



CITY of GOSNELLS



LOCAL PLANNING SCHEME NO. 24

AMENDMENT NO. 4

February 2026

PLANNING & DEVELOPMENT ACT 2005

RESOLUTION DECIDING TO AMEND A LOCAL PLANNING SCHEME

CITY OF GOSNELLS – LOCAL PLANNING SCHEME NO. 24

That Council, pursuant to Section 75 of the *Planning and Development Act 2005*, initiates Amendment No. 4 to Local Planning Scheme No. 24 for the purpose of:

1. Rezoning the area bound by Railway Parade, Yule Brook, Streatham Street and Ladywell Street, Beckenham from Residential R17.5 to Residential R30.
2. Amending the Scheme Map accordingly.

The Amendment is standard under the provisions of the Planning and Development (Local Planning Schemes) Regulations 2015 for the following reasons:

- i) The amendment is consistent with the City's adopted Local Planning Strategy that supports higher densities for land located close to public transport.
- ii) The amendment will not result in any significant environmental, social, economic or governance impacts on the land in the scheme area.

Dated this 10 day of February 2026

A handwritten signature in blue ink, appearing to read 'I Cowie', is written above the printed name.

**I COWIE PSM
CHIEF EXECUTIVE OFFICER**

MINISTER FOR PLANNING

PROPOSAL TO AMEND A LOCAL PLANNING SCHEME

1. City of Gosnells.
2. City of Gosnells Local Planning Scheme No. 24.
3. Local Planning Scheme.
4. Amendment No. 4.
5. Proposal:

Amend Local Planning Scheme No. 24 by rezoning the area bound by Railway Parade, Yule Brook, Streatham Street and Ladywell Street, Beckenham to Residential R30.
6. Report by: City of Gosnells.

LOCAL PLANNING SCHEME AMENDMENT REPORT

1.0 INTRODUCTION

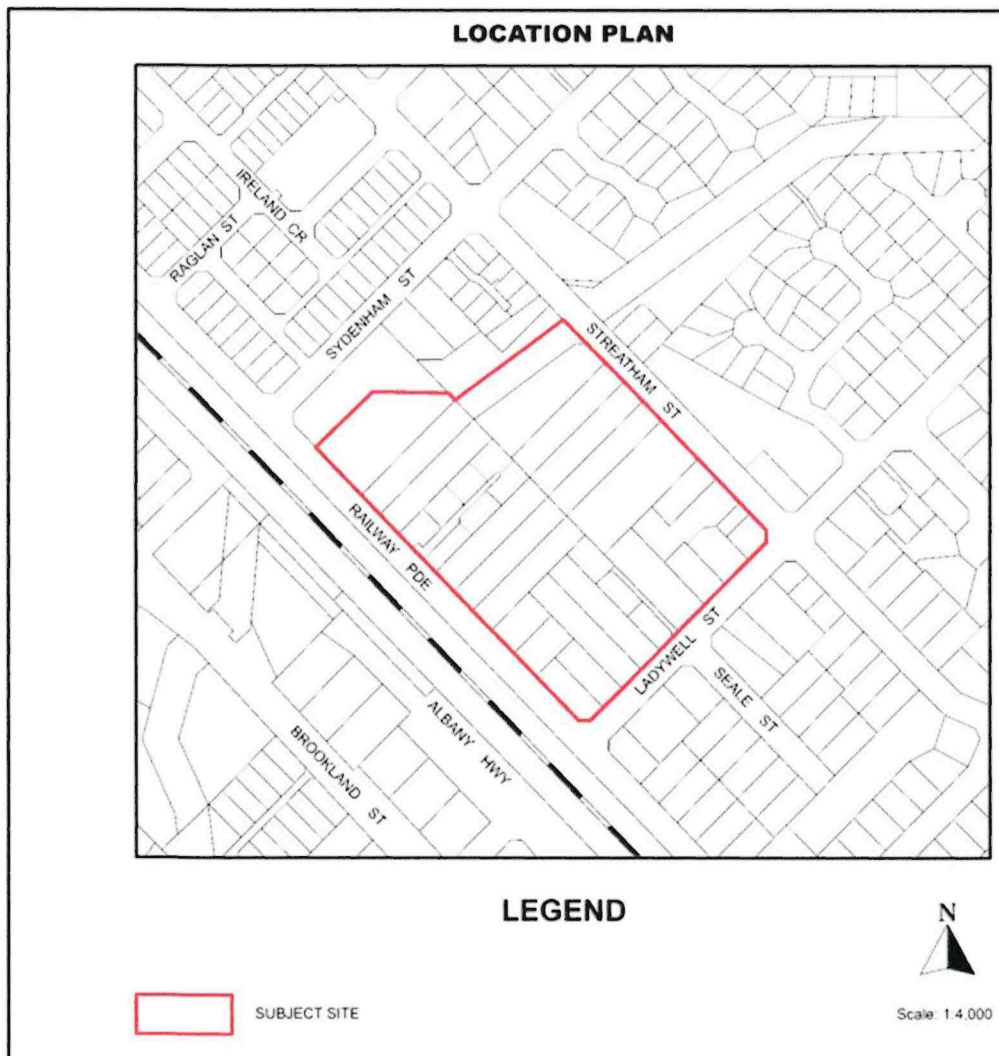
The City of Gosnells (City) seeks the support of the Western Australian Planning Commission (WAPC) and the approval of the Hon. Minister for Planning to the proposed amendment.

