the location and exposure of the Kwinana Freeway interchanges. These sites provide the best strategic opportunity to close the gap between employment growth and population growth. Provided they are appropriately managed under the new local planning scheme, their presence would have minimal effect on existing activity centres, including the City Centre itself. The development of these precincts takes advantage of the proximity of these sites to the Kwinana Freeway.

There are opportunities for Service Commercial Precincts to the:

- east side of the Thomas Road and Kwinana Freeway interchange where land has already been approved under structure plans for service commercial land uses. This

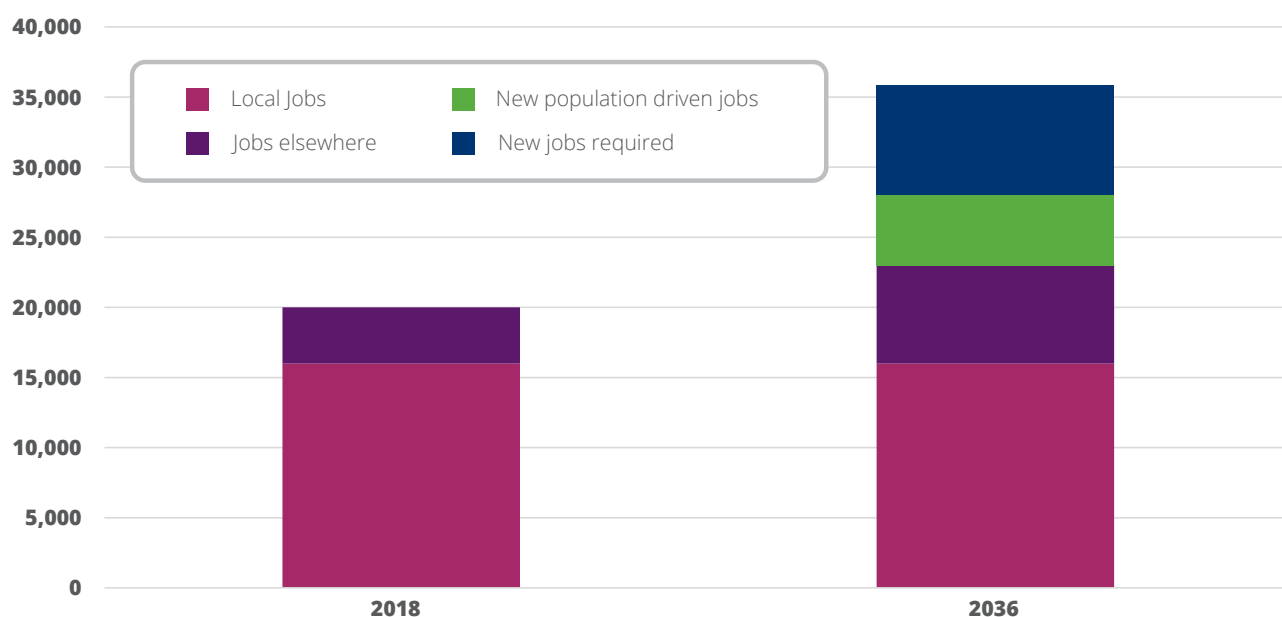


Figure 4: Employment Self-Sufficiency

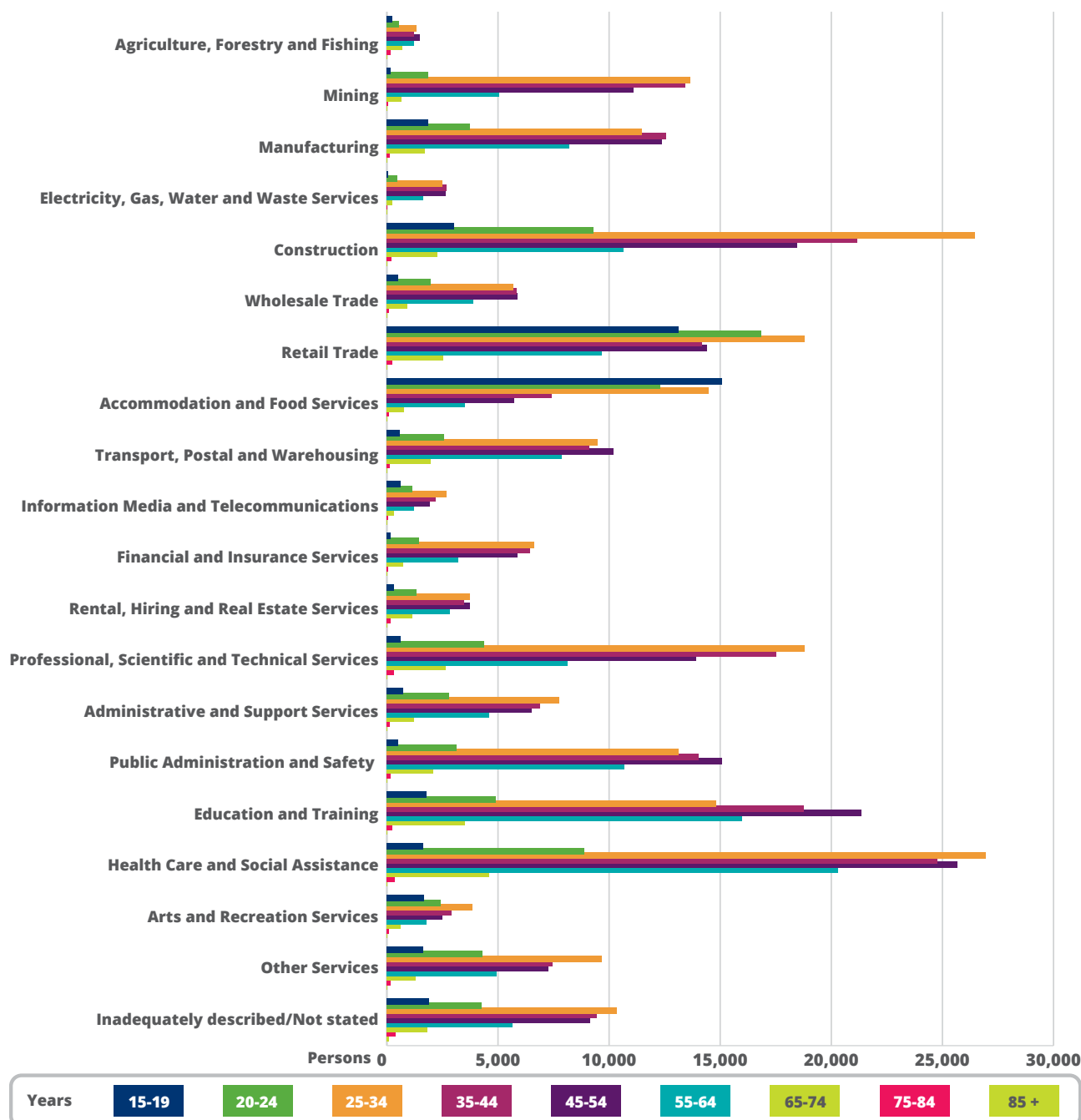


Figure 5: Youth Employment in the Perth Metropolitan Area

area has considerable potential for development into a large service commercial area offering a range of bulky and white goods retail services.

- east side of Anketell Road – Kwinana Freeway interchange where the future Wandii District Centre is located (with the long term potential to develop the Anketell Road Train Station).
- west side of the Anketell Road – Kwinana Freeway interchange in Mandogalup where service commercial uses would be an appropriate interface between Anketell Road and future urban land uses.

4.7 Tourism

The Spectacles, Kwinana Loop Trail, Tramways Trail and the Wildflower Walk provide unique opportunities to walk and cycle through bushland areas within the metropolitan area. The general public may not be aware of these areas and the City will investigate opportunities for eco-tourism within the City of Kwinana to provide employment opportunities and promote environmental stewardship. The ecological links between the reserves combined with cycle and walking paths provide an

opportunity for local tourism unique to Kwinana.

The opportunity for heavy Industry focused tourism opportunities should not be underestimated with many countries actively promoting industrial tourism. There is a market for people interested in learning about a range of industries with the Kwinana Industrial Area from major processing plants, power plants, desalination plants and waste to energy plants. An integrated masterplan for the Kwinana Industrial Area and the City's future Economic Development Strategy will provide a key platform for such opportunities into the future.

4.8 Small Business

There are a total of 1,945 businesses in the City and while there are many large businesses located in the City of Kwinana, approximately 1,851 of these, or 95%, are small businesses. In fact, despite the City of Kwinana appearing to be the home of large industries, there are only 68 businesses based in Kwinana that employ over 20 people.

The major areas of small business operations are in the roles of:

- Transport, Postal and Warehousing;
- Construction; and
- Professional Scientific and Technical Services.

During 2019, businesses grew at over 2 per week to 134 new businesses commencing in Kwinana, appearing to be

exclusively small businesses. Most of the new businesses established in 2019 were in the following industries:

- Transport, Postal and Warehousing;
- Administrative and Support Services; and
- Rental, Hiring and Real estate services.

Additionally, there are a total of 97 home-based businesses that operated in Kwinana in 2019, predominantly within Wellard, Bertram, Wandi and Parmelia. The City will optimise the potential of home-based businesses as an employment growth sector to improve self-employment opportunities in Kwinana. The City has the capacity to reduce barriers to home-based business via reduced administrative overheads and integrated assessment processes.

4.9 Manufacturing and Industry

Industry remains an important employer for the City's residents and its growth will benefit the local community. This includes heavy to light Industrial land uses and their technological changes considerable potential for significant expansion in Latitude 32 and Postans.

There are opportunities for Light Industry/Service Commercial uses in particular, to expand into the Postans locality providing local employment opportunities.

The Thomas Road – Kwinana Freeway interchange (west and east of the Kwinana Freeway) has been identified as Planning Area 2 in the Local Planning Strategy to ensure that a number of site matters are considered during subsequent stages of the planning process.



Strategic Direction

To create diverse employment opportunities for local residents and maintain sustained economic growth by ensuring that suitable serviced employment land is available.

Strategic Actions

18. Consideration is to be given to the following matters during subsequent stages of planning in Planning Area 2 (Thomas Road – Kwinana Freeway Interchange):

- integration with the Kwinana Train Station;
- regionally and locally significant environmental values;
- proximity to the service commercial area and neighbourhood centre on the eastern side of the Thomas Road – Kwinana Freeway interchange;
- short-term accommodation and conference centre options; and

- traffic flow and safety of the transport network.

19. Investigate opportunities for eco-tourism within the City of Kwinana to provide employment opportunities and promote environmental stewardship as part of the City of Kwinana's future Economic Development Strategy, including the development of an eco-tourism centre alongside established natural attractions such as The Spectacles, Kwinana Loop Trail, Tramways Trail and the Wildflower Walk.



4.10 Education and Training

Opportunities for attracting education and training facilities into the City is necessary to boost the local economy but also to provide local youth with skills relevant to local jobs and employment generally.

The Australian Defence Force's plans to establish an office/training facility easily accessible to the Australian Marine Complex provides employment opportunities within the City of Kwinana. There may also be the potential for the Kwinana South Metropolitan TAFE campus to expand to provide semi-professional and trade training for the defence industry and the Kwinana Industrial Area.



Direction

The community has a choice of quality public and private facilities to meet their education and training needs.

Strategic Actions

20. Advocate for the establishment of training facilities within the City of Kwinana to provide semi-professional and trade training for the defence industry and other industries within the Kwinana Industrial Area.



4.11 Agriculture

Until recently large parts of City of Kwinana were used for rural purposes, however, following the extension of the Kwinana Freeway and the Perth-Mandurah Train Line, areas east of the Freeway have been rezoned to facilitate the establishment of new suburbs. This has occurred in Wandi, Anketell, Casuarina, Wellard and Mandogalup. Urban development will continue to expand in these areas for several decades. The last remaining rural areas are situated further east of the Kwinana Freeway.

As a result of the zoning and land use changes over the past two decades, the role of agriculture in

the City's economy has declined and many rural industries have relocated.

The South Metropolitan Peel Subregional Planning Framework identified part of the rural area to the east of the Kwinana Freeway and south of Casuarina Prison as a Planning Investigation Area. This includes part of the last remaining 'Rural A' zoned areas with the City of Kwinana.

The Western Australian Planning Commission will determine the outcome of the urban investigation areas (identified as Planning Area 1 on the Local Planning Strategy map) through detailed planning investigations. The City will also investigate the preferred long-term use of land within the remaining 'Rural A' zone area in Local Planning

Scheme No. 2. In view of its objectives to retain biodiversity and manage and minimise water quality impacts on both the Jandakot Groundwater Mound and drainage catchment of the Peel - Harvey Estuarine System.

There are a number of agricultural businesses operating under non-conforming uses rights within areas set aside for future urban development or in localities where environmental legislation has changed over the past decades meaning that the use may no longer be appropriate if new approval was sought today. These uses may ultimately seek to relocate away from constraints but efforts should be made by the City to seek to incorporate these uses into Service Commercial areas where possible.



Direction

To review the City's rural land use with a view to medium and long-term opportunities.

Actions

21. Undertake a Rural Study to determine how the following matters can be managed under the City's planning framework:
 - investigate planning measures that will protect the amenity of the rural landscape;
 - minimise land use conflicts at the interface between urban and rural land uses;
 - consideration of land use interface issues with the Shire of Serpentine Jarrahdale, City of Cockburn and City of Rockingham; and
 - review the City's landscape protection zone to improve its capacity to prioritise and retain environmentally significant areas.
22. Investigate options for the ongoing agricultural uses operating under non-conforming use rights.
23. Investigate the future of the remaining 'Rural A' zoned land in the Local Planning Scheme.

5 Environment



5 Environment

5.1 Local Natural Areas, Landscape and Ecological Linkages

Bushland, wetlands and landscape features contribute significantly to the character and quality of life within the City's urban and rural areas, and also provide important habitats to sustain unique ecosystems.

Prior to European settlement there was nearly 12,000ha of native bushland (including wetlands) within the City, of which approximately 45% remains (20% of which is protected through *Bush Forever* and State Government conservation reserves).

The City of Kwinana's population and housing forecasts indicate significant growth over the next 15 years. This will place considerable pressure on the local environment and present ongoing challenges associated with the retention of bushland, wetlands and landscapes if not properly managed.

5.2 Local Biodiversity Strategy

The City's Local Biodiversity Strategy 2023 is intended to protect the City's bushland and wetlands from the anticipated development and population pressures so that current and future generations can appreciate the City's natural environment and biodiversity.

A number of actions identified in the Local Biodiversity Strategy have been included in the Local Planning Strategy to inform and influence the City's planning framework as it applies to vegetation protection and biodiversity considerations.

5.3 Planning Area 3

There is a large area of bushland (and wetlands) in excellent condition on Lot 123 Mortimer Road which contains a diverse range of rare or threatened flora, fauna and ecological communities. Lot 123 Mortimer Road, Casuarina has been identified as Planning Area 3 in the Local Planning Strategy map to ensure that the environmental values of the site are recognised during subsequent stages of the planning process.

5.4 Urban Forest Strategy

The City's leafy suburban character needs to be protected and enhanced to

- ensure high quality bushland remnants are prioritised for retention as part of any structure planning for new areas;
- enhance and retain tree canopy cover to cool residential streets and open spaces during extreme heat;
- provide shade to encourage walking and cycling, create leafy neighbourhoods, and enhance local biodiversity;
- promote the retention of street trees by the community and raise community awareness and encourage community participation in biodiversity protection;
- require all new industrial and commercial developments to retain existing trees and plant mature trees where appropriate;
- identify, protect and restore ecological corridors; and
- outline revegetation, restoration and landscaping standards expected of developers, and requirements for other landscape elements to strengthen connections.

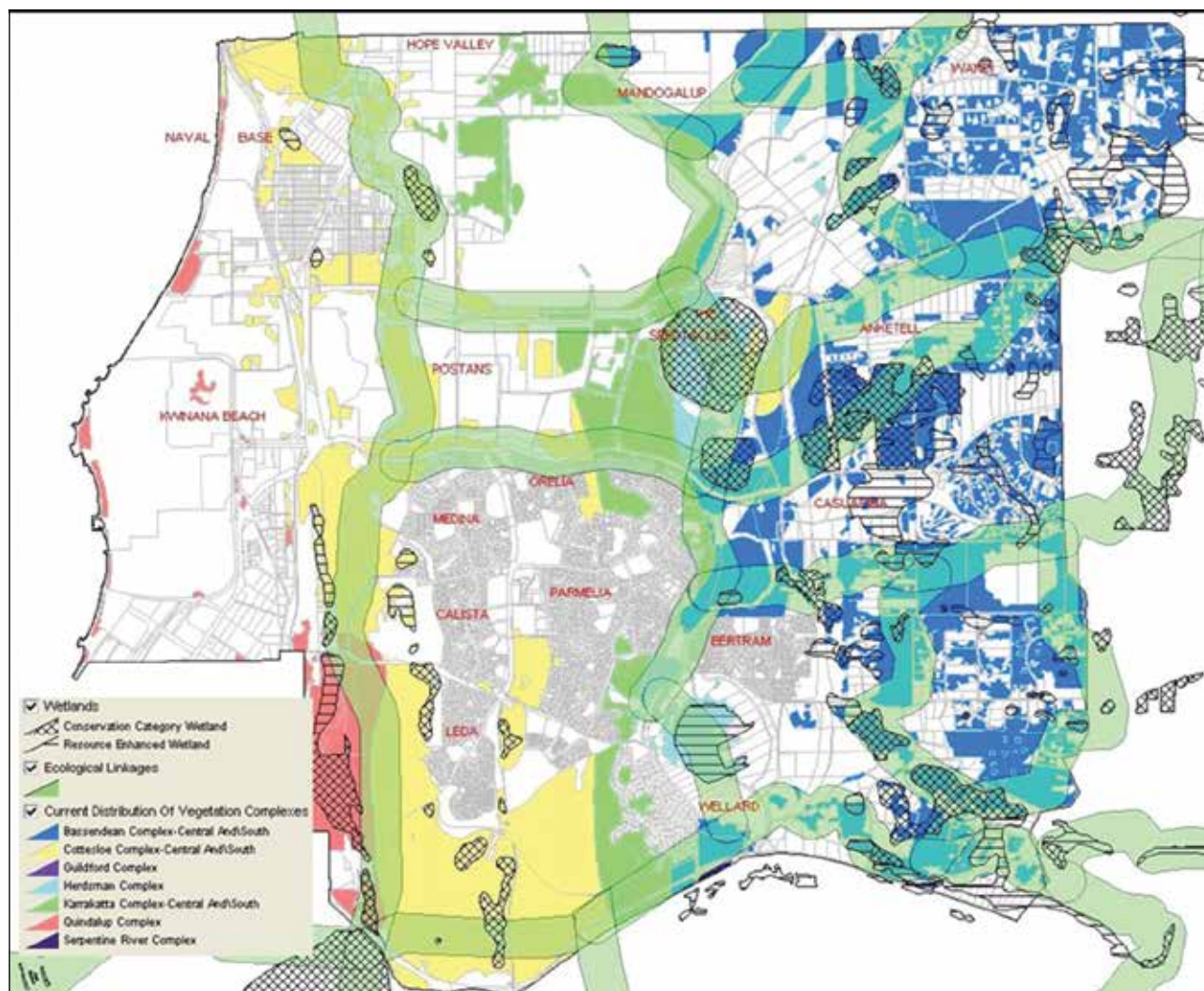


Figure 6: Vegetation complexes and Ecological linkages within Kwinana

The City of Kwinana has an established street tree planting policy which has been in place since 1992 and has contributed to an 8% increase from bare ground to green cover since 2016 and is an important ongoing program to retain and where possible expand tree canopy cover. An Urban Forest Strategy is required to provide a coordinated approach to maintaining and improving the City's tree cover and will seek to explore further opportunities beyond the street tree planting policy to achieve this objective.

5.5 Ecological Linkages

Ecological Linkages connect locally and regionally significant natural areas and provide stepping stones for flora and fauna. Ecological

connectivity is vital to the long-term viability of native flora and fauna, and is recognised as one of the most effective tools available for conserving biodiversity. A number of ecological linkages are identified in the *Local Biodiversity Strategy* (2023).

Further investigation is required to identify the ecological linkages and ensure they are protected through the City's planning framework.

5.6 Bushfire Management

The majority of rural land within the City is classified as bushfire prone. Land use and development in rural areas therefore needs to respond to the threat of bushfire, balancing the potential impact of bushfire risk management regimes on the environment and natural resources.