Amendment No. 4 amends Local Planning Scheme No. 24 (LPS 24) by rezoning the area bound by Railway Parade, Yule Brook, Streatham Street and Ladywell Street, Beckenham to Residential R30.

1.1 Site Description

The amendment area is surrounded by residential development to the west, north and east. Residential land to the west of Yule Brook has a density code of R25, land to the north is R20 and land to the east is zoned R20. The southern boundary of the amendment area adjoins the Perth to Armadale railway line.

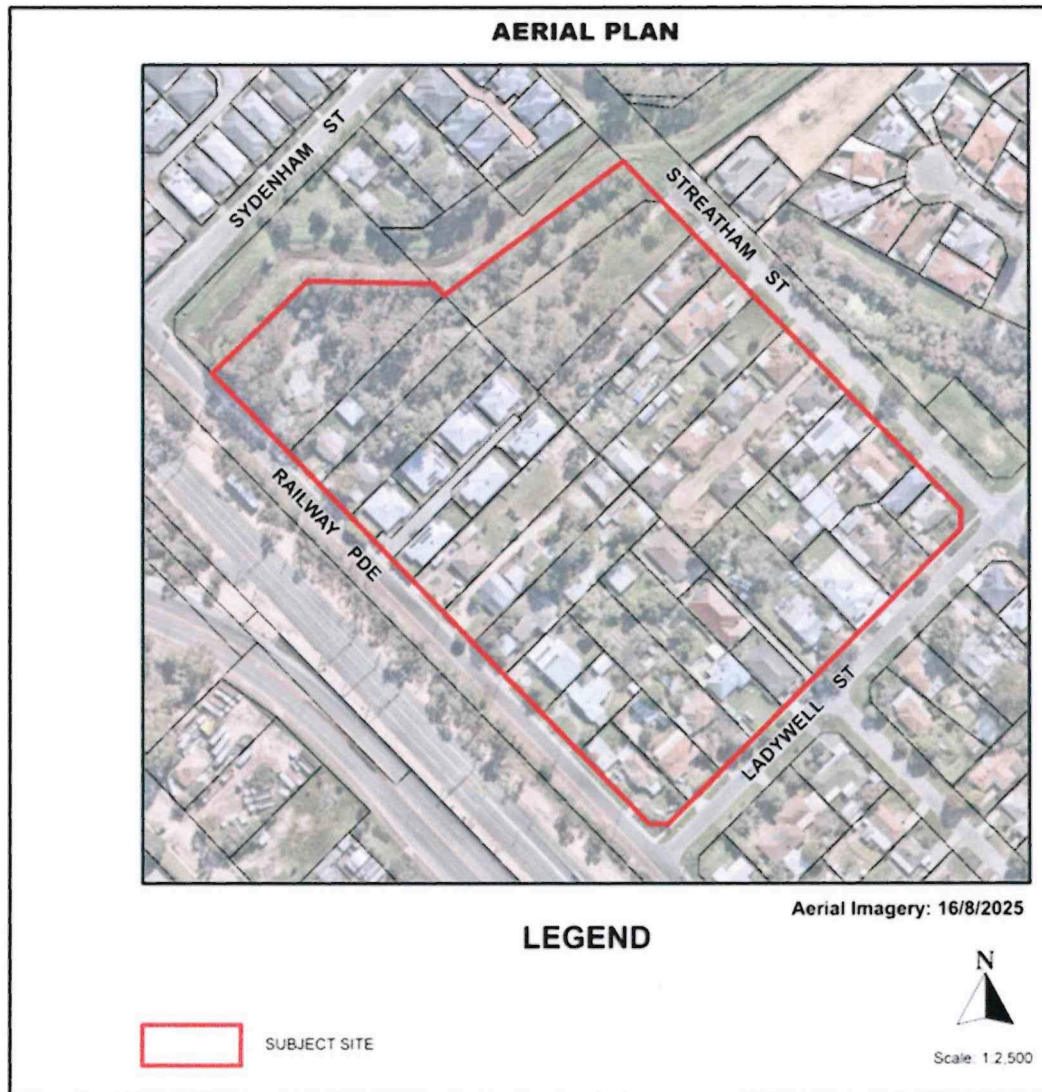
A map identifying the location of the scheme amendment follows.