Specific planning and building requirements apply to developments within designated bushfire prone areas in accordance with the *Planning and Development (Local Planning Schemes) Regulations 2015* and State Planning Policy 3.7 Planning in Bushfire Prone Areas. The City of Kwinana has a responsibility to ensure sensitive or potentially hazardous land uses do not increase the risks on life and property.



Direction

To identify, permanently protect and enhance the City of Kwinana's natural environment which is critical to the maintenance of ecological processes and biodiversity.

Strategic Actions

24. Advocate for the inclusion of areas of significant environmental value within the Parks and Recreation reserve in the Metropolitan Region Scheme.
25. Advocate to the Federal and/or State Government for the protection, and where appropriate, management of nationally or regionally significant areas.
26. Review the Local Biodiversity Strategy (2023) and undertake further investigation to identify local natural areas to be protected through the City's planning framework, in particular within ecological linkages.
27. Review all public open space under the management of the City of Kwinana to ensure vesting is consistent with conservation objectives (Local Reservation categorisation, Management Orders and title classification)
28. Ensure that the environmental values of Lot 123 Mortimer Road are recognised during subsequent stages of the planning process.
29. Prepare and implement an Urban Forest Strategy for the City of Kwinana to:
 - retain and improve our streetscapes and open spaces, preserving the trees and greenery that makes the City of Kwinana unique;
 - maintain and enhance the natural environment through sustainable protection and conservation;
 - enhance and retain tree canopy cover to cool residential streets and open spaces during extreme heat;
 - provide shade to encourage walking and cycling, create leafy neighbourhoods, and enhance local biodiversity;
 - require all new industrial and commercial developments to retain existing trees and plant mature trees where appropriate; and
 - outline revegetation, restoration and landscaping standards expected of developers, and requirements for other landscape elements to strengthen connections.

5.7 Climate Change Mitigation and Adaptation

The south-west of Western Australia is particularly vulnerable to the impacts of climate change, including:

- increases in average annual temperatures, leading to an increase in the number and severity of heatwaves and an increase in the number of high fire risk days and potential severe bushfires;
- reductions in average annual rainfall, causing environmental stress and potential death of native vegetation;
- sea level rise, with increased erosion along coastal areas and potential inundation of low-lying coastal areas during severe storm events; and
- changes in the frequency and severity of storm events with a predicted trend for an increase in extreme events.

The City of Kwinana recognises its responsibility to act on climate change and has adopted a Climate Change Plan (2021–2026). The major climate change risks relevant to the City of Kwinana's operations identified in the Climate Change Plan are temperature change, reduced rainfall, rising sea levels and extreme weather events.



With an increasing population, climate change adaptation and improving community resilience will be an important part of land use and infrastructure planning within the City. The City of Kwinana is concerned about the increasing impact of the urban heat island effect, which is exacerbated by vegetation clearing for development and road expansion. Strategies to reduce the heat island effect can include increasing landscaping and tree canopy cover.

Reduced water availability is being addressed through the City of Kwinana's *Water Plan 2024–2028*. The following goals for water use reductions are set out in the plan:

- maintain scheme water use within 5% on 2016/17 levels by 2027;
- maintain groundwater abstraction below 90% of allocation until 2027; and

- maintain residential water use below the Waterwise Perth Action Plan target of 110kL/capita until 2026.

Significant climate modelling work has been undertaken by agencies such as CSIRO and robust trend data has been established to support the case to adapt settlements to cope with expected changes in sea level, temperature, rainfall, bushfire and storm events and to determine suitable responses to enable this. This has implications for the City as the coast will be subject to rising sea levels and there are areas that are prone to bushfire.

The City's Environmental Strategy considers all environmental priorities for the City from a climate perspective and will identify priority actions to deliver on environmental targets.



Strategic Directions

Promote planning measures that encourage climate change adaptation and mitigation to ensure our communities are both resilient and liveable.

Strategic Actions

30. Prepare a sea level rise policy based on the adaptation options for vulnerable areas outlined in the Cockburn Coastal Vulnerability Values and Risk Assessment to enable land use planning to respond to coastal hazard risks.
31. Implement planning mechanisms that support the outcomes of the City of Kwinana's Climate Change Plan.

6 Infrastructure



6 Infrastructure

6.1 Transport

Typical of Perth's outer suburbs, residential and commercial development within Kwinana is low density and spread out and Kwinana's residents are dependent on private vehicles to travel to schools, shops, services, employment and recreation.

An integrated transport network to distribute traffic and to provide linkages to other parts of the metropolitan region is crucial for the residents of Kwinana.

The City aims to make it safer and more convenient for all residents of varying incomes, needs and abilities to walk, cycle, use public transport and drive within Kwinana on an integrated network of paths, roads and public transport routes.

Access to regional roads and the freight rail network also provides opportunities for industries, businesses and the future Westport Outer Harbour to be well-connected to markets and suppliers.

Cycling and Walking

The City's Bike and Walk Plan (2018) is intended to provide a safe network of cycle routes and walking paths that are convenient for people of all ages and abilities to ride or walk to local destinations such as schools, shops, parks,

bushland, bus stops and train stations.

The Bike and Walk Plan integrates the local network of cycling routes and walking paths with the regional cycling and walking network to connect with areas beyond Kwinana.

The Local Planning Strategy draws upon the Bike and Walk Plan to prioritise pathways that support and link activity centres.

Metronet and Transperth

The City of Kwinana is serviced by the Mandurah Train Line, stopping at Kwinana Train Station and Wellard Train Station.

The Kwinana Train Station is located to the north and west of the nearest residential and commercial zones, reducing its local catchment by at least 50%. This creates a high demand for the park 'n' ride service even from the surrounding residential development. The Local Planning Strategy seeks to support access to the train stations by advocating for more frequent bus connections to the trains station and a greater diversity of housing around train stations.

Freight Network

The movement of freight through the City of Kwinana provides essential economic benefits to the

overall Western Australian economy and is a key consideration in terms of the overall efficiency and safety of the Western Trade Coast and Westport.

The efficiency of freight movement is reliant on the provision of designated road and rail corridors that are separated from local traffic and are not restricted due to their potential impact on the amenity of incompatible land uses.

The Local Planning Strategy aims to manage land use conflict in the vicinity of the freight corridors by designating adjoining land use appropriately and by also ensuring sensitive land uses are adequately buffered from vehicle noise and vibration impacts.

Dampier Bunbury Natural Gas Pipeline Corridor

The DBNGP corridor is an area of land that houses the high-pressure gas pipelines which supplies gas to heavy and light industry consumers, electricity generation and homes within Western Australia. The DBNGP is shown on the Infrastructure Map.

The greatest risk to high-pressure gas pipelines and to the public is damage by persons unfamiliar with the requirements for safe working practices around high-pressure gas pipelines. Development within

the corridor is regulated by the Department of Planning Lands and Heritage. DPLH must be contacted before any works are conducted within the DBNGP corridor.

Autonomous, Electric vehicles and Ride Share Services

It is anticipated that there will be an increasing transition towards

electric vehicles and automated vehicles within the next five to ten years. The uptake of electric vehicles in the future will have significant implications for future transport planning. Considerations for Kwinana include requirements for electric vehicle charging facilities in new developments, and decreased requirements for public and private car parking spaces as the car share economy grows.

In the long term, driverless shuttles are likely to be able to support residential connections to train stations, maybe replacing residential coverage bus services to train stations. This is true even where low density residential development is retained.



Direction

To create a well-connected community with a safe, high-quality, integrated, multi-modal transport network that makes it easy, safe and convenient for our community to access activity centres, schools, services, recreation and entertainment facilities.

Strategic Actions

32. Create a safe network of shaded cycle routes, walking paths and recreational trails in accordance with the City of Kwinana's Bike and Walk Plan that connect people with activity centres, schools, services, recreation and entertainment facilities.
33. Advocate for the Public Transport Authority to improve public transport services within the City including bus sizes, scheduling (late night) and route planning.
34. Review planning requirements within the Local Planning Scheme for onsite car parking and end of trip facilities for the purpose of:
 - supporting a transition to more sustainable forms of transport;
 - ensuring new commercial and mixed-use developments make
35. Protect Strategic Freight Routes from sensitive and incompatible land uses whilst mitigating the impacts of freight movements on the community, local roads and the environment.
36. Continue the cooperative arrangements between the State Government, Western Power and the City of Kwinana to progressively replace the overhead electricity distribution network in residential areas with
37. Explore options to protect the alignment of the Tramway Trail (identified on the Infrastructure Plan) through the City's planning framework.
38. Advocate for the duplication of Anketell Road (east and west of the Kwinana Freeway) to be delivered as a priority of the Westport outer harbour freight route, to ensure the amenity of the City's local road network is protected.

7 Planning Areas



7 Planning Areas

There are four Planning Areas identified in the Local Planning Strategy which warrant individual recognition in the Local Planning Strategy.

The intention of identifying planning areas is to provide an opportunity to specify planning directions and actions to manage the land use change and development of that area.

The Planning Areas are summarised in Table 1.

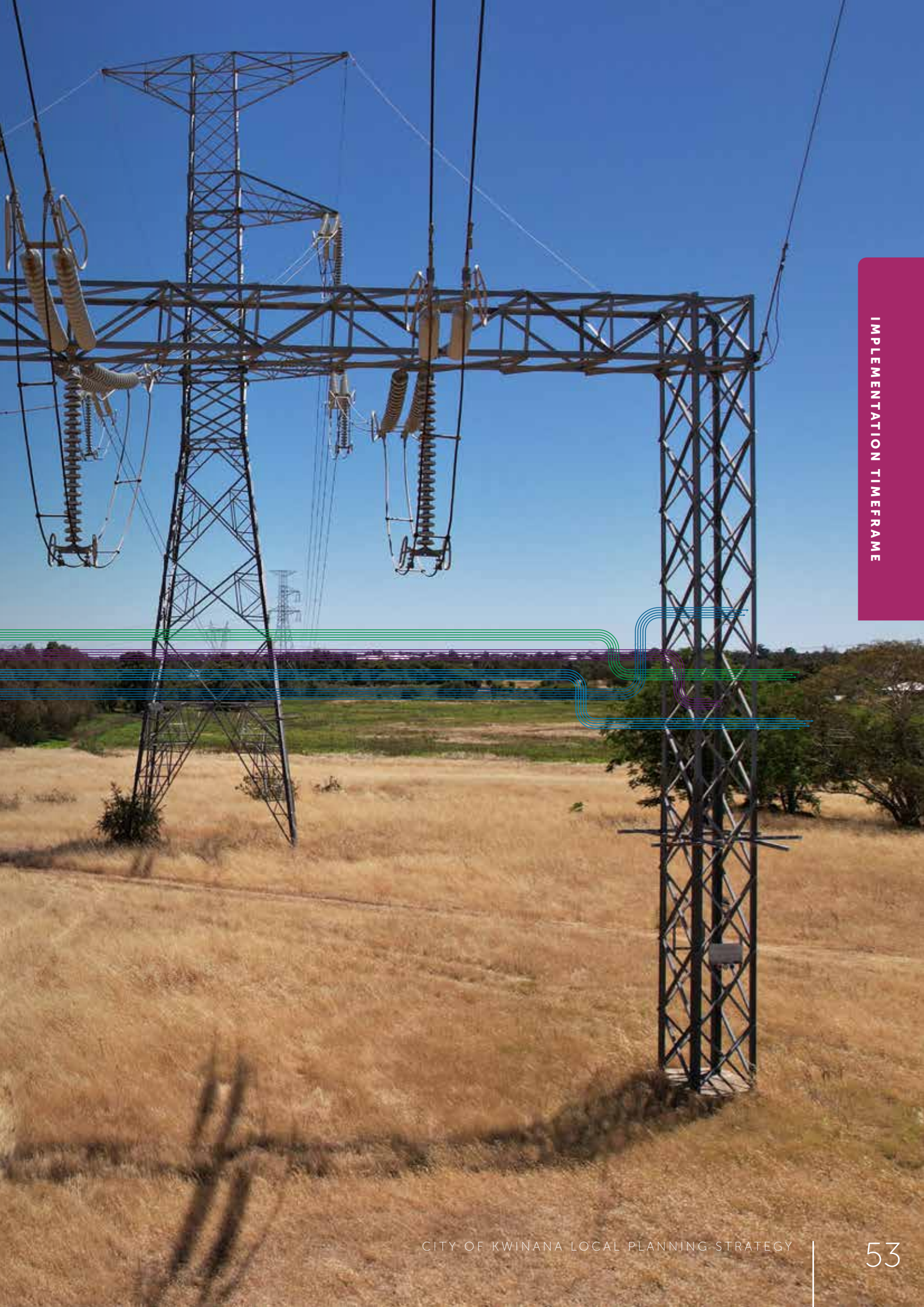


Table 1: Summary of Planning Areas

Planning Area	Planning Direction	Action
1. Wellington East Planning Investigation Area	Recognise and strengthen Kwinana's unique cultural, natural and built identity to foster a sense of place in existing and future residential areas.	<p>Request that the future district structure plan for the Wellard East Planning Investigation Area addresses the following matters:</p> <ul style="list-style-type: none"> • preparation of a district water management plan to protect and manage water resources including minimising impact from nutrient loads and potential downstream impacts on wetlands and the Serpentine River; • disturbance to wetlands due to the filling of the Palusplain; • issues concerning the management of water quality and water quantity; and • modifying the boundary of the Wellard East Planning Investigation Area to exclude existing conservation reserves.
2. Freeway Interchange Planning Investigation Area	To create diverse employment opportunities for local residents and maintain sustained economic growth by ensuring that suitable serviced employment land is available.	<p>Consideration is to be given to the following matters during subsequent stages of planning in Planning Area 2 (Thomas Road – Kwinana Freeway Interchange):</p> <ul style="list-style-type: none"> • integration with the Kwinana Train Station; • regionally and locally significant environmental values; • proximity to the service commercial area and neighbourhood centre on the eastern side of the Thomas Road – Kwinana Freeway interchange; • short-term accommodation and conference centre options; and • traffic flow and safety of the transport network.
3. Environmental Investigation Area	To identify, permanently protect and enhance Kwinana's natural environment which is critical to the maintenance of ecological processes and biodiversity.	<p>Ensure that the environmental values of Lot 123 Mortimer Road are recognised during subsequent stages of the planning process.</p>
4. Character Investigation Area	Recognise and strengthen Kwinana's unique cultural, natural and built identity to foster a sense of place in existing and future residential areas.	<ul style="list-style-type: none"> • Develop a design policy to strengthen the City's focus on built form and assist in the assessment of development in the context of the existing site and surrounds. • Review the City of Kwinana's Medina Neighbourhood Centre Revitalisation Strategy and Residential Design Guidelines 2009 (Local Planning Policy) to ensure new developments complement and enhance the character of the area.

8

Implementation Timeframe



8

Implementation Timeframe

Implementation and review of the Local Planning Strategy is fundamental in ensuring that the Actions are implemented, and that the Local Planning Strategy continues to be relevant and contemporary.

A comprehensive review of the local planning scheme and strategy will be undertaken every five years in the form of a report of review, which will include a basic assessment of the status of all of the actions from the local planning strategy to confirm whether actions are either completed, in progress, not commenced or no longer relevant; and

Amendments to the Local Planning Strategy and scheme may be required to assist the implementation of the Local Planning Strategy. Figure 6 below provides a timeframe for implementing each of the Actions in the Local Planning Strategy.

Implementation Timeframe			
Immediate (less than 1 year)	Short term (1-5 years)	Medium term (5-10 years)	Long term (10-15 years)

Table 2: Implementation Timeframe

Actions		Implementation Timeframe
Community		
1.	Prepare precinct structure plans for the City Centre, District and Neighbourhood centres: <ul style="list-style-type: none">• providing diverse housing within walkable catchments for the City Centre, District Centre and Neighbourhood Centres;• supporting a mix of land uses to activate and enhance the viability of these centres; and• optimising accessibility to and around activity centres via cycle routes and walking paths.	Ongoing
2.	Encourage a variety of housing types suitable for the changing needs of the community, dispersed within walkable distance of activity centres, including: <ul style="list-style-type: none">• smaller and accessible dwellings for an aging population and people with disabilities;• larger houses for extended families and other household types; and• supporting initiatives geared towards the provision of special needs housing including good quality – affordable housing, social housing and housing for the age.	Ongoing

Actions		Implementation Timeframe
3.	Develop a design policy to strengthen the City's focus on built form and assist in the assessment of development in the context of the existing site and surrounds.	Short term
4.	Review the City of Kwinana's Medina Neighbourhood Centre Revitalisation Strategy and Residential Design Guidelines 2009 (Local Planning Policy to ensure new developments complement and enhance the character of the area.	Short term
5.	Develop planning controls that implement best practice sustainable development principles for climate responsive site and building design, energy efficiency, waste recycling and water management.	Short term
6.	Include appropriate provisions in the planning framework to ensure that subdivision and development is site responsive, incorporates site features, includes interconnected grid based road and active transport networks that maximise connectivity, accessibility, choice, and legibility, and are aligned to take advantage of views and create vistas to important buildings and spaces.	Short term
7.	Maintain and enhance the appearance and treatment of gateway points into Kwinana and their importance in contributing to character and identity (Rowley Road, Anketell Road, Thomas Road, Mortimer Road, Gilmore Road and Rockingham Road).	Ongoing
8.	Request that the future district structure plan for the Wellard East Planning Area addresses the following matters: <ul style="list-style-type: none"> • preparation of a district water management plan to protect and manage water resources including minimising impact from nutrient loads and potential downstream impacts on wetlands and the Serpentine River; • disturbance to wetlands due to the filling of low lying land; and • modifying the boundary of the Wellard East Planning Investigation Area to exclude existing conservation reserves. 	Ongoing
9.	Promote cultural heritage and history through the design of public open space, public facilities and public art to foster a sense of belonging and connection.	Ongoing
10.	Investigate prospects for coastal recreation opportunities having regard to the future Westport Outer Harbour whilst recognising the potential impacts of sea level rise.	Medium Term
11.	Undertake a study to determine feasible sites for the location of a regional recreational facility within the City of Kwinana.	Short term
Economy		
12.	Facilitate strategic land use planning in the Western Trade Coast to enable an ongoing supply of industrial land to cater for employment in Kwinana.	Short term
13.	Undertake a joint project with the City of Cockburn and City of Rockingham to review aspects of the City's Local Planning frameworks (including planning scheme and policies) to determine if the zoning, land use permissibility and development standards that can be applied consistently across the Western Trade Coast.	Short term
14.	Review and adopt the City of Kwinana's Postans Study with consideration to land requirements for light industrial and service commercial land uses and the future of the Medina Light Industrial complex.	Medium term
15.	Prepare and implement a City Centre Precinct Structure Plan to: <ul style="list-style-type: none"> • optimise the potential of the City Centre as a key location for retail, restaurant, entertainment (night and day), arts, childcare, housing, education, health services, social services and short-term accommodation; • allow for education and training needs of the community within the City Centre • investigate options for high density residential development and short-term accommodation; • review the design of Chisham Avenue as a Main Street; • investigate the potential for strategic sites within the City Centre to lead investment and redevelopment within Kwinana; • differentiate the City Centre by creating and enhancing links to the local bushland and open spaces; and • develop advocacy and partnership plans to support City Centre development. 	Immediate term

Actions		Implementation Timeframe
16.	Prepare a master plan for the Bertram Neighbourhood Centre to provide a framework for public realm improvements including pedestrian access, disability access, car parking, landscaping, street furniture, wayfinding and the design of public spaces.	Short term
17.	Rezone the following local centres in the local planning scheme to enable redevelopment: <ul style="list-style-type: none"> Calista local centre – rezone the site to mixed use. Summerton Road – rezone the site to residential development. 	Short term
18.	Consideration is to be given to the following matters during subsequent stages of planning in Planning Area 2 (Thomas Road – Kwinana Freeway Interchange): <ul style="list-style-type: none"> integration with the Kwinana Train Station; regionally and locally significant environmental values; proximity to the service commercial area and neighbourhood centre on the eastern side of the Thomas Road – Kwinana Freeway interchange; short-term accommodation and conference centre options; and traffic flow and safety of the transport network. 	Short term
19.	Investigate opportunities for eco-tourism within Kwinana to provide employment opportunities and promote environmental stewardship as part of the City of Kwinana's future Economic Development Strategy, including the development of an eco-tourism centre alongside established natural attractions such as The Spectacles, Kwinana Loop Trail, Tramways Trail and the Wildflower Walk.	Long term
20.	Advocate for the establishment of training facilities within Kwinana to provide semi-professional and trade training for the defence industry and other industries with the Kwinana Industrial Area.	Medium term
21.	Undertake a Rural Study to determine how the following matters can be managed under the City's planning framework: <ul style="list-style-type: none"> investigate planning measures that will protect the amenity of the rural landscape; minimise land use conflicts at the interface between urban and rural land uses; consideration of land use interface issues with the Shire of Serpentine Jarrahdale, City of Cockburn and City of Rockingham; and review the City's landscape protection zone to improve its capacity to prioritise and retain environmentally significant areas. 	Short term
22.	Investigate options for the ongoing agricultural uses operating under non-conforming use rights.	Short term
23.	Investigate the future of the remaining 'Rural A' zoned land in the Local Planning Scheme.	Short term
Environment		
24.	Advocate for the inclusion of areas of significant environmental value within the Parks and Recreation reserve in the Metropolitan Region Scheme.	Ongoing
25.	Advocate to the Federal and/or State Government for the protection, and where appropriate, management of nationally or regionally significant areas.	Ongoing
26.	Review the Local Biodiversity Strategy (2023) and undertake further investigation to identify local natural areas to be protected through the City's planning framework, in particular within ecological linkages.	Short term
27.	Review all public open space under the management of the City of Kwinana to ensure vesting is consistent with conservation objectives (Local Reservation categorisation, Management Orders and title classification).	Medium term
28.	Ensure that the environmental values of Lot 123 Mortimer Road are recognised during subsequent stages of the planning process.	Short Term