Location Plan – Beckenham amendment area

The subject area has an area of 51.9ha and comprises contains 35 residential lots varying in size from 283m² to 4097m². The subject site contains single and grouped dwellings as well as several vacant lots. Public open space abuts the subject site to the north-west on Streatham Street.

An aerial plan of the scheme amendment area follows.



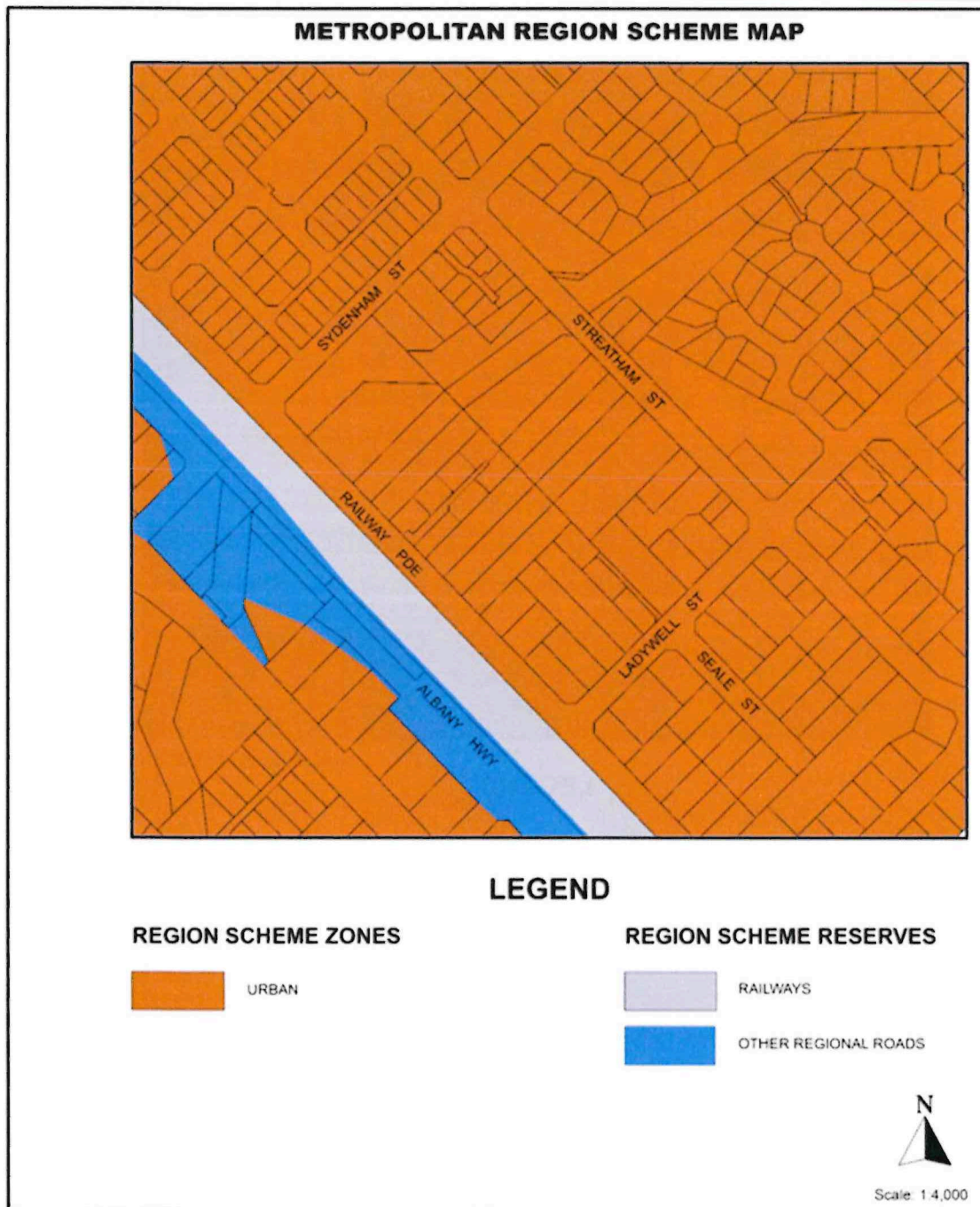
Aerial Plan

2.0 PLANNING FRAMEWORK

2.1 State Planning Framework

2.1.1 Metropolitan Region Scheme

The land within the boundaries of the amendment area is zoned Urban in the Metropolitan Region Scheme.



Metropolitan Region Scheme

2.1.2 State Planning Framework

State Planning Policy 5.4 – Road and Rail Noise

State Planning Policy (SPP) 5.4 applies to all stages of planning in Western Australia, where a noise-sensitive land use is proposed within the policy's trigger distance of specified transport routes or when new or major upgrades of road and rail are proposed. The transport routes identified are considered of key economic importance due to their high vehicle movements and/or freight handling functions.

The objective of the policy is to:

- protect the community from unreasonable levels of transport noise.
- protect strategic and other significant freight transport corridors from incompatible urban encroachment.
- ensure transport infrastructure and land-use can mutually exist within urban corridors.
- ensure that noise impacts are addressed as early as possible in the planning process.
- encourage best practice noise mitigation design and construction standards.

The amendment area is located near several transport routes as outlined below:

Transport Route	Trigger Distance
Strategic Freight or major traffic route – Roe Highway	The trigger distance abuts the eastern edge of the amendment area on Ladywell Street.
Strategic Freight or major traffic route – Albany Hwy	The trigger distance impacts lots with frontage to Railway Parade.
Metropolitan passenger railway – Perth and Armadale line	The trigger distance impacts lots with frontage to Railway Parade.

No noise attenuation measures are considered necessary for residential dwellings in the Roe Highway trigger distance as this road is 280 metres away.

The distance from the nearest residential dwelling to the edge of the railway is 20 metres and 60 metres to Albany Highway. At the time of future subdivision or development of lots fronting Railway Parade, noise attenuation measures will need to be implemented in accordance with the requirements of SPP5.4.

2.2 Local Planning Framework

2.2.1 Local Planning Strategy

The City's Local Planning Strategy (Strategy) was endorsed by the WAPC in 2025.

The subject site is located mid-point between the Beckenham Train Station (900m) and the Kenwick Train Station (850m), which equates to a 10-12 minute walk. Although the subject site is located marginally beyond the 800m walkable catchment for each train station, the area is suited for medium density development. However, any proposed change in zoning must be considered in the context of the City's Planning framework and in this regard the subject site is identified for higher density under the Strategy.

The Strategy identifies the following Actions:

2.1 Housing

Objective: *Facilitate development of additional and diverse housing through infill development opportunities.*

Strategy #1	
Provide a more consolidated form of development with an emphasis on the intensification of residential uses in and around activity centres, adjacent to areas of high amenity public open space, public transport nodes and community infrastructure.	
Action	
(a) Amend the Scheme Map (where appropriate) to provide for residential development within the walkable catchment of activity centres and train stations in accordance with the following density ranges:	
Residential Density within Walkable Catchments of Activity Centres and Train Stations	
Train Stations	Density
5 minute/400m walkable catchment	R60-R80
10 minute/800m walkable catchment	R40-R60
Action	
(d) Support increasing the base residential density code from R17.5 to R20, where further consideration is not required to resolve matters relating to fragmented ownership, lack of reticulated sewer, lack of internal road networks, provision of public open space and drainage.	

2.7 Transport

Objective: *Provide and improve sustainable travel and transport options for the community.*

Strategy #15
Provide a safe, efficient and effective movement network for people and freight that is integrated with land uses to provide for better accessibility and sustainability
Action
(a) Investigate opportunities to promote higher densities in the local planning scheme around key public transport routes.