Actions		Implementation Timeframe
29.	Prepare and implement an Urban Forest Strategy for the City of Kwinana to: <ul style="list-style-type: none"> • retain and improve our streetscapes and open spaces, preserving the trees and greenery that makes Kwinana unique; • maintain and enhance the natural environment through sustainable protection and conservation; • enhance and retain tree canopy cover to cool residential streets and open spaces during extreme heat; • provide shade to encourage walking and cycling, create leafy neighbourhoods, and enhance local biodiversity; • require all new industrial and commercial developments to retain existing trees and plant mature trees where appropriate; and • outline revegetation, restoration and landscaping standards expected of developers, and requirements for other landscape elements to strengthen connections. 	
30.	Prepare a sea level rise policy based on the adaptation options for vulnerable areas outlined in the Cockburn Coastal Vulnerability Values and Risk Assessment to enable land use planning to respond to coastal hazard risks.	Immediate term
31.	Implement planning mechanisms that support the outcomes of the City of Kwinana's Climate Change Plan.	Short term
Infrastructure		
32.	Create a safe network of shaded cycle routes, walking paths and recreational trails in accordance with the City of Kwinana's Bike and Walk Plan that connect people with activity centres, schools, services, recreation and entertainment facilities.	Ongoing
33.	Advocate for the Public Transport Authority to improve public transport services within the City including bus sizes, scheduling (late night) and route planning.	Ongoing
34.	Review planning requirements within the Local Planning Scheme for onsite car parking and end of trip facilities for the purpose of: <ul style="list-style-type: none"> • supporting a transition to more sustainable forms of transport; • ensuring new commercial and mixed-use developments make electric vehicles and active travel modes (cycling/walking) a more attractive travel option; • ensuring electric vehicle charging facilities are provided in new developments; and • decrease requirement for public and private car parking spaces as the car share economy grows. 	Short term
35.	Protect Strategic Freight Routes from sensitive and incompatible land uses whilst mitigating the impacts of freight movements on the community, local roads and the environment.	Ongoing
36.	Continue the cooperative arrangements between the State Government, Western Power and the City of Kwinana to progressively replace the overhead electricity distribution network in residential areas with underground power and support the development of a new approach to identifying and prioritising areas for investment in underground power, particularly in areas with a high electricity network need and lower economic capacity. The approach should also ensure Kwinana's valued tree lined streets are protected and improve the character of the Kwinana's residential areas.	Short term
37.	Explore options to protect the alignment of the Tramway Trail (as identified on the Infrastructure Plan) through the City's planning framework.	Short term

9

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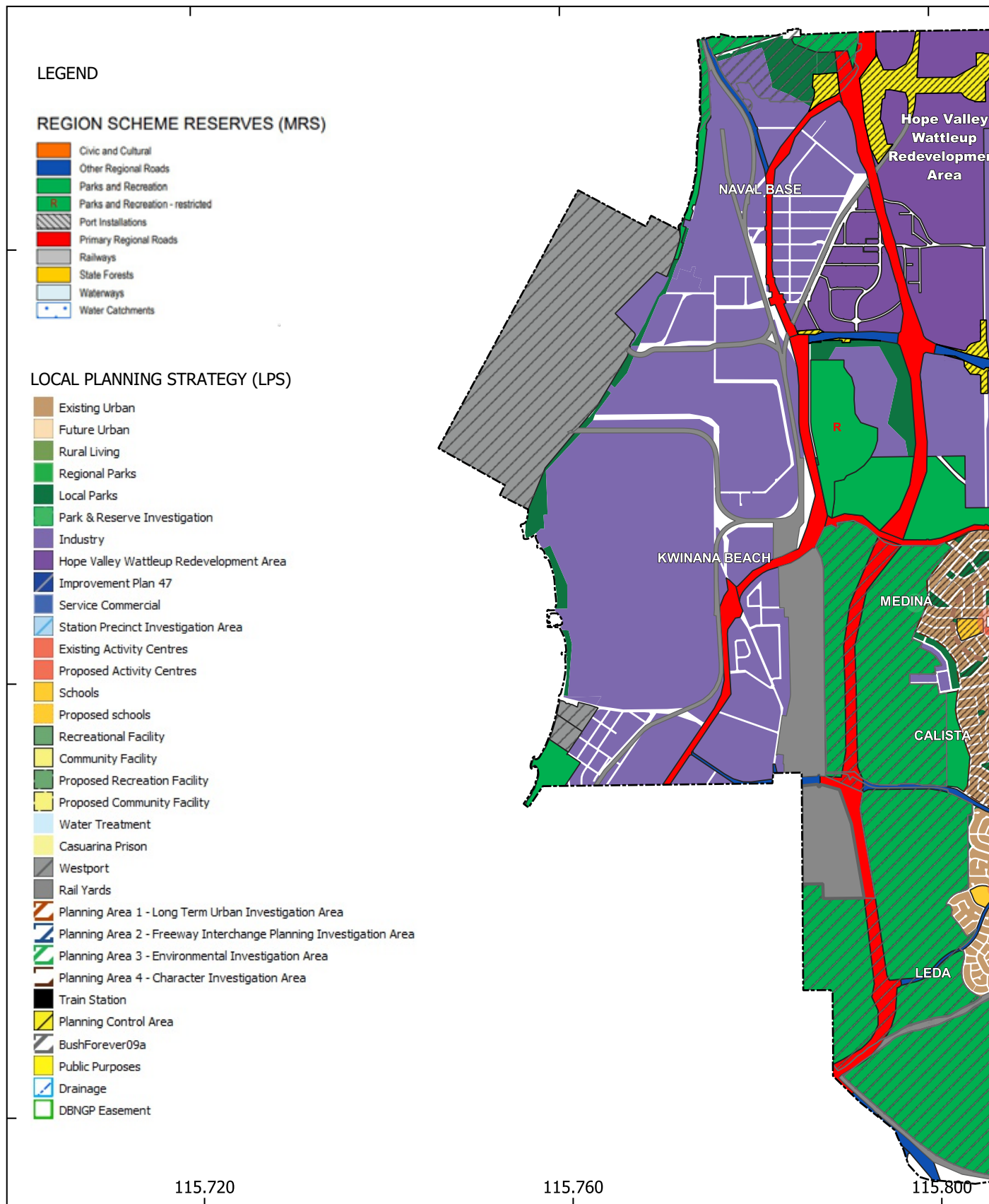
Other documents