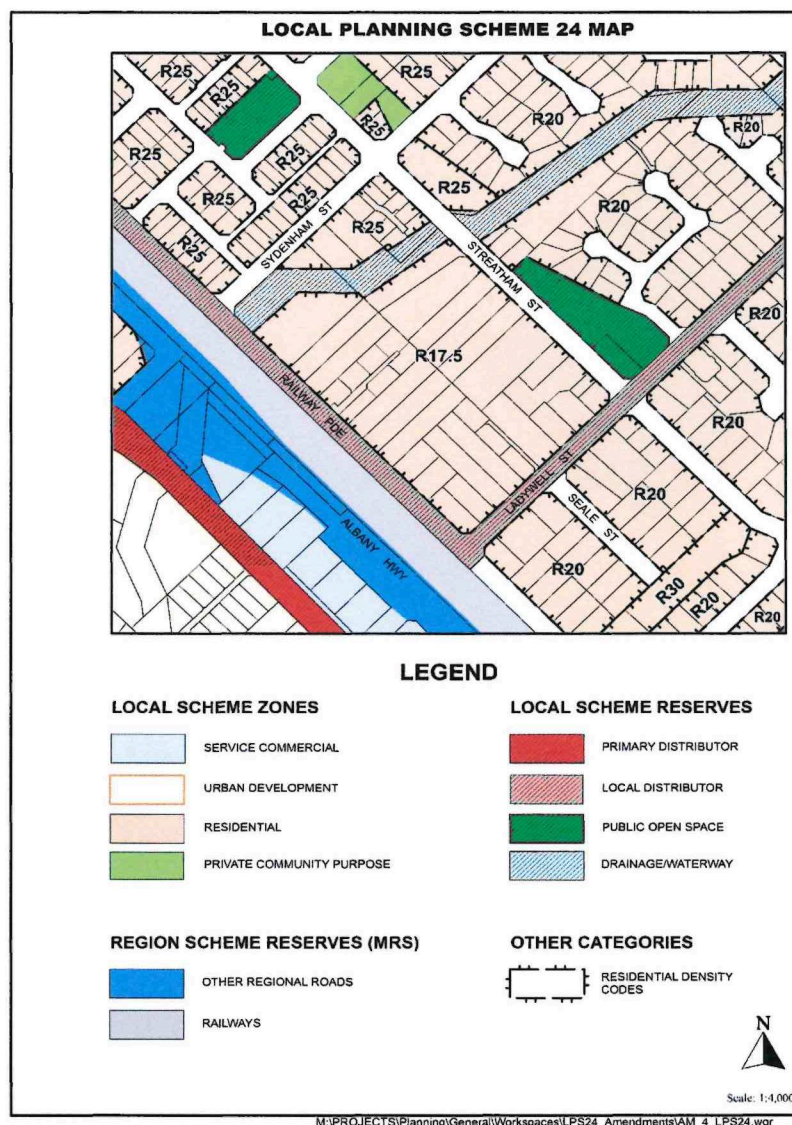
2.2.2 Local Planning Scheme No. 24

The subject site was zoned Residential R17.5 under Town Planning Scheme No. 6. In 2017 Council adopted draft LPS 24 for initiation and advertising with the subject site proposed to be zoned Residential R20. However, prior to advertising LPS 24 the Western Australian Planning Commission (WAPC) directed the City to restore the zoning of the subject site to Residential R17.5 on the basis the area required a Subdivision Guide Plan.

LPS 24 was subsequently advertised and the City received one submission from a landowner within the subject site requesting a higher R-coding. Council subsequently resolved to grant final approval to LPS 24 and recommended to the WAPC the subject site be zoned Residential R25 for the following reasons:

- The subject site is under-utilised and under-developed.
- Land immediately surrounding the subject site is zoned Residential R25.
- The subject site is near the Beckenham and Kenwick Train Stations.

The City's request to increase the density of the subject site to Residential R25 was not supported by WAPC.



Local Planning Scheme No. 24 Scheme map

2.2.3 Local Planning Policy 3.5 (LPP 3.5) Infill Development

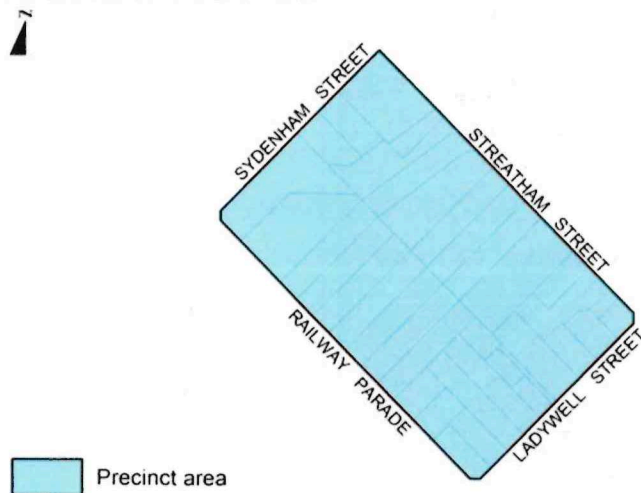
The purpose of LPP 3.5 is to provide guidance on the assessment and determination of applications for infill subdivision and development within the City. The Policy applies to land zoned Residential which is not subject of an adopted Structure Plan and is not subject to the requirement for such a Structure Plan.

The objectives are:

- (a) To deliver high quality, efficient and functional development outcomes that are well connected to, and integrated with, existing development.
- (b) To effectively manage stormwater drainage, primarily on-site, while minimising the burden on established street drainage infrastructure.
- (c) To ensure a shared and equitable approach to the provision and improvement of Public Open Space.
- (d) To ensure the street network provides a high level of access, functionality, safety and convenience.

The Railway Parade infill development precinct as shown in the plan below:

RAILWAY PARADE



LPP 3.5 - Railway Parade Precinct

In addition to the general infill development requirements detailed in the Policy, the following provisions apply to the assessment and determination of subdivision and development applications.

Precinct	Requirements
Railway Parade	For lots directly abutting Yule Brook: i) Any proposed new dwelling shall be designed to ensure windows and opening address the Brook reserve; ii) Fencing along the boundary with the Brook reserve shall be visually permeable above 1.2m in height, have a height of no more than 1.8m and be constructed in masonry, timber or similar materials.

2.2.4 Subdivision Guide Plan

The Subdivision Guide Plan makes provision for a road reserve accessed from Streatham Street that terminates in a cul-de-sac. The location of the road reserve's intersection with Streatham Street is fixed by the lot adjacent to the Drainage/Waterway (Lot 66). Lot 66 is Crown land and its only permitted land use is road reserve.

The proposed road reserve terminates in a cul-de-sac centrally to the subject site as existing development of residential dwellings prevents the road reserve from extending further in a southeast direction.

Development within the subject site following the rezoning is required to be consistent with the provisions of Local Planning Policy 3.5 - Infill Development.



LOCAL PLANNING SCHEME NO. 24
AMENDMENT NO. 4 - RAILWAY PARADE PRECINCT, BECKENHAM



3.0 SCHEME AMENDMENT JUSTIFICATION

3.1 Environmental Considerations

3.1.1 Topography

The amendment area is generally flat with a height of 7.5 metres at Ladywell Street and 4.5 metres at the western boundary. The south western corner of the amendment area adjacent to Yule Brook is the lowest point at 2.5 metres.

3.1.2 Flora and Fauna

The amendment area is generally cleared of vegetation but there are pockets of mature trees. Mature trees will be protected where possible as land is developed or when the road is constructed on Lot 66 Streatham Street to the service the western portion of the precinct.

The western portion and surrounding land north of the subject site is identified as 'Threatened and Priority Fauna - Vulnerable' for Yule Brook on the Department of Biodiversity Conservation and Attractions mapping database. As land in proximity to the amendment area has been subject to recent subdivision and development, flora and fauna is not expected to pose any major concerns regarding the future development of the site.

3.2 Aboriginal Heritage

The western edge of the amendment area between Streatham Street and Railway Parade abuts the Yule Brook main drain. The drain is located on Crown land and land owned by the Water Corporation. Yule Brook / Mandoorn is a registered Aboriginal Cultural heritage site and consultation will be undertaken with the Department of Planning, Lands and Heritage as planning progresses in this area.

3.3 Bushfire management

The amendment area is outside the area of land designed as bushfire prone.

3.4 Movement and Access

Railway Parade and Ladywell Street are designated as Local Distributor Roads. The proposed rezoning of the land is expected to create an estimated 90 additional dwellings in the precinct at full build out. The expected increase in the volume of traffic on local roads would be minor and therefore no road upgrades are considered necessary.

A new road is proposed to be constructed from Streatham Street via Lot 66 and along the rear boundaries of Lot 30, 31 and 99 Streatham Streatham. This culdesac will enable residential lots to have street frontage to this new road.

3.5 Servicing

The amendment area is serviced by water and electricity.

A portion of the amendment area has access to sewer services but properties along Railway Parade and part of Ladywell Street have no direct access to sewer. Further development in parts of the precinct will be dependent upon developers liaising with the Water Corporation to fund the extension of sewer infrastructure to properties.

4.0 Planning Justification

The City's Public Open Space (POS) Strategy (2025) identifies Beckenham as having only 5.8% POS acquired through Planning legislation as a percentage of residential zoned land.

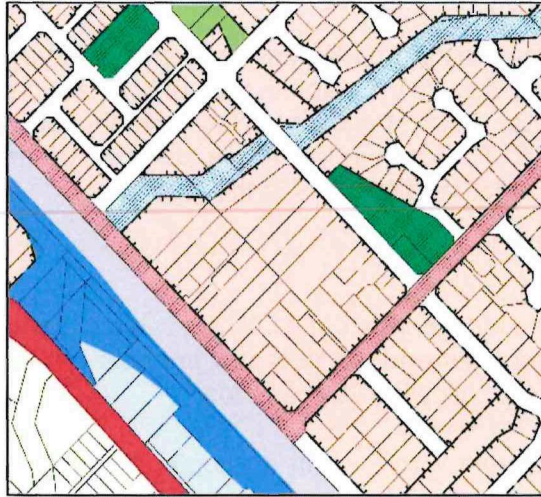
The amendment area is adjacent to an existing park (Maurie Lyon Reserve) on Streatham Street. The City will recommend that the WAPC apply the 10% POS condition to any subdivision of land in the precinct in the form of a cash in lieu contribution rather than the ceding of land to create additional POS. The cash in lieu funds can then be used to upgrade existing areas of POS or acquire additional land for POS in the locality