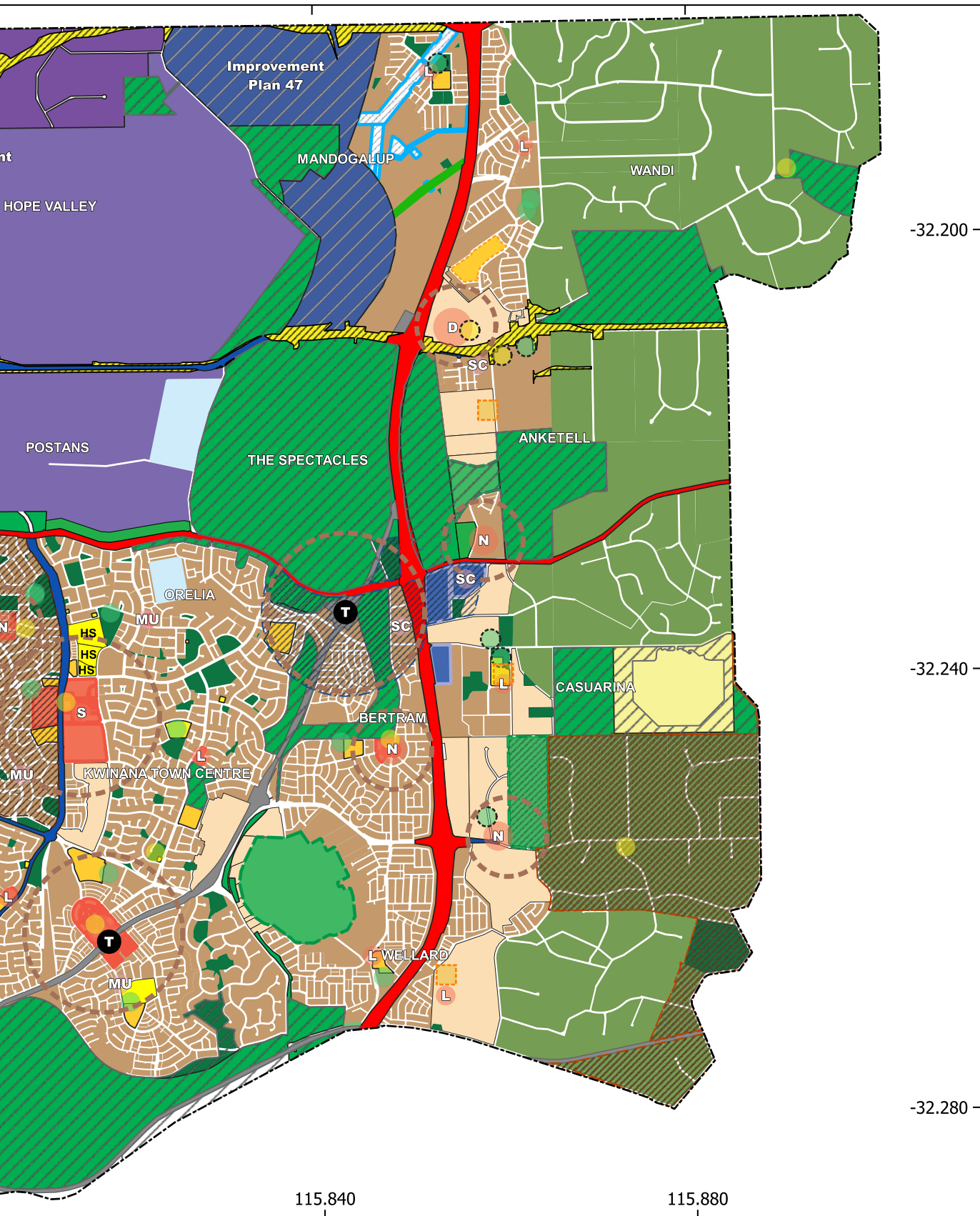
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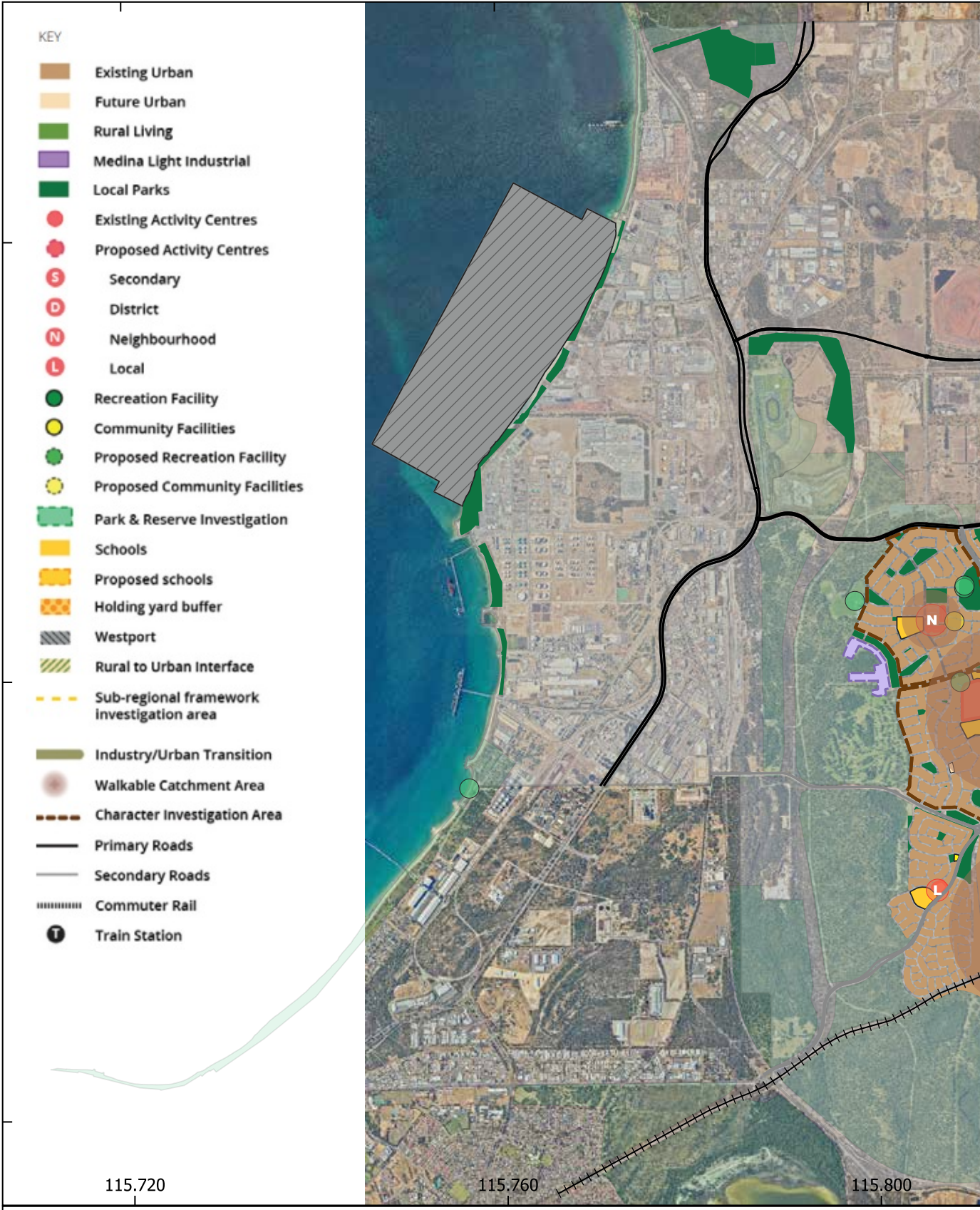
Appendices

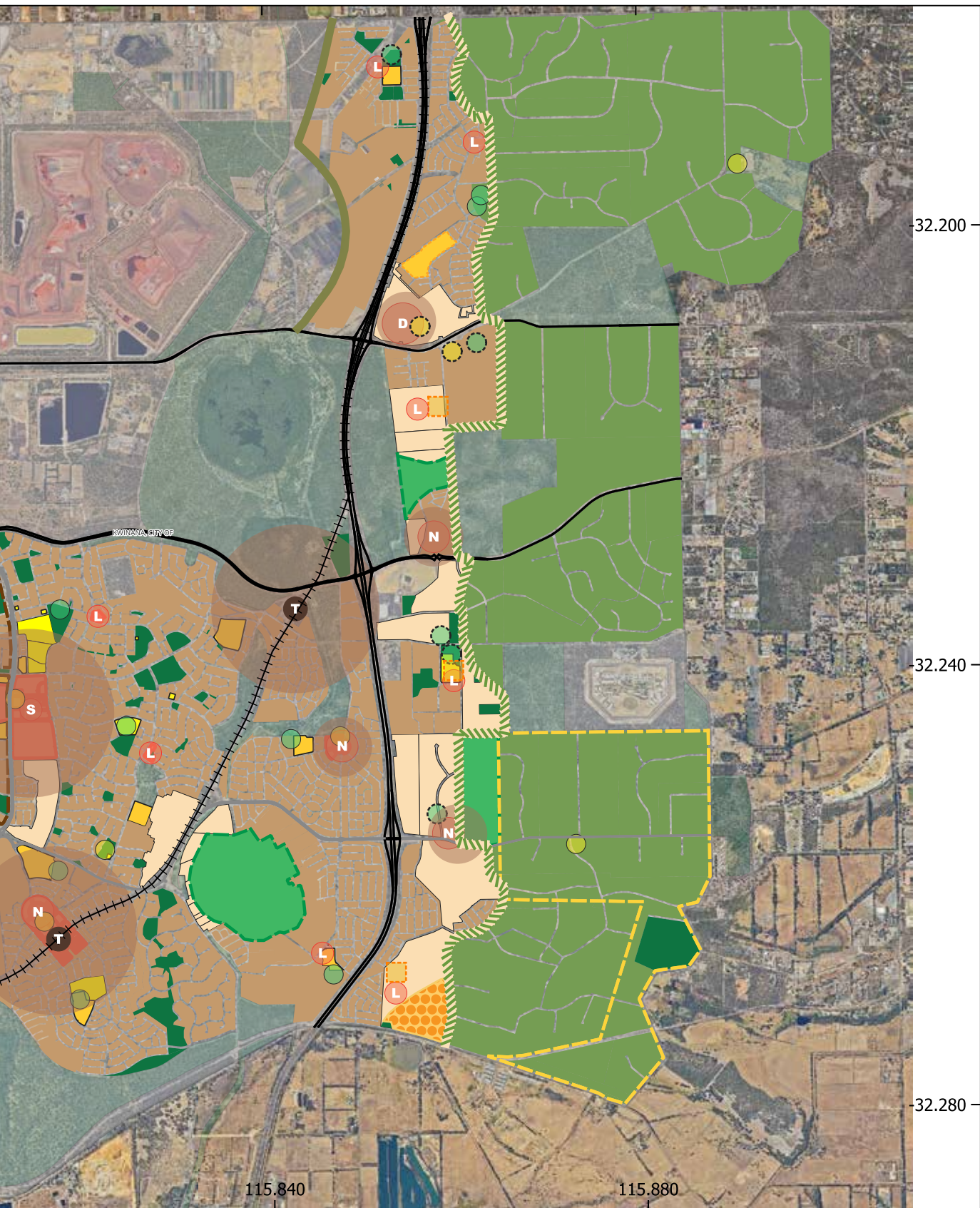


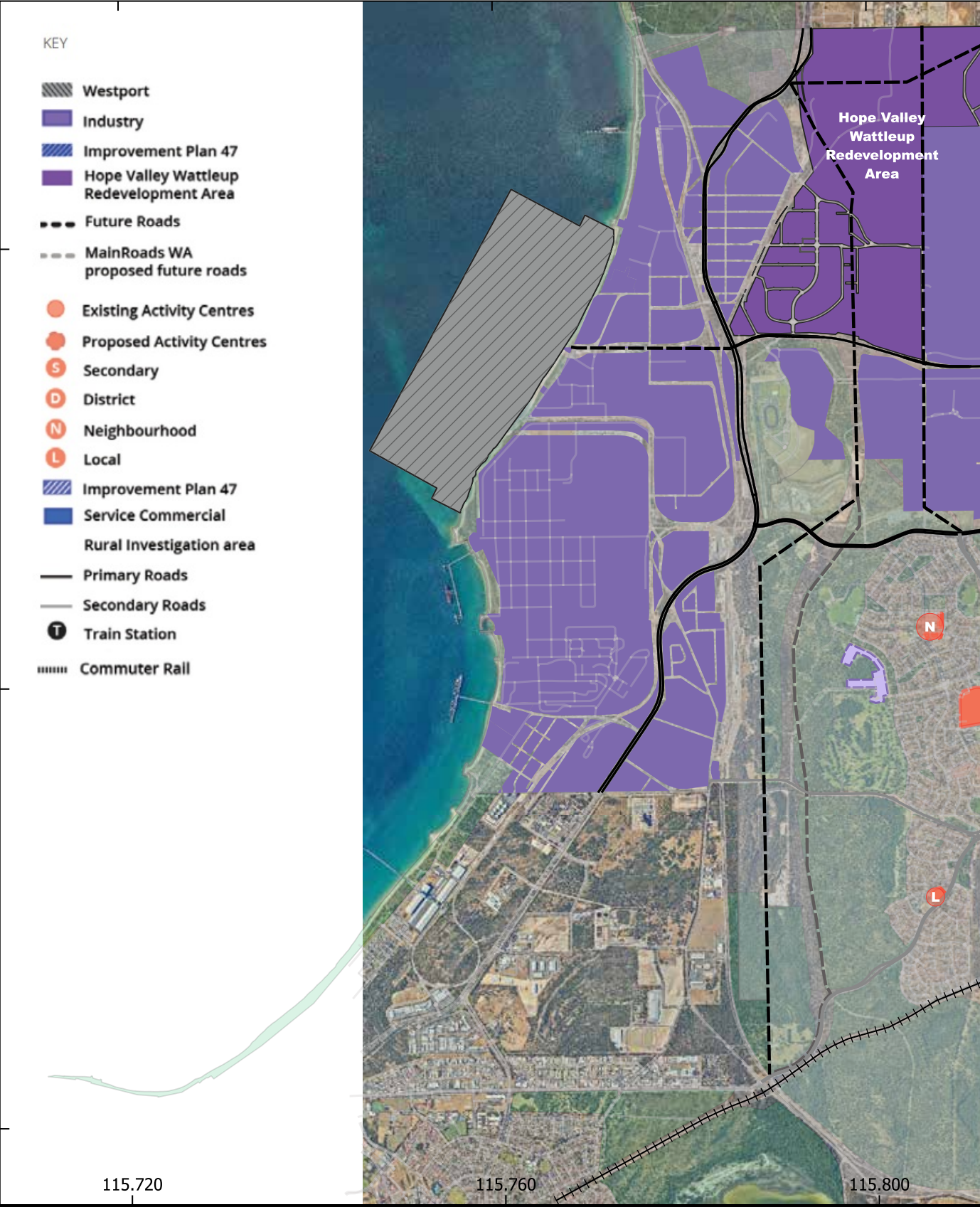
Appendices 1 Local Planning Strategy Map