5.0 Conclusion

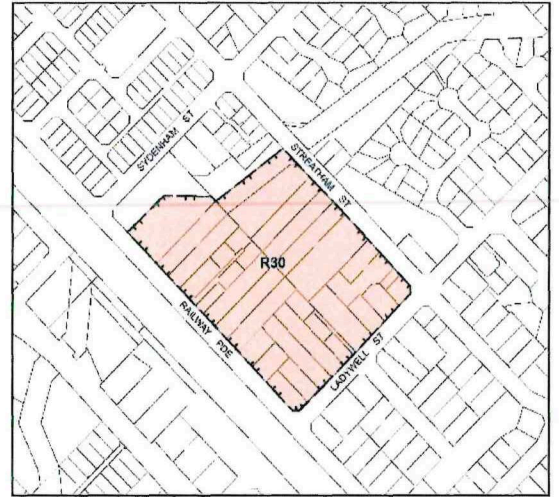
The Scheme Amendment considers the local context and City's strategic planning framework applicable to the site, surrounding land uses and the potential impacts of the proposal. The Scheme Amendment is warranted for the following key reasons:

- The proposed amendment is consistent with the City's adopted Local Planning Strategy that supports higher densities for land located close to public transport.
- The amendment will not result in any significant environmental, social, economic or governance impacts on the land in the Scheme area.

CITY OF GOSNELLS LOCAL PLANNING SCHEME NO. 24 - AMENDMENT NO. 4



EXISTING ZONING



SCHEME (AMENDMENT) MAP

LEGEND

LOCAL SCHEME ZONES

- SERVICE COMMERCIAL
- URBAN DEVELOPMENT
- RES DENTIAL
- PRIVATE COMMUNITY PURPOSE

LOCAL SCHEME RESERVES

- PRIMARY DISTRIBUTOR
- LOCAL DISTRIBUTOR
- PUBLIC OPEN SPACE
- DRAINAGE/WATERWAY

REGION SCHEME RESERVES (MRS)

- OTHER REGIONAL ROADS
- RAILWAYS

OTHER CATEGORIES

- RESIDENTIAL DENSITY CODES



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SCHEME AMENDMENT
PLANNING AND DEVELOPMENT ACT 2005
CITY OF GOSNELLS

The Council of the City of Gosnells under and by virtue of the power conferred upon it in that behalf by the *Planning and Development Act 2005* hereby amends Local Planning Scheme No. 24 by rezoning the area bound by Railway Parade, Yule Brook, Streatham Street and Ladywell Street, Beckenham to R30.

Initiate Scheme Amendment

Adopted by resolution of the Council of the City of Gosnells at the Ordinary Meeting of the Council held on this 10 day February 2026.



MAYOR



CHIEF EXECUTIVE OFFICER

Final Approval of Scheme Amendment

Adopted for final approval by resolution of the City of Gosnells at the Ordinary Meeting of the Council held on this day of 20__.

The Common Seal of the City of Gosnells was hereunto affixed by authority of a resolution of the Council in the presence of:

MAYOR

CHIEF EXECUTIVE OFFICER

RECOMMENDED/SUBMITTED
FOR FINAL APPROVAL

DELEGATED UNDER SECTION 16 OF
THE PLANNING AND DEVELOPMENT
ACT 2005

DATE

FINAL APPROVAL GRANTED

MINISTER FOR PLANNING

DATE