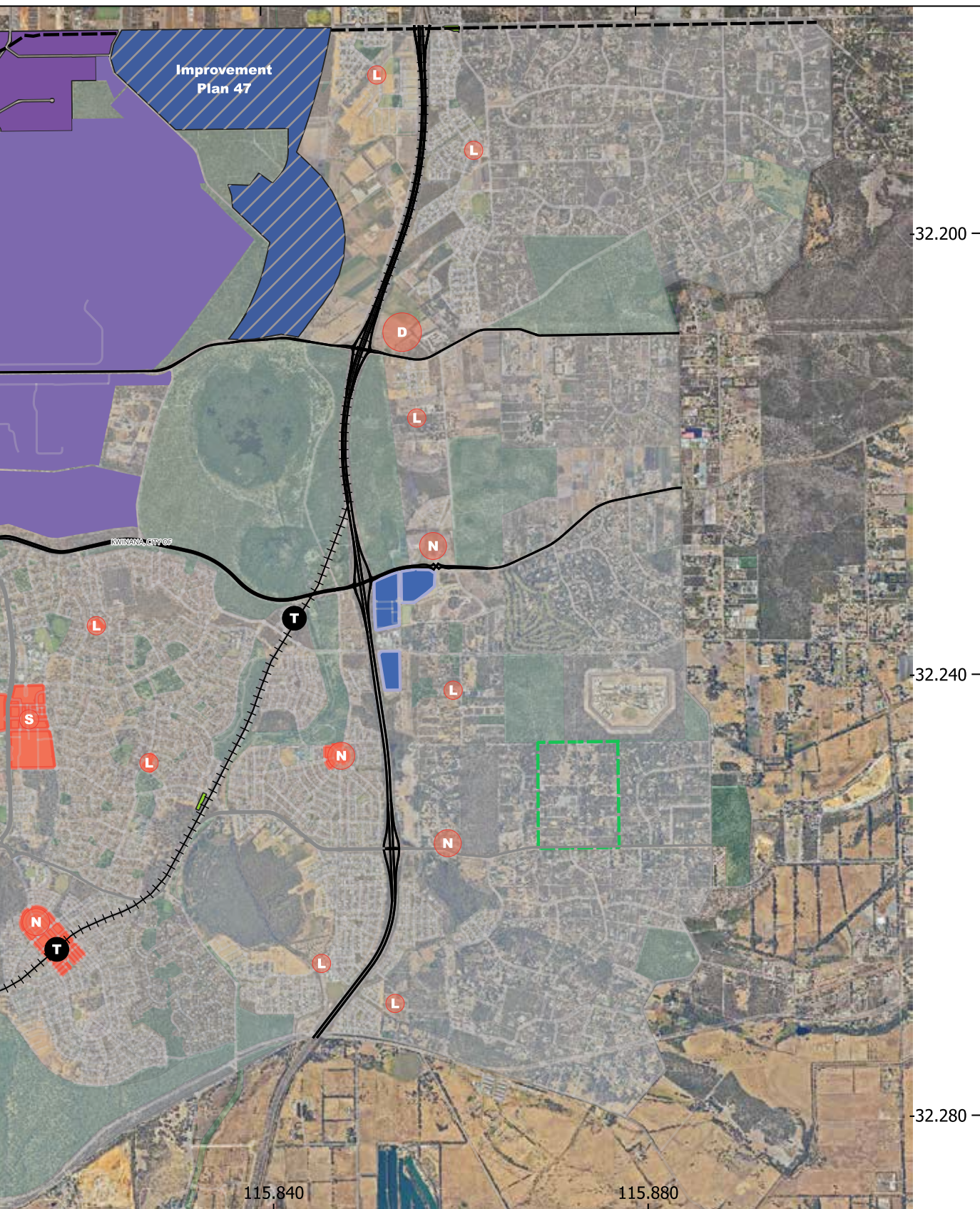


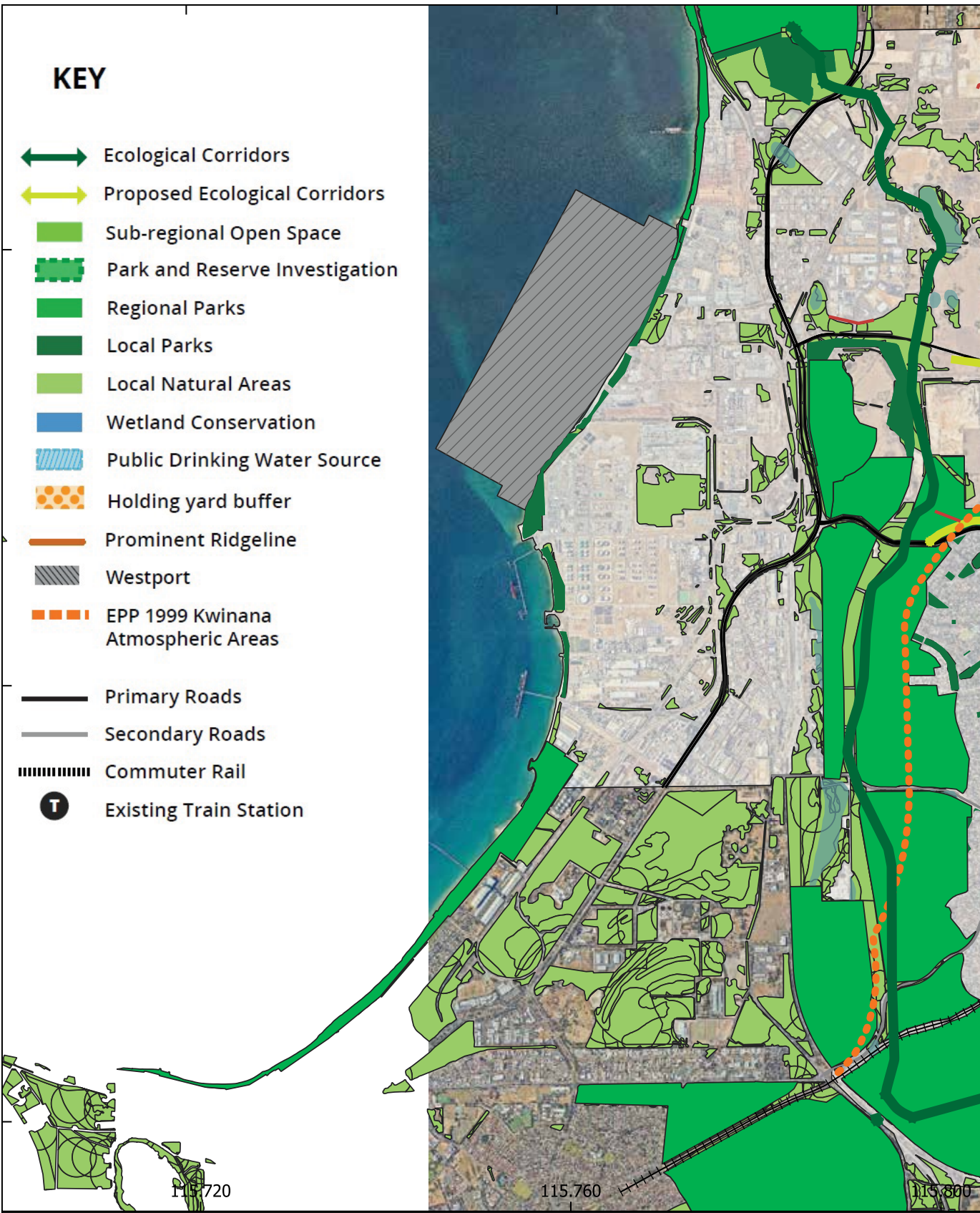


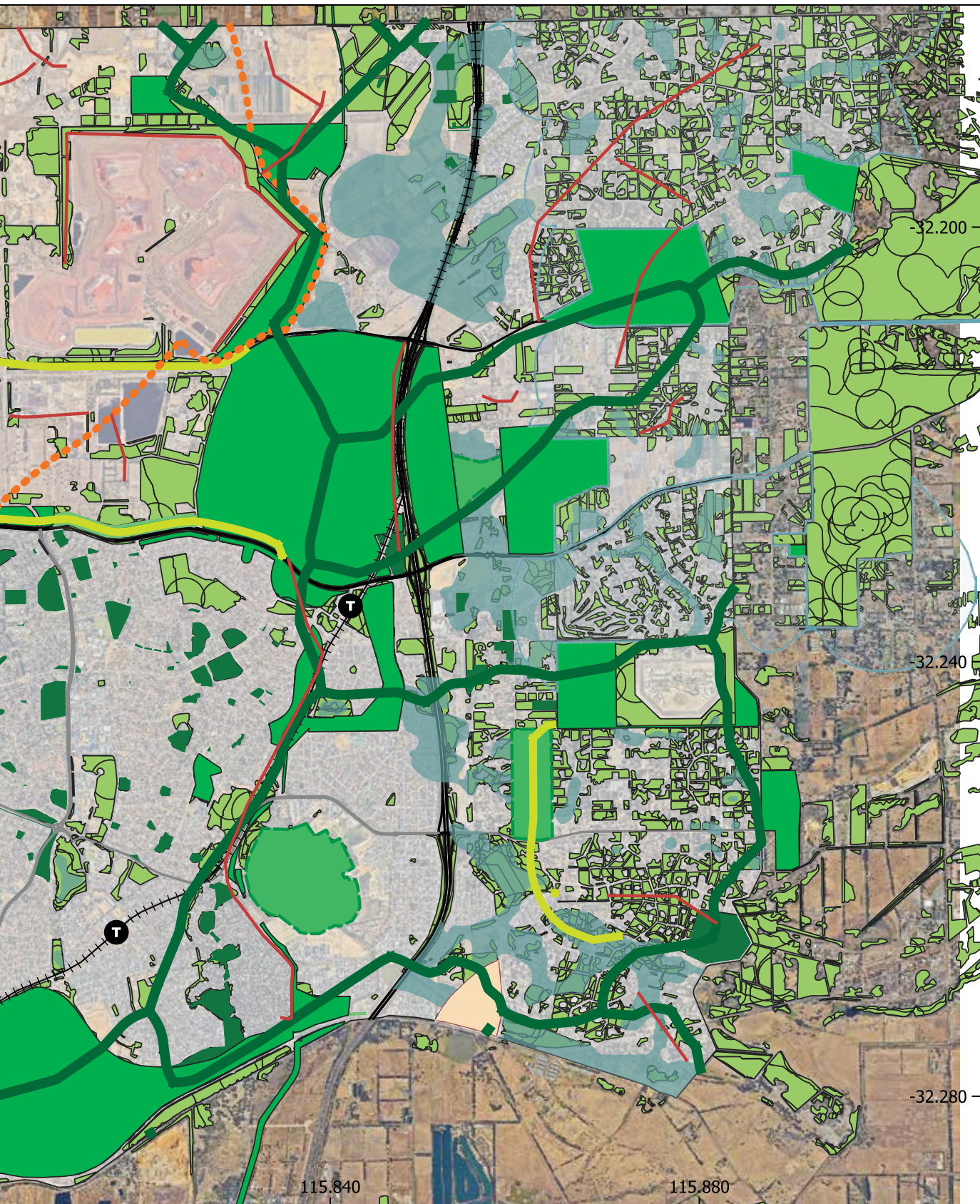


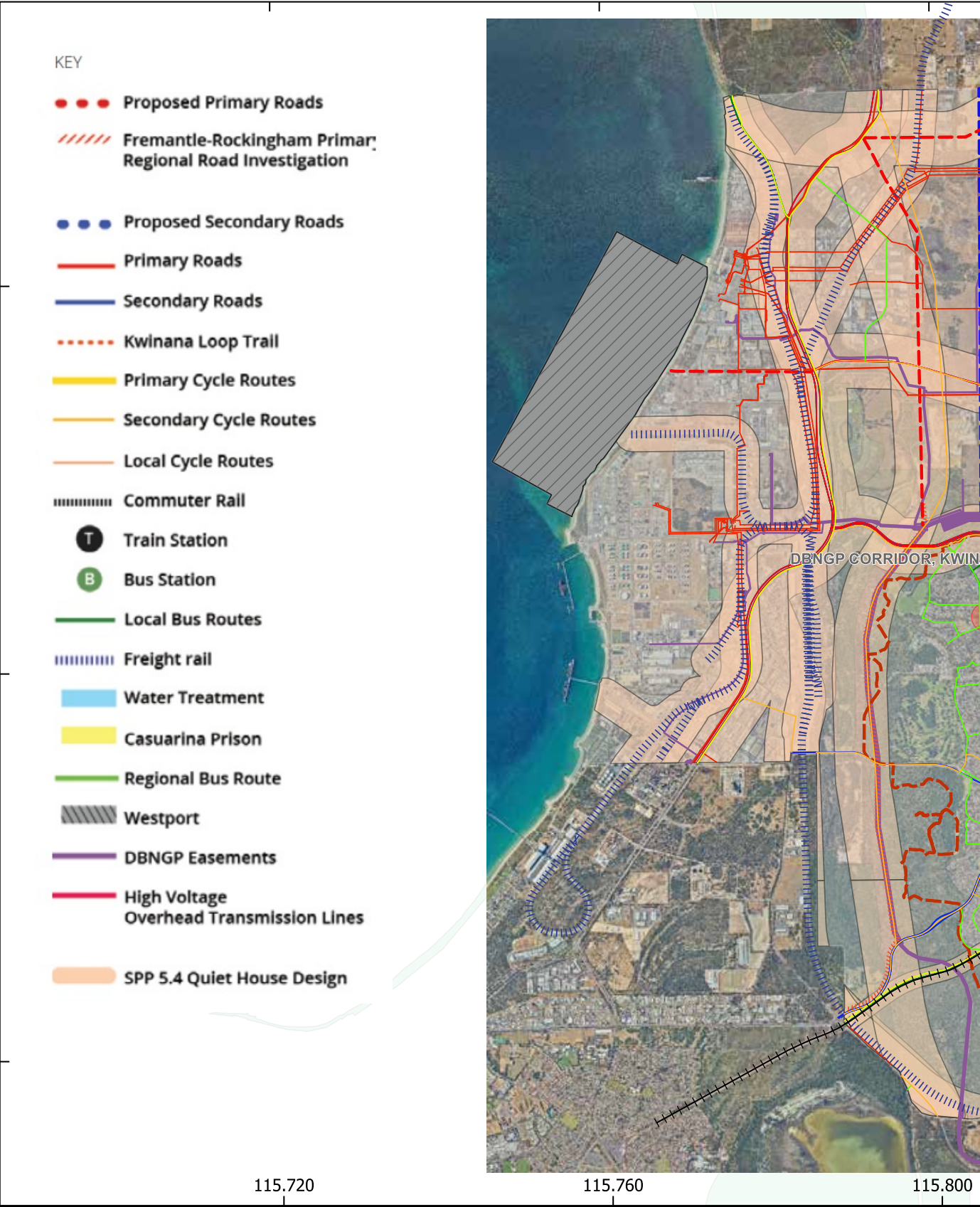


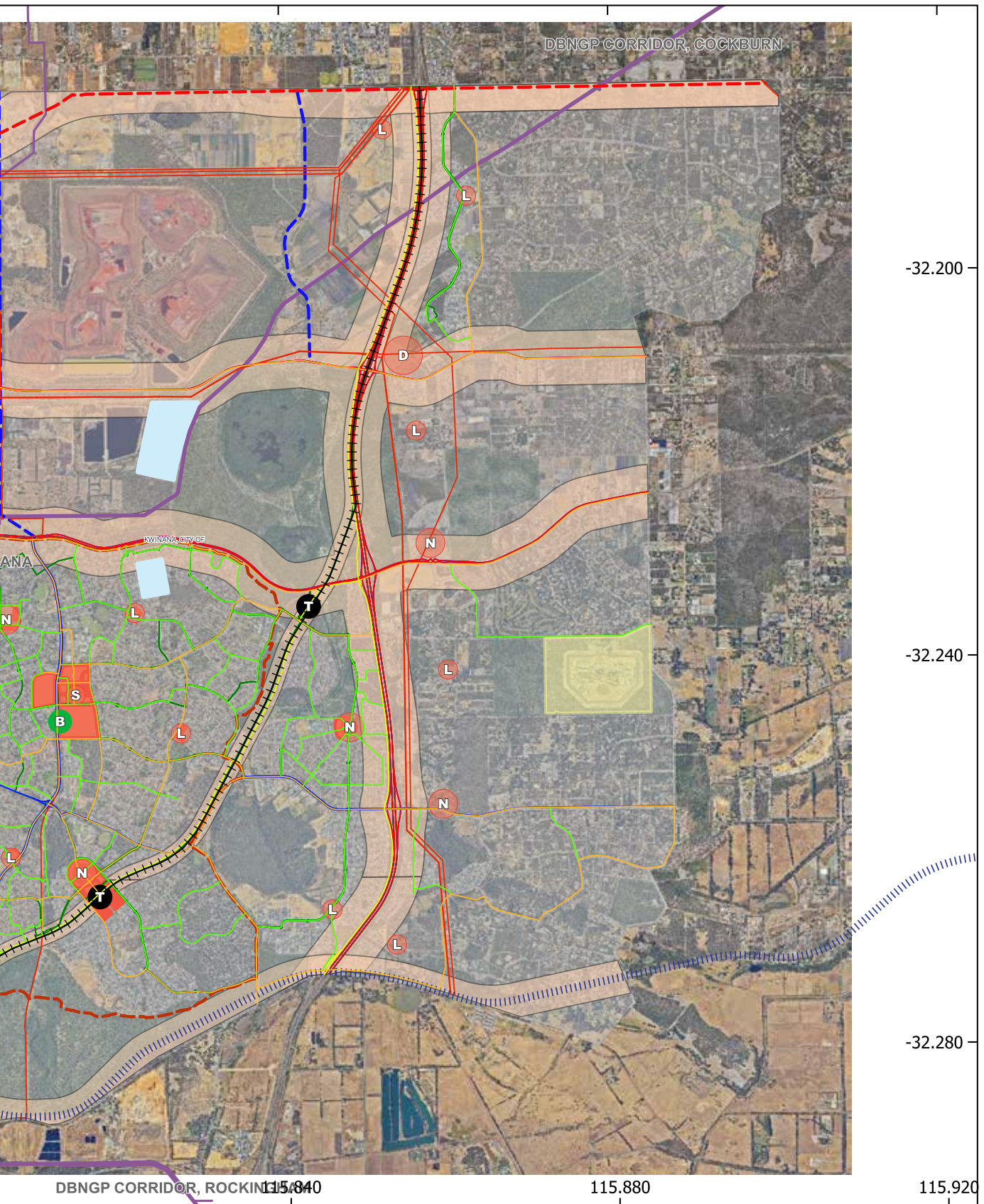


















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